



Streets and Walkways Sub (Planning and Transportation) Committee

Date: TUESDAY, 12 OCTOBER 2021

Time: 10.30 am

Venue: COMMITTEE ROOM 3, 2nd FLOOR, WEST WING, GUILDHALL

Members:

Graham Packham (Chairman)	Deputy Alastair Moss
Shravan Joshi (Deputy Chairman)	Oliver Sells QC
Randall Anderson	William Upton QC
Peter Bennett	Christopher Hill, Port Health and
Marianne Fredericks	Environmental Services Committee (Ex-
Christopher Hayward	Officio Member)
Deputy Jamie Ingham Clark	Paul Martinelli, Finance Committee (Ex-
	Officio Member)
	Deputy Barbara Newman, Open Spaces
	and City Gardens (Ex-Officio Member)
	Deputy Edward Lord, Farringdon
	Without South Side (Ex-Officio Member)

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<https://youtu.be/DwAzPS7xYic>

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John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**

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

3. **MINUTES**

To agree the public minutes and summary of the meeting held on 10 September 2021.

For Decision
(Pages 5 - 12)

4. **2-6 CANNON STREET PUBLIC REALM IMPROVEMENTS**

To consider the report of the Environment Department '2-6 Cannon Street Public Realm Improvements'.

For Decision
(Pages 13 - 32)

5. **55 MOORGATE**

To consider the report of the Environment Department '55 Moorgate Section 278 Public realm and highway improvements'.

For Decision
(Pages 33 - 54)

6. **100 MINORIES PHASE TWO: PUBLIC REALM ENHANCEMENTS**

To consider the report of the Director of the Built Environment '100 Minorities Phase Two: Public Realm enhancements to Crescent'.

For Decision
(Pages 55 - 66)

7. **BARBICAN AND GOLDEN LANE HEALTHY STREETS PLAN**

To consider the report of the Director of the Built Environment 'Barbican and Golden Lane Healthy Streets Plan'.

For Decision
(Pages 67 - 84)

8. **PEDESTRIAN PRIORITY PROGRAMME - PHASE ONE INTERVENTIONS**

To consider the report of the Executive Director – Environment ‘Pedestrian Priority Programme - Phase One Interventions’.

For Decision
(Pages 85 - 244)

9. **STREET LIGHTING LED PROJECT**

To consider the report of the Director of the Built Environment ‘Street Lighting LED Project’.

For Decision
(Pages 245 - 260)

10. **TFL BISHOPSGATE EXPERIMENTAL CLOSURE**

To receive the report of the Executive Director, Environment, ‘TfL's Bishopsgate Experimental Closure’.

For Information
(Pages 261 - 278)

11. **MIDDLESEX STREET AREA PHASE B NEW OPEN SPACE**

To receive the report of the report of the Director of the Built Environment ‘Middlesex Street Area Phase B New Open Space’

For Information
(Pages 279 - 288)

12. **OUTSTANDING REFERENCES**

Report of the Town Clerk.

For Information
(Pages 289 - 290)

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

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

15. **EXCLUSION OF THE PUBLIC**

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

Part 2 - Non-public Agenda

16. SUICIDE PREVENTION IN THE CITY OF LONDON

To consider the report of the Deputy Town Clerk and Chief Executive 'Suicide Prevention in the City of London'.

For Decision
(Pages 291 - 312)

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

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

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Friday, 10 September 2021

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Room 3 - 2nd Floor West Wing, Guildhall on Friday, 10 September 2021 at 10.30 am

Present

Members:

Graham Packham (Chairman)
Shravan Joshi (Deputy Chairman)
Randall Anderson
Peter Bennett
Marianne Fredericks
Sheriff Christopher Hayward
Deputy Jamie Ingham Clark
Oliver Sells QC
Deputy 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
Shani Annand-Baron	- Town Clerk's Department
Kristian Turner	- Department of the Built Environment
Patrick Hegarty	- Open Spaces Department
Tom Noble	- Department of the Built Environment
Maria Herrera	- Department of the Built Environment
Emmanuel Ojugo	- Department of the Built Environment
Jayne Moore	- Town Clerk's Department
John Cater	- Town Clerk's Department

1. APOLOGIES FOR ABSENCE

Apologies were received from Deputy Alastair Moss, William Upton QC, and Paul Martinelli.

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

There were no declarations.

3. MINUTES

A Member made a correction to the list of Apologies received in respect of the meeting of 08 July 2021.

RESOLVED – That the minutes of the meeting held on 08 July 2021 be agreed as a correct record, subject to a single correction to the list of Apologies.

4. BANK JUNCTION IMPROVEMENTS: ALL CHANGE AT BANK

The Sub Committee heard a presentation on the 'All Change at Bank' project covering an outline of the proposals as consulted; the consultation survey data; the overall consultation themes with Officer comments and responses; and the recommendations.

Members noted that the written comments of local businesses and organisations submitted independently of the survey were shown in Appendix 8.

A Member expressed the view that safety had not come through strongly in the presentation and asked for further clarification on the project's safety implications, particularly in respect of pedestrians and cyclists sharing the road with buses.

Members heard that traffic tended to slow down when travelling along narrower carriageways, and that the widening of pavements and removal of excess carriageway was likely to result in improved safety for pedestrians and cyclists, with cyclist traffic light sequences set to enhance the safety of cyclists.

It was pointed out that some licensed premises in the Bank junction area had been denied an outdoor seating licence for safety reasons.

A Member asked what had happened to previous proposals for a taxi (black cab) rank outside or opposite The Ned (to be funded by The Ned) and whether those plans had been taken forward. The Member expressed support for a taxi rank at The Ned for safety reasons.

Members heard that those proposals were still on the table and had been costed out. Those proposals had been sent to The Ned and no response had yet been received from The Ned on those specific proposals, though the taxi rank issue had been raised via the current proposed project. The pandemic was likely to have affected any response.

A Member sought clarification on whether, given Bank junction's importance on the Lord Mayor's Show ceremonial route, the Pageantmaster for the Lord Mayor's Show had been consulted on the changes - particularly in respect of the narrowing of Princes Street and the impact of that on the spectacle of the Lord Mayor's Show.

Members heard that the Pageantmaster had been consulted on the changes in respect of the ceremonial route and that some changes had been made in the

light of that consultation, including a reduced narrowing of Princes Street. The relevant interested parties were confident that the ceremonial route should work well with the new proposals.

A Member sought clarification on the survey methodology, including whether there were enough survey responses for each mode to result in a statistically significant response.

Members heard that the survey response rate had not been representative of expectations (in terms of modal use), with relatively low response rates from some users including bus passengers and service vehicle drivers. The objective had been to set out views taking into account the large volume of responses from taxi/private hire drivers and passengers. Members heard that consideration had been given to weighting the responses to reflect modal use, but that such weighting had been discarded as it was felt that it would over-complicate the analysis and generate uncertainty.

A Member commented that the general trend was to be supportive of the proposed changes to the road pattern. The Member raised concerns around the credibility of the way taxi/private hire driver and passenger responses had been dealt with, commenting that there were safety implications around taxis (black cabs) being allowed through the changed Bank junction area arrangements. Members heard that allowing taxis (black cabs) through the Bank junction area was a significant decision and that taxis accounted for a large proportion of the traffic in the Bank junction area (with varying levels of occupancy). It was recommended that the issue of taxis (black cabs) being allowed through the Bank junction area be handled as a separate issue.

A Member commented that the views of taxi/private hire drivers and users were important, and queried the blocking out of King William Street. The Member expressed the view that extensions of restrictions into the evening and further extensions were unwelcome given that the economy of the area appeared to be picking up well, and that there appeared to be a demand for taxis (black cabs) in the evening in the area.

In response to a Member's question on whether taxi volumes had been modelled – and the impact of that on risk mitigation – the Sub Committee heard that taxi (black cab) vehicle volumes had been modelled at Poultry, Cornhill and King William St as part of the proposals within the last 12 months. Traffic modelling was based on 2019 traffic flows, and there had been a significant drop in the number of licensed London taxi vehicles (from 18K in 2019 to 13K in late 2020) so it might not be appropriate to take that modelling forward given the uncertainty around future traffic flows. Implications around access and the sense of place were also being taken into account, and the current data was largely pre-pandemic.

A Member pointed out that the London hackney carriage trade viewed itself as a public transport provider and therefore viewed itself as entitled to be treated as such. Safety was the key reason for the project's continuing existence, and it was important for planners to build safety into future plans. The Member

expressed support for extending the timings to encompass the weekend given the increased visitor figures to the City at the weekends, which would also reduce confusion and therefore accidents. The Member asked about the impact of a trial in which taxis (black cabs) would be allowed to use the Bank junction area as a public transport option, and the impact of that on safety and pollution if there was an extension to cover 7 days a week.

A Member commented that it was defensible to seek clear advice around taxis (black cabs) being given special status in the traffic mix, commenting that black cabs are not necessarily suitable for use by some disabled people.

Members were generally supportive of a review within a fixed period of time of the measures being put in place given the post-pandemic uncertainty, the need for businesses to have some certainty, and the need to ascertain whether there were any safety implications. Members were generally supportive of a thorough review to include the impact of the carriageway reduction and its effect on traffic elsewhere, bus routes, and the introduction or otherwise of black cabs.

A Member also raised the issue of scooters not being allowed to use the Bank junction area and whether restrictions on electric scooters were being clearly articulated.

Members heard that specific Bank junction areas had been geo-fenced by the electric scooter hire companies, and that private electric scooters continue to be illegal.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Note the contents of the report and the key themes of the consultation response, Officers' response to the key findings and the design changes proposed (paragraphs 161-229)
2. Approve the proposed way forward:
 - a. to continue to Gateway 5 with the proposed changes to motor vehicle movements on Threadneedle Street, Princes Street and Queen Victoria Street (which would be operational at all times) outlined in Paragraph 240
 - b. to continue to Gateway 5 with the proposed restrictions on Poultry, Cornhill and King William Street remaining as buses and cycles only, Monday to Friday 7am to 7pm.
 - c. to continue to develop the public realm design to Gateway 5 taking into account consultation comments received.
 - d. to maintain pace of programme, agree that the traffic orders reflecting a and b can be drafted and issued for statutory consultation ahead of the Gateway 5 report.
3. Approve the proposal to review the timing and traffic mix for the Poultry, Cornhill and King William Street arms 12 months from completion. (see paragraphs 173-175)

4. Note that a Costed Risk Provision of £93,000 was approved in July 2021 and is still required.

5. **MILLENNIUM BRIDGE HOUSE**

Members considered a report of the Director of the Built Environment on an improvement project within the immediate perimeter and streets in the wider vicinity of the approved Millennium Bridge House development at 2 Lambeth Hill.

Members heard that the area attracts a lot of skateboarders and learned that further skateboarding would not be facilitated - to include installing high seating, which also benefits the elderly.

Members heard that the City of London School would be kept informed of the project.

RESOLVED – That the Streets & Walkways Sub Committee approve the initiation of the project:

- Approve the budget of **£50,000**, that forms the legally agreed Section 106, Design and Evaluation Fee Payment for the project to reach the next Gateway;
- Note the total estimated cost of the project at **£150K-300K** (excluding risk);
- Note that at the next reporting stage, any proposed Cost Risk Provision is to be delegated to the Town Clerk in consultation with the Chairman and Deputy Chairman of Streets & Walkways sub-Committee and Projects sub-Committee.
- Authorise officers to negotiate and enter into a Section 278 agreement, in accordance with the requirements of the Section 106 agreement.

6. **CITY STREETS TRANSPORTATION RESPONSE TO SUPPORT COVID-19 RECOVERY PHASE 3 – 23 JULY 2021**

Members received the report of the Projects Sub Committee of 23 July 2021: 'City Streets Transportation Response to support Covid-19 Recover Phase 3'.

Members agreed that the points raised in the report were common to the Streets & Walkways Sub Committee.

Members agreed that updates and developments on the matter would be added to the Sub Committee's Outstanding References.

RESOLVED – That the Streets & Walkways Sub Committee note the contents of the report from the Projects sub-committee of 23 July 2021.

7. **OUTSTANDING REFERENCES**

The Sub Committee received a list of outstanding references and the following points were made:

Dockless vehicles: HumanForest (the second operator) began operating in early September 2021 on a trial basis.

A Member commented that a Lime bike has been seen at the staircase at Breton House (Barbican) for several weeks and queried the effectiveness of the company's bike tracking process. Members heard that the matter would be raised and the findings reported back.

A Member commented that e-scooters were often used on pavements especially in the evening, and raised concerns around the inappropriate use of bikes and e-scooters, and around the level of education in respect of the appropriate use and parking of hired bikes and e-scooters. Members heard that the geo-fencing capability may not be sufficiently precise to prevent pavement use.

Beech Street: the outcome of the judicial review challenging the legality of the experiment (delivered on 10 August 2021) found in favour of the City of London, meaning that the 18-month experiment was considered meaningful and that it could continue. The experiment is to expire on 18 September 2021, and street notices have been posted to explain that. A safety audit on the central reservations for accessing car parks from either direction has resulted in those staying in place. Data is being collected via cameras for traffic modelling purposes to inform future decisions on a permanent scheme at Beech St. That information is being shared with the Barbican Association, and discussions are being held with the Association on a fortnightly basis as part of the Healthy Streets plans. A Gateway 1 - 2 report is expected to be presented to the Sub Committee in October 2021 for the Barbican – Golden Lane Healthy Streets Plan. Subject to the Sub Committee's approval, a permanent scheme to address air quality issues and make public realm improvements for Beech St is expected to be presented to the Sub Committee in December 2021, with any public consultation period in respect of that to run till the end of January 2022 with a permanent scheme potentially in place by summer 2022.

A Member asked whether any traffic analysis of right-turning vehicles had been undertaken following a safety analysis of that.

Members heard that the information had been considered as part of the safety audit and that numbers entering the car park are low, but the situation will be continue to be monitored.

Use of central medians: dialogue is under way between the Department of the Built Environment and the City of London Police in the context of a potential re-design of some of the checkpoints. Further reports are likely to be presented to the Sub Committee.

RESOLVED, that the issue of central medians be removed from the list of Outstanding References.

8. REPORT OF ACTION TAKEN BETWEEN MEETINGS

The Sub Committee received a report of action taken between meetings: approval by delegated authority from the Town Clerk of a Gateway 2 report in respect of highway and public realm works in the vicinity of 40 Leadenhall Street.

RESOLVED - that the Sub Committee note the report.

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

A Member commented that signage needed to be improved in respect of some of the roads that had been closed off during the pandemic, including at Old Jewry Poultry junction, given that some minicabs were struggling to navigate the area appropriately. Members heard that a review is currently under way.

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

No other business was raised.

11. **EXCLUSION OF THE PUBLIC**

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

No matters were raised.

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

No other business was raised.

The meeting ended at 12.20 pm

Chairman

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Agenda Item 4

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Committees: Streets and Walkways Sub Projects Sub - <i>for information</i>	Dates: 12 October 2021 20 October 2021
Subject: 2-6 Cannon Street Public Realm Improvements Phases 2 and 3 Update Report Core project name: 2-6 Cannon Street Public Realm Improvements Unique Project Identifier: 11004	Gateway 5 Regular / Progress Report
Report of: Juliemma McLoughlin, Executive Director, Environment Department Choose an item. Report Author: Emmanuel Ojugo	For Decision
PUBLIC	

1. Status update	<p>Project Description: To deliver public realm enhancements that includes planting, erection of trees, provision of seating and a water bottle refill point; related to the redevelopment of 2-6 Cannon Street.</p> <p>The enhancements are entirely funded by the Developer through a Section 106 Agreement and utilised within the boundary as defined by the agreement. A Gateway 5 report delegated to the Director of the Built Environment, was approved in February 2020. The project is to be delivered in three Phases and these are as follows:</p> <p><u>Phase 1: Distaff Lane – Completed January 2019</u></p> <p>This included resurfacing Distaff Lane footways around the perimeter of the new development and footway reinstatement works on Cannon Street. Other works include raising a section of carriageway on Distaff Lane to footway level adjacent to the recently completed On-site Garden to the south. A gate/railing to the On-site Garden was also installed as part of this phase.</p> <p><u>Phase 2: Off-site Garden - Under construction</u></p> <p>This phase included re-landscaping of the garden space between Old Change House and Nicholas Cole Abbey Church. The design includes new planters and planting, tree planting and seating. A water bottle refill point is to be installed at the northern section of the garden space, subject to site conditions.</p>
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	<p><u>Phase 3: Re-landscaping land parcel on Queen Victoria Street – Construction plan being finalised</u></p> <p>These works include a small parcel of land to the south of Nicholas Cole Abbey on Queen Victoria Street and involve resurfacing the footway in York Stone and refurbishing / replacing the damaged planters with a new planting scheme.</p> <p>Slippage: Reporting delays to the project programme is in keeping with current guidance. The project works were expected to be completed by April 2021. However, due to some unforeseen occurrences, namely the effects of the global pandemic, there has been slippage in the programme that has required additional officer resource to address. See <i>Section 4: Progress to date</i> for a more detailed summary.</p> <p>RAG Status: Amber</p> <p>Risk Status: Low</p> <p>Total Estimated Cost of Project (excluding risk): £1,175,957</p> <p>Spend to Date: £654,637.</p> <p>Costed Risk Provision Utilised: N/A, project was initiated prior to the introduction of the CRP in April 2019.</p>
<p>2. Key points to note</p>	<p>Next Gateway: 6 Choose an item.</p> <p>Key Points: The project scope remains unchanged but due to some factors external to the project the programme has slipped, and it is necessary to accommodate some basic design changes to fulfil the main project objectives. It is therefore proposed to adjust the budget accordingly to ensure the project is completed in line with the City's Section 106 Obligations.</p> <p>Requested Decisions</p> <p><u>It is recommended that:</u></p> <ol style="list-style-type: none"> 1. That the remaining project budget of £420,170 is revised as set out in the finance tables in Appendix 3; including any interest accrued to complete the project in accordance with the Section 106 Agreement (<i>Streets and Walkways Sub, Projects Sub</i>). 2. Approval of the budget adjustment summarised in table 3 Appendix 3. (<i>Streets and Walkways Sub, Projects Sub</i>).
<p>3. Reporting period</p>	<p>This report covers the period from the project phase 2-3, authority to start work in February 2020 through to August 2021.</p>

<p>4. Progress to date</p>	<p><u>Current Position</u> Phase 1 in Distaff Lane were completed in January 2019. Phase 2 works are currently under construction. Phase 3 works are currently being programmed with the construction plan to be signed off shortly. Unforeseen occurrences have resulted in programme slippage, and this is summarised below:</p> <p><u>Covid-19</u> It was reported in February 2020, that works were expected to commence in July 2020, unfortunately due to the effects of the global pandemic in March 2020, the start date was delayed until November 2020 to allow additional time for site remobilisation and for some materials to arrive.</p> <p><u>Necessary Redesign of the Central Area south of Distaff Lane</u> Following the resumption of works in the new year (2021), site investigations to install the central planters (Phase 2) uncovered a construction anomaly that would affect the design of the central area. When excavation was quite advanced, it was discovered that some trees being replaced, due to poor growth, had been planted in concrete caverns specifically created during the construction of Old Change House and its extended basement area. See images in Appendix 4.</p> <p>This meant the proposed in-ground planting was not possible in the central area. To ensure the project would still deliver increased green coverage in this area, officers had to redesign the central section with new low maintenance, free-standing planters that would complement the planting to the perimeter and the garden.</p> <p><u>Legal Matters</u> There was a known land interest in the area occupied by the steps to the St Nicholas Cole Abbey Church and a simple legal addendum was required to declare the steps would remain in situ and the east/west aspect retained. A simple exchange and ratification of the agreement expected to occur in December 2020 was finally concluded in July 2021.</p>
<p>5. Next steps</p>	<ol style="list-style-type: none"> 1. Install low maintenance free-standing planters designed to retain water and slowly discharge into the new integrated draining system. (Phase 2). 2. Install Water Bottle Refill Point (Phase 2). 3. Finalise Construction Package to rebuild planters, reinstate planting in collaboration with the City Gardens Team and repave the small section of footway in Yorkstone. (Phase 3). 4. Submit Method Statement and Seek Faculty Approval to commence works. (Phase 3).

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Appendices

Appendix 1	Project Coversheet
Appendix 2	Site Plan, Project Phase Plan, General Arrangement Plan Snapshot
Appendix 3	Finance Tables
Appendix 4	Site Photos

Contact

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Project Coversheet

[1] Ownership

Unique Project Identifier: 11004

Report Date: 12th October 2021 (S&W-Sub), 20th October (Projects Sub)

Core Project Name: 2-6 Cannon Street Public Realm Improvements | Phases 2 and 3

Programme Affiliation (if applicable): N/A

Project Manager: Emmanuel Ojugo

Next Gateway to be passed: Gateway 6

[2] Project Brief

Project Mission statement:

To deliver public realm enhancements that includes planting, erection of trees, provision of seating and a water bottle refill point; related to the redevelopment of 2-6 Cannon Street.

The enhancements are to be entirely funded by the Developer through a Section 106 Agreement and utilised within the boundary as defined by the agreement.

Definition of need:

2-6 Cannon Street is an office development that is practically complete on Cannon Street and Distaff Lane. The development involved the demolition of the former Scandinavian House building constructed between 1958-59 with office (B1) and retail uses (A3); and construction of a new office building (Class B1) comprising 7 storeys plus basement and associated hard and soft landscaping, roof top plant, accessible terrace, access and servicing, ancillary cycle parking and other associated works.

The S106 agreement required that the developer enter into said agreement with the City, prior to commencing construction works. The new development offers a significant opportunity to address the impacts of the scheme by providing:

- Improved sustainable planting design to provide a more inviting environment and improved greening in an area that currently has a limited planting palette.
- Increased provision of opportunities for rest and contemplation with street furniture designed in line with the City's access requirements that incorporates anti-skating measures.
- Improved lighting provision to illuminate vertical surfaces, improve legibility and a sense of safety, in keeping with aims in the City Lighting Strategy 2018.
- Better pedestrian experience by improving permeability, delivering high quality enhancements that improves wellbeing and legibility that ties in with the On-Site Garden adjacent to the new development.

The developer recognises the importance of the spaces between buildings, so much so that as part of their planning obligations they created a new garden space north of Distaff Lane in an area that is typically a route for service vehicles.

The area is very close to the pedestrian traffic served by the Millennium Bridge, with a reported 5 million visitors annually.

Key measures of success:

- 1) Creation of new garden space that improves green coverage and improves the pedestrian experience.
- 2) Improved lighting and high-quality materials is expected to increase public perception of safety when using the new passageway.
- 3) The developer's aspirations and requirements will be met, by ensuring the surrounding highways work is completed to a high standard.

[3] Highlights**Finance:****Total anticipated cost to deliver [£]: £1,175,957****Total potential project liability (cost) [£]: N/A****Total anticipated on-going commitment post-delivery [£]:** Maintenance – £84,700 (to be fully funded by the developer as part of the Section 106 agreement, included in the delivery cost above)**Programme Affiliation [£]: N/A**

[A] Budget Approved to Date*	[B] New Financial Requests	[C] New Budget Total (Post approval)
£1,175,957	N/A	£1,175,957
[D] Previous Total Estimated Cost of Project	[E] New Total Estimated Cost of Project	[F] Variance in Total Estimated Cost of Project (since last report)
£1,133,048 - £1,287,998	£1,175,957	- £112,041
[G] Spend to Date	[H] Anticipated future budget requests	
£654,637.	N/A	

Headline Financial changes:**Since 'Project Proposal' (G5, Phase 1) report:**

▲ The total estimated cost of the project at last Gateway (February 2020) was £1,175,957.

The project will be delivered in phases. Phase 1 is practically complete and we are now in a position to implement phases 2 and 3.

Since 'Options Appraisal and Design' (G1-2) report:

Gateway 5 was approved in February 2020.

A Progress Report is now submitted for Committee approval, in compliance with the guidance to report slippage in the project work programme.

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

Please see above.

Project Status:

Overall RAG rating: Amber

Previous RAG rating: Green

[4] Member Decisions and Delegated Authority

N/A. Decisions are as per the approval of the previous Gateway 5 Phase 2-3 report. The recommended approvals are in keeping with current advice to report programme slippage.

[5] Narrative and change**Date and type of last report:**

Gateway 5 (Phase 2) report

Delegated report of the Director of the Built Environment – 21st February 2020

Key headline updates and change since last report.*Change in programme*

The worldwide pandemic had an effect on the project programme. This is not a unique occurrence and as such the programme has been extended to complete the project in accordance with the Section 106 Agreement.

The results of surveys are favourable to the design going ahead for phases 2 and 3 in July 2020 now that the developer's programme has been updated.

Headline Scope/Design changes, reasons why, impact of change:**Since 'Project Proposal' (G2) report:**

N/A

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

N/A

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

The design has remained consistent and aside from adjustments to the design of the central planters due to ground conditions, the scope remains unchanged.

Timetable and Milestones:

Expected timeframe for the project delivery: Under construction – June 2022

Milestones: <Top 3 delivery and planning milestones (upcoming) >

- 1) Install low maintenance free-standing planters designed to retain water and slowly discharge into the new integrated draining system (Phase 2).
- 2) Finalise Construction Package to resurface footway, rebuild planters and reinstate planting adjacent St Nicholas Cole Abbey Church, Queen Victoria Street (Phase 3).
- 3) Submit Method Statement/Seek Faculty Approval to commence works (Phase 3).

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

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

*The Covid-19 pandemic, is an accepted impact and this is reflected in the revised programme timeline.

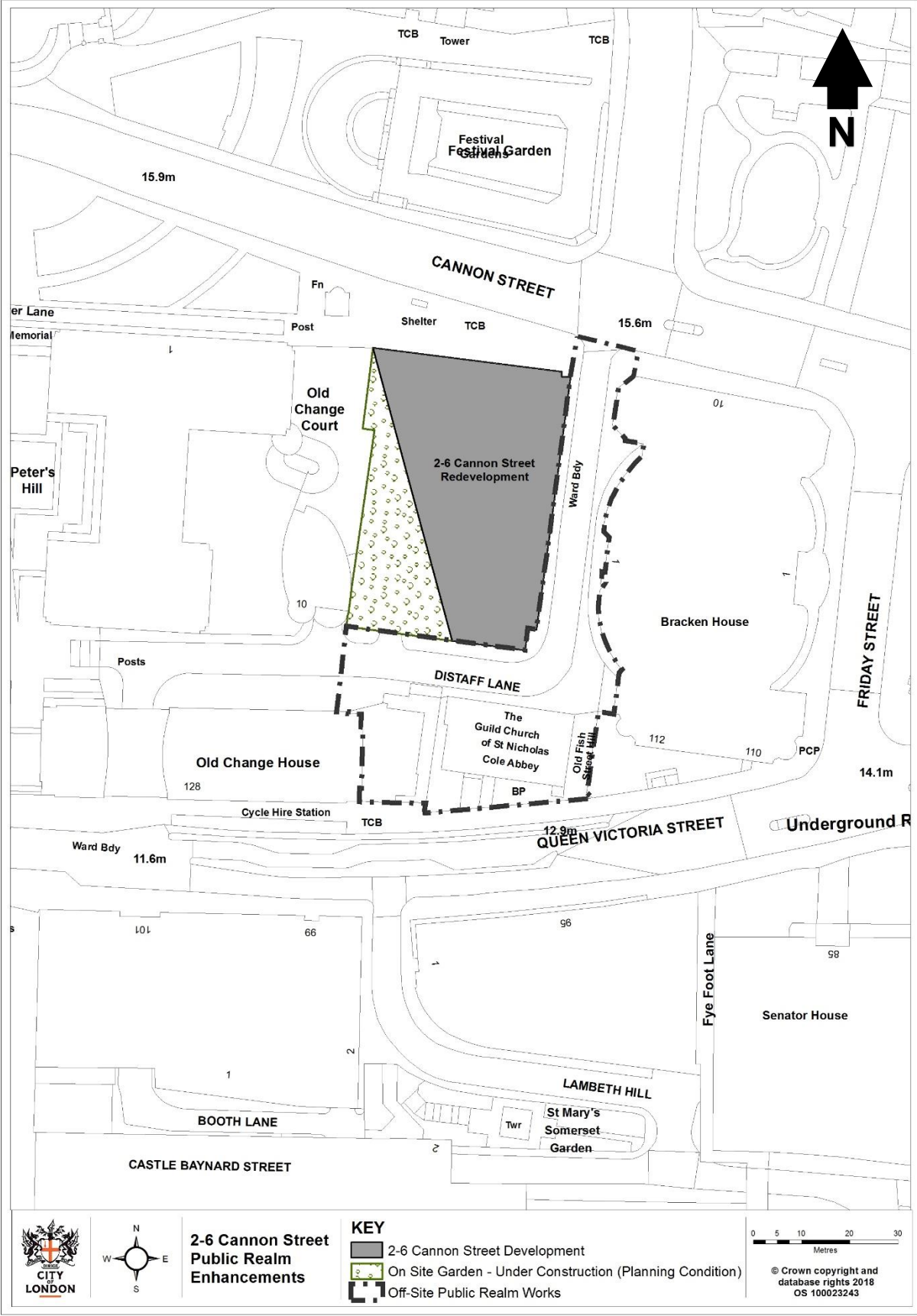
Risks and Issues**Top 3 risks:** <things that have not come to pass>

<i>Delays to the Developer's programme</i>	<i>Likely to impact the City's ability to access sections of public highway</i>
<i>Delays to the City's Programme</i>	<i>Likely reputational impact if Public Realm works are delayed due to City programme slippage</i>
<i>Integrity of adjacent buildings is compromised</i>	<i>A change in surface materials such as mastic asphalt to York stone or granite, can on occasion lead to water ingress into basements, due in part to poor building upkeep and the spaces jointing leaves for water to leave the paving surface.</i>

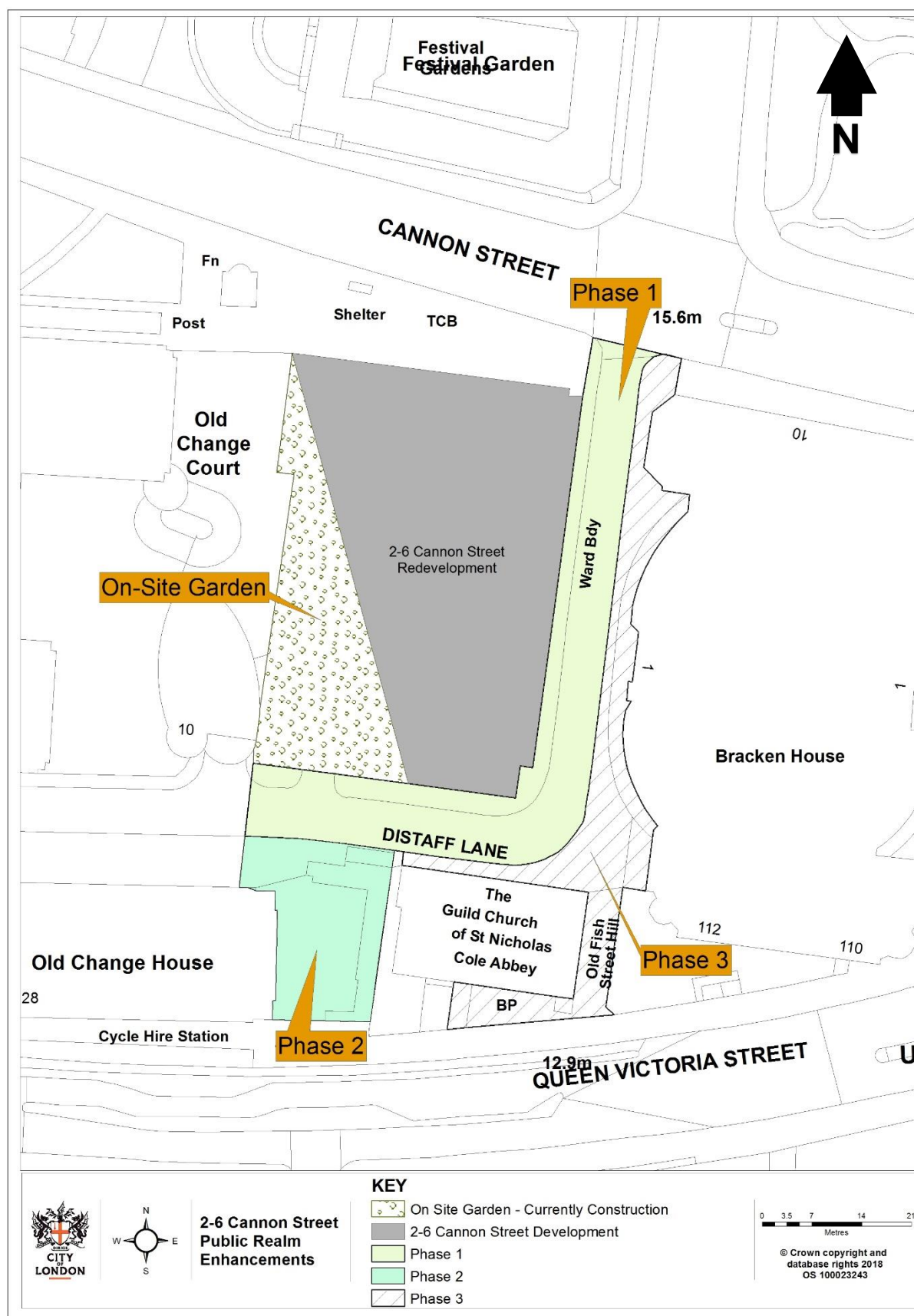
Has this project generated public or media impact and response which the City of London has needed to manage or is managing?

N/A

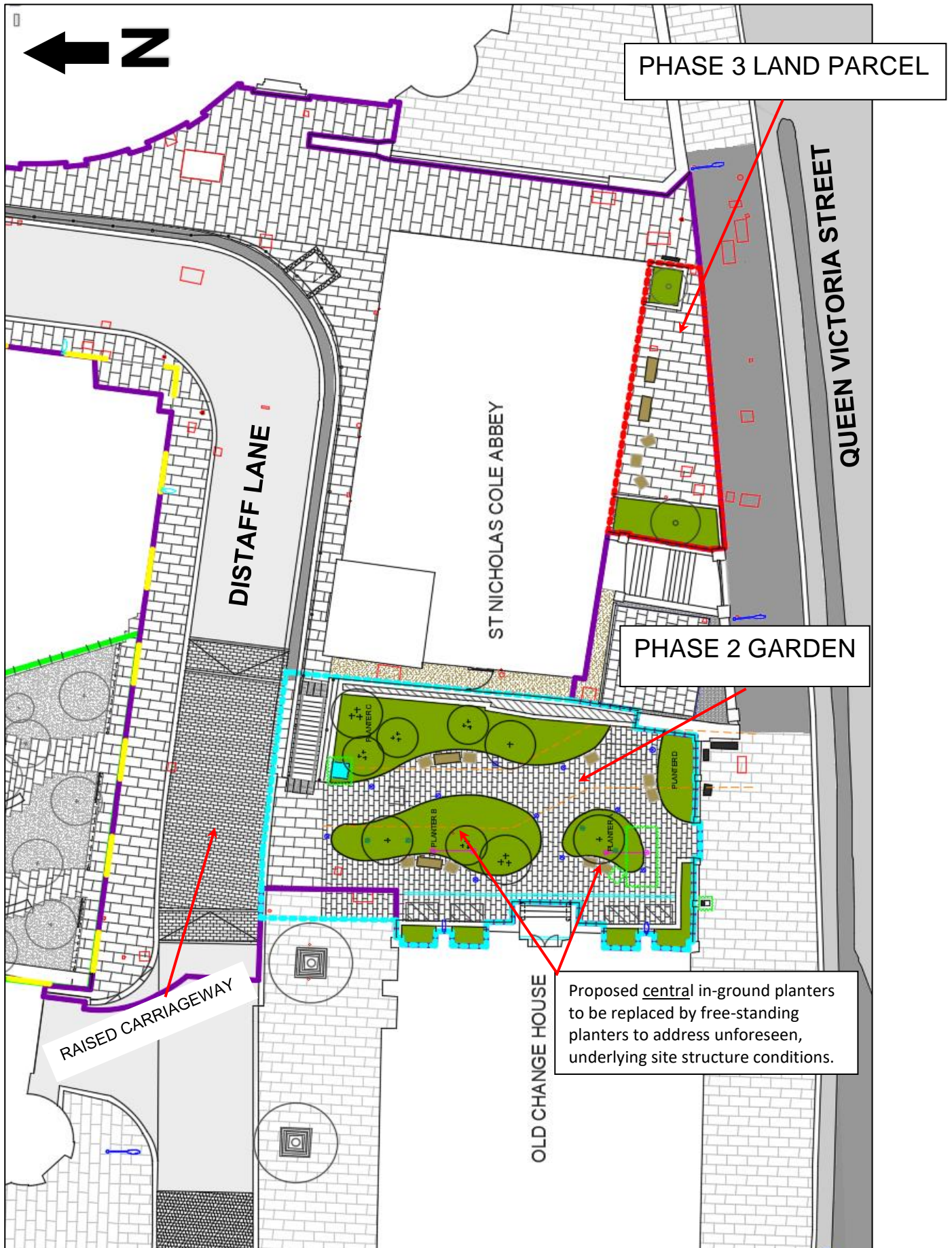
Appendix 2: Site Plan



Appendix 2: Project Phase Plan



Appendix 2: General Arrangement Plan Snapshot



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Appendix 3: Finance

Table 1: Spend to Date - 2-6 Cannon Street Public Realm Improvements (SRP) - 16800293

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
P&T Staff Costs	17,000	17,000	-
TOTAL	17,000	17,000	-

Table 2: Spend to Date - 2-6 Cannon Street Public Realm Improvements (CAP) - 16100293

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
DBE Structures Staff Costs	123	123	-
Env Servs Staff Costs	82,859	79,056	3,803
Legal Staff Costs	3,500	3,232	268
Open Spaces Staff Costs	12,000	2,243	9,757
P&T Staff Costs	182,678	194,706	(12,028)
Civil Engineer	10,494	10,494	-
P&T Fees	56,748	52,362	4,386
Structural Engineer	16,000	16,000	-
Highway Works	650,405	295,480	354,925
Open Spaces Works	35,000	941	34,060
Utilities	25,000	-	25,000
TOTAL	1,074,807	654,637	420,170

Table 3: Adjustment Required - 2-6 Cannon Street Public Realm Improvements (CAP) - 16100293

Description	Current Approved Budget (£)	Adjustment Required (£)	Revised Budget (£)
DBE Structures Staff Costs	123	-	123
Env Servs Staff Costs	82,859	8,800	91,659
Legal Staff Costs	3,500	-	3,500
Open Spaces Staff Costs	12,000	-	12,000
P&T Staff Costs	182,678	22,400	205,078
Civil Engineer	10,494	-	10,494
P&T Fees	56,748	-	56,748
Structural Engineer	16,000	-	16,000
Highway Works	650,405	(18,700)	631,705
Open Spaces Works	35,000	-	35,000
Utilities	25,000	(12,500)	12,500
TOTAL	1,074,807	-	1,074,807

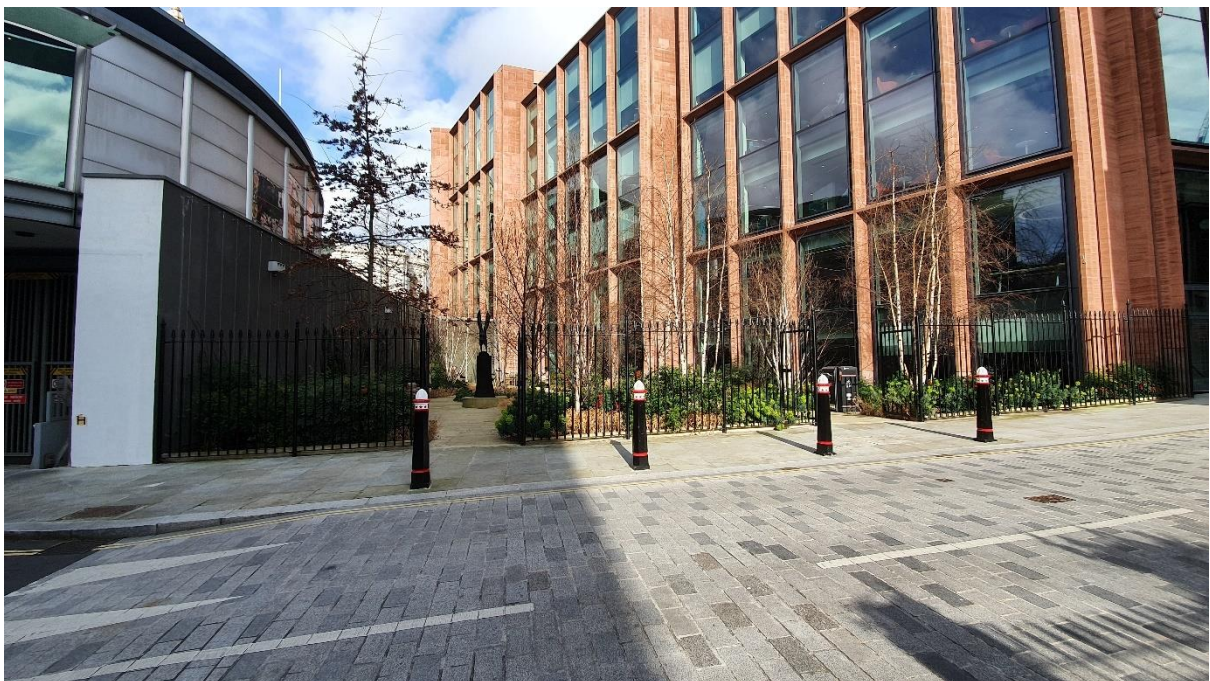
Appendix 3: Finance

Table 4: Funding Strategy	
Funding Sources	Amount (£)
S106 - 2-6 Cannon Street - Site Specific Mitigation - 14/00780/FULMAJ	1,091,807
TOTAL	1,091,807

Appendix 4: Site Photos



On-site Garden site and mastic asphalt footways | Before



On-site Garden site, York Stone footways and raised carriageway | Completed



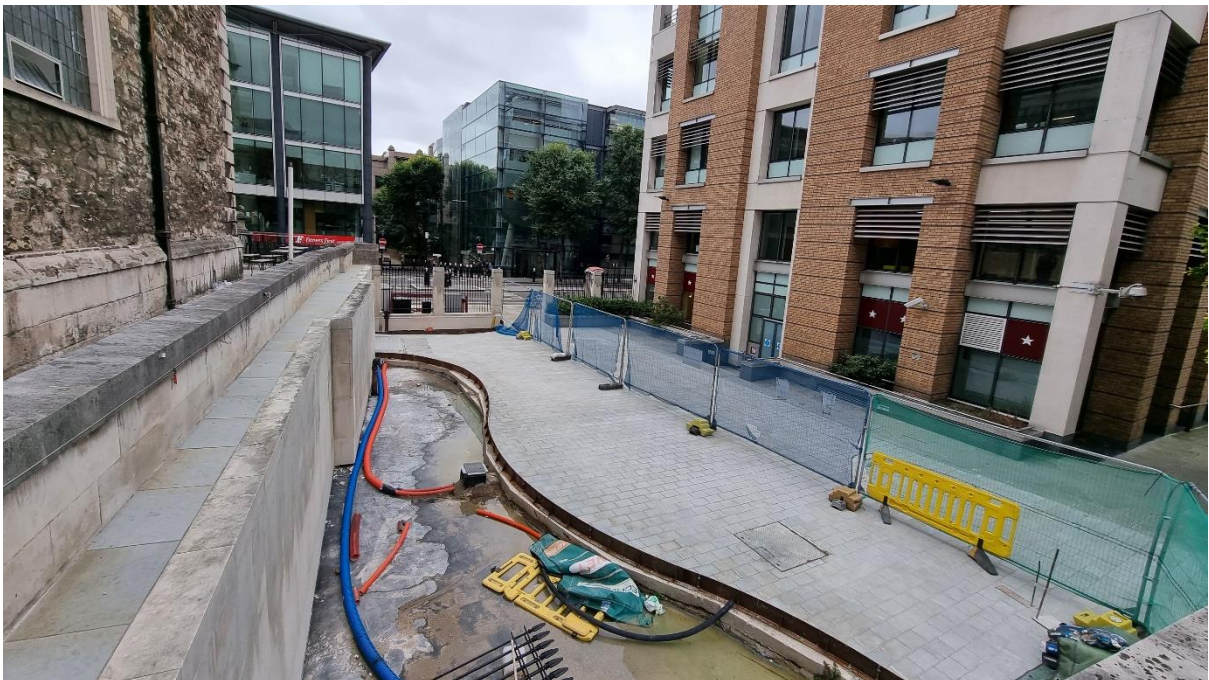
Phase 1: Distaff Lane footway around 2-6 Cannon Street development | Before



Distaff Lane footway around 2-6 Cannon Street development | Completed



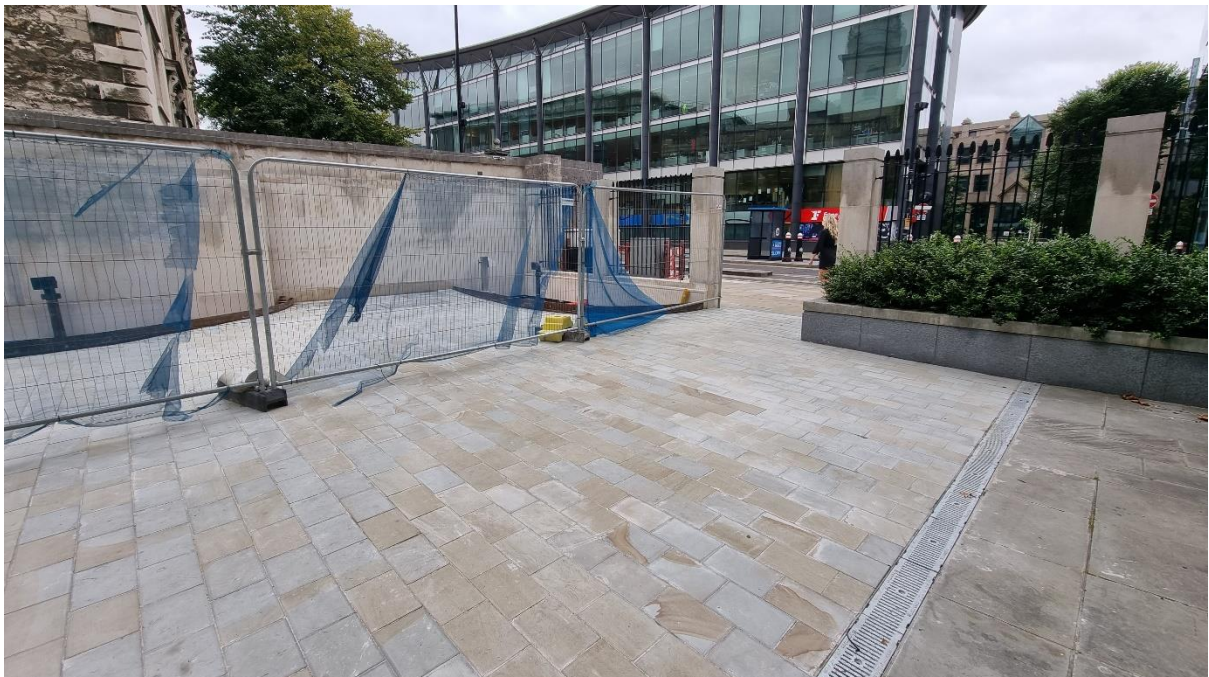
Phase 2 BEFORE | Site of new Off-Site Garden looking south from Nicholas Cole Abbey



Phase 2 Under Construction looking south from Nicholas Cole Abbey Church steps



Photo of restrictive cavern for tree created during construction of Old Change House



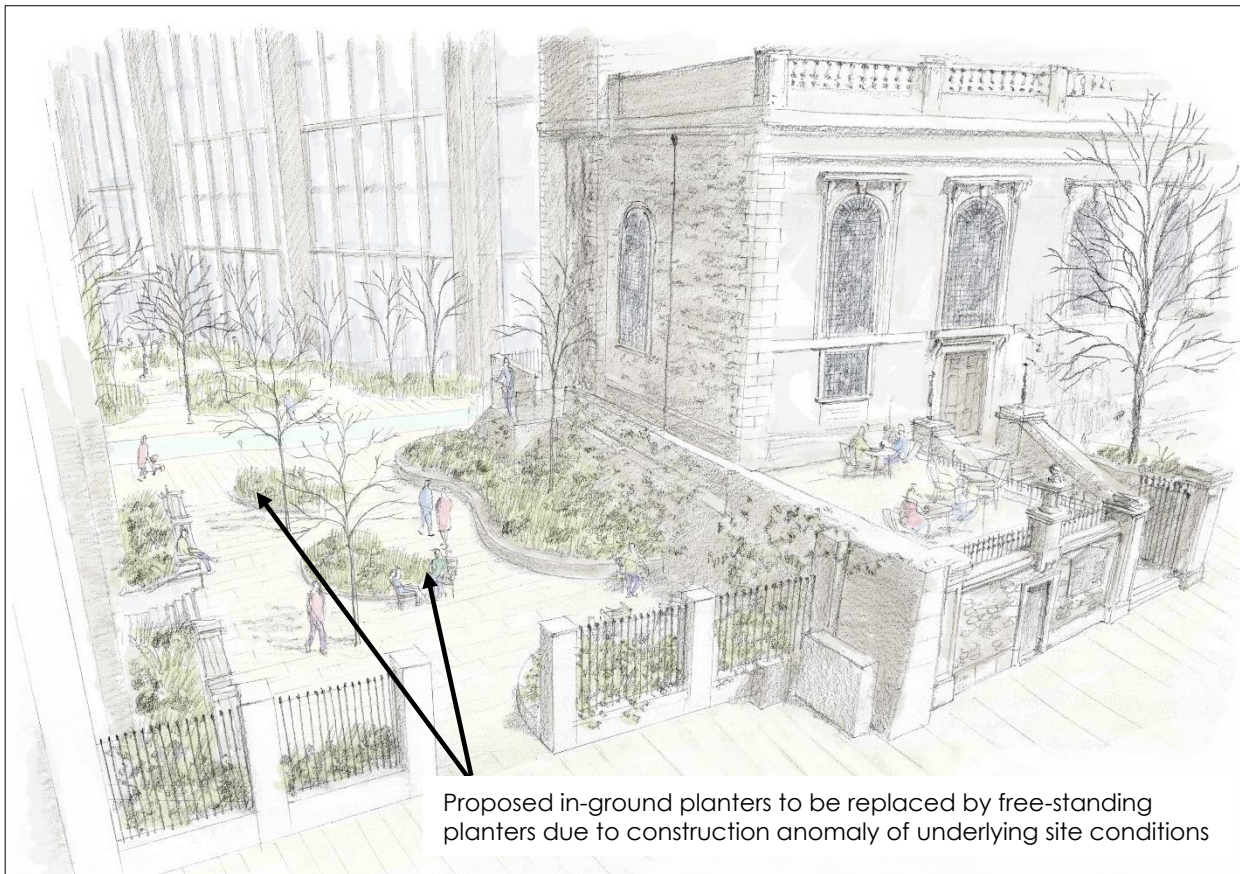
New low maintenance free-standing planters will now be installed in the central area



Phase 2 | Site of new Off-Site Garden where central in-ground planters were proposed



Phase 2 | Under Construction Off-Site Garden will now install central freestanding planters



Phase 2 | Site of proposed Off-Site Garden looking north – Artistic Impression



Phase 3 | Site adjacent to St Nicholas Cole Abbey Church, Queen Victoria Street- Existing

Agenda Item 5

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Committees: Corporate Projects Board - <i>for information</i> Projects Sub <i>[for information]/ [for decision]</i> Streets and Walkways Sub <i>[for information]/ [for decision]</i>	Dates: 06 October 2021 20 October 2021 12 October 2021
Subject: 55 Moorgate Section 278 Public realm and highway improvements Unique Project Identifier: 12028	Gateway 6: Outcome Report Regular
Report of: Juliemma McLoughlin, Executive Director, Environment Department Choose an item. Report Author: Emmanuel Ojugo	For Decision
<h1>PUBLIC</h1>	

Summary

1. Status update	Project Description: To deliver public realm enhancements to the surrounding footways of the 55 Moorgate development. The enhancements include the creation of a new pedestrian link between Moorgate and Coleman Street by extending Nun Court. Other enhancements include greening measures, such as tree planting (subject to site conditions), as well as a widening of the footway on Coleman Street outside the development. Construction works were practically complete in July 2021, with works staggered to accommodate development activity in the area associated with 55 Moorgate, as well as two additional adjacent developments at 51 Moorgate and 74 Coleman Street. See project photos in Appendix 4. RAG Status: Green (same at last Gateway) Risk Status: Low (same at last Gateway) Costed Risk Provision Utilised: N/A
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	Final Outturn Cost: £326,885 (inclusive of £284,747 spend-to-date, £18,889 estimated for outstanding actions and £23,249 for commuted maintenance sum).
2. Next steps and requested decisions	Requested Decisions: <ul style="list-style-type: none"> • Approve the content of this outcome report, • Approval of the budget adjustment summarised in section 13 and detailed in table 3 Appendix 3. • Agree to close this project once the outstanding actions referred to in section 13 are complete and payments are made.
3. Key conclusions	<p>The project delivered on its main objectives as follows:</p> <ul style="list-style-type: none"> • The creation of new pedestrian walkway enabled improved pedestrian movement in an area of the City that was previously an uninviting alleyway terminated by a dead end. • Improved lighting and high-quality materials which increase public perceptions of safety when using the new extended covered passageway (Nun Court) that links Coleman Street with Moorgate. • The developer's aspirations and requirements were by ensuring the surrounding highways work was completed to a professional City standard in accordance with the public realm enhancement Supplementary Planning Document (SPD) 2016. • The practical completion of the works to surrounding highway was also completed prior to occupation of the development. <p>Key learning and recommendations for future projects:</p> <ul style="list-style-type: none"> • Close co-ordination and engagement with stakeholders and City project teams enables smooth project delivery. This is essentially true of this site, where there were three developers and multiple actors within close proximity of each other with competing needs and programmes. • Better engagement with the schedule of development in the area may have reduced the staggered implementation of some project elements; by promoting better relationships between stakeholders.

	<ul style="list-style-type: none"> • Early engagement with utilities programmes and other statutory bodies such as TfL reduces conflicts when accommodating highways activities. • Early engagement with the developer and the City's development management division is invaluable to ensure the developer discharged conditions in accordance with their planning approval, prior to the commencement of public realm works.
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Main Report

Design & Delivery Review

4. Design into delivery	<p>The design of the scheme utilised the City's existing palette of materials in accordance with the Public Realm SPD (2016) Moorgate, Coleman Street and Nun Court footways were resurfaced in York Stone. Nun Court passageway was also extended via a newly created dogleg from the new development threshold linking Moorgate with Coleman Street. This adjoining section of Coleman Street was also widened to improve pedestrian movement.</p> <p>There was an aspiration to accommodate at least two street trees along the widened Coleman Street frontage, however, these have yet to be delivered due to underground utilities service restrictions. They will now be accommodated within the local catchment area.</p> <p>Impacts on the Delivery Programme</p> <p>Due to the presence of two additional developers on site, adjacent to the 55 Moorgate curtilage, namely 51 Moorgate and 74 Coleman Street; it was essential to maintain a good working relationship to accommodate three separate work streams into the City's programme. This proved quite challenging as competing programmes created different issues that delayed the City's works. One of the main challenges was reconciling threshold agreed threshold levels with finished levels, as these would impact drainage on public highway.</p> <p>Development activity on site was expected to be prohibitive up to a point due to access restrictions associated with the site. To alleviate this, prior to commencement of improvement works City</p>
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	<p>officers agreed an arrangement to carry out survey work behind the developers' hoarding line.</p> <p>Surveys revealed the presence of in-ground utilities services, making tree planting in Coleman Street difficult. Despite these findings there was a determination to deliver additional greenery in the area. It was agreed that should ground conditions prove suitable trees could be planted in nearby locations.</p> <p>Potential locations are currently being assessed and tree planting is expected to commence in the winter.</p> <p>It is worth noting there were some delays to the delivery of this project, and these are summarised in paragraph <u>9 Assessment of project against key milestones</u>.</p>
5. Options appraisal	<p>The design scope was agreed with the developer as part of their voluntary contribution that formed part of the Section 278 Agreement. A single option was therefore considered that utilised standard natural materials such as Yorkstone to respond to the linear building footprint particularly on Coleman Street and Moorgate. The location of trees would be determined when the City was granted access to the site.</p> <p>The subsequent presence of in-ground utilities was not detrimental to the integrity of the overall design and it was quickly agreed with the developer that planting trees nearby was a viable alternative and would not affect the main aims of the project.</p>
6. Procurement route	<ul style="list-style-type: none"> • The design was developed and completed in house by City Engineers working closely with the developer of 55 Moorgate to progress the scheme and finalise the design. • The construction package was also prepared by City Engineers with collaborative input from the developer to provide levels information. • Hard landscaping and civils works on-site were to be undertaken by the City's term contractor. • All soft landscaping was to be delivered by the City's Open Spaces gardens team subject to ground conditions.
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. • A communication strategy was developed in the early stages of the project to include the numerous stakeholders and ensure good coordination of the public realm works whilst managing the expectations of three building developments within close proximity.

	<ul style="list-style-type: none"> • The landscape design was delivered in-house, developing designs that would inform the final construction package. • City officers were also engaged in the process to ensure that utilities companies programmes were accommodated and monitored in the City's Highways Activities Programme.
8. Stakeholders	<ul style="list-style-type: none"> • The main stakeholders were: <ul style="list-style-type: none"> • 55 Moorgate (developer provided voluntary contribution) • 51 Moorgate (adjacent developer) • 74 Coleman Street (adjacent developer) • Transport for London • UK Power Networks • The project was delivered in close liaison with the developer of 55 Moorgate and other stakeholders to ensure the proposals met their needs. The S278 Agreement framed the aspirations of the developer and the City. • Regular updates were provided to all interested parties throughout the project to reduce conflict.

Variation Review

9. Assessment of project against key milestones	<p>Gateway 5 – February 2020 Committee Approval</p> <p>Expected start – June 2020 Actual start – February 2021</p> <p>The construction programme was affected by delays some were expected whilst others were beyond the scope of the project.</p> <p>Delays to the Developer programme</p> <p>When public realm works were due to commence, it was soon realised that the drainage coverage on adjacent private land was inadequate. Removal of site hoarding revealed the developers had omitted part of their drainage design during the construction works. This would mean an unacceptable discharge from private land onto public highway. City officers quickly engaged with developers and the City's planning authority to ensure an acceptable solution.</p> <p>The City's planning authority and highways authority agreed to the developer submitting a non-material alteration proposal. The subsequent change in the drainage infra structure meant necessary level design changes to the surrounding public highway. This affected Moorgate, Coleman Street and Nun Court as other levels proved incompatible. Officer time resource was required to</p>
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v.April 2019

	<p>redesign levels to accord with the City's standard design tolerances and appraise the developer's submissions.</p> <p>Unforeseen Impacts of Global events</p> <p>The global Covid-19 pandemic affected site activity. This was by no means unique to this site or this project. The resultant fall in productivity in turn delayed site release to the City to commence. Whilst delays in the developer programme are not uncommon, events clearly had an impact on site activity.</p> <p>Procurement channels were significantly affected by the container ship that ran aground in the Suez Canal creating a backlog of imports as one of the most important trade routes in the world was obstructed for nearly a week in March 2021.</p> <p>In order to reduce the impact regular City officers would maintain regular contact with stakeholders agreeing a phased delivery that would accommodate the developers' programme.</p>
10. Assessment of project against Scope	<p>The project's scope remained unchanged and is summarised below:</p> <ul style="list-style-type: none"> • Full pedestrianisation was achieved through an extended Nun Court, linking Moorgate with Coleman Street. • Footways have been resurfaced in Yorkstone and Coleman Street has been widened to improve access. • By utilising natural stone materials, the project has adhered to local heritage constraints to enhance the environment and make a positive contribution to the character and appearance of the area. • Where, trees were unable to be planted in the main Coleman Street thoroughfare, alternative locations have been proposed in the area and will be planted in the upcoming winter planting season.
11. Risks and issues	<p>During the construction phase a few risks materialised affecting the overall programme:</p> <ul style="list-style-type: none"> • The impact to the programme was mainly as a result of the global pandemic slowing activity through uncertainty, procurement issues, competing highway activities in the City and being compelled to accommodate them throughout the programme. • Whilst surveys had been undertaken prior to works it is not uncommon to uncover prohibitive infra structure and the need for alternatives. This was the case with the planting of trees. • There were very few complaints regarding noise as a result of construction, but there were some anxieties expressed regarding

	the programme. Whilst officers persevered to reduce this risk, it was clear that some occurrences had to be accepted and absorbed within the project scope.
12. Transition to BAU	This project utilised standard design practices with a clear plan for transitioning to business as usual. The project has remained within scope with commonly agreed maintenance regime that will commence when the project has concluded.

Value Review

13. Budget	<p>The project is practically complete with a few outstanding actions to be carried out as summarised below:</p> <p>Outstanding Actions</p> <ul style="list-style-type: none"> • Install up to two new street trees in the vicinity of the development at 55 Moorgate. • Resurface a section of carriageway adjacent to the development on Coleman Street. • A road closure will be required to enable resurfacing. <p>Approximately, £18,889 will be spent on the outstanding actions inclusive of works, road closures and staff costs.</p> <p>The resurfacing works will occur in early October 2021 and will be carried out over two weekends to reduce disruption.</p> <p>The planting of trees must occur within the City's standard planting season between November and March of each year to ensure they are able to thrive in favourable conditions. They are likely to be installed before March 2022.</p> <p>The project has necessitated an increase in officer resources to manage the project and navigate additional challenges as summarised in Section 4 (Design into delivery) and Section 9 (Assessment of project against key milestones). This has meant an increase in staff costs to carry out:</p> <ul style="list-style-type: none"> • Adjustments to the design of the scheme to align footway levels to accord with the City's acceptable capacity to manage excess water run-off. • Risk management, negotiate these changes between three adjacent developers and communicating these changes to stakeholders.
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	<table><tr><td><i>Estimated Outturn Cost (G2)</i></td><td><i>Estimated cost (including risk): N/A</i> <i>Estimated cost (excluding risk): £100,000-£200,000.</i></td></tr></table>	<i>Estimated Outturn Cost (G2)</i>	<i>Estimated cost (including risk): N/A</i> <i>Estimated cost (excluding risk): £100,000-£200,000.</i>																												
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	<table><tr><td></td><td><i>At Authority to Start work (G5)</i></td><td><i>Final Outturn Cost</i></td></tr><tr><td><i>Fees</i></td><td><i>£12,350</i></td><td><i>£11,385</i></td></tr><tr><td><i>Staff Costs</i></td><td><i>£70,039</i></td><td><i>£93,281</i></td></tr><tr><td><i>Works</i></td><td><i>£221,247</i></td><td><i>£198,970</i></td></tr><tr><td><i>Purchases</i></td><td><i>£0</i></td><td><i>£0</i></td></tr><tr><td><i>Other Capital Expend</i></td><td><i>£0</i></td><td><i>£0</i></td></tr><tr><td><i>Costed Risk Provision</i></td><td><i>£0</i></td><td><i>£0</i></td></tr><tr><td><i>Recharges</i></td><td><i>£0</i></td><td><i>£0</i></td></tr><tr><td><i>Other</i></td><td><i>£23,249</i></td><td><i>£23,249</i></td></tr><tr><td><i>Total</i></td><td><i>£326,885</i></td><td><i>£326,885</i></td></tr></table> <p>The full budget is expected to be utilised in full. These figures represent the expected spends to carry out the outstanding actions summarised earlier in this section</p> <p>Please confirm whether or not the Final Account for this project has been verified.</p> <p>Final account will be verified upon completion of works and payment of invoices. Any unspent funds will be returned to the developer of 55 Moorgate, in accordance with the Section 278 Agreement with the City of London.</p>		<i>At Authority to Start work (G5)</i>	<i>Final Outturn Cost</i>	<i>Fees</i>	<i>£12,350</i>	<i>£11,385</i>	<i>Staff Costs</i>	<i>£70,039</i>	<i>£93,281</i>	<i>Works</i>	<i>£221,247</i>	<i>£198,970</i>	<i>Purchases</i>	<i>£0</i>	<i>£0</i>	<i>Other Capital Expend</i>	<i>£0</i>	<i>£0</i>	<i>Costed Risk Provision</i>	<i>£0</i>	<i>£0</i>	<i>Recharges</i>	<i>£0</i>	<i>£0</i>	<i>Other</i>	<i>£23,249</i>	<i>£23,249</i>	<i>Total</i>	<i>£326,885</i>	<i>£326,885</i>
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<i>Total</i>	<i>£326,885</i>	<i>£326,885</i>																													
14.Investment	This project represents a voluntary contribution from the developer of 55 Moorgate to improve the public highway within the vicinity of the development to improve the perception of their business premises.																														
15.Assessment of project against SMART objectives	Objectives from Gateway 2 report: “The City Public Realm team will manage and deliver a high quality, accessible public realm and pedestrian environment in the proximity of the development. The project will be developed and implemented over 12 months. The implementation of the works will be coordinated with the development’s construction programme.”																														

	<ul style="list-style-type: none"> • The project delivered a high-quality environment by utilising natural materials in keeping with the City's Public Realm SPD (2016). • Early engagement and ongoing communication with local businesses was essential to ensure the work programme was a success in the face of great challenge. • Positive relationships with the City's Development Management Division helped to resolve a potential issue with the developer that would have had implications for the project. • Strong co-ordination and engagement with key stakeholders were key to developing designs and delivering this project.
16. Key benefits realised	<ul style="list-style-type: none"> • Improved pedestrian movement in the City is expected as a result of the new pedestrian link (Nun Court), created between this section of Coleman Street and Moorgate. • An increased public perception of safety is expected due to improved lighting and high-quality materials used. • Reduced pedestrian congestion outside the development is expected to result from the widening of the Coleman Street footway. • The developer's aspirations and requirements were met, by ensuring the surrounding highways work is completed prior to occupation of the development.

