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Streets and Walkways Sub (Planning and Transportation) Committee

Date: **THURSDAY, 2 DECEMBER 2021**

Time: 10.30 am

Venue: **COMMITTEE ROOM 2, 2nd FLOOR, WEST WING, GUILDHALL EC2V 7HH**

Members:

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

Enquiries: Jayne Moore
Jayne.Moore@cityoflondon.gov.uk

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https://youtu.be/NSpNU1YimDA

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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 of the meeting held on 12 October 2021.

For Decision
(Pages 5 - 12)

4. **BEECH STREET TRANSPORTATION AND PUBLIC REALM PROJECT - G5**

To consider the Report of the Executive Director Environment.

For Decision
(Pages 13 - 56)

5. **BANK JUNCTION - ALL CHANGE AT BANK - G5**

To consider the report of the Executive Director Environment.

For Decision
(Pages 57 - 162)

6. **BARTHOLOMEW CLOSE AND LITTLE BRITAIN ENHANCEMENT SCHEME - G6**

To consider the report of the Director of the Environment.

For Decision
(Pages 163 - 192)

7. **STONECUTTER COURT S278**

To consider the report of the Executive Director Environment.

For Decision
(Pages 193 - 210)

8. **OUTSTANDING REFERENCES**

Report of the Town Clerk.

For Decision
(Pages 211 - 212)

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

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

11. **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

12. **NON-PUBLIC MINUTES**

To agree the non-public Minutes of the meeting held on 12 October 2021.

For Decision
(Pages 213 - 216)

13. **BANK STATION UPGRADE - CANNON STREET ENTRANCE S278**

To consider the report of the Executive Director Environment.

For Decision
(Pages 217 - 242)

14. **EASTERN CITY CLUSTER SECURITY SCHEME**

To consider the report of the Director of Environment.

For Decision
(Pages 243 - 262)

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

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

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STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 12 October 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 Tuesday, 12 October 2021 at 10.30 am

Present

Members:
Graham Packham (Chairman)
Shravan Joshi (Deputy Chairman)
Randall Anderson
Peter Bennett
Marianne Fredericks
Deputy Jamie Ingham Clark
Christopher Hill (Ex-Officio Member)
Paul Martinelli (Ex-Officio Member)

Officers:

Ian Hughes	-	Environment Department
Leah Coburn	-	Environment Department
Shani Annand-Baron	-	Town Clerk's Department
Kristian Turner	-	Environment Department
Melanie Charalambous	-	Environment Department
Clarisse Tavin	-	Environment Department
Giles Radford	-	Environment Department
Bruce McVean	-	Environment Department
Jayne Moore	-	Town Clerk's Department

1. **APOLOGIES FOR ABSENCE**
Apologies were received from Deputy Alastair Moss, Oliver Sells QC, William Upton QC, and Christopher Hayward.

2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
There were no declarations.

3. **MINUTES**
A Member noted that minutes were expanding, and asked whether there were more streamlined, efficient ways of recording minutes (including transcripts alongside a record of decisions made). Another Member supported the detail of minutes as an aid to understanding why decisions were made, and another Member asked whether broadcasts could be captioned to improve accessibility.

The Town Clerk agreed to explore the issue and report back to the meeting.

RESOLVED, that the minutes of the meeting of 10 September 2021 be approved as a true and accurate record of the meeting.

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

The Sub-Committee considered the report '2-6 Cannon Street Public Realm Improvements'.

Members congratulated the Environment Department on the high quality of the garden at 2-6 Cannon St.

A Member asked if the project pre-dated the decision to do ground surveys to avoid discovering unexpected anomalies.

Members heard that ground surveys were carried out when it was thought there might be utilities in the ground, and a full radar survey had not been done in respect of the project as it was a fully pedestrianised area.

A Member asked what action was being taken to ensure delays did not arise and cause problems in future projects, resulting in cost increases.

Members heard that interest is calculated on S278 and S106 deposits which should cover minor delays and some increased costs, though a review of the project's scope would be required in the event of significant delays or issues.

RESOLVED, that the Sub-Committee

1. Revise the remaining project budget of £420,170 as set out in the finance tables of Appendix 3; including any interest accrued, to complete the project in accordance with the Section 106 Agreement
2. Approve the budget adjustment summarised in table 3 of Appendix 3

5. **55 MOORGATE**

The Sub-Committee considered the report of the Environment Department '55 Moorgate Section 278 Public realm and highway improvements'.

A Member asked whether the pedestrianised area was open 24 hours a day, and whether there were any concerns about the area attracting rough sleepers.

Members heard that the passageway is currently open 24 hours a day, and that discussions are ongoing about night-time closure timings.

RESOLVED, that the Sub-Committee

1. Approve the contents of this outcome report
2. Approve the budget adjustment summarised in section 13 and detailed in table 3 of Appendix 3
3. Agree to close this project once the outstanding actions referred to in section 13 are completed and payments made

6. **100 MINORIES PHASE TWO: PUBLIC REALM ENHANCEMENTS**
The Sub-Committee considered the report of the Director of the Built Environment '100 Minories Phase Two: Public Realm enhancements to Crescent'.

A Member suggested that there was merit in utilising the current developer's expertise where possible, rather than looking elsewhere.

A Member sought clarification on whether there had been a change in developer or whether the change had been in the hotel operator and asked if legal obligations had passed to the developer.

Members heard that the Corporation was working with the new owners of the site.

RESOLVED, that the Sub-Committee

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.

7. **BARBICAN AND GOLDEN LANE HEALTHY STREETS PLAN**
The Sub-Committee considered the report of the Director of the Built Environment 'Barbican and Golden Lane Healthy Streets Plan'.

A Member expressed concern that the project appeared to not yet be fully funded.

Members heard that the £250K bid amount had been approved in April 2021 to deliver the plan. A subsequent bid of £2M had been put in to fund those future projects identified through the plan and that there was considerable support for this and subsequent projects. The Sub-Committee noted the financial pressure on projects generally.

A Member asked whether Beech Street was a separate project.

Members heard that a Beech Street report was expected to be presented to the December 2021 session of the Sub-Committee, and that there are a number of well-coordinated workstreams around the Barbican and Beech Street area.

A Member expressed the hope that the environment of the area in general was being considered, the idea being for it to be an inviting place to go.

The Sub Committee noted that due consideration was being given to the Barbican's listed building status.

Members heard that an extensive engagement period was being planned, and a Member expressed the hope that the very good departmental engagement with stakeholders seen in the Department would continue even with the financial pressures.

A Member sought clarification on whether air quality assessments were being benchmarked.

The Sub-Committee heard that air quality was being modelled with the Cambridge-based company CERC. NOx measurements were benchmarked against data previously gathered in the wider area prior to the pandemic.

RESOLVED, that the Sub-Committee

1. Approve a budget of £141k to reach the next Gateway
2. 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
3. Note the total estimated cost of the project at £250k (excluding risk).

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

The Sub-Committee considered the report of the Executive Director Environment, 'Pedestrian Priority Programme – Phase One Interventions'.

The Sub-Committee pointed out that there needed to be a clear maintenance plan for planters and parklets.

Members heard that the cost shown was planned for an 18-month period (to the end of the experimental phase) with a second round of enhancement funding expected at the conclusion of that period to include such maintenance.

A Member congratulated the department on the rapid and efficient handling of an issue with loose paving on Poultry and commented that appropriate maintenance procedures needed to be factored into all temporary pavement plans.

A Member commented that signage around Old Jewry was confusing to minicab drivers causing some to mount the pavement at night, and the Sub-Committee heard that the No Exit signs there appeared to be missing.

The Sub-Committee heard that the signage matter was to be raised with the maintenance team, that planters would be positioned to give a stronger visual signal to drivers. Mapping companies were also to be reminded of the one-way rule.

RESOLVED, that the Sub-Committee

1. Approve the Phase 1 interventions, as per Option 2, set out in the main body of this report.
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 £3.2million
3. 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.

9. **STREET LIGHTING LED PROJECT**

The Sub Committee considered the report of the Director of the Built Environment 'Street Lighting LED project'.

A Member asked whether TfL has been persuaded to upgrade the lighting on the red routes.

Members heard that TfL were considering renewing their street lighting assets.

RESOLVED, that the Sub Committee

1. Note the contents of the report and authorise the closure of the project, with any unused balances returned to the on-street parking account
2. Note that the project was delivered on time and to budget

10. **TFA EQUAL PAVEMENTS PLEDGE**

RESOLVED, that the Sub-Committee approve the City of London Corporation's commitment to Transport for All's Equal Pavements Pledge.

11. **TFL BISHOPSGATE EXPERIMENTAL CLOSURE**

The Sub-Committee received the report of the Executive Director Environment 'TfL's Bishopsgate Experimental Closure'.

A Member asked for clarification around where the responsibility lay for mitigations.

Members heard that dialogue with TfL was ongoing during the experimental phase and there was a range of factors to be taken into account.

A Member commented that the Bishopsgate area was a more pleasant and safe environment and suggested that the extended pavements' use along Gracehurch St be clearly signalled. Another Member drew attention to TfL's adoption of Bishopsgate as a strategic highway and commented that it would impact on local roads in the City, referring particularly to paragraph 11 of the report. Members noted that Bishopsgate was strategic from the point of view of cyclists, pedestrians and public transport providers, and was heavily used by those groups of users particularly with the imminent arrival of Crossrail within the next year.

Members noted the report and noted 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.

12. **MIDDLESEX STREET AREA PHASE B NEW OPEN SPACE**
The Sub-Committee received the report of the Director of the Built Environment 'Middlesex Street Area Phase B New Open Space'.

RESOLVED, that the report be noted.

13. **OUTSTANDING REFERENCES**
The Sub-Committee received the list of outstanding references.

Dockless vehicles: Members noted ongoing problems with inappropriate use and parking of dockless bikes and scooters, and that civil enforcement officers and road sweepers could be more actively involved in reporting misuse. Members noted that the penalty for inappropriate parking might need to be increased. Operators are reminded of the expectations around encouraging appropriate use and are to be encouraged to sign up to the Equal Pavements Pledge. Members were advised that an update would be forthcoming on when more providers would be invited to be involved. Members heard that it was clear to users where scooters could be used and docked.

RESOLVED, that the outstanding references be noted.

14. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
There were no questions.

15. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
No other business was raised.

16. **EXCLUSION OF THE PUBLIC**
Members agreed to exclude the public.

The meeting ended at 12.10 pm

Chairman

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Committees: Corporate Projects Board *[for decision]* Streets and Walkways *[for decision]* Projects Sub *[for decision]*	**Dates:** Urgency 02 December 2021 15 December 2021
Subject: Beech Street Transportation and Public Realm project *(Phase 1 – Zero Emission Scheme)* **Unique Project Identifier: *10847***	**Gateway 5** Complex **Issue Report**
Report of: Executive Director Environment **Report Author:** Kristian Turner – City Transportation	**For Decision**
PUBLIC	

1. Status update	**Background:** 1. In June 2018, Members of the Policy and Resources Committee (P&R) endorsed the "*Vision for Beech Street*". The objective of the vision is to transform the property and public realm on Beech Street to create a vibrant retail street with a high quality public realm at the centre of the Culture Mile. 2. The Beech Street Zero Emission scheme (Phase 1 - interim) was implemented on 18 March 2020 to improve air quality (NO_2) through an Experimental Traffic Order (ETO) restricting vehicle access other than for zero emission vehicles. The ETO was made in order to determine the impacts of the restriction with a comprehensive monitoring strategy for measuring the impact on air quality, traffic flows, noise and perception. 3. Over the past three years, Members of the respective sub committees have considered a number of reports which have steered the direction of the project, in summary: • *September 2018* - Gateway 3 Report approval to investigate traffic reduction options in Beech Street • *February 2019* - Issues Report approval to align the project objectives to the Corporate Plan and to increase

	the project scope to investigate 2-way closures on Beech Street • *July 2019* - Issues Report approval of the concept of a Zero Emission Street and to develop this as an interim scheme to quickly address poor air quality (**Phase 1**) • *December 2019* – Gateway 4/5 Report provisionally approving the implementation of a Zero Emission Restriction (**Phase 1**) in Beech Street • *October 2020* – Issues report updating on the experiment and proposing central reservation gaps • *February 2021* – Issues report to continue the ETO and progress towards public consultation on making permanent 4. The Judicial Review challenging the February Committee decision to continue with the ETO was heard in June 2021 and the final judgement in August 2021 found in the City Corporation's favour. 5. The delays to an already challenging programme to measure the results of the experiment and consult the public on making the scheme permanent resulted in the experiment concluding on 18th September 2021. 6. Beech Street has now been reopened to all traffic. The central reservation gaps have been retained. **This report:** 7. The purpose of this report is to: • Update Members on the results of the experiment • Seek Member approval for next steps **RAG Status: AMBER** (Amber at last report to Committee) **Risk Status: Medium** (Medium at last report to Committee) **Total Estimated Cost of Project (excluding risk):** ~ £12M-15M *(see main report)* **Spend to Date:** £1,803,366 (of a total project budget of £2,235,062 for Phase 1) **Slippage:** ~ 8 months **Funding Source:** Community Infrastructure Levy (CIL) **Costed Risk Provision Utilised:** none to date, requested in this report

2. Requested decisions	**Requested Decisions:** 8. Members of the **Streets and Walkways sub-committee** are asked to choose from the following options to progress the project: **1) Option 1** – Undertake public consultation for a permanent scheme on Beech Street based on the traffic management restrictions of the experiment **(recommended)** **2) Option 2** – Close the interim project and progress instead with a longer-term (*see para 123) area wide approach to managing traffic and addressing air quality on Beech Street and across the Barbican and Golden Lane areas through the Healthy Streets Plan (which is currently being progressed) 9. In the event that Option 1 is chosen, Members of the **Streets and Walkways sub-committee** are asked to: **3)** Delegate authority to the Executive Director Environment, in consultation with the Chairman and Deputy Chairman, to approve the (non-statutory) public consultation content and then proceed with the public consultation. 10. Members of the **Streets and Walkways sub-committee** and **Projects sub-committee** are requested to: **4)** Approve the drawing down of costed risk (£189k) for the risks that have turned into issues **5)** Approve an increase in the project budget of £50k available from the 2021/22 capital bid to fund the investigation of occasional culture events on Beech Street **6)** Note the experiment findings (as set out from paragraph 33) and conclusions **7)** Note the intent to comprehensively engage with the public, user groups and stakeholders on the next phase of the project (Appendix 9). **8)** Note that the Barbican Healthy Streets Plan has been initiated which (in the medium term) will work towards

	delivering an area-based plan to delivering Healthy Streets, managing traffic and improving air quality in the Barbican and Golden Lane area.
3. Budget	**Scheme Finance** 11. A total of £1,804,324 has been spent on the project to date. A breakdown of the spend profile can be found in Appendix 1. 12. The current budget is £2,235,062 for Phase 1 (inclusive of costed risk). An increase in the budget of £50k is being requested to include a further element of work further described in paragraph 21. 13. In October 2020 a costed risk provision of £260k (see Appendix 2) was approved. Three of the risks that were identified have since transpired to become issues: • R10 - Legal challenge; • R12 – Additional monitoring; • R13 – Removing ETO and restarting next steps; and the costs have been incurred against the project. 14. A budget adjustment is proposed to draw down (a portion of) the costed risk provisions for a total of £189k: • R10 (£65k) • R12 (£44k) • R13 (£80k) see finance tables in Appendix 1. 15. This report does not supersede previous delegation approvals to move funds between budget line items. **Option Costs** **Option 1** 16. The overall budget allocation is estimated to be sufficient to develop and deliver the next steps to reach the next project milestone (a May 2021 decision report on whether to make the scheme permanent). The budget, along with a costed risk register, will be re-assessed in advance of the May report. **Option 2** 17. The current budget is sufficient to close the project. A Gateway 6 Report would identify the project underspend. (The development of the Healthy Streets Plan for the Barbican and Golden Lane area is funded separately).

	Central funding Capital Bids 18. It was always envisaged that once Phase 1 of the project to deliver the air quality improvements was delivered, that the second phase of the Beech Street Transportation and Public Realm scheme would seek to make substantial public realm improvements to transform the covered street into a vibrant link in the Culture Mile. This is within the approved scope of the Beech Street Transportation and Public Realm project as Phase 2, with work intended to start on this following the delivery of Phase 1. 19. In November 2021 a Capital bid for 2022/23 of £2.5M was made to fund substantive public realm improvements on Beech Street and adjacent junctions (if a permanent traffic order to conclude Phase 1 is implemented). It also contains provision for investigating ways in which cultural events in Beech Street could be supported in terms of lighting and acoustic provision. If the scheme is to be made permanent, a request to draw down this funding will be made in the May 2022 decision report. 20. This Capital bid was accepted by the Resource Allocation Sub-Committee in November 2021 and will now progress for approval through Policy & Resources Committee in December and subsequently the Court of Common Council. 21. In 2020/2021, a capital bid for £50K was approved for officers to investigate ways to deliver greater activation of Beech Street and deliver outcomes of the Culture Mile look and feel strategy. This work will commence in early 2022 and a consultant will be commissioned to investigate how occasional events may be accommodated in Beech Street including investigating provision for lighting and acoustics. 22. The scope of the impact (and opportunities) on the public highway from programmes such as the Barbican Renewal project and redevelopment of the Barbican Exhibition Halls are still to be defined. 23. If any further changes are required to traffic management around Beech Street as a result of these programmes they will be determined at that time and funded by other funding mechanisms.
4. Issue description	The key issue for Members to consider in this Issues Report is the next step to be taken to address the air quality problems on

Beech Street. To allow Members to make an informed decision, this section:

- reports on the current situation
- sets out the findings of the experiment:
  - air quality
  - traffic
  - noise
  - access and legibility
  - public consultation
- draws conclusions on the experiment results

CURRENT SITUATION

24. The experimental traffic order restricting traffic to Zero Emission Vehicles only has concluded.

25. Beech Street reopened to all traffic on 18th September and the closures of Golden Lane and Bridgewater Street have been removed. The central reservation gaps to residential car parks have been maintained.