Lessons Learned and Recommendations

17. Positive reflections	Efficient, joined up thinking between City officers ensured a co-ordinated clear approach to resolving potential issues. This was further strengthened by officers' regular communication with developers to facilitate the success of the project, resulting in a much-improved environment.
18. Improvement reflections	Where there have clearly been issues, it is important to engage in a post project debrief to ensure lessons are learnt and communicated effectively.
19. Sharing best practice	By engaging in regular meetings to share ideas, disseminate and record best practice, improvements are assured.
20. AOB	It has been a challenging 18 months for the City and it is important to continuously improve the City's public realm and adapt to need. This aspiration is achievable by improving communications and the efficiency of change control management.

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Appendices

Appendix 1	Project Coversheet
Appendix 2	Plan
Appendix 3	Finance
Appendix 4	Site photos

Contact

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Email Address	emmanuel.ojugo@cityoflondon.gov.uk
Telephone Number	0207 332 1158 / 07597 425 829

Project Coversheet

[1] Ownership

Unique Project Identifier: 12028

Report Date: October 2021

Core Project Name: 55 Moorgate Section 278 Public realm and highway improvements

Programme Affiliation (if applicable): N/A

Project Manager: Emmanuel Ojugo

Next Gateway to be passed: Gateway 6

[2] Project Brief

Project Mission statement:

To deliver public realm enhancements to Nun Court and the surrounding footway of the development 55 Moorgate. The enhancements will include the creation of a new pedestrian link between Moorgate and Coleman Street, as well as a widening of the footway on Coleman Street outside the development. There is an opportunity to introduce greenery, namely trees in the area, subject to site conditions.

The enhancements would be entirely funded by the Developer through a Section 278 Agreement.

Definition of need:

55 Moorgate is a development currently under construction on Moorgate and Coleman Street, adjacent to Nun Court. The development involves the renovation and two storey extension of the existing building to provide additional office and flexible retail/leisure space. The S106 agreement requires the developer to enter into a S278 agreement with the City, prior to commencing construction on the highways works, which include Nun Court and remedial repairs to the footway surrounding the development.

The developer's proposals for Nun Court, adjacent to the development, offer a significant opportunity to address the impacts of the scheme by improving pedestrian permeability between Moorgate and Coleman Street. Nun Court is currently a rarely used cul-de-sac service road that offers little perceivable benefit to local users. The proposed arrangements would include enhancements to Coleman Street outside the development and the creation a new passageway from Nun Court to Moorgate, addressing footway capacity and pedestrian comfort. Such improvements to the public realm take into account the demands placed in the Moorgate area as a result of Crossrail, the predicted increase in working population in the Eastern Cluster and the Cultural Mile.

Key measures of success:

- | |
|---|
| 1) A new pedestrian link will be created, which is expected to enable improved pedestrian movement in the City. |
| 2) Improved lighting and high-quality materials is expected to increase public perception of safety when using the new passageway. |
| 3) The developer's aspirations and requirements will be met, by ensuring the surrounding highways work is completed prior to occupation of the development. |

[3] Highlights

Finance:**Total anticipated cost to deliver [£]:326,885****Total potential project liability (cost) [£]: N/A****Total anticipated on-going commitment post-delivery [£]:** Maintenance – £23,249 (to be fully funded by the developer as part of the Section 278 agreement, included within the delivery cost above).**Programme Affiliation [£]: N/A**

[A] Budget Approved to Date*	[B] New Financial Requests	[C] New Budget Total (Post approval)
£326,885	N/A	£326,885
[D] Previous Total Estimated Cost of Project	[E] New Total Estimated Cost of Project	[F] Variance in Total Estimated Cost of Project (since last report)
£100-200,000	£326,885	N/A
[G] Spend to Date	[H] Anticipated future budget requests	
£284,747	N/A	

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

▲ The total estimated cost of the project at last Gateway (June 2015) was between £100k and £200k. This cost estimate has now been refined to **£326,885** as the detailed design was developed and the maintenance considerations were accounted for. The budget has increased from the initial estimate due to the higher design specification agreed with the developer of 55 Moorgate inclusive of greening measures on Coleman Street.

Since 'Options Appraisal and Design' (G1-2) report:

N/A.

A gateway 6 report is now submitted for Committee approval, because the works have been substantially complete with minor outstanding commitments to be completed, as summarised in the report.

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

Please see above.

Project Status:**Overall RAG rating:** Green**Previous RAG rating:** Amber**[4] Member Decisions and Delegated Authority**

N/A. Decisions are as per the approval of the previous Gateway 5 report. The recommended requested decisions are summarised in the Gateway 6 report.

[5] Narrative and change

Date and type of last report:

Gateway 5 report

Projects Sub-Committee *for decision* - 24 February 2020

Streets & Walkways Sub-Committee *for decision* - 25 February 2020

Key headline updates and change since last report.

Increase in estimated cost

N/A. No budget increases are being sought.

Change in programme

The effects of the global pandemic had a profound effect on all site activity, including the developer since March 2020. This also delayed access to the site to initiate and complete works. Works were originally expected to be completed by March 2021, however this date has been extended by a year.

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

Since 'Project Proposal' (G2) report:

The project has been largely complete. However there are some outstanding items to be carried out such as:

- The planting of trees which can only been done within a specific season in the colder months of the year to minimise fatigue on the tree specimens.
- Resurfacing a section of carriageway adjacent to the development site.

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

N/A

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

N/A

Timetable and Milestones:

Expected timeframe for the project delivery: June 2020 – December 2020

Milestones: <Top 3 delivery and planning milestones (upcoming) >

1) Resurfacing of a small section of carriageway – October 2021

2) Snagging of main works – November 2021

3) Planting of trees by the end of the Open Spaces planting season - March 2022

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

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

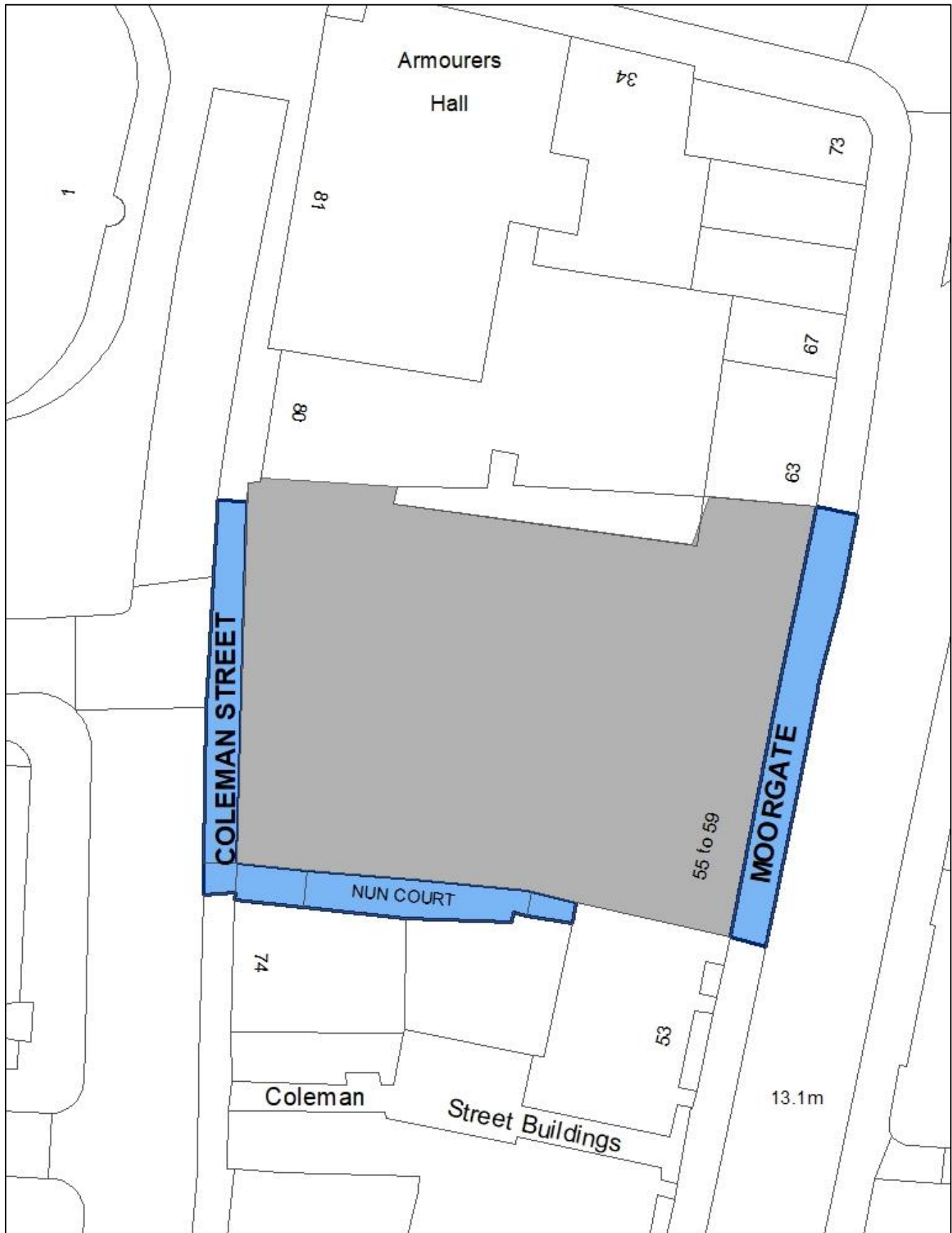
Risks and Issues

Top 3 risks: <things that have not come to pass>*

<i>Risk description</i>	<i>Project not delivered to programme</i>
<i>Risk description</i>	<i>Trees cannot be planted due to the lack of underground space</i>

<i>Risk description</i>	<i>Delays to works adjacent to the site mean that implementation must be done in separate phases, incurring costs and timescale increases</i>
<p>*These 3 risks have materialised and are still live as a result of the developers delayed programme largely as a result of the covid-19 global pandemic.</p> <p>Has this project generated public or media impact and response which the City of London has needed to manage or is managing?</p> <p>N/A</p>	

Appendix 2 - Plan



55 Moorgate Section 278
Public realm/highway
Improvements



Scope of works



55 Moorgate Development



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OS 100023243

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Appendix 3 | Finance

Table 1: Spend to Date - 55 Moorgate S278 (SRP) - 16800405			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	13,150	13,147	3
Legal Staff Costs	1,000	698	303
P&T Staff Costs	6,350	6,350	
P&T Fees	7,000	6,653	347
TOTAL	27,500	26,847	653

Table 2: Spend to Date - 55 Moorgate S278 (CAP) - 16100405			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Cost	36,428	37,497	(1,069)
Open Spaces Staff Costs	2,039		2,039
P&T Staff Costs	27,400	28,373	(973)
P&T Fees	1,732	1,732	0
Env Servs Works	184,753	166,515	18,238
Utilities	23,784	23,783	1
Highways Maintenance	11,652		11,652
Open Spaces Maintenance	11,597		11,597
TOTAL	299,385	257,900	41,485

Table 3: Budget Adjustment Required - 55 Moorgate S278			
Description	Current Approved Budget (£)	Adjustment Required (£)	Revised Budget (£)
55 Moorgate S278 (SRP) - 16800405			
Env Servs Staff Costs	13,150	(3)	13,147
Legal Staff Costs	1,000	(303)	697
P&T Staff Costs	6,350		6,350
P&T Fees	7,000	(347)	6,653
Total - 16800405	27,500	(653)	26,847
55 Moorgate S278 (CAP) - 16100405			
Env Servs Staff Cost	36,428	5,320	41,748
Open Spaces Staff Costs	2,039		2,039
P&T Staff Costs	27,400	1,900	29,300
P&T Fees	1,732	3,000	4,732
Env Servs Works	184,753	(9,567)	175,186
Utilities	23,784		23,784
Highways Maintenance	11,652		11,652
Open Spaces Maintenance	11,597		11,597
Total - 16100405	299,385	653	300,038
GRAND TOTAL	326,885	-	326,885

Table 4: Funding Strategy

Appendix 3 | Finance

Funding Sources	Amount (£)
S278 - Invoice 4207067	15,000
S278 - Invoice 4238947	12,500
S278 - Invoice 4268416	299,385
TOTAL	326,885

APPENDIX 4: Site Photos



Before - 55 Moorgate (Coleman Street frontage)



After - 55 Moorgate (Coleman Street frontage)

APPENDIX 4: Site Photos

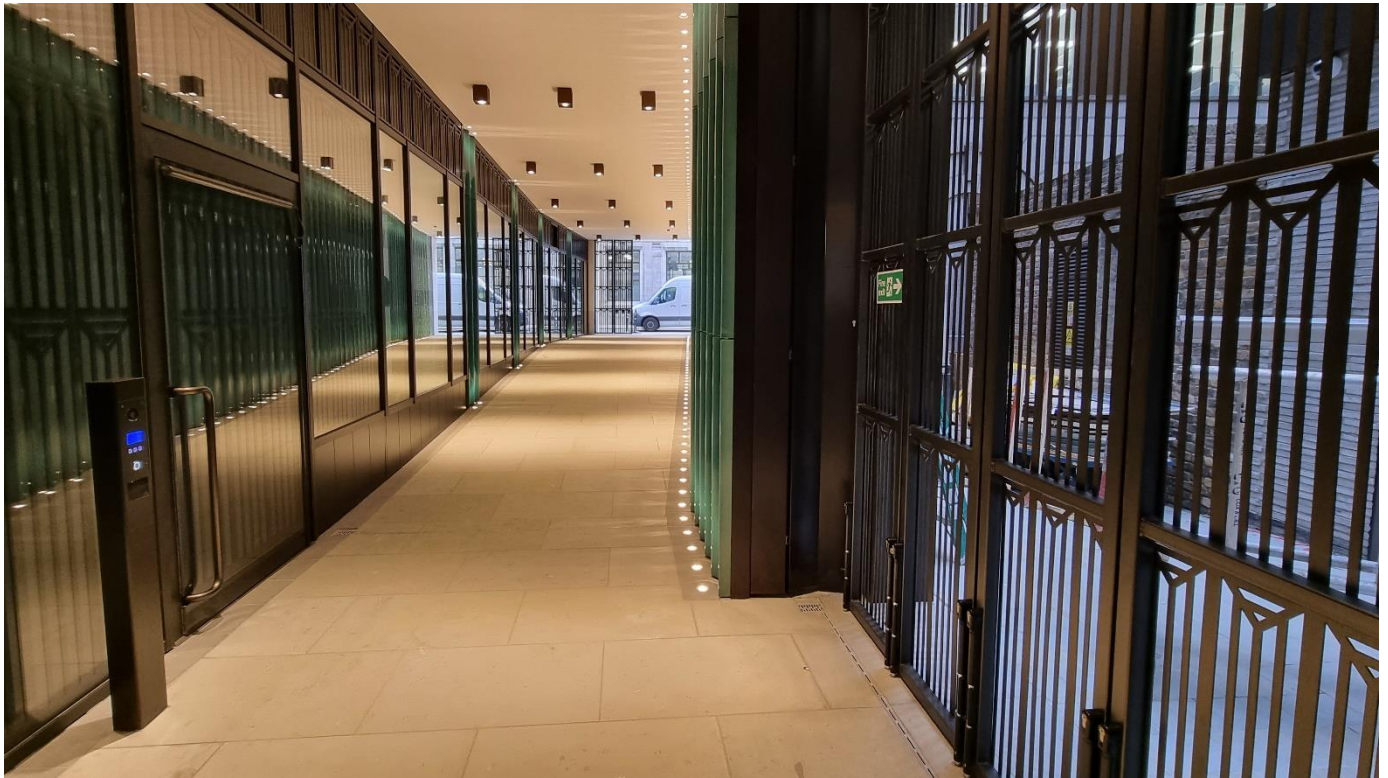


Before - 55 Moorgate frontage



After - 55 Moorgate frontage showing new Nun Court entry point

APPENDIX 4: Site Photos



Nun Court walkway extension (Private) – looking towards Moorgate



Nun Court resurfaced (Public) – looking towards Coleman Street

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Committees: Corporate Projects Board <i>[for information]</i> Streets and Walkways Sub <i>[for decision]</i> Projects Sub <i>[for decision]</i>	Dates: 06 October 2021 12 October 2021 20 October 2021
Subject: 100 Minorities Phase Two: Public Realm enhancements to Crescent Unique Project Identifier: <i>PV Project ID: 11695</i>	Gateway 3/4 Regular Issue Report
Report of: Director of the Built Environment Report Author: Leila Ben-Hassel	For Decision
<h1>PUBLIC</h1>	

1. Status update	<p>Project Description: This project (Phase 2) involves public realm enhancements and the landscaping of Crescent to create a new green public space in place of carriageway, along with associated seating lighting and adjacent improvements.</p> <p>There is also a separate element of the project (Phase 1) that involves S278 funded paving works around the new hotel development at 100 Minorities.</p> <p>RAG Status: Amber (Green at last report to Committee)</p> <p>Risk Status: Medium (Medium at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk):</p> <p>Phase 2 estimated implementation cost: £476,034 - £676,225 reported in December 2017.</p> <p>Funding Strategy: The project was primarily funded from S106 receipts from the hotel development at 100 Minorities, along with TfL funding. However, the funding strategy is proposed to be revised as a result of the impact of the pandemic on TfL's overall financial position, as well as a planned design review to incorporate climate resilience measures.</p>
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	<p>Change in Total Estimated Cost of Project (excluding risk) Costs will be reassessed as part of the design review that is proposed through this report. It is likely that costs will increase as a result of anticipated cost increases in materials and labour across the construction sector.</p> <p>Spend to Date: £95,417</p> <p>Costed Risk Provision Utilised: None</p> <p>Slippage:</p> <p>Phase 1</p> <p>Delays have occurred to Phase 1 (S278 works) due to change in ownership of the hotel development, design changes associated with development levels' not meeting the City highway and delays in reaching the S278 agreement with the owner. These delays were reported to Committees in February 2021 and remain ongoing despite efforts by officers and the Comptroller to finalise the S278 agreement.</p> <p>Phase 2</p> <p>The delays to Phase 1 have impacted Phase 2 and design development has not progressed as originally expected. However, as the two phases are not dependant on each other in terms of design or sequence of delivery, it is now proposed to press ahead with the design development of Phase 2 as set out in this report, whilst continuing to finalise the S278 agreement for Phase 1 with the developer.</p>																											
2. Requested decisions	<p>Requested Decisions:</p> <ol style="list-style-type: none">1. Approve the amended scope of the project to include climate resilience measures and note that a final design and cost estimate will be set out at Gateway 4/5.2. Approve the revised funding strategy as set out in this report to include funding from the Cool Streets and Greening Programme in addition to previously allocated S106 funds.3. Approve the additional budget of £29,819, funded from the 100 Minories S106 for Phase 2 to reach the next gateway.																											
3. Budget	<table><tr><th>Description</th><th>Approved Budget (£)</th><th>Resources Required (£)</th><th>Revised Budget (£)</th></tr><tr><td colspan="4">100 Minories Phase 2 S106 - 16800347</td></tr><tr><td>P&T Staff Costs</td><td>30,000</td><td>-</td><td>30,000</td></tr><tr><td>P&T Fees</td><td>25,000</td><td>(3,181)</td><td>21,819</td></tr><tr><td>Total – 16800347</td><td>55,000</td><td>(3,181)</td><td>51,819</td></tr><tr><td>Env Servs Staff Costs</td><td>11,541</td><td>5,000</td><td>16,541</td></tr></table>				Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)	100 Minories Phase 2 S106 - 16800347				P&T Staff Costs	30,000	-	30,000	P&T Fees	25,000	(3,181)	21,819	Total – 16800347	55,000	(3,181)	51,819	Env Servs Staff Costs	11,541	5,000	16,541
Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)																									
100 Minories Phase 2 S106 - 16800347																												
P&T Staff Costs	30,000	-	30,000																									
P&T Fees	25,000	(3,181)	21,819																									
Total – 16800347	55,000	(3,181)	51,819																									
Env Servs Staff Costs	11,541	5,000	16,541																									

	Open Spaces Staff Costs	2,500	-	2,500
	P&T Staff Costs	25,539	18,000	43,539
	P&T Fees	28,115	10,000	38,115
	Total – 16100347	67,695	33,000	100,695
	GRAND TOTAL	122,695	29,819	152,514
	Costed Risk Provision requested for this Gateway: none.			
4. Issue description	<p>Design and scope</p> <p>4.1 Since the approval of the detailed options appraisal in December 2017, the City has adopted the Climate Action Strategy (CAS) which seeks to introduce more climate resilience measures in the public realm through the implementation of the Cool Streets and Greening Programme (approved 2020).</p> <p>4.2 This site has been identified as having great potential to incorporate climate resilience measures, particularly as this project involves the creation of a new green space in place of existing carriageway.</p> <p>Funding</p> <p>4.3 The project was funded from a mix of S106 and TfL funds. However, as a result of the impact of the pandemic on TfL's overall financial position, TfL funding has been withdrawn, leaving a funding gap in the project budget.</p>			
5. Proposed way forward	<p>Design Review</p> <p>5.1 It is proposed to revise the design to incorporate more climate resilience measures, in line with the objectives of the CAS. Please refer to the Appendix for illustrations of the existing design and a revised concept design including an indication of the climate resilience measures that will be developed including:</p> <ul style="list-style-type: none"> • Climate resilient planting (in place of previously proposed lawn areas) • Additional trees to provide more shade and absorb rainwater run off • Inclusion of Sustainable Urban Drainage Systems (SuDs) and permeable paving where feasible • Consideration of green walls • Consideration of rainwater attenuation • Inclusion of more biodiverse planting and design elements 			

	<p>5.2 The over-arching project success criteria that were agreed at the last gateway remain relevant:</p> <ul style="list-style-type: none"> • An enhanced public realm and walking routes in accordance with the aims of the Aldgate and Tower Area Enhancement Strategy and in keeping with the conservation area; • A well-functioning street environment in the vicinity of the hotel with road danger reduction where applicable; • Improved accessibility for all, particularly for those with mobility difficulties. <p>5.3 The design will also be reviewed to achieve efficiencies, with fewer structural elements such as the omission of the long granite bench. The aim is to achieve a layout that responds to the changing needs of the area, including more space for people to sit individually or in small groups along with space for the adjacent restaurants to provide outdoor dining (subject to licence agreement). The design development of Phase 2 will be coordinated with Phase 1 to ensure that levels and drainage across Crescent, Vine Street and Hammett Street are integrated. However, as mentioned above the two phases are not interdependent and Phase 2 can progress at no risk despite the uncertainty around the timing of Phase 1.</p> <p>Funding Strategy</p> <p>5.4 It is proposed to revise the funding strategy for the project to replace the withdrawn TfL funding with Cool Streets and Greening (CSG) programme funding to fund the new climate resilience measures. The CSG programme is a £6.8m programme to be implemented over 4 years. To date, projects for year 1 have been agreed by committees. It is proposed that this project form part of the year 2 projects of the programme.</p> <p>5.5 Members should note that costs are likely to increase as a result of anticipated cost increases for materials and labour across the construction sector. Maintenance costs of the new planting will also need to be included in the project budget. A revised cost estimate will be included in the forthcoming gateway Gateway 4/5 report following the design review.</p> <p>5.6 There is also a specific sum of £75,000 of S106 funding that is allocated to the playground at Tower Hill Gardens, in line with the terms of the agreement. This will be taken forward via separate project that was agreed by Committees in September.</p> <p>5.7 Next steps:</p> <p>The public realm works to Crescent (Phase 2) are not dependant on the S278 works (Phase 1) and can be developed and implemented separately. Therefore, it is proposed to continue the development of Phase 2 as follows:</p>
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	<ul style="list-style-type: none"> • Appoint Landscape architect to carry out design review, based on the concept proposal in the Appendix • Consult developer, local occupiers and Ward Members on revised design • Finalise detailed design • Submit Gateway 4/5 report • Start on site autumn 2022
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Appendices

Appendix 1	Project Coversheet
Appendix 2	Finance tables
Appendix 3	Approved design and outline climate resilience measures of revised design (separate pdf)

Contact

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Appendix 1: Project Cover Sheet

[1] Ownership & Status

UPI: 11695

Core Project Name: 100 Minories (Phase 2) public realm enhancements

Project Manager: Leila Ben-Hassel

Definition of need: The redundant carriageway space is proposed to be transformed into a new green public space that is greatly needed in this area, in line with the Climate Action Strategy

Expected timeframe for the project delivery: The originally reported programme has slipped due to development delays and delays to Phase1. The revised programme is to start on site late 2022 (estimated 5 month works programme)

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

Programme and scope is being reset through this issues report

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

No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Proposal' G2 report (as approved February 2016)

Phases One and Two

- Total Estimated Cost (excluding risk): £500k - £2m (Phases One and Two)
- Resources to reach next Gateway (excluding risk): £90k (Phases One and Two)
- Estimated Programme Dates: In accordance with development programme

Scope/Design Change and Impact: N/A

G 3/4 report (as approved by PSC: December 2017)

Phase Two

Total Estimated Cost (excluding risk):

Phase 2 estimated implementation cost: £476,034 - £676,225

- Spend to date: £81,271 (evaluation costs both phases)
 - Costed Risk Against the Project: 0
 - CRP Requested: 0
 - CRP Drawn Down: 0
- Estimated Programme Dates: In accordance with developer programme (estimated as 2019 at the time) but the hotel development and Phase 1 were subsequently delayed

Scope/Design Change and Impact: Proposed through this issues report

Appendix 2 – Finance Tables

Table 1: Spend to Date - 100 Minorities Phase 2 S106 – 16800347			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
P&T Staff Costs	30,000	30,000	-
P&T Fees	25,000	21,819	3,181
TOTAL	55,000	51,819	3,181

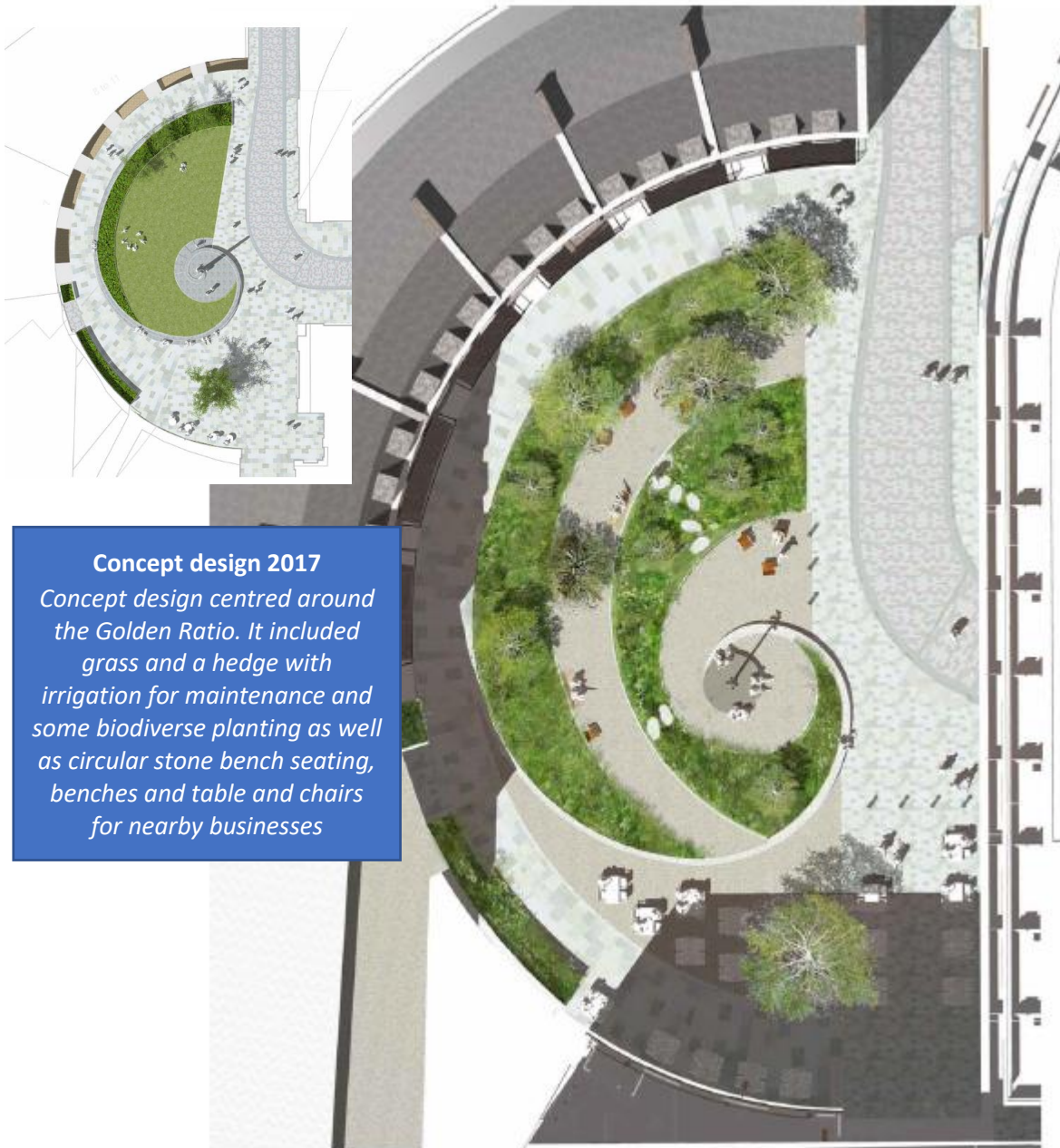
Table 2: Spend to Date - 100 Minorities Phase 2 S106 – 16100347			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	11,541	11,525	16
Open Spaces Staff Costs	2,500	-	2,500
P&T Staff Costs	25,539	23,888	1,651
P&T Fees	28,115	6,310	21,805
TOTAL	67,695	41,723	25,972

Table 4: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
TfL LIP - FY 2017/18	41,077	-	41,077
TfL LIP - FY 2018/19	7,154	-	7,154
TfL LIP - FY 2019/20	3,242	-	3,242
S106 - 100 Minorities - 12/00263/FULMAJ - LCE	71,222	29,819	101,041
Total Funding Drawdown	122,695	29,819	152,514

Table 5: Revised Funding Strategy	
Funding Source	Amount (£)
TfL LIP - FY 2017/18	41,077
TfL LIP - FY 2018/19	7,154
TfL LIP - FY 2019/20	3,242
S106 - 100 Minorities - 12/00263/FULMAJ - LCE	399,619
S106 - 52 Minorities - 08/00738/FULMAJ - LCE	30,870
CAS - Cool Streets & Greening	346,777
TOTAL	828,739

Appendix 3: Approved design and outline climate resilience measures of revised design

Bird's eye views of the previously agreed concept design and proposed revised design



Concept design 2017

Concept design centred around the Golden Ratio. It included grass and a hedge with irrigation for maintenance and some biodiverse planting as well as circular stone bench seating, benches and table and chairs for nearby businesses

Revised concept design 2021

It is proposed to keep the Golden Ratio general layout. To maximise environmental benefits, the hedge and grass areas are proposed to be planted with biodiverse, climate resilient species that will provide interest all year round as well as permeable surfacing (resin bound gravel) to provide attenuation. Additional trees are proposed and opportunities for SUDs have been identified, details of which will be developed at the next stage. Learning from the pandemic, more flexible seating arrangements are introduced and area for tables and chairs is retained.

Visual of revised design the previously agreed concept design and proposed revised design



The revision of the design is informed by the City's Climate Resilience guidance and initial surveys. Further investigations will be undertaken at the next stage to better understand constraints particularly underground utilities and structures (London Underground Tunnel) as well as drainage and SUDs analysis.

Agenda Item 7

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Committees: Corporate Projects Board - for decision Streets & Walkways Sub – for decision Projects Sub - for decision	Date 06 October 2021 12 October 2021 20 October 2021
Subject: Barbican and Golden Lane Healthy Streets Plan Unique Project Identifier:	Gateway 2: Project Proposal Regular
Report of: Director of the Built Environment Report Author: Kristian Turner; City Transportation	For Decision
PUBLIC	

Recommendations

1. Next steps and requested decisions	<p>Project Description: The Barbican Healthy Streets Plan will identify opportunities to improve air quality and the experience of walking, cycling and spending time in the Barbican and Golden Lane area and increase greening. The plan will then develop and test the feasibility of traffic management changes required to the highway network in order to deliver these changes and associated benefits.</p> <p>The ultimate objective of the plan is to reduce traffic, improve air quality and enhance the public realm in the area for all those who work, live and visit the area.</p> <p>Next Gateway: Gateway 3 Options appraisal</p> <p>Next Steps: The Barbican Healthy Streets Plan development is funded through a capital bid approved for 2021/2022.</p> <ul style="list-style-type: none">• Liaise with Islington Council on the scope and parameters of the project• Engage with local residents and businesses on the broad concept for a zone which reduces through traffic in the area and associated emissions and creates public realm opportunities (in conjunction with the specific consultation on options for a permanent scheme on Beech Street)
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	<ul style="list-style-type: none">• Initial appointment of a transport 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• Undertake data collection requirements for the traffic modelling• Develop concept options for local traffic management measures to reduce through traffic for the Gateway 3 report <p>An overall Capital Bid of £2M has been made for the 2022/23 annual Capital Bid submissions and is currently being considered. This is to fund the physical works to be delivered under separate projects identified by the Healthy Streets delivery plan.</p> <p>Requested Decisions:</p> <p>Members of the Streets and Walkways Sub-Committee and the Projects Sub-Committee are requested to approve:</p> <ol style="list-style-type: none">1. A budget of £141k to reach the next Gateway2. Delegate authority to the Executive Director Environment, in consultation with the Chamberlain, to make any adjustments between elements of the approved budget, provided the total approved budget £141k is not exceeded <p>And to note:</p> <ol style="list-style-type: none">3. Note the total estimated cost of the project at £250k (excluding risk).												
2. Resource requirements to reach next Gateway	<table><tr><th>Item</th><th>Reason</th><th>Source of Funding</th><th>Cost (£)</th></tr><tr><td>P&T Staff costs</td><td>Project Management</td><td>Capital</td><td>84,000</td></tr><tr><td>P&T Fees</td><td>Consultancy work engagement tool; data collection; traffic modelling support, etc.</td><td>Capital</td><td>57,000</td></tr></table>	Item	Reason	Source of Funding	Cost (£)	P&T Staff costs	Project Management	Capital	84,000	P&T Fees	Consultancy work engagement tool; data collection; traffic modelling support, etc.	Capital	57,000
Item	Reason	Source of Funding	Cost (£)										
P&T Staff costs	Project Management	Capital	84,000										
P&T Fees	Consultancy work engagement tool; data collection; traffic modelling support, etc.	Capital	57,000										

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	<table><tr><td>Total</td><td></td><td></td><td>141,000</td></tr></table> <p>The staff costs are consistent with 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>	Total			141,000
Total			141,000		
3. Governance arrangements	<ul style="list-style-type: none">• Service Committee: Streets and Walkways Sub-Committee• Senior Responsible Officer: Leah Coburn, Major Projects Group Manager and Kristian Turner, Project Manager• 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. This will include the Barbican Association, Barbican Centre, Golden Lane Residents Association, Islington Council and others such as representatives from the local schools				

Project Summary

4. Context	<p>4.1 Proposal 29 from the City's Transport Strategy identifies the Barbican Area as one of two locations for a Zero Emission Zone in the Square Mile. As one of the City's key residential areas there is a need to ensure high quality public realm and reduce exposure to NOx and particulates.</p> <p>4.2 Delivery of a lower traffic environment in the Barbican and Golden Lane area will support the delivery of the Climate Action Strategy outcomes of improved environments for people walking and improved air quality. This is a logical next step building on from the Zero Emission street experiment restriction on Beech Street and from public consultation and member feedback through that process, is well supported.</p>
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	<p>4.3 Beech Street and Silk Street forms part of the 'Culture Spine' which was identified in the Culture Mile Look and Feel Strategy (adopted in 2018) as forming a key connection to the City. This strategy suggests exploring opportunities for cafes, pop up events and public art commissions along this length and an improved gateway at the Long Lane and Aldersgate Street junction.</p> <p>4.4 The Barbican Area is a unique urban area. Due to the layout of the Barbican Estate, significant amounts of vehicular traffic move around the perimeter on the main streets of Aldersgate Street, London Wall, Moorgate and Old Street. The streets within the extent of the Healthy Streets Plan also experience a through traffic along Beech Street, Golden Lane, Chiswell Street as well as Islington Streets. Reducing through traffic will enable the outcomes of the relevant strategies to be delivered.</p> <p>4.5 There is a need to approach traffic management changes in the area holistically. The recent traffic experiment on Beech Street, and other experimental traffic changes in the area has demonstrated the need to consider the impacts of traffic reassignment onto local residential streets such as Fore Street and Moor Lane.</p> <p>4.6 The extent of the HSP includes the Bunhill Ward in Islington. The street networks are complex in this area with several one-way streets which operate interdependently. The nature of the borough boundary is such that it is most likely that the delivery of a zero- emission zone will involve collaboration with and the agreement of Islington Council. Over the past two years there have been high level discussions with Islington about the need to work collaboratively to deliver traffic management changes in the area and they are broadly supportive of this approach.</p> <p>4.7 Note that the Smithfield Area Healthy Streets Plan is a separate entity that will occur in the future linked to the wider transformation of the Smithfield area.</p>
<p>5. Brief description of project</p>	<p>5.1 The Healthy Streets Plan will identify and develop proposals for traffic management 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 outcome of this</p>

	<p>project will be a masterplan for the area including a fully costed delivery plan.</p> <p>5.3 Subject to successful funding bids, the next phases will deliver the required infrastructure changes to achieve the medium and long-term objectives of the proposals. These would be set-up as individual Healthy Streets Plan projects</p> <p>5.4 Significant developments such as the Barbican Renewal project and 21 Moorfields are planned for the area in the next few years. The Healthy Streets Plan provides the mechanism to shape the changes to the highway and public realm to plan for these developments 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"> • Set up a working group including representatives from residents and local occupiers. • Appoint a specialist transport 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 • Undertake a period of extensive consultation with residents, occupiers and visitors to determine their aspirations for the area and to understand their servicing and delivery needs. This will take the form of attendance at resident meetings, drop in sessions with a wide letter drop to residents within the HSP area and adjacent impacted areas to make them aware of the proposals. • Undertake an Equalities Analysis on the proposals
6. Consequences if project not approved	<p>6.1 Delays to the Healthy Streets Plan will result in a missed opportunity to develop the zero emission zone</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 Barbican area.</p>

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	7.3 An indication of the improvement in Air Quality that can be achieved if the plan is implemented.
8. Key benefits	<p>8.1 An area-based approach to identify traffic management measures allows for a 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	5. Other priority developments
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>
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	<p>3. Do nothing scenario</p> <p>This option would result in a Healthy Streets Plan not being undertaken and the delivery of a local zero emission zone not emerging.</p>
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Project Planning

<p>13. Delivery period and key dates</p>	<p>Overall project: October 2021 – July 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"> • Gateway 1/2 – <i>October 2021</i> • Traffic and pedestrian data collection (light touch, if required) – <i>December 2021 to March 2022</i> • Stakeholder engagement – <i>December 2021 to May 2022</i> • Traffic and pedestrian model – <i>March 2022 to June 2022</i> • Gateway 3/4 – <i>July 2022</i> • Feasibility design of HSP scenarios – <i>December 2022</i> • Stakeholder consultation (presenting HSP scenarios) – <i>January 2022 to March 2023</i> • Gateway 5 – <i>July 2023</i>
<p>14. Risk implications</p>	<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 and other impacted authorities regarding traffic modelling approvals • The project not being a priority for Islington Council • Local stakeholders not supporting the concept proposals <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>15. Stakeholders and consultees</p>	<p>15.1 The key stakeholders and consultees consist of the following:</p> <ul style="list-style-type: none"> • Transport for London

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	<ul style="list-style-type: none"> • Business and residents within the Barbican, Golden Lane and Bunhill areas and adjacent areas who may be impacted by the proposals • Local Ward Members (City and Islington) • Barbican Centre • Barbican Estate Office • City of London Access Group • Barbican and Golden Lane resident associations • LB Islington
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Resource Implications

16. Total estimated cost	Likely cost range (excluding risk): £250,000 Likely cost range (including risk): NA							
17. Funding strategy	Choose 1: All funding fully guaranteed	Choose 1: Internal - Funded wholly by City's own resource						
	<table><tr><th>Funds/Sources of Funding</th><th>Cost (£)</th></tr><tr><td>Capital funding bid 2020/21</td><td>£250,000</td></tr><tr><td>Total</td><td>£250,000</td></tr></table>		Funds/Sources of Funding	Cost (£)	Capital funding bid 2020/21	£250,000	Total	£250,000
	Funds/Sources of Funding	Cost (£)						
	Capital funding bid 2020/21	£250,000						
	Total	£250,000						
17.1 A capital bid was made in late 2020 for £250K to develop a Barbican Area Healthy Streets Plan to deliver one of the proposals of the Transport Strategy. This was successful and approved by Court of Common Council in April 2021.								
18. Investment appraisal	• Not applicable.							
19. Procurement strategy/route to market	19.1 Traffic and pedestrian surveys will be undertaken by an external traffic survey company. This will be procured via the Transportation Framework contract, which is near completion.							
	19.2 Traffic and pedestrian modelling will be undertaken by external modelling specialists. This will be procured via the Transportation Framework contract, which is near completion.							
	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.							

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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"> • Culture Mile • Barbican Renewal • Link to Smithfield area
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 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	<p>22.2 The overall outcome of the Healthy Streets Plan will enable the prioritisation of people walking, cycling and using public transport.</p>
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 and reported at Gateway 3
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 required.

Appendices

Appendix 1	Project Briefing
Appendix 2	Healthy Streets Plan Boundary

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Appendix 3	Risk Register
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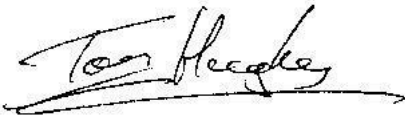
Contact

Report Author	Kristian Turner
Email Address	Kristian.Turner@cityoflondon.go.uk

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Project Briefing

Project identifier			
[1a] Unique Project Identifier	TBC	[1b] Departmental Reference Number	N/A
[2] Core Project Name	Barbican and Golden Lane Healthy Streets Plan		
[3] Programme Affiliation (if applicable)	Beech Street Transformation		

Ownership	
[4] Chief Officer has signed off on this document	 Deputy Director of TRP: Ian Hughes, Tuesday 5 th October 2021
[5] Senior Responsible Officer	Bruce McVean – Acting Assistant Director
[6] Project Manager	Leah Coburn – not presently authorised to release CRP
Description and purpose	
[7] Project Description	
<p>The Barbican and Golden Lane Healthy Streets Plan will, as set out in the Transport Strategy, detail:</p> <ul style="list-style-type: none"> • How to reduce the use of Local Access streets by through traffic, while maintaining access • Opportunities to introduce pedestrian priority, improve the experience of walking and cycling, improve air quality, enhance the public realm and create new public space and greening • Potential changes to kerbside uses including loading and parking • Opportunities for area-based approaches to the management of freight and servicing, including consolidation and retiming of deliveries • The need for network changes to support planned and future development <p>The proposals and the traffic management changes required to enhance the public environment for all those who live, work and visit the area both in the short term to include temporary/interim changes to the function of the streets and longer-term transformational projects.</p>	
[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)?	
<ul style="list-style-type: none"> • The adopted 2015 Local Plan, policy CS5 supports the further improvement of the Barbican area as a cultural quarter • The Barbican Area Strategy and Culture Mile Look and Feel Strategy identifies the need for public realm improvements in Beech St and the surrounding area. • Proposal 29 of the adopted Transport Strategy identifies the Barbican and Golden Lane area for one of the two proposed Zero Emission Zones. <p>An experimental traffic order (ETO) for a Zero Emission restriction on Beech Street has recently expired. This was considered Phase 1 of the longer-term Transportation and Public Realm transformation of Beech Street. The overall programme of transformation encompasses the Transportation and Public Realm improvements, the Barbican Waterproofing and the refurbishing of the Exhibition Halls. Throughout the engagement with public and members, there was split support for the ETO, but much more vocal support for an area based approach to reducing traffic in the surrounding area.</p>	

This would support the delivery of the Climate Action Strategy (draft) through the reduction of motor vehicle traffic. This will enable the delivery of a greater number of pedestrian priority streets and improve air quality.

The Healthy Streets Plan provides a framework for the transformation of streets and spaces, by way of prioritising people walking and cycling and reducing motor traffic levels. This transformation will also provide for a high-quality public realm environment. This framework will set out viable proposals to rebalance the street hierarchy, implement traffic management measures and create a more welcoming public realm.

[9] What is the link to the City of London Corporate plan outcomes?

[1] People are safe and feel safe.
9] Our spaces are digitally and physically well-connected and responsive.
[12] Our spaces are secure, resilient and well-maintained.

[10] What is the link to the departmental business plan objectives?

This project is linked to the following DBE business plan objectives:

1. Advancing a flexible infrastructure that adapts to increasing capacity and changing demands.
4. Creating an accessible and inclusive City which is stimulating, safe and easy to move around in.
7. Improving quality and safety of the environment for workers, residents and visitors.

The project also supports the delivery of the City of London Transport Strategy, including the following proposals:

1. Embed the Healthy Streets Approach in transport planning and delivery
2. Put the needs of people walking first when designing and managing our streets
7. Provide more public space and deliver a world-class public realm
12. Design and manage the street network in accordance with the City of London Street Hierarchy
27. Promote and celebrate cycling.

In addition, the project further supports the City of London Climate Action Strategy and the City of London Local Plan which align to the above proposals.

[11] Note all which apply:

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

Project Benchmarking:

[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?

- 1) Ability to deliver Air quality improvements (reduction in NO2) within the Barbican and Golden Lane area
- 2) Ability to deliver additional length of streets with pedestrian comfort level of A+, length of street with pedestrian comfort level of at least B+ (Climate Action Strategy and Transport Strategy targets)
- 3) a tested and recommended phasing schedule for delivery of the Healthy Streets Plan

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[13] Will this project have any measurable legacy benefits/outcome that we will need to track after the end of the 'delivery' phase? If so, what are they and how will you track them? (E.g. cost savings, quality etc.)
<p>The project will mitigate two of the Corporate Risks. Wider footways and less traffic in the area will likely result in fewer road collisions contributing to the mitigation of CR20. Reduction in vehicle traffic is also likely to improve local air quality contributing to the mitigation of CR21.</p> <p>Benefits and outcomes will be measured and reported as part of the Transport Strategy Monitoring and reporting. Data collected to prepare the Plan will provide baseline data that will inform post implementation monitoring of the individual projects</p>
[14] What is the expected delivery cost of this project (range values)[£]?
£250K
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:
None related to the plan itself. Resultant projects which will be initiated separately may have some revenue implications.
[16] What are the expected sources of funding for this project?
Central funding was approved for £250k for 2021/22 Capital Bids.
[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?
<p>Lower Range estimate: November 2021 – November 2022</p> <p>Upper Range estimate: January 2021 – July 2023</p>

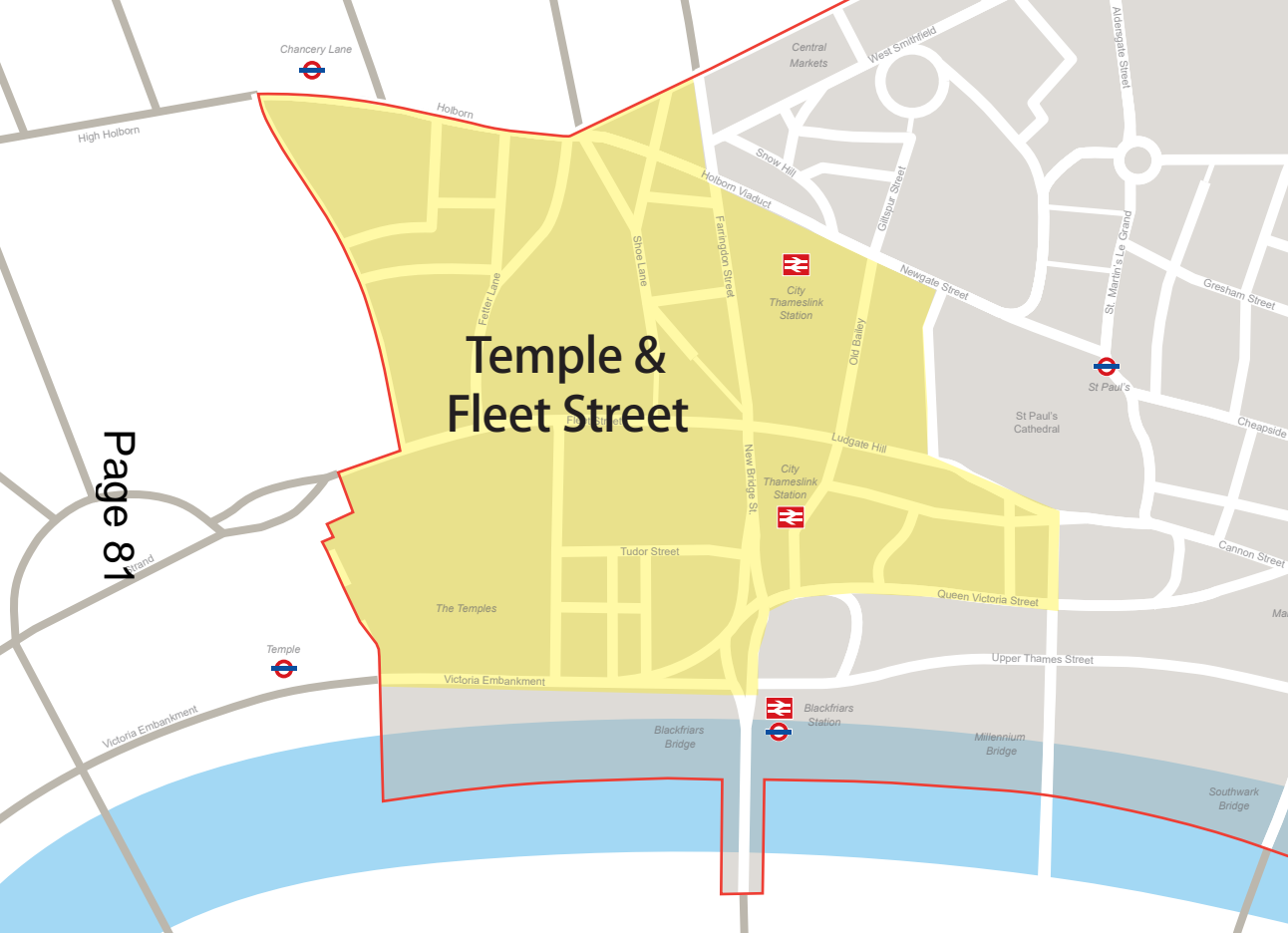
Project Impact:	
[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?	
<p>Yes. There has been considerable public, stakeholder and media interest in the Transport Strategy, Beech Street Zero Emission Scheme.. Projects around the Barbican tend to generate higher levels of media interest.</p>	
[19] Who has been actively consulted to develop this project to this stage?	
<(Add additional internal or external stakeholders where required) >	
Chamberlains: Finance	Officer Name:
Chamberlains: Procurement	Officer Name:
IT	Officer Name:
HR	Officer Name:
Communications	Officer Name:
Corporate Property	Officer Name:
External	
[20] Is this project being delivered internally on behalf of another department? If not ignore this question. If so:	
<p>Please note the Client supplier departments.</p> <p>Who will be the Officer responsible for the designing of the project?</p> <p>If the supplier department will take over the day-to-day responsibility for the project, when will this occur in its design and delivery?</p>	
Client	Department:
Supplier	Department:

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Supplier	Department:
Project Design Manager	Department:

Temple & Fleet Street

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Project Name:			Barbican and Golden Lane Area HSP					PM's overall risk rating:		Low		CRP requested this gateway				Average unmitigated risk		6.0				Open Risks		7			
Unique project identifier:					Total estimated cost (exc risk):							Total CRP used to date		£ -		Average mitigated risk score		4.0				Closed Risks		0			
General risk classification											Mitigation actions											Ownership & Action					
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/Realised & moved to issues	Comment(s)				
R1	2	(4) Contractual/Partnership	Some or all of the data collection exercise cannot be completed due to survey companies having no available capacity at this time	Delay and possible increased cost to project programme	Unlikely	Serious	4	£0.00			Procure the surveys as an open tender to increase the possibility of a company able to undertake the surveys, and complete the procurement exercise as early as possible to increase the likelihood of companies having spare capacity	£0.00	Unlikely	Serious	£0.00	4	£0.00		30/09/2021	Leah Coburn	Kristian Turner		Consideration needs to be give to the impacts of Covid-19, which may change traffic and pedestrian flows				
R2	2	(4) Contractual/Partnership	Issues or delays in required consent from TfL on the traffic and pedestrian modelling	Delay and possible increased cost to project programme	Possible	Serious	6	£0.00			Early and regular meetings with TfL to fully understand their consent requirements	£0.00	Unlikely	Serious	£0.00	4	£0.00		30/09/2021	Leah Coburn	Kristian Turner		Consideration needs to be given re TfL's response to Covid-19 impacts on staffing, etc.				
R3	2	(1) Compliance/Regulatory	Modelling issues (results and implications, issues with the delivery, buy-in, required re-runs etc)	Modelling will play a major role in defining this project and delivering the project's outcomes. Any issues could have many different and combined outcomes where additional resource may be required to rectify	Possible	Serious	6	£0.00			Regular contact between the traffic model consultants, TfL and City of London to ensure early notification of any arising issues or implications	£0.00	Unlikely	Serious	£0.00	4	£0.00		30/09/2021	Leah Coburn	Kristian Turner						
R4	2	(10) Physical	Covid-19 may impact traffic and pedestrian flows across the City/HSP area, making it difficult to undertake required data collection surveys, stakeholder engagement, etc.	Delays to overall project timeframes and delivery	Likely	Serious	8	£0.00			Continue to review ongoing situation with relevant City teams, businesses, etc.	£0.00	Possible	Serious	£0.00	6	£0.00		30/09/2021	Leah Coburn	Kristian Turner						
R5	2	(1) Compliance/Regulatory	Change in political leadership within TfL or City Corporation	The project is no longer supported or withdrawn	Unlikely	Major	8	£0.00			Informing City of London members of progress and benefits of the project and identifying in Transport Strategy delivery plan	£0.00	Rare	Major	£0.00	4	£0.00		30/09/2021	Leah Coburn	Kristian Turner						
R6	2	(2) Financial	Insufficient funds to progress HSP or the project loses a funding source	Will delay HSP progression or result in the cancellation of the project	Possible	Serious	6	£0.00			Work closely with City's Planning Team to understand/identify upcoming developments within the project area	£0.00	Unlikely	Serious	£0.00	4	£0.00		30/09/2021	Leah Coburn	Kristian Turner						
R7	2	(1) Compliance/Regulatory	Brexit or external factors affect labour costs	Higher or lower costs of traffic surveys and traffic modelling than estimated	Unlikely	Serious	4	£0.00			Review costs at each stage of HSP developemnt	£0.00	Unlikely	Minor	£0.00	2	£0.00		30/09/2021	Leah Coburn	Kristian Turner						

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Agenda Item 8

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Committees: Streets and Walkways Sub-Committee <i>[for decision]</i> Projects Sub-Committee <i>[for decision]</i>	Dates: 12 October 2021 20 October 2021
Subject: Pedestrian Priority Programme – Phase One Interventions Unique Project Identifier: 12269	Gateway 3/4/5: Authority to Start Work Regular
Report of: Executive Director Environment Report Author: Kristian Turner, City Transportation	For Decision
<h1>PUBLIC</h1>	

1. Status update	Project Description: A three-year programme implementing pedestrian priority schemes across the Square Mile to enhance the comfort and safety of people walking. The programme will directly help deliver the Transport Strategy and Climate Action Strategy. Purpose of this report: <ul style="list-style-type: none"> To seek Members' authority to retain the existing Phase 1 on-street interventions as Experimental Traffic Orders: <ul style="list-style-type: none"> Cheapside (east of Bread Street) Old Jewry King Street King William Street & Abchurch Lane Threadneedle Street / Old Broad Street (S) Chancery Lane To inform Members of key findings to date, risks and next steps RAG Status: GREEN Risk Status: Medium (Low at last report to committee). Total Estimated Cost of Project (excluding risk): £6 to £8million Change in Total Estimated Cost of Project (excluding risk): No change Spend to Date: £43,419 Costed Risk: £473,200
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<p>2. Next steps and requested decisions</p>	<p>Next Gateway: Phase 1 - Progress (Issues) Report</p> <p>Next Steps: Subject to receiving approval under the Traffic Management Act (TMAN) from Transport for London (TfL), for Phase 1 of the programme, the next steps following approval this Gateway Report are set out below:</p> <ol style="list-style-type: none"> 1. Engage with local stakeholders to communicate the traffic experiments and how feedback can be provided 2. Set up works budget and procure materials, signs, and civils 3. Agree monitoring strategy with TfL 4. Notify Statutory Parties¹ on intent to make Experimental Traffic Orders (ETOs) 5. If any responses from the Statutory Parties raise significant or unexpected concerns, the matter will be reported back to Members for decision 6. Subject to the Executive Director Environment, in consultation with the Chairman and Deputy Chairman, deciding to proceed with the ETO after considering any responses from the Statutory Parties, the Deputy Director shall: <ol style="list-style-type: none"> a. Make the ETO's b. Commence minor civils works 7. Phase 1 Pedestrian Priority Streets measures 'Go Live' (i.e. ETO comes into force): <ol style="list-style-type: none"> a. Six-month statutory public consultation period (on ETO) begins through online consultation portal b. Enforcement commences after appropriate warning notice period c. Issue an update report to Members (after 4 months) d. Monitoring of scheme impacts (minimum 6 months) 8. Issues Report with recommendations (~8–12 months after 'Go Live') <p>Phase 2 pedestrian priority measures (as described in paragraph 11-13) continue to be developed and a Gateway 3-5 Report is scheduled to be presented to this committee in February 2022.</p> <p><u>Requested Decisions:</u></p> <p>Subject to the Phase 1 schemes receiving TMAN approval from TfL and the Executive Director Environment, in consultation with the Chairman and Deputy Chairman, deciding to proceed with the making of the ETO's as set out above:</p>
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¹ As required by regulation 6 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996

	<p>Members of the Streets and Walkways Sub-Committee are requested to:</p> <ol style="list-style-type: none">1. Approve the Phase 1 interventions, as per Option 2, set out in the main body of this report. <p>Members of the Streets and Walkways Sub-Committee and the Projects Sub-Committee are requested to:</p> <ol style="list-style-type: none">2. Approve a sum of £2,402,628 as the implementation budget for the Year 1 (Phase 1) interventions, funded from within the existing Year 1 budget envelope of £2.5 to £3.2million3. Delegate authority to the Executive Director Environment, in consultation with the Chamberlain, to make any adjustments between elements of the approved budget, provided the total approved budget £~2.4M is not exceeded.4. Delegate authority to the Executive Director Environment, in consultation with the Chairman and Deputy Chairman of Streets and Walkways, to make proportionate adjustments to the designs of the recommended Option																					
3. Budget	<p>The three year Pedestrian Priority Programme is funded through the Climate Action Strategy (Capital Bid £6million).</p> <p>The outline costs of implementing the Phase 1 interventions are estimated as follows:</p> <table><tr><th>Item</th><th>Reason</th><th>Estimated Cost (£)</th></tr><tr><td>Staff costs</td><td>Staff costs (Highways, P&T, Legal)</td><td>£282,700</td></tr><tr><td>Fees</td><td>Road Safety Audits, ad-hoc surveys, consultancy support, Traffic Orders, ANPR cameras (purchases)</td><td>£188,811</td></tr><tr><td>Works & Maintenance (total)</td><td>Construction, utility searches, maintenance of planters & parklets</td><td>£1,387,917</td></tr><tr><td>Purchases</td><td>ANPR cameras</td><td>£70,000</td></tr><tr><td>Costed Risk Provision</td><td>See Appendix 2</td><td>£473,200</td></tr><tr><td>Total</td><td></td><td>£2,402,628</td></tr></table>	Item	Reason	Estimated Cost (£)	Staff costs	Staff costs (Highways, P&T, Legal)	£282,700	Fees	Road Safety Audits, ad-hoc surveys, consultancy support, Traffic Orders, ANPR cameras (purchases)	£188,811	Works & Maintenance (total)	Construction, utility searches, maintenance of planters & parklets	£1,387,917	Purchases	ANPR cameras	£70,000	Costed Risk Provision	See Appendix 2	£473,200	Total		£2,402,628
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Costed Risk Provision	See Appendix 2	£473,200																				
Total		£2,402,628																				

	<p>Staff costs represent approximately 12% of the overall costs. This is considered commensurate with the amount of work to be done and consistent with other City projects featuring experimental traffic orders.</p> <p>A breakdown of:</p> <ul style="list-style-type: none"> • expenditure to date • budget line items for the implementation of Phase 1 • remaining budget for Phase 2 <p>is presented in the finance tables in Appendix 1. For the Costed Risk Register see Appendix 2.</p>
4. Overview of project options	<p><u>Background</u></p> <ol style="list-style-type: none"> 1. A G2 report for this programme was approved by the Court of Common Council in June 2021. Phase 1 of this programme contains multiple individual project locations where temporary measures were put in place for the City Streets Covid-19 transport response. The G2 report recommended the retention of a number of these temporary measures while a further period of review was undertaken. The measures which are currently on-street can only remain so until mid-December when the Temporary Traffic Regulation Order (TTRO) expires. 2. Therefore this Gateway 3-5 Report is presented in October to allow sufficient time to undertake the next steps for progressing the measures (such as advertising Experimental Traffic Orders), or preparing to remove them. Due to the time constraints, detailed design work is ongoing and the cost estimates included in this report are estimates based on available information. 3. For project management purposes, it is not proposed that each individual scheme is given its own unique project ID and finance code in the corporate project management system. Instead, the (Year 1) projects of similar scope which can proceed to similar timescales have been grouped as: <ul style="list-style-type: none"> • <i>Phase 1</i> - Cheapside, Old Jewry, King Street, King William Street, Threadneedle Street / Old Broad Street (S), Chancery Lane • <i>Phase 2</i> -, Coleman Street and Fleet Street • <i>To be removed</i> (Lothbury/Batholomew Lane) 4. <i>“Delivering Outstanding Environments that support people and businesses with sustainable buildings, high quality streets and public spaces”</i> is one of three key dimensions of the City Corporation’s five-year plan to enhance the City’s competitiveness and attractiveness. This is set out in <i>The Square Mile: Future City</i> report produced by the Recovery Task Force.

	<p>5. The Pedestrian Priority Streets programme is a key component to “<i>accelerating plans to improve the experience of walking, cycling and spending time on the City’s streets</i>”. It is considered there is considerable reputational benefit for the Corporation in making early progress in implementing experimental measures on these streets. The programme also contributes to delivery of the Transport Strategy and Climate Action Plan.</p> <p><u>Phase 1</u></p> <p>6. Officers have assessed the temporary measures delivered through the COVID-19 City Streets programme and have identified those locations (Phase 1) where Experimental Traffic Orders could be used to determine whether measures can and should be retained on a permanent basis.</p> <p>7. The temporary measures were implemented under Temporary Traffic Orders. These can only last a maximum of 18 months, expiring in mid-December 2021. It has not been possible to fully measure the effectiveness of the measures due to the impact of the pandemic and associated restrictions on travel and working patterns.</p> <p>8. Only now is a “new normal” of working patterns in the City beginning to establish, which will allow for traffic counts, journey time surveys and street user surveys to be undertaken over several months to obtain a comprehensive picture of how the experiment operates with more normal levels of traffic and pedestrian volumes.</p> <p>9. Experimental Traffic Orders will allow the pedestrian priority measures to be monitored to quantify their positive benefits and negative impacts to help inform the decision making process on whether any of the measures should eventually be made permanent.</p> <p>10. A minimum six months public consultation would be undertaken as part of the ETO process to allow the public to provide their views on the measures.</p> <p><u>Phase 2</u></p> <p>11. Scheme locations where further planning and assessment work needs to be undertaken such as Coleman Street and Fleet Street have been designated as Phase 2 and will be reported on in February 2022. Therefore Phase 2 remains at Gateway 3 whilst Phase 1 advances to implementation stage.</p> <p>12. The existing measure on Coleman Street is in place via a TTRO which restricts vehicle access Monday – Friday 7am-7pm except for access to off street servicing. However the current measure is not perceived to be achieving a pedestrian priority benefit. The current measure is</p>
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	<p>recommended to be removed and an alternate design will be submitted as part of Phase 2 in February 2022.</p> <p>13. The extensive temporary measures on Fleet Street have not required a TTRO as they have changed traffic movement. An assessment of these measures and discussion with TfL Buses regarding bus journey times along this key corridor are ongoing.</p> <p><u>To be removed</u></p> <p>14. The current measures on Lothbury / Bartholomew Lane are recommended to be removed as they are only providing marginal benefits to pedestrians. Also by not taking these measures forward, any possible future impact on the ongoing All Change at Bank project will be avoided.</p> <p><u>Phase 1 - Business and resident engagement</u></p> <p>15. In August 2021, businesses directly affected by the on-street measures introduced last summer were identified. The majority of these businesses were personally visited by a member of the project team to discuss any impacts on their daily business activity as well as understand delivery and customer levels. Direct contact information was gathered at the same time.</p> <p>16. A user survey has been sent to residents and businesses in the Bank/Cheapside and Chancery Lane areas so they can formally register their feedback on the measures and detail any impacts on their activities, i.e. servicing and deliveries.</p> <p>17. A total of 12 responses to the online surveys were received in the three weeks given for the survey, which is a very low response rate. However, combined with the project teams visits to businesses, the surveys indicate which of the measures could be refined to better accommodate the access and servicing needs of businesses.</p> <p><u>Phase 1 - Ward Member Engagement</u></p> <p>18. Briefing sessions with Ward Members for the Bank and Cheapside area and for Chancery Lane were held on the 22nd September 2021.</p> <p>19. Ward Members provided the following (summarised) feedback:</p> <p><i>Chancery Lane</i></p> <ul style="list-style-type: none"> • The temporary planters need to be improved at the point restriction • The measures should be amended to allow for servicing access to businesses and to allow access for the mobility impaired
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	<ul style="list-style-type: none"> • The measures should be balanced with needs of recovering businesses <p><i>Cheapside and Bank</i></p> <ul style="list-style-type: none"> • The temporary public realm measures on Cheapside should be enhanced and the aesthetics improved • The balance between cycling/pedestrian space needs to be considered • The measures as they are now should be left in place until a decision on keeping them in-situ is made • Engagement with local businesses (i.e. shops and facilities managers of large buildings) were positive but Members feel that further engagement is required with senior leadership teams in larger office blocks <p><u>Seating and greening measures – Engagement</u></p> <p>20. Officers have worked together with the Cheapside Business Alliance to ensure that the improvements delivered to date are fit for purpose. An overall positive response has been received and the improvements are well used by the local community. The CBA has confirmed a further contribution for the provision of additional seating opportunities which will be delivered as part of the Covid19 Recovery – Phase 3.</p> <p><u>Phase 1 - Access Engagement</u></p> <p>21. A focus group with the City of London Access Group (CoLAG) was held on the 29th September.</p> <p>22. CoLAG members made the following (summarised) key points:</p> <ul style="list-style-type: none"> • People reliant on motor vehicles need to be able to access their destination (e.g. the front of the building) • Making streets one-way (e.g. King Street) makes pick up and drop off by vehicles more problematic • The design of street furniture should follow the City of London Street Accessibility standards • The segregation of cyclists and pedestrians needs to be carefully considered and designed • A regime for exempting people reliant on motor vehicles needs to be established to allow their access through traffic restrictions <p><u>Phase 1 – On-street perception surveys</u></p> <p>23. On-street perception surveys were undertaken (Appendix 4) by a consultant in September. Of the 186 people surveyed, on average 64% overall believed the recent changes were an improvement and 17% believed the changes were not positive.</p>
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	<p>24. The feedback generated through engagement with all the stakeholders summarised above has been used to inform the design process to determine the most appropriate on street measures to progress with.</p> <p><u>Overview of Phase 1 Options</u></p> <p>25. Broadly, both Options 1 and 2 for the Phase 1 schemes include some or all of the following pedestrian priority measures:</p> <ul style="list-style-type: none"> • Pavement widening (at grade and with dropped or raised crossings) and carriageway narrowing • Timed access restrictions for vehicles • Point no-entries, allowing access for a limited mix of vehicles • Changes to street layouts and traffic flows • Seating areas and expansion of planters & parklets introduced as part of the Covid-19 measures <p><u>OPTION 1 – Implement existing measures as ETO's</u></p> <p>26. Implement ETOs at the following six locations with no further changes to the current traffic restrictions or public realm measures:</p> <ul style="list-style-type: none"> • Cheapside • King Street • Old Jewry • King William Street • Threadneedle Street/Old Broad Street • Chancery Lane <p><u>OPTION 2 – Amend existing measures as ETO's (recommended)</u></p> <p>27. For Option 2, a number of additional options were considered and assessed in order to refine the interventions to better suit stakeholder needs whilst still conforming to the programmes key success criteria.</p> <p>28. Implement ETOs at the following six locations with minor changes to the current traffic restrictions and/or enhancement of the public realm measures:</p> <ul style="list-style-type: none"> • Cheapside – retain current point closure traffic restriction (buses and cyclists only) and install ANPR cameras for enforcement, upgrade the temporary public realm features • King Street – retain current traffic measures (one way working with a cycling contraflow) and widen footways. Explore scope for street trees/public realm enhancements • Old Jewry – retain current traffic measures and install a parklet (or similar) between Cheapside and Fredericks Place and raise a section of the carriageway around Old Jewry/Fredericks Place
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	<ul style="list-style-type: none"> • King William Street – retain current traffic measures and widen footway and explore scope for street trees/public realm enhancements • Threadneedle Street / Old Broad Street (S) - retain current traffic measures and widen footway and explore scope for street trees/public realm enhancements • Chancery Lane – amend the traffic restriction to allow for: “access” this will restrict through traffic but allow for mobility impaired members of the public in motorised vehicles; taxi drop off/pick up and allow loading access for on-street servicing and disabled (this will require additional ANPR cameras for enforcement) <p>Note: for each location, individual ETO’s would be advertised</p> <p><u>OPTION 3</u></p> <p>29. For Option 3, there is an option to remove some or all of the temporary measures at the locations within this programme. Whilst this is not recommended, Members may take a view that some of the measures should not be retained.</p> <p>See Section 8, paragraph 34 for detailed design summary</p>
<p>5. Recommended option</p>	<p>30. <u>Option 2</u> is recommended for the following reasons:</p> <ul style="list-style-type: none"> • Observations are that the temporary widening of the footways using white lines only in the carriageway is not effective with limited use by people walking. The physical widening of footways is expected to better determine the true benefits on pedestrian comfort levels and improved accessibility • Feedback from business surveys, emails from businesses and Ward Members is that some of the measures do cause problems of access and deliveries and at two locations (King William Street and Chancery Lane) the design can be amended to allow for servicing/taxi access • Improved public realm features on King Street and Old Jewry will allow stakeholders to discern genuine benefits of the measures to balance the servicing challenges • Feedback from local stakeholders, workers and visitors on the public realm measures delivered to date has been positive and has supported the re-opening of nearby businesses. <p><u>Engagement and Consultation on Experimental Traffic Orders</u></p> <p>31. The Gateway reporting system is such that a G5 level of authority is required to make Experimental Traffic Orders and implement the associated civils works. Members of this Committee will recall that the decision to proceed with the Beech Street experiment (in 2019) was immediately picked up by the media and residents read about it before hearing from the City. A number of residents, Members and officers found this unsatisfactory.</p>

	<p>32. Officers have taken the following measures to mitigate this happening again:</p> <ul style="list-style-type: none"> • Preceding this report, we have written to businesses and residents setting out proposed design changes to the current temporary measures as a result of survey feedback, and notified them that this report would be going to Committee and setting the context of running traffic experiments to determine the impacts of the measures as the City returns to new normal levels of traffic and working patterns. • If the recommendations in this report are approved, Officers will immediately email project stakeholders of the intent of the City to proceed with Experimental Traffic Orders (in December 2021) and set out how people can participate in the public consultation in the first six months of the ETO's coming into force. • Plan for information banners will be put in place advising members of the public that the measures are experimental and inviting feedback <p>33. <u>Engagement and Consultation on public realm measures:</u></p> <ul style="list-style-type: none"> • A perception survey of the seating and greening measures is currently being undertaken to inform the final design of the proposed improvements. Information will be collected regarding the views of people using the spaces, alongside a survey with local occupiers. • An initial on-street survey undertaken in September (Appendix 4) indicates that city visitors and workers value the improvements delivered to date and has positively changed street environment in the area.
6. Risk	<p>Overall project risk: <u>Medium</u></p> <p>34. The main risk implications for the programme and associated schemes are:</p> <ul style="list-style-type: none"> • Delay in receiving TMAN approval from TfL • Resourcing: Not being able to deliver the number of schemes that is expected of the programme • The risk that traffic orders are not made following consideration of any objections and assessment of the experimental orders and their impacts • Engagement and external support: Issues with external engagement and buy-in • Legal Issues: Receiving legal challenges regarding the decision to proceed with agreed schemes

	<ul style="list-style-type: none"> • COVID-19: Unknown what permanent/long term change it will bring about for Central London and travel trends and behaviour that may impact the programmes objectives • Bank blockade – footway widening work on King William Street may conflict with the Northern line part closure • Delays to release of central funding bid may impact progress of Year 1 programme • The constrained timescales before the expiration of the TTRO's in December means that G5 approval is sought in advance of the detailed design being completed, there is a risk that the cost estimates will not be accurate despite best endeavours. • Any delays caused by foreseen or unanticipated risks are likely to result in the temporary measures being removed from site if the ETO's are not in place before the TTRO's expire <p>A Costed Risk Register is included in Appendix 2.</p>
7. Procurement approach	<p>35. The City's term contractor, JB Riney's will implement the works.</p> <p>36. Siemens is the City's supplier for automatic number plate recognition (ANPR) cameras and will supply and install any cameras and associated technology that are required.</p> <p>37. Saba manages the Traffic and Parking enforcement contract in the City and will provide additional back office support for the enforcement of the scheme which will be responsive to the level of contraventions observed.</p>
8. Design summary	<p><u>Design Summary</u></p> <p>38. Preliminary design layouts of the proposed recommended Phase 1 interventions are shown on the General Arrangement drawings in Appendix 3.</p> <p>39. It is proposed that the Phase 1 interventions will be first implemented using Experimental Traffic Orders (ETOs). The target date for the ETO's to go live is mid-December when the TTRO's expire which will allow the measures to consistently remain on-site, removing the measures for a period to then put them back is likely to be confusing for the travelling public.</p> <p>40. This is the proposed timetable and it should be noted that unforeseen risks could prevent this being achieved.</p> <p>41. A statutory six-month period applies to the ETO in which objections must be considered, before a decision to make the changes permanent can be made. Monitoring of the scheme impacts will also be undertaken during this six-month period. However, it is likely that more data will be needed, particularly in relation to the perception of the pedestrian experience, before the impacts can be suitably assessed and recommendations made accordingly.</p>

42. Should the scheme prove successful during the experimental phase, consideration can be given to making the traffic order permanent. An Issues Report with the relevant recommendations will be presented to Members to make this decision.
43. Further works, such as permanent public realm improvements to replace experimental public realm features, could be introduced along with any permanent traffic changes.
44. The details of the scheme are summarised below with design plans included in Appendix 3.

Pedestrian Priority Programme – Phase 1 Options			
Location	Option 1	Option 2	Option 3
Cheapside east of Bread Street	<ul style="list-style-type: none"> Point “no entry” except buses, cycles Planters and seating adjacent to point closure to be installed on temporary kerb buildouts using traffic separator posts and white lines 	<ul style="list-style-type: none"> Point “no entry” restrictions as per Option 1 Further enhancement of the current public realm temporary measures Application of carriageway surface dressing on approaches 	<ul style="list-style-type: none"> Remove some or all of the measures
Old Jewry	<ul style="list-style-type: none"> Full closure (except for pedal cycles) on Old Jewry between Cheapside and Frederick’s Place Remainder of Old Jewry from Frederick’s Place to Gresham Street converted to two-way 	<ul style="list-style-type: none"> Full closure and two-way conversion as per Option 1 Creation of a green space (planters and seating) Carriageway to be raised up towards Fredericks Place 	<ul style="list-style-type: none"> Remove some or all of the measures
King Street	<ul style="list-style-type: none"> One way working, contra-flow cycling Temporary footway widening using traffic separator posts and white lines. Loading bay in Gresham Street 	<ul style="list-style-type: none"> One way working, contra-flow cycling and loading bay in Gresham St as per Option 1 Footway widening on semi-permanent kerb buildouts to provide a level/at grade surface with dropped crossings Possible minor public realm measures to be installed at various locations 	<ul style="list-style-type: none"> Remove some or all of the measures

	King William Street & Abchurch Lane (south)	<ul style="list-style-type: none"> • “No motor vehicles” restriction (Monday to Friday between 7am – 7pm) except buses, loading, vehicles accessing off street premises, • Temporary footway widening using traffic separator posts and white lines in locations 	<ul style="list-style-type: none"> • “No motor vehicles” restriction (Monday to Friday between 7am – 7pm) except buses and for access • Footway widening on semi-permanent kerb buildouts to provide a level/at grade surface with dropped crossings 	<ul style="list-style-type: none"> • Remove some or all of the measures
	Threadneedle Street & Old Broad Street (south)	<ul style="list-style-type: none"> • One way working, contra-flow cycling • Temporary footway widening using traffic separator posts and white lines • Loading bays 	<ul style="list-style-type: none"> • One way working, contra-flow cycling • Footway widening on semi-permanent kerb buildouts to provide a level/at grade surface with dropped crossings 	<ul style="list-style-type: none"> • Remove some or all of the measures
	Chancery Lane between Carey Street & Southampt’n Buildings	<ul style="list-style-type: none"> • “No motor vehicles” restriction (Monday to Friday between 7am – 7pm) except emergency services • Parking bay suspended in places • Planters be installed on temporary kerb buildouts using traffic separator posts and white lines • Provision of a parklet • Seating in Cursitor Street 	<ul style="list-style-type: none"> • “No motor vehicles” restrictions as per Option 1 but exceptions to allow for loading and access but restrict “through traffic” • Additional planters to be installed as semi-permanent measures at either end of the restriction • Extend current parklets 	<ul style="list-style-type: none"> • Remove some or all of the measures
<p>45. Some of the design elements as presented in this report may need to be refined to better balance access and servicing needs whilst still delivering the pedestrian benefits. These are likely to be:</p> <ul style="list-style-type: none"> • minor changes to signing, such as the exact wording on signs for exempted vehicles will be finalised after this report • a permutation of the design on King Street to allow for two-way traffic between Trump Street and Cheapside to allow more direct access to Cheapside from the north. <p>46. Delegated authority for the Executive Director of Environment, in consultation with the Chairman and Deputy Chairman of Streets and Walkways, to make reasonable adjustments to the detail of the design is requested.</p>				

	<p>47. The final experimental designs must be adaptable and designed in consideration for other events for which City streets are used for, such as the Lord Mayor's Show route.</p> <p><u>Experimental Public Realm Measures</u></p> <p>48. The proposed additional public realm interventions will complement the improvements delivered to date, building on the changes to traffic flows in the area. The objective of the interventions is to create an attractive environment for residents, workers and visitors and provide amenities for users of food and beverage businesses, alongside providing outdoor spaces to dwell for workers.</p> <p>49. High quality street furniture is being proposed to provide a cost-effective solution with low on-going maintenance implications.</p> <p><u>Monitoring Strategy</u></p> <p>50. A monitoring strategy is being developed for the purposes of checking the effects of the scheme during the initial stage (i.e. until a decision has been made to make the scheme permanent) and respond/mitigate as necessary with regards negative impacts of the schemes. Other affected authorities such as TfL, and representatives of industry such as freight and the licensed taxi trade will be engaged as part of the process for determining the parameters of measuring the impacts of the experiments, such as bus and taxi journey times. The monitoring strategy draft is to be finalised in advance of the making of the ETO's.</p> <p>51. On-street perceptions surveys will also be undertaken to gather the views of people using the spaces regularly, in addition to the feedback from stakeholders and occupiers.</p> <p><u>Legal implications</u></p> <p>52. The project team have taken legal advice from the Comptroller and City Solicitor team regarding:</p> <ul style="list-style-type: none"> • The City's powers as Traffic Authority to make the ETO • Scope to make minor variations to the ETO • Objections to the ETO from other authorities <p>53. The advice is that the City is acting within its authority under the Road Traffic Regulation Act 1984 and Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.</p> <p>54. The City is under a duty to "<i>secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)</i>" so far as practicable (S.122 Road Traffic Regulation Act 1984).</p>
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	<p>55. Other projects on the network such as All Change at Bank, Beech Street and Bishopsgate have a cumulative effect on traffic patterns across the City.</p> <p>56. The programme of projects is coordinated by the City Transportation team to maximise benefits and manage the effects to ensure overall alignment with the Transport Strategy. As part of this coordination, we meet regularly with the TfL Network Performance team.</p> <p>57. The Pedestrian Priority schemes would represent a restriction on the movement of certain classes of vehicular traffic on those streets and an indirect impediment to the expeditious and convenient movement of traffic on surrounding streets due to the displacement of traffic. However, that restriction is considered to be the minimum practicable restriction having regard primarily to the following:</p> <ul style="list-style-type: none"> • this duty also relates to pedestrians and it is expected that the measures will improve pedestrian movement, furthermore it will improve general pedestrian amenity • being made by way of ETO, it will be for a temporary period only to enable the balance of benefits/disbenefits to be more accurately assessed before any permanent measures are introduced <p>• <u>Regulation 6 approach to consultation</u></p> <p>58. In compliance with Regulation 6 of the 1996 Regulations, The City will notify the statutory consultees including, emergency services, TfL and neighbouring local authorities, the Road Haulage and Freight Transport Association, as well as the licensed taxi trade, of the intent of making the ETO. Other organisations representing persons likely to be affected by the order such as City Livery companies, disability advocacy groups and business improvement cooperatives will also be consulted.</p> <p>• <u>Duty to consider a public inquiry</u></p> <p>59. Under regulation 9 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, the Highway Authority is compelled to consider holding a public inquiry before making any order. The Project team will consider whether it is appropriate to hold a public inquiry prior to making any order.</p> <p>• <u>Balancing exercise S122 RTRA 1984</u></p> <p>60. The City has considered whether other less restrictive options could deliver the scheme objectives and has made adjustments to the temporary measures design (Option 2) at some of the locations to improve access for taxi journeys to destinations and loading as a result of observational analysis and listening to the feedback of Ward Members, CoLAG and the business surveys.</p>
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	<p><u>Equalities</u></p> <p>61. At many locations in the City pavement widths do not meet minimum accessibility requirements.</p> <p>62. Widening of pavements where physically possible and reducing traffic in streets to give people the confidence to walk in the carriageway should they wish and make streets easier to cross is a direct benefit of the proposals and improves accessibility on streets for disabled street users.</p> <p>63. The design approach has endeavoured to consider and balance the needs of all road users with regards the proposed measures and maintaining access to properties via motor vehicles. Following feedback from businesses and other stakeholders (such as CoLAG), design adjustments have been applied to resolve some issues for the recommended Option 2.</p> <p>64. However, it is acknowledged that the proposed measures have the potential to negatively impact certain groups of people, particularly those aged over 65 and/or with disability and mobility challenges.</p> <p>65. As a Public Authority, the City must have due regard to equality considerations when exercising its functions (section 149 Equality Act 2010)</p> <p>66. An Equalities Impact Assessment (EqIA) was undertaken for the existing temporary measures (the TTRO's) by a qualified consultant, see Appendix 5.</p> <p>67. In brief, the conclusion of the Assessment was that <i>“On balance, the proposals are likely to have a positive impact on reducing inequalities”</i>.</p> <p>68. The EqIA recommends that bus journey times are monitored to determine impacts on people with protected characteristics and mitigated where necessary. For people with mobility requirements who are reliant on cars, the recommendation is that the impact of indirect journeys can be mitigated to allow for access and drop-offs.</p> <p>69. Amendments to the current measures are therefore included in the recommended option.</p> <p>70. A review of the above EqIA was commissioned as part of this programme by a second consultant with a recommendation to undertake a further supplementary EqIA of the specific detailed measures on a street by street basis for the recommended option.</p>
9. Delivery team	<p>71. Project management and stakeholder engagement will be provided by the project team within City Transportation.</p>

	72. Consultants will be procured either through the Framework or via competitive tender depending on the project need
10. Success criteria	<p>73. The programmes key success criteria are defined in the Monitoring Strategy (summarised) below:</p> <ul style="list-style-type: none"> • Length of new pedestrian priority streets. Increase the length of new pedestrian priority streets (km's) • Pedestrian comfort levels. A decrease in pedestrian crowding, measured in pedestrians per metre of clear footway width per minute via comfort assessments. • Pedestrian safety. A reduction in accidents, measured by the drop in the number of collisions involving pedestrians. • Access and servicing arrangements. That businesses, occupiers & residents are not unreasonably impacted. Measured from consultation feedback in relation to the level of (negative) change to their operations / 'normal way of life'. • Public Perception. An increase in street-user satisfaction, measured from before and after on-street perception surveys. • Reduction of traffic and road danger will directly improve conditions for cyclists <p>74. Wider objectives (context)</p> <ul style="list-style-type: none"> • Transport Strategy outcomes are that by 2044, at least 55km of streets in the City (which equates to half of all streets) provide priority to people walking. All pavements will have a minimum Pedestrian Comfort Level of B+. • The Climate Action Strategy (2020), sets out that pedestrian comfort levels of A+ and an additional 20km of timed street closures are required to reach Net Zero by 2050. It also states that the public realm needs to be more climate change ready with more green spaces and urban greening. • The increase in the length of Pedestrian Priority Streets to improve walking and cycling opportunities and conditions is the main transport element of the Climate Action Strategy
11. Progress reporting	<p>75. It is proposed to continue providing updates to Streets & Walkways Sub-Committee throughout the monitoring period through means of the Outstanding References process.</p> <p>76. An update report will be submitted to Streets and Walkway ~4 months after 'Go Live' to report on progress and issues/impacts.</p>

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	77. If the experimental trials are successful following further monitoring and public consultation, then approval to make Orders permanent would be via an Issues Report to the Streets and Walkways and Projects Sub Committees (~8–12 months after ‘Go Live’).
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Appendices

Appendix 1	Finance tables
Appendix 2	Costed Risk Register
Appendix 3	Phase 1 - General Arrangement drawings
Appendix 4	Street Perception Survey Report
Appendix 5	Equalities Assessment

Contact

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Budget Monitoring Report - Summary

Time run: 22/09/2021 13:24:30

Core Project	Linked Project Number	Project Number	Project Name	Top Task	Sub Task	Approved Budget	Actuals - AP + Misc	GRN Actual Unmatched	Commitment	Total	Amount Unspent
L5-Pedestrian Priority Programme	16800457	16600457	Pedestrian Priority Program OH	3A Staff Costs	Env Servs Staff Cost	18,900.00	0.00	0.00	0.00	0.00	18,900.00
					Staff Costs	27,450.00	0.00	0.00	0.00	27,450.00	
				3A Staff Costs Total		46,350.00	0.00	0.00	0.00	0.00	46,350.00
		16800457	Pedestrian Priority Programme	3A Staff Costs	Env Servs Staff Cost	23,100.00	0.00	0.00	0.00	0.00	23,100.00
					P&T Staff Costs	33,550.00	0.00	0.00	26,922.96	26,922.96	6,627.04
				3A Staff Costs Total		56,650.00	0.00	0.00	26,922.96	26,922.96	29,727.04
				Fees	P&T Fees	86,000.00	0.00	0.00	16,496.00	16,496.00	69,504.00
				Fees Total		86,000.00	0.00	0.00	16,496.00	16,496.00	69,504.00
				Works	Enabling Works	10,000.00	0.00	0.00	0.00	0.00	10,000.00
	Works Total		10,000.00	0.00	0.00	0.00	0.00	10,000.00			
	16800457 Total					199,000.00	0.00	0.00	43,418.96	43,418.96	155,581.04
L5-Pedestrian Priority Programme Total					199,000.00	0.00	0.00	43,418.96	43,418.96	155,581.04	
Grand Total					199,000.00	0.00	0.00	43,418.96	43,418.96	155,581.04	

Apr-Aug 2021 Costs

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Table 1: Evaluation budget (16800457) – Expenditure to Date

Pedestrian Priority Streets Programme			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	42,000	-	42,000
P&T Staff Costs	61,000	26,923	34,077
P&T Fees	86,000	16,496	69,504
Enabling Works	10,000	-	10,000
TOTAL	199,000	43,419	155,581

Table 2: Budget adjustment

Pedestrian Priority Streets Programme			
Description	Approved Budget (£)	Adjustment (£)	Revised Budget (£)
<i>Evaluation budget (16800457) for Phase 2+</i>			
Env Servs Staff Costs	42,000		42,000
P&T Staff Costs	61,000		61,000
P&T Fees	86,000		86,000
Enabling Works	10,000		10,000
Sub-totals 1	199,000	-	199,000
<i>Phase 1 Experimental Scheme implementation budget</i>			
Legal Staff Costs		20,000	20,000
Env Servs Staff Costs	-	63,000	63,000
P&T Staff Costs	-	199,700	199,700
Fees	-	188,811	188,811
Purchases		70,000	70,000
Works	-	1,387,917	1,387,917
Costed risk	-	473,200	473,200
Sub-totals 2	-	2,402,628	2,402,628
TOTAL	199,000	-	2,601,628

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City of London: Projects Procedure Corporate Risks Register

Project Name:		Pedestrian Priority Streets							PM's overall risk rating:	Low	CRP requested this gateway	£ 17,000	Average unmitigated risk		3.0		Open Risks		4
Unique project identifier:		12269		Total estimated cost (exec risk):						£ 2,500,000	Total CRP used to date	£ -	Average mitigated risk score		1.0		Closed Risks		0

General risk classification										Mitigation actions										Ownership & Action		
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Comment(s)
R14	6	(10) Physical	Network performance issues following the interventions / experimental schemes result in changes being required	There could be unforeseen implications on the city's network performance, both positive and negative.	Unlikely	Minor	4	£20,000.00	N	* Create a monitoring strategy that includes the ability to react quickly to changes and unforeseen events. * Ensure that all relevant departments are consulted as early as possible to input into design options.	£0.00	Rare	Minor	£5,000.00	1	£0.00	£5,000.00	06/07/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		No traffic modelling is being undertaken for the interventions and this therefore means that the risk is higher. However, given the experimental nature of the interventions, it will be easier to adapt and changes them should it be deemed necessary.
R15	6	(1) Compliance/Regulatory	Scheme monitoring and/ or Road Safety Audits identify required changes	Scheme monitoring or Road Safety Audits may identify that the interventions / experimental schemes require changes. This could result in rework costs or further monitoring to assess whether what's built is safe and suitable.	Unlikely	Minor	4	£5,000.00	N	* Informally monitor on street as work begins to complete to identify any potential changes whilst the contractor is on-site * Ensure the planned monitoring feeds directly into design reviews	£0.00	Rare	Minor	£1,000.00	1	£0.00	£1,000.00	06/07/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		If issues are identified by monitoring and/ or any future road safety audits, these may require extra resource to fix.
R16	6	(8) Technology	Additional data and monitoring is required due to unforeseen impacts	Should the interventions / experimental schemes cause any type of unforeseen impacts (changes in traffic patterns, pedestrian behaviour, pollution levels, etc), the monitoring strategy may need changing and therefore extra resource may be need to account for this.	Unlikely	Minor	2	£20,000.00	N	* If external consultants are used, request that schedule of rates for any possible extra tasks are included.	£0.00	Rare	Minor	£1,000.00	1	£0.00	£1,000.00	06/07/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		Similarly to R18, if extra monitoring is required for any reason, extra resource may be needed to boost it's scope.
R17	6	(10) Physical	Unexpected or unplanned user behaviour results in the City requiring marshalling and/ or enforcement in and around the interventions / experimental schemes.	Extra costs would be incurred if additional resource was required to marshall and enforce the interventions / experimental schemes	Unlikely	Minor	2	£20,000.00	N	* Ensure that the comms related to the interventions / experimental schemes is strong and clear in its message to all stakeholders * Assess whether city occupiers can also promote the City's work and message through their comms channels.	£0.00	Rare	Minor	£10,000.00	1	£0.00	£10,000.00	06/07/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		With the post COVID-19 return to work, it's very difficult at this point in time to assess how users will react to the interventions / experimental schemes, and its likely that there will be many contributing factors to this. Many of these will also be outside of the City's control. Therefore, should it be required, approx. £8k per month has been estimated for providing marshalling and enforcement services should they be necessary.
								£0.00			£0.00			£0.00		£0.00	£0.00					
								£0.00			£0.00			£0.00		£0.00	£0.00					
								£0.00			£0.00			£0.00		£0.00	£0.00					
								£0.00			£0.00			£0.00		£0.00	£0.00					
								£0.00			£0.00			£0.00		£0.00	£0.00					
								£0.00			£0.00			£0.00		£0.00	£0.00					
								£0.00			£0.00			£0.00		£0.00	£0.00					
								£0.00			£0.00			£0.00		£0.00	£0.00					

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City of London: Projects Procedure Corporate Risks Register

Project Name:		Pedestrian Priority Streets		PM's overall risk rating:		Low		CRP requested this gateway		£ 473,200		Average unmitigated risk		5.1		Open Risks		16	
Unique project identifier:		12269		Total estimated cost (exec risk):		£ 1,500,000		Total CRP used to date		£ -		Average mitigated risk score		3.0		Closed Risks		0	

General risk classification										Mitigation actions										Ownership & Action		Comment(s)
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Mitigating actions	Mitigation cost (£)	Likelihood Classification on post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	
R1	4	(1) Compliance/Regulatory	Issues or delays in any required consents such as third party consents, ETOs, Permits, etc which cause delays to the implementations of the interventions / experimental schemes.	If there was to be any delay in the approval of any required consents, such as ETOs, Permits, EqIA, TMAN etc; its likely delivery of the interventions / experimental schemes could suffer from some form of unplanned delay or additional work.	Possible	Serious	6	£30,000.00	N	* Map out the required consents for each intervention / experimental scheme and continually monitor & update the consents if required throughout the trial period. * Schedule regular meetings with consent approvers, especially those with long lead in times or complex approval procedures.	£0.00	Possible	Minor	£15,000.00	2	£0.00	£15,000.00	06/07/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		Although the interventions / experimental schemes are being delivered under well-used and understood regulations, there is a possibility that some delays may occur due to unforeseen technicalities.
R2	5	(1) Compliance/Regulatory	Legal challenges or query upon any of the interventions / experimental schemes (excluding judicial review) that leads to delays or extra costs	Should an intervention / experimental scheme fall under some form of legal or challenge or investigation, its likely additional time and resource will be required to undertake associated work. External additional legal assistance could also be required. On the other hand, a project may need to look at legally resolving an unforeseen issue to proceed. It's also possible that a challenge to one measure then means that all are affected.	Possible	Serious	6	£100,000.00	N	* Consult early on with the legal, planning and network performance teams as required to identify potential issues, then monitor these individual issues and mitigate if possible. * Ensure TRO making process is followed to the letter of the law to mitigate against any statutory challenges (lesson learnt form Beech St)	£0.00	Possible	Minor	£50,000.00	3	£0.00	£50,000.00	06/07/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		Given the experimental nature of the interventions being installed, it is unlikely that any form of meaningful legal challenge will take place but standard project management processes will help mitigate against the possibility.
R3		(3) Reputation	Issue(s) with external engagement and buy-in, including any perceived negative impacts, lead to additional resources being required to compensate	Further time and therefore resource may be required if the interventions / experimental schemes delivered either don't meet the stakeholder's expectations. Its possible that as a result of this, changes to the interventions / experimental schemes may also be required.	Possible	Serious	6	£20,000.00	N	* Early-as-possible identification and engagement with key stakeholders where possible. * Proactive external comms to inform stakeholders as early as possible.	£0.00	Possible	Minor	£10,000.00	3	£0.00	N/A	06/07/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		Engagement with businesses, occupiers, residents, street users and other actively interested stakeholders (refer to PPS comms strategy) explaining what's happening and why is best placed to mitigate against negative reactions to the interventions / experimental schemes.
R4	5	(4) Contractual/Partnership	Issue(s) with internal engagement and buy-in, including any perceived negative impacts, lead to additional resources being required to compensate	Further time and therefore resource may be required if the interventions / experimental schemes delivered either don't meet the stakeholder's expectations. Its possible that as a result of this, changes to the interventions / experimental schemes may also be required.	Unlikely	Minor	4	£10,000.00	N	* Early-as-possible identification and engagement with key stakeholders where possible. * Proactive internal comms to inform stakeholders as early as possible.	£0.00	Unlikely	Minor	£2,500.00	1	£0.00	£2,500.00	06/07/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		(as above)
R5	5	(4) Contractual/Partnership	Procurement procedures impact negatively on project delivery	Additional resource may be required if there is a delay or issue with the procurement of goods or services from external suppliers.	Unlikely	Minor	3	£10,000.00	N	* Undertake early engagement with City's term contractor, JB Riney where required and map out the required resources & materials.	£0.00	Unlikely	Minor	£3,000.00	1	£0.00	£3,000.00	06/07/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		Ensure that the materials and equipment required for Year 1 interventions / experimental schemes is available.
R6	5	(4) Contractual/Partnership	Supplier delays, productivity or resource issues impact on project delivery	Referring both to internal and external suppliers to projects, alternative arrangements which require additional resource may be required if a potential or existing supplier is unable to deliver as agreed for whatever reason. This may involve retendering work if an existing supplier is unable to deliver.	Unlikely	Minor	2	£10,000.00	N	* Utilise existing framework agreements where possible * Investigate any likely 'bottlenecks', such as TfL's ability to deliver at this time, as early as possible to help plan possible mitigations	£0.00	Unlikely	Minor	£5,000.00	1	£0.00	£5,000.00	06/07/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		The interventions / experimental schemes are being installed are to be delivered by the City's term contractor, JB Riney, with the issue of resourcing having already been discussed. However, should COVID-19 alter negatively in some way, its possible it could also negatively impact on their ability to resource implementation of the interventions.

R7	5	(1) Compliance/Regulatory	Accessibility, equalities and/or security concerns lead to changes being required to either designs or implemented interventions that in-turn results in additional resources being required to compensate.	Further changes may be required if accessibility, equalities and/ or security concerns are raised.	Possible	Minor	5	£30,000.00	N	* Include the City's Accessibility and Security Officers (if required) in design reviews. * Consider involving accessibility groups in an advisory role.	£0.00	Possible	Minor	£15,000.00	3	£0.00	£15,000.00	06/07/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		The interventions / experimental schemes will account for accessibility, equalities and security concerns but its possible that when implemented or further design reviews are undertaken that changes are deemed necessary to remove identified shortcomings.
R8	5	(2) Financial	Inaccurate or incomplete project estimates, including baxters/ inflationary issues leads to budget increases	If an estimate is found at a later date to be inaccurate or incomplete, more funding and/or time resource would be needed to rectify the issue or fund/ underwrite the shortfall. More specifically, inflationary amounts predetermined earlier in a project may be found to be insufficient and require extra funding to cover any shortfall.	Unlikely	Major	8	£60,000.00	N	* Undertake regular cost reviews via interim submissions from the main contractor. * Track spending closely so future costs can be estimated more accurately.	£0.00	Unlikely	Minor	£30,000.00	4	£0.00	£30,000.00	06/07/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		The works required are using well-established rates and costs through the City's existing highways term contractor but its difficult to know at this stage what the likely end cost is to be given that the decision to retain or remove the experimental schemes is unknown. Therefore, work will take place to track the spending required to maintain the interventions so that a future spend profile can be estimated. This will include any upcoming rate/ baxters changes.
R9	5	(4) Contractual/Partnership	Network accessibility before and during construction which cause project delay and/ or increased costs	Should parts of the road network not be available or become unavailable during implementation, expect delivery delays.	Possible	Minor	3	£25,000.00	N	* Regular engagement with City and TfL network management teams	£0.00	Possible	Minor	£20,000.00	3	£0.00	£20,000.00	06/07/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		It is possible that should other works be required in a given street or road that it could impact on the City's ability to delivery the interventions / experimental schemes. For example, if urgent utility works are required on a street where interventions have been installed, it could result in alternative routes being required to comfortably divert pedestrians and cyclists around the emergency works.
R10	5	(6) Safeguarding	Unforeseen technical and/ or engineering issues identified which leads to delays and additional costs to rectify.	Late identification of any engineering or technical issues that disrupt delivery could result in further costs whether they be time, funding or resources.	Unlikely	Minor	2	£15,000.00	N	* Work with design engineers to review each site at the appropriate time.	£0.00	Rare	Minor	£1,000.00	1	£0.00	£1,000.00	06/07/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		No technical difficulties are expected due to the experimental nature of the infrastructure being used for the interventions but this risk is to cover the possibility of something being missed due to the rate at which work is progressing.
R11	5	(4) Contractual/Partnership	TfL buses engagement and their requirements on a project.	Further time and therefore resource may be required if planned engagement work with TfL buses didn't go as planned. Also, they may change their requirements for a project.	Unlikely	Serious	4	£25,000.00	N	* Ensure early engagement with TfL buses in the design phases so they can consult internally * Design the interventions to help minimise impacts on the bus network	£0.00	Unlikely	Minor	£12,500.00	2	£0.00	£12,500.00	06/07/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		Bus routes and stops are likely to be affected by at least some of the interventions so these effects will need to be discussed with TfL and monitored, and changes made to the interventions if required.
R12	6	(3) Reputation	Accident during construction/ operation impacts on project delivery and/ or costs	Regardless of whether it be a member of public or a contractor on site, should an accident occur in or around any of the interventions / experimental schemes, delays are likely to occur whilst its investigated.	Rare	Major	8	£30,000.00	N	* Consider regular site visits with the Principal Designer both to monitor the construction of the interventions / experimental schemes and user behaviour once installed.	£0.00	Unlikely	Serious	£15,000.00	4	£0.00	£15,000.00	06/07/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		Should an accident occur within any of the interventions / experimental schemes, the safety of all may be called into question. Therefore, the planned monitoring is to include an overview of any accidents that occur. However, any identified changes will require resourcing in terms of design and contractor time.
R13	5	(10) Physical	Unexpected STATS diversions or alterations	Unforeseen delay and costs from SU companies	Possible	Serious	5	£50,000.00	N	Ensure due NSWRA process is followed	£0.00	Possible	Minor	£30,000.00	3	£0.00	£30,000.00	13/09/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		
R14	3	(2) Financial	Gateway 345 cost estimates are based on schematic and preliminary design plans. Subsequent changes / costs may be identified during the detailed design phase.	Unforeseen design & works costs	Possible	Serious	6	£50,000.00	N	Highways (who will undertake detailed design) to undertake a review of the preliminary design cost estimates prior to gateway 345 submission.	£0.00	Unlikely	Minor	£25,000.00	3	£0.00	£25,000.00	13/09/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		
R15	5	(10) Physical	King William Street subject to the upcoming 'Bank Blockade' by TfL in early 2022.	Restricted working at weekends only	Likely	Serious	8	£82,000.00	N	None	£0.00	Likely	Serious	£82,000.00	8	£0.00	£82,000.00	24/09/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		TfL are most likely to insit on weekend working as part of a works TMAN application.
R16	5	(2) Financial	Provision for a 20% uplift in the term contract rates to reflect, I believe "supply chain inflation/energy/end of contract residual costs" as advised by the Highways Manager	Unforeseen increase in works costs	Possible	Serious	6	£167,200.00	N	None	£0.00	Possible	Serious	£167,200.00	6	£0.00	£167,200.00	27/09/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		Based on an estimated year 1 phase 1 total works cost of £836K
								£0.00			£0.00			£0.00		£0.00	£0.00					
								£0.00			£0.00			£0.00		£0.00	£0.00					

City of London: Projects Procedure Corporate Assumptions Log

Project Name: #REF!

Unique project identifier: #REF!

A list of any factors that you are assuming to be in place that will contribute to the successful result of your project.

General assumption classification						
Assumption ID	Category	Description of the Assumption	Assumption Impact Description	Impact Classification	Control actions	Response type
A.1						
A.2						
A.3						
A.4						
A.5						
A.6						
A.7						
A.8						
A.9						
A.10						
A.11						
A.12						
A.13						
A.14						
A.15						

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City of London: Projects Procedure Corporate Dependencies Log

Project Name: #REF!

Unique project identifier: #REF!

A list of any event or work that are either dependent on the result of your project, or your project will depend on.

General dependency classification						
Dependency ID	Category	Description of the Dependency	Dependency Impact Description	Impact Classification	Control actions	Response type
D.1						
D.2						
D.3						
D.4						
D.5						
D.6						
D.7						
D.8						
D.9						
D.10						
D.11						
D.12						
D.13						
D.14						
D.15						

[illegible]

City of London: Projects Procedure Corporate Issues Log

Project Name:

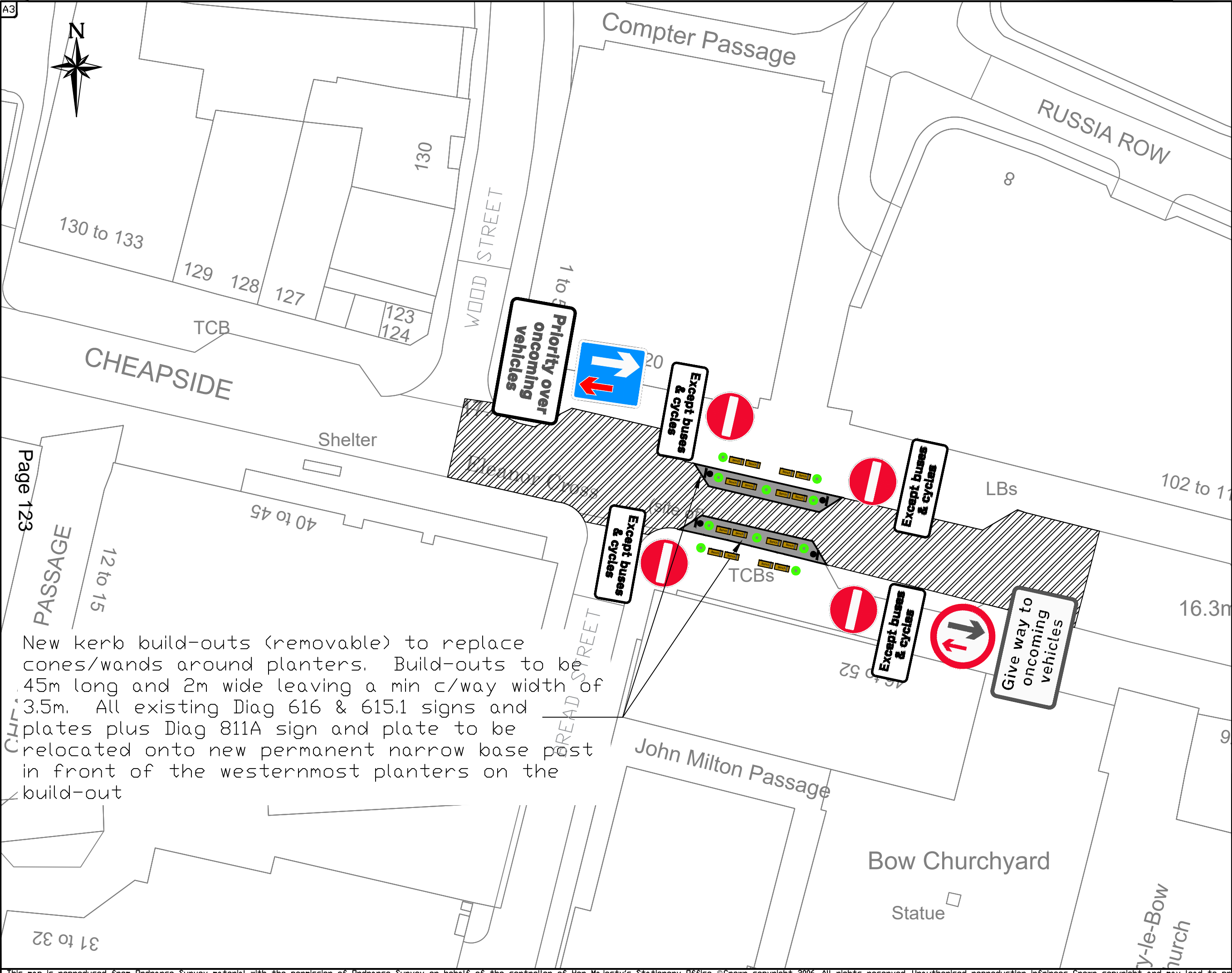
#REF!

Unique project identifier:

#REF!

General issue classification							Ownership & Action							
Issue ID	Risk ID (where previously identified)	Category	Description of the Issue	Issue Impact Description	Impact Classification	Control actions	Date raised	Named Departmental Issue Manager/Coordinator	Issue owner (Named Officer or External Party)	Dependencies	Status	Cost to resolve [£] on completion	Date Closed	Comment(s)
I.01		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.02		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.03		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.04		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.05		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.06		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.07		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.08		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.09		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.10		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.11		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.12		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.13		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.14		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.15		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.16		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.17		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.18		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.19		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.20		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									

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New kerb build-outs (removable) to replace cones/wands around planters. Build-outs to be 4.5m long and 2m wide leaving a min c/way width of 3.5m. All existing Diag 616 & 615.1 signs and plates plus Diag 811A sign and plate to be relocated onto new permanent narrow base post in front of the westernmost planters on the build-out

KEY

- Proposed planter
- Bench
- Signposts
- Removable footway build-out to replace existing temporary lines & cycles
- Application of coloured surfacing on approaches

NOTES

- New catch pits to be connected to nearest adjacent road gully covered by the Footway build-out.
- Crossfalls on the Footway build-outs to fall towards the carriageway wherever possible.
- All existing covers to be raised to new Footway levels.
- All existing yellow lines, parking & loading bays to be relocated outwards to the new kerbline.
- All street furniture and signage to have minimum 450mm set-back from front of kerb.

Rev	Date	Revision detail	Drawn	Checked	Approved

Project

Pedestrian Priority Programme

Drawing title

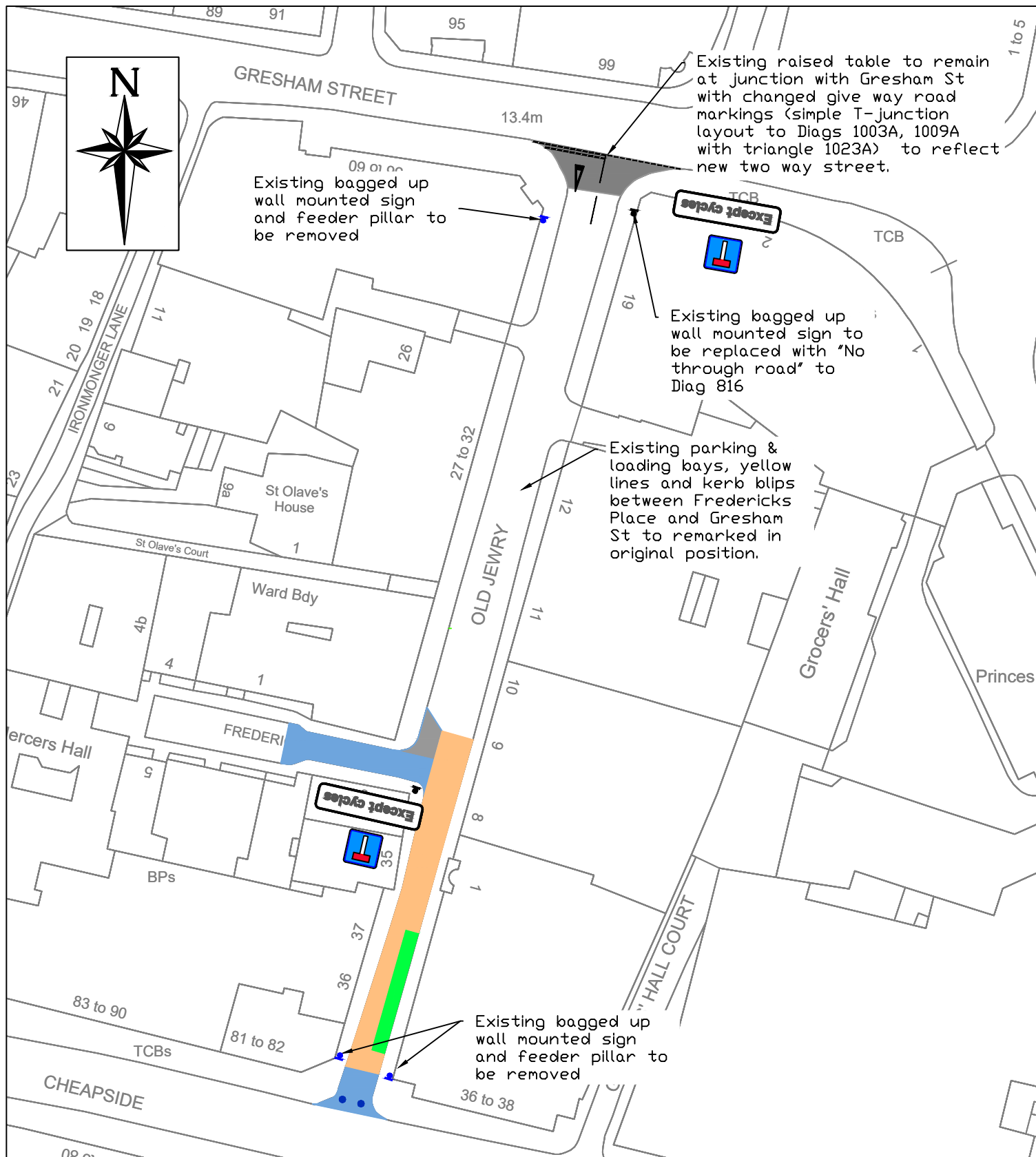
Cheapside

Scale	Original dwg-size	Date
NTS	A3	9/9/21

Drawn	Checked	Approved
MYC	CB	xxx

DEPARTMENT OF PLANNING & TRANSPORTATION
City of London Corporation
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CITY OF LONDON



NOTES

1. New catch pits to be connected to nearest adjacent road gully covered by the footway build-out.
2. Crossfalls on the footway build-outs to fall towards the carriageway wherever possible.
3. All existing covers to be raised to new footway levels.
4. All existing yellow lines, parking & loading bays to be relocated outwards to the new kerbline.
5. All street furniture & signage to have a minimum of 450mm set back from front of kerb

KEY

- Vehicle Lane Widths minimum 3.5m
- 200mm solid white line separating vehicles, cyclists and pedestrians
 - Vehicle movement
 - Direction of travel (cycles)
 - Proposed Signpost

- Signpost to be removed
- FG-Crub separation and protection from TMP
- FG-Crub Bollards from TMP
- Proposed c/w surfacing
- Proposed raised shared surface (granite setts)

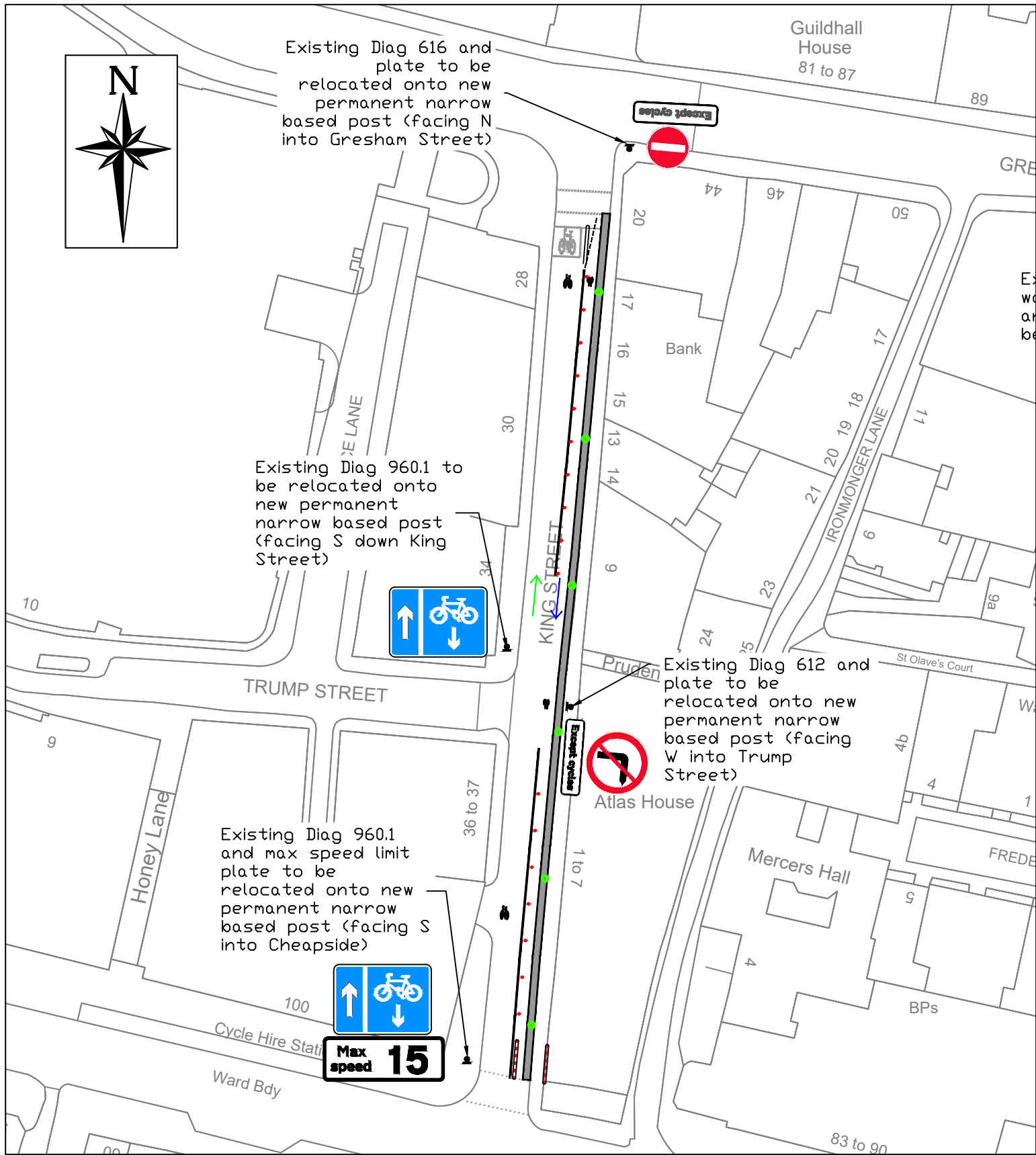
- Proposed 2m wide parklet with seating & greening
- Existing footway buildout (Installed 2019)
- Existing raised shared surface (granite setts)
- Existing removal C3 City bollards to remain

Pedestrian Priority Programme

Old Jewry Page 124

DEPARTMENT OF THE
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NOTES

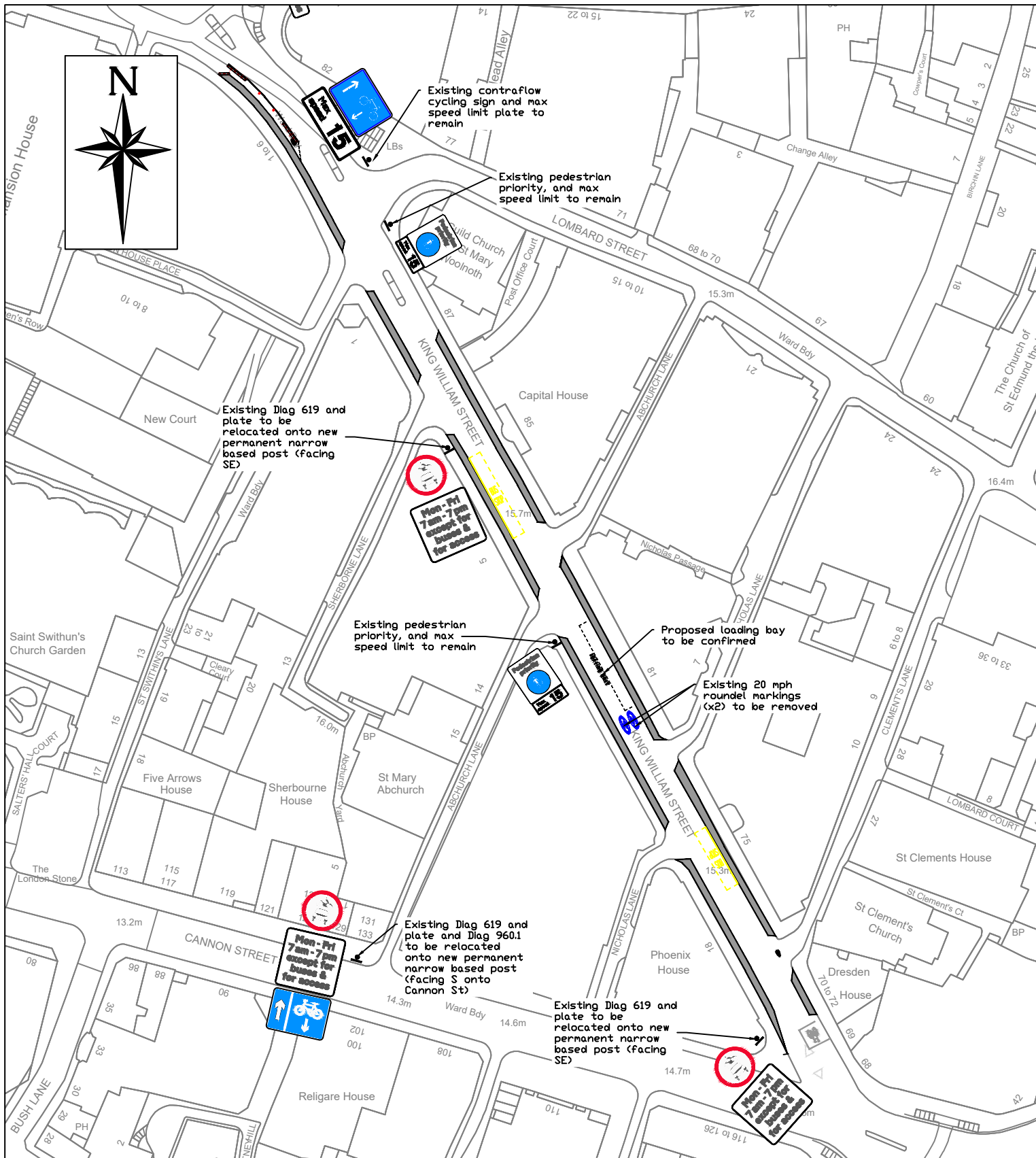
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KEY

- Vehicle Lane Widths minimum 3.5m
- 200mm solid white line separating vehicles, cyclists and pedestrians
 - Vehicle movement
 - Direction of travel (cycles)
 - Signpost

- FG-Kerb separation and protection from TMP
- FG-Kerb Bollards from TMP
- Proposed c/w surfacing
- Proposed kerb build-outs to replace existing temporary lines and separator roads

- Proposed planters



NOTES

1. New catch pits to be connected to nearest adjacent road gully covered by the footway build-out.
2. Crossfalls on the footway build-outs to fall towards the carriageway wherever possible.
3. All existing covers to be raised to new footway levels.
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5. All street furniture & signage to have a minimum of 450mm set back from front of kerb

KEY

Vehicle Lane Widths minimum 3.5m

— 200mm solid white line separating vehicles, cyclists and pedestrians

→ Vehicle movement

→ Direction of travel (cycles)

Signpost

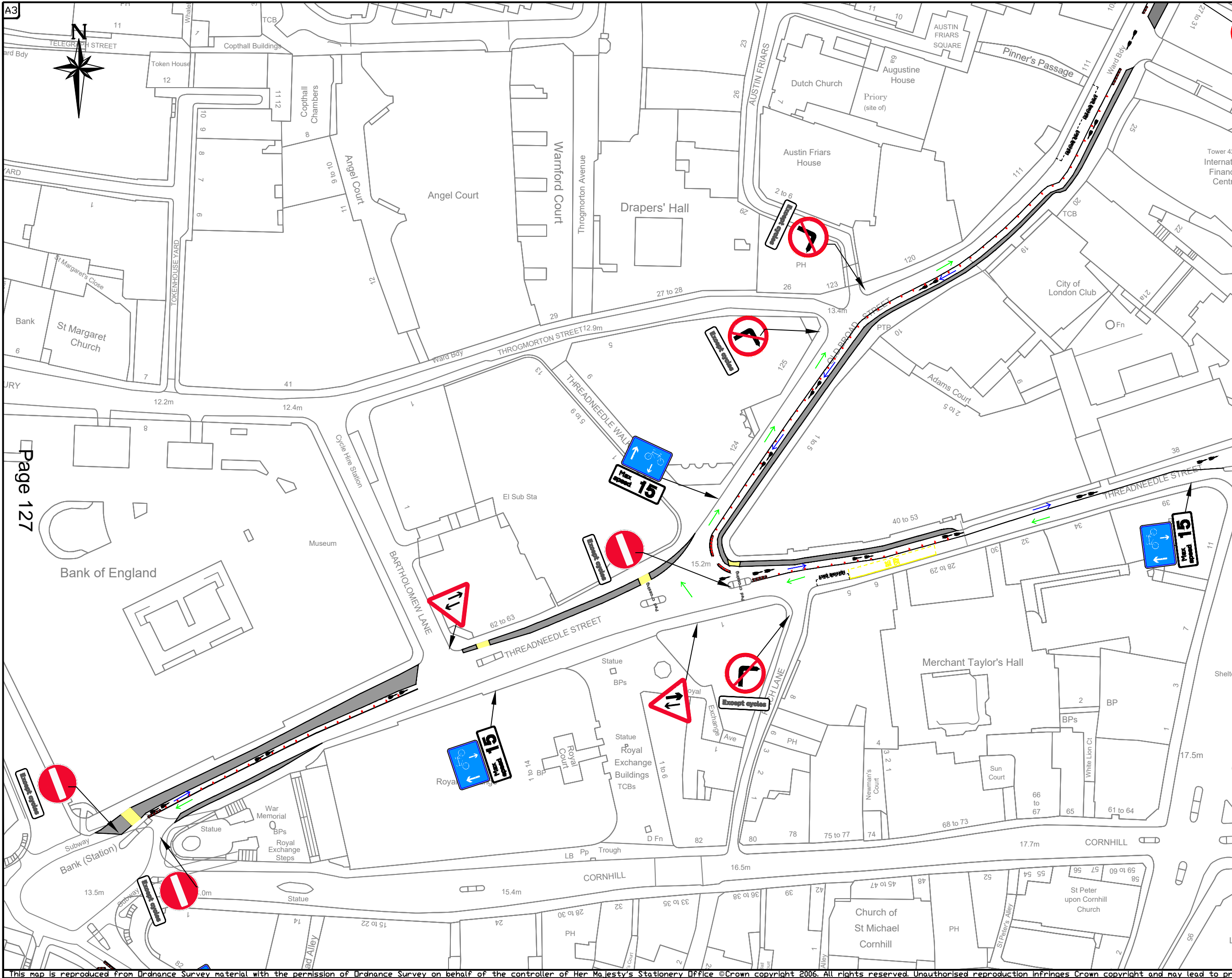
FG-Kerb separation and protection from TMP

FG-Kerb Bollards from TMP

Proposed planters

Proposed kerb build-outs to replace existing temporary lines and separator wands

Pedestrian Priority Programme



KEY

Vehicle Lane Widths minimum 3.5m

200mm solid white line separating vehicles, cyclists and pedestrians

Vehicle movement

Direction of travel (Cycles)

Signpost

FG-Kerb separation and protection from TMP

FG-Kerb Bollards from TMP

Proposed c/w surfacing

Footway dropped to pedestrian point

- NOTES**
1. New catch pits to be connected to nearest adjacent road gully covered by the footway build-out.
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Rev	Date	Revision detail	Drawn	Checked	Approved

Project

Pedestrian Priority Programme

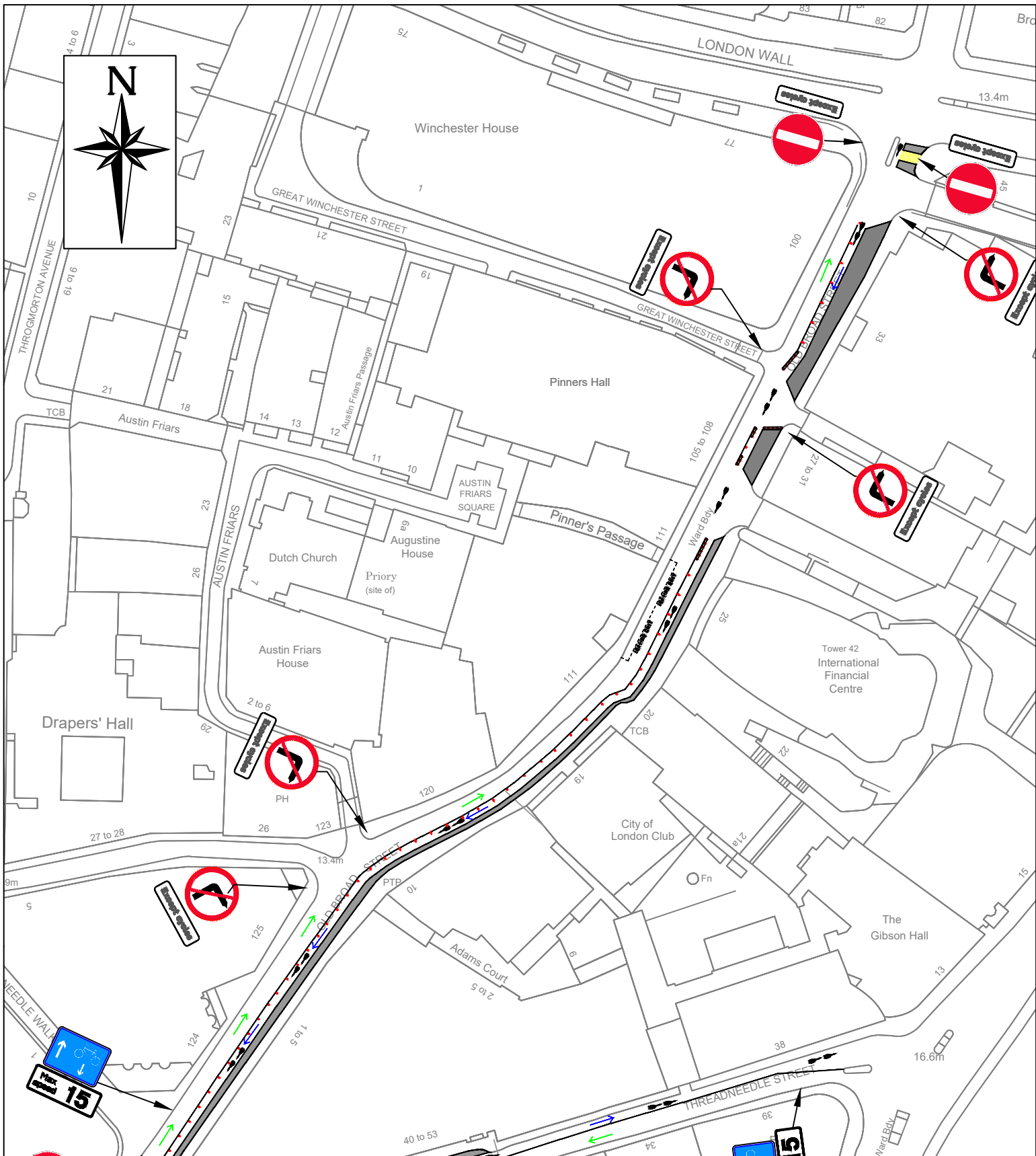
Drawing title

**Threadneedle St
Sheet 1 of 2**

Scale	Original dwg-size	Date	
NTS	A3	30/09/21	
Drawn	MYC	Checked	CB
		Approved	

DEPARTMENT OF PLANNING & TRANSPORTATION
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CITY OF LONDON



NOTES

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KEY

Vehicle Lane Widths minimum 3.5m

- 200mm solid white line separating vehicles, cyclists and pedestrians
- Vehicle movement
- Direction of travel (cycles)
- Signpost

- FG-Kerb separation and protection from TMP
- FG-Kerb Bollards from TMP
- Proposed c/w surfacing
- Proposed kerb build-outs to replace existing temporary lines and separator wands

Footway dropped to pedestrian point

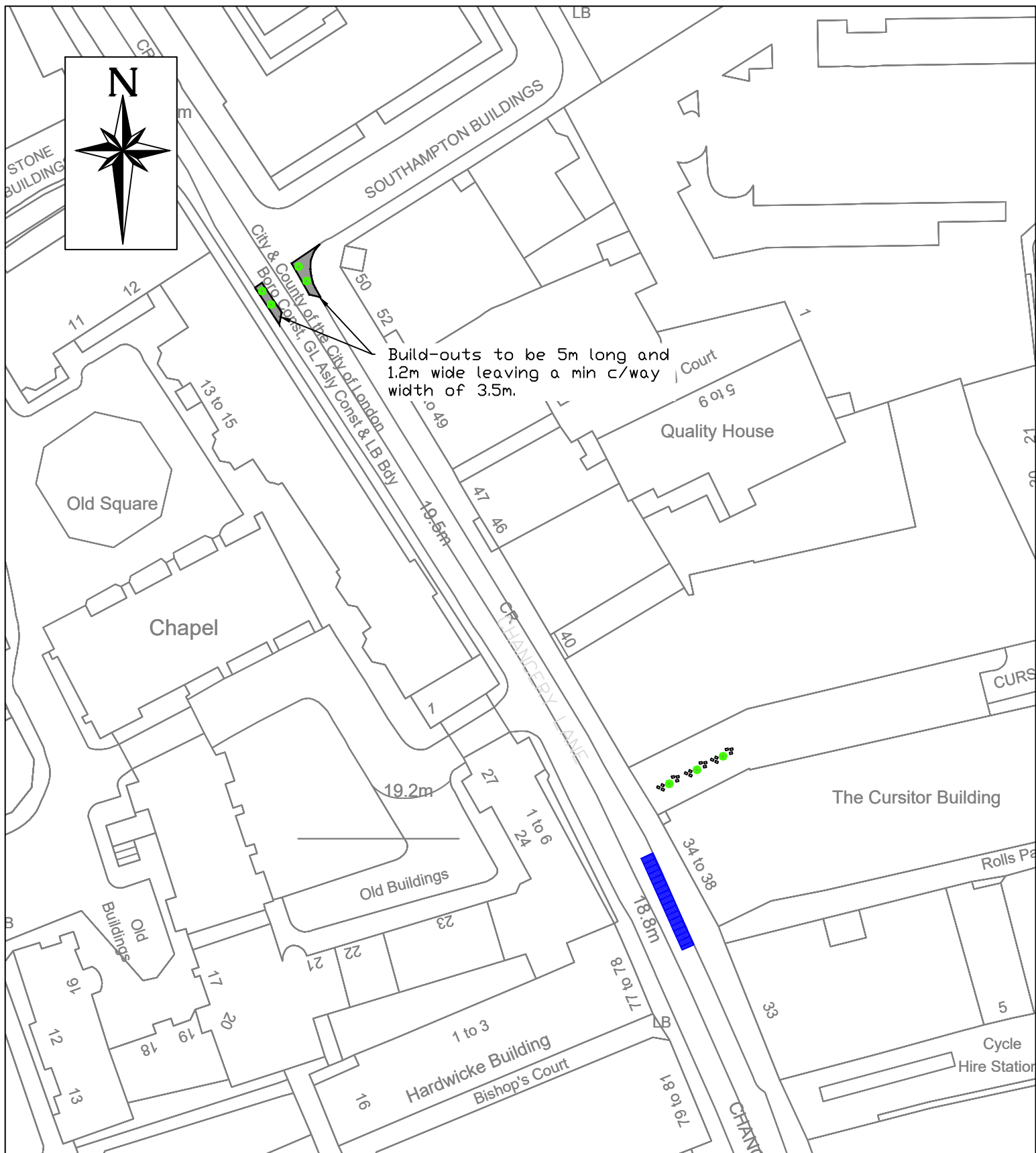
Pedestrian Priority Programme

Threadneedle Street (Sheet 2 of 2)

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NOTES

1. New catch pits to be connected to nearest adjacent road gully covered by the Footway build-out.
2. Crossfalls on the Footway build-outs to fall towards the carriageway wherever possible.
3. All existing covers to be raised to new Footway levels.
4. All existing yellow lines, parking & loading bays to be relocated outwards to the new kerbline.
5. All street furniture & signage to have a minimum of 450mm set back from front of kerb

KEY

Vehicle Lane Widths minimum 3.5m

- 200mm solid white line separating vehicles, cyclists and pedestrians
- Vehicle movement
- Direction of travel (cycles)
- Signpost

- FG-Crub separation and protection from TMP
- FG-Crub Bollards from TMP
- Proposed planters
- Proposed parklet (x2)

- Proposed kerb build-outs to replace existing temporary lines and separator wands
- Proposed seating and planters

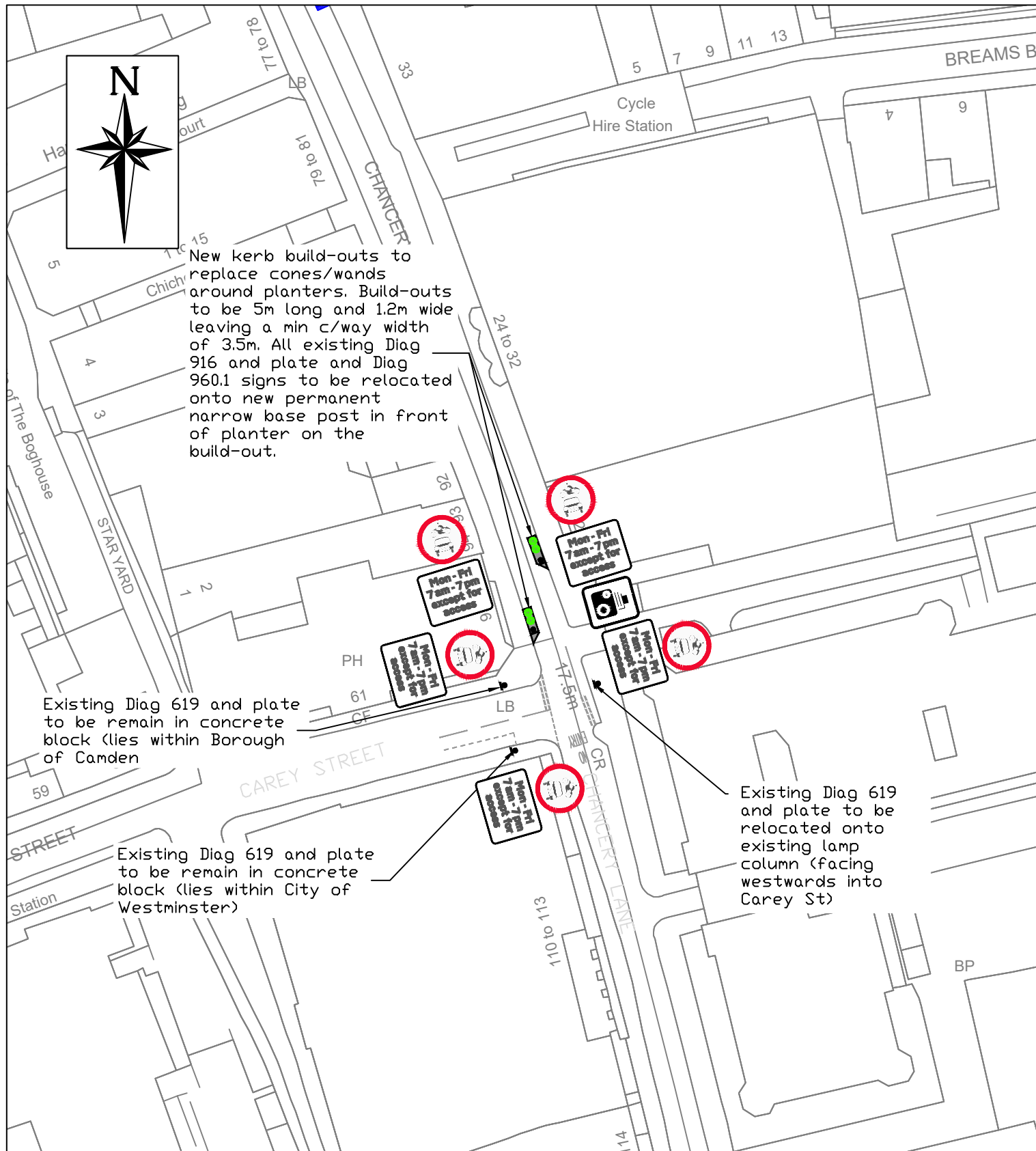
Pedestrian Priority Programme

Chancery Lane (Sheet 1)

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NOTES

1. New catch pits to be connected to nearest adjacent road gully covered by the footway build-out.
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KEY

Vehicle Lane Widths minimum 3.5m

- 200mm solid white line separating vehicles, cyclists and pedestrians
- Vehicle movement
- Direction of travel (cycles)
- Signpost

- FG-Kerb separation and protection from TMP
- FG-Kerb Bollards from TMP
- Proposed planters
- Proposed parklet (x2)

- Proposed kerb build-outs to replace existing temporary lines and separator wands

Pedestrian Priority Programme

Chancery Lane (S) Page 130

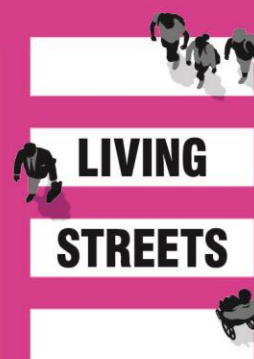
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City Of London Pedestrian Priority Programme Perception Survey Report

September 2021

We are Living Streets, the charity for everyday walking.
Our mission is to achieve a better walking environment
and inspire people to walk more.