26. Aldersgate Street was closed southbound for utility works between 19th September and 9th November. This delayed monitoring of post experiment traffic levels and may have had some impact on air quality.

27. Motorised traffic volumes on Beech Street (measured by the ANPR cameras in the second week of November) were an average 1,675 per day, 18% of the traffic volumes measured in 2019.

28. This is significantly lower than general traffic volumes in the area and across the City, it is likely some drivers are unaware that Beech Street has reopened to all traffic.

29. Air quality on Beech Street has seen an increase in NO_2 levels since the conclusion of the experiment, which would be expected with the return of traffic. Average monthly levels in October show a sharp increase compared to August.

30. However, drawing definitive conclusions from 1-2 months of air quality data is not recommended as these values are also influenced by increases in background NO_2, seasonal variation as well as higher traffic because of the Aldersgate

	Street closure. Measuring annual trends is usually considered more comprehensive. 31. Nonetheless, the return of unrestricted traffic to Beech Street, even at volumes lower than pre-pandemic, will in all probability lead to a return to NO_2 levels on Beech Street consistently in excess of current health based targets. 32. A request has been made to satnav companies to reflect that Beech Street has reverted to being open to all traffic. **EXPERIMENT – FINDINGS** *General info* 33. Previous reports detail the impacts of the pandemic on the experiment, and this is not further elaborated on in this report. 34. Members may recall that as a result of the High Court Judge's Interim Order (of 15 April 2021) in connection with the Judicial Review which prevented the taking of any further steps in respect of making of any traffic order, erring on the side of caution, the decision was taken to pause collection of data and public consultation pending the outcome of the Judicial Review. 35. The conclusion of the High Court Judicial Review was that despite the impact of the pandemic on traffic and air quality, the experiment has been meaningful. 36. Members are asked to note that the World Health Organisation (WHO) air quality guidelines have recently been updated. The revised annual average guideline for NO_2 is now 10 $\mu g/m^3$ (formerly 40 $\mu g/m^3$), suggesting that this pollutant has a greater impact on health than previously thought. 37. Nowhere in the City meets the 10 $\mu g/m^3$ level. At present the UK legal objective remains at 40 $\mu g/m^3$ as an annual average and this level is retained as the benchmark for meeting the project objective. 38. The approach to monitoring of the positive impacts and disbenefits of the scheme were set out in the agreed Monitoring Strategy This was prepared in consultation with TfL, London Borough Islington and the Barbican Association.

39. Traffic and air quality data has been analysed and publicly accessible dashboards are in the process of being created. All other data from the Monitoring Strategy will also be publicly available through the projects page on the City Corporation's website.

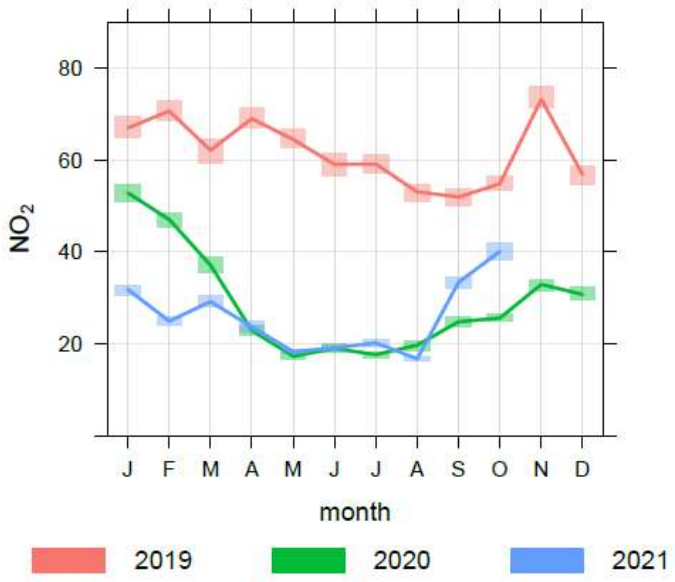
Air Quality Results

40. Air quality data has been collected from two sources, the continuous air quality monitor on Beech Street, and via 32 diffusion tube sites across the project area.

Beech Street

41. On Beech Street the annual average level of NO_2 measured in 2019 was 62 µg/m^3 as measured by the continuous monitor. During the course of the experiment, air quality measured on Beech Street significantly improved to an annual average of 24 µg/m^3, for the period March 2020 to March 2021. This 61% reduction is due to reduced vehicle volumes created by the experimental restriction, ongoing improvements in air quality across London and the overall improved NO_2 levels in the City attributed to the COVID-19 restrictions on movement.

42. Monthly Average NO_2 Concentrations (µg/m^3) at the Beech Street continuous monitoring station for 2019-2021 are shown below:



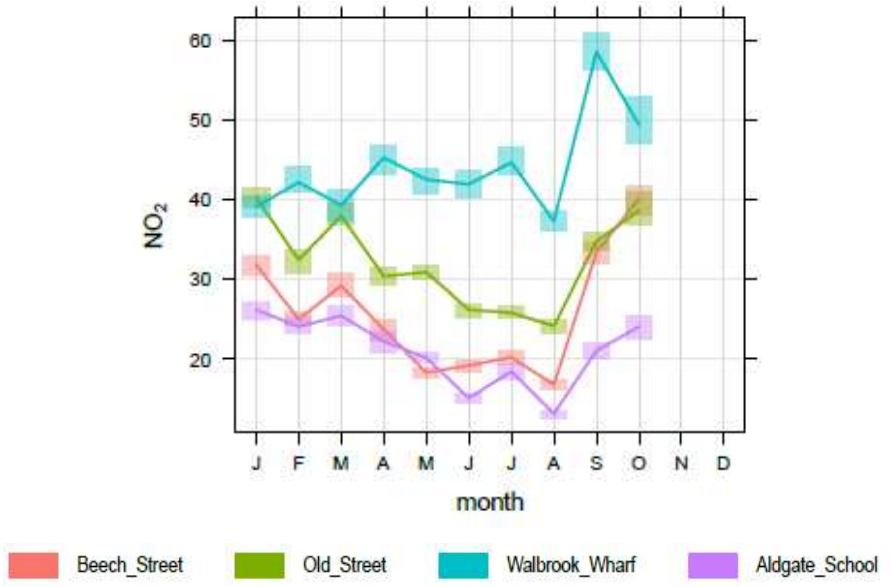
43. The red line for 2019 shows the monthly average NO_2 concentrations in the year before the experiment began.

The green line for 2020 and the blue line for 2021 show the combined impacts of the experiment and the pandemic.

44. The relative reduction in NO_2 on Beech Street has been compared to other continuous monitoring sites in Central London. Whilst all saw significant improvement due to the impacts of the pandemic, Beech Street recorded the largest improvement:

	2019 µg/m^3	2020 µg/m^3	Difference	% Difference
Beech Street	62	28	34	**55**
Walbrook Wharf	74	42	32	**43**
Old Street	47	36	11	**23**
Strand	76	44	32	**42**

45. Monthly Average NO_2 Concentrations (µg/m^3) at Beech Street and nearby continuous monitoring stations for 2021 are shown below:



46. Comparison with nearby sites shows that since the removal of the experimental scheme the monitor on Beech Street has recorded an increase in NO_2 far higher than the other nearby sites. From August to October the NO_2 concentration on Beech Street increased by 130%. This compares to an increase of 84% at Aldgate School, 54% at Old Street and 42% at Walbrook Wharf. Some increase at this time of the year is to be expected due to the usual patterns of seasonal variation, but it is anticipated that NO_2 will continue to increase on Beech Street as traffic returns.

NO_2 across the Project Area

47. NO_2 levels at 32 sites around Beech Street have been measured using diffusion tubes. As would be expected due to the reduced traffic volumes, all of these locations have seen an improvement in NO_2 levels of between 12-42% from 2019 to 2020 (see Appendix 2).

48. As reported earlier this year, it is difficult to accurately attribute how much of the air quality improvement during the course of the experiment was due to the Zero Emission Scheme restriction and how much due to the impact of the pandemic. There are many factors which influence NO_2 levels in the City such as traffic, meteorological conditions and seasonal variations. A longer monitoring period will be required to fully determine impacts.

Air Quality Modelling

49. In 2019, an air quality model was prepared by consultants to forecast the likely concentrations of NO_2 across the project area as a result of the experiment. This was reported in the December 2019 Gateway 3-5 Report to aid decision making.

50. The air quality model was developed using the traffic volumes on parallel streets that was determined from TfL's traffic reassignment (ONE) model.

51. In May 2021 the air quality model was revisited. Air quality data from other continuous monitoring sites in the City was used to verify the air quality model for this area.

52. Due to continued uncertainty over what future levels of traffic in the City would be, the consultants were asked to model three different scenarios for different levels of traffic returning to the area with the Beech Street restriction in place:
    - 55%,
    - 65%,
    - 80%

53. See Appendix 3 for a table showing the modelled NO_2 values at receptor locations for the three scenarios, modelled with 2021 traffic compositions.

54. In summary the modelling data for NO_2 shows:
    i. In the baseline scenario modelling 2019 traffic volumes without the Beech Street restriction, eight of the receptor locations are over 40 $\mu g/m^3$.

	ii. With the Beech Street experiment included in the baseline scenario, seven of the receptor locations are over 40 µg/m^3. iii. At 80% of 2019 traffic volumes, there are six locations over 40 µg/m^3; at 65% there are two locations over 40 µg/m^3; at 55% there is one location at 40 µg/m^3. 55. The relationship between traffic volumes and NO_2 in Beech Street is not linear due to the influences of background air pollution, the enclosed "tunnel" factor and variations in traffic composition. 56. Based on the baseline and the Beech Street restriction scenario modelled, an estimate by the consultants was made of the maximum traffic flow in Beech Street which would still result in the air quality limit value for NO_2 being met. 57. It is estimated that approximately *1,200* vehicles could travel through Beech Street without breaching the air quality limit. As there are some caveats to this calculation, it has only been used as an aid to guide decision making with regards options for the traffic approach. **Traffic** 58. Traffic volumes in the project area were significantly affected by the pandemic for the duration of the experiment. In addition, other projects within the City (COVID-19 on-street measures, Bishopsgate temporary bus gates) have caused changes in traffic patterns that make the traffic impacts of the Beech Street experiment more challenging to interpret. 59. Traffic counts have been undertaken at multiple locations across the project area before the experiment started (early 2020) and during the experiment (Sept 2021) over a seven-day period. 60. Traffic counts undertaken in May 2021 showed average weekday motorised traffic volumes on Beech Street were recorded at ~ 930 per day, approximately 10% of the pre-scheme flows (~ 9,500 motor vehicles). 61. During the experiment, average weekday cyclist volumes declined by two thirds but the relative proportion of cyclists to motor vehicles increased to 52% of all vehicle movements along Beech Street compared to 22% in 2019.

62. The very low volumes of motorised through traffic on Beech Street during the experiment demonstrated a good level of compliance with the restriction.

63. Automatic traffic counts provided by TfL estimate that traffic in Central London is now 85% of 2019 levels. The exact values for the City will be known following the results of bi-annual traffic counts becoming available in December.

64. The traffic count data comparing pre-experiment and during experiment volumes is summarised at Appendix 5.

65. In total there was a daily average of 112k vehicles at the count locations during the experiment compared to 132k before the experiment, a reduction of ~15%.

66. The ONE modelling work that was done and reported in December 2019 concluded that traffic from Beech Street would reassign to some local streets.

67. The traffic counts across the project area show a very mixed picture with regards comparing “pre” and “during” experiment traffic volumes, with some streets showing an increase and others a decrease.

68. The surveys show that there were greater volumes of traffic on the following streets in September 2021 compared to pre-experiment:
    - London Wall (+5%)
    - Bath Street (+10%); and
    - Old Street (+15%);

69. The surveys show that on all other streets, traffic volumes were 12-83% lower compared to pre-experiment

Resident observations:

70. Reports from some residents suggest that some traffic is using Wood Street, Fore Street and Fore Street Avenue to “beat” the London Wall traffic queue. Whilst this behaviour has been observed, the traffic counts confirm that there is 65% less traffic overall on Fore Street.

71. Officers have received a number of complaints from the public about traffic congestion on London Wall. Overall there is 5% more traffic on London Wall, but observations suggest the congestion is sporadic in nature and not consistently congested.

72. There has been feedback from some residents that there is now more traffic on Moor Lane. This is not reflected in the survey results which found that there is 83% less traffic overall on Moor Lane.

Other measurables

Journey times

73. Journey time surveys were undertaken on key traffic routes before the experiment started (early 2020) and during the experiment (Sept 2021) over a 7-day period.

74. On average, journey times measured across 8 routes have improved.

Taxi surveys

75. Taxi journey time surveys were undertaken on key traffic routes before the experiment started (early 2020) and during the experiment (Sept 2021) over a seven-day period.

76. The routes analysed were agreed with the taxi trade as part of the consultation with stakeholders on the Monitoring Strategy.

77. On average, taxi (black cab) journey times measured across six taxi routes improved by 6%.

78. Detailed results are included in Appendix 6.

Noise

79. Noise surveys were undertaken before and during the experiment at various locations in Beech Street and on surrounding streets.

80. The measure for noise that has been used is LA_{10} which is commonly used as a measure of road traffic noise.

81. In general, the change in noise levels from traffic during the day shows an improvement on weekdays of between 5% to 19%.

82. LA_{10} levels measured across day and night periods for weekdays, Saturdays and Sundays are summarised in Appendix 7.

Ibus data

83. Journey times for bus routes affected by the Beech Street experiment were agreed with TfL.

84. In general, bus journey times across all routes are faster, caused by many external factors.

Penalty Charge Notice Data

85. Of the through traffic using Beech Street during the experiment:
    - a total of 34k PCN's were issued
    - average of 87 PCNs per day.

86. Whilst it is difficult to accurately estimate what the percentage level of compliance with the restriction would have been if the pandemic had not occurred, overall, the Parking Ticket Office Manager has estimated that there was a good level of compliance with the restriction.

Public Consultation findings

87. Members of the public were able to share their views of the experiment via an online consultation portal. Due to the pandemic the team was unable to conduct the drop-in sessions that would usually be held.

88. The public were made aware of the online consultation through letter drops, emails (via Barbican Estate Office), discussions with the taxi trade and a link was provided on the project page within the Corporation's website.

89. There were 149 responses to the online public consultation. Of these, 63% were from residents, with the remainder made up from businesses, visitors, workers, commuters and taxi drivers.

90. 97% responded as an individual and 3% on behalf of a business or organisation

91. 64% supported the principle of using traffic restrictions to improve air quality.

92. Overall, 55% of respondents supported the scheme as it is or with further changes, and 44% did not support the scheme.

93. However, 63% of respondents felt that the scheme impacted negatively on them, which is consistent with the 67% of respondents who felt that motor vehicles journeys were negatively impacted.

94. There was a low number of overall responses to the consultation given the number of letters (~10,000) distributed making the public aware of the consultation.

95. One section of the survey invited people to make any additional comments, the main themes raised by people were:
    - Improved safety and air quality due to lower traffic volumes
    - Increased journey times leading to more pollution
    - Access problems for residents, visitors, businesses
    - Exemptions for residents and taxis
    - Clearer signage

Other findings (non-data)

96. In addition to the data the experiment has collected, other lessons have been learned and feedback received regarding the public's general understanding of how the experiment operated. These are:
    - Legibility
    - Access to properties
    - Fortune Street

97. This feedback and the lessons learned was covered in detail in the previous Issues Report in February 2021, and an extract of that report is in Appendix 8.

Evaluation and Conclusion

98. The project objectives for the Phase 1 project is to improve air quality and public realm in Beech Street.

99. On balance, the experiment can be considered a qualified success in meeting the air quality objective. Air quality in Beech Street was significantly improved and was reduced below legal limits.

100. If a permanent scheme based on the experiment did eventuate, some opportunity for public realm improvements could be made at the Golden Lane and Bridgewater Street junctions.

101. There is now a higher level of understanding (for the public and the design team) of how the traffic restriction works in practice in terms of access, legibility, enforcement and experiencing Beech Street with minimal traffic.