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Executive summary

In connection with its Pedestrian Priority Programme to enhance the comfort and safety of people walking, The City of London of London asked Living Streets to carry out on-street pedestrian perception surveys at six sites where measures had been put in place during the Covid-19 pandemic to increase pedestrian space. The surveys were to collect both quantitative and qualitative information which would help support the decision-making process about which of these measures (or any additional measures) should be made permanent.

The six sites were:

1. Cheapside east of Bread Street between Wood Street and Queen Street.
2. Old Jewry between Cheapside and Gresham Street.
3. King Street between Cheapside and Gresham Street.
4. Chancery Lane between Carey Street and Southampton Buildings.
5. King William Street from Cannon Street to the Bank junction, and Abchurch Lane from Cannon Street to King William Street.
6. Threadneedle Street from the Bank junction to Gracechurch Street and Old Broad Street from Threadneedle Street to London Wall.

Various traffic restrictions had been introduced and space reallocated to walkers and cyclists at every site. Cheapside and Chancery Lane also had additional greening and outdoor seating in the form of small 'parklets' on the carriageway.

A total of 186 pedestrians, at least 30 at each site, were interviewed during September 2021, using a simple and brief questionnaire.

Most respondents were familiar with the locations, with 75% overall, and at least 66% at each site, saying they had used the street in question before March 2020. Of these, a healthy 64% overall believed the recent changes were for the better, though this varied considerably by site, from 85% at Chancery Lane to 45% at King William Street. Only 17% believed the changes were for the worse, varying from 10% at King William Street (where 25% thought there had been no change and 20% didn't know) to 38% at Threadneedle Street/Old Broad Street.

Respondents were then asked to approve specific interventions from a list, although not all of these applied across all the sites. Overall, the most popular choice was more space for walking at 57%, though at the two sites with greening and outdoor seating, these interventions earned positive scores of 79% and 73% respectively.

Respondents were asked to rate pavement width, ease of crossing, traffic levels and overall attractiveness on a score of 1 to 5, where 1 was poor. The ratings for all these features were high overall, with average scores clustering around 4, though there were some notable variations. Pavement width was rated lowest at Old Jewry (3.1) and highest at Cheapside (4.5). Ease of crossing was notably lower at King William Street and Threadneedle and Old Broad Streets (3.9) than at Old Jewry (4.7). Ratings for traffic levels varied between 4 (Old Jewry, King William Street) and 4.4 (Chancery Lane). Ratings for attractiveness varied between 3.5 (Old Jewry) and 4.3 (Chancery Lane).

Respondents were finally asked what further improvements they would like to see, with a set list and a field for other suggestions. The most popular item on the list was greening, mentioned by 47% of respondents, almost twice the number of the second most popular option, outdoor seating at 24%. Greening was also the most popular option at all the individual locations, with scores varying from 32% at Old Jewry to 65% at King William Street. Outdoor seating was selected by only 7% of respondents at King Street but 41% at Chancery Lane.

Several themes emerged from responses to the 'Other' field, in particular suggestions to resurface the streets more appropriately, mentioned by 25% of respondents overall, sometimes in connection with calls to improve the overall streetscape or entirely pedestrianise the street.

Though there were some expressions of concern for the impact on drivers and fears that congestion would simply shift elsewhere, there were very few calls to reverse the changes and lift the restrictions on vehicles: overall only 15 people (8%) suggested this as an improvement.

It became clear through discussions that while many respondents recognised that the interventions were temporary and experimental, some found that aspects of the current implementation were problematic in themselves. This was particularly clear with the on-carriageway pedestrian lanes and with the various temporary traffic signs, which some saw as contributing to street clutter and a poor-quality environment which in places felt less safe for pedestrians. There were also some local concerns, particularly at Old Jewry where bollards at the junction with Poultry had caused a problem with reversing vehicles. But respondents who raised these issues were more likely to believe that the solution was to make the changes permanent and do them 'properly' rather than reversing them.

Background and methodology

The City of London of London's Pedestrian Priority Programme is a three-year programme, running from 2021 to 2024, implementing pedestrian priority across the Square Mile to enhance the comfort and safety of people walking. It includes continuing some measures put in place for the Covid-19 pandemic and introducing new measures to improve the walking environment.

The City of London of London asked Living Streets to carry out on-street research at selected locations where temporary interventions had been made. The focus was to collate people's views about the current measures installed as a result of the pandemic, such as the widening of footways. The surveys were to collect both quantitative and qualitative information which would help support the decision-making process about which of these measures (or any additional measures) should be made permanent.

The City of London of London identified six specific sites for the initial phase of surveys:

1. Cheapside east of Bread Street between Wood Street and Queen Street.
2. Old Jewry between Cheapside and Gresham Street.
3. King Street between Cheapside and Gresham Street.
4. Chancery Lane between Carey Street and Southampton Buildings.
5. King William Street from Cannon Street to the Bank junction, and Abchurch Lane from Cannon Street to King William Street.
6. Threadneedle Street from the Bank junction to Gracechurch Street and Old Broad Street from Threadneedle Street to London Wall.

At least 30 completed surveys were required at each site, covering the morning, lunchtime and evening peak.

The City of London provided some key messages when communicating with the public on the Pedestrian Priority Programme: it was intended to improve the look and feel of the area, improve safety and provide cleaner air and a better place for walking

The questionnaire

The key research tool was a questionnaire agreed with the City of London and Living Streets. This needed to be both simple and brief, given the necessity to stop people who were likely predominantly to be local workers in a hurry, but rich enough to elicit useful responses. The final questionnaire used was as follows:

Please answer the following questions based on your experience as a pedestrian.

1. Did you travel along this street before March 2020? Yes/No: if no, got to Question 3.
2. Do you find this street to be better/more pleasant than it was prior to March 2020? Yes/No/Don't know
3. On-street changes were made in the summer of 2020, do you feel any of these have improved this street? (choose all that apply)
 - ☐ More space for people walking
 - ☐ Greening (e.g. planters, parklets or trees)
 - ☐ Space for cycling (cycle lanes)
 - ☐ Cycle parking
 - ☐ Outdoor seating
 - ☐ Other (please specify below)

For questions 4-7, please rate on a scale of 1-5, where 1 is poor and 5 is excellent.

4. How do you rate the width of the pavement along this street?
5. How easy do you think it is to cross this street?
6. How do you find traffic levels on this street?
7. Do you find this street an attractive/enjoyable place to walk and spend time?
8. What additional improvements would you like to see on this street? (choose all that apply)
 - ☐ More space for people walking
 - ☐ Greening (e.g. planters, parklets or trees)
 - ☐ Space for cycling (cycle lanes)
 - ☐ Cycle parking
 - ☐ Outdoor seating
 - ☐ Other (please specify below)



The surveys and data analysis


The surveys took place over six weekdays in September 2021, working at one location per day. Two Living Streets surveyors were present on the specified sites in the mornings, lunchtimes and early evenings, except on the first day when due to late confirmation of the details all the surveys were collected at lunchtime and early evening. We chose two survey sites at each location, on different sections of the street and/or on different sides to cover a variety of pedestrian routes, and alternated positions from one session to the next to randomise for potential interviewer bias. One surveyor, Des de Moor, was present at all the surveys and is the author of this report. Des was supported at various times by three other experienced members of Living Streets staff.

To make the exercise as quick and easy for respondents as possible, the surveys were conducted as interviews with the surveyor filling in the form rather than asking respondents to fill it in. As expected, we were able to stop only a minority of passers-by, no more than one in ten: many people are naturally suspicious of strangers attempting to stop them in the street and their first assumption is that they are being asked to buy something or make a charity donation. Even when passers-by understood what we were doing, they often said they were in too much of a hurry for various reasons – late for work, late for a meeting, needing to catch a train. Even so, enough people were prepared to talk to us (in some cases while we walked alongside them) and we had no problems meeting our targets. Some respondents make a special effort to stop as they had noticed the changes and had clear views about them, either positive or negative, which they wanted to communicate.

We found it helpful to make clear that we were surveying on behalf of the City of London and to stress that the survey was very short. In practice it could be completed in little more than a minute and respondents often appeared pleasantly surprised that it was so quick and easy.

As we weren't collecting any personal data, there were no data protection requirements to satisfy.

While there was no requirement to collect any demographic information about respondents, we tried to stop a wide variety of people in terms of age, gender,



ethnicity and appearance and to avoid making any prior judgements about who was more or less likely to talk to us (except if people were obviously talking on the phone or something similar).

Within the overall limitations of time, as well as recording quantitative responses, we captured as many open text comments as we could to provide qualitative information. We quickly found in practice that there were a couple of common possible responses missing from the survey as it stood and subsequently tried to record these consistently. For question 2, it was helpful to make a distinction between better, no change, worse or 'don't know'. Many people spontaneously offered no change as a response to this question, often in locations where they hadn't noticed the changes. For question 3, many people spontaneously offered 'reduced traffic' as a positive change, and we began systematically to note this as a possible response.

Data analysis

The responses, together with information identifying the dates, time periods and locations where they were collected, were transferred to an Excel spreadsheet. They have been analysed below both location by location and on an overall basis.

Reviewing the open text responses and other notes of conversations with respondents, several recurring themes have been identified and analysed statistically, as well as providing a selection of comments which may prove interesting and helpful.

Most respondents were familiar with the sites in question before the changes were made so answered 'yes' to question 1. As the numbers who were not familiar with the locations were relatively low and likely not statistically significant, we have not drilled down into the data to explore correlations between their familiarity and their responses to other questions.

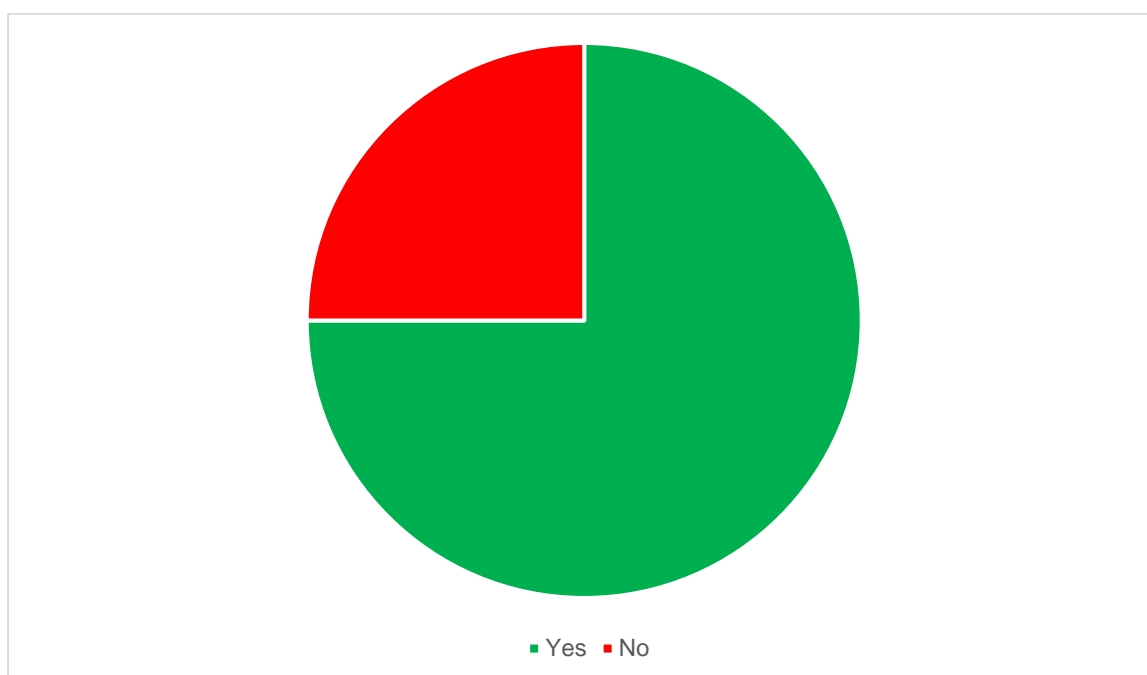
The Excel spreadsheet of the data is attached as an appendix.

Overall results

1. Did you travel along this street before March 2020?

Overall, we collected **186** responses, of whom **139** (75%) had travelled along the streets before March 2020.

Yes	%	No	%
139	75%	47	25%

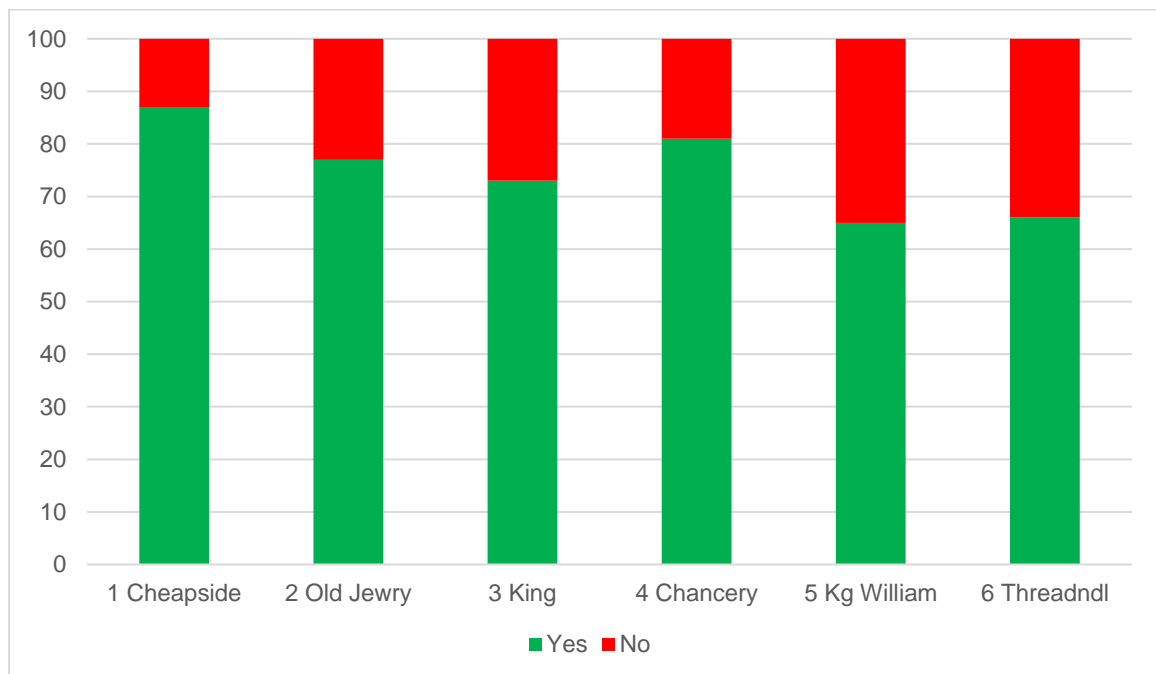


The proportions varied between sites as shown below, but the majority of respondents at every site were familiar with it from before 2020, as would be expected in a working area like the City at a time when tourism is considerably reduced. The lowest proportion of respondents familiar with the street was 65% at King William Street, the highest 87% at Cheapside. Sites 5 and 6, King William Street and Threadneedle/Old Broad Street, yielded notably higher proportions of respondents who either hadn't walked along the street before or only knew it from very recently: this may be due to these streets providing through routes between key destinations.

Each location is described in more detail below, under Locations. See the table overleaf for a breakdown of responses to question 1 site by site.

Location	Street	Respondents	Pre-2020?	%
1	Cheapside	30	26	87
2	Old Jewry	31	24	77
3	King Street	30	22	73
4	Chancery Lane	32	26	81
5	King William Street	31	20	65
6	Threadneedle/Old Broad Street	32	21	66
Totals		186	139	75

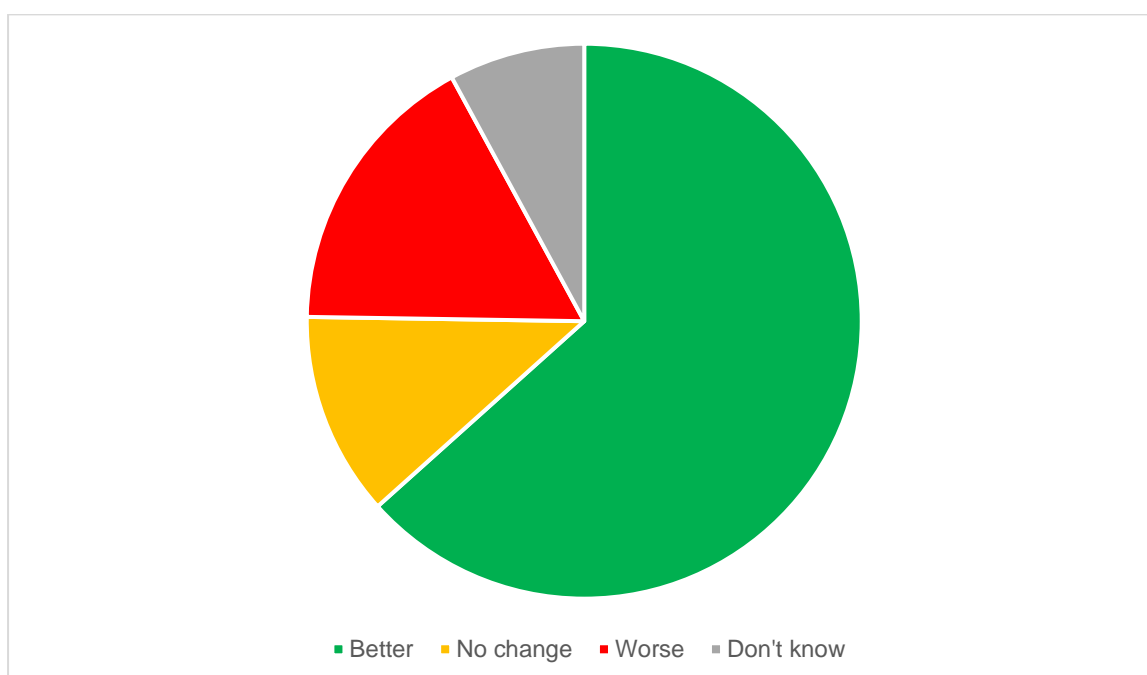
The graph below shows the proportions at each location:



2. Do you find this street to be better/more pleasant than it was?

Of the 139 respondents eligible to answer this question across all sites, 89 (64%) found the changes to their site to be for the better, a notably high approval rating. As mentioned above, we distinguished between those who said the changes had been for the worse, and those who had not noticed a change. In the latter group were several respondents who had not noticed the interventions, particularly at sites where changes were entirely to do with traffic management and carriageway lanes. But when the changes were pointed out to them, some of these respondents expressed positive responses to question 3 below.

Better	%	No change	%	Worse	%	Don't know	%	Total
89	64	16	12	23	17	11	8	139



At every site the greatest number of respondents found the changes for the better, though the proportions varied significantly. The highest approval for the changes was at Chancery Lane where 85% of respondents considered them for the better, and only 12% considered them for the worse. In contrast, only 45% of respondents considered the changes for the better at King William Street, while 35% either considered them for the worse or that they had made no difference.

After Chancery Lane, Cheapside and King Street both have approval ratings of 73%. It may be relevant here that both Chancery Lane and Cheapside have more obvious interventions in the form of greening and outdoor seating, though there are none of these at King Street, where the results are very similar to Cheapside, and arguably slightly better as fewer people found the changes here for the worse.

In most cases, the proportion who believed the changes were for the worse varied between 10-15%. The exception is at Threadneedle Street and Old Broad Street where a significant 38% of respondents found the changes for the worse.

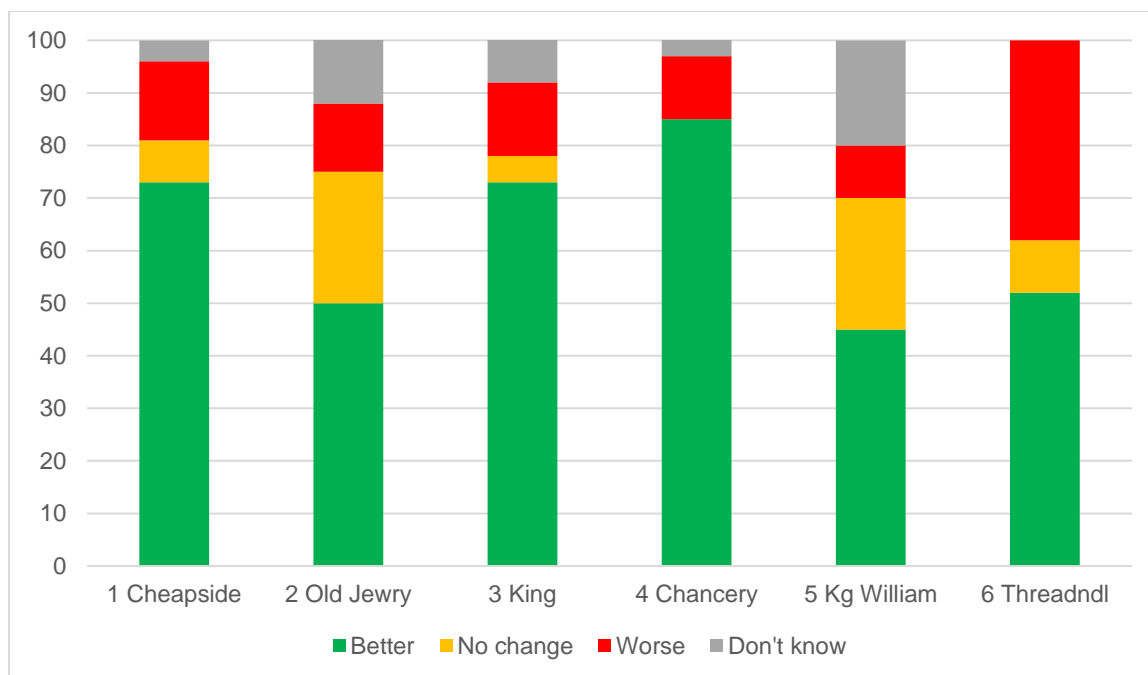
Anecdotally, the people who didn't like the changes split into two groups. By far the largest of these comprised those who generally approved of the principal but thought the temporary nature of the current interventions was either insufficient or had made things worse. At several sites, and particularly at Threadneedle Street and Old Broad Street, numerous respondents either hadn't noticed the on-carriageway pedestrian lanes, assumed they were cycle lanes, thought they were confusing and had sometimes made it more difficult to cross, or thought they would be unsafe to use. At Old Jewry there was a particular problem with motor vehicles caught out by the closure at the southern end having to reverse out, and several respondents pointed out that this might be solved with a more permanent solution, for example involving better signing and resurfacing the street to make it more clearly a vehicle-free space.

A second, smaller group objected to the changes because of their impact on traffic, often arguing that it had simply displaced congestion to elsewhere. A few people also raised concerns about the cost of the interventions, arguing that there were higher priorities for local authority spending.

More details are captured in our observations and in selected respondent comments in the sections on specific sites.

The table and graph below compare the responses to this question across sites.

Location	Street	Better	No change	Worse	Don't know
1	Cheapside	73	8	15	4
2	Old Jewry	50	25	13	13
3	King Street	73	5	14	9
4	Chancery Lane	85	0	12	4
5	King William Street	45	25	10	20
6	Threadneedle/Old Broad Street	52	10	38	0
Overall		64	12	17	8



3. Evaluating on-street changes

On-street changes were made in the summer of 2020, do you feel any of these have improved this street? (choose all that apply)

The specific changes suggested in the questionnaire were:

- More space for people walking
- Greening (e.g. planters, parklets or trees)
- Space for cycling (cycle lanes)
- Cycle parking
- Outdoor seating
- Other (please specify below)

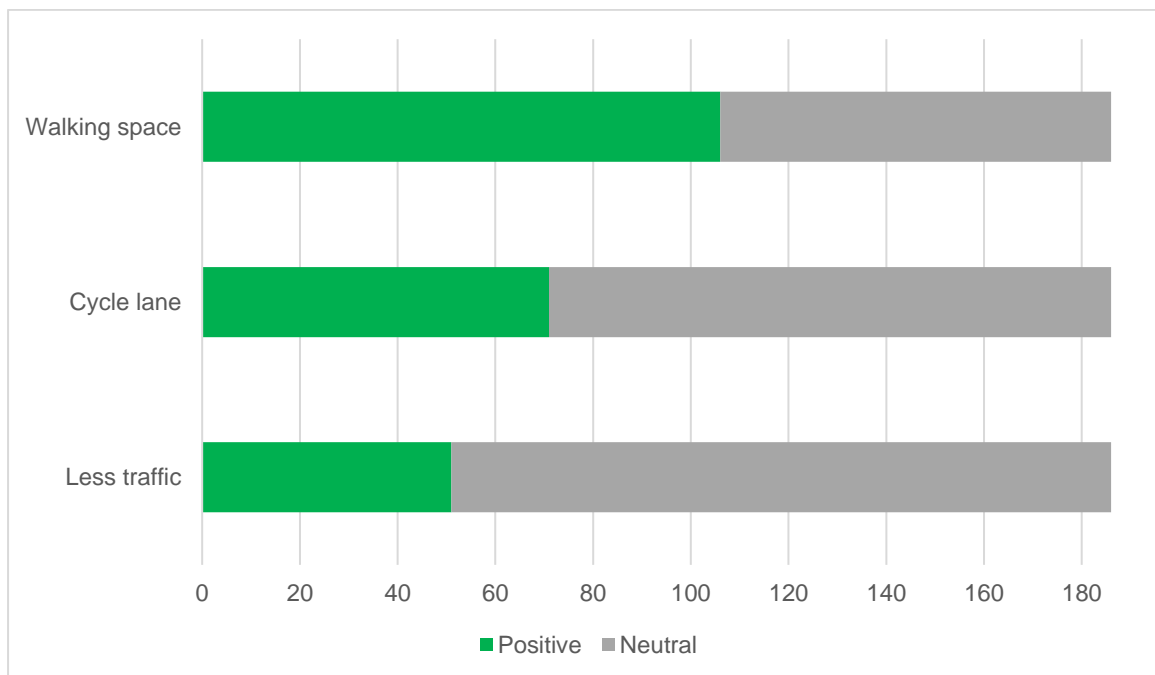
Of these, only two – more space for walking and more space for cycling – were relevant across all the locations. Greening and outdoor seating were relevant at two locations, while none of the locations had additional cycle parking. We only asked for people's views on changes relevant to the location.

As mentioned under Background and methodology above, many people spontaneously offered 'reduced traffic' as a positive change. While this is clearly related to some of the other changes like more space for walkers and cyclists, it also seems to be appreciated as an independent benefit of traffic restrictions, in terms of improved air quality, less noise, improved perceptions of safety and so on. We therefore began noting it systematically and it's included in the analyses below as relevant across all the locations.

The only other positive change mentioned by a small handful of respondents was improved air quality.

The following table and graph show the results from all 186 respondents to the changes relevant to all the locations. 'Positive' refers to the number of respondents who mentioned the specific change, with the percentage of total respondents shown.

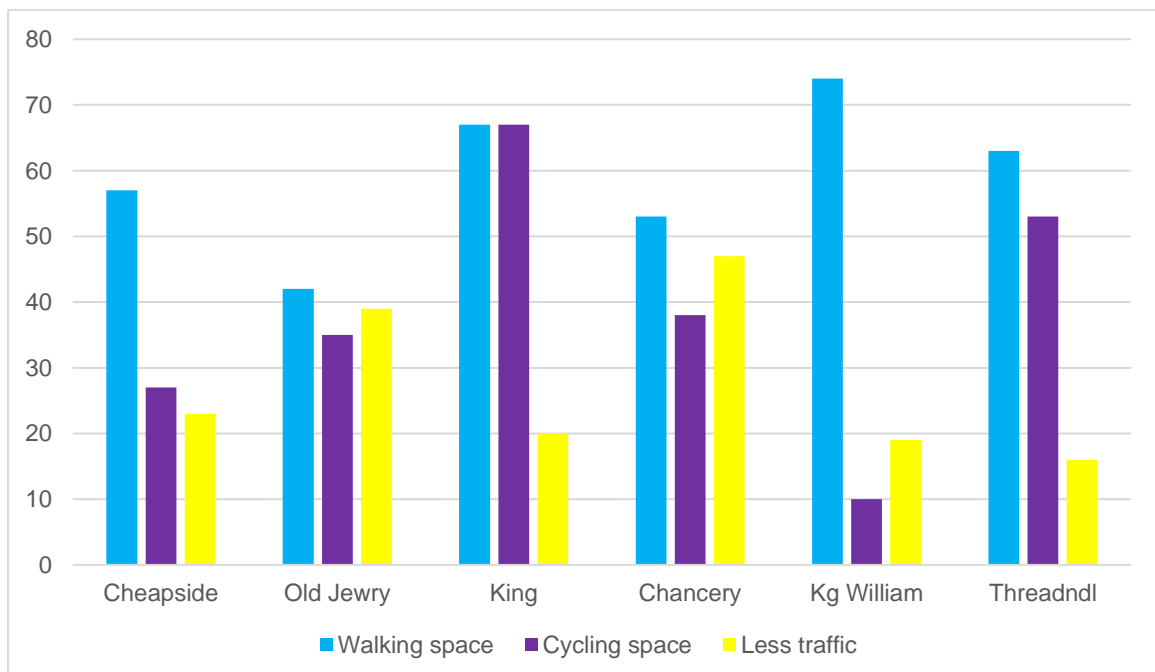
Intervention	Positive	%
Walking space	106	57%
Cycle lane	71	38%
Reduced traffic	51	27%



The table and graph below compare positive responses to each of these changes across all the locations, in terms of percentages.

From these it's clear that more walking space was overall the change with the most positive response among the three, except at King Street where it scored equally with additional cycling space. It was mentioned positively by over 50% of respondents in all but one location, Old Jewry, where the pavement remains narrow. At King William Street it was much more frequently mentioned than the other changes. The highest proportion of positive mentions for increased cycling space was at King Street, the lowest in King William Street. Reduced traffic was most noticed in Chancery Lane, and least noticed in King William and Threadneedle/Old Broad Streets.

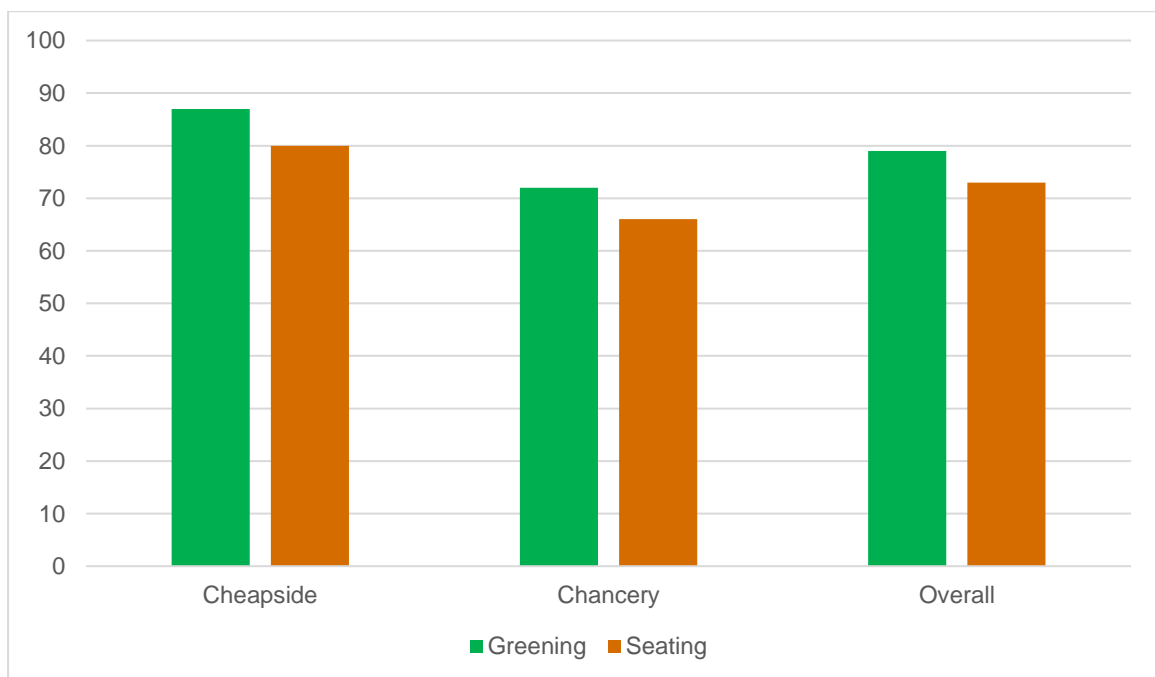
Loc	Street	Walking space	Cycling space	Reduced Traffic
1	Cheapside	57	27	23
2	Old Jewry	42	35	39
3	King Street	67	67	20
4	Chancery Lane	53	38	47
5	King William Street	74	10	19
6	Threadneedle/Old Broad Street	63	53	16
Overall		59	38	27



Greening and outdoor seating were only relevant in two locations, but they were significantly appreciated in both. Considering the aggregate of 62 respondents at both Cheapside and Chancery Lane, 49 (79%) positively mentioned greening and 45 (73%) outdoor seating.

More details, in terms of percentages, are given in the table and graph below, which suggests that at Cheapside the greening and seating were even more appreciated than at Chancery Lane, perhaps because of the more compact and concentrated space, compared to Chancery Lane where the treatments are more spread out. Although based on only two sites, the overall level of approval of greening is notably stronger than for the other interventions except additional walking space, and this was borne out by the suggestions for further improvements elicited by question 8.

Location	Street	Greening	Outdoor seating
1	Cheapside	87	80
4	Chancery Lane	72	66
Overall		79	73



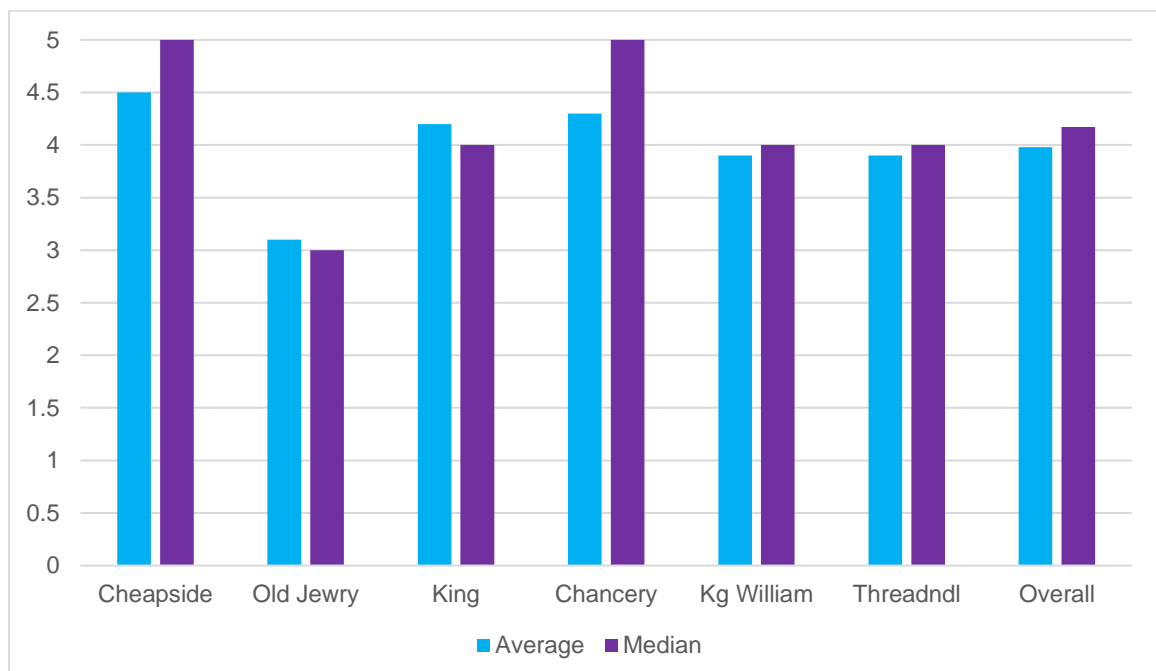
4. Pavement width

How do you rate the width of the pavement along this street?

For this and the following three questions, respondents were asked to give a score out of 5, where 1 was poor and 5 was excellent. From these, both an average score and a median score were calculated for all the locations. It should be noted that overall scores are relatively high, clustering around 4.

The following table and graph compare average and median scores for pavement widths at all the locations, with an overall average and median for interest. The lowest average score, 3.1, is at Old Jewry, while the highest, 4.5, is at Cheapside, unsurprisingly given the infrastructure in these locations. For more detail see the individual locations.

Location	Street	Average score	Median score
1	Cheapside	4.5	5
2	Old Jewry	3.1	3
3	King Street	4.2	4
4	Chancery Lane	4.3	5
5	King William Street	3.9	4
6	Threadneedle/Old Broad Street	3.9	4
Overall		3.98	4.17



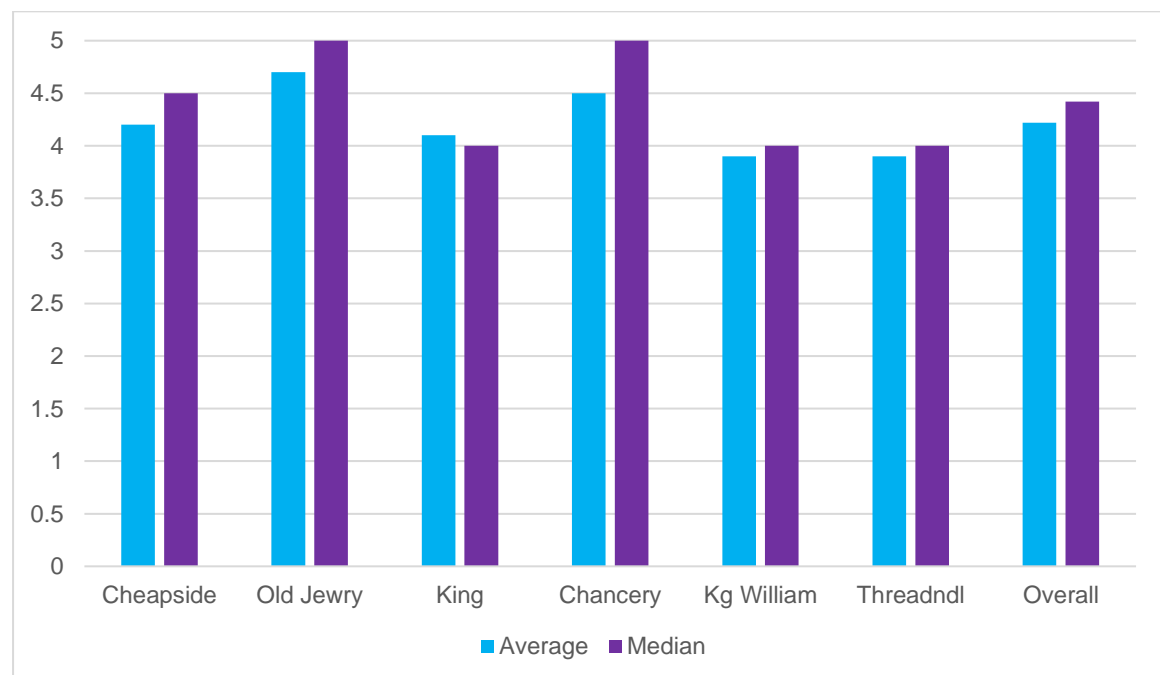
5. Crossing the street

How easy do you think it is to cross this street?

This question used a scale of 1 to 5: see question 4 for further explanation.

The following table and graph compare average and median scores for crossing the street at all the locations, with an overall average and median for interest. Respondents found it easiest to cross the street at Old Jewry, closely followed by Chancery Lane, while King William Street and Threadneedle Street/Old Broad Street earned the worst scores. This tallies with some of the comments made on the latter. For more detail see the individual locations.

Location	Street	Average score	Median score
1	Cheapside	4.2	4.5
2	Old Jewry	4.7	5
3	King Street	4.1	4
4	Chancery Lane	4.5	5
5	King William Street	3.9	4
6	Threadneedle/Old Broad Street	3.9	4
Overall		4.22	4.42



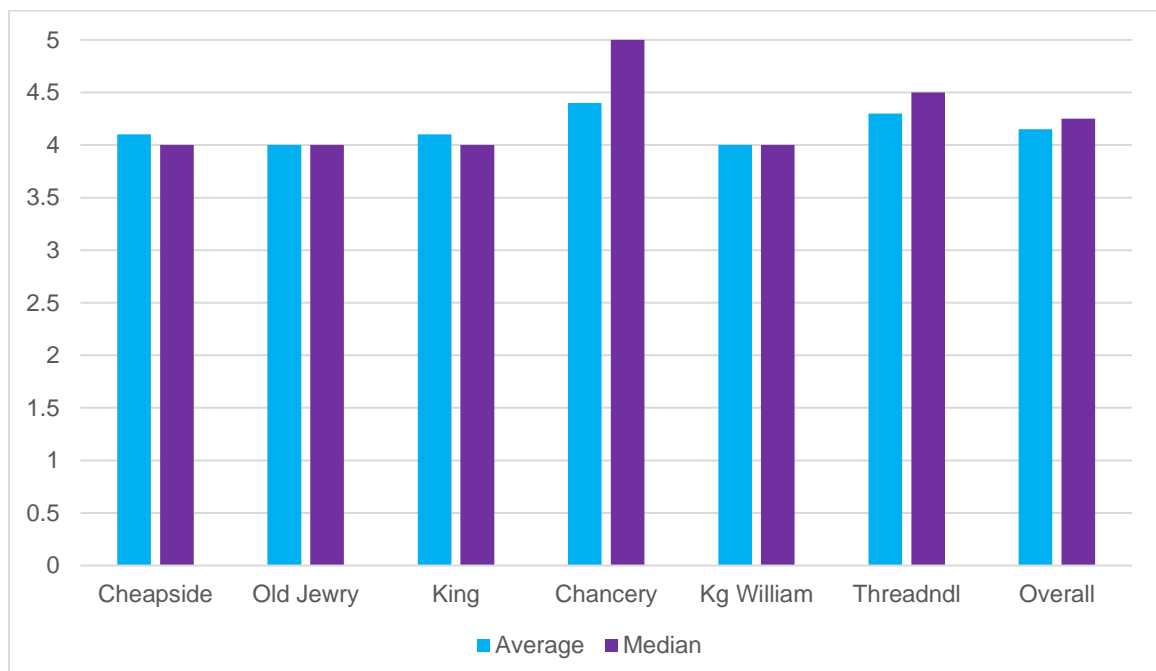
6. Traffic levels

How do you find traffic levels on this street?

This question used a scale of 1 to 5: see question 4 for further explanation.

The following table and graph compare average and median scores for crossing the street at all the locations, with an overall average and median for interest. There are very small differences in the ratings here, though Chancery Lane and Threadneedle and Old Broad Streets appear to be rated subjectively slightly quieter than the others. It's noteworthy that even though one-way motor traffic is permitted at some sites but technically excluded from others, this doesn't seem to have made a significant difference to the scores: indeed location 6, with one way motor traffic, scored second highest. During the surveys, overall traffic levels seemed overall low and intermittent at all the sites.

Location	Street	Average score	Median score
1	Cheapside	4.1	4
2	Old Jewry	4	4
3	King Street	4.1	4
4	Chancery Lane	4.4	5
5	King William Street	4	4
6	Threadneedle/Old Broad Street	4.3	4.5
Overall		4.15	4.25



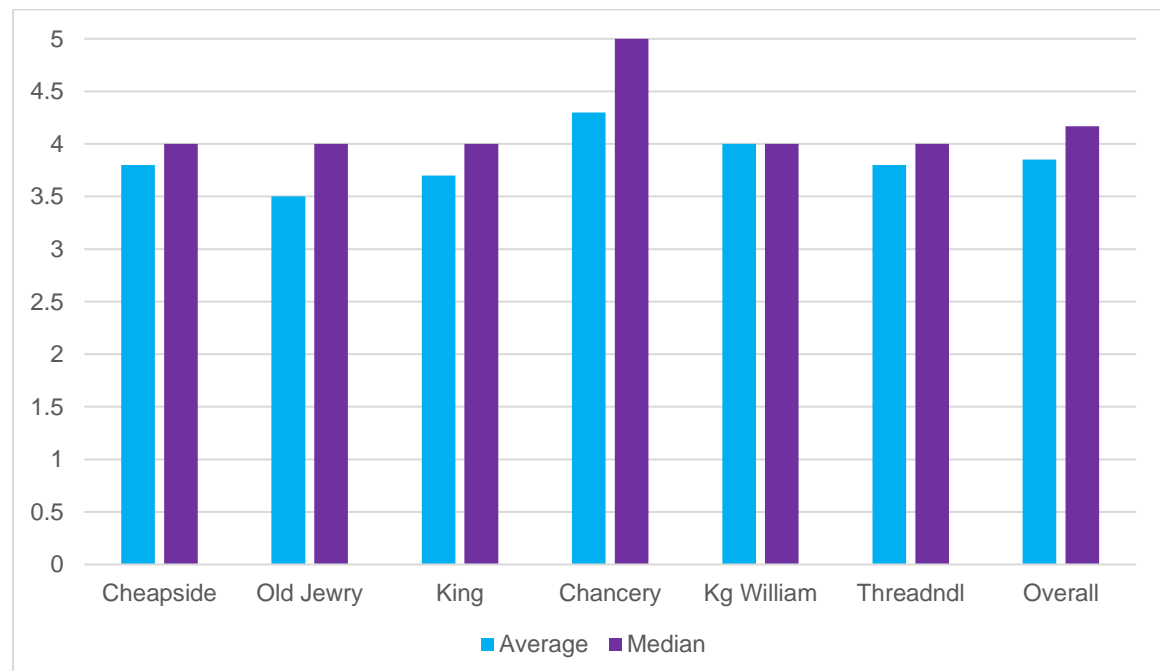
7. Attractiveness

Do you find this street an attractive/enjoyable place to walk and spend time?

This question used a scale of 1 to 5: see question 4 for further explanation.

The following table and graph compare average and median scores for the reported attractiveness of the street across all locations, with an overall average and median for interest. Chancery Lane scored a little higher than the others in terms of attractiveness, while Old Jewry appears marginally the least attractive, but all the scores are relatively close. Some respondents found this question surprising, as they tended to think of the streets in functional terms such as getting to work rather than as attractive in their own right. Buildings and streetscape were often mentioned as important in evaluating attractiveness

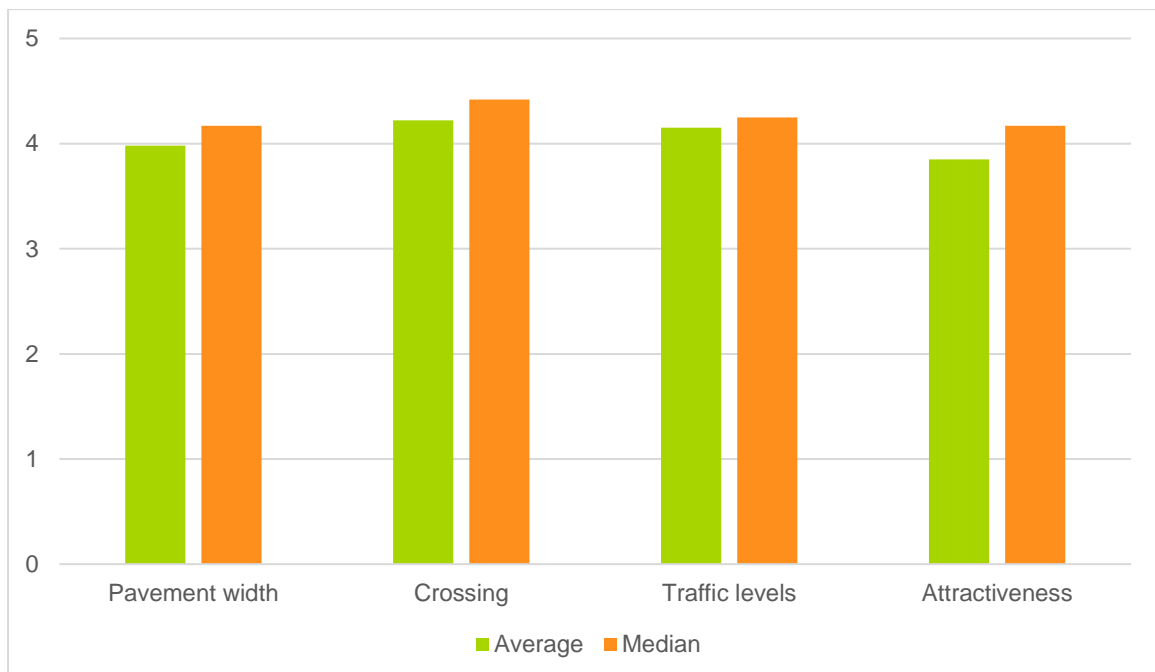
Location	Street	Average score	Median score
1	Cheapside	3.8	4
2	Old Jewry	3.5	4
3	King Street	3.7	4
4	Chancery Lane	4.3	5
5	King William Street	4	4
6	Threadneedle/Old Broad Street	3.8	4
Overall		3.85	4.17



4-7. Comparison of feature scores across all locations

In the sections on individual locations, we've found it useful to compare all the features rated on a 1-5 scale. Below we compare the average and median scores for all these features across all the locations. Ease of crossing seems the most positive feature reported, though the differences are slight and given the limited sample and the differences between sites, no firm conclusions should be drawn.

Feature	Average score	Median score
Pavement width	3.98	4.17
Crossing	4.22	4.42
Traffic levels	4.15	4.25
Attractiveness	3.85	4.17



8. Additional improvements

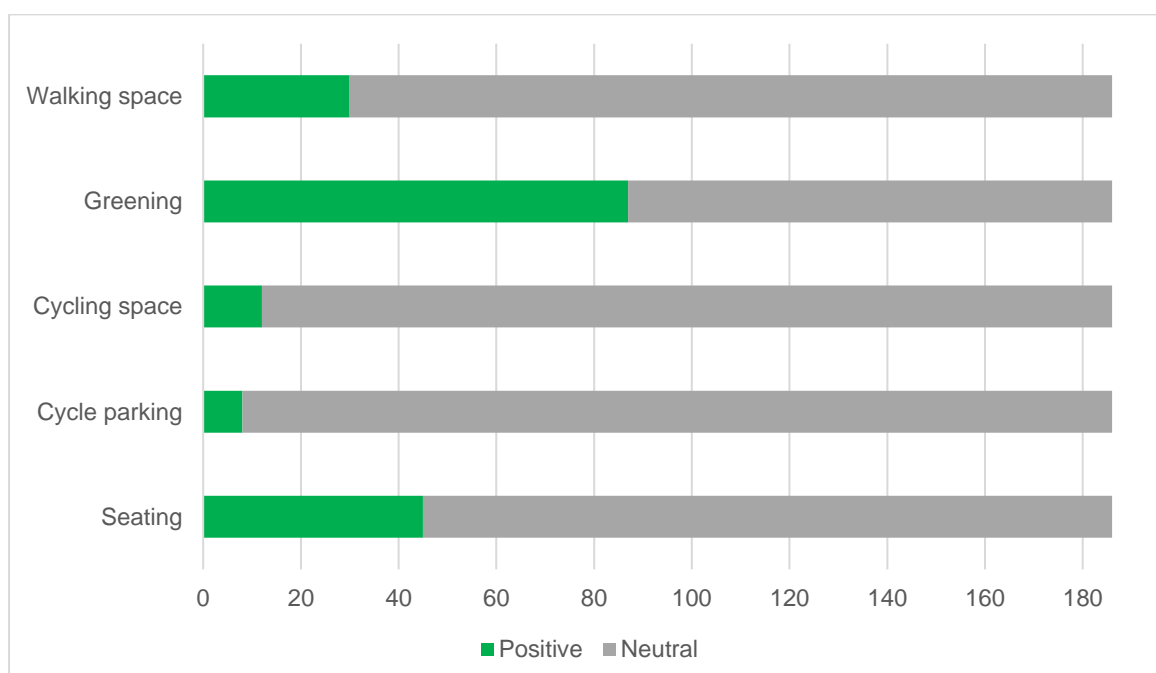
What additional improvements would you like to see on this street? (choose all that apply)

The specific changes suggested in the questionnaire were the same as for question 3:

- More space for people walking
- Greening (e.g. planters, parklets or trees)
- Space for cycling (cycle lanes)
- Cycle parking
- Outdoor seating
- Other (please specify below)

The following table and graph show the results from all 186 respondents to the specific suggestions. 'Positive' refers to the number of respondents who singled out that suggestion positively, with the percentage of total respondents shown. Greening is a clear winner here at 47%, mentioned enthusiastically by many of the respondents. This is followed by outdoor seating at 24%, though we also heard comments at sites like King Street and Old Broad Street that such measures weren't appropriate and could obstruct pedestrians. Cycle parking attracted the lowest score at only 4%, though of course we weren't targeting cyclists specifically.

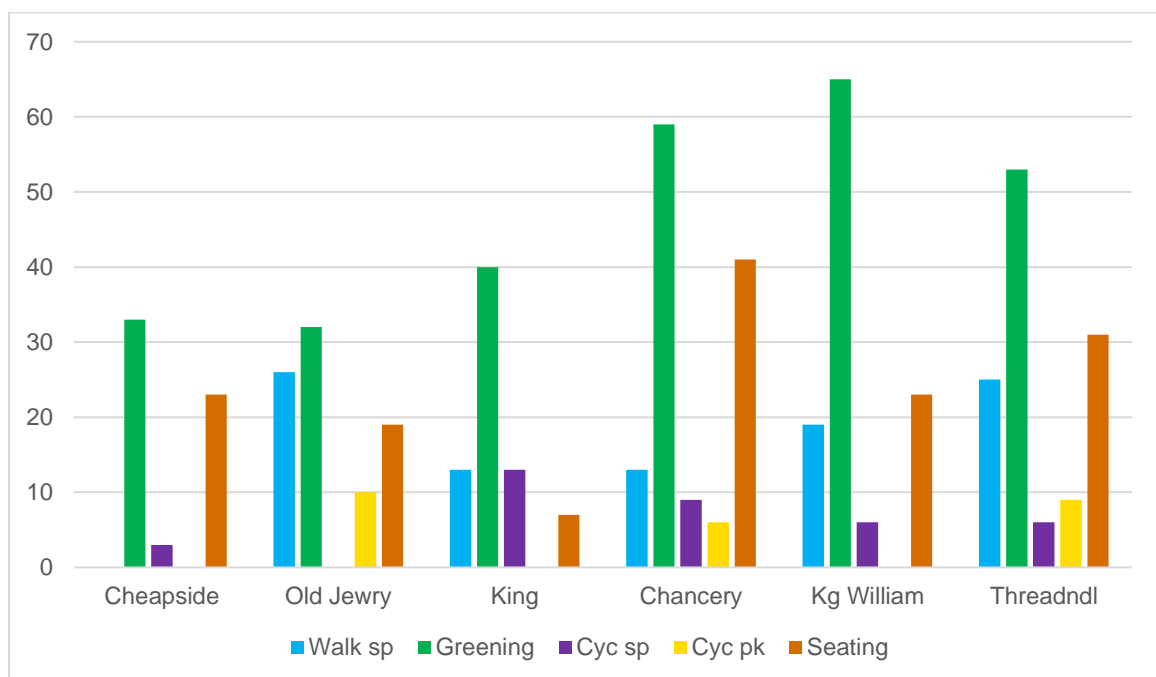
Intervention	Positive	%
Walking space	30	16
Greening	87	47
Cycling space	12	6
Cycle parking	8	4
Outdoor seating	45	24



The table and graph below compare positive responses to each of these changes across all the locations, in terms of percentages.

Once again the preference of respondents for greening is clear, particularly at King William Street (65%), where very little greenery is currently evident, and at Chancery Lane (59%), where the existing greening is sporadic. Outdoor seating is most favoured at Chancery Lane (41%), and least favoured at King Street (7%). More space for walkers was most requested at Old Jewry, where the footways are particularly narrow, and not all at Cheapside where they are exceptionally broad. Neither of the cycling options attracted wide support, though there seems more interest in cycle lanes at King Street and cycle parking at Old Jewry.

Loc	Street	Walk sp	Greening	Cyc sp	Cyc pk	Seating
1	Cheapside	0	33	3	0	23
2	Old Jewry	26	32	0	10	19
3	King Street	13	40	13	0	7
4	Chancery Lane	13	59	9	6	41
5	King William St	19	65	6	0	23
6	Threadndl/Old Broad St	25	53	6	9	31
Overall		59	16	47	6	4



8a. Other improvements suggested

'Other' responses to question 8 (What additional improvements would you like to see?) were more complex and varied. 11 recurring themes have been identified. More detailed and specific responses on some of these themes have been included in the comments sections at each location.

1. **Accessibility.** Accessibility to wheelchair users and less able walkers, including drop kerbs, level surfaces and uneven paving. Such comments often overlapped with other themes such as resurfacing and crossings but we thought it helpful to highlight where the needs of people with disabilities were specifically mentioned.
2. **Attractions.** More cafes and hospitality venues, shops and other attractions. This was often mentioned in connection with Covid-19, as numerous retailers have not reopened following the lockdowns.
3. **Cleanliness.** Improving street cleaning, removing litter, providing bins and so on.
4. **Crossings.** Improving crossings, sometimes in connection with accessibility, for example where the current continuous kerbs prevent wheelchair users from crossing easily even where motor vehicles are excluded. This also includes concerns about sightlines and continuing crossing hazards from buses, cycles and other permitted traffic.
5. **Cycling issues.** A few respondents felt that even where motor traffic was excluded, cyclists remained a hazard to pedestrians, which in some cases had increased as more cyclists were now using traffic-free roads, and variously proposed that measure should be taken to improve cyclist behaviour or that cyclists should be excluded.
6. **Lift restrictions.** Not everyone was in favour of the interventions: a minority wanted all the restrictions lifted and things returned to the way they were before, or restrictions lifted for specific vehicles, such as taxis.
7. **Pedestrianisation.** Blocking motor traffic entirely, including buses, and of remodelling the space accordingly. A few respondents were also in favour of banning cyclists (see above).
8. **Resurfacing.** Improvements to the footway surface, extending the physical footway and/or replacing the current carriageway with a surface more appropriate to shared use and pedestrian/cyclist priority. This often arose in connection with pedestrian lanes on the carriageway, and sometimes in with concerns about uneven or unattractive surfaces.
9. **Signing.** Making the allocation of space clear both through street signs and road markings, with more effective encouragement for walkers and cyclists to use the space and more effective discouragement to drivers not to use it.
10. **Smoking.** A few people specifically mentioned smoking, sometimes in connection with cleanliness, with concerns about smoking litter around outdoor seating and at certain locations.
11. **Streetscape.** Improving the design and the overall standards of the environment, clearing street clutter and making the layout of junctions and space for different users more obvious and less confusing.

A few other suggestions were mentioned by very small numbers and these are captured in the sections on individual locations.

One further recurring comment that overlaps with a number of the themes above is the request to make the changes permanent. While respondents recognised that the

interventions were temporary and experimental, some found that aspects of the current implementation were problematic in themselves. This was particularly clear with the on-carriageway pedestrian lanes and with the various temporary traffic signs, which some saw as contributing to street clutter and a poor-quality environment.

Totalling positive mentions of recurring themes across all 186 respondents produces the following results, with the highest scoring themes highlighted:

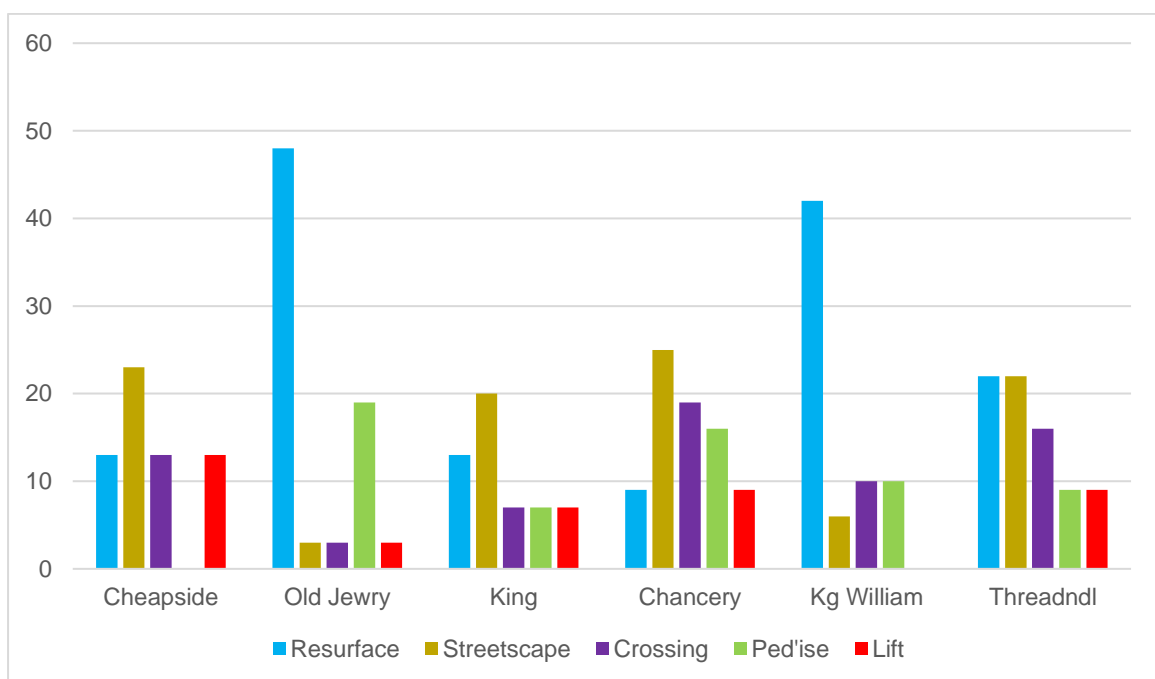
Intervention	Positive	%
Accessibility	8	4
Attractions	6	3
Cleanliness	10	5
Crossings	21	11
Cycling issues	6	3
Lift restrictions	15	8
Pedestrianise	19	10
Resurface	46	25
Signing	11	6
Smoking	3	2
Streetscape	33	18

The table and graph overleaf compare the five most popular of these across all six sites. They show that by far the most prominent of these other suggestions were the calls for resurfacing the street more appropriately at Old Jewry and King William Street. Old Jewry also had the highest numbers in support of pedestrianisation. There were also some calls for pedestrianisation at Chancery Lane, though the lowest numbers here raised issues with the surface. More people raised the need to improve the overall streetscape at Chancery Lane, but there was also some support for this at Cheapside, King Street and Threadneedle Street/Old Broad Street. The need to improve crossings was highlighted at Old Jewry and there was notable concern too at Threadneedle Street/Old Broad Street.

The numbers of people who think the partial or complete lifting of restrictions and a return to the previous situation would be an improvement are relatively small, only 15 people in our sample or 8% of the total. The highest proportion calling for this was at Cheapside.

It's important to note these figures weren't obtained by specific questions and the overall numbers are low in several cases, but they may still indicate issues worthy of more systematic investigation.

Loc	Street	Resurf	Streetsc	Crossing	Ped'ise	Lift
1	Cheapside	13	23	13	0	13
2	Old Jewry	48	3	3	19	3
3	King Street	13	20	7	7	7
4	Chancery Lane	9	25	19	16	9
5	King William St	42	6	10	10	0
6	Threadndl/Old Broad St	22	22	16	9	9



Locations

A map provided by the City of London showing all the locations is provided at the end of the report. Note this map also shows several other locations which weren't surveyed in the current research, and the numbering is different to the order used in the report.

1. Cheapside

Cheapside east of Bread Street between Wood Street and Queen Street (2 on map).

Intervention: Point 'no entry' in both directions except buses, cycles, emergency services and London Buses incident response unit. Planters and seating adjacent to point closure.

Survey points

- a. North footway of Cheapside between closure points.
- b. South footway of Cheapside between closure points.

Date: Wednesday 8 September 2021.


Staff: Des, Jakub.

Weather: Unusually warm and sunny all day.

Responses: 30

This is a busy area for walkers on an important and historic City street close to St Mary-le-Bow church and with plentiful takeaway food outlets nearby. It was in many respects the easiest to research as the intervention is arguably the most visually obvious and dramatic of all the sites surveyed, blocking Cheapside as a through route to ordinary motor traffic using seating and planters in a very contained space.

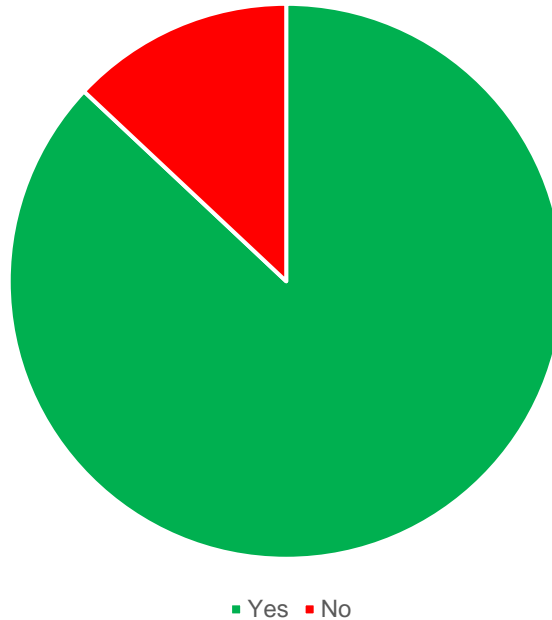
Overall, we heard very positive feedback on this scheme, and more respondents than usual stopped deliberately to express their praise. Seating is well used particularly at lunchtimes though mainly by construction workers on the day of the survey. The footway is unusually wide particularly on the north side: some respondents said it might even be too wide and some of it might be used for other purposes like more planters and seating. Some seating is on the former carriageway, with poles used to delineate a central 'channel' for cyclists, buses and emergency vehicles. Some temporary road signs are still in place around the site. The cycle traffic seemed relatively heavy. We witnessed only one private car driving through illegally.



As the arrangements for the project weren't confirmed until mid-morning on the first day, we weren't able to cover the morning period at this location: our responses are all from lunchtime and evening.

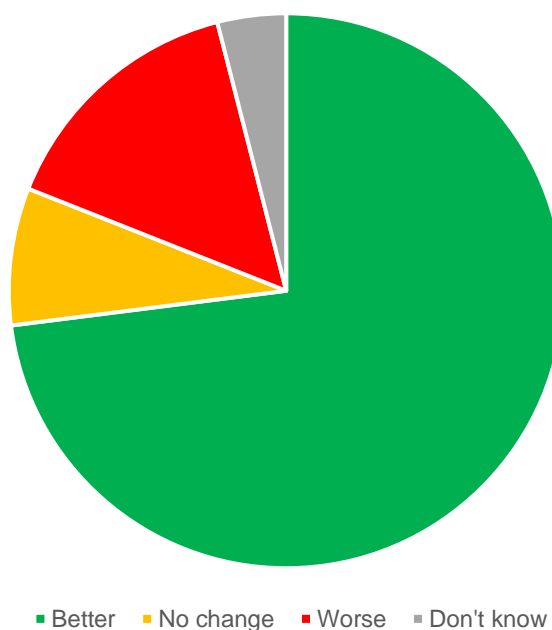
1.1. Did you travel along this street before March 2020?

Yes	%	No	%
26	87%	4	13%



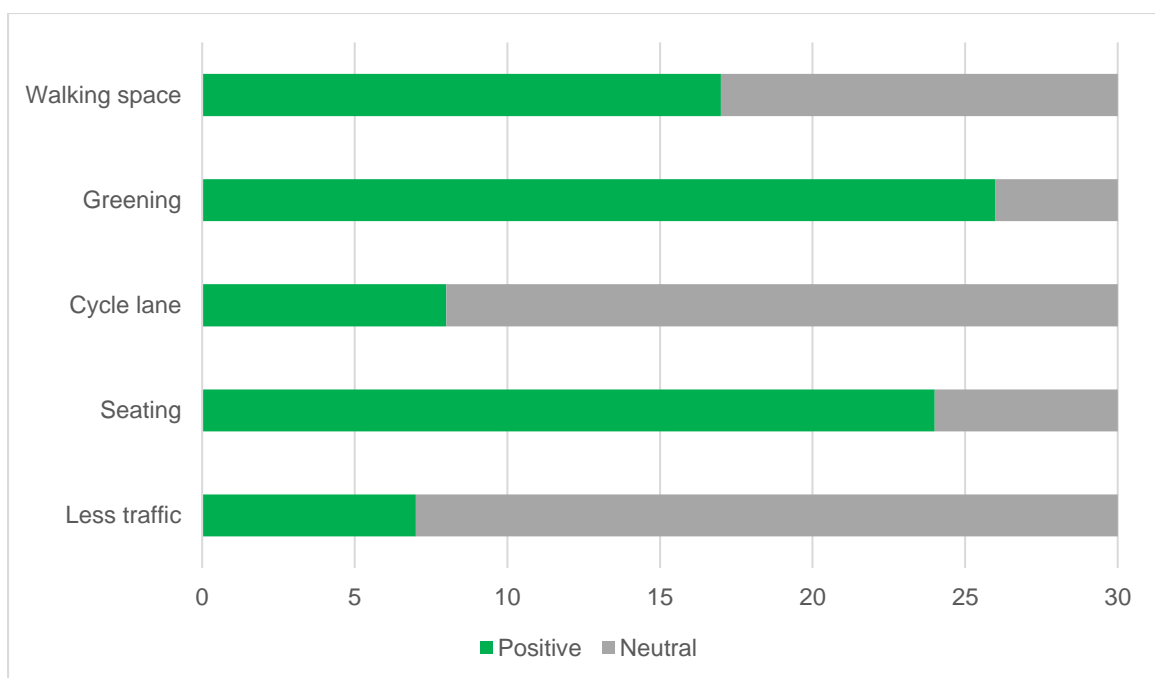
1.2. Do you find this street to be better/more pleasant than it was?

Better	%	No change	%	Worse	%	Don't know	%	Total
19	73	2	8	4	15	1	4	26



1.3. On-street changes were made in the summer of 2020, do you feel any of these have improved this street? (choose all that apply)

Intervention	Positive	%
Walking space	17	57
Greening	26	87
Cycle lane	8	27
Cycle parking	NA	NA
Outdoor seating	24	80
Reduced traffic	7	23

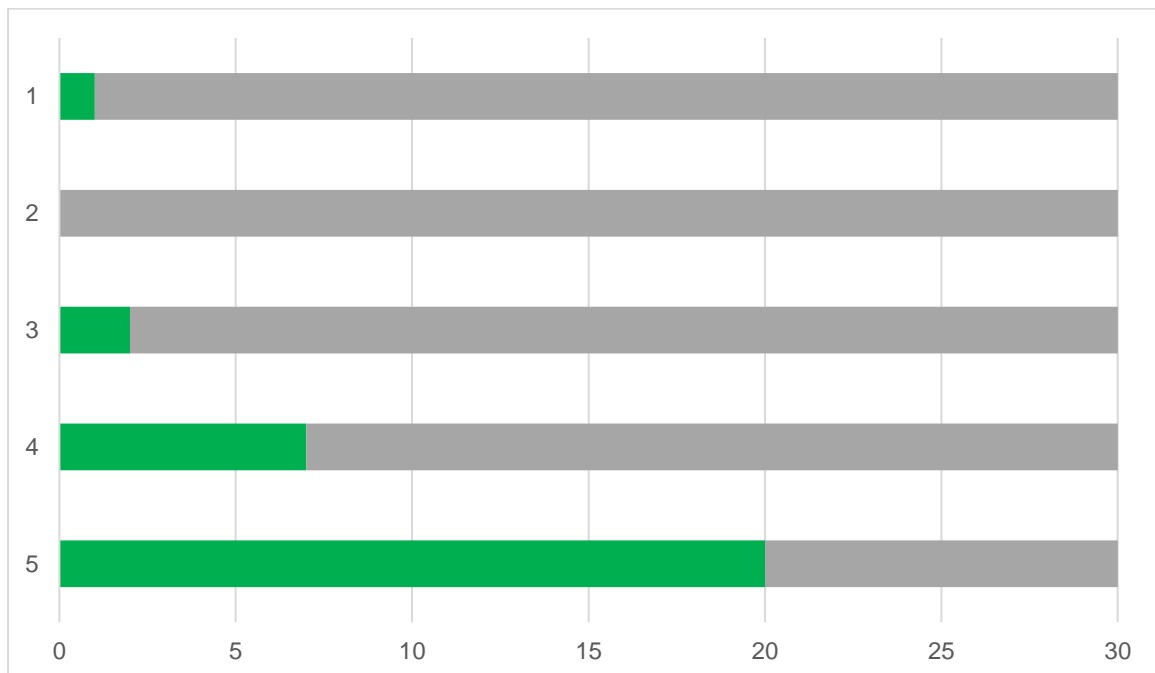


One respondent also mentioned cleaner air.

1.4. How do you rate the width of the pavement along this street?

(1 poor → 5 excellent)

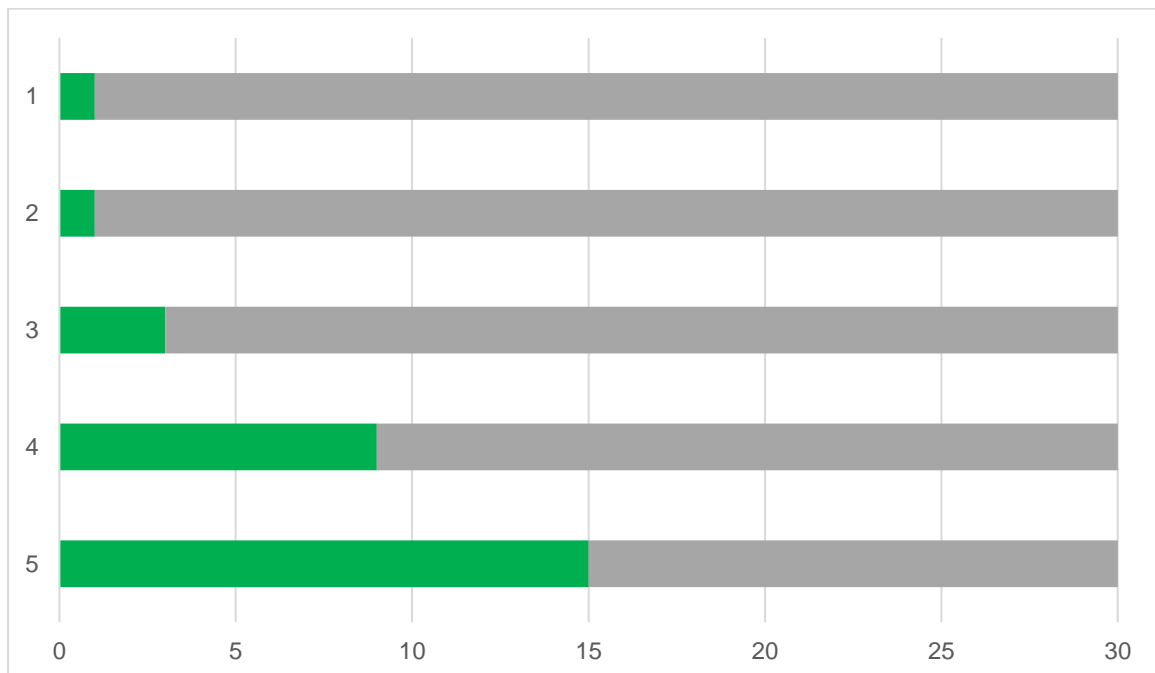
Score	Number of responses	%	Subtotal score
1	1	3	1
2	0	0	0
3	2	7	6
4	7	23	28
5	20	67	100
Total score			135
Max possible			150
Mean response			4.5
Overall %			90
Median response			5
Mode			5



1.5. How easy do you think it is to cross this street?

(1 poor → 5 excellent)

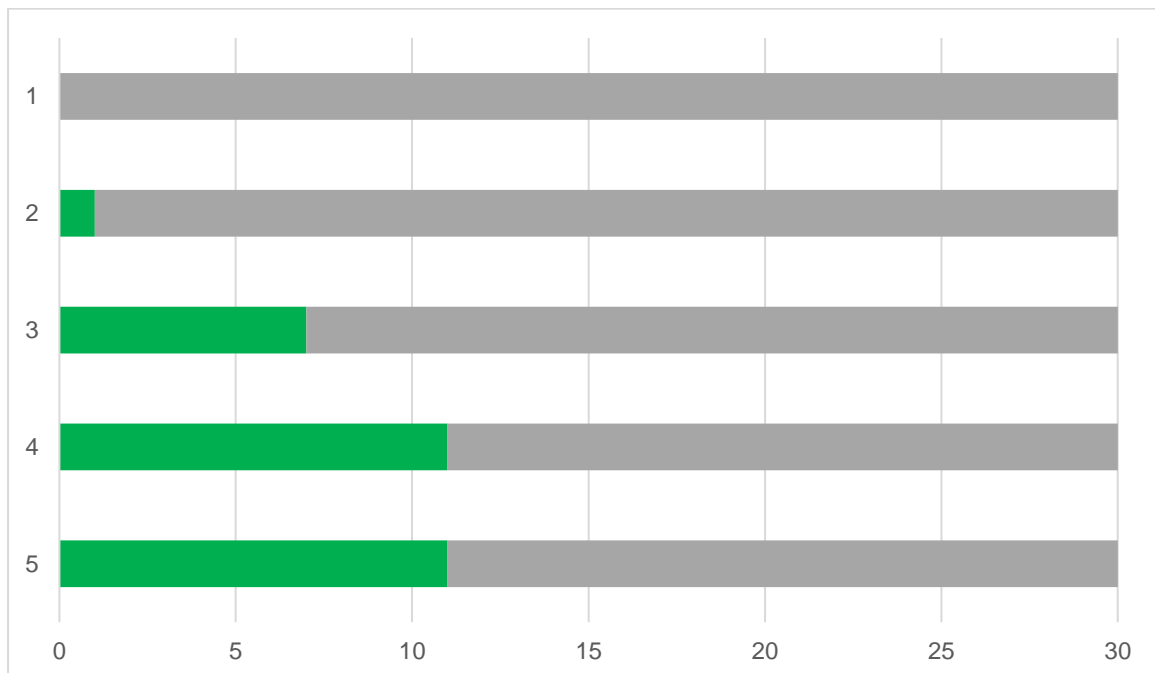
Score	Number of responses	%	Subtotal score
1	1	3	1
2	1	3	2
3	3	10	9
4	9	30	36
5	15	50	75
Total score			123
Max possible			150
Mean response			4.2
Overall %			82
Median response			4.5
Mode			5



1.6. How do you find traffic levels on this street?

(1 poor → 5 excellent)

Score	Number of responses	%	Subtotal score
1	0	0	0
2	1	3	2
3	7	23	21
4	11	37	44
5	11	37	55
Total score			122
Max possible			150
Mean response			4.1
Overall %			81
Median response			4
Mode			4

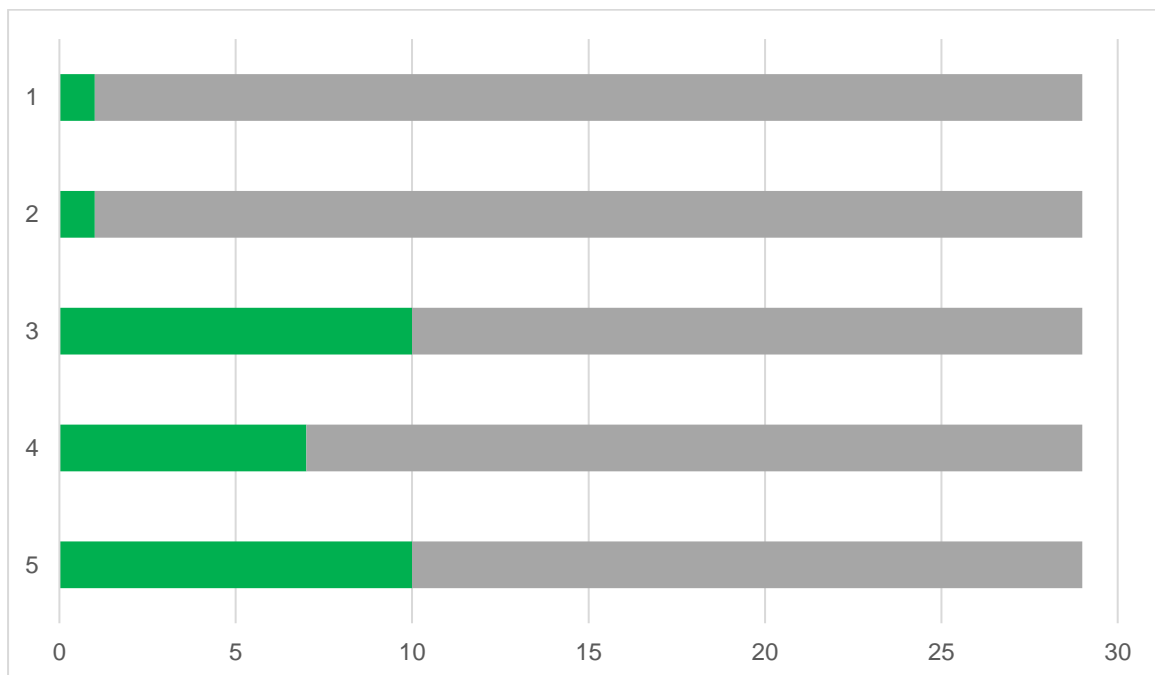


1.7. Do you find this street an attractive/enjoyable place to walk and spend time?

(1 poor → 5 excellent)

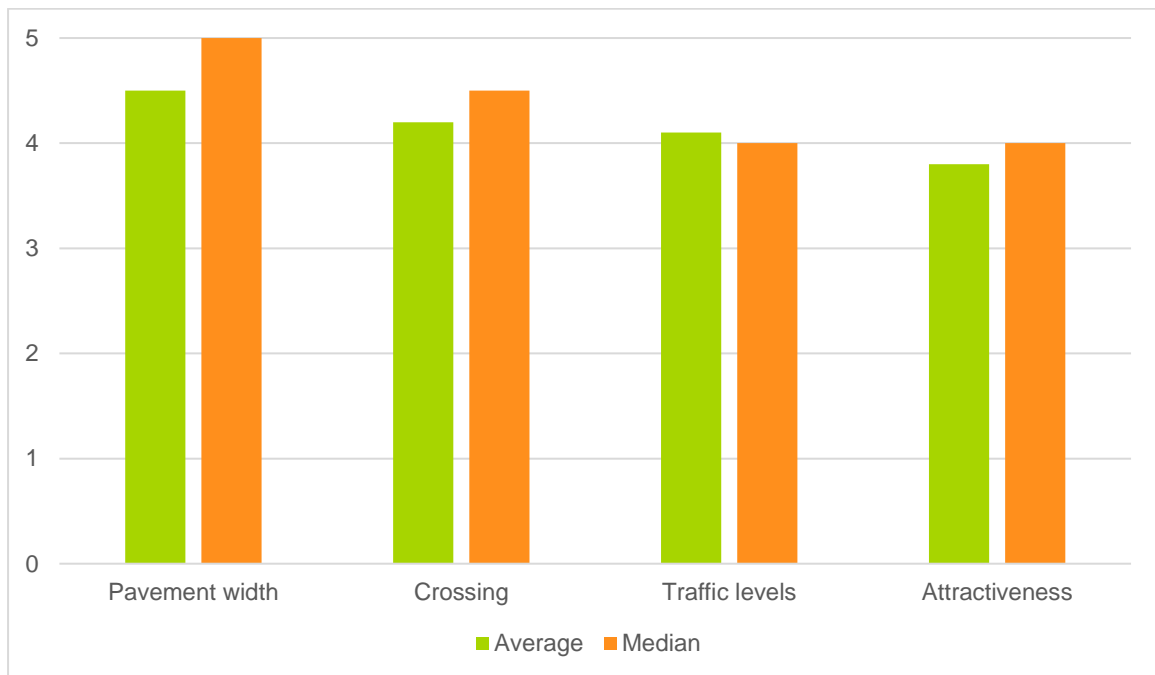
Score	Number of responses	%	Subtotal score
1	1	3	1
2	1	3	2
3	10	34	30
4	7	24	28
5	10	34	50
Total score			111
Max possible			145
Mean response			3.8
Overall %			77
Median response			4
Mode			5

Note one respondent declined to answer this question.



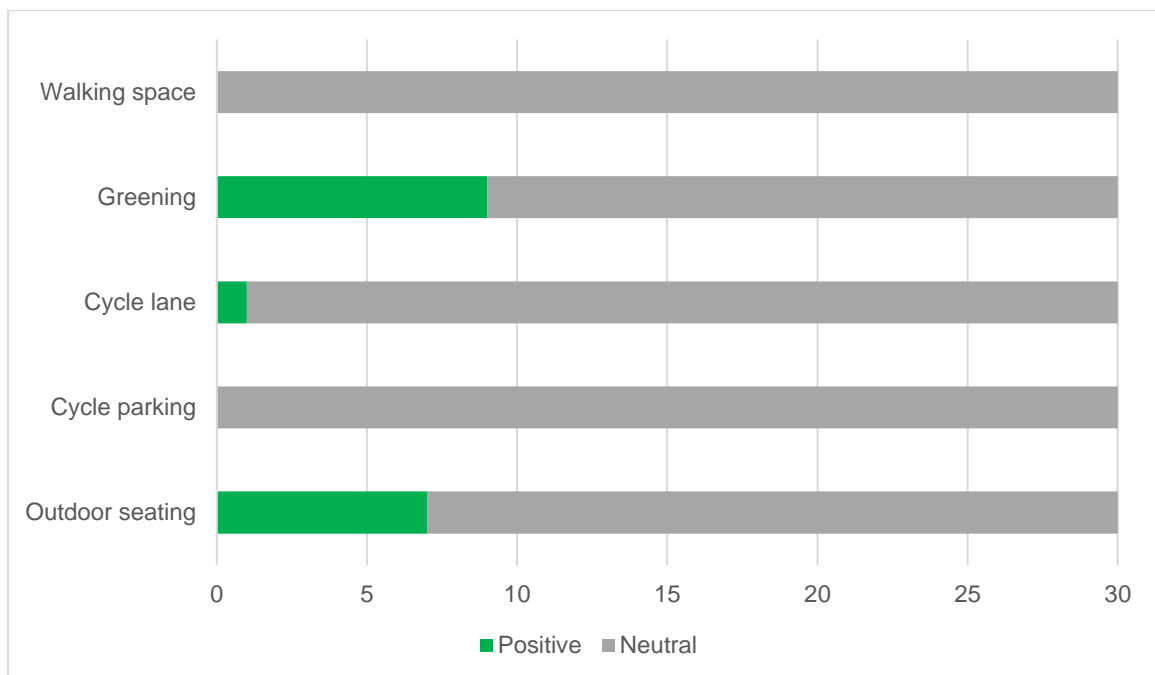
1.4-7. Comparison of feature scores

Feature	Average score	Median score
Pavement width	4.5	5
Crossing	4.2	4.5
Traffic levels	4.1	4
Attractiveness	3.8	4



1.8. What additional improvements would you like to see on this street? (choose all that apply)

Intervention	Positive	%
Walking space	0	0
Greening	9	33
Cycle lane	1	3
Cycle parking	0	0
Outdoor seating	7	23



1.8a Other improvements suggested

Intervention	Positive	%
Accessibility	0	0%
Attractions	0	0%
Cleanliness	4	13%
Crossings	4	13%
Cycling issues	0	0%
Lift restrictions	4	13%
Pedestrianise	0	0%
Resurface	4	13%
Signing	0	0%
Smoking	1	3%
Streetscape	7	23%

One respondent suggested involving businesses and the local community more in supporting changes to the street.

1.9. Selected comments

- The City is a great place overall and this is improving it, it's good to have spaces where you can breathe and think. But if you were to take out all the traffic it would lose its bustle, which is part of the atmosphere.
- There was more than enough space on pavement here, but this is aesthetic and stops a bit of the traffic, which is positive.
- You need to strike a balance, so it's good that buses can still go through. But all the smoking and cigarette ends negate the quality.
- More plants as well as trees please.
- Improve the style of the seating, it doesn't look very inviting. I'm concerned too that restrictions can simply drive traffic to side streets.
- It's not really a space you could sit in a talk to people, perhaps seats around tables would be better, and good for businesses too.
- You could grass it over but then cyclists and buses couldn't get through. Or put raised flower beds on the pavement. Still an issue to cross, you have to be careful of cyclists and scooters.
- You can taste the air is cleaner. And I'd never say no to more trees but what about a bit of colour, some flowers?
- It looks temporary, 90% of people on the benches are workmen and there are still road signs on the pavement so it makes me think is this a space for me or something temporary for the workmen?
- I wouldn't want the City to spend too much money when there are so many other priorities. How about getting local businesses involved in maintaining these things with volunteers, for example lunchtime gardening sessions?
- This has displaced traffic into Bread Street which is now much less pleasant. Please let traffic use the street again.
- The City needs more outdoor seating, but off the road and in courtyards would be better.
- I wouldn't have considered cycling to work before these changes but I do now.
- There are lots of hidden green spaces in the City but most of them are churchyards and that might be a deterrent to people from other backgrounds, so it's good to have non-churchyard space. More flowers and plant baskets would be good.
- I'm a cyclist: it's massively better than before. They should do loads more like this and plant more trees.
- If anything the pavement is too wide, half of it could be a garden.
- Traffic levels are more bearable now but there are too many buses with hardly anyone on them.
- The placement is odd and a bit offputting with the seats in the road: it would work better if the whole area was pavement. Not sure about the colour scheme! It's a bit more difficult to cross now as there are more obstacles.
- This has created more rubbish on the street and caused congestion around St Paul's so it's harder to cross near the school.

2. Old Jewry

Old Jewry between Cheapside and Gresham Street (8 on map).

Intervention: Full closure (except for pedal cycles) on Old Jewry between Cheapside (Poultry) and Frederick's Place. Remainder of Old Jewry from Frederick's Place to Gresham Street converted to two-way.

Survey points

- a. South corner of Old Jewry and Frederick's Place, by pillar box.
- b. Footway on east side of Old Jewry, halfway between Poultry and Frederick's Place.

Date: Thursday 9 September 2021.

Staff: Des, Jakub.

Weather: Cloudy but mild and dry.

Responses: 31

A moderately busy side street with numerous offices, some bars and specialist shops though some businesses haven't reopened following lockdowns. The streetscape along the closed section is relatively undistinguished though the northern section opens out with more imposing architecture. There's a notable narrowing of the western footway just north of the junction with Poultry. People walking north on this side are mainly heading for Frederick's Place; those heading further north or walking through tend to cross at a diagonal to avoid the narrowing on the west side: walkers are reluctant to walk in the carriageway for extended periods. Frederick's Place, adjoining, has been resurfaced relatively recently with setts rather than tarmac, and some respondents pointed to this as a more appropriate and attractive surface for a street where vehicle access is restricted.

Although the intervention has affected traffic along the entire length of Old Jewry, the only clearly visible physical changes are the bollards at the southern end, so we concentrated our survey at this end where the intervention is easier to point out to respondents, several of whom had not noticed the changes. There are no 'no through road' signs at the north end of Old Jewry and although there are bases for bollards at the north end of the full closure by Frederick's Place, the bollards themselves were not present on the day of the survey. A bollard on the northern corner of the junction with Frederick's Place had been knocked down, presumably by a reversing vehicle, and was surrounded by safety fencing.

We witnessed numerous vehicles continuing south into the closed section before noticing the blockage and then having to reverse back to the junction and turn around, often when space was limited by parked delivery vans, with many instances of vehicles mounting the footway and temporarily blocking both pedestrian and cyclist access. Some of our respondents said this is a regular occurrence. We also

noted several motorcycles passing through. The route is well-used by cyclists but not too busy with them.

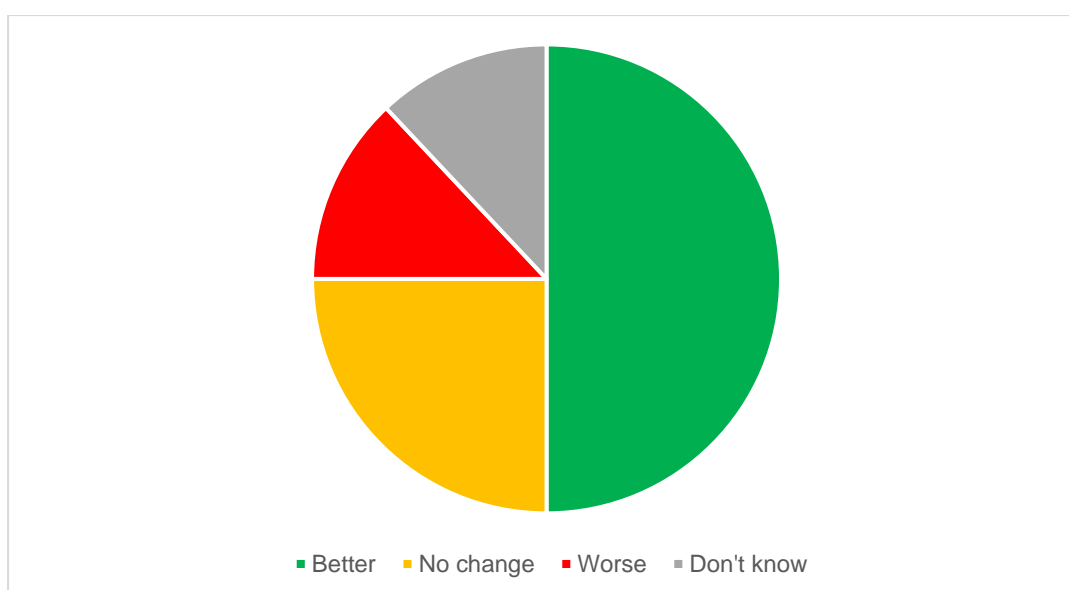
2.1. Did you travel along this street before March 2020?

Yes	%	No	%
24	87%	7	13%



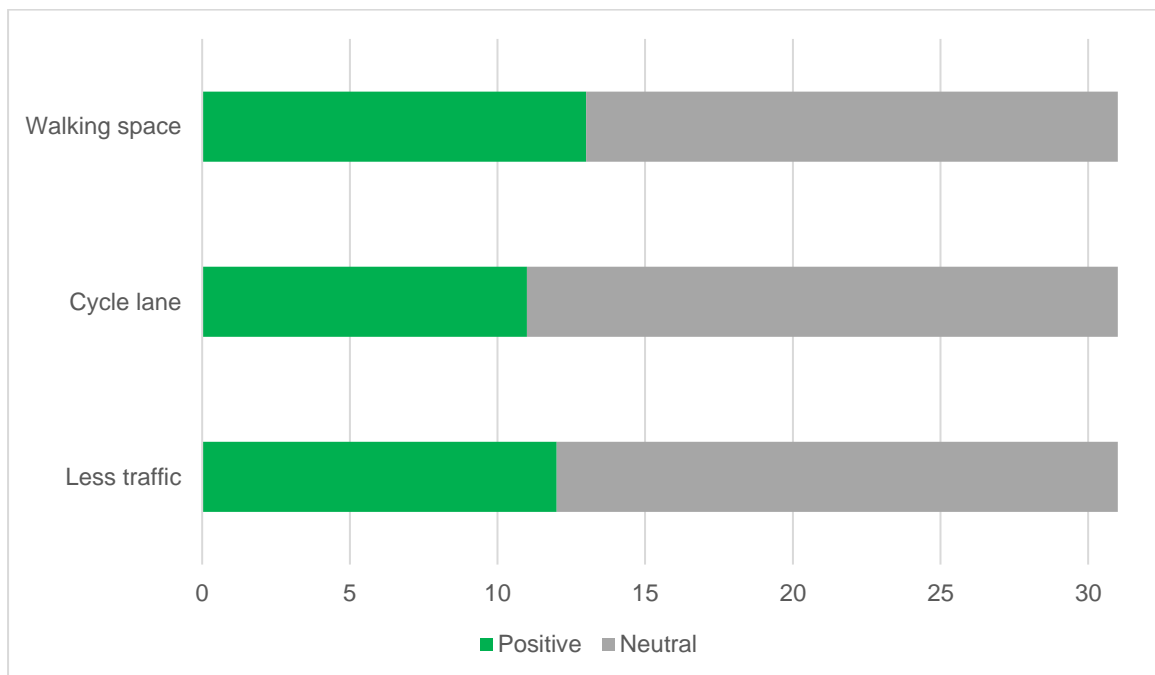
2.2. Do you find this street to be better/more pleasant than it was?

Better	%	No change	%	Worse	%	Don't know	%	Total
12	50	6	25	3	13	3	13	24



2.3. On-street changes were made in the summer of 2020, do you feel any of these have improved this street? (choose all that apply)

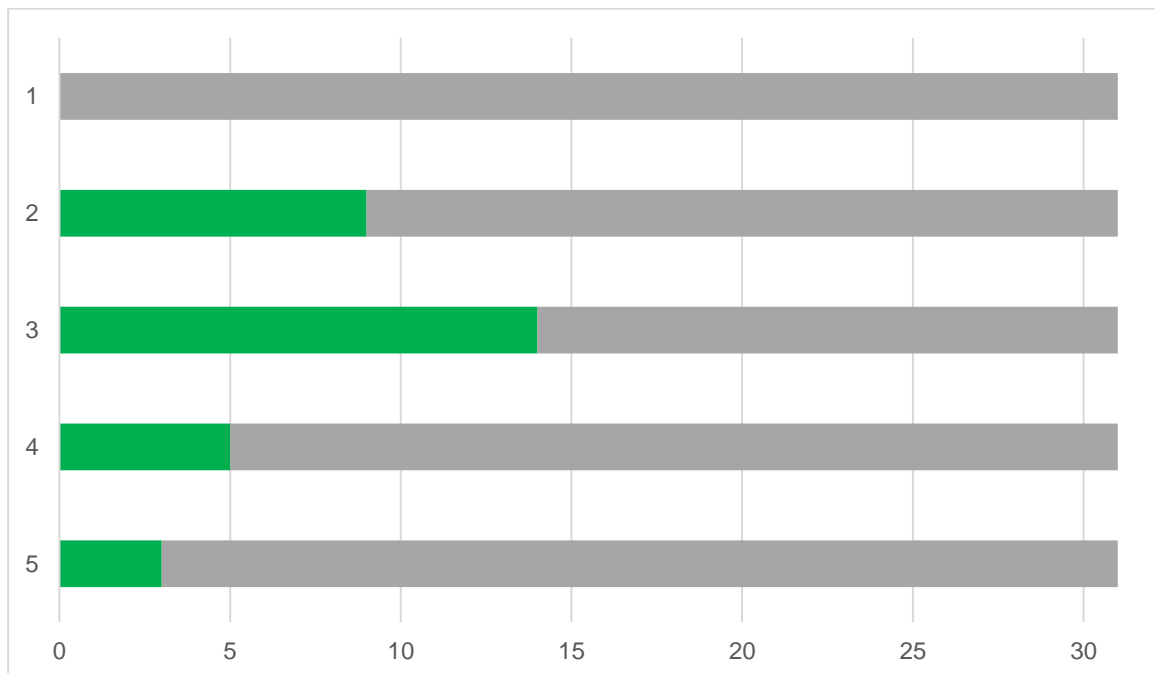
Intervention	Positive	%
Walking space	13	42
Greening	NA	NA
Cycle lane	11	35
Cycle parking	NA	NA
Outdoor seating	NA	NA
Reduced traffic	12	39



2.4. How do you rate the width of the pavement along this street?

(1 poor → 5 excellent)

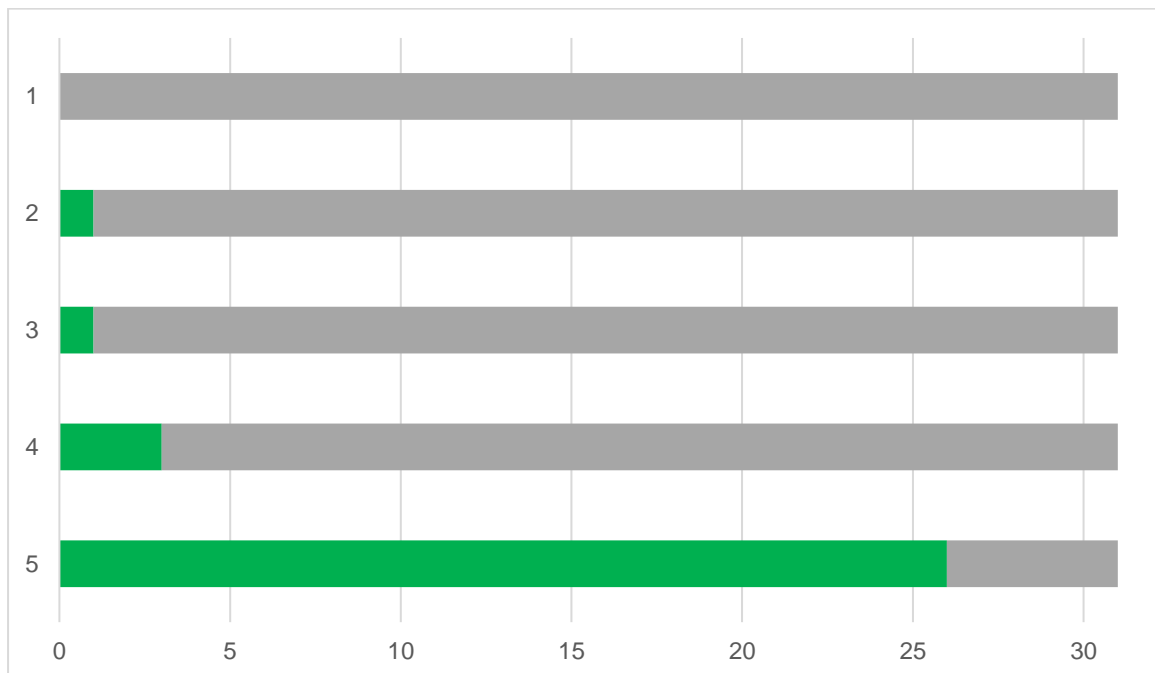
Score	Number of responses	%	Subtotal score
1	0	0	0
2	9	29	18
3	14	45	42
4	5	16	20
5	3	10	15
Total score			95
Max possible			155
Mean response			3.1
Overall %			61
Median response			3
Mode			3



2.5. How easy do you think it is to cross this street?

(1 poor → 5 excellent)

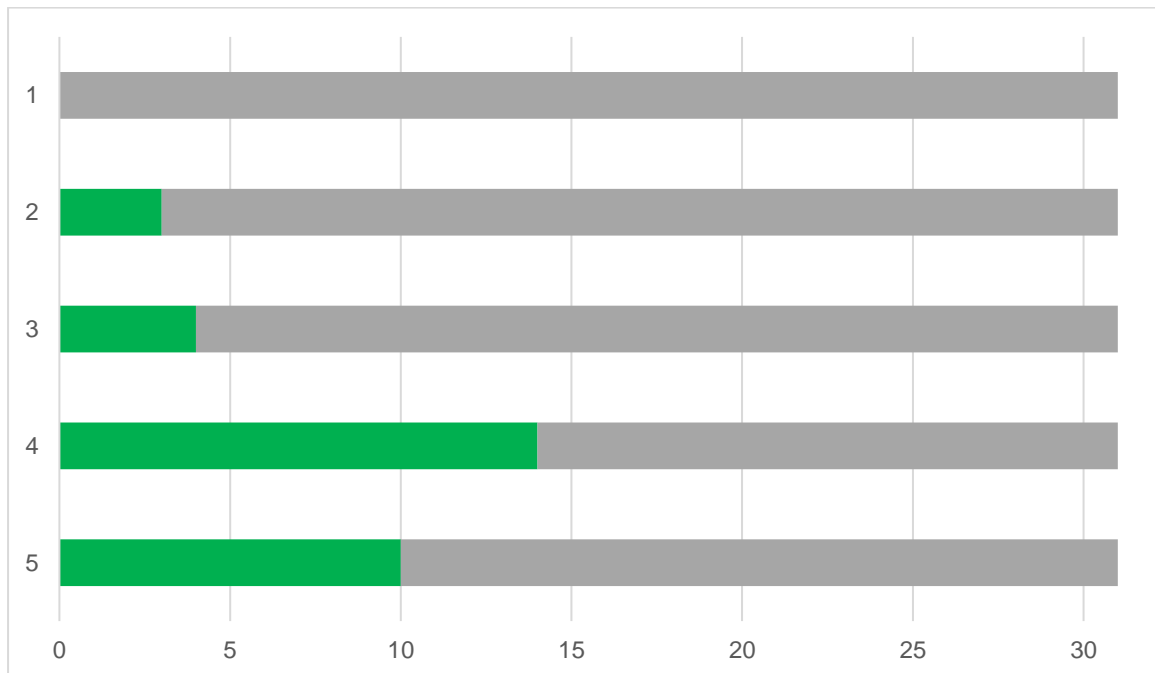
Score	Number of responses	%	Subtotal score
1	0	0	0
2	1	3	2
3	1	3	3
4	3	10	12
5	26	84	130
Total score			147
Max possible			155
Mean response			4.7
Overall %			95
Median response			5
Mode			5



2.6. How do you find traffic levels on this street?

(1 poor → 5 excellent)

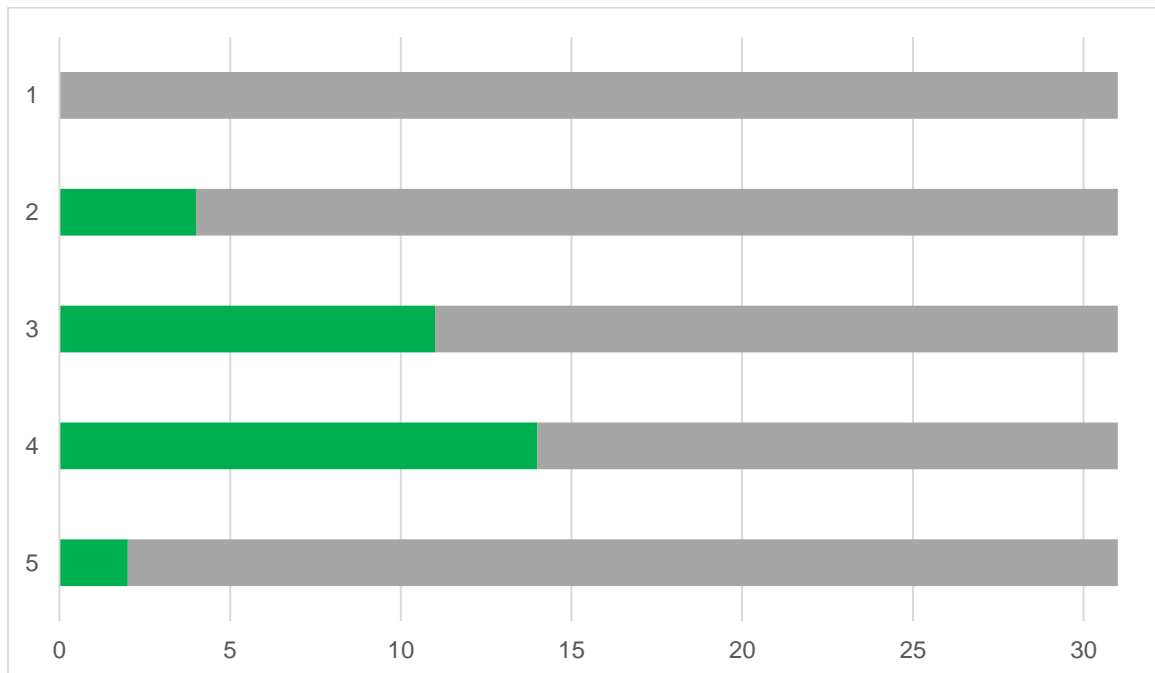
Score	Number of responses	%	Subtotal score
1	0	0	0
2	3	10	6
3	4	13	12
4	14	45	56
5	10	32	50
Total score			124
Max possible			155
Mean response			4
Overall %			80
Median response			4
Mode			4



2.7. Do you find this street an attractive/enjoyable place to walk and spend time?

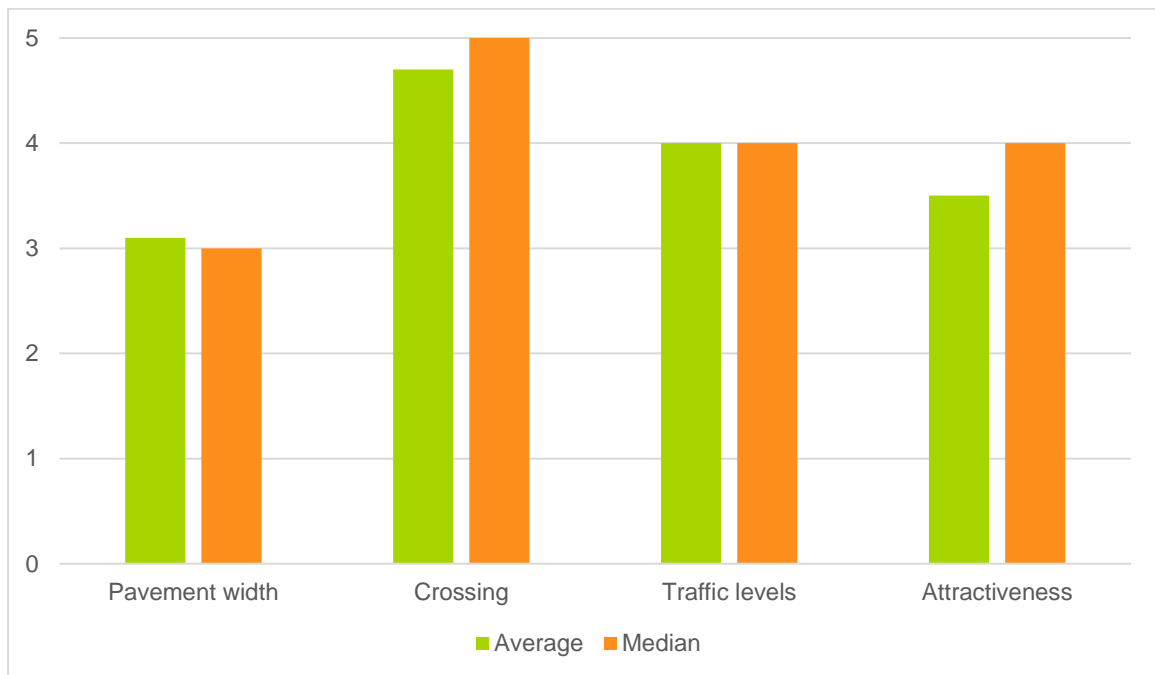
(1 poor → 5 excellent)

Score	Number of responses	%	Subtotal score
1	0	0	0
2	4	13	8
3	11	35	33
4	14	45	56
5	2	6	10
Total score			107
Max possible			155
Mean response			3.5
Overall %			69
Median response			4
Mode			4



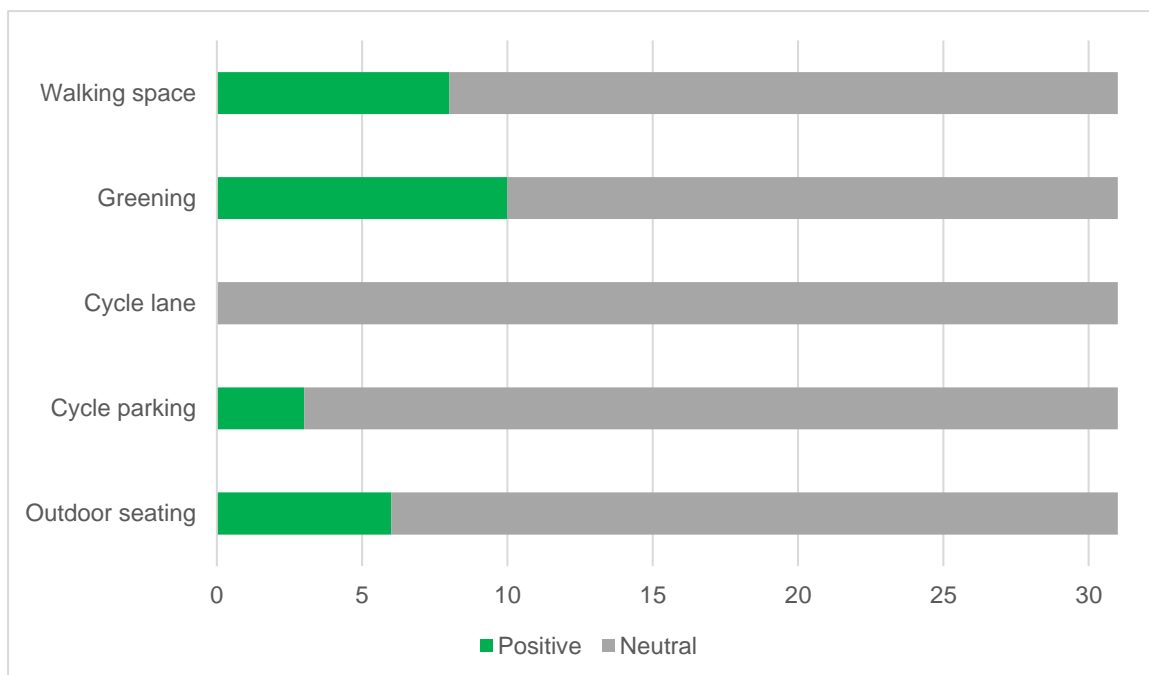
2.4-7. Comparison of feature scores

Feature	Average score	Median score
Pavement width	3.1	3
Crossing	4.7	5
Traffic levels	4	4
Attractiveness	3.5	4



2.8. What additional improvements would you like to see on this street? (choose all that apply)

Intervention	Positive	%
Walking space	8	26
Greening	10	32
Cycle lane	0	0
Cycle parking	3	10
Outdoor seating	6	19



2.8a Other improvements suggested

Intervention	Positive	%
Accessibility	1	3
Attractions	0	0
Cleanliness	1	3
Crossings	1	3
Cycling issues	0	0
Lift restrictions	1	3
Pedestrianise	6	19
Resurface	15	48
Signing	2	6
Smoking	1	3
Streetscape	1	3

One respondent suggested the street should have better lighting, while another was in favour of extending the Congestion Charge to weekends.

2.9. Selected comments

- It's quite a short street anyway so there's not much you could do.
- Potted plants would be nice.
- Good to block to traffic as it's a narrow side street and there are plenty of wider ones. But it needs a uniform aesthetic and perhaps some trees.
- You don't really notice the changes but it's definitely made a difference to the traffic levels. It needs resurfacing to make it more pedestrian friendly. Traffic should be restricted to main roads.
- At the moment there's a big problem with reversing vehicles which is making it unsafe. It should be properly blocked off as it's a narrow street with lots of offices.
- Do something similar to Cheapside, that's good.
- The closed bars are an eyesore, almost derelict.
- It's easy to cross unless you're in a wheelchair!
- Now all you get all day long is vehicles reversing which is noisy and dangerous. We need ashtrays for all the dogends.
- Widen the pavements.
- There's clearly a problem with reversing vehicles, properly closing and resurfacing the street might solve it.
- I'm a cyclist so it's a good thing to block traffic on a street like this.
- At the moment it's worse, all this additional turning causes air quality problems and is dangerous. Make it properly pedestrianised. There's not much opportunity for planters or seating as doesn't get much sun.
- They should make it a complete walkway, and do the same all over the City (but allow black cabs).
- It's become a nightmare for cars and vans, reversing and up on the pavement. This isn't needed, it isn't a busy street.
- Cars need as many routes as possible so closures like this can increase congestion, though it might not make a big difference for small connecting streets.
- It would be better if the surface was more like in Frederick's Place.
- I'm a cycle courier so very happy with anything that reduces traffic.

3. King Street

King Street between Cheapside and Gresham Street (9 on map).

Intervention: One way working, contra-flow cycling. Footway widening. Loading bay in Gresham Street.

Survey points

- a. Western footway just north of Cheapside junction, where there is an area with plentiful footway space.
- b. Eastern footway just north of Prudent Passage.

Date: Wednesday 15 September 2021.

Staff: Des, Jakub.

Weather: Fine, mild.

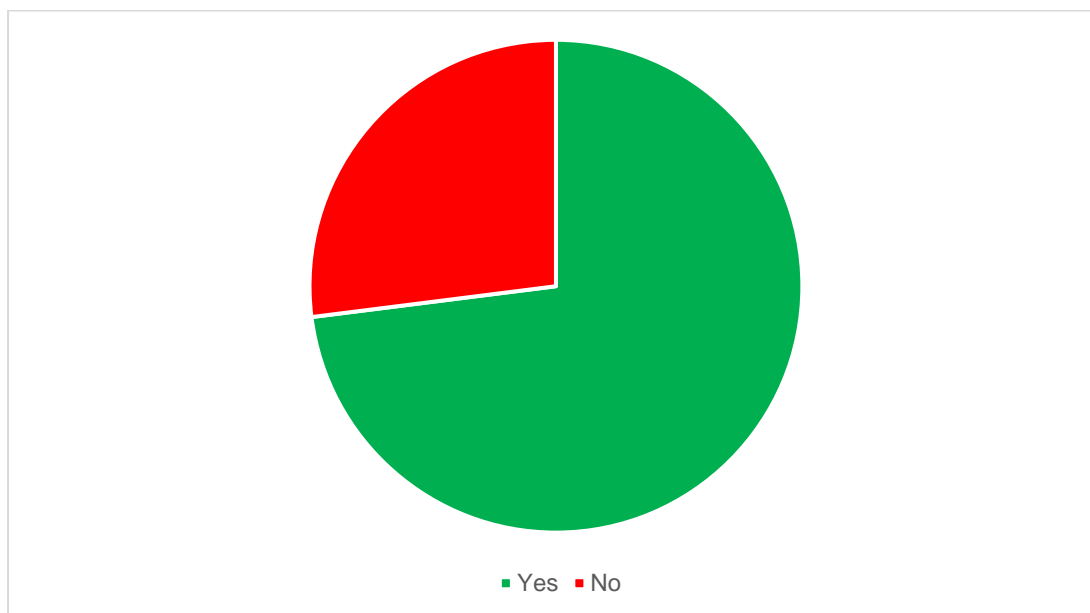
Responses: 30

This is a straight north-south street that seems primarily used as a through route by walkers: there are some offices along it and a couple of side alleys and courts, but some offices are currently empty and there are no cafes, bars or shops. The west footway appears moderately busier than the east, and in the morning more people seemed to be walking north. The architecture is relatively undistinguished but walking north there's a good view of the Guildhall ahead. A business on the east side of the southern end of the street has placed flowering planters on windowsills and several respondents commented positively on this.

The footway widening currently comprises a narrow painted strip on the carriageway and this and the cycle lane are delineated by lines of poles with frequent gaps for crossing points. We witnessed cyclists using the pedestrian strip. There are some obviously temporary signs, for example a contraflow cycle lane sign near the corner of Trump Street (facing the wrong way?). There are Legible London monoliths at both ends. The street is overall quiet in terms of traffic levels and both cyclists and motor vehicles tend to pass in bursts due to the light-controlled junction with Cheapside at the south end. This junction has a relatively short pedestrian phase and both cyclists and walkers often 'jump the lights': we witnessed some conflicts particularly with walkers who have failed to notice cyclists.

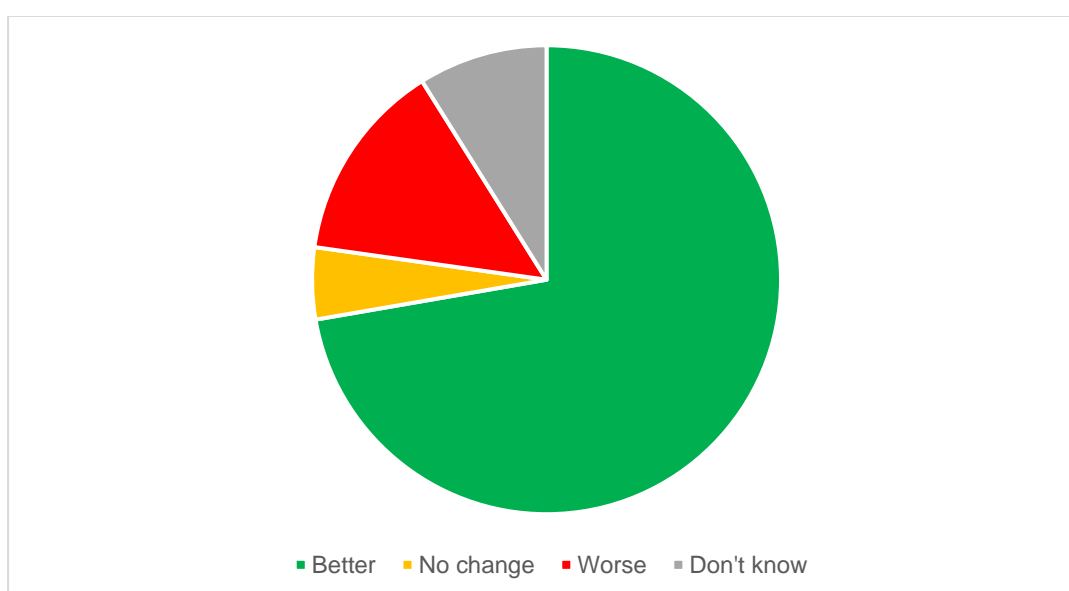
3.1. Did you travel along this street before March 2020?