	102. The impacts of the restrictions on the streets expected to see reassigned traffic have not been fully experienced due to reduced traffic volumes generally. 103. The impact of the pandemic, in terms of both traffic levels and changes to the road network during the duration of the experiment has affected the collection of data and the ability to draw firm conclusions as to the positive benefits and negative impacts. 104. The experiment and the associated traffic and air quality modelling has confirmed that it is necessary to remove a significant majority of traffic from Beech Street in order to meet the air quality objectives. 105. The experiment did create some issues particularly around deliveries to residents and access for taxis. Changes to the central reservations and signage were made during the experiment to try and address these issues and combined with changes to satnav route planning does appear to have improved the situation. 106. Comments regarding the signage for the restrictions was also a common theme from users. Scope to make significant changes to the signing that are legally compliant, legible and enforceable whilst still conveying permitted access, is limited. 107. Another common request was for Barbican residents to be exempted from the restriction through an approved vehicle registration list. This proposal would not improve any of the access issues for deliveries and taxi drop off/pick up but could shorten journeys for residents coming and going from their properties by allowing them to use Beech Street. 108. Different residential blocks are differently impacted by the restriction. Shakespeare Tower/Defoe House carpark and Lauderdale Tower forecourt now has easier access than ever before due to the central reservation gaps. There has been no change for Cromwell Tower ground floor car park. But tower blocks such as Lauderdale Tower resident car park, Speed House and others are affected as residents who don't drive a zero-emission vehicle can't use Beech Street. 109. There are significant challenges to exempting residents from the restriction, balancing the modest journey time

	impacts on residents with potentially reducing the air quality benefits on Beech Street. 110. The residual impact of the restriction on journey times extends over a wide area with residents of both the City and Islington affected. 111. The extent to which resident's journeys are impacted by the Beech Street restriction is highly dependent on a number of variables: • Type of vehicle • Car park location • Origin and destination • Time/day of journey (Moor Lane gate) 112. Due to the permutations of these variables, it is not possible to definitively conclude that one particular group of residents is more impacted than another. 113. Some of the challenges in administering an exemption database include: • Verifying identity • Documenting vehicle types • Creating and maintaining database in perpetuity • Fraud • Second properties 114. On balance it is considered that a resident exemption process is not a proportional solution for mitigating the relatively moderate journey time impacts. 115. From the results of the consultation, correspondence and engagement with stakeholders, a permanent scheme involving additional traffic management measures that further restrict traffic (such as a bus gate or a point closure) is considered unlikely to be supported by the public at this time. 116. On balance, despite the many challenges, the experiment has shown that reducing through traffic whilst maintaining access to properties has delivered meaningful air quality benefits on Beech Street and that the impacts in the wider area are estimated to be comparatively minor.
5. Options	117. This section provides detail on each option for Members to consider and sets out the next steps for the recommended option.

	118. In addition to the two options detailed in this report, consideration was given to a further option based on a "lighter" approach to the restriction. Reducing the hours of restriction to 7am-7pm Monday to Friday would give residents more access opportunities and allow them to arrange for deliveries to be made out of these hours. 119. However, there is a high level of uncertainty that this approach would be effective in reducing NO_2 to acceptable levels as the volumes of traffic between 7pm and 7am (measured pre-experiment) exceed the maximum volume of traffic (1,200) that was estimated from the air quality modelling. 120. Therefore, officers have not recommended consulting on this as a permanent option as it may not meet the project objectives. **OPTIONS** 121. Members are invited to consider the appropriate option in the context of both the approved objectives for this project and the wider context of corporate objectives such as the Climate Action Strategy, the Air Quality Strategy and the Transport Strategy. 122. At this stage Members are only being asked if Option 1 is favoured to go to public consultation in early January or whether they would prefer to close Phase 1 of the project and allow Beech Street to be addressed in the longer term through the wider Barbican and Golden Lane Healthy Streets Plan. 123. Given the likely challenges with regards issues arising from traffic modelling and the need to work with Islington Council (as part of the area is in Islington), the longer-term delivery of comprehensive area wide measures to improve air quality and the public realm could be in the region of 2-5 years and is subject to funding. 124. As part of the public consultation, the public will be specifically asked whether they favour the air quality scheme for Beech Street in the short term (in 2022), or if they would prefer to wait for air quality improvements on Beech Street to come as part of a wider approach through the Healthy Streets plan. 125. Any decision on the making of any permanent traffic order could only be made in May 2022 at the earliest when

Members would consider the results of the public (non-statutory consultation).

Option 1 – Zero Emission Scheme based on the Experiment

126. Under this Option, the design replicates that used during the experiment:

- 24/7 zero emission restriction
- Access maintained to Beech Street properties for residents and businesses
- Access permitted for deliveries and for any other vehicles (including taxis and PHV) who are accessing (on Beech Street) any of the car parks or forecourts.
- Existing central reservation gaps maintained
- The junction with Bridgewater Street is closed
- Two sub options for the Golden Lane junction

127. It is proposed in the consultation to offer the public two sub options for the Golden Lane junction:

1) To be closed, as per the experiment, and the closed section of carriageway be used to enhance the public realm by creating a new outdoor space with opportunities for greenery or culture
2) or, to remain open for zero emission vehicles (requiring signing and an additional ANPR camera) and the carriageway space to remain for vehicles

Advantages of this option

- People have experienced the restriction and understand how it operates
- The air quality benefits are retained if it is determined in May 2022 to make the measures permanent
- Relatively easy to reinstate as the cameras and signage remain in place and would just need to be reactivated
- The experiment and data collected during that confirms that the restriction will deliver significant air quality benefits
- Value for money delivering the air quality objectives

Disadvantages of this option

- Despite modifications made during the experimental period there remain some residual issues relating to deliveries and access by taxis and private hire vehicles
- The experimental scheme was generally supported by a slight majority of on-line survey respondents, however a

portion of those also requested further amendments such as signage and resident exemptions
- There is limited scope to further improve the signage and provide exemptions

Risk
The key risk is whether TMAN approval from Transport for London can be secured given other changes made on the network such as the Bishopsgate experimental order.

Option 2 – Close the Interim scheme

128. This option proposes that the Phase 1 Interim scheme is closed and that the approach to Beech Street is incorporated into a wider (longer term) approach to the whole area through the Healthy Streets programme which has been initiated.

Advantages of this option
- Allows the approach to the area to be developed holistically and in phases that could be coordinated to maximise opportunities with other programmes in the area
- Provides the time to understand changing traffic and air quality patterns in the area

Disadvantages of this option
- There will be a delay to addressing the air quality problems on Beech Street
- Loss of momentum to delivering change on Beech Street within the Corporation and in partnering organisations such as TfL
- The arrangement of streets in the area is complex and interdependent. The City Corporation does not manage all of the streets in the area and the agreement of the neighbouring highway authority (Islington) will be required to make any changes

Risk
Any traffic management and public realm projects that are identified through the Healthy Streets Plan approach are currently unfunded and may not receive capital funding to develop further.

NEXT STEPS

129. In the event that Members approve the recommended Option, the next steps are to:
- Prepare public consultation documents

	• Review and update the Equalities Assessment • Undertake a public consultation exercise • Analyse the public consultation results • Commence public realm feasibility design • Prepare a decision report on whether to make the order permanent 130. The methodology of the public and statutory consultation approach was covered in the last report and can be found in Appendix 9.

Appendices

Appendix 1	Finance Tables
Appendix 2	Risk R10, R12, R13 – eventuated risks
Appendix 3	Air Quality results 2019 v 2020 (diffusion tube sites)
Appendix 4	Air Quality Modelling results
Appendix 5	Traffic survey results pre-exp vs during exp
Appendix 6	Taxi surveys
Appendix 7	Noise surveys
Appendix 8	Feedback and Lessons learned (Feb 21 extract)
Appendix 9	Consultation Methodology
Appendix 10	Project Coversheet

Contact

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Appendix 1: Finance tables

Table 1: Expenditure to date - Beech St Transport Improvements - 16800068			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
PreEv Fees	15,000	15,000	-
PreEv P&T Staff Costs	13,500	13,500	-
DBE Structures Staff Costs	1,500	-	1,500
Env Servs Staff Costs	10,499	10,498	1
P&T Staff Costs	353,044	352,689	355
P&T Fees	232,636	227,352	5,284
TOTAL	**626,179**	**619,038**	**7,141**

Table 2: Expenditure to date - Beech St Transport Improvements - 16100423			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
Env Servs Staff Costs	85,016	74,018	10,998
Legal Staff Costs	52,000	40,601	11,399
P&T Staff Costs	459,646	432,892	26,754
P&T Fees	334,912	284,105	50,807
Purchases	60,000	46,400	13,600
Traffic Mitigation	37,879	37,878	1
Works	214,240	164,216	50,024
Cost Risk Provision	260,000	-	260,000
TOTAL	**1,503,693**	**1,080,110**	**423,583**

Table 3: Expenditure to date - Beech Street (SRP) - 16800355			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
P&T Staff Costs	20,490	20,475	15
Architects Fees	30,000	30,000	-
Cost Consultant	10,000	10,000	-
M&E Consultant	9,700	9,700	-
Plan/Heritage Fees	5,000	5,000	-
Project Management	10,000	10,000	-
Retail Assessment	10,000	10,000	-
Structural Fees	10,000	10,000	-
TOTAL	**105,190**	**105,175**	**15**

Table 4: Budget adjustment - Beech St Transport Improvements - 16100423			
Description	**Approved Budget (£)**	**Adjustment (£)**	**Revised Budget (£)**
Env Servs Staff Costs	85,016		85,016
Legal Staff Costs	52,000		52,000
P&T Staff Costs	459,646	116,604	576,250
P&T Fees	334,912	122,235	457,147
Traffic Mitigation	60,000	-	60,000
Works	37,879	-	37,879
Purchases	214,240	-	214,240
Cost Risk Provision	260,000	- 188,839	71,161
TOTAL	**1,503,693**	**50,000**	**1,553,693**

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City of London: Projects Procedure Corporate Risks Register

Project Name:	Beech Street Transport and Public Realm Improveme	**PM's overall risk rating:**	Medium	**CRP requested this gateway**	£ 260,000	**Average unmitigated risk**	8.8	**Open Risks**	4
Unique project identifier:	10847	**Total estimated cost (exc risk):**	£ 12,000,000	**Total CRP used to date**	£ -	**Average mitigated risk score**	8.5	**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)
R10	6	(1) Compliance/Regulatory	Legal Challenge to a permanent traffic order	Challenge on procedural or other grounds relating to the traffic order	Likely	Major	16	£100,000.00	Y - for costed impact post-mitigation	A – Very Confident	There is no real mitigation as the event of a Legal Challenge is completely out of the City's control	£0.00	Likely	Major	£100,000.00	16	£0.00	Possible: Legal and DBE staff time, external Legal fees, consultancy work	01/10/2020	Leah Coburn	Kristian Turner		Given the nature of the scheme and the scale of public interest, it is considered likely that further legal challenges, such as a Public Enquiry may be forthcoming
R11	6	(1) Compliance/Regulatory	Delays to TfL approving the TMAN for the permanent traffic order	There may be delays to the TMAN approval if TfL have any concerns relating to the impact of a permanent scheme on the network	Unlikely	Serious	4	£20,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Continue to prepare for the data and constantly liaise with TfL teams	£0.00	Unlikely	Serious	£20,000.00	4	£0.00	Possible: Staff time + modelling	01/10/2019	Leah Coburn	Kristian Turner		In theory TfL have 28 days to approve or reject a TMAN. If approved, great. If not approved and rejected see Risk above
R12	6	(8) Technology	Additional data and monitoring is required	Stakeholders and Members may want more data to prove the impacts of the scheme	Possible	Minor	3	£70,000.00	Y - for mitigation costs	B – Fairly Confident	Interrogate the data already collected or programmed as far as possible to draw reasonable conclusions	£10,000.00	Unlikely	Minor	£60,000.00	2	£0.00	Fees and staff time	02/10/2020	Leah Coburn			The data we are capturing is on a week snapshot within 6-12 months. It is possible that we will be asked for even more data, possibly in more locations
R13	6	(1) Compliance/Regulatory	Removing or restatring the ETO	If the Legal Challenge goes against the existing ETO it may be necessary to cancel the ETO or make a fresh start	Possible	Major	12	£80,000.00	Y - for mitigation costs	B – Fairly Confident	There is limited scope to mitigate a Legal ruling	£0.00	Possible	Major	£80,000.00	12	£0.00	Staff time, legal and external fees	05/10/2020	Leah Coburn	Kristian Turner		It will be determined by the ruling if the ETO must be amended or withdrawn.
																	£0.00						
R12																							
R13																							
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R89								£0.00				£0.00			£0.00		£0.00						
R90								£0.00				£0.00			£0.00		£0.00						
R91								£0.00				£0.00			£0.00		£0.00						
R92								£0.00				£0.00			£0.00		£0.00						
R93								£0.00				£0.00			£0.00		£0.00						
R94								£0.00				£0.00			£0.00		£0.00						
R95								£0.00				£0.00			£0.00		£0.00						
R96								£0.00				£0.00			£0.00		£0.00						
R97								£0.00				£0.00			£0.00		£0.00						
R98								£0.00				£0.00			£0.00		£0.00						
R99								£0.00				£0.00			£0.00		£0.00						
R100								£0.00				£0.00			£0.00		£0.00						

Appendix 3 - NO2 Diffusion tube data

		NO_2 concentration µgm^{-3}			
Site ID	**Location**	**2019**	**2020**	**Reduction µgm^{-3}**	**% Reduction**
BS1	Aldersgate Street	47.6	37.3	10.3	21.7
BS2	Aldersgate/ Old Street jctn	60.3	41.8	18.5	30.6
BS3	Golden Lane / Old Street	37.8	29.2	8.7	22.9
BS4	Golden Lane / Baltic Street	34.9	25.4	9.4	27.0
BS5	Golden Lane / Banner Street	29.5	24.1	5.4	18.2
BS6	Old St / Whitecross St	37.9	28.4	9.5	25.0
BS7	Garrett Street	33.1	27.0	6.1	18.4
BS8	Banner Street	33.3	25.8	7.6	22.7
BS9	Fortune Street	30.7	23.9	6.8	22.1
BS10	Golden Lane / Fortune Street	28.3	22.4	5.9	20.8
BS11	Old St / Bunhill Row	33.8	25.3	8.5	25.1
BS12	Old Street Roundabout	52.7	34.8	17.9	34.0
BS13	Bunhill Row/ Dufferin Street	30.1	26.3	3.7	12.4
BS14	Bunhill Row/Chiswell Street	40.3	24.8	15.5	38.5
BS15	City Road/ Chiswell Street	58.0	36.4	21.5	37.1
BS16	Moore Lane/ Ropemaker St	34.0	26.7	7.3	21.5
BS17	Moorgate	51.8	30.4	21.4	41.3
BS18	London Wall/ Moorgate	51.8	34.3	17.5	33.8
BS19	London Wall	48.7	33.7	15.0	30.8
BS20	Wood Street	29.4	22.6	6.7	22.9
BS21	Goswell Road	-	31.2	-	-
LEN3	Beech Street- barbican station	50.4	33.1	17.3	34.3
LEN4	Aldersgate	47.2	40.9	6.3	13.3
LEN6	Whitecross Street / Beech street	39.6	23.1	16.5	41.7
LEN7	Silk Street	35.6	24.5	11.0	31.0
LEN8	Fore Street	33.5	25.3	8.2	24.4
LEN15	Fann Street	35.5	22.9	12.6	35.4
LEN 16	Moor Lane	30.2	23.3	6.8	22.7

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Table 8.1: Modelled annual average concentrations at receptor locations

Receptor name	2021 baseline	Beech St Closure		Beech St Closure, 80% traffic		Beech St Closure, 65% traffic		Beech St Closure, 55% traffic	
	µg/m³	µg/m³	% change	µg/m³	% change	µg/m³	% change	µg/m³	% change
Aldersgate St/Old St	41.5	45.9	11%	42.4	2%	39.5	-5%	37.3	-10%
Old St/Golden Ln	40.8	45.2	11%	41.6	2%	38.7	-5%	36.5	-11%
Old Street Rdbt	34.8	34.5	-1%	32.7	-6%	31.0	-11%	29.7	-14%
Golden Ln (Roscoe St)	32.2	33.9	5%	32.1	0%	30.6	-5%	29.4	-9%
Golden Ln (Fortune St)	33.1	30.3	-9%	29.3	-11%	28.5	-14%	27.7	-16%
Fortune St	29.9	30.4	1%	29.4	-2%	28.5	-5%	27.7	-8%
Richard Cloudesley Sch	29.4	29.1	-1%	28.5	-3%	27.8	-5%	27.2	-8%
Beech St/Whitecross St	39.7	29.5	-26%	28.7	-28%	28.0	-29%	27.3	-31%
Beech St/Golden Ln	51.6	33.9	-34%	32.8	-37%	31.8	-38%	31.0	-40%
Beech St/Aldersgate St	45.9	32.0	-30%	31.2	-32%	30.4	-34%	29.6	-36%
Silk St (Barbican)	31.1	34.2	10%	32.5	5%	31.0	0%	29.7	-4%
London Wall Rdbt	46.5	51.2	10%	46.5	0%	42.7	-8%	40.0	-14%
Aldersgate St	44.6	44.8	0%	41.4	-7%	38.6	-13%	36.5	-18%
London Wall	30.3	30.4	1%	29.8	-2%	29.1	-4%	28.4	-6%
London Wall	38.7	42.7	10%	39.3	2%	36.5	-5%	34.5	-11%
London Wall/Moorgate	44.6	45.8	3%	41.9	-6%	38.9	-13%	36.7	-18%
Moorgate/Ropemaker St	42.3	46.3	10%	43.1	2%	40.4	-4%	38.4	-9%
Chiswell St	37.3	34.0	-9%	32.1	-14%	30.6	-18%	29.4	-21%
Fann St	29.8	29.7	0%	29.1	-2%	28.4	-5%	27.7	-7%
Lauderdale Tower	32.7	31.0	-5%	30.3	-7%	29.6	-9%	29.0	-12%
Shakespeare Tower	30.5	29.6	-3%	29.0	-5%	28.4	-7%	27.8	-9%
Cromwell Tower	29.8	29.2	-2%	28.5	-5%	27.8	-7%	27.1	-9%