Yes	%	No	%
22	73%	8	27%



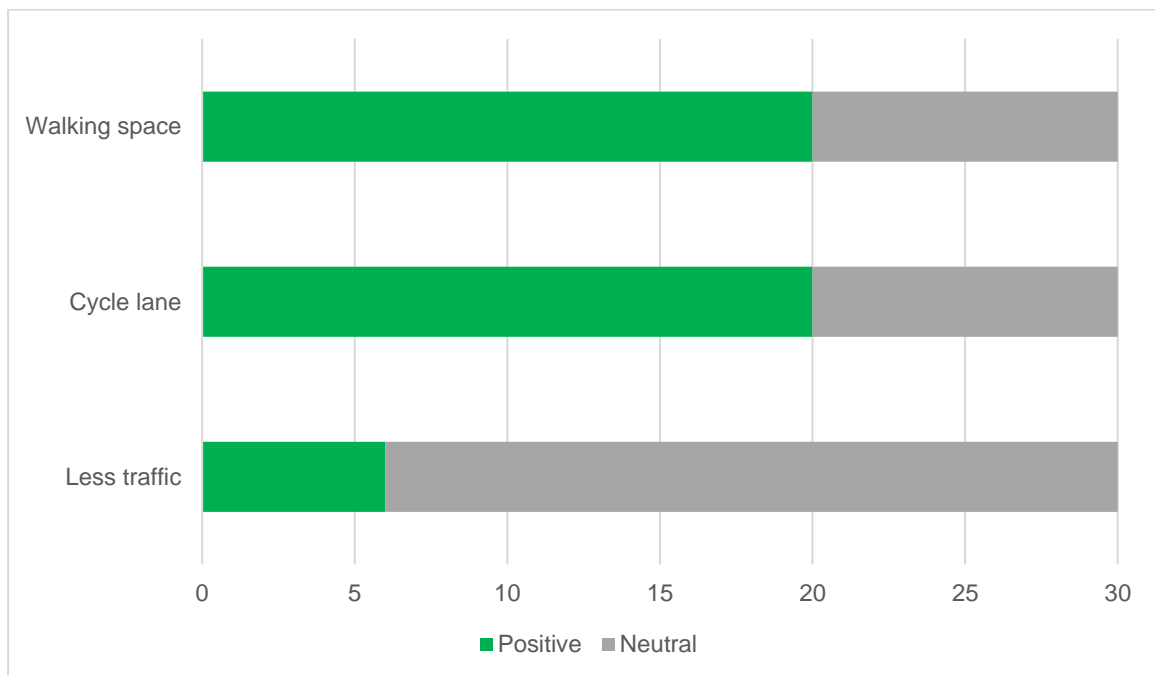
3.2. Do you find this street to be better/more pleasant than it was?

Better	%	No change	%	Worse	%	Don't know	%	Total
16	73	1	5	3	14	2	9	22



3.3. On-street changes were made in the summer of 2020, do you feel any of these have improved this street? (choose all that apply)

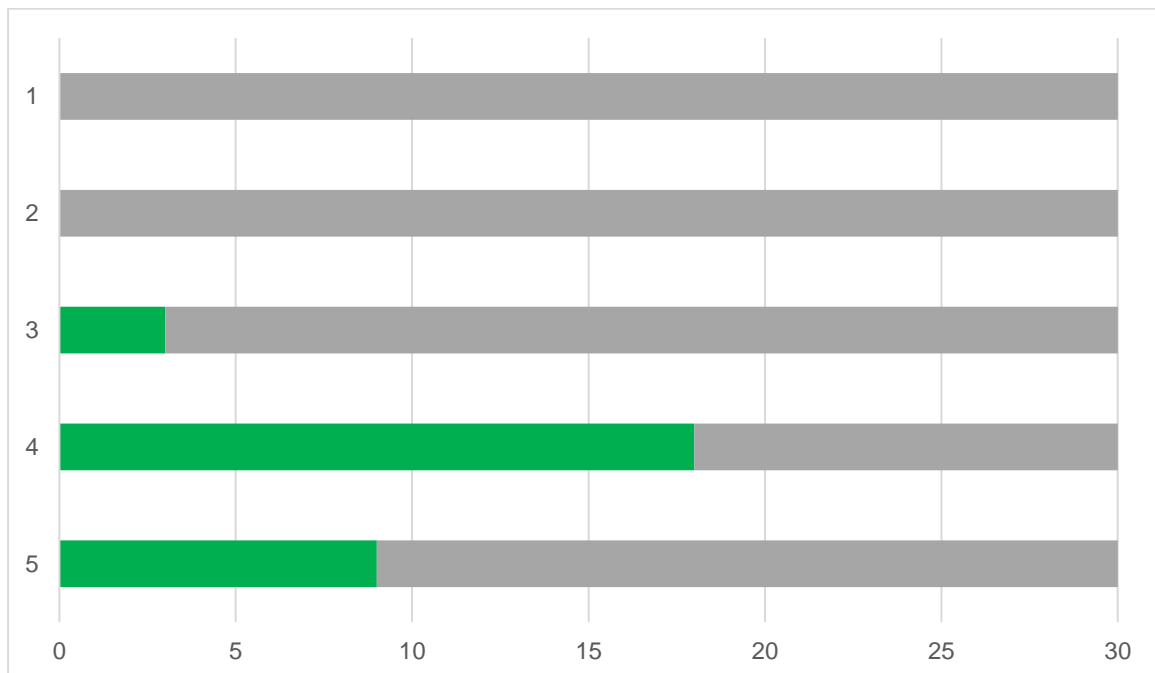
Intervention	Positive	%
Walking space	20	67
Greening	NA	NA
Cycle lane	20	67
Cycle parking	NA	NA
Outdoor seating	NA	NA
Reduced traffic	6	20



3.4. How do you rate the width of the pavement along this street?

(1 poor → 5 excellent)

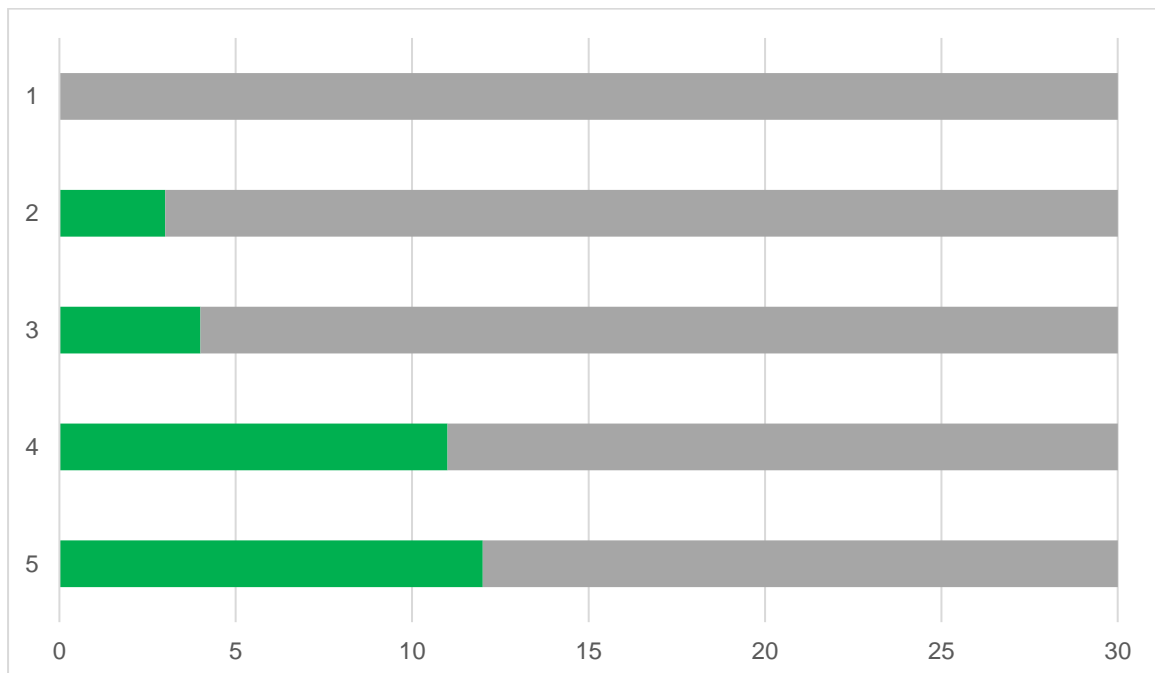
Score	Number of responses	%	Subtotal score
1	0	0	0
2	0	0	0
3	3	10	9
4	18	60	72
5	9	30	45
Total score			126
Max possible			150
Mean response			4.2
Overall %			84
Median response			4
Mode			4



3.5. How easy do you think it is to cross this street?

(1 poor → 5 excellent)

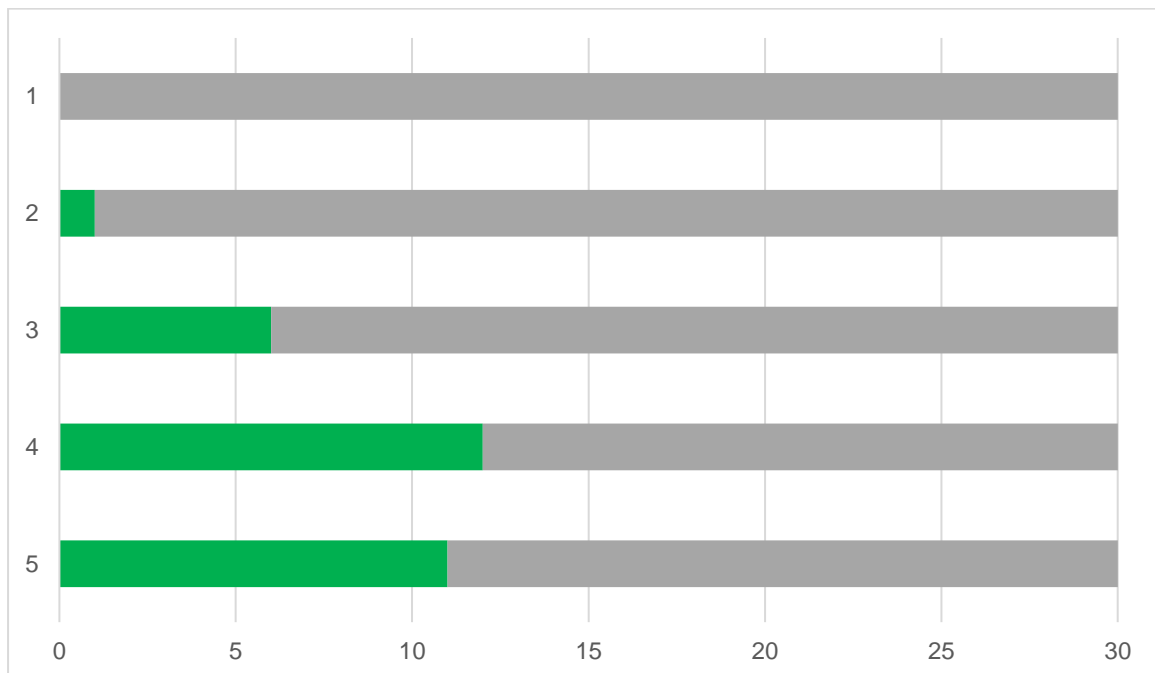
Score	Number of responses	%	Subtotal score
1	0	0	0
2	3	10	6
3	4	13	12
4	11	37	44
5	12	40	60
Total score			122
Max possible			150
Mean response			4.1
Overall %			81
Median response			4
Mode			5



3.6. How do you find traffic levels on this street?

(1 poor → 5 excellent)

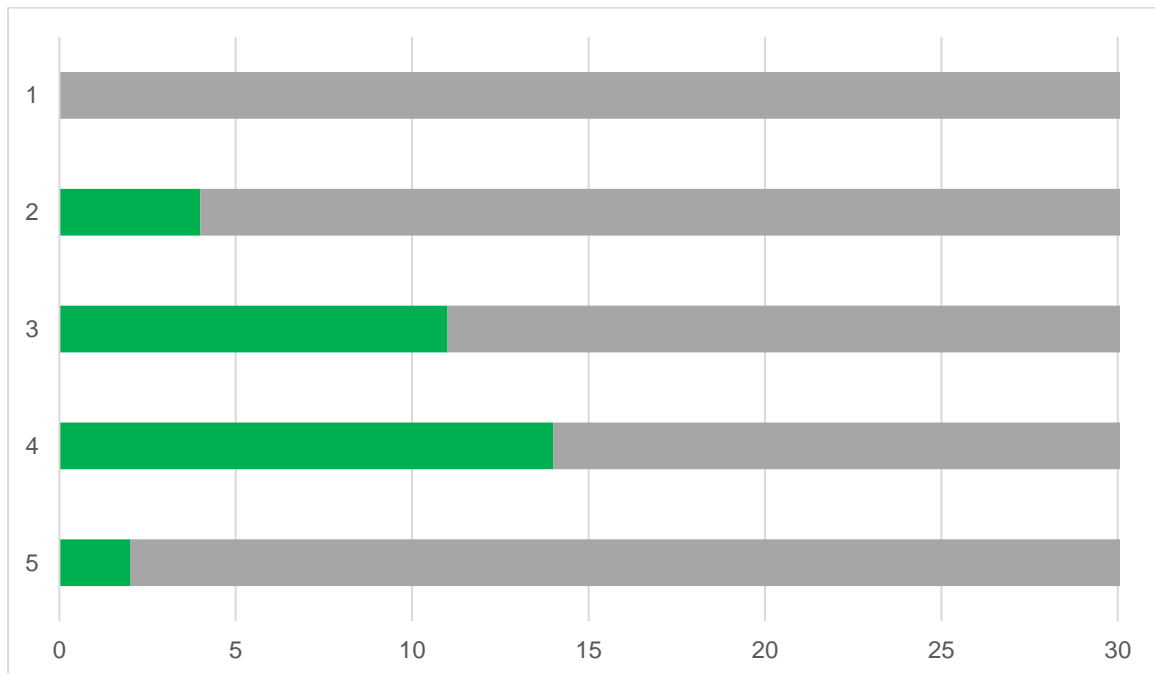
Score	Number of responses	%	Subtotal score
1	0	0	0
2	1	3	2
3	6	20	18
4	12	40	48
5	11	37	55
Total score			123
Max possible			150
Mean response			4.1
Overall %			82
Median response			4
Mode			4



3.7. Do you find this street an attractive/enjoyable place to walk and spend time?

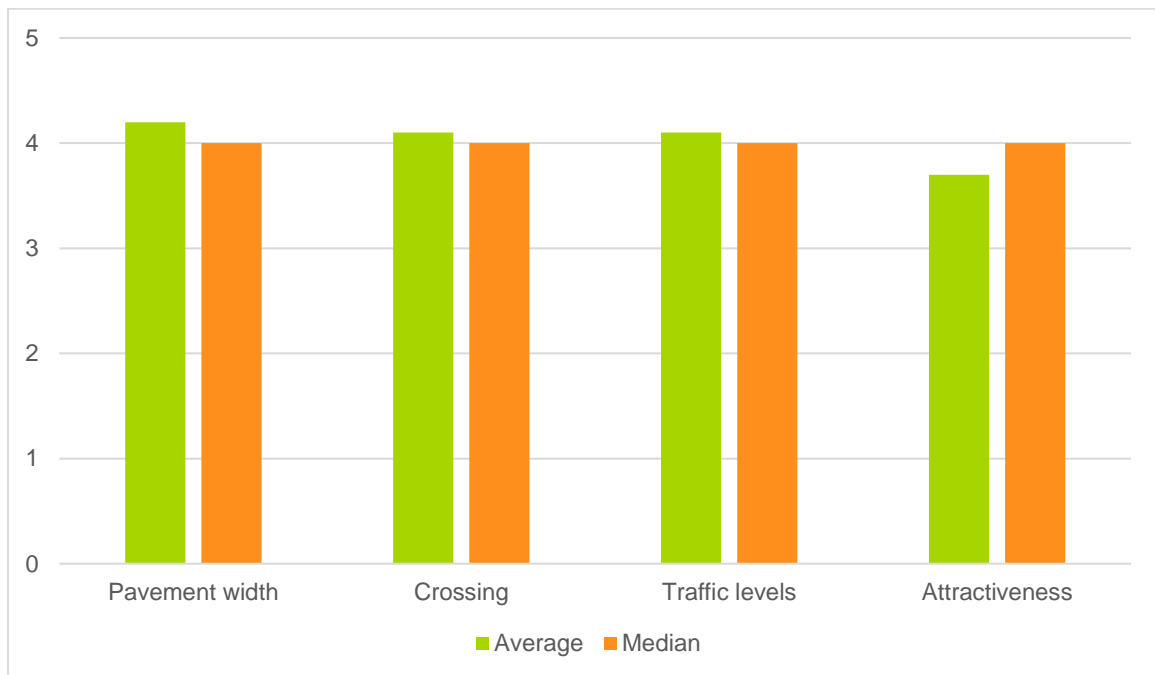
(1 poor → 5 excellent)

Score	Number of responses	%	Subtotal score
1	0	0	0
2	4	13	8
3	9	30	27
4	10	33	40
5	7	23	35
Total score			110
Max possible			150
Mean response			3.7
Overall %			73
Median response			4
Mode			4



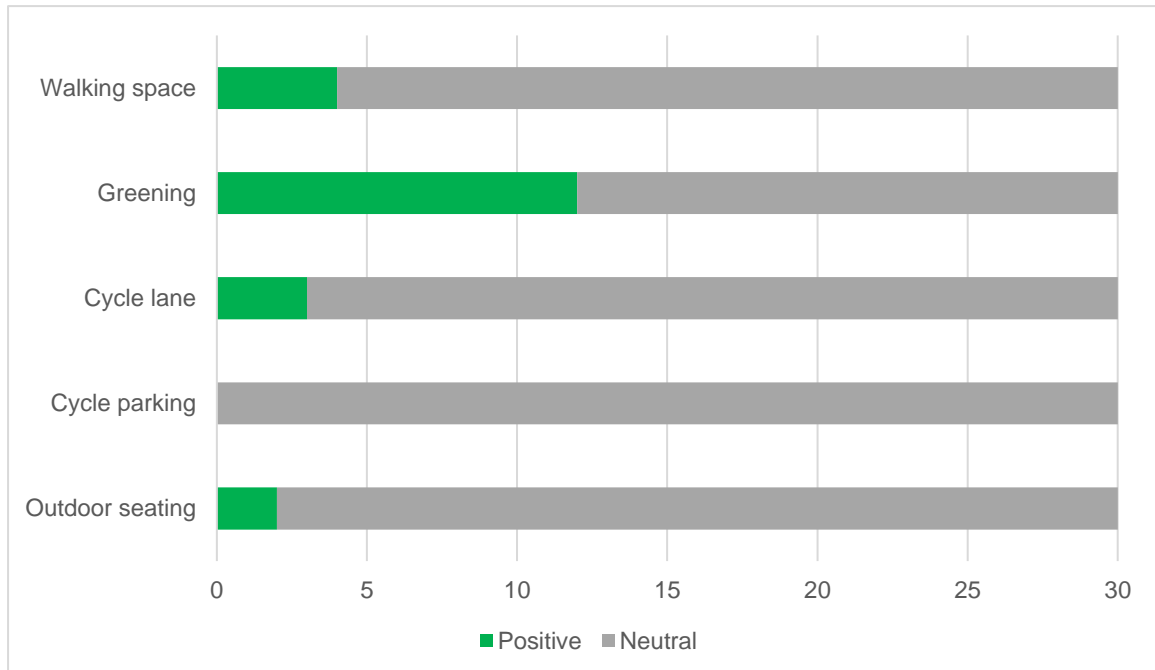
3.4-7. Comparison of feature scores

Feature	Average score	Median score
Pavement width	4.2	4
Crossing	4.1	4
Traffic levels	4.1	4
Attractiveness	3.7	4



3.8. What additional improvements would you like to see on this street? (choose all that apply)

Intervention	Positive	%
Walking space	4	13
Greening	12	40
Cycle lane	4	13
Cycle parking	0	0
Outdoor seating	2	7



3.8a Other improvements suggested

Intervention	Positive	%
Accessibility	0	0
Attractions	1	3
Cleanliness	0	0
Crossings	2	7
Cycling issues	1	3
Lift restrictions	2	7
Pedestrianise	2	7
Resurface	4	13
Signing	3	10
Smoking	0	0
Streetscape	6	20

3.9. Selected comments

- Lanes should be colour marked with improved junctions that work better for cyclists
- A popup coffee shop would be good.
- If I was in a van, it would annoy me. As a pedestrian I'm not bothered so long as it doesn't cost a lot.
- It's a nice balance as it is and the pavements are admirably clean.
- Quieter streets are good for business.
- I'm from France and I find crossing roads in London very difficult, vehicles don't give way to you. Some interesting decorations or lights would be good.
- It's marginally more pleasant and less busy than it was, but it wasn't that busy anyway and the cycle lanes might be a bit excessive. There's a balance to be struck.
- There's too much space for cycling, it's fine already in the City for cyclists. Parts of London are becoming undriveable, like Euston Road. The flowers are great, more of them please.
- The whole thing is a confusing mess and a waste of money. Nobody knows where they should be cycling, walking or driving. The map sign [Legible London] is pointless, nobody uses them, everyone has phones and it's just causing an obstruction.
- Use plants that soak up pollution and are resilient and cheap to maintain.
- I wouldn't have noticed that extra walking bit!
- That pedestrian thing on the road isn't safe, it looks like a cycle lane to me.
- Block it to traffic completely and extend the pavement.
- Don't do anything to obstruct the narrower sections of pavement.
- The street scene here is very cluttered and confusing. There's still very little room in the cycle lane and there could be conflict with pedestrians. Cycle lanes should be better marked. They should be on one side only and time limited, with LEDs along the site to show whether they're open to cars or not. On streets like this we only need cycle lanes in peak hours, the rest of time we're inconveniencing motor traffic unnecessarily.
- A diagonal crossing at the north end would be great, we used to have one.
- Better signage for cycle lane as people currently walk in it. More cycle lanes in surrounding area.
- I'm concerned about traffic pushed to other areas.
- Pedestrianise it properly all the way down to the Bloomberg building, convert the unoccupied offices to shops and cafes and make it a lively street. The current layout is confusing, and the poles make it difficult to cross, also cyclists use walkers' lane.
- The current flowers are nice but don't put planters on the street, they'll get in the way

4. Chancery Lane

Chancery Lane between Carey Street and Southampton Buildings.

Intervention: “No motor vehicles” restriction (Monday to Friday between 7 am – 7 pm) except emergency services, refuse collection and local authority service vehicles. Parking bay suspended in places. Planters and parklets.

Survey points

- a. Eastern footway by pedestrian space at junction of Cursitor Street, halfway along treated section.
- b. Western footway just north of Carey Street junction, outside Knights Templar pub, at southern end of treated section.

Date: Friday 17 September 2021.

Staff: Des, Paul.

Weather: Cloudy but mild and dry.

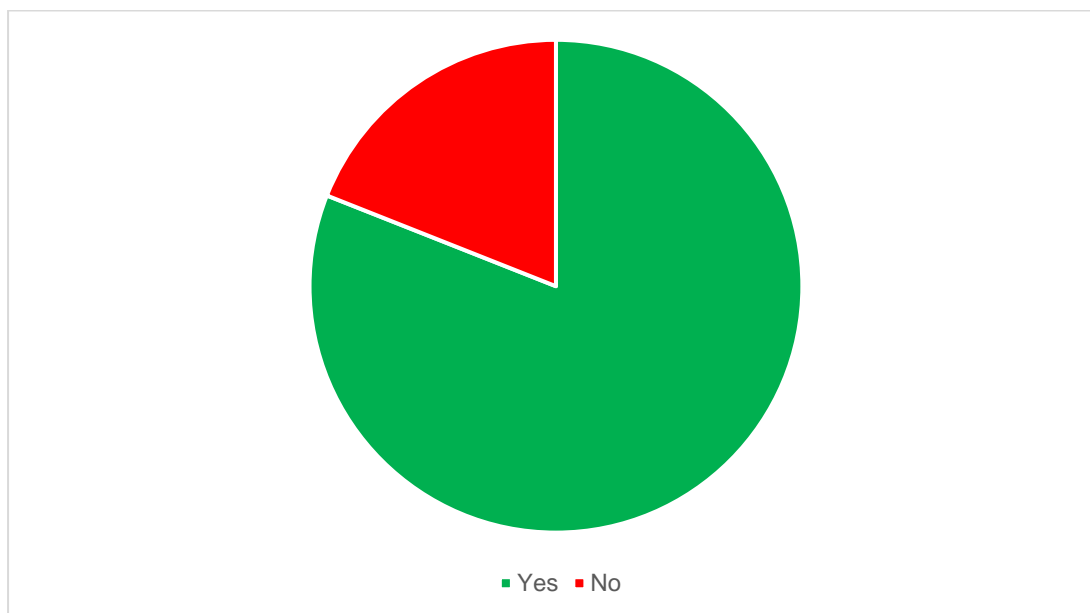
Respondents: 32

This is a relatively quiet north-south route along a street with historic character: strong and obvious links to the legal profession, built heritage, blue plaques and a small visitor attraction, the London Silver Vaults. There are several cafes and shops and a large and well-known Wetherspoon pub. It’s on the extreme western boundary of the City of London: the west side of the treated stretch (including the pub) falls into LB Camden, while south of Carey Street the boundary is with the City of Westminster. It seems relatively little-used by cyclists though we witnessed several motor vehicles passing through illegally, particularly in the lunchtime period.

The interventions here are obvious to respondents and easy to explain. There’s a parklet on decking placed on the carriageway in a former parking bay and further seating and planters just off the street on the pedestrianised section of Cursitor Street between modern office buildings. The southern end of the traffic restriction is clearly marked with traffic signs in temporary bases, a slight width restriction and small trees in pots on the carriageway. The northern end was unmarked on the day of the survey except by a width restriction: a respondent said there were previously trees in pots here too (and presumably traffic signs) but these were removed a few weeks previously when a film crew used the street and haven’t been returned.

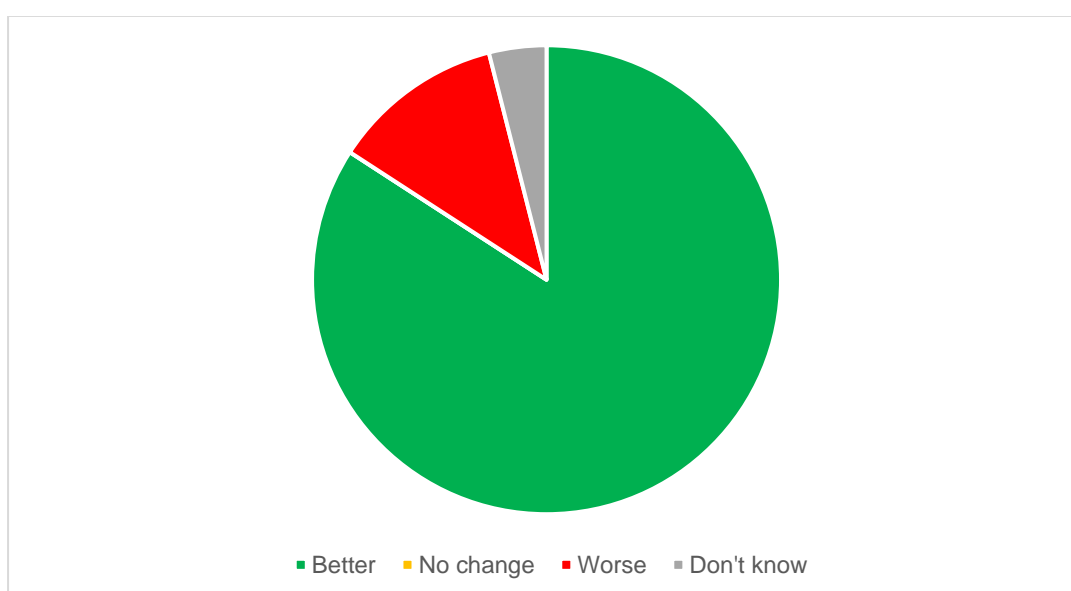
4.1. Did you travel along this street before March 2020?

Yes	%	No	%
26	81%	6	19%



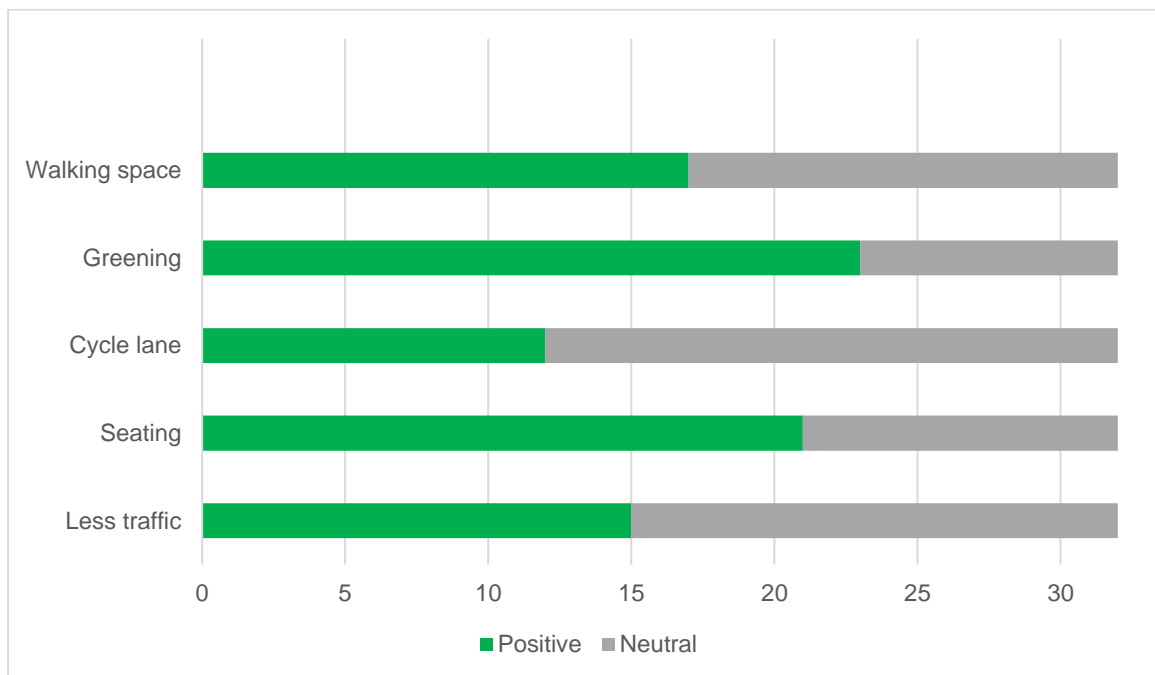
4.2. Do you find this street to be better/more pleasant than it was?

Better	%	No change	%	Worse	%	Don't know	%	Total
22	85	0	0	3	12	1	4	26



4.3. On-street changes were made in the summer of 2020, do you feel any of these have improved this street? (choose all that apply)

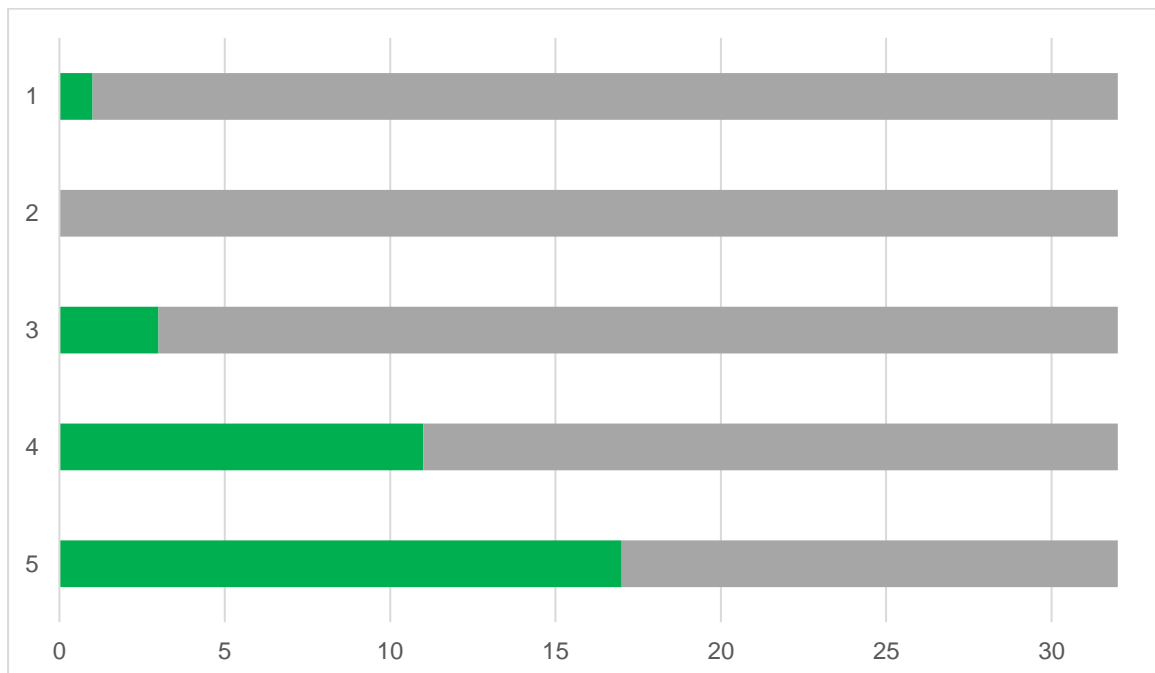
Intervention	Positive	%
Walking space	17	53
Greening	23	72
Cycle lane	12	38
Cycle parking	NA	NA
Outdoor seating	21	66
Reduced traffic	15	47



4.4. How do you rate the width of the pavement along this street?

(1 poor → 5 excellent)

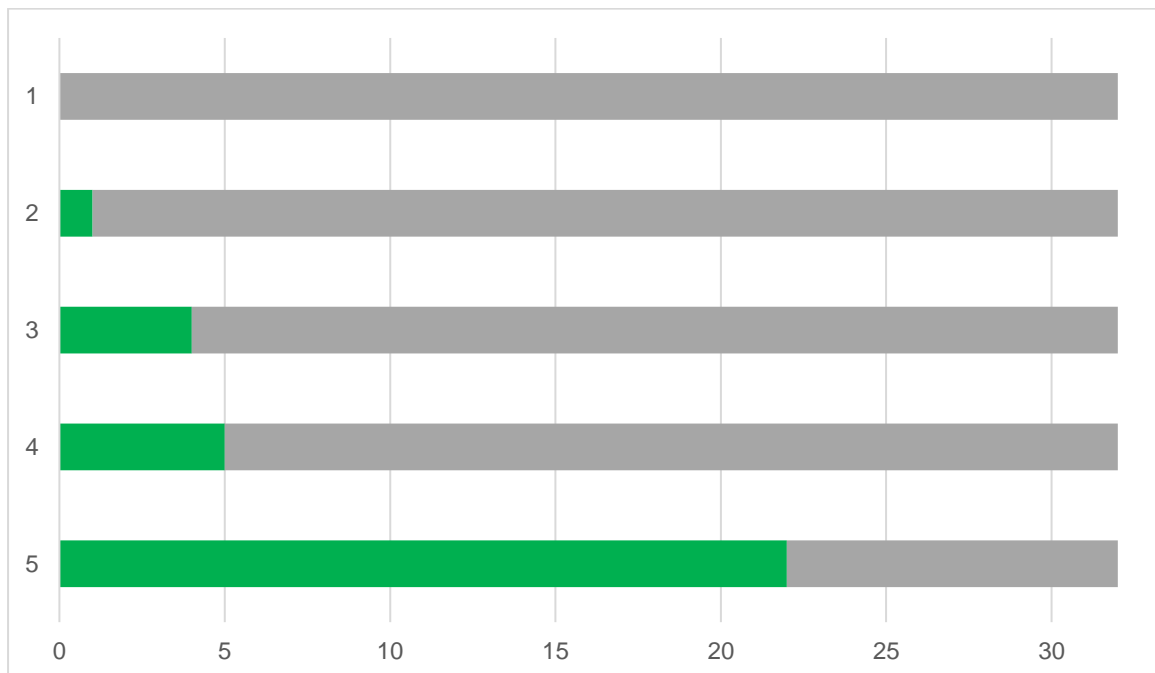
Score	Number of responses	%	Subtotal score
1	1	3	1
2	0	0	0
3	3	9	9
4	11	34	44
5	17	53	85
Total score			139
Max possible			160
Mean response			4.3
Overall %			87
Median response			5
Mode			5



4.5. How easy do you think it is to cross this street?

(1 poor → 5 excellent)

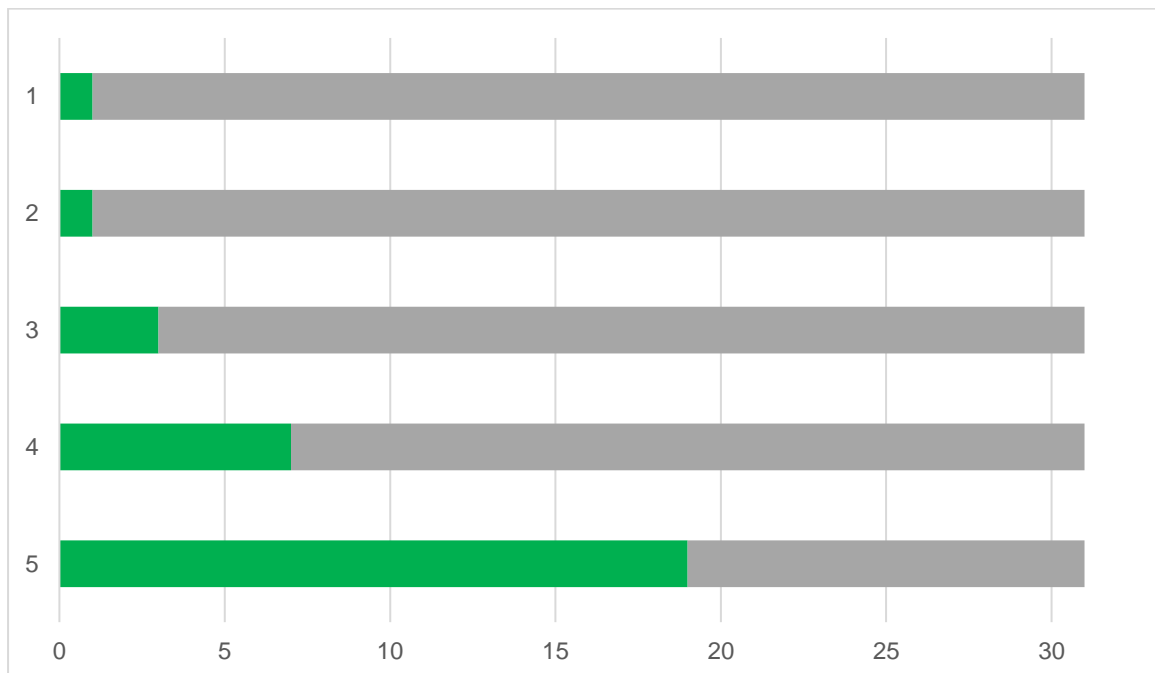
Score	Number of responses	%	Subtotal score
1	0	0	0
2	1	3	2
3	4	13	12
4	5	16	20
5	22	69	110
Total score			144
Max possible			160
Mean response			4.5
Overall %			90
Median response			5
Mode			5



4.6. How do you find traffic levels on this street?

(1 poor → 5 excellent)

Score	Number of responses	%	Subtotal score
1	1	3	1
2	1	3	2
3	3	10	9
4	7	23	28
5	19	61	95
Total score			135
Max possible			155
Mean response			4.4
Overall %			87
Median response			5
Mode			5

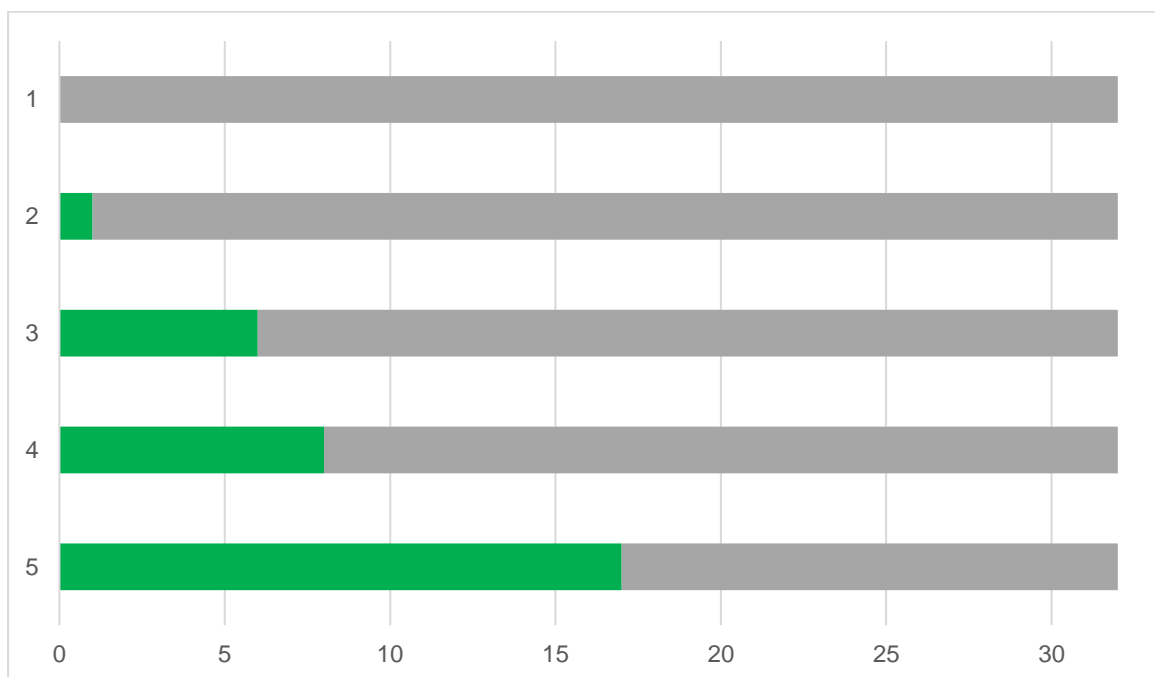


Note one respondent declined to answer this question.

4.7. Do you find this street an attractive/enjoyable place to walk and spend time?

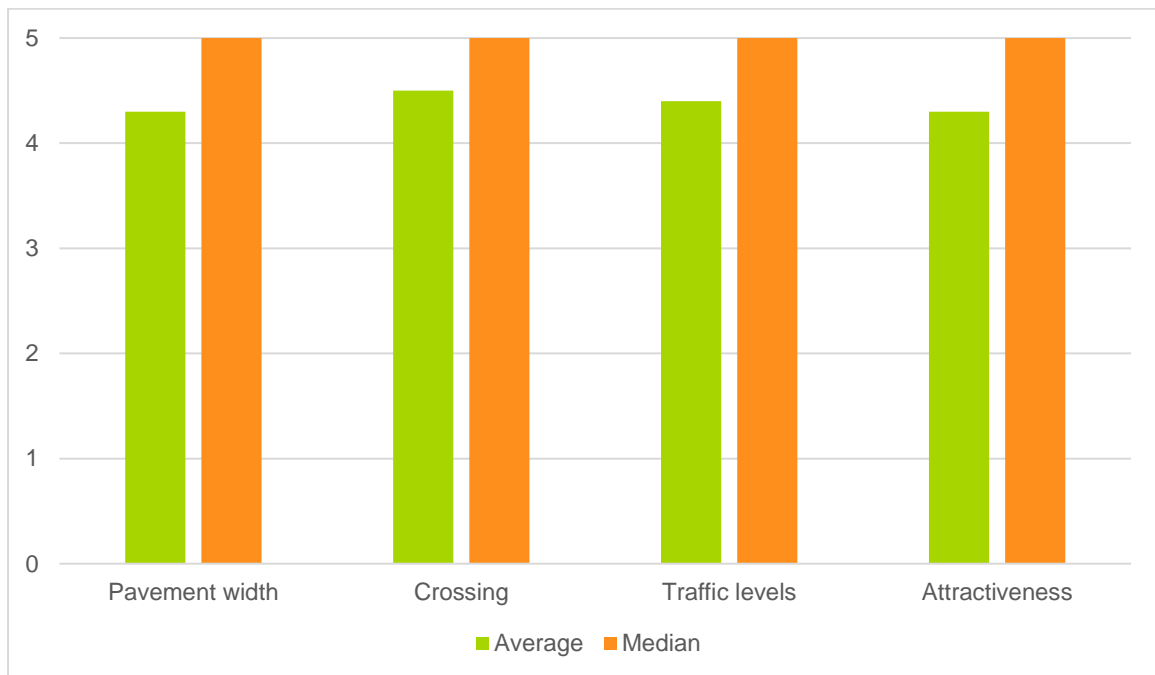
(1 poor → 5 excellent)

Score	Number of responses	%	Subtotal score
1	0	0	0
2	1	3	2
3	6	19	18
4	8	25	32
5	17	53	85
Total score			137
Max possible			160
Mean response			4.3
Overall %			86
Median response			5
Mode			5



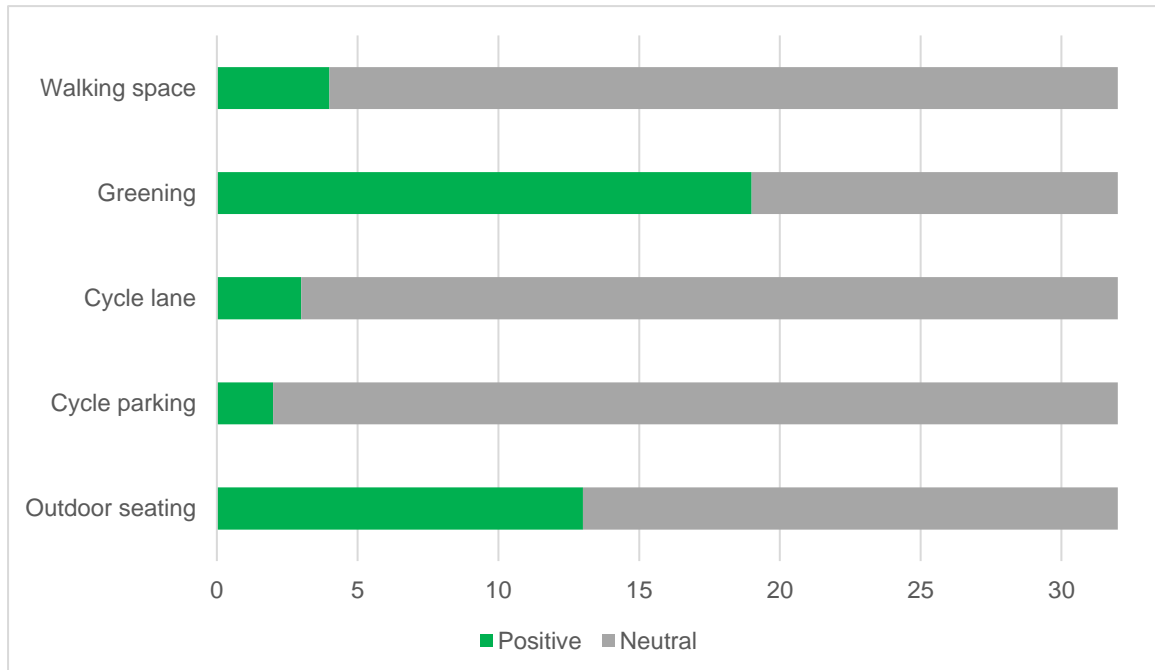
4.4-7. Comparison of feature scores

Feature	Average score	Median score
Pavement width	4.3	5
Crossing	4.5	5
Traffic levels	4.4	5
Attractiveness	4.3	5



4.8. What additional improvements would you like to see on this street? (choose all that apply)

Intervention	Positive	%
Walking space	4	13
Greening	19	59
Cycle lane	3	9
Cycle parking	2	6
Outdoor seating	13	41



4.8a Other improvements suggested

Intervention	Positive	%
Accessibility	3	9
Attractions	3	9
Cleanliness	2	6
Crossings	6	19
Cycling issues	1	3
Lift restrictions	3	9
Pedestrianise	5	16
Resurface	3	9
Signing	2	6
Smoking	1	3
Streetscape	8	25

One respondent suggested public art.

4.9. Selected comments

- Add another two parklets please.
- The parklet is a bit odd, I wasn't sure if it was public or private.
- I've known the street since 1987. It's good to have less traffic but there are too many inconsiderate cyclists now, making it difficult to cross.
- Too many smokers, make it non-smoking. There are problems with street clutter and A-boards on the Westminster side.
- I'm a cabbie and for me it's a pain!
- If you're going to block to traffic, let's make better use of the space. I don't get the current planters and seating.
- My desk overlooks the street, and the reduced traffic has made it much quieter and easier to work.
- The crossing at the southern end is difficult, there needs to be a proper crossing there. Greening could be more colourful.
- The contraflow cycle lane makes it confusing and difficult to cross.
- There's a particular problem with commercial refuse at the junction with High Holborn which attracts rats.
- It's now very quiet, a great improvement.
- I can't get in a taxi outside the office anymore, it was better before.
- Better to have a segregated cycle lane.
- It's an improvement for walkers but not for drivers, the layout is confusing with poor signing and information. Quality overall needs to be improved, with more thought and better design.
- The greenery is very spread out with big gaps, there should be more all the way along.
- As a walker it's improved, though it was already quite quiet and attractive. As a driver I hate it with a vengeance and can't see the advantage overall. When they do things like this they don't think through the knock-on effect, especially when there are roadworks elsewhere.
- Traffic doesn't bother me, and I miss the bustle. I'm very much in favour of greening but not with planters obstructing the road. They're doing this where I live in west London, and I don't like it.
- This is my first visit since the lockdowns, and you can smell the improvement in air quality.
- My partner is a wheelchair user who would find major problems here, there are no drop kerbs, the paving stones are uneven.
- It looks messy at the moment; it could be resurfaced with paving (but that might cost too much).
- Anything else than what they've done would be ridiculous, this is the 21st century! As a wheelchair user, crossing it isn't ideal for me.
- Perhaps a popup coffee place?
- Make it more like Exmouth Market, make the whole street like a garden. It needs dropped curves or continuous surface for wheelchairs.

5. King William Street and Abchurch Lane (south)

King William Street from Cannon Street to the Bank junction, and Abchurch Lane from Cannon Street to King William Street (map 5).

Intervention: “No motor vehicles” restriction (Monday to Friday between 7 am – 7 pm) except buses, loading, vehicles accessing off street premises, for refuse collection, emergency services, local authority service vehicles and London Buses incident response unit. Footway widening in locations.

Date: Wednesday 22 September 2021.

Survey points

- a. King William Street west footway, on northwest corner of junction with Abchurch Lane, near restriction sign.
- b. King William Street east footway near northern end, at junction with Post Office Court.

Staff: Des, Russ.

Weather: Fine, sunny.

Respondents: 31

King William Street is a relatively broad connecting thoroughfare between the entrances to Monument and Bank Tube stations. There are several older buildings though the architecture isn’t particularly distinguished, except for two important buildings at the northern end: St Mary Woolnoth Church and, next door, 1 King William Street with its distinctive dome. There are views of the dome from further south in the street which emerges at the north end onto a view of the Royal Exchange and the Bank of England. There are several shops and cafes although fewer than before the lockdowns.

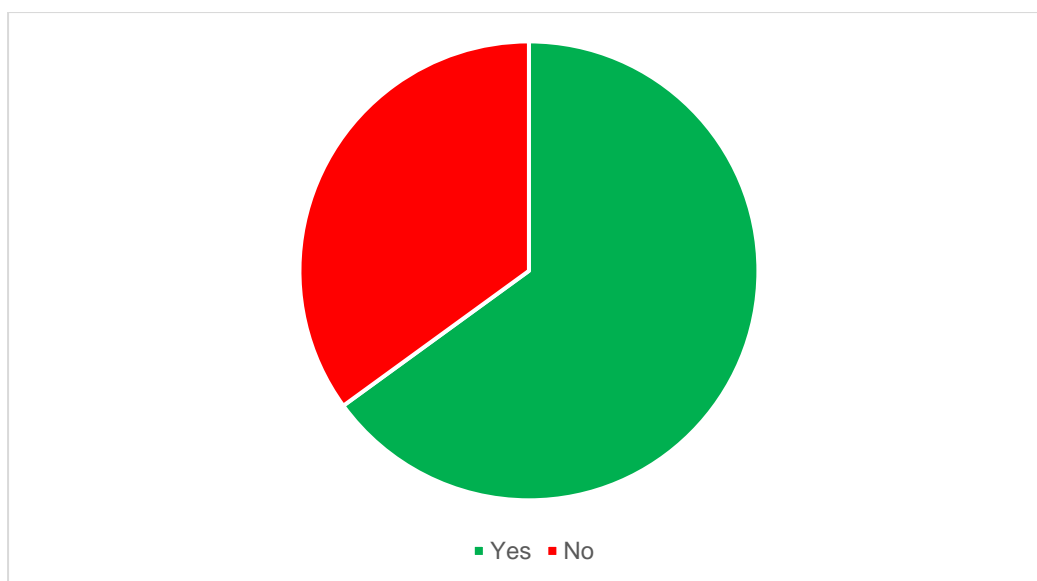
The footways are relatively narrow and restricted in places by street furniture, though additional space is currently provided with pedestrian lanes on the adjoining carriageway, segregated by poles and low separators. We didn’t witness many people walking on these and those that did tended to use them as ‘overtaking lanes’, returning to the built footway as soon as possible. Several respondents told us they hadn’t noticed them, mistaken them for cycle lanes or thought they didn’t look safe.

Abchurch Lane is a short narrow street with narrow footways running southwest to Cannon Street, currently restricted further by construction work, with the eastern footway blocked by hoardings. It did not seem very busy with foot traffic. Off the lane just north of Cannon Street is an attractive square in front of St Mary Abchurch with mainly private seating for adjoining restaurants and a small number of public benches. There is also private and some informal public stone seating in Post Office Court, but no outdoor seating or greening along the streets themselves.

There are currently traffic restriction signs in temporary bases on King William Street by the Abchurch Lane junction and at the southern (Cannon Street) end but not at the northern end by the Bank junction, though some other approaches to this junction have restriction signs. There is a further Pedestrian Priority sign near Abchurch Lane advising a 15 mph speed limit. Traffic levels overall seem low with moderate use by buses and cyclists: we also witnessed occasional apparently unauthorised vehicles using the street as a through route.

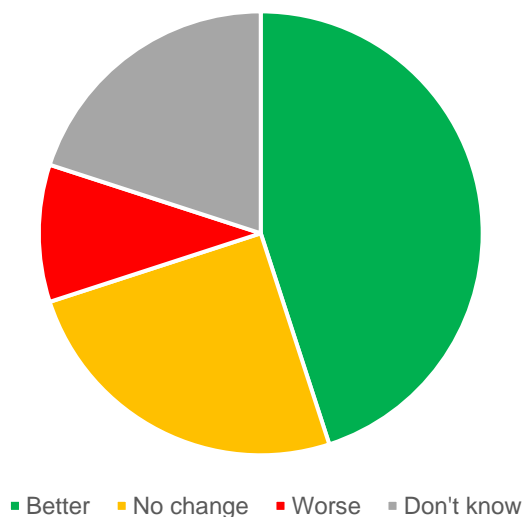
5.1. Did you travel along this street before March 2020?

Yes	%	No	%
20	65%	11	35%



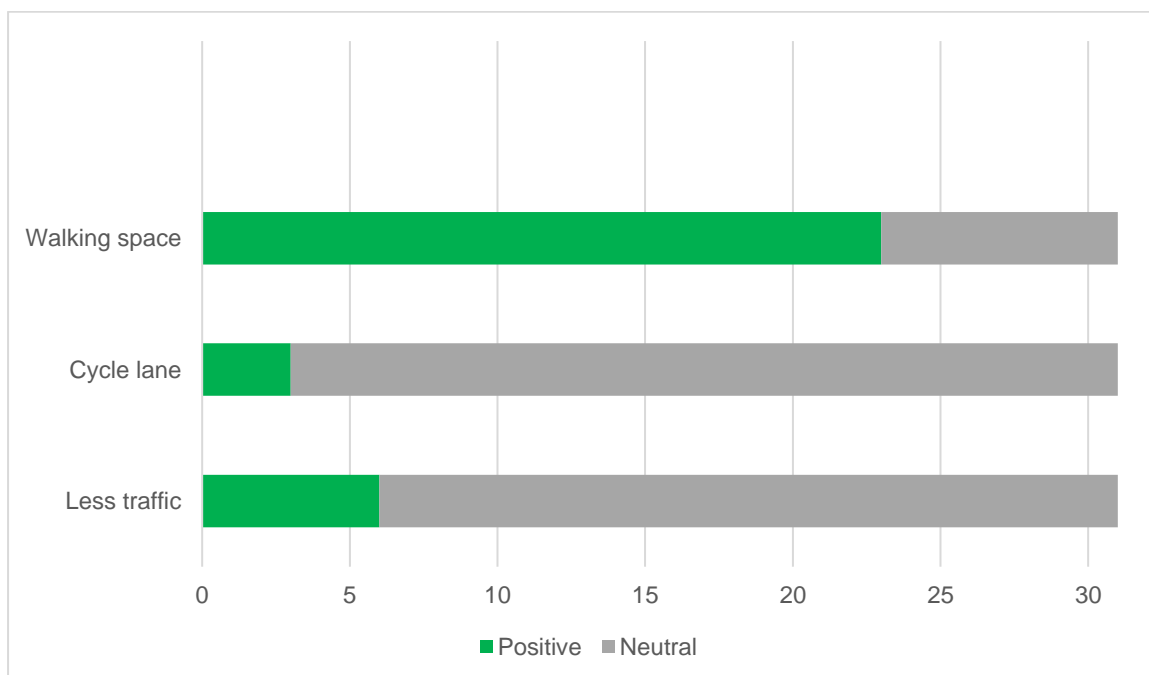
5.2. Do you find this street to be better/more pleasant than it was?

Better	%	No change	%	Worse	%	Don't know	%	Total
9	45	5	25	2	10	4	20	20



5.3. On-street changes were made in the summer of 2020, do you feel any of these have improved this street? (choose all that apply)

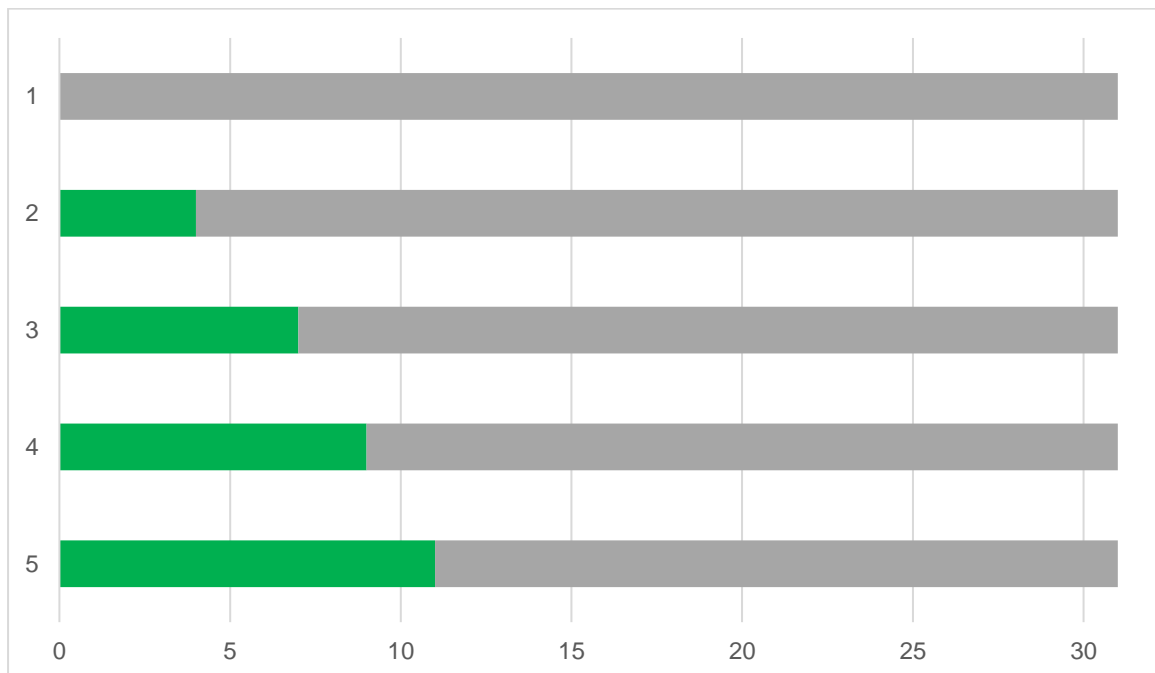
Intervention	Positive	%
Walking space	23	74
Greening	NA	NA
Cycle lane	3	10
Cycle parking	NA	NA
Outdoor seating	NA	NA
Reduced traffic	6	19



5.4. How do you rate the width of the pavement along this street?

(1 poor → 5 excellent)

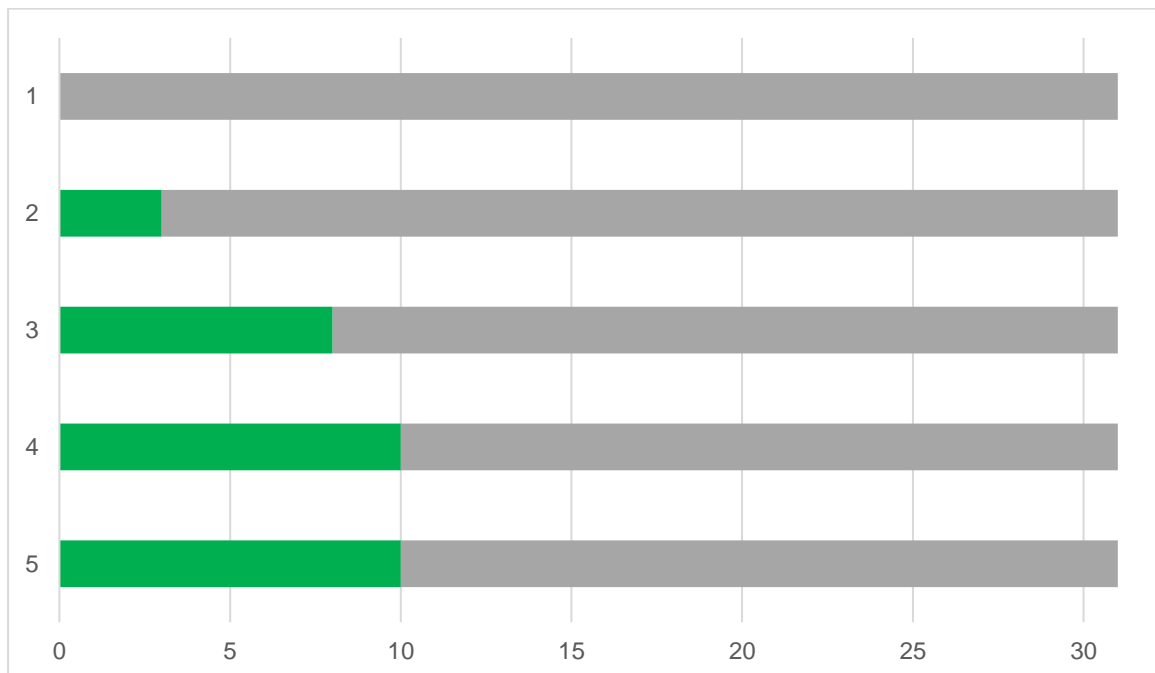
Score	Number of responses	%	Subtotal score
1	0	0	0
2	4	13	8
3	7	23	21
4	9	29	36
5	11	35	55
Total score			120
Max possible			155
Mean response			3.9
Overall %			77
Median response			4
Mode			5



5.5. How easy do you think it is to cross this street?

(1 poor → 5 excellent)

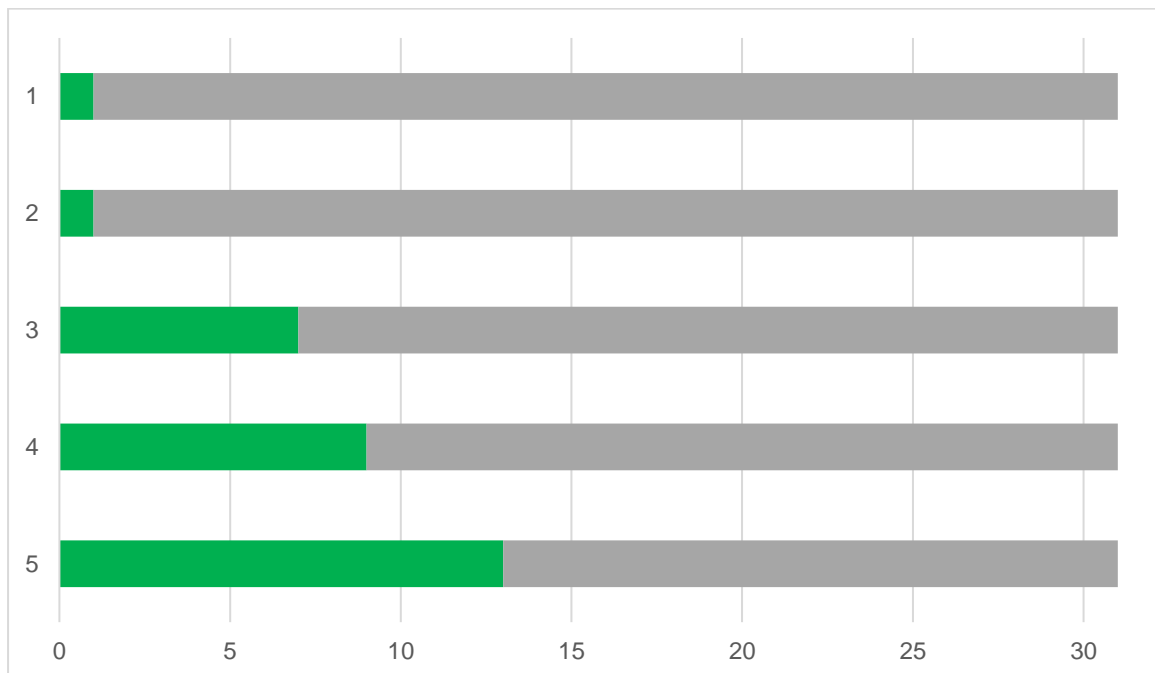
Score	Number of responses	%	Subtotal score
1	0	0	0
2	3	10	6
3	8	26	24
4	10	32	40
5	10	32	50
Total score			120
Max possible			155
Mean response			3.9
Overall %			77
Median response			4
Mode			5



5.6. How do you find traffic levels on this street?

(1 poor → 5 excellent)

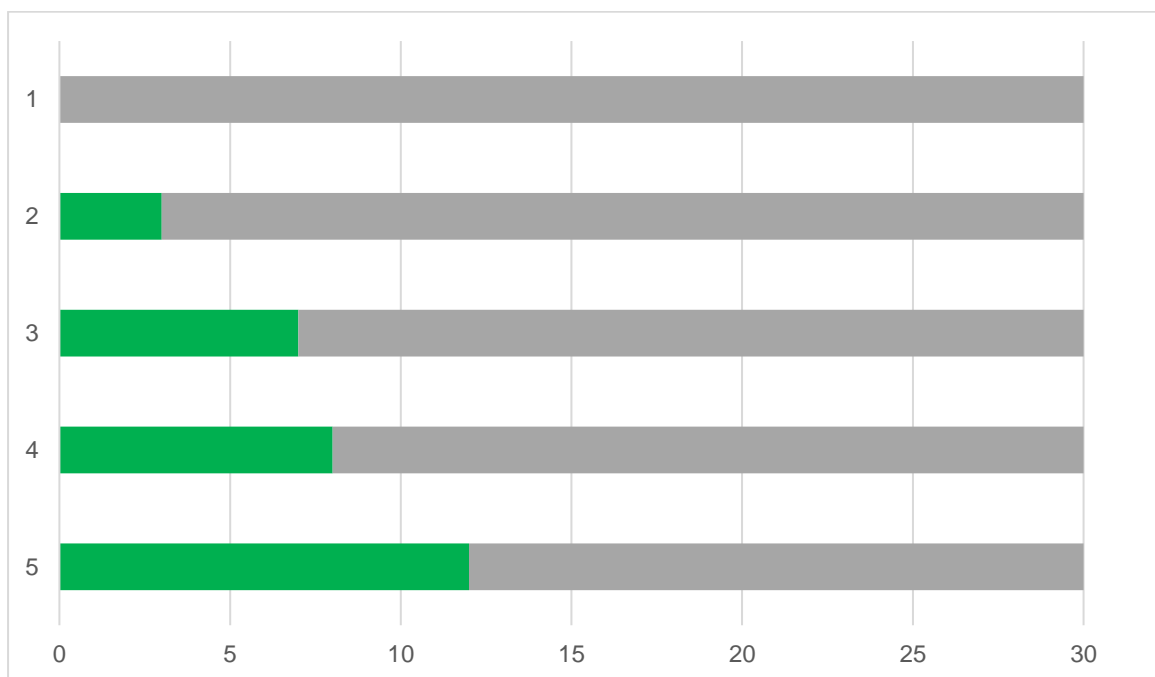
Score	Number of responses	%	Subtotal score
1	1	3	1
2	1	3	2
3	7	23	21
4	9	29	36
5	13	42	65
Total score			125
Max possible			155
Mean response			4
Overall %			81
Median response			4
Mode			5



5.7. Do you find this street an attractive/enjoyable place to walk and spend time?

(1 poor → 5 excellent)

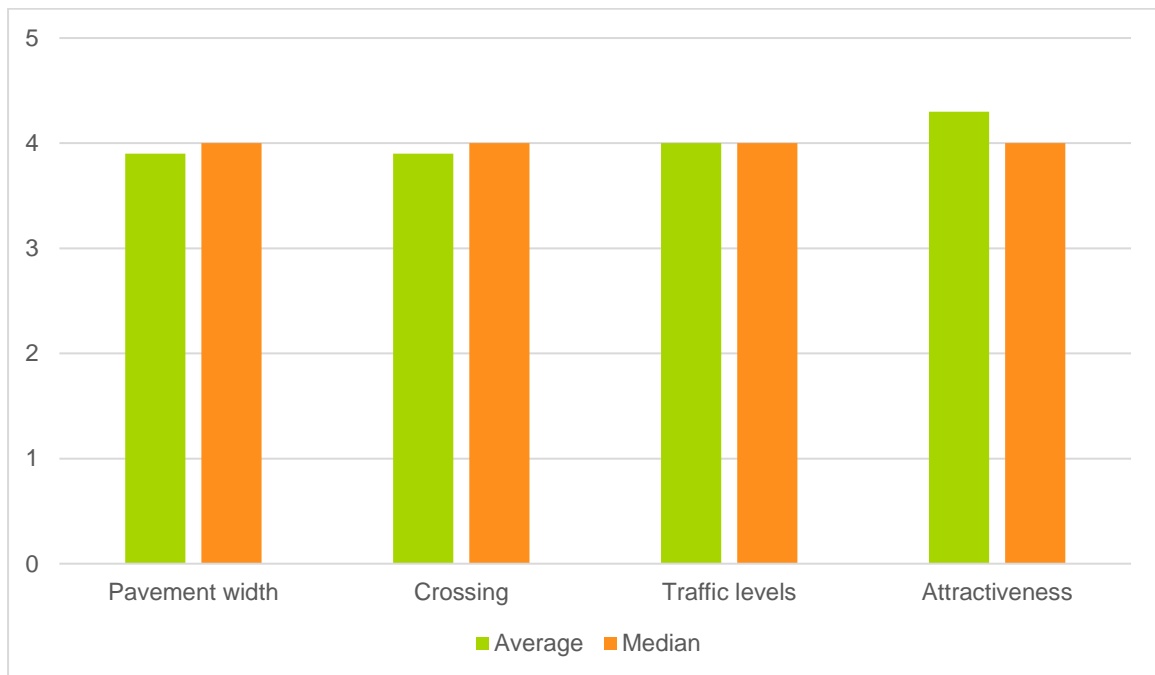
Score	Number of responses	%	Subtotal score
1	0	0	0
2	3	10	6
3	7	23	21
4	8	27	32
5	12	40	60
Total score			119
Max possible			150
Mean response			4
Overall %			79
Median response			4
Mode			5



Note one respondent declined to answer this question.