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Appendix 4

Site Name	Percentage Difference Pre-Scheme to End of Scheme
Moor Lane north of New Union Street	-83%
Fortune Street east of Golden Lane	-77%
Golden Lane south of Roscoe Street	-68%
Fore Street east of St Giles Terrace	-65%
Milton Street north of Milton Court	-53%
Central Street south of Gee Street	-43%
Banner Street east of Golden Lane	-36%
Charterhouse Street east of East Poultry Avenue	-33%
St John Street north of Brewery Square	-31%
Whitecross Street south of Roscoe Street	-30%
Goswell Road south of Baltic Street West	-24%
Bunhill Row north of Chequer Street	-24%
Aldersgate Street south of Long Lane	-22%
Silk Street west of Milton Street	-16%
City Road north of Olivers Yard	-12%
London Wall east of Wood Street	5%
Bath Street south of Peerless Street	10%
Old Street east of Goswell Road	16%

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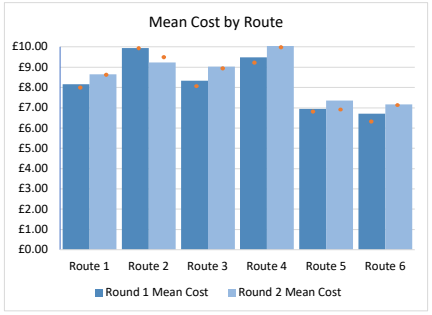
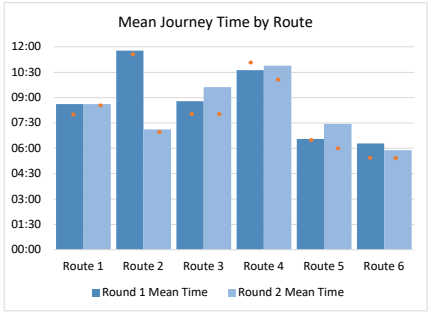
	Round 1 Mean Cost	Round 2 Mean Cost
Route 1	£8.17	£8.66
Route 2	£9.95	£9.23
Route 3	£8.34	£9.03
Route 4	£9.49	£10.11
Route 5	£6.95	£7.36
Route 6	£6.72	£7.17

	Round 1 Median Cost	Round 2 Median Cost
Route 1	£7.98	£8.60
Route 2	£9.93	£9.45
Route 3	£8.00	£8.90
Route 4	£9.10	£9.60
Route 5	£6.80	£6.91
Route 6	£6.40	£7.10

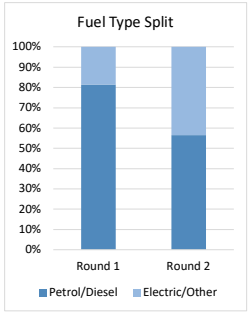


	Round 1 Mean Time	Round 2 Mean Time
Route 1	08:37	08:37
Route 2	11:47	07:07
Route 3	08:47	09:37
Route 4	10:37	10:53
Route 5	06:33	07:27
Route 6	06:17	05:53

	Round 1 Median Time	Round 2 Median Time
Route 1	08:00	08:30
Route 2	11:30	07:00
Route 3	08:00	08:00
Route 4	11:00	10:00
Route 5	06:30	06:00
Route 6	05:30	05:30

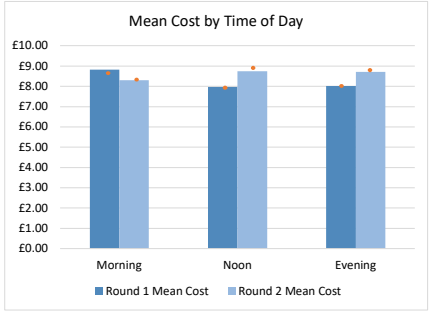


	Round 1	Round 2
Petrol/Diesel	88	61
Electric/Other	20	47



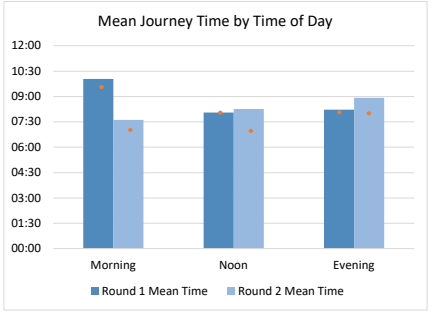
	Round 1 Mean Cost	Round 2 Mean Cost
Morning	£8.82	£8.31
Noon	£7.97	£8.74
Evening	£8.02	£8.72

	Round 1 Median Cost	Round 2 Median Cost
Morning	£8.55	£8.30
Noon	£7.90	£8.90
Evening	£7.98	£8.80



	Round 1 Mean Time	Round 2 Mean Time
Morning	10:02	07:37
Noon	08:03	08:15
Evening	08:13	08:55

	Round 1 Median Time	Round 2 Median Time
Morning	09:30	07:00
Noon	08:00	07:00
Evening	08:00	08:00



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2019

Beech Street Location 1 – Ben Jonson House/Whitecross Street

Measurement Period	Average LA10 (dB) - Weekday	Average LA10 (dB) - Saturday	Average LA10 (dB) - Sunday
Daytime (07:00 – 19:00)	65	64	61
Evening (19:00 – 23:00)	61	62	56

Beech Street Location 2 – Beech Gardens

Measurement Period	Average LA10 (dB) - Weekday	Average LA10 (dB) - Saturday	Average LA10 (dB) - Sunday
Daytime (07:00 – 19:00)	55	55	54
Evening (19:00 – 23:00)	50	51	48

Beech Street Location 3 – Ben Jonson House/Golden Lane

Measurement Period	Average LA10 (dB) - Weekday	Average LA10 (dB) - Saturday	Average LA10 (dB) - Sunday
Daytime (07:00 – 19:00)	61	58	56
Evening (19:00 – 23:00)	52	53	51

Beech Street Location 4 – Beech Street Tunnel

Measurement Period	Average LA10 (dB) - Weekday	Average LA10 (dB) - Saturday	Average LA10 (dB) - Sunday
Daytime (07:00 – 19:00)	67	64	64
Evening (19:00 – 23:00)	60	60	57

Beech Street Location 5 – Bowater House (Golden Lane Estate)

Measurement Period	Average LA10 (dB) - Weekday	Average LA10 (dB) - Saturday	Average LA10 (dB) - Sunday
Daytime (07:00 – 19:00)	63	61	59
Evening (19:00 – 23:00)	54	57	54

Beech Street Location 6 – Golden Lane Gardens

Measurement Period	Average LA10 (dB) - Weekday	Average LA10 (dB) - Saturday	Average LA10 (dB) - Sunday
Daytime (07:00 – 19:00)	63	61	59
Evening (19:00 – 23:00)	54	57	54

Beech Street Location 7 – Silk Street

Measurement Period	Average LA10 (dB) - Weekday	Average LA10 (dB) - Saturday	Average LA10 (dB) - Sunday
Daytime (07:00 – 19:00)	66	62	61
Evening (19:00 – 23:00)	56	56	55

Beech Street Location 8 – Bridgewater Square

Measurement Period	Average LA10 (dB) - Weekday	Average LA10 (dB) - Saturday	Average LA10 (dB) - Sunday
Daytime (07:00 – 19:00)	59	56	54
Evening (19:00 – 23:00)	53	52	55

Beech Street Location 9 – Aldersgate Street

Measurement Period	Average LA10 (dB) - Weekday	Average LA10 (dB) - Saturday	Average LA10 (dB) - Sunday
Daytime (07:00 – 19:00)	71	69	69
Evening (19:00 – 23:00)	68	68	68

2021

Measurement Period	Average LA10 (dB) - Weekday	Average LA10 (dB) - Saturday	Average LA10 (dB) - Sunday	% difference
Daytime (07:00 – 19:00)	61	60	58	-6%
Evening (19:00 – 23:00)	52	54	54	-15%

Measurement Period	Average LA10 (dB) - Weekday	Average LA10 (dB) - Saturday	Average LA10 (dB) - Sunday	% difference
Daytime (07:00 – 19:00)	52	52	52	-5%
Evening (19:00 – 23:00)	44	46	46	-12%

Measurement Period	Average LA10 (dB) - Weekday	Average LA10 (dB) - Saturday	Average LA10 (dB) - Sunday	% difference
Daytime (07:00 – 19:00)	55	51	51	-10%
Evening (19:00 – 23:00)	43	46	45	-17%

Measurement Period	Average LA10 (dB) - Weekday	Average LA10 (dB) - Saturday	Average LA10 (dB) - Sunday	% difference
Daytime (07:00 – 19:00)	69	66	64	3%
Evening (19:00 – 23:00)	59	62	58	-2%

* Data at this location has been discounted as a corrupted reading due to a sound of a generator at the location in 2021 which was not present in pre-scheme survey and explains why it appears that there is an increase in noise in Beech Street which is the opposite of what would be expected

Measurement Period	Average LA10 (dB) - Weekday	Average LA10 (dB) - Saturday	Average LA10 (dB) - Sunday	% difference
Daytime (07:00 – 19:00)	57	53	51	-10%
Evening (19:00 – 23:00)	44	47	44	-19%

Measurement Period	Average LA10 (dB) - Weekday	Average LA10 (dB) - Saturday	Average LA10 (dB) - Sunday	% difference
Daytime (07:00 – 19:00)	57	53	51	-10%
Evening (19:00 – 23:00)	44	47	44	-19%

Measurement Period	Average LA10 (dB) - Weekday	Average LA10 (dB) - Saturday	Average LA10 (dB) - Sunday	% difference
Daytime (07:00 – 19:00)	63	60	58	-5%
Evening (19:00 – 23:00)	52	52	53	-7%

Measurement Period	Average LA10 (dB) - Weekday	Average LA10 (dB) - Saturday	Average LA10 (dB) - Sunday	% difference
Daytime (07:00 – 19:00)	55	52	50	-7%
Evening (19:00 – 23:00)	47	49	48	-11%

Measurement Period	Average LA10 (dB) - Weekday	Average LA10 (dB) - Saturday	Average LA10 (dB) - Sunday	% difference
Daytime (07:00 – 19:00)	67	66	65	-6%
Evening (19:00 – 23:00)	63	65	65	-7%

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Appendix 8 – Feedback and Lessons learned

Legibility (understanding of restriction)

This was the first implementation of a Zero Emission Street in England. Guidance for local Zero Emission Zones is provided by Transport for London (TfL) and the criteria has been followed for the scheme design. Approval of the restriction signage was granted by the Department for Transport in early 2020.

From 18 March until the 2 August, the restriction was enforced passively. In this time warning notices were issued to raise awareness of the restriction. Active enforcement with the issues of Penalty Charge Notices began on 27 July.

Of the through traffic using Beech Street, an average of 150PCNs are being issued each day. With new trafficrestrictions we usually experience an improvement incompliance over time. Because traffic volumes have been low during large parts of the experiment it is expected that this number would initially increase as traffic volumes return at the end of lockdown restrictions, before motorists become more aware of the restriction. This is likely to also impact on the air quality measurements for a short period of time.

It is difficult to accurately estimate what the percentage level of compliance with the restriction would be if the pandemic had not occurred. Due to the longer warning notice period and the very prominently placed signing, a reasonable assumption is that compliance should eventually reach similar levels to Bank Junction. This is 96%. If the same percentage of traffic was to contravene the restriction, and if vehicle numbers in the City return to pre-COVID levels, this number of compliant vehicles may increase
.

Access to properties

Generally, it appears that residents in the wider area now understand the restriction and how to access their property.

Residents whose properties are not on Beech Street have not yet experienced the possible longer journey times that were expected from using the alternate routes, due to lower traffic volumes. The majority of enquiries received about access issues have come from the Barbican Estate area, comparatively much fewer have been from the Golden Lane Estate area and Bunhill Ward area in Islington.

Some businesses have yet to experience the true impact of the restriction on their normal business operations.

One of the key design features of the scheme was to continue to allow access to properties within the area of restriction on Beech Street. To do this, a sign plate below the main sign was provided “Except for zero emission vehicles and for access to off-street premises”. This allows all vehicles to access:

- The Virgin Active service area
- Cromwell Tower forecourt and ground floor car park
- Barbican Centre Car Park (no. 5)
- Refuse collection area
- Defoe House/Shakespeare Tower
- Lauderdale Place

Vehicles must access these locations in the correct direction due to the central reservation. Some residents for Defoe House and Shakespeare Tower coming from Aldersgate Street have traditionally travelled through Beech Street eastbound and then performed a U-turn or turn around via Silk Street. This has meant a technical infringement as they have travelled along Beech Street without accessing an off-street premise and have activated the entry and exit camera trigger. The exception to this rule is access to Cromwell Tower forecourt which can be made as there has been a gap in the central reservation for some years and the right turn is able to be performed before the camera trigger point. There is a U-turn ban at this location, which prevents drivers wishing to access the Defoe / Shakespeare carpark or Lauderdale Place from performing this manoeuvre.

There have been clear issues with some taxis and delivery drivers not understanding the restriction. On occasion this has resulted in the driver refusing to enter Beech Street. This is acknowledged as a frustrating situation for a number of residents. Following discussions with the Barbican Association, additional temporary signing has been deployed to reinforce the message that access to Beech Street is permitted for **any** vehicle with a legitimate off-street activity i.e. parking, loading, drop-off, pick-up.

Determining the quantum of scale of the access issue to residential properties is a challenge as not every resident will write to the Project team each time their delivery or taxi does not arrive. The Barbican Association has also been handling some enquiries about missed deliveries from Barbican residents. However, it is acknowledged that over 250 enquiries and complaints have been received from residents in relation to access issues.

The view of the Barbican Estate Office Car Park Manager is that the vast majority of deliveries are made successfully. The number of deliveries has increased during the pandemic.

The electric taxi fleet has grown to 1 in 4 taxis, people seeking to hail a taxi on Beech Street are still able to do so. Due to the lack of frontage, there is modest demand for hailing taxis on street compared to other City locations, mostly from residents exiting their properties at street level. The reduced numbers of taxis may mean it now takes longer to hail a taxi from the footway.

Officers have endeavoured to communicate to a wide range of taxi, private hire and delivery organisations about the details of the restriction. The success of this has been mixed due to the varied nature of these (often national) companies and how they cascade the information. Officers also meet regularly with representatives of the taxi trade. There is a perception from some residents that taxis avoid the area and refuse to enter Beech Street, however the trade representatives do not report any confusion amongst their members. Officers will continue to push this message.

The access issue is likely exacerbated by the fact that many delivery and private hire vehicles use Google maps as their default Satnav (which shows no access on Beech Street), as it lacks the functionality to allow for electric vehicles and those vehicles accessing off-street premises. This awareness has provided a useful outcome of the experiment to date. Officers are considering how this can be further mitigated and if Option 2 is agreed the continued experimental period will provide a useful opportunity to explore mitigations and evaluate their effects.

Fortune Street

The impacts of the restriction affect adjacent areas in LB Islington and City and Islington Officers have met regularly on the detail. Pre-scheme traffic flows from Golden Lane into Beech Street would have reassigned to Fortune Street and Whitecross Street and come back down to the Silk Street junction. To protect the amenity of residents on Fortune Street and the Golden Lane school campus, LB Islington introduced an experimental restriction on Fortune Street (which is also a one-way street).

The management of the scheme has been somewhat problematic for Islington and has taken up more staff time than estimated. If Members opt for Option 1 or 3, Islington would need to take a decision on whether to continue with Fortune Street experiment. For Option 2 Islington will continue with their experiment and expect to be consulted if Members decide to promote a new permanent order in respect of the Beech Street restriction.

The combined restrictions on Beech Street and Fortune Street are understood to be a challenge for the Golden Lane Campus, which comprises the Richard Cloudesley Primary School, Prior Weston Primary School and Golden Lane Children's Centre. It has access points on Whitecross Street, Golden Lane and from Fortune Street Park. Officers have offered to meet with the Richard Cloudesley Primary school, but a meeting has not yet taken place.

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APPENDIX 9 – CONSULTATION METHODOLOGY

Public consultation methodology

1. In respect of a possible permanent order, public consultation would be undertaken during January/February 2022 before the pre-election period begins.

2. At this stage it is envisaged that public engagement events would be undertaken on a hybrid basis, with both online and physical drop in information sessions taking place. Virtual stakeholder meetings have been found to be convenient for some stakeholders and useful for disseminating information and gathering feedback. It means people can choose to attend a set virtual presentation with question and answer session, or less formal sessions where they can have a 1-2-1 chat with a member of the project team.

3. We have the advantage of having undertaken a recent period of engagement on this scheme already so have a good database of contacts and methods to contact affected parties who may wish to comment. Ward members will also be approached for additional contacts to ensure a wide response from the public. It is also intended that the project team will work with Islington to ensure their residents are equally aware of the proposals and how they can provide feedback on the proposals. The detailed public consultation methodology and content is recommended to be delegated to the Chairman and Deputy Chairman in consultation with the Deputy Director (Transportation and Public Realm).

4. A third-party survey company will be commissioned to design the consultation survey ensuring impartiality of the questions and the smooth running of the survey from a user's perspective.

5. It is intended that the analysis will be undertaken in-house to ensure that the feedback is able to be understood and actioned in terms of next steps for the design in the programmed timeframe. A public consultation response report will be prepared and submitted for consideration to the May committee cycle.

6. A report will be bought to May Streets and Walkways sub-committee with outputs from the public consultation for members to make a decision on whether to proceed with a permanent restriction using a Traffic Regulation Order.

Statutory Consultation

7. It is only from this decision point that the statutory consultation on the permanent traffic order (Traffic Regulation Order) would begin. This process would take a minimum of 6-8 weeks if no objections were received. However, if there are objections to the TRO, which is considered likely, these must be considered and if unresolved with the objector, be determined by Committee (or a delegated officer) and consideration must also be given to whether to hold a Public Inquiry. Beyond a standard objection, there is also the possibility of an injunction or a further Judicial Review within 3 months of the Committee decision to make the scheme permanent.

8. The full public consultation process will take place with all local stakeholders, road user groups, residents, businesses and access groups consulted.

9. London Borough of Islington would be consulted as part of the statutory process and we would work with Transport for London to attain the necessary Traffic Management Notification.

Project Coversheet

[1] Ownership

Unique Project Identifier: 10847
Core Project Name: Beech Street Transport and Public Realm Improvements
Programme Affiliation (if applicable): Beech Street Transformation
Project Manager: Kristian Turner
Next Gateway to be passed: Gateway 5 – Phase 1

[2] Project Brief

Project Description: The Project will address air quality issues by reducing traffic that pass through the covered roadway. At the same time, it aims to deliver a vibrant street with a high-quality public realm at the centre of Culture Mile.

Definition of need:

- 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 infrastructure improvements in Beech Street

Key measures of success:

1) Reduction in through traffic along Beech Street
2) Air quality improvements (reduction in NO_2)
3) Vast improvement to quality of the public realm

[3] Progress Status

Expected timeframe for the project delivery: 2018–2022
Key Milestones: Interim scheme – March 2020; Permanent scheme – 2022
Are we on track for completing the project against the expected timeframe for project delivery? Y
Has this project generated public or media impact and response which the City of London has needed to manage or is managing? No

[4] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

Since G1/2 report:

- Total Estimated Cost (excluding risk): £120,525
- Costed Risk Against the Project: 0

Scope/Design Change and Impact: Additional scope, including extensive traffic modelling

Since G3 issues report (PSC Approval 22/03/19):

- Total Estimated Cost (excluding risk): £12M–£15M
- Resources to reach next Gateway (excluding risk)
- Spend to date: £585, 217
- Costed Risk Against the Project: 0
- CRP Requested: £125,000
- CRP Drawn Down: 0

Scope/Design Change and Impact: Request to increase project scope to investigate feasibility of a two-way closure.

'Options Appraisal and Design and Authority to Start work' G3-4-5 report (as approved by PSC 16/01/2020):

- Total Estimated Cost (excluding risk): Phase 1 £1,745,362, overall £12-15m
- Resources to reach next Gateway (excluding risk) £1,160,145
- Spend to date: £585,217
- Costed Risk Against the Project: £125,000
- CRP Drawn Down: None
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1)

Scope/Design Change and Impact: Authority to proceed with ZES implemented in March 2020

'G5 issues report (as approved by PSC 21/10/2020):

- Total Estimated Cost (excluding risk): £12-15m, increase in project budget of £380K
- Resources to reach next Gateway (excluding risk) N/A
- Spend to date: £1,425,333
- Costed Risk Against the Project: £260,000
- CRP Drawn Down: None
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1)

Scope/Design Change and Impact: Approve increase in budget for staff costs and an increased CRP provision, note impact of judicial review, approve minor changes to design

'G5 issues report (as approved by PSC 18/02/2021):

- *Total Estimated Cost (excluding risk): £12-15m,*
- *Spend to date: £1,494,855*
- *Costed Risk Against the Project: £260,000*
- *CRP Drawn Down: None*
- *Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1)*

Scope/Design Change and Impact: Approve continuation of traffic experiment (with consideration given to impact of the pandemic)

Committees: Streets and Walkways Sub Committee *[for decision]* Projects Sub *[for decision]*	**Dates:** 02 December 2021 15 December 2021
Subject: Bank Junction Improvements: All Change at Bank **Unique Project Identifier:** *11401*	**Gateway 5: Complex Authority to start work**
Report of: Executive Director Environment **Report Author:** Gillian Howard – City Transportation	**For Decision**
PUBLIC	

1. Status Update	**Project Description:** To improve the safety, air quality and pedestrian experience of the area around the Bank junction to reflect the historic and iconic surroundings with the appropriate sense of place **RAG Status:** Red (Amber at last report to Committee) Increased to Red because of market changes causing anticipated cost increases of between 20-25% for construction. **Risk Status:** High (Medium at last report to committee) **Total Estimated Cost of Project (excluding risk):** *£5.6m + £1.1m risk (to be utilised for delivery as risk decreases) = £6.7M total (base design + some enhancements)* **Change in Total Estimated Cost of Project (including risk):** possible increase of £0.7m since last report to Committee (due to anticipated cost increases) **Spend to Date:** *£1,945,799.* **Costed Risk Provision Utilised:** £0 has been drawn down since the last report to Committee; **Funding Source:** TfL/S106/Capital funding **Slippage:** *G5 delayed by a committee cycle to fully consider cost implications around the risk of increased material costs,*

	energy, haulage and labour prices as well as extended lead in times for supply of goods and services. Construction would be constrained by these risks and likely that completion would not be until at least summer 2023.
2. Requested decisions	**Next Gateway:** *Gateway 6: Outcome Report* **Next Steps:** • Review the Statutory Consultation responses to the Traffic Management Orders and report to the Chairman and Deputy Chairman of Streets Walkways of the outcome and next steps. If the outcome of this is to proceed: • Confirm revised costings following anticipated uplift in materials and issue the necessary orders for materials and labour to start the construction phase (anticipated to start in April) • Bring an update report to Members outlining the impact of the new construction costs once the result of the highways construction tender is known, setting out any recommended changes to the delivery of the design on the basis of affordability that falls outside the scope of delivery of Option 1 or Option 2 (described in Section 4) • Finalise a stakeholder engagement plan and start communicating the planned construction phases with the local community. • Construction of first sections between April and November (prior to Lord Mayor's Show). • Construction of remaining sections between November 2022 and September 2023 (depending on which option is being delivered) • Deliver a selection of public realm enhancements (to be agreed) if funding allows • 12 months after completion, review the traffic and timing mix of the restrictions (on selected arms) as agreed in the September Issues report. • Monitor the scheme impacts • Submit a Gateway 6 report. **Requested Decisions:** Following the completion of the advertising of the statutory Traffic Management Orders, it is requested that **Members of Streets and Walkways**: 1. Agree that any outstanding traffic order objections be considered by the Executive Director Environment in consultation with the Chairman and Deputy Chairman in January. 2. Agree that depending on the issues raised in any objections that the Executive Director Environment

	takes a decision as to whether it would be recommended to hold a public inquiry. (This would be seen as the last resort of resolution) 3. Agree that if following consideration, it is agreed to proceed, that the Traffic Management Orders can continue to be made. **Members of Streets and Walkways and Projects Sub Committees** approve (subject to the outcome of the Capital Bid request for 2022/23): 4. The revised project budget of **£6,677,930**. 5. Note the total estimated cost of the project (for the base scheme and some enhancement) is now £6.7 million of which currently **£1,090,000** is in the costed risk provision; and agree that as risk decreases and the risk provision is released, the money will be diverted towards the further delivery of the enhancements of the scheme. 6. The following additional funding is approved to be used to reach the next gateway: o **£394,473** of S106 funding (outlined in appendix 3 – table 3) o The remaining existing approved Capital funding of **£3,415,724** is released (outlined in appendix 3 table 3); and o The sum of up to **£700,000** of Capital funding is also approved to be used (subject to the outcome of the Capital Bid approvals); and o That all remaining funding from pre-evaluation and up to gateway 5 will be carried forward to reach the next gateway as set out in table 2 of Appendix 3 7. The risk register in appendix 2 with the requested costed risk provision of £1,090,000, which is to be drawn down via delegation to Executive Director Environment. 8. That Option 1, described in section 4 is taken forward (subject to the outcome of the statutory consultation of the Traffic Management Orders) to construction. 9. If the funding Bid for 2022/23 is not successful that the Project budget and costed risk provision be amended accordingly to (£5,977,930 and £390,000 respectively) and that the descoped scheme option – Option 2, be taken forward to construction (subject to the outcome of the Statutory Consultation of the Traffic orders).

3. Budget	There are several factors which make estimating the construction cost difficult at this stage. This includes the construction programme falling over two highways term contracts alongside the current market conditions. The current term contract concludes at the end of June 2022. The new contract starting in July 2022 is, at the time of writing, being tendered with bids received but in the process of being assessed. The contract is expected to be awarded in February 2022. The estimates included in this Gateway 5 are based on the existing term contract rates. There is an expectation that these rates will increase in the new contract by a significant percentage, believed to be in the region of approximately 20-25% following other construction market trends. This anticipated increase is proposed to be dealt with through the costed risk provision but would require additional funding or descoping of the project. The capital funding allocated to the project in 2019 was on the basis of functional change with limited enhancement opportunities. There is not an opportunity to reduce areas of high-quality paving materials, for example, to reduce the cost and still provide the same area of footway widening and benefit across the project area. This makes it difficult to descope without essentially not delivering an area of the project, such as an arm. There is an additional £394,473 of S106 deposits identified which are requested to be added to the project budget. These S106 contributions had been primarily identified in order to deliver the public realm enhancements of this scheme. As set out in previous reports, extra funding from other sources would most likely be needed to ensure sufficient funding to deliver all of the enhancements for the scheme. In a similar approach, some of the enhancements have been designed to deliver outcomes of the Climate Action Strategy Cool Streets and Greening Programme. Therefore, it is proposed to fund some elements, primarily around Queen Victoria Street from Year 2 of this Cool Streets and Greening programme, subject to the approval of the forthcoming programme report. If the Cool Streets and Greening funding were unsuccessful then it may not be possible to provide these elements as part of this project. In addition, a supplementary capital bid for 2022/23 central funding has been requested, for £700,000 associated with the anticipated increase in construction costs. This was initially considered at RASC in November and recommended to be included in the Medium Term Financial Plan, a final Court of

	Common Council decision will be taken in March 2022. This would enable the proposed design to be delivered with a limited number of enhancements If the bid was not successful, significant descoping would be required to the proposed design based on the anticipated increase in construction costs. We have designed and proposed a scheme that could be upgraded by use of different materials if desired and if additional funding were made available. The proposed base scheme uses tarmac on the carriageway and yorkstone paving on the pavements. We are reusing existing yorkstone slabs where able (approximately 20% of the existing pavement) and will reuse granite kerbs where possible. The base scheme is the most cost-effective choice of materials within the City's public realm SPD guidance. Under the current rates, this functional change described above remains within the scope of the existing budget. However, a 20- 25% increase in construction costs will mean that not all of the functional changes and therefore, wider benefit is able to be delivered (i.e., not as much pavement widening, and there would be little to no greening, seating etc). It was reported in July 2021 that the original programme of substantial completion of the project by the end of 2022 is unachievable. This was due to a delay in reporting of the public consultation findings which had knock on effects as to when construction work could start. This meant less could be delivered prior to the Lord Mayor's Show in 2022, ensuring that the site could be cleared for the event. The programme has always been challenging and small delays have big programme impacts. In order to maintain some pace on the project with the intention of completing pavement widening (indicated on the plan 5 in appendix 4) between April and November ahead of the Lord Mayor's Show 2022; we are proposing the following way forward, which is described in more detail in Section 4. It is proposed that if the Capital Bid for 2022/23 is successful, that the additional £700,000 (or amount agreed) is placed within the Costed Risk provision as shown in Appendix 2. This will allow for further cost estimating to be undertaken once the increased rise in rates is fully understood, but which cannot be undertaken at this time in this report. The second option is that if that additional funding is not forthcoming, that Members consider a descoped scheme which

remains within the existing budget with the addition of the S106 funding outlined in this report.

As the difference in funding between the two ways forward is the value of the capital bid request for 2022/23, Table 1 remains the requested budget to reach gateway 6. The £700k would be contained within the Costed Risk Provision and it would be the Costed Risk provision that would alter if the bid was not successful.

Table 1: Total project Funding requirements to deliver Option 1 or 2

Item	**Reason**	**Funds/ Source of Funding**	**Cost (£)**
P&T Staff Fees		TfL/S106/ Capital	£ 1,126,638
Highways staff Fees		TfL/S106/ Capital	£ 314,613
Legal Staff fees		TfL/S106/ Capital	£ 5,000
Air Quality Staff Fees		TfL/S106/ Capital	£ 17,240
Open Spaces Staff Fees		TfL/S106/ Capital	£ 3,000
DBE Structures		TfL/S106/ Capital	£ 1,000
Fees		TfL/S106/ Capital	£ 1,221,843
Fees Surveys		TfL/S106/ Capital	£ 67,363
Works		TfL/S106/ Capital	£ 2,821,233
Revenue		TfL/S106/ Capital	£ 10,000
Total			**£5,587,930**

	Appendix 3 contains further details of funding including expenditure to date and funding sources. **In addition, Costed Risk Provision requested for this Gateway: £**£1,090,000 (as detailed in the Risk Register – Appendix 2) If Capital funding for 2022/23 was not successful, the costed risk provision for delivering option 2 would be £390,000 <u>Use of this funding:</u> Air Quality - Staff costs and equipment up to five years of further monitoring of the diffusion tubes for Bank to continue measuring the changes in NO_2 emissions in the area. P&T staff costs will cover project management throughout construction and monitoring of the scheme that is delivered including communication of the construction, internal reporting and commissioning and reporting of monitoring work. The highways staff cost substantially covers the site supervision of the delivery of the scheme and necessary internal reporting and updating of progress. Fees include the final payment to TfL regarding the traffic modelling auditing work that has been undertaken to submit the proposal for Scheme Traffic Management Approval. In addition, funding for post traffic and pedestrian monitoring of the changes and funds to continue to work with Transport for All during construction. Works costs include the cost of all associated work to deliver the scheme (option 1 or 2 depending upon cost increase and whether the bid is successful) which includes (but not exclusively), traffic management, Traffic signals, materials and labour. The significant difference in CRP provision between the two options is simply the inclusion of the capital bid within this, to accommodate any expected increases in construction costs.
4. Design summary	**<u>Background.</u>** 1. The project objectives are to: • To continue to reduce casualties • To reduce pedestrian crowding levels • To improve air quality • To improve the perception of place as a place to spend time in rather than to pass through

	2. These link to the Corporate Plan, Transport Strategy, Air Quality Strategy and the Climate Change Action Strategy as shown in Appendix 7. <u>How does the design meet these objectives?</u> 3. How the proposed design (Option 1) helps to deliver these objectives was set out in the Gateway 4C report in February 2021 (A link to this report can be found in the background papers at the end of this report). The design principles have not changed significantly since this time. 4. In summary the overall tightening of the junction to provide more pavement and circulation space for people walking helps to reduce pedestrian crowding and contributes to reducing casualties. The smaller carriageway space and the reduction in the number of arms available for motor traffic makes it easier to see where vehicles are intending to go with less turning movements available. This will also contribute to reducing casualties and should contribute to air quality improvements at the junction due to the reduction in vehicle volumes. 5. The design has been developed with flexibility and resilience in mind and can be adapted to accommodate, if necessary, traffic (in particular buses) on Threadneedle Street or Queen Victoria Street if required due to other network constraints. It is also adaptable for the processional route for the Lord Mayors Show, for example. 6. The improved perception of place is more subjective and will depend upon how much money there is available for the public realm enhancements, such as seating and greening across the junction, as well as the quality of material finish in certain sections. <u>Public Consultation outcome</u> 7. At the end of this report there are links to all of the reports since the restarting of this project in January 2019 as Background papers. This includes the most recent report that was submitted for consideration in September 2021 which assessed the responses to the public consultation exercise held in the spring. In this September report it was also agreed that there will be a review of the timing and traffic mix for the Poultry, Cornhill and King William Street arms 12 months from completion of the scheme. 8. Following this review, it may be necessary to change some traffic signs and the associated traffic orders. This would incur associated costs and would need to be accommodated within the budget or further funding sought.

Current situation

Update since the September 2021 report

9. The final design elements of the core scheme have been completed; Traffic Management Scheme Approval has been given in principle by TfL subject to the finalisation of some of the scheme documentation. It is anticipated that the final approval would be granted in December.

10. The overall public realm design, intended to be delivered over time as further funding opportunities arise, has also been completed, finalising the final vision for the Bank area. This vision can be found in Appendix 6. Some further amendment to exact locations of benches, pots etc maybe required in the final design of these items taking on board comments from the accessibility audit and discussions with Transport for All.

11. As set out in previous reports, with the existing funded budget of £5.6m not all of the public realm enhancement could be delivered within the budget and other funding streams would be investigated. The outcome of these investigations is set out in paragraphs 23 to 24.

12. Consultation on three-night bus routes that would require routing changes, and which were not in the City's consultation in the Spring of 2021, has also concluded. TfL have internally recommended that the route changes proceed.