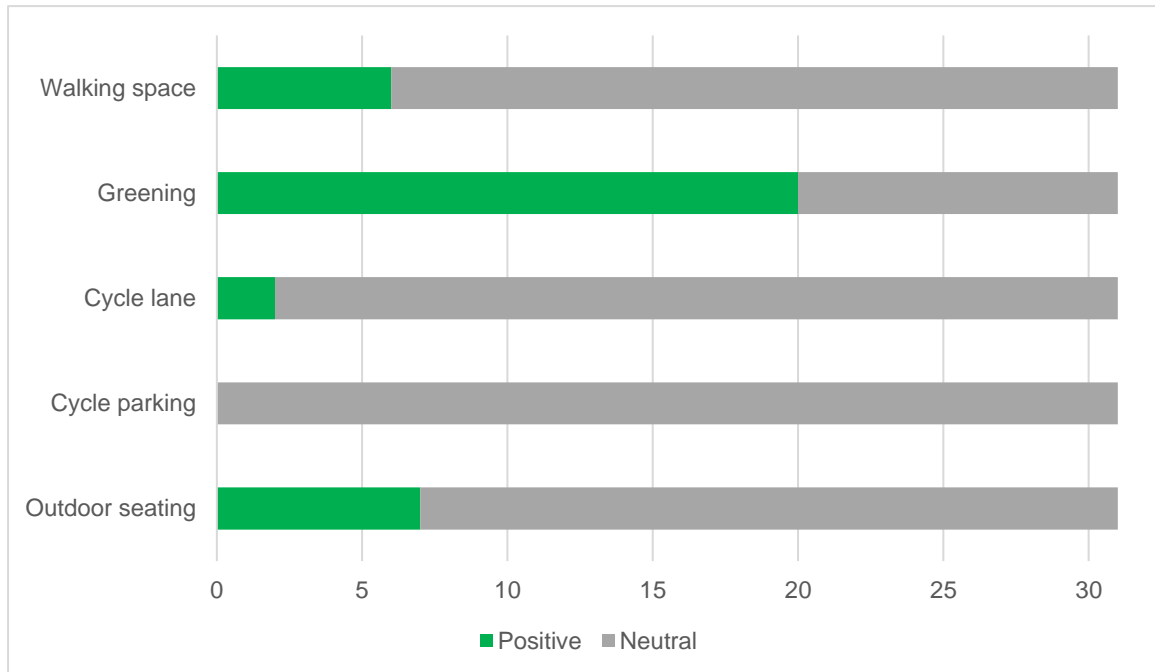
5.4-7. Comparison of feature scores

Feature	Average score	Median score
Pavement width	3.9	4
Crossing	3.9	4
Traffic levels	4	4
Attractiveness	4.3	4



4.8. What additional improvements would you like to see on this street? (choose all that apply)

Intervention	Positive	%
Walking space	6	19
Greening	20	65
Cycle lane	2	6
Cycle parking	0	0
Outdoor seating	7	23



4.8a Other improvements suggested

Intervention	Positive	%
Accessibility	3	10
Attractions	2	6
Cleanliness	2	6
Crossings	3	10
Cycling issues	2	6
Lift restrictions	0	0
Pedestrianise	3	10
Resurface	13	42
Signing	5	16
Smoking	1	3
Streetscape	2	6

One respondent suggested general measures to improve the air quality.

4.9. Selected comments

- It's a functional street and fine as is.
- I'd not really noticed before, but it's better than it was, no better for cyclists though.
- It would be fine if they extended the pavement to include the current lane, or even banned all vehicles. Cyclists are still a problem and don't respect people, as are construction vehicles.
- Lots more plants are needed.
- I thought the difference was due to Covid and hadn't noticed the changes. A more European al fresco feel would be good.
- Fine as it is, anything else would be a waste of money.
- Didn't notice the pedestrian lane, it looks like a cycle lane. It needs resurfacing, people don't understand it and don't feel safe walking in the road.
- It needs another formal crossing in the middle.
- I didn't notice it, make it an actual pavement then more people will use it.
- Not clear what that lane is for, looks like a cycle lane. Greening would be good but has to be maintained.
- I don't think I would walk on the road.
- The pavement surface has too many trip hazards.
- Proper infrastructure, not temporary. I thought the pedestrian lane was a cycle lane: it isn't safe to walk on.
- It's definitely better, but I'd be happier with no traffic at all. Would be better like Exhibition Road with a continuous surface, and also more accessible.
- Back in 2016 there were regularly queues of buses, it's definitely improved with better air quality.
- Smoking should be banned on streets like in California.
- I'm answering positively as a pedestrian, as a driver like my husband it's a nightmare!
- There's less traffic but still constant buses so it can sometimes feel unsafe to cross and it still seems quite polluted.
- Beautifying with green would be good but seating wouldn't be practical.
- There are problems of antisocial behaviour on Abchurch Lane with drunk people from the bars urinating on the street.
- Nobody uses the pedestrian lane, it's too close to the buses. Cyclists are now a problem, making it difficult to cross.
- The pedestrian lane looks like a cycle lane and needs to be better signed.

6. Threadneedle Street and Old Broad Street (south)

Threadneedle Street from the Bank junction to Gracechurch Street and Old Broad Street from Threadneedle Street to London Wall (map 6: note the survey site was originally planned to include Bartholomew Lane and Lothbury up to Princes Street/Moorgate as shown on the map).

Intervention: One way working, contra-flow cycling. Footway widening. Loading bays.

Survey points

- a. Threadneedle Street eastern section, on northern footway outside no 14.
- b. Old Broad Street northern section, eastern footway by public-private space outside no 25 (Signature by Regus at Tower 42).

Date: Friday 24 September 2021.

Staff: Des, Paul.

Weather: Cloudy but mild and dry in the morning, fine and sunny by lunchtime.

Respondents: 32

This was the longest and most varied site surveyed. Threadneedle Street starts at the main Bank junction, with the Tube station beneath and surrounded by famous landmarks including the Bank of England, the Royal Exchange with its prominent equestrian statue outside, and the Mansion House. Threadneedle Street runs east-northeast alongside the Bank and on to meet the major thoroughfare of Gracechurch Street (A10). About halfway along, Old Broad Street branches northeast, past the redevelopment around Tower 42 to cross London Wall a short distance south of Liverpool Street main line rail terminal and Underground station.

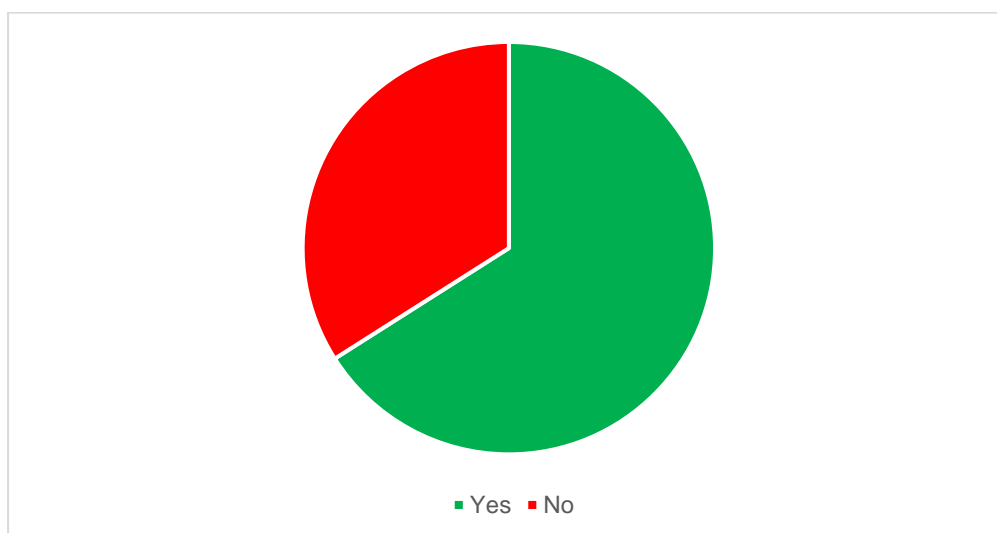
The footway along Threadneedle Street past the Bank is relatively busy with architectural features like a colonnade set back from the street where passers-by sometimes linger. Past the Old Broad Street junction, the street narrows slightly to a section with fewer retail businesses and becomes notably less busy with pedestrians, more of whom continue up or down Old Broad Street. This section has a more enclosed feel, overlooked by tall buildings. There are numerous cafes, shops and other retail on the south side of the western section of Threadneedle Street (the upmarket Royal Exchange shopping centre) and along Old Broad Street. There's no public seating or greening along the streets themselves, though there is public space at the main junction in front of the Royal Exchange and various areas of public-private space with public art around the Royal Exchange and Tower 42.

The most visible interventions are the temporary cycle and walking lanes on the carriageway along nearly the whole length of the survey area. These are separated from one way traffic by poles and low separators, but there are lengthy stretches

where the cycling and pedestrian lanes are only demarcated by road markings, and we witnessed several incidents of cyclists using pedestrian lanes, which are always the closest lane to the footway. In places the pedestrian lane is interrupted by poles and separators near-perpendicular to the footway marking vehicle access to buildings; in some places the pedestrian lane ends at a kerb but the cycle lane continues along the carriageway. A section of the pedestrian lane along Threadneedle Street is unusually narrow; in contrast, at the northern end of Old Broad Street the pedestrian lane is broader than the cycle lane. There are several closed bus stops on the streets.

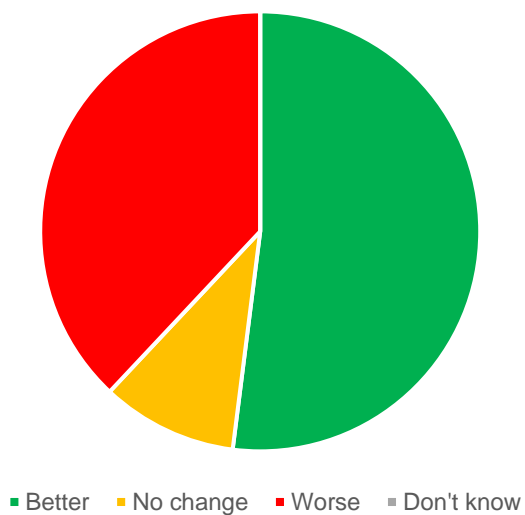
6.1. Did you travel along this street before March 2020?

Yes	%	No	%
21	66%	11	34%



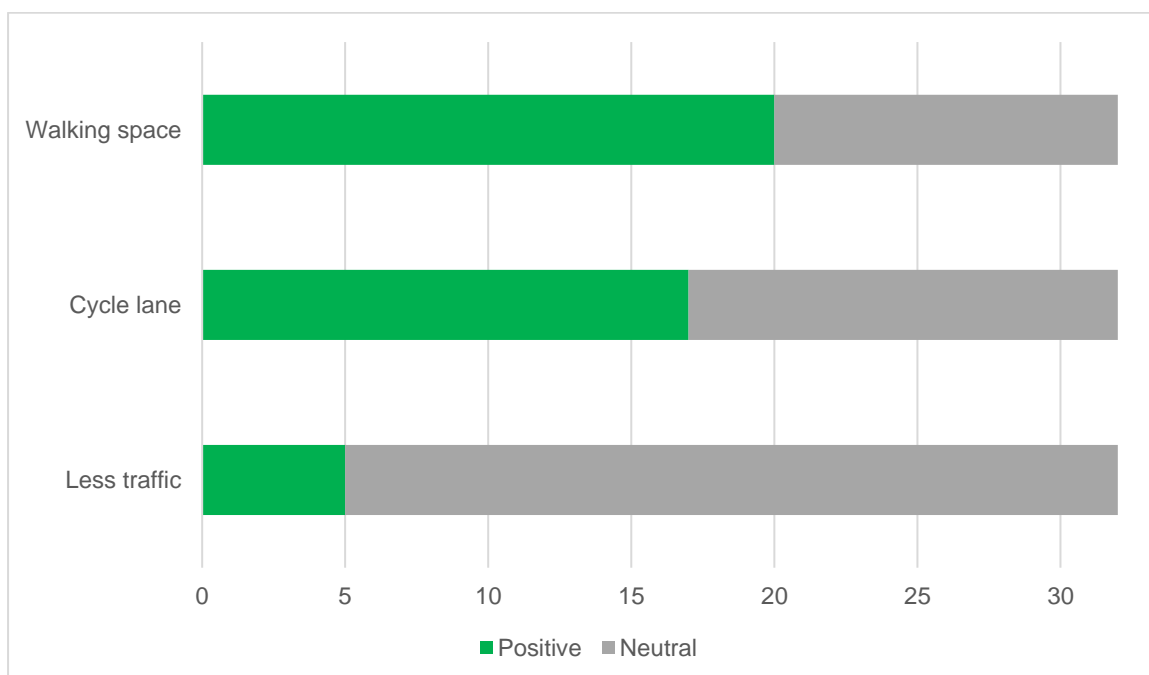
6.2. Do you find this street to be better/more pleasant than it was?

Better	%	No change	%	Worse	%	Don't know	%	Total
11	52	2	10	8	38	0	0	21



6.3. On-street changes were made in the summer of 2020, do you feel any of these have improved this street? (choose all that apply)

Intervention	Positive	%
Walking space	20	63
Greening	NA	NA
Cycle lane	17	53
Cycle parking	NA	NA
Outdoor seating	NA	NA
Reduced traffic	5	16

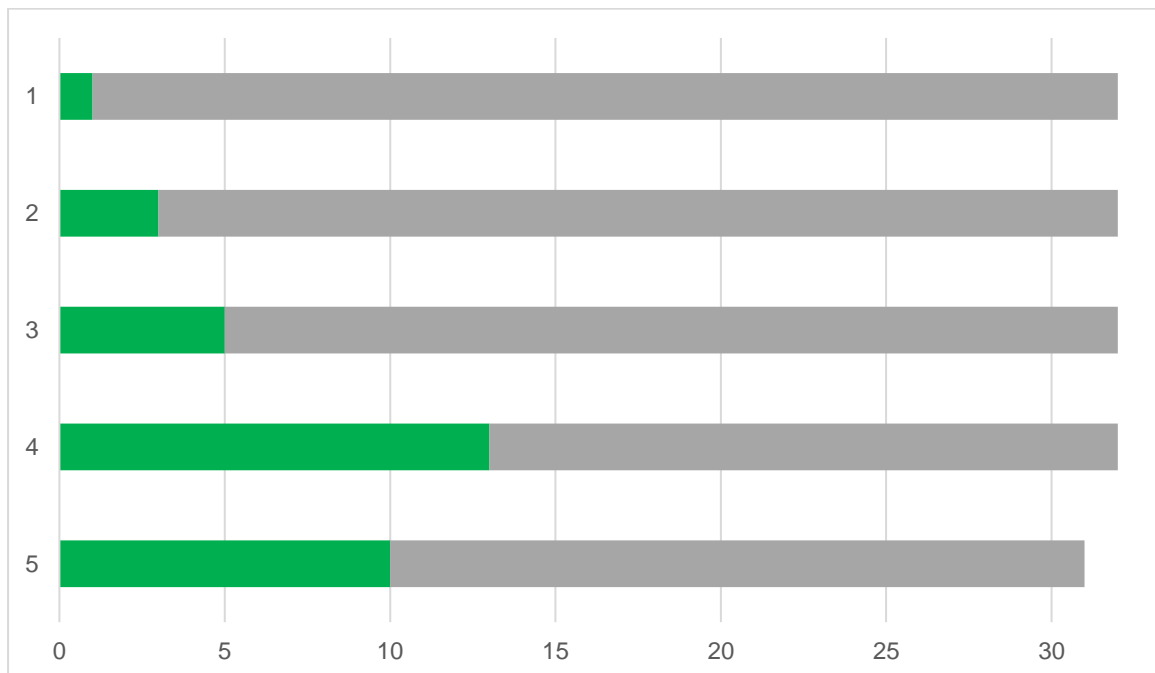


Two people also mentioned cleaner air.

6.4. How do you rate the width of the pavement along this street?

(1 poor → 5 excellent)

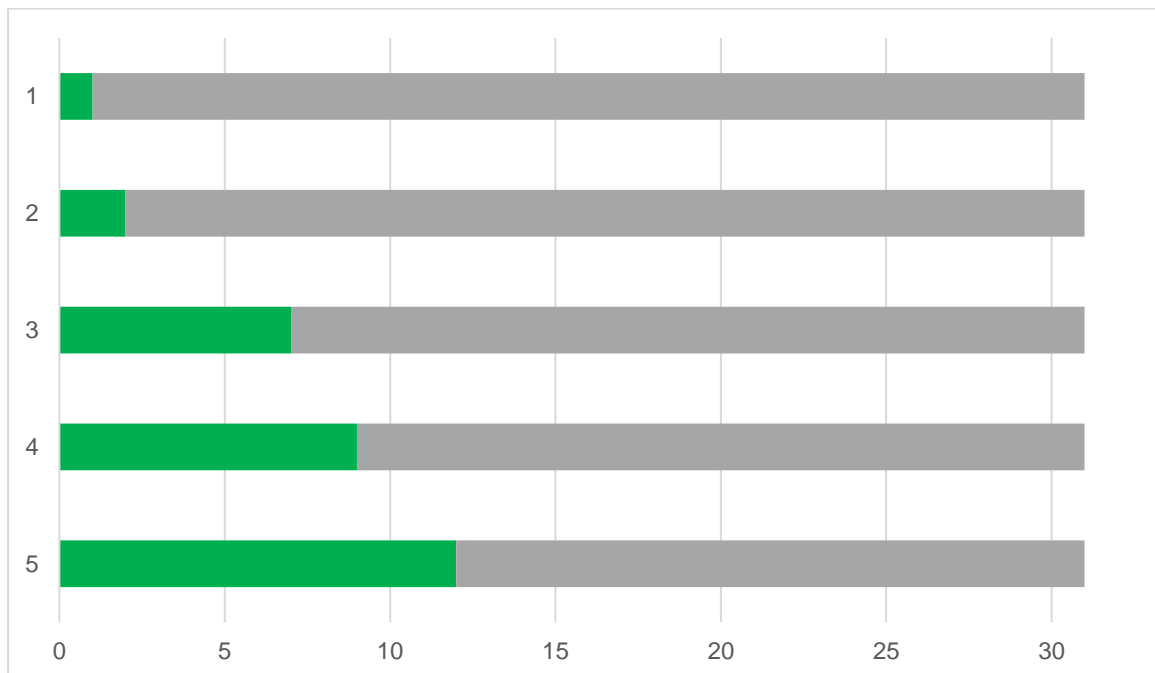
Score	Number of responses	%	Subtotal score
1	1	3	1
2	3	9	6
3	5	16	15
4	13	41	52
5	10	31	50
Total score			124
Max possible			160
Mean response			3.9
Overall %			78
Median response			4
Mode			4



6.5. How easy do you think it is to cross this street?

(1 poor → 5 excellent)

Score	Number of responses	%	Subtotal score
1	1	3	1
2	2	6	4
3	7	23	21
4	9	29	36
5	12	39	60
Total score			122
Max possible			155
Mean response			3.9
Overall %			79
Median response			4
Mode			5

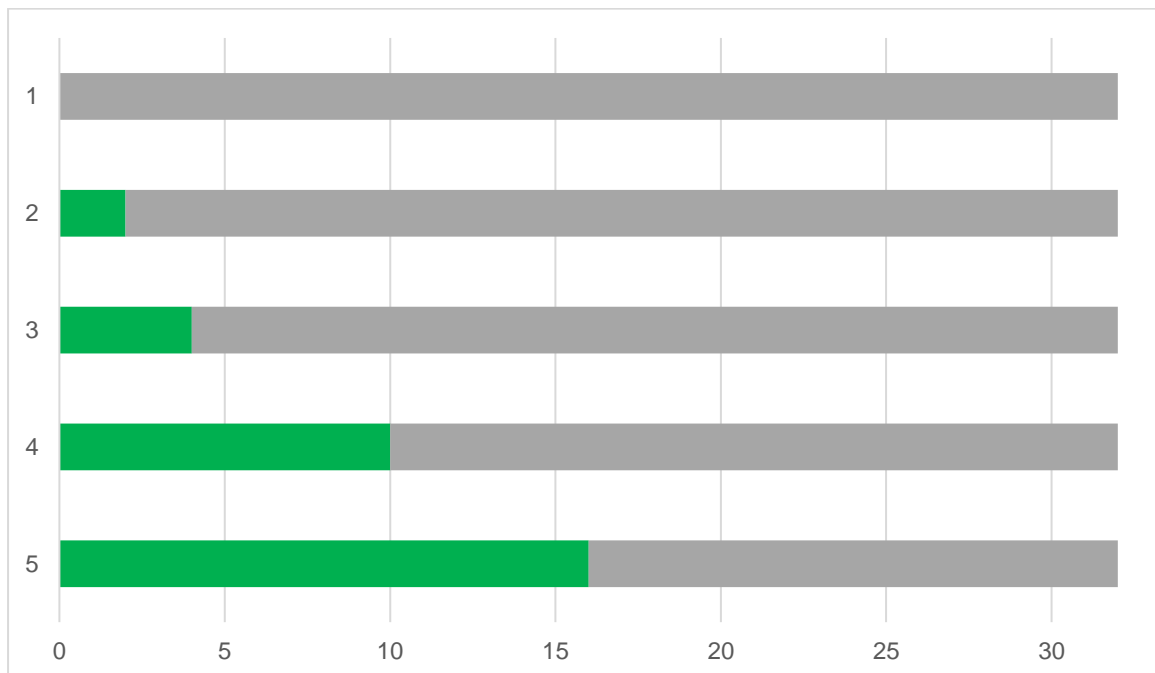


Note one respondent declined to answer this question.

6.6. How do you find traffic levels on this street?

(1 poor → 5 excellent)

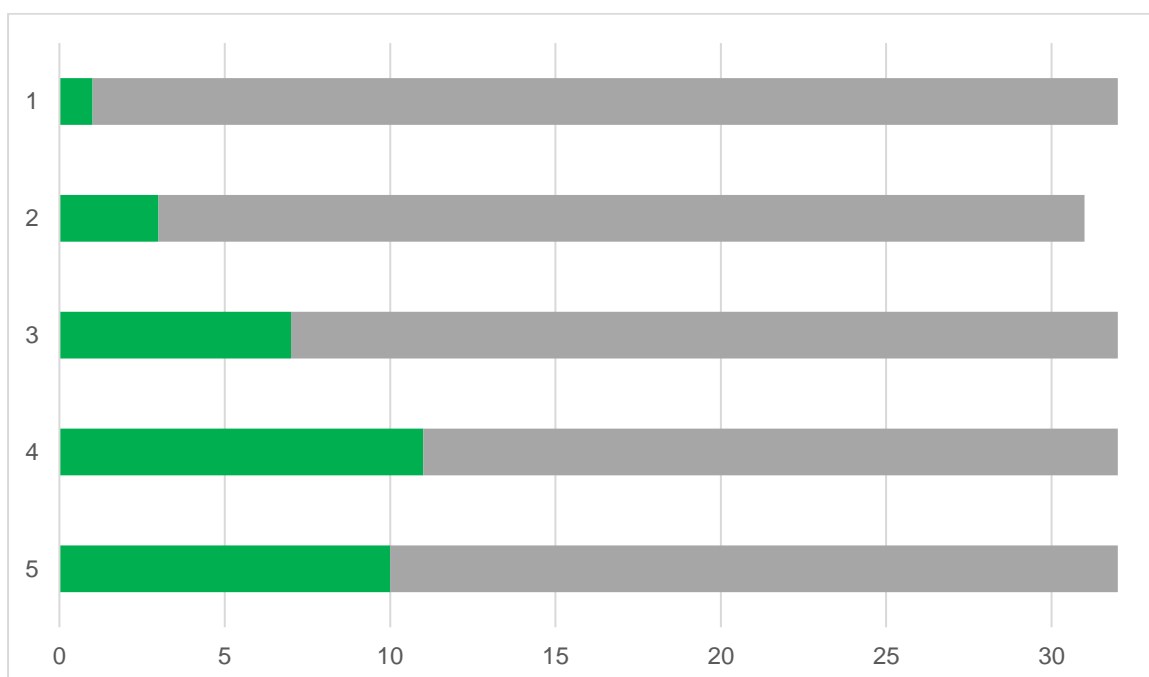
Score	Number of responses	%	Subtotal score
1	0	0	0
2	2	6	4
3	4	13	12
4	10	31	40
5	16	50	80
Total score			136
Max possible			160
Mean response			4.3
Overall %			85
Median response			4.5
Mode			5



6.7. Do you find this street an attractive/enjoyable place to walk and spend time?

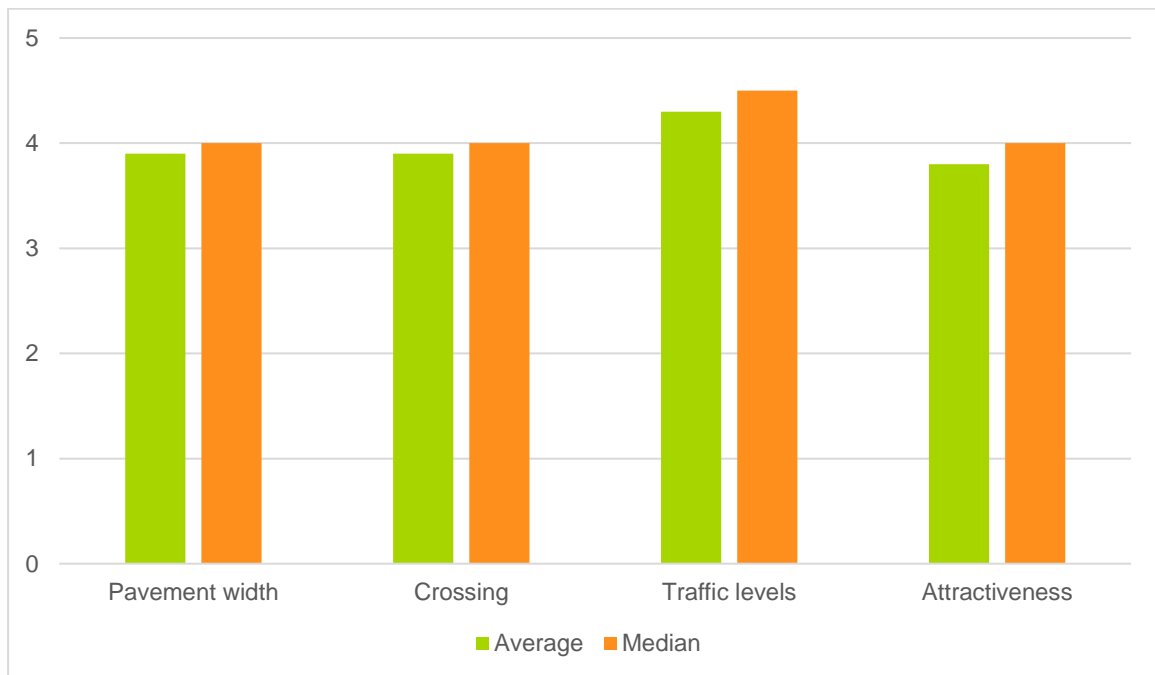
(1 poor → 5 excellent)

Score	Number of responses	%	Subtotal score
1	1	3	1
2	3	9	6
3	7	22	21
4	11	34	44
5	10	31	50
Total score			122
Max possible			160
Mean response			3.8
Overall %			76
Median response			4
Mode			4



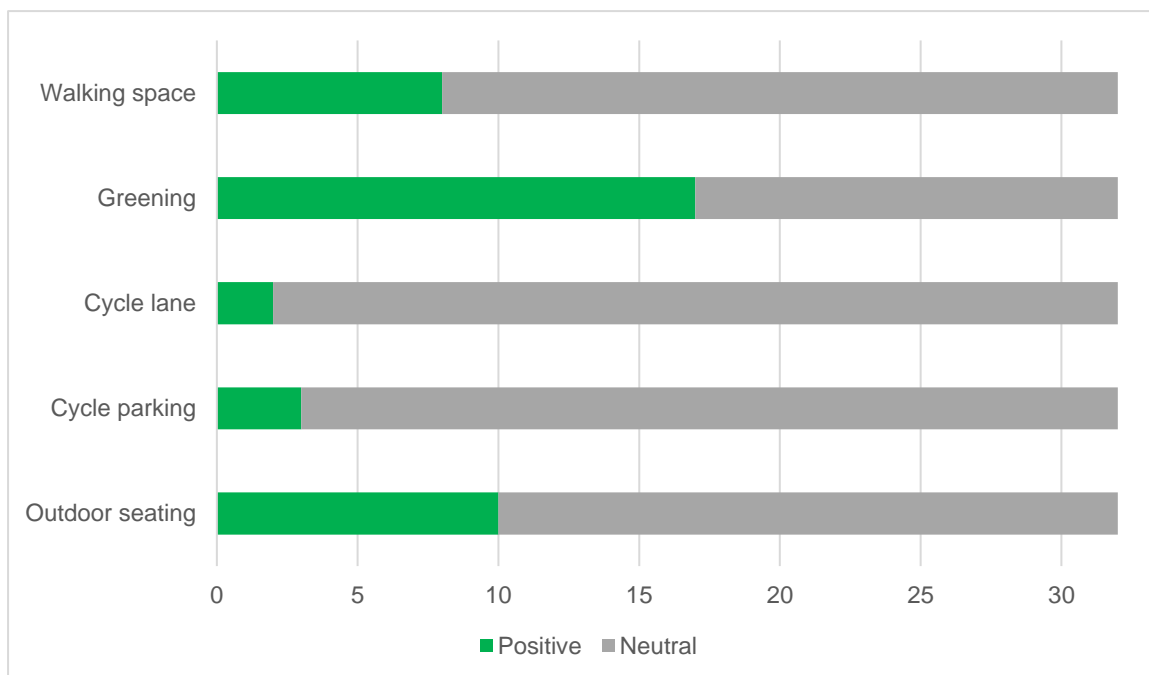
4.4-7. Comparison of feature scores

Feature	Average score	Median score
Pavement width	3.9	4
Crossing	3.9	4
Traffic levels	4.3	4.5
Attractiveness	3.8	4



4.8. What additional improvements would you like to see on this street? (choose all that apply)

Intervention	Positive	%
Walking space	8	25
Greening	17	53
Cycle lane	2	6
Cycle parking	3	9
Outdoor seating	10	31



4.8a Other improvements suggested

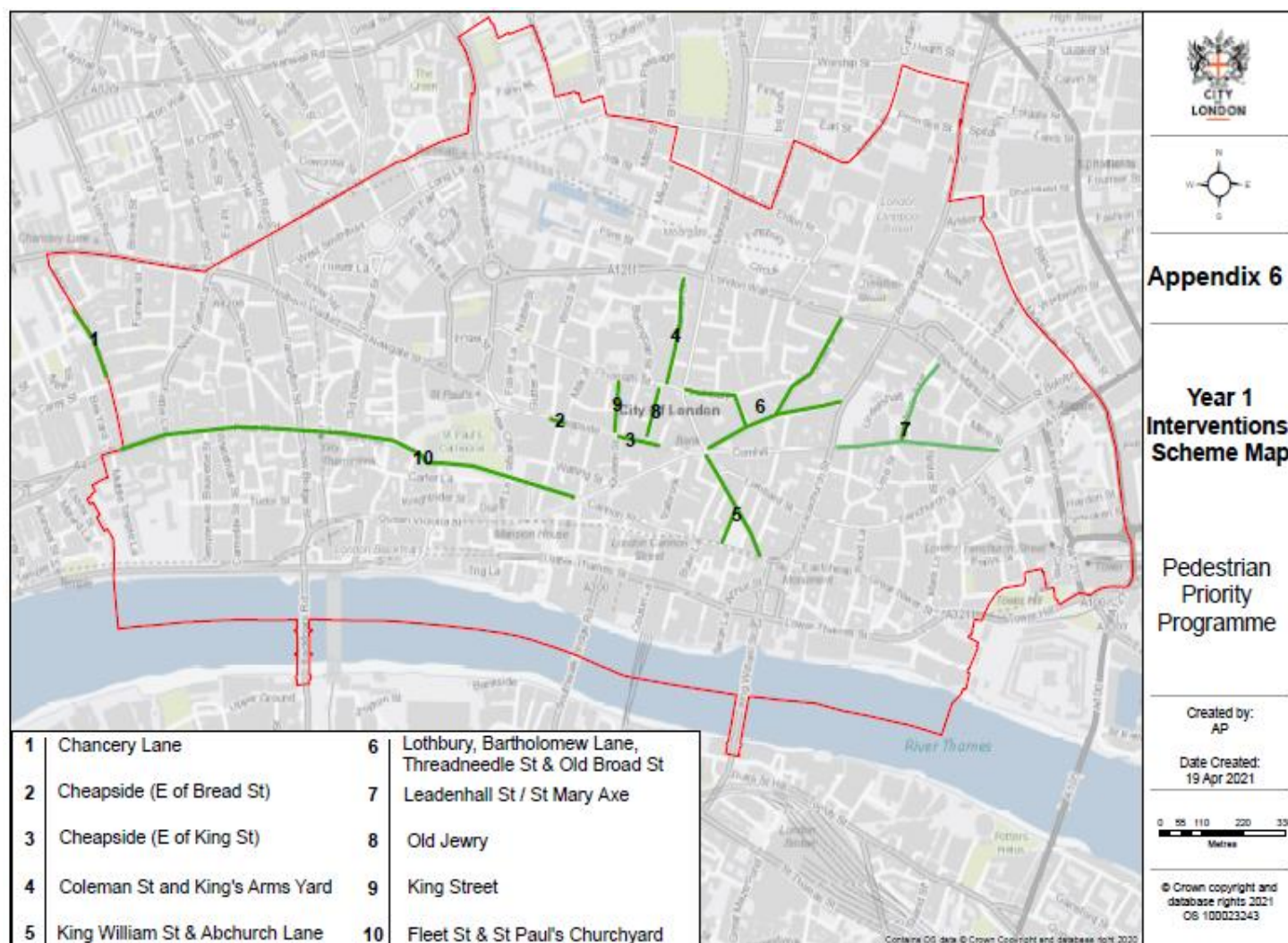
Intervention	Positive	%
Accessibility	1	3
Attractions	0	0
Cleanliness	1	3
Crossings	5	16
Cycling issues	2	6
Lift restrictions	3	9
Pedestrianise	3	9
Resurface	7	22
Signing	0	0
Smoking	0	0
Streetscape	7	22

One respondent suggested designated parking bays.

4.9. Selected comments

- It's too busy for outdoor seating here.
- It's ugly, and confusing when you're trying to cross particularly at junctions with cyclists and cars from unexpected directions. You need set crossing points with islands.
- The one way traffic has made it easier to cross but it needs to be clearer, the pedestrian lanes are unexpectedly blocked by poles.
- All these lanes on the road are crazy, what are they for, it's just confusing with no continuity and people don't want to walk on the road. I'm wheeling luggage so I couldn't get up and down these kerbs. The pavement surfaces are cracked and uneven.
- It's blinking ludicrous! If you're going to do it, do it properly.
- It's badly done, and I don't want to walk in the road. Better to pedestrianise the whole street and remove the bus stop: there's not enough space for traffic plus pedestrians and cyclists.
- The measures are too complicated and hazardous for both pedestrians and cyclists. Remove all bollards, trip hazards and obstacles
- It's all ugly, make it well designed with properly paved pavement
- It's confusing as to where to walk, and cyclists just ignore everything anyway
- Fully pedestrianise the street.
- I would only use those pedestrian lanes if the pavement was really busy.
- At the end of the day, it's all in good condition already.
- More bins please, I can't see one.
- It used to get very congested, but too much of this sort of thing will drive traffic to other streets and access is needed for deliveries etc
- Hanging baskets would be good.
- Walkers have the pavement; they don't need separate lanes on the road. The layout would make it very difficult for new drivers.
- I didn't notice the pedestrian lane; it actually looks like it's been blocked off because of Covid. The cycling lane is more prominent than the walking lane
- This is a working area and people are going into the office they're not going to hang around so there's no point in outdoor seating.
- The kerbs are too high, particularly if you walk with a stick or have a wheelchair.
- All this extra space for social distancing is completely ridiculous, unnecessary, and dangerous, I'm very against it and it's made the street ugly.
- Traffic was already slow and self-regulated here. This has just created danger from cyclists, especially cycle couriers, made it a free for all and much more difficult to cross.
- Planters and seating would be fine so long as they don't block the pavement.
- It's brilliant, I love it! And happy to walk in the walking lane.

Map of locations



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Transportation response to support Covid-19 recovery



Transportation response to support Covid-19 recovery

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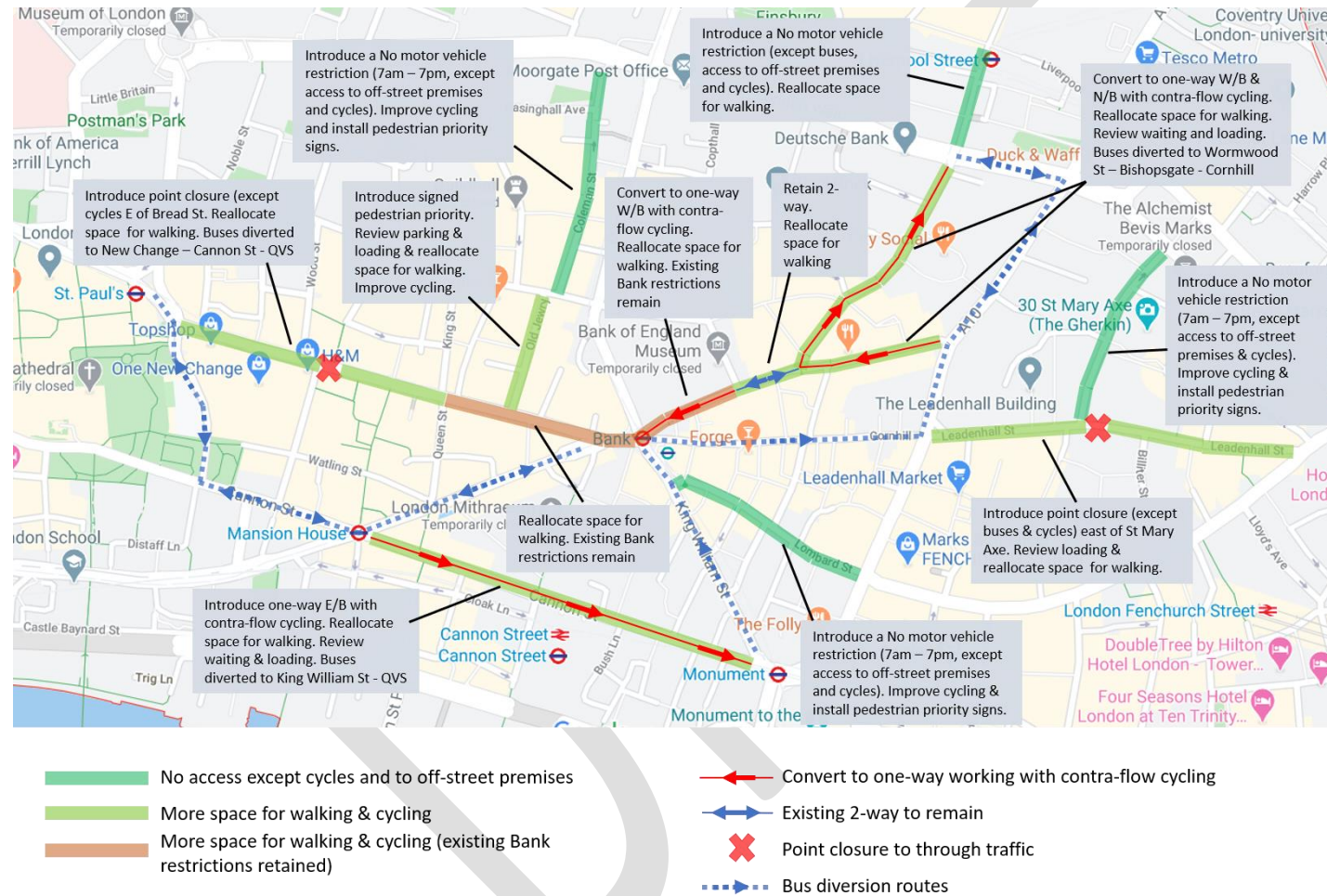
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1 Introduction

- 1.1 This Equality Analysis (EA) relates to the City of London's Phase 1 Covid-19 recovery transport response. Generally, EAs are developed prior to scheme implementation to help plan for those with protected characteristics. However, due to the urgency of scheme implementation and the nature of the scheme, whereby the primary infrastructure is temporary and can be modified as the scheme progresses to more permanent infrastructure, this EA is aimed to inform the City of items that should be observed as the scheme opens and mitigations to help offset any disproportionate negative impacts that may be experienced by those in Protected Characteristic Groups (PCGs). The measures that form part of Phase 1 are shown in Figure 1.1.
- 1.2 The City of London has already completed a Test of Relevance. This identified the following four PCGs for assessment: Age, Disability, Pregnancy/Maternity, and Race.
- 1.3 In addition, given the urgency of the scheme, this EA is based on readily available data and an assessment which has been completed rapidly. As such, extensive quantitative analysis of the impacts of the measures included in the scheme (for example traffic and pedestrian modelling) was not available. In addition, design drawings for the proposed measures were also not available.

Figure 1.1: Phase 1 measures



Source: City of London

2 General baseline

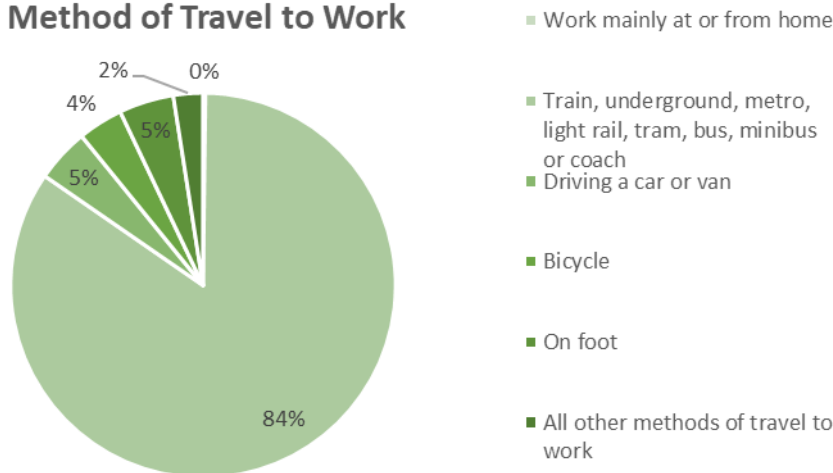
- 2.1 The City of London has a very large workforce in comparison to its usual residential population. The 2011 Census recorded the residential population as 7,400 people and the work force as 357,000 people – almost 50 times the usual residential population which demonstrates significant movement in and out of the City every day. More recently, the Office for National Statistics (ONS) mid-2019 estimates show an increase in residential population to 9,700 people while the 2018 workforce was estimated to be 522,000¹. The City of London (the City) shows the highest workplace density in all of Greater London with the primary land use in the City being offices, which make up more than 70% of all buildings². The City has the second greatest workforce after the City of Westminster, with a gender split of 64% males and 36% females in 2019³.
- 2.2 When compared to Greater London, the City of London has a higher proportion of professional occupations, associated professional and technical occupations, skilled trades occupations, and administrative and secretarial occupations. Professional and associate professional/technical occupations represent over half of occupations within the City.
- 2.3 Given this context and a desire to plan for a return to the workplace following the COVID-19 pandemic, the City has concluded that any meaningful return to the workplace will need to be primarily by walking, cycling and public transport. Public transport demand will need to be managed to support social distancing. Space for car parking is extremely limited and an increase in the number of people using cars, taxis and private hire vehicles to commute is likely to lead to congestion, as well as increased air pollution and road danger.
- 2.4 Census data show that of those travelling to the City of London for work, 38% have trips of 10km or less. These trips are potentially already active trips or have the potential to be switchable trips from car or public transport to active modes such as walking or cycling. 36% of trips are between 10km and 30 km, while 16% are within 30 km and 50 km and 9% are 60 km or more. Overall, 84% of the workforce uses public transport to travel to the City of London for work.

¹ <https://www.cityoflondon.gov.uk/business/economic-research-and-information/new-research/Documents/city-of-london-jobs-factsheet.pdf>

² <https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/development-and-population-information/Documents/census-information-reports-workforce-in-the-col.pdf>

³ <https://www.cityoflondon.gov.uk/business/economic-research-and-information/new-research/Documents/city-of-london-jobs-factsheet.pdf>

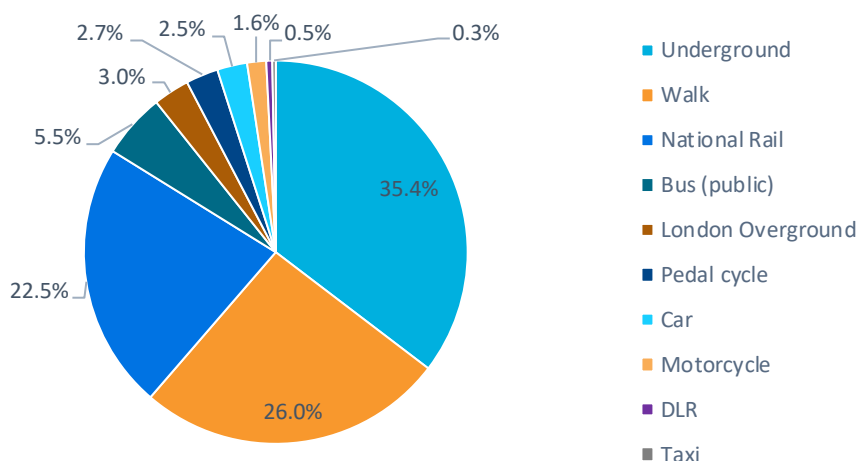
Method of Travel to Work



2.5 Data from Transport for London's (TfL) London Travel Demand Survey (LTDS) 2018/19 has been analysed to inform this EA, demonstrating travel patterns exhibited by different PCGs. LTDS is a continuous household survey of the London area, covering all London boroughs and the City of London. The survey records detailed information about the household, the people that live there, and the trips they make. Every year, approximately 8,000 households take part in the survey which is then weighted using an interim expansion factor to approximate the data for the entire population of London, thus providing an insight into how Londoners travel on a weekly basis. For the purposes of this EA, trips that ended in the City of London have been analysed.

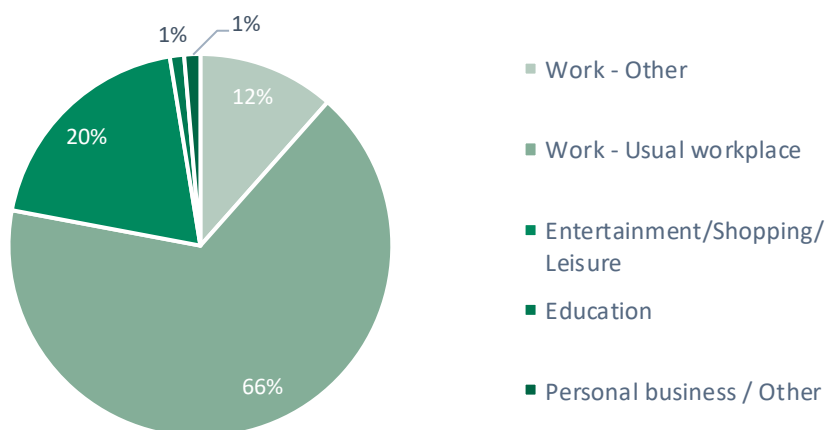
2.6 When analysing LTDS for all trip purposes, the following mode split for travel into the City was obtained. Of all trips ending in the City of London, 66.9% are made using public transport. It can also be seen that walking has a much higher proportion for all trips (26.0%) when compared to the Census 2011 Travel to Work data (5%).

LTDS - Method of Travel to CoL



2.7 Please note that this mode split involves other trip types in addition to 'travel to work' trips. The top 5 journey purposes are displayed in the figure below. Based on trip analysis using LTDS data, 66% of trips made are for the purposes of travelling to their usual place of work.

Top 5 Journey Purposes



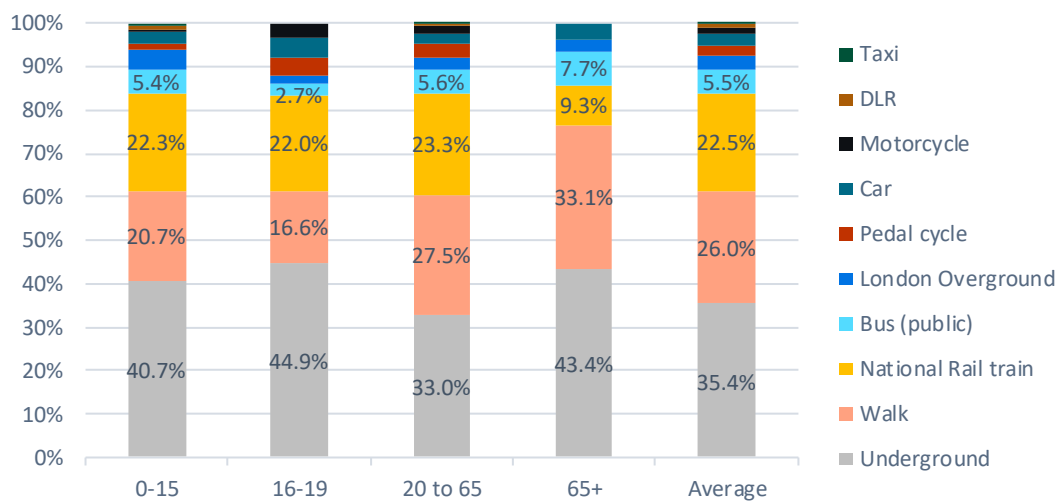
3 Age

Baseline equalities data

- 3.1 Based on 2011 Census data, the City of London has approximately 7,400 residents, 55% of these being male and 45% of these being female. The majority of residents fall within the 25-29 and 30-34 categories for both genders. When compared to Greater London, The City has proportionately more people aged between 25 and 69 living in the Square Mile. Conversely there are fewer young people⁴. Those aged over 60 represent 20% of the residential population.
- 3.2 When looking at Census data focusing on the workforce in the City, the majority of workforce ages again fall within the 25-29 and 30-34 age categories for both genders, making up 39% of the total workforce. Those aged between 16 and 24 only make up 9% of the workforce population. It can also be noted that as age increases, there is a steady decrease in the proportion of the workforce within each age category. The age categories of 60-64 and 65+ represents 2% and 1% of the workforce population, respectively.
- 3.3 The Census data for each age category shows that 78%-85% of the workforce relies on public transport to travel to work. The lowest percentage of people driving a car or van falls within the 25-29 age category (2%) and steadily increases as age increases. This proportion also increases between 16-19 (5%) and 20-24 (3%). A disproportionately high percentage of those aged 65 to 75 rely on driving a car or van (11%) to travel to work. Generally, as age increases, reliability on driving a car or van to travel to work increases.
- 3.4 The highest proportion of cyclists (5%) are within the 25-29 and 30-34 age categories. Cycling as a mode share decreases with age, falling to 1% by the age of 60 onwards. The proportion of people who walk to work fall within the younger age categories from 16 to 34 (ranging between 5% and 8%). The proportion of walkers remains steady at 3% from age 35 to 64 and increases slightly to 4% for those aged 65 to 74.
- 3.5 As age increases, people are more likely to develop impairments relating to sight, hearing and mobility, therefore those above the age of 65 are more likely to be disproportionately affected by these potential impairments, though the absolute number of both residents and workforce fitting this description is expected to be quite low.
- 3.6 LTDS 2018/19 analysis for trips made for all purposes ending in the City shows the following mode share per age category.

⁴ <https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/development-and-population-information/Documents/census-information-reports-introduction-november-2012.pdf>

Mode Split by Age Category



- 3.7 Those aged 65+ have a higher mode split of walking and bus compared to the baseline, with no cycling and higher car use. Those aged 0 to 15 have a similar mode split to the baseline, however walking is lower while Underground use is higher. Those aged 16 to 19 show a higher proportion of car use and Underground, and a lower proportion walk or use bus services.

Impacts on equalities

- Phase 1 is likely to have mixed impacts on buses. The point closure on Cheapside, and the one-way restrictions on Cannon Street, Threadneedle Street and Old Broad Street will necessitate diversion of bus routes (which could increase journey times) and mean that bus stops need to be relocated (which could increase walk distances for bus passengers). However, increased journey times may be mitigated if overall traffic levels fall. On the other hand, the point closure on Leadenhall Street will allow buses through, which may decrease bus journey times on this corridor. These impacts may disproportionately affect those aged 65+, who are more reliant on buses and are more likely to have mobility impairments relating to age.
- Phase 1 may make certain private vehicle journeys more indirect, due to road closures, point closures and one-way restrictions. This may disproportionately affect those in the 65+ age category who rely on cars more than other age groups. Whilst access to off-street premises will not be affected (for those who drive and have access to off-street parking), a reduction in on-street parking may necessitate increase walking distances for older people who drive.
- On the other hand, all of the proposed measures are likely to improve conditions for pedestrians, by reducing conflicts with motorised vehicles and in many cases potentially enabling more space to be allocated to pedestrians. This will disproportionately benefit those aged 65+, as a third of trips made by this age group are by walking (higher than for any other age group). Older people are more likely to suffer from slight mobility impairments due to aging, which do not fall under the disability PCG. This can include slower movement and reaction time and some may use mobility aids for walking. Additional space for walking is likely to be particularly beneficial for those who find it difficult to negotiate narrow and crowded footways. As such, improvements for pedestrians will disproportionately benefit this age group.

- Improvements for pedestrians will also benefit both older and younger people who use public transport, as they are likely to walk to/from the nearest public transport stop.
- On balance, for older people the Phase 1 measures are likely to provide an overall benefit. This is because the proportion of trips made by this age group by walking far outweighs the proportion made by bus or private car.
- People of young and old age are more vulnerable to poor air quality⁵. For young children negative air quality can lead to reduced lung development and for the elderly this can lead to a range of long term health problems, therefore a reduction in emissions from private vehicle use and increases in active modes of travel will benefit these age groups disproportionately through improved air quality.
- Phase 1 will improve walking and cycling infrastructure and is likely to reduce vehicle movements. This will create a safer environment, particularly for older people who are more likely to be pedestrians.

Recommended actions

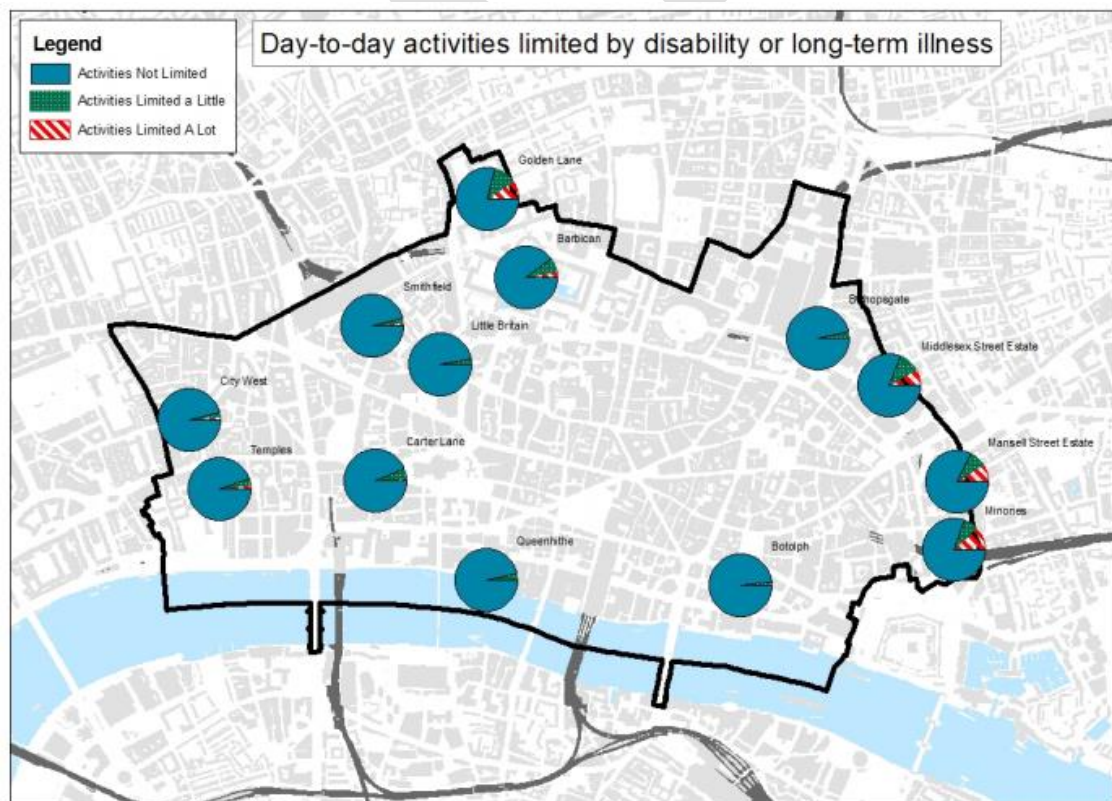
- Relocated bus stops should be located to minimise additional walking distances.
- Any relocated bus stops should be designed to be fully accessible (with accessible kerb heights, waiting areas, etc).
- Monitor bus journey times on diverted routes and make operational adjustments (such as signal timings) to minimise any journey time impacts.
- Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided.
- Ensure that taxi and private hire drivers are aware that they can access closed streets for the purposes of dropping-off and picking up mobility impaired passengers, including older passengers with mobility impairments. This could include creating maps for distribution to drivers, as well as engagement through TfL Taxi and Private Hire (TPH) and trade associations. However, as these measures are currently temporary and may change based on observations over time, it is recommended to have a more dynamic form of communication such as a weekly newsletter highlighting any changes.
- Vehicle access should be retained for carers who make at home visits. This is likely to disproportionately benefit elderly people who require in-home care.

⁵ https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf

4 Disability

Baseline equalities data

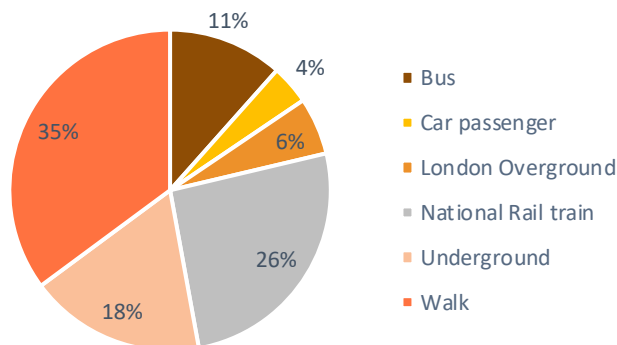
- 4.1 Day-to-day activities can be limited by disability or long-term illness - In the City of London as a whole, 89% of the residents feel they have no limitations in their activities – this is higher than both in England and Wales (82%) and Greater London (86%). In the areas outside the main housing estates, around 95% of the residents responded that their activities were not limited. 12% of the residential population stated that they were either in fair, bad or very bad health. The spatial distribution of health-based activity limitations can be seen in the figure below based on Census data⁶. Generally, areas to the east of the City and north of the City are more likely to have activities limited by disability or long-term illness.



⁶ <https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/development-and-population-information/Documents/Census-information-reports-health.pdf>

- 4.2 1.7% of the residential population in the City are blue badge holders, which is in the bottom five local authorities for number of blue badges across the United Kingdom⁷.
- 4.3 Focusing solely on cyclists who have a disability, the Wheels for Wellbeing annual survey⁸ shows that 72% of disabled cyclists use their bike as a mobility aid, and 75% found cycling easier than walking. Survey results also show that 24% of disabled cyclists bike for work or to commute to work and many found that cycling improves their mental and physical health. Inaccessible cycle infrastructure was found to be the biggest barrier to cycling.
- 4.4 LTDS 2018/19 analysis shows that 1.8% of trips made into the City of London are made by someone who has a mental or physical disability affecting daily travel (including old age). Mode split for these trips is shown in the figure below.

Mode split by those with with a physical or mental disability affecting daily travel (including old age)



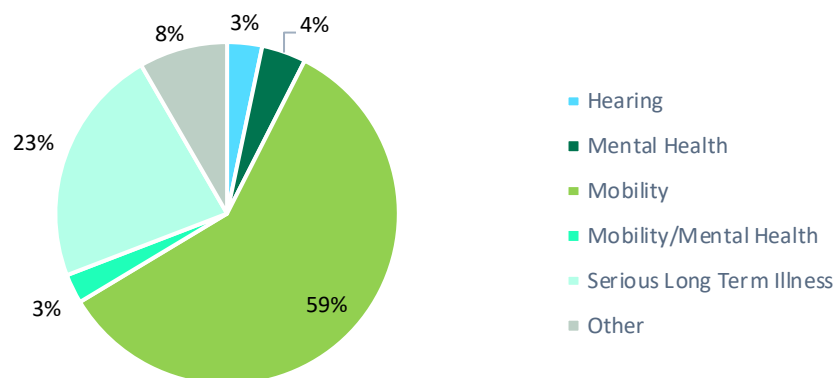
- 4.5 When comparing to the LTDS mode split of trips made by all people, bus use for those with disabilities is twice as high (11% compared to 5%), car trips are higher and used as passenger only (4% compared to 2.5%) and walking is significantly higher (35% compared to 25%). Disability types stated by those who have a disability affecting daily travel (including old age) is shown below.