13. The traffic modelling work that indicates the likely impact of the proposals on both the bus route changes and changes to general traffic movement across the wider modelled area has been audited. Results were similar to those in the Gateway 4 report in October 2020. The average journey time increase for all of the bus routes (in the modelled area) across the am and pm peak periods is between 0-1 minute.

14. The general traffic journey time increase is also forecast to be in the time band of 0–1-minute increase on average across the key corridors surrounding Bank (made up of each direction on Cannon Street, Bishopsgate, London Wall and St Martin's Le Grand). The changes to Bishopsgate by TfL will impact these results, but these fall within the remit of TfL to mitigate as part of their Bishopsgate scheme.

Traffic Management Order Consultation

15. What is not contained within this report is the outcome of the statutory consultation of the traffic orders for the proposed scheme. Approval to advertise the orders ahead

	of the Gateway 5 was given as part of the September Issues report, but there has been a delay in getting these advertised due to internal resources. This has resulted in the statutory consultation period not closing until 03 December 2021 which is after this report will be submitted. A verbal update on this can be given at Committee. 16. There has also been a delay by TfL in advertising two traffic orders for two junctions on their network which facilitates the bus route changes to and from Bishopsgate. The City is entering a S101 agreement to undertake these orders on their behalf to mitigate the impact to the programme. These are now expected to be advertised in the New Year. 17. The consequences of this are that, whilst we are continuing to seek approval to move towards construction as part of this report, it will still be subject to the statutory outcome of the traffic orders on our network. No purchase orders would be placed before this was determined, and any planning work undertaken during this time could be abortive if it were then decided to not make the traffic orders following the consultation. 18. It is anticipated that there will be objections received which cannot be resolved and require further consideration. Once all of the objections have been received the initial review by officers will establish whether there is any objection so significant that it would warrant the cost and delay of holding a public inquiry into these objections. If this were not to be the case, then it is recommended that these outstanding objections be considered by the Chairman and Deputy Chairman of Streets and Walkways committee in January with the Executive Director Environment. 19. If the conclusion to this consideration is that the objection(s) were so significant that the Traffic Orders should not be made, then a further report to committee would be required to agree the most appropriate way forward. If, following consideration by the Executive Director Environment, with the Chairman and Deputy Chairman, the decision is to proceed, then the traffic orders can be made under the existing delegated authority. 20. Delegation to the Director of Transportation and Public Realm already exists to consider objections and to make the traffic orders. However, it has always been accepted that for significant projects, these decisions are better considered by Committee. It is expected that this decision would need to be taken in January 2022 ahead of the planned Streets and Walkways committee in February.

	Delaying would put further pressure on the programme and reduce what construction work could be completed before the end of 2022 when the Bank Station Capacity upgrade is due to complete and the new Station entrance open on Cannon Street. **Issue** <u>Anticipated Funding constraints</u> 21. As mentioned in section 3, there is a significant risk to the project with an anticipated increase of 20-25% in the market rates for materials, labour, energy etc to the current schedule of rates once the new Highways term contract is in place in July 2022. 22. The existing project budget of £5.6m includes the intended costed risk provision. This budget had always been intended to only deliver functional change with limited elements of the public realm enhancement that was consulted on. As the risk decreases during the build programme, the costed risk provision can be released and redirected to enhancement opportunities such as seating and greening. 23. In addition to the £5.6m, we have sought additional funding in the form of S106 deposits substantially to deliver public realm enhancements across the junction, including the upgrading of certain sections of carriageway from the basic black tarmac to granite sets. This is to ensure that the elements that create a sense of place and encourage people to spend time in the area (one of the project objectives) are delivered. These S106 deposits were the underspend on the adjacent Bloomberg project and some smaller deposits as detailed in Appendix 3- Table 3. 24. A further application for funding from the Climate Action Strategy, Cool Streets and Greening Programme for a rain garden and climate resilient planting has been made for Queen Victoria Street for 2022/23. 25. However, if construction costs increase as anticipated there will be a need for some difficult decisions to be taken if the capital bid for £700,000 is not successful. <u>The base design.</u> 26. The base design consists of the minimum elements that are required for the consulted design to work in traffic and pedestrian movement terms. 27. This functional design delivers towards the objectives of improved safety for people walking and cycling,

	improvements to the local air quality and the issue of reducing pedestrian crowding. It forms the canvas on which the other measures to enhance the area with greening, seating, cycle parking etc can be established from to move towards achieving the project objective of 'a place to spend time in'. 28. The four key objectives of this project have not changed since its initiation in 2013. The Bank on Safety Scheme in 2017 delivered towards the first two objectives of safety and latterly pedestrian comfort. At Planning and Transportation Committee in January 2019, when the All Change at Bank project was restarted, there was strong Member support to ensure that the option developed should not preclude a later move towards maximising the space available for place activity, including walking and cycling movement through the area with limited, if any, vehicular movement. There was a strong focus on place making as an aspiration in the discussion but a recognition that the timeline for requiring change meant that it was not appropriate at that time to progress designs in that direction. 29. The design of this proposal has been developed to maximise current opportunity with the focus being on delivering enhancement for the anticipated increase in pedestrian numbers associated with the growth in the local developments and the capacity upgrade of Bank Station. Whilst the pandemic has altered working patterns, there is still a need for this area to have permanent physical changes to better reflect its usage and provide an element of safeguarding for future City growth. 30. The design has a number of layers of enhancement that can be added to suit the budget, but the base design delivers the practical and functional change in the minimum specification of material required. To achieve this base design, it requires: a) The closure of Queen Victoria Street between Bucklersbury to and from the junction to motor vehicles. (Vehicles can still enter Bucklersbury and exit Walbrook westbound onto Queen Victoria Street) b) The closure of Threadneedle Street to motor vehicles between the junction and Bartholomew Lane; and c) Narrowing Princes Street at Bank junction to one lane with two-way buses and cycles controlled by traffic lights. d) Vehicles requiring access to Cornhill during restricted hours would be facilitated via Princes Street southbound.

Changes a-c would be operational at all times.

e) The remaining arms of Cornhill, Poultry and King William Street/Lombard Street were proposed to operate with the existing restrictions of Monday to Friday, buses and cycles only, 7am to 7pm. All traffic would be allowed outside of these hours on these three arms only.

31. An illustration of how traffic would operate is shown in plan 1 in Appendix 4.

32. With the current market conditions, delivery of the full base design seems unlikely to be achieved within the existing budget. However, until the new term contract is confirmed, the significance of this is not fully understood. There will also be ongoing risk regarding the price of materials continuing to increase at a rate greater than normally anticipated over the life of the construction that also has to be factored into the costed risk register.

33. To note, that the cost estimates include any required ongoing maintenance sums for the highway changes.

34. It is therefore proposed that the following approach is taken to continuing with the delivery of this project, or at least some of it.

Proposed way forward

Option 1 – Further requested funding is approved.

35. If the top up bid for £700k of capital funding to cover the anticipated uplift in the construction cost of 20-25% is successful and approved in March 2022 by the Court of Common Council, then Option 1 is more aligned with the original proposed way forward.

36. Approximately £500k of the budget would be needed to cover elements such as:
    - staff time for the continued project management
    - communications during construction,
    - post scheme monitoring costs such as traffic surveys,
    - continuation of air quality monitoring and its review,
    - the review of the timing and traffic mix being completed, and any subsequent changes progressed,
    - road safety audit and other documentation
    - closure of the project etc.

37. This will enable the functional change to be delivered across the junction utilising the construction budget of approximately £3.0m and the top up bid. The 700k is requested to be placed in the costed risk provision at this

time (if approved in March – funding will be available from April 2022). By then the significance of the expected uplift in cost will be known and the relevant amounts can be drawn down via approval of the Executive Director Environment to cover these costs as required.

38. The additional amount of S106 identified would be retained to deliver the majority of the public realm enhancement works indicated in the public consultation plans, although some of the balance would be needed in the first instance to fund part of the costed risk provision.

39. With the additional £700k and the identified S106 contributions of £390k added to the remaining balance of the project of approximately £3.0m, this would give a construction budget of approximately £4.1m

40. Looking at Table 2, depending upon the uplift cost, if it is nearer 20% then there is likely to be some funding available from the outset to plan to implement some of the public realm enhancements straight away.

Table 2

Estimated costs	**With 20%**	**With 25%**
Base Design* construction cost	3.46M	3.63m
Costed risk**	0.475m	0.490m
Total	**£3.94m**	**£4.12m**

*base construction cost includes site supervision fees
**This is the costed risk assuming the immediate uplift has become part of the base construction cost from the £700k and the remaining money from this funding is still sat within the risk register and 'topped up' by the S106 funding.

41. As the costed risk provision is released as the risk diminishes, then more funding will be available to deliver more of the enhancements. If the cost is nearer the 25% uplift, it may be required that in a similar vein to Option 2, that Queen Victoria Street is phased last, and modified to deliver the maximum available within the remaining budget available.

42. It should be noted that the capital bid is intended to cover the immediate uplift in the cost of materials, labour, energy etc as well as contribute towards an enhanced level of costed risk. This is to protect from further cost rises over the course of construction and on other elements of the scheme delivery, should costs increase by other suppliers outside of the highways term contract. Elements such as

	temporary traffic signals or TfL contracted rates for traffic signal works for example. <u>What could be delivered?</u> 43. In addition to the base design, there would then be options for enhancing some materials such as areas of granite, making a feature of the raised table on Threadneedle Street between the Bank of England main door and the Royal Exchange as well as adding seating, greening and street trees. 44. There were a number of proposals for enhancing the public realm included in the public consultation in the spring. The consultation explained that it may not be possible to deliver all of these enhancements within the budget that was available, but the views would help to prioritise their delivery. The budget available may now be more constrained than at the time that we went to consultation, depending upon the expected cost increases. 45. If Option 1 is progressed, then given there is already some amenity on the peninsular of the Royal Exchange, the initial priority of enhancement is to deliver street trees on Threadneedle Street and Queen Victoria Street working towards the Climate Action Strategy target. 46. Secondly, ensuring that there are places to stop and rest at appropriate locations, which helps mitigate issues for those people less able to walk longer distances, is also a priority. This will also help encourage people to take a break in the centre of the City, giving opportunity to admire the historic surroundings. 47. Further greening in the form of pots is also proposed, however there are now fewer in the design than indicated in the earlier consulted on design. This follows feedback within the consultation, and also maintenance costs associated with them. 48. It is proposed that once there is greater clarity on the increased costs, that a progress report is submitted that sets out the enhancement interventions proposed and update on the funding from the Cool Streets and Greening programme. This is likely to be before summer recess 2022. It will also set out the other interventions that could be taken forward to prioritise them as and when the risk of construction decreases, and funding can be reallocated to the delivery of these measures. To note that the maintenance of the enhancements is included in the costs

	for each item, and this will also be set out in the progress report for consideration. **Option 2** – 'top up' Central funding bid of 2022/2023 is unsuccessful 49. In the event that no additional capital funding is approved and the anticipated uplift of 20-25% on the construction cost is realised, it would not be possible to deliver the base functional design as set out above. (This is before choice of materials such as sections of granite and with no greening, seating, features etc. being implemented). 50. This S106 funding had been sourced primarily to fund the public realm enhancements for the project. If option 2 is followed, there would be limited to no opportunity to spend this money on public realm enhancements. It would need to be utilised to deliver the descoped base scheme and cover the immediate costed risk provision required to start construction. The monies can be utilised in this way, but it will mean that the project will not deliver on its objective around place. 51. If Members were happy for us utilising the S106 for this rather than concentrating the funding on the overall enhancement of the public realm, it would give a total of **approximately £3.39m available for construction** 52. Table 2 above shows the estimated cost with the expected percentage rate increase to deliver the full base proposal. As can be seen from Table 2 it is not possible to commit to completing the full base scheme as designed with the current funding available if these uplifts in cost are realised. 53. Officers have therefore looked at a descoped base option what could be delivered in terms of function within the remaining budget and the S106 deposits being utilised. 54. There would need to be a significant change to the layout shown for Queen Victoria Street. Changes to the junction with Mansion House Street/Poultry would need to be made, but the rest of Queen Victoria would be delivered by signs and lines only i.e. no pavement widening and associated changes. This is shown in plan 4 in appendix 4 55. Table 3 shows the estimated cost, with expected percentage increase, to deliver this descoped scheme – Option 2.

Table 3

Estimated costs	With 20%	With 25%
Descoped base construction cost	2.98	3.13
Additional Costed risk	0.39	0.44
Total	3.37	3.57

56. Providing the construction cost increase is not above 20% and the S106 money is utilised to deliver the basic functional changes and provide the Costed Risk provision, officers consider it is possible to deliver this descoped option within the available existing funding of approximately £3.39m.

57. If the construction cost increase was greater than 20% then further descoping would be necessary. Officers should have an indication of whether this would be required in mid-January.

58. If it was not acceptable to utilise the S106 money to help deliver the remaining areas of the junction, then there would be further descoping necessary from these functional changes. This would require further work to identify how this could be best achieved as the remaining areas are more interlinked with each other in their design. It would be best that this was done after there is confirmation of the anticipated uplift.

<u>Option 2 – possible later enhancements</u>.

59. In addition to the descoped base design shown in plan 4 in appendix 4 there may be an opportunity to deliver some public realm enhancement work if the costed risk provision is not required during construction. Any risk funding that is able to be released during the construction process could be reallocated to a number of additional enhancements works (as in Option 1).

60. Depending upon how much money there is available at that time, there could be a choice of either modifying parts of Queen Victoria Street to better reflect the intended base design or using the available funding to deliver some seating and greening in the areas that have already had physical changes delivered.

61. It is proposed that a progress report is submitted recommending the best use of those funds if Option 2 is taken forward once there is clarity on how much money may be available to be returned from the costed risk provision.

62. If the S106 money identified is used to deliver the descoped base design, and much of the costed risk is realised during construction, then there may be little opportunity at this stage to provide any additional public realm enhancement.

What would be delivered with Option 2

63. This is not an ideal situation. Option 2 does not deliver all of the benefits, particular on the delivering a place to spend time in objective. It is also not fully reflective of what was consulted on in the spring of 2021.

64. Officers are however recommending that we proceed with this approach if necessary for the following reasons:

- Option 2 would improve the comfort for those people walking on the areas of pavement that most need the changes, such as on Threadneedle Street where comfort levels have scored significantly below the Transport Strategy objective of B+ based on the 2018 footfall data.
- There would be greater circulating space around the Princes Street underground entrances/exits and improved sight lines.
- The formal pedestrian crossing facilities would be shortened in distance and realigned to better suit desire lines improving the situation for people walking in the area.
- The functional changes to the traffic patterns would contribute to improved air quality at the junction and simplify the traffic movements at all times of days, contributing to improved safety for all.
- A number of the enhancement proposals including trees in planters and seating, could be added at a future date if additional funding becomes available. Depending upon the cost increase, it may be possible to construct the tree pits on Threadneedle Street even if at this time we couldn't immediately afford the Street trees.

65. Progressing this work will ensure that the momentum for the Bank project is maintained, and that three of the four project objectives are being delivered. There is the risk that some people may consider the changes to traffic movement are more restrictive without any delivery of the perceived benefits through seating and greening.