⁷

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/759944/blue-badge-scheme-statistics-2018.pdf

⁸Wheels for wellbeing annual survey 2018: <https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/04/Survey-report-FINAL.pdf>

Disability types stated by those who have a disability affecting daily travel



4.6 It can be seen that mobility impairment represents the highest proportion followed by impairment due to serious long-term illness. It should be noted that this data is based on a very small sample (1.8% of sample size for trips ending in the City of London), therefore results should be taken as general. It is important to note that various physical and mental disabilities can lead to travel limitations.

Impacts on equalities

- All designated blue badge parking spaces will be retained in this phase, therefore blue badge holders will not be disproportionately impacted. However, vehicles journeys may become more indirect.
- This scheme is likely to negatively affect a portion of those with mobility impairments who may find it more difficult to walk, and may therefore prefer the use of door-to-door transport services. However, whilst some vehicle journeys may become more indirect due to restrictions on through traffic, necessary access will be retained to the affected streets.
- Buses provide a fully accessible form of public transport. Phase 1 is likely to have mixed impacts on buses. The point closure on Cheapside, and the one-way restrictions on Cannon Street, Threadneedle Street and Old Broad Street will necessitate diversion of bus routes (which could increase journey times) and mean that bus stops need to be relocated (which could increase walk distances for bus passengers). However, increased journey times may be mitigated if overall traffic levels fall. On the other hand, the point closure on Leadenhall Street will allow buses through, which may decrease bus journey times on this corridor. These impacts may therefore disproportionately affect those with disabilities who are more reliant on buses, and may not be able to switch to alternative public transport modes (such as rail) which are not yet fully accessible.
- People with learning disabilities are likely to be disproportionately negatively affected by bus route changes as they are more likely to rely on learnt routines for travel or travel time. This can be mitigated using iBus data and additional announcements by TfL bus drivers relating to bus diversions and updated stops.
- This scheme is aimed at improving conditions for all pedestrians and cyclists, therefore this will benefit those with disabilities who use the street, particularly those with mobility impairments that require mobility aids as more space will be created.
- Cycle infrastructure will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling, if their disability allows.

- The TfL 2019 Travel in London report highlights that those who identify as disabled and those who do not have the same rate of car use as passengers. Additionally, they have slightly lower rates of use of taxi and private hire vehicles. Therefore, any impact to those with mobility requirements would not be disproportionate compared to those who do not. It is also expected that black cab and special vehicle access will be retained.

Recommended actions

- Relocated bus stops should be located to minimise additional walking distances.
- Any relocated bus stops should be designed to be fully accessible (with accessible kerb heights, waiting areas, etc).
- Monitor bus journey times on diverted routes and make operational adjustments (such as signal timings) to minimise any journey time impacts.
- Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided.
- Ensure that facilities for cyclists are designed to accommodate adapted cycles (in particular the contra-flow facilities on Cannon Street, Threadneedle Street and Old Broad Street).
- The City is presently developing the City of London Accessibility Standard (COLAS) with expert consultancies, which is to go above and beyond existing national standards. Though this is currently delayed due to COVID-19, it presents an opportunity to implement these standards as temporary road space reallocation becomes more permanent.
- Ensure that taxi and private hire drivers are aware that they can access closed streets for the purposes of dropping-off and picking up passengers with mobility impairments, including passengers with disabilities. This could include creating maps for distribution to drivers, as well as engagement through TfL Taxi and Private Hire (TPH) and trade associations. However, as these measures are currently temporary and may change based on observations over time, it is recommended to have a more dynamic form of communication such as a weekly newsletter highlighting any changes.
- Vehicle access should be retained for carers who make at home visits. This is likely to disproportionately benefit elderly people who require in-home care.
- Ensure that the design of measures is legible and navigable for those with sensory impairments, for example through the use of appropriate visual and tactile cues.

5 Pregnancy / maternity

Baseline equalities data

- 5.1 The birth rate in the City of London was 7.9 births per 1000 people in 2016, approximately 33% below the national average that year of 11.9. Therefore, there are statistically less likely to be pregnant and maternal people who reside in the City. However, this represents only the residents of the City, and not the 522,000 people who work in the Square Mile, principally a working population. A proportion of this workforce will be pregnant and/or have infants or small children at any point in time.
- 5.2 Considering that the residential population of the City of London is quite small, it is unlikely that there will be a significant number of pregnant women and parents with infants and/or small children residing in the City at any given time. Though pregnant women or parents with infants and/or young children that travel in and out of the City for work or leisure purposes may be higher. However, the current government advice is for pregnant women to shield and therefore it is unlikely for pregnant women to work at their usual workplace until government advice is lifted.

Impacts on equalities

- The majority of journeys in the City of London involve walking, either because they are completely walked or through a walking leg to access a public transport stop. Phase 1 will improve walking for all pedestrians, by creating more space. This is likely to disproportionately benefit those travelling with prams, who may find it difficult to negotiate crowded and narrow footways. It will also benefit those walking with small children, enabling them to walk side-by-side more easily.
- This scheme is likely to negatively affect a small portion of those who are pregnant and parents with infants and/or young children who may find it more difficult to walk, and may therefore prefer the use of door-to-door transport services. However, whilst some vehicle journeys may become more indirect due to restrictions on through traffic, necessary access will be retained to the affected streets.

Recommended actions

- Ensure that any additional space created for pedestrians is accessible to parents with prams, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided.
- Ensure that taxi and private hire drivers are aware that they can access closed streets for the purposes of dropping-off and picking up passengers with mobility impairments, including pregnant passengers. This could include creating maps for distribution to drivers, as well as engagement through TfL Taxi and Private Hire (TPH) and trade associations. However, as these measures are currently temporary and may change based on observations over time, it is recommended to have a more dynamic form of communication such as a weekly newsletter highlighting any changes.

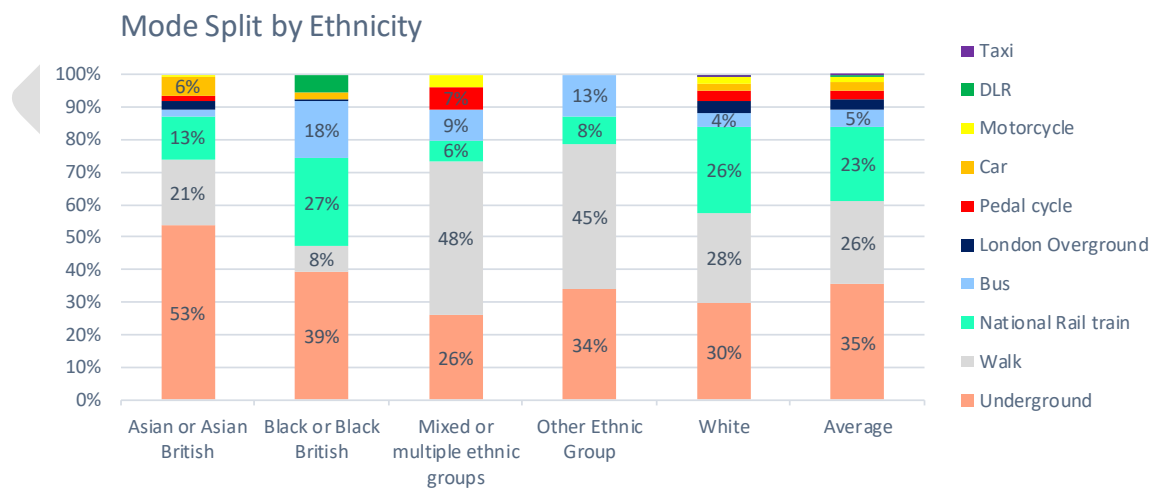
- Allow access for delivery vehicles to residential units to account for shielding pregnant women (for example to allow for food deliveries).

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6 Race

Baseline equalities data

- 6.1 68% of the City's residential population hold a UK passport and 14% hold non-European passports. When looking at race per area in the City, 79% of the residential population is 'White'. There is a higher proportion of Asian population (47%) on Mansell Street, to the east of the study area, when compared to other areas in the City where the Asian population across the City is 13%⁹. The Asian population is approximately evenly split between Asian-Indian, Asian-Bangladeshi, Asian-Chinese and Asian-Other. The City has the highest and second-highest population of Asian-Chinese in Greater London and England/Wales respectively. The 'Black' population is low compared to Greater London and England/Wales at 2.6%. The remaining population identifies as mixed ethnicity (4%) or other.
- 6.2 TfL data, for Greater London, shows that bus use among Black, Asian or Ethnic Minorities (BAME) Londoners is higher at 65% compared with 56% of white Londoners who use the bus at least once per week. Black Londoners using the bus at least once per week is significantly higher at 73%¹⁰.
- 6.3 Mode split by ethnicity, based on LTDS 2018/19 analysis is shown below.



- 6.4 Based on average travel modes to the City of London from the 2018-19 LTDS data, Black or Black British, Mixed or Multiple Ethnic Groups, and Other Ethnic Groups are likely to use public buses. Asian or Asian British are more likely to drive (6%). Mixed or Multiple Ethnic Groups are

⁹ <https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/development-and-population-information/Documents/census-information-reports-ethnicity.pdf>

¹⁰ <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

more likely to cycle (7%). Both Mixed Multiple Ethnic groups and Other Ethnic Groups are much more likely to walk (45% and 45%, respectively). Again, it should be noted that these percentages may not be precise due to low sample sizes.

Impacts on equalities

- Phase 1 is likely to have mixed impacts on buses. The point closure on Cheapside, and the one-way restrictions on Cannon Street, Threadneedle Street and Old Broad Street will necessitate diversion of bus routes (which could increase journey times) and mean that bus stops need to be relocated (which could increase walk distances for bus passengers). However, increased journey times may be mitigated if overall traffic levels fall. On the other hand, the point closure on Leadenhall Street will allow buses through, which may decrease bus journey times on this corridor. These impacts may disproportionately affect those ethnic groups who are more reliant on buses.
- Phase 1 may make certain private vehicle journeys more indirect, due to road closures, point closures and one-way restrictions. This may disproportionately affect those in the ethnic groups that rely more on driving.
- On the other hand, all of the proposed measures are likely to improve conditions for pedestrians, by reducing conflicts with motorised vehicles and in many cases potentially enabling more space to be allocated to pedestrians. This will disproportionately benefit ethnic groups who are more likely to walk.
- Improvements for pedestrians will also benefit those groups who are more likely to use public transport, as they are likely to walk to/from the nearest public transport stop.
- Improved cycle infrastructure is likely to disproportionately benefit Mixed or Multiple Ethnic Groups. It will also encourage more cycling by ethnic groups that are currently less likely to cycle.
- On balance, the Phase 1 measures are likely to provide an overall benefit. This is because the proportion of trips made by all ethnic groups using modes that will benefit from the measures outweighs those using modes that may be adversely affected.

Recommended actions

- Monitor bus journey times on diverted routes and make operational adjustments (such as signal timings) to minimise any journey time impacts.

7 Conclusions

- 7.1 On balance, the Phase 1 proposals are likely to have a positive impact on reducing inequalities. This is especially the case given travel patterns to the City of London (with the largest proportion of trips made by walking and public transport), and the very limited potential for any increase in car use (due to very limited road space and car parking).
- 7.2 The measures contained in Phase 1 will primarily increase space for pedestrians. This will not only benefit those making trips entirely on foot, but will also benefit the large share of trips made by public transport, given the likely need to access public transport stops by walking. This will disproportionately benefit those groups who are more reliant on walking (such as those as 65+), as well as those who may find narrow and cluttered footways particularly difficult to negotiate (such as disabled people or people walking with prams).
- 7.3 There will also be improvements for cycling, including through the provision of contra-flow cycle lanes. These have the potential to encourage more people to cycle, particularly if they are designed to cater for all types of cycles (such as adapted cycles).
- 7.4 Given the above and the limited space that is generally available on streets in the City, there may be some impacts on other modes. Some bus diversions will be necessary, and the impacts of these on journey times should be monitored and mitigated where necessary through operational changes. There will also be some impacts on car travel, primarily through more indirect routes, but this will be mitigated by allowing for access and drop-offs.

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Client: Samantha Tharme Steer: Project team

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0.7 (draft for client review)

0.8 (revised draft for client review following initial commentss)

Date

27 May 2020

28 May 2020

28 May 2020

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Committees: Corporate Projects Board - For Decision Streets and Walkways Sub Committee – For Decision Projects Sub Committee - For Decision	Dates: 6 October 2021 12 October 2021 20 October 2021
Subject: Street Lighting LED Project Unique Project Identifier: 9685	Gateway 6: Outcome Report Regular
Report of: Director of the Built Environment Report Author: Giles Radford, Highways Manager, DBE	For Decision
PUBLIC	

Summary

1. Status update	<p>Project Description: The project has replaced all existing street lighting and functional units throughout the City with smart LED lighting, in line with the street lighting strategy, utilising an integrated control management system for dimming and control purposes.</p> <p>RAG Status: Green (Green)</p> <p>Risk Status: Low (Medium)</p> <p>Costed Risk Provision Utilised: Not Applicable</p> <p>Final Outturn Cost: £4,252,000</p>
2. Next steps and requested decisions	<p>Requested Decisions:</p> <p>Note the contents of this report and authorise closure of the project, with any unused balances returned to the on-street parking account. To note, the project was delivered on time and to budget.</p>
3. Key conclusions	<p>The project has successfully provided new lighting infrastructure to the City of London, replacing end of life equipment to enable significant reductions in maintenance costs, energy usage and carbon emissions.</p> <p>The project has also helped to deliver key aspects of the City's innovative Street Lighting Strategy. This includes the softening</p>

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	<p>of the 'look & feel' of the City's night-time environment by using a range of warmer colour temperatures and adapting the level of lighting to the wider needs. This creates a more welcoming, safe and legible environment after dark for residents, workers and visitors, and to support the development of the night time economy.</p> <p>The City's street lighting now uses a mesh-based control management system (CMS) that allows for real-time changes of lighting levels to individual units, fault reporting and energy usage data. This in turn has removed bureaucracy in terms of analysing unmetered supplies and reduced the need for night-time scouting. This also allows light "profiles" to be used to adapt the level of lighting to the location's requirements.</p> <p>The project was heavily linked into the supply chain throughout thereby allowing the City to remain at the forefront of lantern and CMS technology. The project subsequently won two national awards at the 2019 Lux Awards for Client of Year and Control Product of the Year.</p>
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Main Report

Design & Delivery Review

4. Design into delivery	Preliminary design options were recommended by in-house officers, in line with the City Lighting Strategy recommendations, before engaging with the supply chain. Evaluation allowed for a preferred supplier, who then worked with us on lantern design in conjunction with the CMS provider. As a result, the detailed design was conducted in-house and incorporated the initial proposals, with the final scheme retaining the design principles set out at Gateway 3/4.
5. Options appraisal	The successful outcome of the project suggests the correct option for procurement and project delivery was taken, working with the in-house client and design team, as well as excellent supplier engagement and the use of Riney to deliver the works, instead of a full OJEU tender process.
6. Procurement route	<p>For this project, based on the volume of lighting units required the City Procurement team confirmed that it could be procured via the Riney term contract without having to use to a standalone EU tender.</p> <p>A scoping exercise was used whereby the City set out its requirements, such as lighting output, reliability, design aesthetics</p>

	<p>and full life costing, and Riney sourced and recommend suppliers that best fit those needs.</p> <p>In terms of CMS units, there were three main providers fully engaged in the market, working with lighting manufacturers to deliver integrated lighting units with control units fixed within them. A short tender was then run-in conjunction with City Procurement to select a CMS provider to work with the City and Riney to deliver the CMS solution with the chosen lighting unit supplier(s).</p>
7. Skills base	<p>The project was largely delivered using existing in-house resources. The project was led by the Highways team and the works were undertaken by the City's term highways contractor.</p>
8. Stakeholders	<p>Key internal stakeholders such as Public Realm, City Transportation, Planning, Pollution Control, Open Spaces and the City Police were involved via the City's cross-department Street Lighting Board, as well as through regular design & progress meetings.</p> <p>Other stakeholders consisted of local occupiers who were engaged with on a local basis during the installation phase, bearing in mind the majority of the City's lanterns are fixed to buildings rather than on columns.</p> <p>Several meetings on site were organised with City Officers and Members to test the different options regarding light levels and colour temperature. During these tests, it was possible to dim levels up and down in real time and compare different colour temperature, which resulted in providing the best lighting outcomes to fit the City context.</p>

Variation Review

9. Assessment of project against key milestones	Task	Target Date
	Gateway 5 Approval	July 2017
	Award Control Management System contract	July 2017
	Place lighting equipment orders	Aug 2017
	Lighting equipment delivery begins	Nov 2017
	Phased rollout of LED lanterns, nodes & mesh system begins	Jan 2018
	City-wide coverage established (the 'canopy')	April 2018
	Area by area phased rollout of LED lanterns & nodes	May 2018 – Dec 2020
	<p>The project was successful in keeping to these milestones despite the impact of Covid-19. After an initial shutdown of all works during the first lockdown last year, works restarted as soon as safe to do so, allowing substantial completion with all installations completed by the end of 2020, with snagging works finished by the end of March 2021.</p>	
10. Assessment of project against Scope	<p>The project successfully delivered against the criteria set out in previous Gateway reports. No significant changes to scope were required during the design or implementation stages; this can be attributed to coherent project governance, good, advanced planning and an ability to make key decisions collectively and decisively.</p>	
11. Risks and issues	<p>The majority of project risks were mitigated and did not materialise. Throughout the project there was some teething problems ranging from the supply of CMS nodes, some sub-contractor concerns and unpicking historic localised engineering problems. However, these were overcome through working in partnership with the supply chain and Riney to ensure we delivered the programme on time and to cost.</p> <p>Costed risk was not utilised during this project.</p>	
12. Transition to BAU	<p>The same team installing the project will maintain the asset in the future. As a result, it was within everyone's interest to get it right first</p>	

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	time. This helped to ensure we had a manageable asset for the future.
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Value Review

13. Budget

<i>Estimated (G5)</i>	Estimated cost (including nil costed risk): £ 4,200,000	
<i>Outturn Cost (G3/4)</i>	Estimated cost (excluding risk): £ 4 Million	

	<i>At Authority to Start work (G5)</i>	<i>Final Outturn Cost</i>
<i>Fees</i>	£ 0	£ 0
<i>Staff Costs</i>	£ 217,172	£ 217,172
<i>Works</i>	£ 550,000	£694,591
<i>Purchases (LED's, lanterns, CMS brackets, wiring fixture and fittings)</i>	£ 3,442,000	£ 3,297,409
<i>Other Capital Expend</i>	£ 0	£ 0
<i>Recharges</i>	£ 0	£ 0
<i>Other</i>	£ 42,828	£ 42,828
<i>Total</i>	£ 4,252,000	£ 4,252,000

You will note from the above table that the sums do not entirely align with the G5 estimates but the overall sum aligns to the given budget.

At the point of writing the report, the original figures were correct to the best of our knowledge. However, as soon as the project started to progress forward some elements changed.

1. The cost for the CMS node was foreseen to be under the Urban control CMS budget, but when these become integral within the lantern (security requirement) this meant the cost became part of the lantern (LED lighting units), rather than the Urban Control CMS line. Hence, the budget adjustment.
2. For the other elements of the CMS process for gateways and their associated works these have gone through the term contract.
3. Costs in terms of the install did increase but marginally in relation to the overall cost of the works due to unforeseen circumstances and/or additional tasks.

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	In summary, minor budget line adjustments were undertaken further to these changes that occurred once the project had commenced, yet the project was actively managed and tracked to ensure the budget came in on budget.																				
14. Investment	<p>At Gateway 5 the following savings were identified for this project under invest to save:</p> <table><tr><th>Description</th><th>Current Cost (£k)</th><th>Projected Cost (£k)</th><th>Projected Saving (£k)</th></tr><tr><td>Street Lighting Energy</td><td>525</td><td>210</td><td>315</td></tr><tr><td>Street Lighting Maintenance & Repairs*</td><td>346</td><td>150</td><td>196</td></tr><tr><td>Festive Lighting</td><td>27</td><td>27</td><td>0</td></tr><tr><td>TOTAL</td><td>898</td><td>387</td><td>511</td></tr></table> <p>Further to a service-based review and the last efficiency savings, the maintenance budget line is now £150K per year as profiled on the basis of the investment made through the project.</p> <p>In terms of energy, we have significantly exceeded our target for actual energy and carbon saving (see section 16). However, in terms of cashable financial savings, the energy market has seen significant increases in commodity and non-commodity charges since 2017, which has had a negative impact on the saving. The City’s energy contract, with a focus on procuring renewable electricity over “brown” conventional electricity supports the corporate objectives but incurs additional cost. The combined result has seen the cost of energy for street lighting almost double between 2017 and 2021, resulting in financial saving from energy costs being lower than predicted at £135K per annum rather than the projected £210k. Had the rate for electricity been the same now as it was at the start of this project it is estimated that a saving of approximately £400K per annum would have been achieved.</p> <p>However, as markets have risen, the reduction in energy consumption has reduced the risk of increased energy costs, which is more significant.</p> <p>Furthermore, this is expected to improve with the arrival of the power purchase agreement in 2022 and as we refine our real-time energy monitoring and assets whether further changes to the City’s lighting can be made in terms of trimming hours and reducing levels if appropriate to do so. However, suffice to say that if the project had not been implemented and delivered when it was, the financial impact of this tariff increase on Highway’s previous energy budgets would have been significant.</p>	Description	Current Cost (£k)	Projected Cost (£k)	Projected Saving (£k)	Street Lighting Energy	525	210	315	Street Lighting Maintenance & Repairs*	346	150	196	Festive Lighting	27	27	0	TOTAL	898	387	511
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TOTAL	898	387	511																		

15. Assessment of project against SMART objectives	<p>The project has been a great success in terms of being delivered on time and to budget, whilst making significant energy and carbon savings to support the City's Climate Action Strategy.</p> <p>It has also achieved the relevant objectives from within the Street Lighting Strategy relating to delivering changes to lighting levels, temperatures and timings, as well as reducing the overall number of fixtures and fittings being used.</p>
16. Key benefits realised	<p>As noted above, the project has delivered street lighting infrastructure that can be better controlled, amended and managed, with proactive fault finding and energy reading for the future.</p> <p>The ability to raise & lower lighting remotely has allowed us to work with the City Police to manage problem areas suffering from anti-social behaviour, and the use of more efficient lanterns have enabled us to reduce light spillage in areas of concern to the City's Pollution Control team.</p> <p>Having different lighting profiles for different lanterns has enabled us to move away from a 'one size fits all approach' to lighting the Square Mile, and even allowed us to appropriately reduce lighting levels during Covid to match the reduction in pedestrian footfall.</p> <p>The project has provided a significant reduction in energy & carbon usage, as well as maintenance costs. To date, the project has achieved:</p> <ul style="list-style-type: none"> • 57% saving (2.9 million KWh) in energy pa • 78% saving (2,000 tonnes) of CO₂ emissions pa • 20% reduction in the number of lighting assets due to improvements in technology and uniformity of the lighting.

Lessons Learned and Recommendations

17. Positive reflections	<p>This project can be seen as a considerable success, generating a significant amount of interest from fellow lighting professionals as well as those looking at wider lighting studies such as the Centre for London, Historic England and the London School of Economics.</p> <p>We also appreciate the keen interest of Members, and the occasional night walks will be reinstated by popular demand once safe to do so.</p>
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	<p>Otherwise, to reiterate, the successful delivery of the project was founded on a positive relationship with stakeholders, the supply chain, designers and contractors in the lighting world.</p> <p>By involving the supply chain from the outset and demonstrating the added value that could be achieved, the correct choices were made in terms of the CMS and lighting products, which also made installation and maintenance better, quicker and cheaper.</p> <p>Although the project pre-dates the adoption of both the Transport Strategy and the Climate Action Strategy, the outcome adheres to these principles and provides monetary and environmental savings.</p> <p>As noted above, the scheme has been delivered within the agreed budget and on time. Agreeing the design principles and objectives at an early stage helped to focus the project team, reducing the need for lengthy negotiations on items such as scope, design details etc.</p>
18.Improvement reflections	<p>Improvements were made throughout this project and regular process meetings were undertaken. Based on this approach, there were many lessons learnt at the start but by the end everything ran very smoothly. However, it should be noted that resources within Riney were at times stretched due to the LED rollout and BAU activities, requiring the use of subcontractors who needed a greater degree of management oversight and monitoring than usual. Once we moved to the side road and alleyway phases, we had dedicated gangs provided from Riney's with local knowledge. This was key to the successful deliver of the project and something to note for future works. One area that does need to continue improving beyond this project is the need to integrate more closely with the Energy Management team to understand, but more importantly influence changes in energy costs and their associated contracts.</p>
19.Sharing best practice	<p>Best practice was shared throughout this project, with various events and webinars and the support of the Lighting Urban Community International (LUCI) enabling it to be shared on an international basis. Some of those Webinars and events have bene organised by the New London Architecture, English Heritage and the Centre of London.</p>
20.AOB	<p>This project has significantly changed the City's night-time look & feel in providing the right type of lighting, in the right location</p>

	<p>and at the right time, and it has transformed how we're able to manage it going forward.</p> <p>The concept of being able to truly control our lighting prompted the discussion that eventually led to the creation of the City's innovative Street Lighting Strategy, and correctly anticipated the need to refocus the agenda on sustainability and reducing energy-related emissions.</p> <p>As a result, the City is now seen as a leading light for such concepts, with other initiatives such as the Illuminated River and the upcoming planning guidance on lighting for buildings helping the Square Mile take centre stage.</p>
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Appendices

Appendix 1	Photos of the project deployed within the City of London.
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Contact

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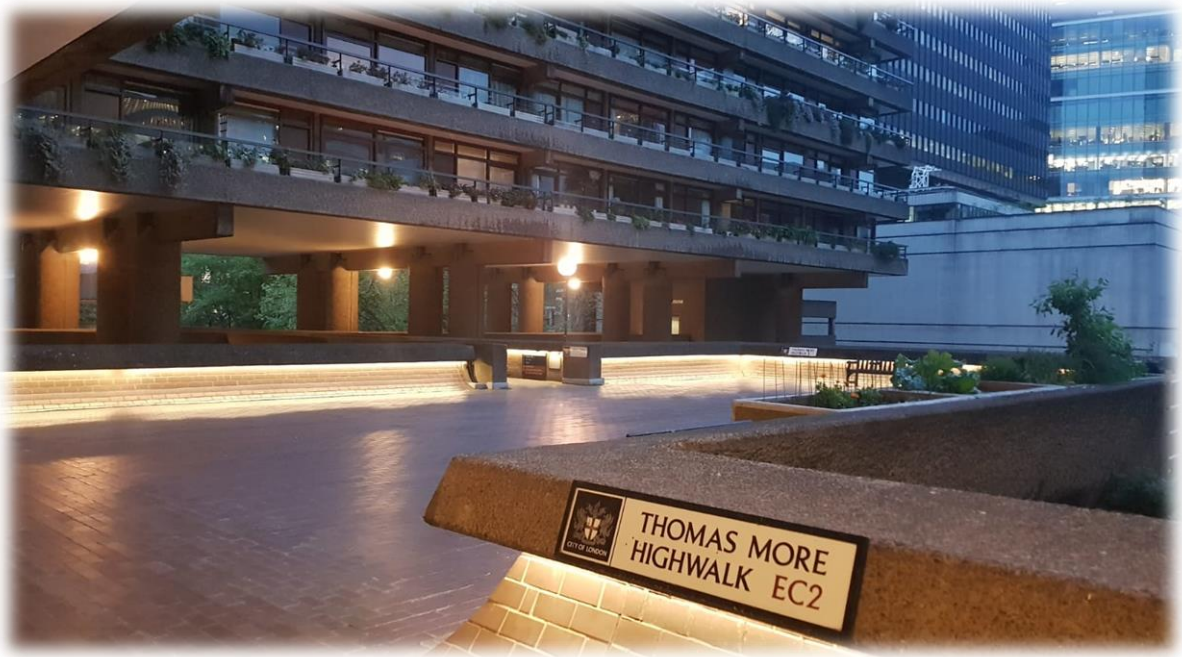
Appendix 1 – Illustrative photos from around the City



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Committee(s): Streets & Walkways Sub-Committee – For information	Dated: 12/10/2021
Subject: TfL's Bishopsgate Experimental Closure	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	1. <i>People are safe and feel safe</i> 9. We are digitally and physically well-connected and responsive
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: Executive Director, Environment	For Information
Report author: Sam Lee	

Summary

In July 2020, Transport for London introduced a temporary scheme along the Bishopsgate corridor to assist with Covid-19 social distancing requirements. This scheme included a temporary traffic order to restrict the corridor from being used by through traffic, as well as to allow space for pavement widening. It has improved provision for people walking and cycling and bus journey times.

Since then, the government has lifted all social distancing requirements but due to the likelihood of danger to the public if the measures were removed, TfL replaced the original temporary order with a new temporary traffic order in August 2021.

TfL are now in the process of developing an experimental traffic order (ETO) based on the current arrangements. The ETO allows a scheme to be tested before making it permanent and includes the first 6 months for consultation. Any objections must be made within this period. The ETO scheme could have implications for the City such as the ability for the City to deliver our projects. However, in principle the scheme largely aligns with the aims of our Transport Strategy and would support the delivery of the Climate Action Strategy.

If the ETO does proceed, its impacts will be monitored by and reviewed with TfL to seek mitigation of any adverse impacts. A further report will be brought back to this committee for a final decision on whether or not to object to the scheme being made permanent before the end of the 6-month consultation period.

Recommendation(s)

Members are asked to:

Note the report and that a further report will be brought to consider if the City Corporation should object to and/or make other representations in respect of the ETO being made permanent, in its current or modified form.

Main Report

Background

1. In response to the Covid-19 pandemic, Transport for London introduced a Streetspace scheme along Bishopsgate and Gracechurch Street in July 2020. The scheme used a temporary traffic order to introduce restrictions at a series of locations to prevent the use of the corridor by through traffic (except buses and cycles) between 7am – 7pm, Monday to Friday.
2. A plan of the Streetspace scheme is provided in Appendix 1. The main measures introduced are:
 - Banned right turn (except cycles) from Worship Street onto Norton Folgate (at all times)
 - Banned right turn (except cycles) from Primrose Street onto Bishopsgate (at all times)
 - Banned right turn from Bishopsgate onto Artillery Lane (at all times)
 - A southbound bus and cycle gate on Bishopsgate just south of Middlesex Street (7am-7pm Mon-Fri)
 - A banned left turn from Liverpool Street onto Bishopsgate (at all times)
 - A northbound bus and cycle gate on Bishopsgate just north of Liverpool Street
 - A southbound bus and cycle gate on Bishopsgate just south of Threadneedle Street
 - In conjunction with the City's Covid-19 Transport response, introduced a left turn onto Bishopsgate from Cornhill (at all times)
 - A compulsory left turn (except cycles) from Fenchurch Street onto Gracechurch Street (at all times)
 - An ahead (northbound) only maneuverer on Gracechurch Street at the Fenchurch Street junction (at all times)
 - A southbound bus and cycle gate on Gracechurch Street just south of Eastcheap left turn slip road (7am-7pm Mon-Fri)
 - A northbound bus and cycle gate on Gracechurch Street just north of Eastcheap
 - Pavement widening throughout sections along Gracechurch Street, Bishopsgate and Norton Folgate.
3. The reduction in motor vehicles has enabled the reallocation of carriageway space to widen pavements and made the street easier to cross. It has also made cycling safer and more attractive (this corridor is now the second busiest cycle route in London) and improved bus journey times. The restrictions have also resulted in some longer journeys for motor vehicles and some properties are not directly accessible during hours of operation.
4. The scheme became operational on 18th July 2020 and was due to expire on 15 January 2022 or when social distancing measures are no longer required, whichever is the sooner.

5. Since the government lifted all social distancing measures, the original temporary order no longer applies and has now been replaced by a new temporary traffic order. This new order is to address the “likelihood of danger to the public” if the original order was removed. The new temporary order can remain in place until 15 January 2022 (the date of the original order was to expire) and retains the current measures and restrictions as is.

Current Position

6. TfL are now in the process of developing an experimental traffic order (ETO) based on the current arrangement, but with the potential for some minor changes. Their aim is to have the ETO in place by late November 2021. Monitoring will take place throughout the experimental period and public consultation will be carried out over the first six months. The outputs of the monitoring and consultation will inform a potential permanent scheme. TfL will also undertake engagement with stakeholders, including briefing local CoL Members, before the commencement of the ETO.
7. Various discussions with TfL have already taken place. Officers requested that TfL carry out a wider review of the existing scheme before implementing the ETO. This has not been possible due to TfL’s timetable for introducing the ETO. TfL have confirmed that, following the commencement of the ETO, they will work with us to review the Bishopsgate measures alongside relevant City Corporation projects (current and planned) and the aspirations of our Transport Strategy.
8. It is recognised that in principle, limiting the use of the Bishopsgate corridor by cross-London traffic aligns with our Transport Strategy and street hierarchy; and that this is likely to be necessary to enable meaningful pavement widening, improve the safety and experience of walking and cycling, and improve bus journey times. These improvements also align with our Climate Action Strategy and support growth and development in this area.
9. However, indicative high-level traffic modelling has shown significant traffic reassignment onto our street network, particularly along Cannon Street, Eldon Street, New Change and King Edward Street. To a lesser degree, there are also traffic re-assignments on Eastcheap, Houndsditch, Aldersgate Street, Aldgate and Crutched Friars. The model is based on traffic trends prior to Covid-19 and predicted position in 2026. It is possible that the extent of modelled traffic re-assignments will be reduced if traffic levels do not revert to pre-pandemic levels. Additionally, changes to traffic signals have also been made and planned to mitigate against delays. Feedback and observations have so far shown that the network is coping with no significant delays, but traffic volumes have not returned to pre-pandemic levels in the City.
10. Additionally, indicative TfL modelling of some of the City’s various schemes currently in planning, have shown that traffic reassignment is largely neutral apart from following the reintroduction of Beech Street restrictions. It should be noted that previous modelling of the Beech Street restrictions showed traffic re-assignment on to London Wall and Moor Lane to be at a lower volume but with

the Bishopsgate scheme, much larger increases are forecasted. The reassignment of Bishopsgate traffic will therefore likely make it more difficult to deliver some of our projects.

11. Officers have made clear to TfL that any permanent change on the Bishopsgate corridor needs to be done in a way that ensures the best fit with our Transport Strategy and projects including the All Change at Bank, City Cluster, Beech Street, Moorgate Crossrail, St Paul's Gyratory, the Pedestrian Priority Programme and cycle network. Permanent changes also need to allow adequate access or mitigation for essential traffic that is trying to move around the City, including traffic to meet the needs of people with mobility restrictions that may require door to door transport.
12. TfL and the GLA have verbally assured us that there will be a comprehensive review following the introduction of the ETO to ensure the City's planned projects and programmes are not unduly impacted by any permanent scheme on Bishopsgate.
13. We have also asked that TfL incorporate improvements to Monument junction and the Bishopsgate/Wormwood Street/London Wall junction as part of any permanent scheme.
14. TfL are also aware of and support the City's proposals for All Change at Bank. They have assured us that the Bishopsgate scheme will not undermine our ability to deliver this project. However, it should be noted that access to Cornhill and the western section of Leadenhall will need further consideration.
15. Initial discussions with TfL haven't provided a solution to provide access to the western end of Leadenhall Street, in which case the delivery of the Leadenhall Street timed restriction which had Gateway 2 approval in July will need to be delayed in the short to medium term.
16. Restriction on taxi access may also lead to pressure to open up taxi routes along other City streets.
17. The current and proposed ETO scheme on Bishopsgate largely depend on the current temporary traffic restrictions (buses, taxis, motorcycles and cycles only, 7am – 7pm Monday to Friday) on London Bridge. This acts as a "blocker" but without it, a large volume of traffic is expected to use Cannon Street and Eastcheap as well as the wider city road network. The proposed ETO, however, does not include London Bridge but TfL have indicated that they fully intend to also progress with another ETO scheme to retain these restrictions.
18. At the time of writing we have not been provided with TfL's monitoring strategy for the ETO but expect to be given the opportunity to review this before the ETO commences. It is assumed that the strategy will include monitoring of:
 - Traffic conditions along main corridors such as Cannon Street, London Wall and Moorgate

- Traffic conditions on some minor streets, such as Middlesex Street, Moor Lane and Eldon Street
- Traffic counts along the corridor, including walking and cycling
- Bus journey time impacts on the corridor and other affected routes
- Road safety data along the corridor and on streets that traffic is expected to reassign to

19. The monitoring outputs should identify areas of concern and from this, options for mitigation could then be considered. However, based on some feedback on the temporary scheme as well as the theoretical data, mitigation measures such as street closures or other traffic reduction options might be necessary for example on Moor Lane, Eldon Street, Middlesex Street, Mincing Lane and Rood Lane.

Next Steps

20. Experimental traffic orders allow for a scheme to be introduced to test the arrangements before it is made permanent. An ETO must be in operation for at least 6 months before it can be made permanent but must not exceed 18 months. Public consultation will be undertaken in the first 6 months and any objections must be made within this period.

21. Officers will continue to work with TfL to seek to ensure the issues identified in this report are addressed, particularly to review how the measures on Bishopsgate relate to current and planned projects and the Transport Strategy, as well as any new issues which may arise. A further report will then be brought back to this committee prior to the expiry of the 6-month consultation deadline so that a final view on whether or not to object, and/or whether to make other representations can be taken by your Sub-committee and submitted to TfL.

Corporate & Strategic Implications

22. Strategic implications – Reducing general motor traffic using Bishopsgate and Gracechurch Street enables more effective and efficient use of street space. It improves conditions for people walking, cycling and using bus transport. It also reduces transport related carbon emissions, improves air quality and reduces road danger. Traffic reduction supports delivery of Corporate Plan Outcome 9: We are digitally and physically well-connected and responsive; the Transport Strategy; Climate Action Strategy and the Air Quality Strategy.

23. Financial implications – None. It is anticipated that any future mitigation measures required as a result of the scheme will need to be met by TfL

24. Resource implications – None

25. Legal implications – These are contained within the body of the report

26. Risk implications – Reducing motor traffic in the Square Mile helps mitigate Corporate Risks CR20 – Road Safety, CR21 – Air Quality and CR30 – Climate Action.
27. Equalities implications – At the time of writing, TfL is still undertaking an Equalities Impact Assessment of the proposed scheme. Although this is not yet available, officers are aware of some accessibility issues, particularly for those requiring vehicular access to some properties along the route, where no access is permitted at all, as well as through the route to access other facilities. In coming to a view on whether to object or make other representations on the scheme following the future report to your sub-committee, regard will be had to any equality impacts which may be considered to arise
28. Climate implications – Reducing motor traffic supports the delivery of the Climate Action Strategy by reducing carbon emissions and reallocating space for people walking and cycling.
29. Security implications - None

Conclusion

30. TfL's proposed ETO scheme extends the temporary scheme which has been in place since July 2020. The proposal is expected to provide significant benefits such as road safety, cycling conditions and improved bus journey times. It aligns with our Transport Strategy and the improvements support the delivery of the Climate Action Strategy.
31. The scheme however, could make it more difficult for the City to deliver some of our pipeline projects but a review of these can begin with TfL during the ETO stage to ensure the City's projects can also be delivered.

Appendices

- Appendix 1: Plan of TfL's Streetspace scheme/ETO scheme
- Appendix 2: Supplementary information provided by TfL

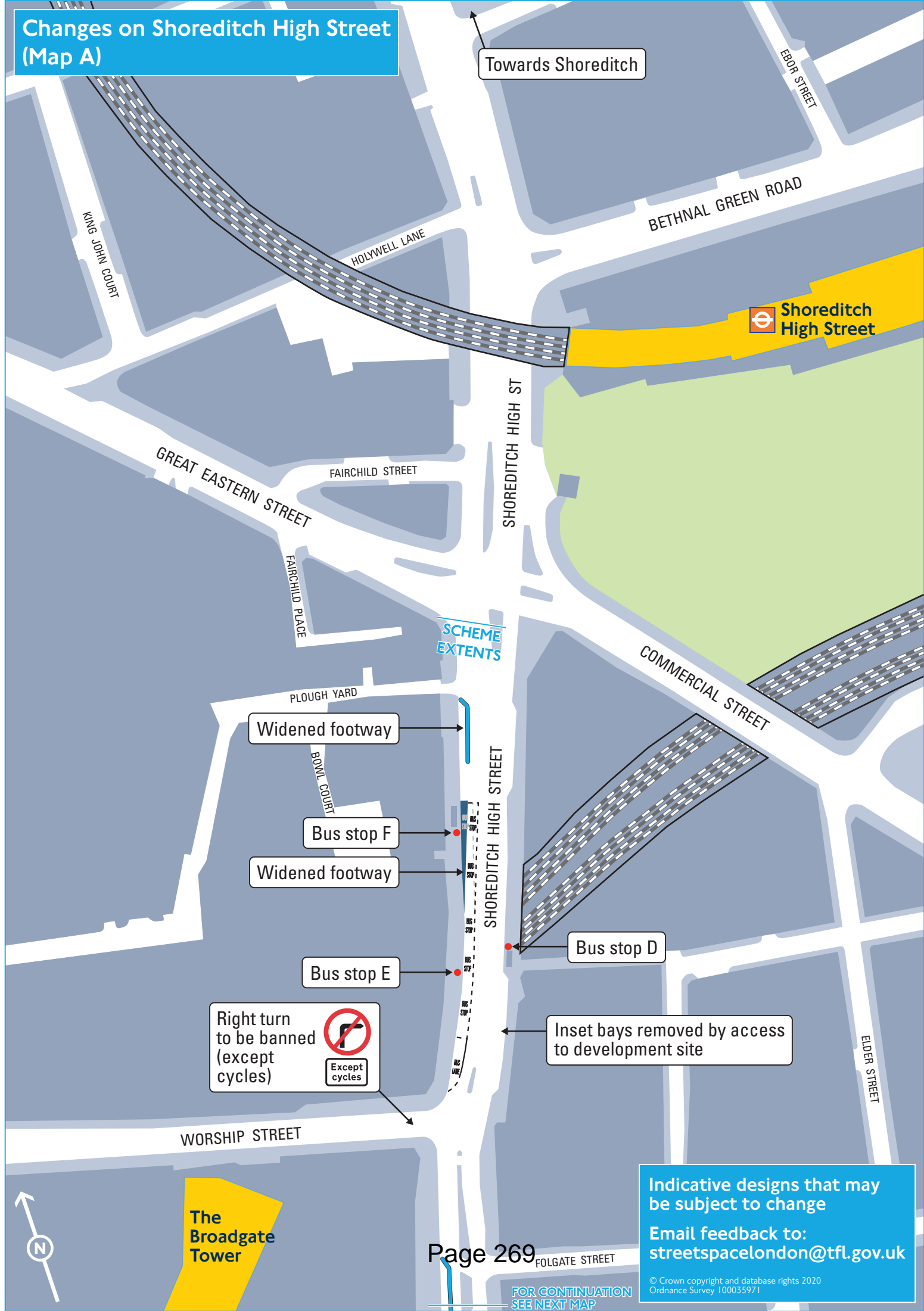
Sam Lee

Group Manager, Environment Department

E: sam.lee@cityoflondon.gov.uk

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Changes on Shoreditch High Street (Map A)



Changes on Bishopsgate and Norton Folgate (Map B)

The Broadgate Tower

Right turn to be banned (except cycles)



PRIMROSE STREET

FOLGATE STREET

FOR CONTINUATION SEE PREVIOUS MAP

NORTON FOLGATE

Widened footway

SPITAL SQUARE

SPITAL SQUARE

Bus stop H

Bus stop J

Bus stop G

Widened footway

Bus Stand

BISHOPSGATE

BRUSHFIELD STREET

Footway currently narrowed by hoarding

Bus stop E relocated to the south

Police parking retained

Liverpool Street



Exchange Arcade

Right turn into Artillery Lane and Middlesex Street to be banned



Barriers to support right turn bans into Artillery Lane and Middlesex St

MIDDLESEX STREET

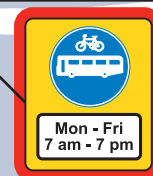
Indicative designs that may be subject to change

Email feedback to: streetspacelondon@tfl.gov.uk

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FOR CONTINUATION SEE NEXT MAP

Bus stop E (new location) - 11, 42, 149, N11, N242



Bus stop L

VICTORIA AVE

N

Page 270

Changes on Bishopsgate (Map C)

VICTORIA AVE
FOR CONTINUATION
SEE PREVIOUS MAP

NEW STREET

Exchange
Arcade

Bus stop F

Bus stop K

Liverpool Street



Widened footway

Existing left turn ban
remains - right turn
only for all vehicles,
including taxis



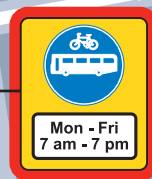
Restrict use of loading bay during
scheme operational hours

Taxi rank

DEVONSHIRE ROW

LIVERPOOL STREET

Metro Bank



Widened footway

Heron Tower

OUTWICH STREET

CAMOMILE STREET

WORMWOOD STREET

Bus stop W

BISHOPSGATE

Bus stop Y (new location) - 8, 11,
26, 35, 47, 149, 344, 388, N8, N11,
N26, N242

Bus stop Y relocated 27m north

Existing 2 min set down /
pick up bay suspended

OLD BROAD STREET

Tower 42

Indicative designs that may
be subject to change

Email feedback to:
streetspacelondon@tfl.gov.uk

Changes on Bishopsgate, Gracechurch Street and Threadneedle Street (Map D)

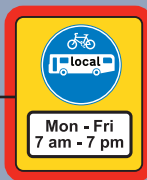
Tower 42

FOR CONTINUATION
SEE PREVIOUS MAP

Footway under hoarding temporary
footway in nearside traffic lane

CoL Phase 1 proposals -
Threadneedle Street to
be one-way westbound

Bus stop LN
suspended



Approximate location of pit lane
for construction vehicles to
6 - 8 Bishopsgate

Widened footway

Bus stop S suspended due
to construction works

No changes to existing
loading bay hours

CoL proposed bus /
cycle gate to east

Left turn to be
introduced
No right turn
retained



Location of future pit lane

Hoardings in place
Location of future pit lane

Restrict use of loading bay during
scheme operational hours

Restrict use of loading bay during
scheme operational hours

Widened footway

Loading box
relocated 18m north

Bus stop M

Marks &
Spencer

Indicative designs that may
be subject to change

Email feedback to:
streetspacelondon@tfl.gov.uk

FOR CONTINUATION
SEE NEXT MAP

Changes on Fenchurch Street and Gracechurch Street (Map E)

FOR CONTINUATION
SEE PREVIOUS MAP

CoL Phase 1 proposals - No motor vehicles Mon to Fri 7am to 7pm

Ahead only at all times except buses (right turn only) and cycles (left and right turn only)



FENCHURCH STREET

Left turn only at all times except cycles



Except cycles

Bus stop T - temporary stop during London Bridge works

Bus stop U

Widened footway

Widened footway

All vehicles (except buses and cycles) must turn left into Eastcheap Mon to Fri 7am to 7pm



CANNON STREET

SCHEME EXTENTS

Monument

LOWER THAMES STREET

Towards London Bridge

Indicative designs that may be subject to change

Email feedback to:
streetspacelondon@tfl.gov.uk

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Healthy Streets: A10 Bishopsgate scheme

Information requested by City of London Corporation officers for Streets and Walkways sub-committee on Tuesday 12 October

NB. The following is the current view and thinking of TfL officers on an experimental A10 Bishopsgate scheme. No final decision has yet been taken by TfL. Details may change as further work is undertaken.

Data and feedback collected during initial TTO

A summary of the main data sources and of feedback received from the temporary scheme can be found in the RSPG slides that have previously been shared with CoL officers. In summary, the data (up to August 2021, the date at which the slides were prepared) shows that:

- Bus journey times on Bishopsgate are currently 38% lower northbound and 26% lower southbound
- There has been no consistently poor bus performance on the wider road network associated with the scheme
- Current two-way cycle flows on Bishopsgate are approaching 500 per hour over a 12 hour daytime period, with highs of 700+ in the PM peak
- Average weekday cycle flows (0600-2200 in both directions) are consistently over 6000, with highs of over 8000 reached on some days
- Average vehicle flows have reduced from circa. 500 vehicles/hour per direction to circa. 200 vehicles/hour over a 12 hour daytime period
- Internal feedback from TfL's Buses and Network Performance departments has been supportive of the benefits of the scheme, while having minimal impacts on other parts of the respective networks and understanding that traffic conditions continue to change as society reopens. Given the nature of the restrictions, Taxi and Private Hire stakeholders have concerns over the effect of the scheme on likely impact on their trades, increases in fares and accessibility.
- External feedback has been less positive from the feedback received during the temporary scheme. Concerns have been raised about the impact of the scheme on emergency services, traffic congestion and accessing businesses. The majority of respondents when asked were against the scheme becoming permanent.

Modelling outputs

Network Performance have shared their initial outputs with you and will respond to your follow up questions in due course.

Details of any mitigation measures

Mitigation of any emerging network impacts will take the form of a signal timing review in the first instance.

Scheme benefits and success criteria

TfL has set out 4 key objectives for the experimental traffic order

- To provide a safe and attractive environment for cycling, through lower traffic levels, as defined by Criteria 1 of the New Cycle Route Quality Criteria document to encourage the take up of cycling
- To ensure bus journey times improve on the corridor to make bus passenger journeys faster and more attractive
- To provide safe and attractive conditions for pedestrians
- To take into account the remaining transport challenges in Step 4, and beyond

TfL has set out core success criteria based around Healthy Streets objectives set out in the Mayor's Transport Strategy. These are fundamentally around cycling and pedestrian conditions and bus journey times.

Monitoring Strategy

The Monitoring Strategy pertaining to the experimental scheme has not yet been finalised at the time this pack was prepared and hence is not included.

Communications and Engagement Strategy (Separate attachment)

See separate document attached.

EqIA

The EqIA pertaining to the experimental scheme has not yet been finalised at the time this pack was prepared and hence is not included.

Journey time impacts, delivery and servicing arrangements and alternative routes

Modelling work for the Bishopsgate Experimental scheme is only possible within the high level 2026 strategic model. The constraints of time and changing network conditions do not allow for the normal level of detailed assessment that would be associated with permanent traffic schemes. This is a key reason for the proposals to be made under an experimental traffic order with a supporting monitoring strategy and decision making process. This type of modelling does not support detailed journey time impacts, instead it can support monitoring by highlighting:

- Likely rerouting – helping to understand where monitoring/mitigation might be needed
- Areas of congestion / saturation – again, to indicate areas of monitoring/mitigation

Delivery and servicing arrangements are anticipated to remain similar to the temporary scheme that is currently in place. Certain parts of the corridor are anticipated to continue with restricted access during the hours of scheme operation (Monday to Friday, 7am to 7pm). Delivery and servicing in these areas is required to occur outside of these hours and the timings of the bays will reflect that. These will be confirmed once the scheme design has been finalised.

Alternative routes were considered prior to the launch of the Bishopsgate scheme last Summer. These remain valid for Bishopsgate, but there may need to be a wider area review following the introduction of the All Change at Bank scheme and dependent on the outcome of the City's own review on moving schemes on to experimental traffic orders.

Summary of alternative options that were explored and why these were ruled out

The scheme implemented under the temporary order in Summer 2020 has resulted in measurable bus journey time improvements and levels of cycling on the corridor that are greater than before the onset of coronavirus. The recent increase in people returning to work in the area is likely to see the footways that were widened as an integral part of the scheme also demonstrate benefits. As these benefits contribute towards the objectives set out in the Mayor's Transport Strategy for increasing the uptake of sustainable travel modes, TfL has not proposed to make major changes to a scheme that is considered to work well at the current time and contributes to London's pandemic recovery.

Changes have needed to be made to the design of the A10 Bishopsgate scheme as a result of other road network changes in the vicinity proposed by the City of London themselves pertaining to the 'All Change at Bank' scheme and to address the suspension of the bus gate on Leadenhall Street. These are designed to facilitate as much access as possible to those buildings on the corridor.

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Committees: Streets and Walkways - <i>for information</i> Projects Sub - <i>for information</i> Community and Children's Services- <i>for information</i>	Dates: 12 October 2021 20 October 2021 08 November 2021
Subject: Middlesex Street Area Phase B New Open Space Unique Project Identifier: PV Project ID: 10718	Gateway 5 Regular Progress Report
Report of: Director of the Built Environment Report Author: Leila Ben-Hassel	For Information

1. Status update	Project Description: Landscaping of Artizan Street, along with associated improvements to Middlesex Street Estate including new entrance canopy, signage and artwork RAG Status: Amber (programme) Risk Status: Low Total Estimated Cost of Project (excluding risk): £993,278 (S106 funded) Spend to Date: £641,791 Costed Risk Provision Utilised: N/A
2. Key points to note	Next Gateway: Gateway 6 Outcome report Key Points: <ul style="list-style-type: none"> • The main landscaping and paving works were completed on time and on budget in 2018. • Since this time, the remaining works (primarily to the building) have been on hold, due to the need to investigate and coordinate other works to the estate that could impact the scope and also as a result of staff resource shortages. • It is now proposed to resume the project and coordinate the implementation of the works with the Housing Division
3. Reporting period	Gateway 5 to present.

<p>4. Progress to date</p>	<p>4.1 The main landscaping works involved new paving and planting beds on Artizan Street in order to enhance the local area and provide an appropriate setting for the Estate entrance and new library, after the earlier removal of the car park ramps. These works were carried out following a consultation exercise with the estate residents. They were completed in 2018. See photos in Appendix.</p> <p>4.2 The remaining works include a new entrance canopy on Artizan Street, trellis to the walls, signage and artwork, along with exercise equipment on the podium level.</p> <p>4.3 Following completion of the landscaping works, the remaining works were put on hold to enable the City Surveyor and Housing Division to investigate alterations to the building that could impact the scope of the project, including the future use of the first floor car park and possible changes to the building entrance lobby. Residents and Ward Members were kept updated throughout these investigations and this investigation process is now largely complete.</p> <p>4.4 Whilst the investigations were ongoing, the project manager was reassigned to other priority projects. The Housing Division has also been impacted by staff resource shortages. This has delayed the resumption of the project.</p>
<p>5. Next steps</p>	<p>5.1 A tender exercise to appoint an architect to finalise the design of the canopy and artwork has been undertaken this summer and the appointment will be confirmed following the extension of the project 'end date' in the IT financial system.</p> <p>5.2 A meeting with residents will be held in October to update them and seek their renewed feedback on the design of the outstanding elements.</p> <p>5.3 It has been agreed between the Departments that the public realm section will finalise this design work whilst the Housing Division will lead on communications with residents. Following this, the Housing Division will take on the management of the project and oversee the implementation of the works. The programme for the completion of the project will be finalised following the residents' meeting and will take account of staff resource availability and coordination with other works to the Estate.</p> <p>5.4 Members should also note that a budget adjustment will be required to move funds from the unspent landscaping and fees budgets to the staff costs budget in order to provide sufficient staff costs for the public realm section and Housing Division to</p>

	consult residents and oversee the implementation of the final elements. The works will be completed within the approved total budget.
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Appendices

Appendix 1	Project Coversheet
Appendix 2	Photos of completed works to date

Contact

Report Author	Leila Ben-Hassel
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Telephone Number	020 73321569

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Project Coversheet

[1] Ownership & Status

UPI: 10718

Core Project Name: Middlesex Street Area - Redesign of new public space in Artizan Street post ramp demolition (phase B)

Programme Affiliation (if applicable): Part of Middlesex Street Area programme

Project Manager: Leila Ben-Hassel

Definition of need: Re-landscaping and associated works following removal of car park ramps on Artizan St.

Key measures of success:

- New improved public space in the vicinity of the new Artizan Street Library and Community Centre, providing a flexible outdoor space to support the library and centre's activities;
- Better and more visible access to Petticoat Tower;
- Safer and more pleasant evening environment in the area;
- Improved wayfinding to Petticoat Tower, the new Library and Community Centre, the Post Office, local transport hubs and Petticoat Lane Market.

Expected timeframe for the project delivery:

June 2017 – February 2018 (original) / December 2022 (proposed)

Key Milestones:

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

The majority of the works were completed by spring 2018 with minor programme slippage incurred due to drainage issues and delays in the manufacturing of bespoke elements.

The outstanding associated works were put on hold as the lack of clarity about the use of the 1st floor car park was impacting the design scope of the canopy and the drainage issues on the podium (City Housing land) were impeding the installation of the gym equipment.

The Housing Division who are client of the project have undertaken various investigations over the past few years about options for the space of the first floor car park and this has helped establish clearer parameters of the design development for outstanding elements (incl. the canopy). Staff capacity issues have meant that the project was not be able to resumed sooner.

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

As the project is in a residential estate, from the outset it has generated a lot of resident and Member interest. This was managed by engagement of residents and members in the design development and regular communications through the Housing Division capital works newsletter.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Briefing' G1 report – NA

'Project Proposal' G2 report (as approved by PSC September 2012):

- Total Estimated Cost (excluding risk): £200-400K (at the time only removal of ramps excl. re-landscaping)
- Resources to reach next Gateway (excluding risk): £17,939
- Spend to date: 0
- Costed Risk Against the Project: NA
- CRP Requested: NA
- CRP Drawn Down: NA
- Estimated Programme Dates: Implementation 2012/2013 (removal of car park ramps only)

Scope/Design Change and Impact:

Removal Car-Park ramps to improve visibility of the new estate library and community centre and enhanced access to Petticoat Tower

'Options Appraisal and Design' G3 report Phase A Removal of Car Park Ramps (as approved by PSC 16/05/2013):

- Total Estimated Cost (excluding risk): £130k-425K
- Resources to reach next Gateway: £30,000
- Spend to date: £15,505 (evaluation)
- Costed Risk Against the Project: NA
- CRP Requested: NA
- CRP Drawn Down: NA
- Estimated Programme Dates: Gateway 4 in Autumn 2014 for re-landscaping design / Start works on removal of ramps

Scope/Design Change and Impact:

Recommendation of option to include removal of redundant car park ramps as well as resident-led re-landscaping of Artizan St.

'Authority to start Work' G5 report – Phase A Removal of Car Park Ramps (as approved by PSC under delegated August 2014):

- Total Estimated Cost (excluding risk): £661,943
- Resources to reach next Gateway (excluding risk): £110,876
- Spend to date: £47,939
- Costed Risk Against the Project: NA
- CRP Requested: NA
- CRP Drawn Down: NA
- Estimated Programme Dates: Demolition of ramps and temporary reinstatement completed by October 2014. Start design

development on new landscaping upon completion of ramps removal as residents indicated they felt it would be easier to visualise the space and contribute to the design process only once the redundant car parks are removed.

Scope/Design Change and Impact:
Unchanged

'Options Appraisal and Design' G4 report – Phase B Re-Landscaping Approved May 2016

- Total Estimated Cost (excluding risk): £994,755
- Resources to reach next Gateway: £43,000
- Spend to date: £47,755 (evaluation Phase B Re-landscaping – excl. phase A spend)
- Costed Risk Against the Project: NA
- CRP Requested: NA
- CRP Drawn Down: NA
- Estimated Programme Dates: Finalisation of design by June 2016; Gateway 5 June 2016; Start on site in August 2016; complete works on site in January 2017.

Scope/Design Change and Impact:

Taking resident's feedback into account, in addition to the re-landscaping of Artizan St, the following project elements were added into the scope:

- A new canopy to the Petticoat Tower entrance and associated metal work (public art and library signage)
- Outdoor gym equipment was identified as a need through consultation.

'Authority to start Work' G5 report - Phase B Re-Landscaping

Total Estimated Cost (excluding risk): £993,278

- Resources to reach next Gateway (excluding risk):
- Spend to date: £85,878
- Costed Risk Against the Project: NA
- CRP Requested: NA
- CRP Drawn Down: NA
- Estimated Programme Dates: Start on site June 2017; Finalise canopy design (subject to clarity on future of 1st Floor Car Park)

Scope/Design Change and Impact:
Unchanged

Total anticipated on-going commitment post-delivery [£]:

A 20-year maintenance cost of the planting was included in the capital costs of the project. The use of new type of substrate and the type of planting were chosen to minimise maintenance requirements.

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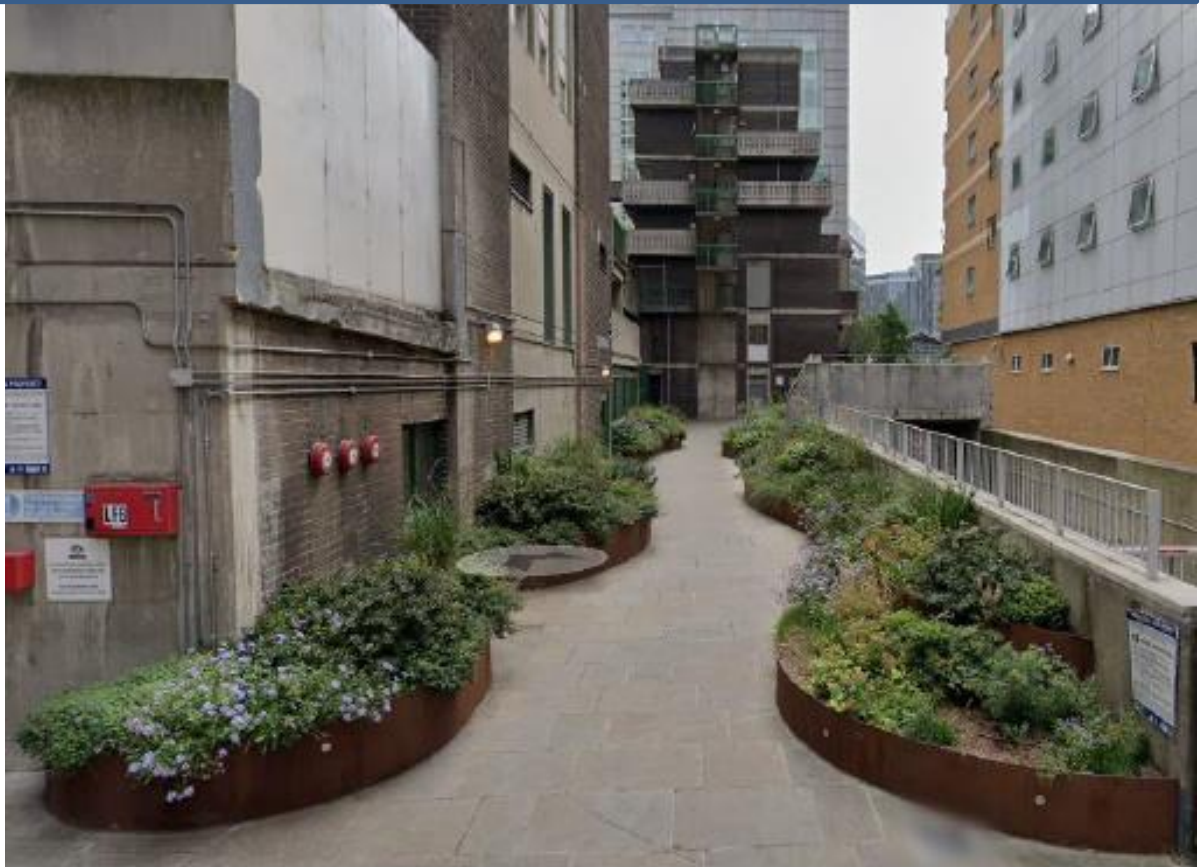
APPENDIX 2: Project and site pictures

Pictures pre/post removal of redundant car park ramps in 2014/2015



Bird's eye view of site
Artizan Street following
completion of re-
landscaping works (2018)

Post-implementation pictures once planting established (2020)



<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>
15 October 2020 1 December 2021 18 February 2021 08 July 2021 10 Sep 2021	<u>Dockless Vehicles</u> To keep the Sub Committee informed of activities to manage the use of dockless cycles and e-scooters in the Square Mile and any related issues.	Director of the Built Environment	April 2021 Sep 2021	We have given approval for Lime and HumanForest to operate dockless bike schemes in the City. We are continuing to work with TfL on the London rental e-scooter trial. A procurement exercise to select operators has concluded and three operators were selected. The e-scooter trail launched on 05 July, Lime is operating dockless cycles, and HumanForest began operating in early September 2021. Another operator is reviewing its position.
3 December 2019 25 February 2020 7 July 2020 15 October 2020 1 December 2021 18 February 2021 08 July 2021 10 Sep 2021	<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	December 2020 February 2021 April 2021 July 2021	<p>The experimental traffic restrictions went live on 18 March 2020. With the second national lockdown in place for November 2020 the traffic counts for monitoring were delayed until January 2021.</p> <p>To compensate for the COVID delay, the public consultation and scheme monitoring windows were extended and kept under review.</p> <p>The Sub Committee considered a Gateway 5 Issues report, approving the continuation of the Experimental Traffic Order until September 2021 with the changes to the central reservation.</p> <p>Officers provided a verbal update at the meeting.</p> <p>Monitoring and consultation tasks on the Experimental Traffic Order are set to resume following a judicial review on 29-30 June 2021. The commitment to the improvement of air quality in the public realm remains.</p>

			Sep. 2021	<p>The experiment concluded on the 18th September. All measures have been removed and Beech St is now open to all vehicles. The gaps in the central reservation have been maintained, and as per the Road Safety Audit some safety measures in the form of “wands” have been implemented to protect cyclists from vehicles encroaching into the cycle lanes.</p> <p>The restriction on Fortune Street was removed by Islington on the 24th September.</p> <p>There are no initial analyses of traffic counts as these have been affected by southbound traffic on Aldersgate Street being diverted onto Beech Street due to utilities work. But the ANPR cameras are capturing the raw data.</p> <p>Traffic and noise surveys were successfully carried out in the last ten days of the experiment. This data is just being received for analysis. Air quality will be assessed over the coming months.</p> <p>The Project team are meeting regularly with the working group from the Barbican Association to consider options for the new phase of Beech St. A report setting out an approach for next Options for Beech Street will be submitted for December Committee. This will include traffic analysis and other monitoring data, along with the consultation results from the experiment.</p>
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of the Local Government Act 1972.

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By virtue of paragraph(s) 1, 2, 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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