66. The above are all practical reasons as to why delivering Option 2 would be an improvement to not delivering any further improvement in the area. However, the preference would be to deliver the more rounded design outlined as

	Option 1 which has greater benefits over a wider area and delivers on all four of the projects core objectives. <u>Impact of not delivering the Queen Victoria Street section.</u> 67. There are impacts of not delivering the physical change in Queen Victoria Street. Whilst the pavement widening is less critical for pedestrian comfort, it does assist with the change of use of carriageway into the cycle only section. It would have also provided space for the enhanced planting and seating area and contributed to improved safety with a narrower carriageway, by improving sight lines. 68. As part of the Cool Streets and Greening funding, part of the Climate Action Strategy delivery plan, a project to specifically deliver a rain garden and to trial climate resilient planting in Queen Victoria Street (which sits within the extents of the All Change at Bank Project) is under consideration for the Year 2 programme (2022/23). However, if it is essential to follow Option 2 and the planned change in pavement widths in this area are not constructed, it will not be possible to deliver this. 69. A review of how this could work without the current design changes to the footway on Queen Victoria Street would be needed if this element under the Cool Streets and Greening funding is to be progressed. This element could be progressed as an additional G4/5 in the spring while construction starts on Princes Street and Cornhill on the eastern side of the junction, if required. **Recommendations on the way forward for design:** <u>Programme and timing.</u> 70. It is recommended that given the uncertainty around the likely market uplift and to not prejudice delivering some benefits in the area before the Bank Station Capacity upgrade completes in late 2022, that the following is approved: • Agree to deliver Option 1 (shown in plan 3 Appendix 4). This would be subject to the outcome of the statutory consultation on the traffic orders that are advertised at the time of writing. These should be determined in January. • Following confirmation of the anticipated uplift in the construction cost is not above 20% (also expected to be internally confirmed in January), thereby confirming that Option 2 is affordable; Then • Allow the procurement of materials to deliver the first section of work on Princes Street anticipated to be

	undertaken by our current term contractor prior to the end of June contract end date; And • Allow the issue of orders to secure the services which are on long lead in times in order to deliver elements of the project prior to the Lord Mayor's Show in 2022. This includes (but not exclusively) the TFL traffic signals teams, some utilities diversions, and some materials such as yorkstone paving. 71. Then if in March 2022 the Court of Common Council does not approve the additional £700k for the All Change at Bank Project as part of the 2022/23 capital programme, it is recommended to approve the switch to the delivery of Option 2. 72. The construction programme for both options start in the same location. With the timeframes for the funding confirmation above, there is no risk of abortive work being undertaken if Members follow the officer's recommendation set out above. 73. If funding is not approved in March, then delivery of Option 2 could continue and deliver some of the benefits of the scheme. 74. Alternatively, Members may wish to consider another option of deciding now to pause the project if the funding bid is unsuccessful. If the project were paused in March it is most likely that some orders will have been placed which may put at risk recovering these funds (but for materials it is most likely that we can 'sell' them on to another project that is proceeding). 75. The sunk cost of this option is likely to be mainly officer time. However, this option would provide opportunity to fully consider alternative delivery options, but it should be recognised that there would be limited ability to provide any improvement in pedestrian comfort prior to the station works completing in late 2022. 76. The last option to consider would be to pause now until the funding and the increased cost issues is resolved and then take the appropriate next steps. This would elongate the programme for starting work and most likely mean that it would not be possible to commission any work under the existing highways contract without extending past the contract end date of the end of June; with less being able to complete before the Lord Mayor's Show 2022. There is also a risk that lead in times for some materials and

	services increases further, delaying the ability to start construction until later. **Other factors to consider for Option 1 or 2:** <u>Equalities</u> 77. The final Equality Analysis for consideration for the decision to progress to construction of the overall design can be found in Appendix 5. 78. If option 2 is progressed fully, then officers will need to ensure that the identified mitigation measures for those areas being progressed are still addressed sufficiently in the revised layout. Particularly if the mitigation measure falls within the public realm enhancement element of the design, which may not be funded. For example, measures, such as ensuring seating at appropriate distances, would ensure that the City is making the scheme, in its most basic form, inclusive. These would then become high priority elements for delivery as the costed risk provision is reduced. 79. Overall, the design has been continually developed with the aim of mitigating issues that have been raised through the Equalities Analysis, the work with Transport for All and the use of the new City of London Streets Accessibility Tool. Issues have been designed out or reduced as much as possible during this process. Whilst the City of London's Streets Accessibility Tool was still in its draft form for testing, it has been very helpful in balancing and minimising the impacts across the different characteristics considered. It has helped make improvements to those most impacted regarding each design element, whilst balancing the associated impacts on other characteristic groups giving a more rounded design. 80. The Equality analysis concluded that: (PCG- Protected Characteristic Groups) "*Overall, the number of people who will benefit from the changes is likely to greatly outweigh those under certain PCGs who may be negatively impacted. The improvements to pedestrian safety are expected to benefit all of the PCGs – as all are most likely to make trips as pedestrians in the subject area*." 81. "*The primary cause of negative impact upon PCGs is due to the alteration of bus routes, and inaccessibility to be picked-up or dropped-off by motor vehicles on Threadneedle Street or Queen Victoria Street in the same locations as was previously possible. While taxis will not be able to drop off or collect passengers from Threadneedle, it should be*

	noted the entrances into the units of the Royal Exchange on this section are currently not accessible for all users. Stakeholder feedback from the Bank of England didn't highlight an issue with the additional distances to travel to the drop off/ pick up locations for taxis." 82. "*Due to the limited space available at Bank junction, designing a scheme that perfectly satisfies the specific needs of every stakeholder would be an unachievable aim. As such, the All Change at Bank scheme has been designed in a way which finely balances the needs of all, while taking into account the specific needs of each PCG. It is recommended that ongoing collaboration with stakeholders takes place to ensure that the scheme can be implemented in way in which maximises benefits and minimises negative impacts on PCGs*" 83. In addition, it was recommended that an accessibility audit was undertaken. This was undertaken and the recommendations from this audit have been assessed and key components have been incorporated into the design. There were some issues raised regarding the choice of material and concern of contrast. In some circumstances the choice of material is dependent upon the available budget as discussed above, but the issues around contrast etc. will be followed for which ever material is chosen. 84. In addition to these two assessments, work has continued with Transport for All who organised a walkabout. This involved walking around parts of the project area with disabled people and those who support them, identifying barriers and things which enable within the streetspace. Most of the issues picked up within the project area will be addressed as part of the delivery of the project. These included, broken pavement slabs, dropped kerb locations, narrow pavements and currently long crossing distances. Those that are not, will be logged and if not within the City's responsibility, such as concerns over the Underground entrances etc, passed to external partners. Those that might be able to be dealt with outside of the project scope will be passed to internal colleagues for consideration. 85. There has been significant work undertaken in developing the design for the All Change at Bank project and the design team have worked conscientiously with Transport for All to help develop a more inclusive scheme in a difficult location. Due regard has been given to the protected characteristics, and mitigation in the developed design has been included to improve the final base scheme and the designed enhancements.

	86. There are still some negative impacts of the proposed changes, but these have been mitigated as far as possible and there are also significant positive impacts on people with protected characteristic. 87. In conclusion, due regard to the City's statutory duties has been given including: maintaining reasonable access to premises, improving amenity, having regard to the national air quality strategy, facilitating bus traffic and securing the safety and convenience of passengers and other road users. Due regard has been paid to the City's public-sector equality duties and the interests of those with protected characteristics. <u>Legal implications:</u> 88. The City is under a duty in exercising traffic authority functions and any powers affecting the road network, to have regard to the duties to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) (having regard to effects on amenities) (S.122 Road Traffic Regulation Act 1984), and to secure the efficient use of the road network avoiding congestion and disruption (S.16 Traffic Management Act 2004). Regard has also to be had to the relevant statutory guidance. 89. When making decisions, the City Corporation must have due regard to the need to eliminate unlawful conduct under the Equality Act 2010, the need to advance equality of opportunity and the need to foster good relations between persons who share a protected characteristic and those who do not (the public sector equality duty). Equality implications are considered and set out above in this report. The final full Equality Analysis is in Appendix 5 for Members consideration. 90. Statutory consultation on the traffic management orders necessary to implement the project has commenced. Once the consultation has closed officers will need to consider whether a public inquiry should be held and must consider all objections duly made and not withdrawn, before the Executive Director Environment (in consultation with the Chairman and Deputy Chairman of Streets and Walkways Committee) takes a decision whether to make the orders. A decision in this report to proceed with the construction of Option 1 (or Option 2 if further funding is not approved) cannot predetermine the outcome of the statutory consultation.

5. Delivery team	91. It is proposed to continue to be project managed by Major Projects and Programmes in City Transportation. 92. Construction Engineering/Design and Construction Supervision to be managed by Highways 93. Planting by Open Spaces (if there is any) 94. Contractor – proposed to start a discrete piece of the build with JB Riney under the highways term contract. 95. From July 1 2022, a new term contract will be in place but at this stage the individual contractor is not yet known. Reports on this will be going through due process in the New Year. It is proposed that substantial construction will be managed by the contractor who will be awarded the new Highways term contract. If this is not JB Riney, a significant level of early contractor involvement will take place to provide as smooth a transition as possible
6. Programme and key dates	96. Dates are subject to the outcome of the statutory consultation of the traffic management orders: • January – March 2022-Finalise construction planning and communication strategy • March 2022 – confirmation of whether Option 2 is to be progressed • April -November 2022 site set up and construction starts up to Lord Mayors show 2022 • November 2022 construction restarts to September 2023 to completion (end date should be earlier if Option 2 is taken if progressed depending upon lead in times for materials). • A report would be submitted before summer recess 2022 outlining the public realm enhancements for consideration for prioritising their delivery with the funding available and an update on costs etc of the project following confirmation of the anticipated rise in costs. This assumes that option 1 or option 2 are being followed. • If neither Option 1 or Option 2 could be followed, an update on this would be given as soon as possible. This may need to be under urgency. 97. Following construction completion, the project will not have entirely finished. The review into the traffic mix and timing

	review still needs to be undertaken. Monitoring of the changes made also need to be undertaken in order to provide the data for the Gateway 6 to see how the scheme has performed against the objectives. 98. It is proposed that as construction nears completion a progress report is submitted to Members to update on the programme of these other items that will need to be undertaken before the project can be formally closed down. 99. The Gateway 6 will need to be submitted after the recommended 6 months following completion (of construction) of the project. This will also allow the piece of work around timings and traffic mix etc. to be completed and the monitoring to take place. The update report will set out milestones for this and estimate when the G6 is likely to be submitted.
7. Risks	100. Costed Risk Provision Utilised at Last Gateway: **£0** 101. There is a risk that if the traffic orders that are currently advertised, following consideration of any objections, were determined not to proceed, that the work undertaken to date could be at risk. All expenditure to date and any staff costs expended up to that decision could be abortive. 102. The key risk to the project is funding associated with the currently unknown rate increase for material, labour, energy etc and therefore how much of the planned base design and subsequent enhancement will be able to be delivered. This increases the risk to how much of the holistic design can be delivered and that subsequently not all of the project objectives will be met. 103. Other risks revolve around continued increase of material costs over the life of construction as well as events that may cause delay and increase staff time costs. The longer lead in times for the purchasing of materials may mean that the programme has to extend further. This could be especially noticeable if option 2 is progressed balancing the use of the costed risk provision in the later stages of delivery of the descoped base design and making decisions on how best to use those funds. 104. Significant mitigation has taken place during design that it is unlikely that there are unknown ground conditions to contend with, but the area is still constrained which makes construction in some areas difficult and liable to an elongated programme which will have associated cost

	implications. An enhanced site supervision schedule is planned to help minimise issues as they arise during construction. 105. Further information is available in the Risk Register (Appendix 2)
8. Success criteria	106. When the project was first initiated in 2013 the following were the desired outcomes for a design which: a) improves road safety for all. b) caters for growth of pedestrian and cycling numbers. c) relieves congestion which impacts on the area's character and appearance as well as reduces pollution. d) maintains the ability for businesses to undertake servicing and deliveries. e) delivers a place which feels safe; and f) retains its ability to provide the processional route for the Lord Mayor's show. 107. The design presented in this report has retained these design values and is believed to deliver on all of these criteria if Option B proceeds. 108. The original 2013 objectives have been maintained but the baseline and strategy associations have been updated to reflect the new policy aspirations. New baselines have been set to incorporate the impact of the Bank on Safety outcomes vs the addition of the All Change at Bank project: 109. The following are the key success criteria: **a)** The delivery of a simplified junction which reduces the amount of conflict to improve safety. This can be measured by a reduction in total casualties at the junction • With specific interest in significantly reducing: ○ pedestrian casualties at the junction ○ cycling casualties at the junction **b)** Reduce NO_2 (nitrogen dioxide) levels at this location by reducing the number of motorised vehicles using the area. • The Corporate Air Quality strategy 2019-2024: ○ A measure of success for the Strategy will be consistent compliance with health-based air quality Limit Values and WHO Guidelines measured using a network of robust air quality monitoring equipment

	110. Air quality monitoring will continue and be compared to the data collected since 2015 to show progress of air quality improvements. **c)** Improved pedestrian crowding levels at crossing points around the junction • The Transport Strategy sets an aim of achieving a B+ Pedestrian comfort level on footways and crossings • The Climate Action Strategy action 6.1 is for pavement widening to comfort level A+ 111. Pedestrian Comfort Levels will be assessed again and compared to the previous work. **d)** Improved public perception of the 'place function' as a location to visit and spend time in, rather than to pass through. 112. Perception Surveys and a Healthy Streets audit to ascertain the changes in perception are planned. These would show changes in attitudes and changes in amenity for before and after. 113. These success criteria and the associated data to date were contained within the Gateway 4C report in February 2021 (a link to this is in the background documents below)
9. Progress reporting	114. Monthly project vision reports will be made. 115. A progress report is planned for between May and July 2022 to set out the public realm enhancements and to set out their priority for implementation. Depending upon the outcome of the funding request and the confirmation of the rate increases (and the statutory consutlation on the traffic orders), a report may be required to update Members on the financial position of the project and the consequences to its delivery. 116. Further progress reports regarding the release of Costed Risk back to the main construction budget will also be submitted at key stages of the construction. Depending on whether Option 1 or Option 2 is delivered, will determine the number of these reports. Verbal updates at committee when there is something to note can be given ahead of any progress reporting to keep Members informed. 117. Depending on how the funding application and/or the anticipated cost increases progress, it may be required that further reporting in way of Issues reports, delegations or

	urgency will need to be progressed to keep the programme moving.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	Funding/finance tables
Appendix 4	Plans for option 1 and Option 2
Appendix 5	Equalities analysis
Appendix 6	Public realm enhancements plan (longer term vision)
Appendix 7	Strategy links
Background papers	
	Issues: Consultation findings report September 2021
	Issues: delay to consutaltion findings report July 2021
	Gateway 4C: Design for consultation (February 2021)
	Gateway 4B: Court of Common Council funding approval
	Gateway 4: Detailed Options Appraisal (October 2020)
	Gateway 3: Outline options appraisal (May 2020)
	Issues: proposed way forward following restarting the project (April 2019)
	Issues: restarting the All Change at Bank project. (January 2019)

Contact

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Appendix 1

Project Coversheet

[1] Ownership & Status

UPI: 11401
Core Project Name: Bank Junction Improvements: All Change at Bank
Programme Affiliation (if applicable): Bank on Safety
Project Manager: Gillian Howard

Definition of need: The junction was identified in the Bank area strategy in 2013, as a space that did not work well for anyone. It was seen as dangerous and polluted with a high collision rate. This project was initiated to investigate solutions to these issues, to simplify the movement at the junction to create less conflict, to reallocate space to assist with the growth of pedestrian numbers and to ensure that the 'Place' function for the centre of the Bank conservation area is enhanced

Key measures of success:

1) Reduction in total casualties – specific interest in reducing Killed and Seriously Injured.
2) Reduced NO_2 emission levels
3) Improved Pedestrian comfort levels
4) Improved perception of Place (as a place to spend time in, and not just pass through)

Expected timeframe for the project delivery: 3-4 years (following restarting it in January 2019)

Key Milestones:

~~1) Gateway 4 – September/October 2020 (was March/April 2020)~~
~~2) Gateway 4c December 2020/January 2021 (received February 2021)~~
3) Gateway 5 – September/October 2021 (was March April 2021). (received in December 2021)
4) Construction substantially complete by end 2022. (updated to Summer 2023)

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

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?
With its close relationship with the Bank on Safety scheme – the longer-term project has had media interest which has been manged by the media team. The public are currently aware that more change is forthcoming at Bank.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes: Update relevant section post report approval. Add multiple entries to relevant box if issues reports are approved. Note this section is to tell the 'project story' of how we reached the current position outlined in the main report.

'Project Proposal' G1/G2 report (as approved by PSC 05/12/2013):

- Total Estimated Cost (excluding risk): 4-6 million
- Resources to reach next Gateway (excluding risk) £532,000
- Spend to date: £434,000
- Costed Risk Against the Project: N/A

- CRP Requested: N/A
- CRP Drawn Down:
- Estimated Programme Dates: G3 anticipated June 2015 - scheme completion estimated 2019/2020

Scope/Design Change and Impact: some slippage on timeframe for G3 with delays with consultant. Subsequently a fatality at the junction in June 2015 changed the approach to the project

'Options Appraisal and Design' G3 report (as approved by PSC 01/12/2015):

- Total Estimated Cost (excluding risk): 4-18 million
- Resources to reach next Gateway (excluding risk) £1,179,000
- Spend to date: £886,791
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: G4 mid 2017; construction start late 2018 complete in 2020

Scope/Design Change and Impact:
The introduction of what became the Bank on Safety Scheme was initiated at the Gateway 3 stage of this project (in the same report). Intention to continue to work on both projects.

This project was formally put on hold in February 2018 in an issues report

An issues report in January 2019 sought to restart the project with changes to the project approach. Members agreed a strategic option to pursue rather than continuing with looking at 4 rigid options following the experience and lessons of delivering the Bank on Safety scheme.

Both Planning and Transportation and Streets and Walkways Sub Committee changed the recommendation in the January 2019 Issues report to read:

"Proceed with feasibility design of Strategic Option 2 (semi pedestrian priority with some vehicle movement) to a Gateway 4 report, on the basis that the proposed timescales for the project be tightened, and that Strategic Option 1 be retained as the Corporation's longer-term aspiration for the junction. The next phase of work will investigate different options for highways alignment, design of public realm and vehicle mix to inform the Gateway 4 report;"

The April 2019 issues report sought approval to the proposed project approach to achieve the strategic aim agreed in the January 2019 report with a request for further funds.

Due to the introduction of the organisations fundamental review the funding element of the April report was not confirmed until June 2019 following changes being made to the source of funding to be S106 and not OSPR.

A further Capital Funding Bid as part of the new annual process was submitted and £4m has been allocated from this process in addition to the existing £1.5m of S106 and TFL funding already secured.

A second Gateway 3 was submitted:

'Options Appraisal and Design' G3 report (as approved by PSC 27/05/2020):

- Total Estimated Cost (excluding risk): 5-5.6 million
- Resources to reach next Gateway (excluding risk) £1,583,457
- Spend to date: £1,190,861
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: G4 Sept/Oct 2020; construction start late 2021 complete in 2023

Scope/Design Change and Impact
3 options out of 20 were agreed to proceed for further design.

'Options Appraisal and Design' G4 report: *(as approved by Projects Sub 23/10/20)*

- *Total Estimated Cost (excluding risk): 5-5.6 million*
- *Resources to reach next Gateway (excluding risk): 541,935*
- *Spend to date:* 1,381,474
- *Costed Risk Against the Project: 95,000*
- *CRP Requested: 95,000*
- *CRP Drawn Down: 0*
- *Estimated Programme Dates: G4c December 2020/January 2021*

1 option chosen for detailed design to continue

Options Appraisal and Design' G4b report: (as approved by Court of Common Council 3/12/20)

- *Total Estimated Cost (excluding risk): 5-5.6 million*
- *Resources to reach next Gateway (excluding risk): 541,935*
- *Spend to date:* 1,381,474
- *Costed Risk Against the Project: 95,000*
- *CRP Requested: 95,000*
- *CRP Drawn Down: 0*
- *Estimated Programme Dates: G4c December 2020/January 2021*

Detailed Design G4c report: (as approved by Projects Sub 23/02/2021**)**

- *Total Estimated Cost (excluding risk): 5-5.6 million*
- *Resources to reach next Gateway (G5) (excluding risk): 541,935*
- *Spend to date: 1,475,110*
- *Costed Risk Against the Project: 95,000*
- *CRP Requested: 95,000*
- *CRP Drawn Down: 0*
- *Estimated Programme Dates: Progress report on consultation findings – June/July 2021 followed by G5 October 2021.*

Agreement of the design option to be proceed to Public consultation.

Appendix 1

Issues report: (as approved by Projects Sub 23/07/21).

- *Total Estimated Cost (excluding risk): 5-5.6 million*
- *Resources to reach next Gateway (G5) (excluding risk): 693,258*
- *Spend to date:* 1,613,003
- *Costed Risk Against the Project: £253,500*
- *CRP Requested: 93,000*
- *CRP Drawn Down: 0*
- *Estimated Programme Dates: Progress report on consultation findings – September 2021 followed by G5 October 2021.*

Scope/Design Change and Impact: the change to programme following more time needed to fully analyse the consultation results means that we will no longer be able to substantially complete the work by the end of 2022 as planned. It is still possible to complete a large area before the LM show 2022 but a substantial area will need to be completed after LM show.

Issues report – public consultation findings report (As approved by Projects sub 15/09/21)

- *Total Estimated Cost (excluding risk): 5-5.6 million*
- *Resources to reach next Gateway (G5) (excluding risk): 693,258*
- *Spend to date: 1,689,517*
- *Costed Risk Against the Project: £253,500*
- *CRP Requested: 93,000*
- *CRP Drawn Down: 0*
- *Estimated Programme Dates: G5 October 2021.*

'Authority to start Work' G5 report (Presented now):

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

Scope/Design Change and Impact:

Total anticipated on-going commitment post-delivery [£]: Value to TBC once the level of greening, seating and enhancement is confirmed following the prioritisation of the enhancements should there be funding to deliver these

There is a likely change to cleansing and maintenance costs of the area with additional greenery and seating.

Programme Affiliation [£]: with Bank on Safety Scheme up to £8.4 million

City of London: Projects Procedure Corporate Risks Register

Project name: *All Change at Bank*

Unique project identifier: *11401*

Total est cost (exc risk) *£6677930*

PM's overall risk rating	High
Avg risk pre-mitigation	12.5
Avg risk post-mitigation	8.0
Red risks (open)	2
Amber risks (open)	5
Green risks (open)	2

Corporate Risk Matrix score table

	Minor impact	Serious impact	Major impact	Extreme impact
Likely	4	8	16	32
Possible	3	6	12	24
Unlikely	2	4	8	16
Rare	1	2	4	8

Costed risks identified (All)	£1,175,000.00	18%	*Costed risk as % of total estimated cost of project*
Costed risk pre-mitigation (open)	£1,141,500.00	17%	*" "*
Costed risk post-mitigation (open)	£1,090,000.00	16%	*" "*
Costed Risk Provision requested	£1,090,000.00	16%	*CRP as % of total estimated cost of project*

	Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
(1) Service Delivery/ Performance	3	6.7	£95,000.00	0	3	0
(1) Compliance/Regulatory	2	16.0	£147,000.00	2	0	0
(2) Financial	4	7.5	£110,500.00	1	1	2
(3) Reputation	1	8.0	£8,000.00	0	1	0
(4) Contractual/Partnership	1	32.0	£700,000.00	1	0	0
(4) Legal/ Statutory	0	0.0	£0.00	0	0	0
(5) H&S/Wellbeing	0	0.0	£0.00	0	0	0
(6) Safeguarding	0	0.0	£0.00	0	0	0
(7) Innovation	0	0.0	£0.00	0	0	0
(8) Technology	0	0.0	£0.00	0	0	0
(9) Environmental	0	0.0	£0.00	0	0	0
(10) Physical	3	5.0	£81,000.00	0	2	1

		Extreme	Major	Serious	Minor
Issues (open)	0	**Open Issues**	0	0	0	0
All Issues	0	**All Issues**	0	0	0	0

Cost to resolve all issues (on completion) £0.00

Total CRP used to date £0.00

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City of London: Projects Procedure Corporate Risks Register

Project Name:	*All Change at Bank*	**PM's overall risk rating:**	High	**CRP requested this gateway**	£ 1,090,000	**Average unmitigated risk**	12.5	**Open Risks**	11
Unique project identifier:	11401	**Total estimated cost (exec risk):**	£ 6,677,930	**Total CRP used to date**	£ -	**Average mitigated risk score**	8.0	**Closed Risks**	5

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
R1	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.	Likely	Major	16	£7,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Undertake regular cost reviews via the highways team.	£0.00	Likely	Serious	£6,000.00	8	£0.00	staff time	14/09/2020	Leah Coburn	Ben Bishop	
R2	4	(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 didn't go as planned.	Unlikely	Serious	8	£4,500.00		B – Fairly Confident	* Ensure early engagement with TfL buses in the design phases so they can consult internally * Design the measures to help minimise impacts on the bus network	£0.00	Unlikely	Minor		4	£0.00	Costs to cover TfL staff time and/or costs of their consultants	14/09/2020	Leah Coburn	Neil West	22/11/2021
R3	5	(4) Contractual/Partnership	LUL engagement and their requirements on a project.	Further time and therefore resource may be requiredduring construction	Unlikely	Minor	2	£3,000.00		A – Very Confident	* Ensure early engagement with LUL in the design phase to ascertain their requirements for working near their infrastructure.	£0.00	Rare	Minor		1	£0.00	Costs to cover LUL staff time and/or costs of their consultants	14/09/2020	Leah Coburn	Neil West	22/11/2021

R4	4	(4) Legal/ Statutory	Issue(s) with external engagement and buy-in	Further time and therefore resource may be required if planned engagement work with local external stakeholders didn't go as planned	Possible	Serious		£7,000.00		A – Very Confident	As restrictions ease make contact with busiensses that have not been engaging these last few months to ensure theyunderstnad the proposals	£0.00	Rare	Minor			£0.00	Costs to cover staff time	14/09/2020	Leah Coburn	Gillian Howard	22/11/2021
R5	5	(2) Financial	Funding constraint/ conditions implications	Further resources may be required to identify additional funding or make alternative arrangements if constraints/ conditions change.	Unlikely	Serious	4	£3,500.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Track and locate other possible additional funding streams * In co-operation with City Highways staff, strive to make efficiency savings where possible during detailed design phase.	£0.00	Unlikely	Serious	£2,000.00	4	£0.00	Costs to cover staff time	14/09/2020	Leah Coburn	Gillian Howard	
R6	5	(2) Financial	Accessibility and/ or security concerns lead to project change	Further changes to the project's design if necessary may impact on accessibility/ security concerns leading to further changes.	Unlikely	Serious	4	£20,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* On-going dialogue with the accessibility/ security workstreams	£0.00	Rare	Minor	£15,000.00	1	£0.00	Costs to cover staff and/ or fees	14/09/2020	Leah Coburn	Neil West	
R7	5	(1) Service Delivery/ Performance	Unforeseen technical and/ or engineering issues identified	Identification of any engineering or technical issues that disrupt delivery could result in further costs whether they be time, funding or resources.	Unlikely	Major	8	£35,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Work closely with the highways team to help identify any unforeseen technical or engineering issues at an early stage.	£0.00	Unlikely	Serious	£22,000.00	4	£0.00	Costs to cover staff and/ or fees	14/09/2020	Leah Coburn	Ben Bishop/ Neil West	
R9	5	(10) Physical	Trial holes/ utility investigations lead to further information being required and an increase and time.	Delays could oocur which result in unplanned costs if utility companies don't engage as expected or additioanl utility surveys are required.	Possible	Serious	6	£8,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Liaise closely with design engineers to work out an approach to cover utiliy delays or site discoveries. Trial holes to be undertsken once security measures have been developed further.	£0.00	Rare	Minor	£5,000.00	1	£0.00	staff time	14/09/2020	Leah Coburn	Ben/ Bishop/ Neil West	
R10	5	(3) Reputation	Expectation of the look and feel of the scheme is higher than what can be achieved with the budget available.	It is possible that we lose support for the proposed changes whilst still having a need to make functional change to support the growth in pedestrian numbers.	Likely	Serious	8	£8,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Liaise closely with design engineers to maximise public realm opportunites that can be included, subject to site and budget constraints.	£0.00	Possible	Serious	£7,000.00	6	£0.00	cost to cover staff time	14/09/2020	Leah Coburn	Ben/ Bishop/ Neil West	
R11	5	(1) Service Delivery/ Performance	Additional investigations or surveys may be required by internal/ external parties to further validate the design.	Delays could occur to the programme if validation of the design is delayed.	Unlikely	Serious	6	£20,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Liaiase with internal/ external parties at an early stage to agree the scope of any additional investigations/ surveys.	£0.00	Rare	Minor	£11,000.00	1	£0.00	Costs to cover staff time and/ or consultants time/fee	14/09/2020	Leah Coburn	Neil West	
R12	5	(1) Service Delivery/ Performance	We may need to cover more of the costs for TfL/ consultants fees for the Eastern Cluster project.	Delays could occur to the programme if funding isn't avaialble to cover costs associated with the Eastern Cluster project.	Possible	Serious	6	£40,000.00	N	B – Fairly Confident	Ongoing dialouge with Eastern Cluster Team to understand budget constraints.	£0.00	Rare	Minor	£30,000.00	1	£0.00	Costs to cover TfL staff time and/or costs of their consultants	14/09/2020	Leah Coburn	Gillian Howard/ Neil West	
R13	4	(1) Service Delivery/ Performance	Some of the temporary schemes implemented as part of the City Transportation's and TfL's response to COVID-19 may be made permanent and could impact on the proposals at Bank Junction.	Making some of the temporary measures permanent could impact on the viability of proceeding with the project.	Possible	Serious		£15,000.00		B – Fairly Confident	Ongoing monitoring and further sensitivity testing will be undertaken to help identify which temporary schemes could be made permanent.	£0.00	Rare	Minor			£0.00	Costs to cover staff time and/ or fees	14/09/2020	Leah Coburn	Gillian Howard/ Neil West	21/11/2022
R14	5	(1) Compliance/Regulatory	legal challenge regarding the decsion to proceed with an agreed scheme	significant staff cost and legal fees in defending any legal challenge as well as no longer able to meet the project timeframe	Likely	Major	16	£140,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	ensure a transparent considered scheme, linked to policy andthat all pocesses are followed accordingly	£0.00	Possible	Major	£140,000.00	12	£0.00	Staff costs, counsel costs, fees	01/02/2021	Leah Coburn	GillianHoward	
R15	4	(1) Service Delivery/ Performance	Delay to the TfL statutory bus consultation, dealys the G5 submission	delay to programme - cannot guarentee progression of the scheme without the bus reroutings being approved by TfL.	Possible	Serious	6	£4,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	continue working with TfL to ensure they have all the information they need to progress the consutaltion in good time	£0.00	Unlikely	Serious		4	£0.00	Costs to cover staff time	24/05/2021	Leah Coburn	Gillian Howard/ Neil West	15/11/2021
R16	5	(4) Contractual/Partnership	Change in term contractor with new rates taking into account recent market changes not available at the G5 stage	increased price of construction costs and assoicated services limiting ability to deliver full design	Likely	Extreme	32	£700,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	impact of changes are out side of our control - we can only change scope to accommodate the budget available	£0.00	Likely	Extreme	£700,000.00	32	£0.00	works costs/ including site supervision	19/10/2021	Leah Coburn	Gillian Howard/ Neil West	
R17	5	(10) Physical	Dealy during construciton increases associated Traffic Management costs	costs increase to those estimated,	Possible	Serious	6	£35,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	regular construction meetings with all providers to reduce probability of an issue	£0.00	Unlikely	Serious	£32,000.00	4	£0.00	works costs or fees	19/10/2021	Leah Coburn	Gillian Howard/ Ben Bishop	
R18	5	(10) Physical	Enforcement changes are required to enforce the restrictions if abused to encourage greater compliance	cost increase to amend or add to the enforcement cameras or signage in the area (inlcuding warning and directional)	Possible	Minor	3	£38,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	monitoring the traffic compliance with the revised restricitons before commiting to the enforcement camera solution	£0.00	Possible	Minor	£38,000.00	3	£0.00	Fees and staff/works	08/11/2021	Leah Coburn	Gillian Howard/ Neil West	
R19	5	(2) Financial	increased costs of site supervision due to delays ,	increased site supervision costs and associated work	Possible	Serious	6	£80,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	regular construction meetings to get early warning of any problems.	£0.00	Possible	Minor	£77,000.00	3	£0.00	staff costs	08/11/2021	Leah Coburn	Gillian Howard/Ben Bishop	

R20	5	(1) Compliance/Regulatory	Need to clear site for an emergency during construction.	cost of site clearnace and making good to accommodate the emergency	Likely	Major	16	£7,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	Work in area sizes that can be cleared and made good within a short window if required. consideration to cost impacts on overall project to be considered.	£0.00	Likely	Serious	£5,000.00	8	£0.00	staff cost/ works costs	14/11/2021	Leah Coburn	Gillian Howard/Ben Bishop	

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Appendix 3 Finance Tables

Table 1: Spend to Date			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
Bank Junction Improvements (SRP) - 16800287			
PreEv Env Serv Staff Costs	21,922	21,921	1
PreEv P&T Fees	764,797	761,698	3,099
PreEv P&T Staff Costs	575,526	575,524	2
PreEv Surveys	67,363	67,363	-
Total - 16800287	**1,429,608**	**1,426,506**	**3,102**
Bank Junction Improvements (CAP) - 16100287			
Air Quality Staff Costs	1,400	-	1,400
DBE Structure Staff Costs	4,000	-	4,000
Env Servs Staff Costs	113,924	87,109	26,815
Legal Staff Costs	5,000	-	5,000
Open Spaces Staff Costs	2,000	601	1,399
P&T Staff Costs	224,022	196,728	27,294
P&T Fees	284,779	227,764	57,015
Cost Risk Provision	93,000	-	93,000
Total - 16100287	**728,125**	**512,202**	**215,923**
Revenue	**10,000**	**7,091**	**2,909**
GRAND TOTAL	**2,167,733**	**1,945,799**	**221,934**

Table 2: Resources required to reach the next Gateway			
Description	**Approved Budget (£)**	**Additional Resources Required (£)**	**Revised Budget (£)**
Bank Junction Improvements (SRP) - 16800287			
PreEv Env Serv Staff Costs	21,922	-	21,922
PreEv P&T Fees	764,797	(3,098)	761,699
PreEv P&T Staff Costs	575,526	-	575,526
PreEv Surveys	67,363	-	67,363
Total - 16800287	**1,429,608**	**(3,098)**	**1,426,510**
Bank Junction Improvements (CAP) - 16100287			
Air Quality Staff Costs	1,400	15,840	17,240
DBE Structure Staff Costs	4,000	(3,000)	1,000
Env Servs Staff Costs	113,924	178,767	292,691
Legal Staff Costs	5,000	-	5,000
Open Spaces Staff Costs	2,000	1,000	3,000
P&T Staff Costs	224,022	327,090	551,112
P&T Fees	284,779	175,365	460,144

Works	-	2,821,233	2,821,233
Cost Risk Provision	93,000	297,000	390,000
Total - 16100287	**728,125**	**3,813,295**	**4,541,420**
Revenue	**10,000**	**-**	**10,000**
GRAND TOTAL	**2,167,733**	**3,810,197**	**5,977,930**

Table 3: Revised Funding Allocation

Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
TfL LIP FY 2014/15	250,909	-	250,909
TfL LIP FY 2015/16	154,000	-	154,000
TfL LIP FY 2016/17	200,000	-	200,000
TfL LIP FY 2017/18	114,268	-	114,268
S106 - 04/01005/FULEIA - 125 Old Broad Street - Transport	150,000	-	150,000
S106 - 05/00653/FULEIA - Mondial House - Transport	156,835	-	156,835
S106 - 06/00500/FULL - 1 Lothbury - Transport	34,410	-	34,410
S106 - 06/00500/FULL - 1 Lothbury - LCEIW	-	17,695	17,695
S106 - 06/01123/FULEIA - The Pinnacle - Transport	60,755	-	60,755
S106 - 04/01005/FULEIA - 125 Old Broad Street - Transport	10,000	-	10,000
S106 - Cheapside underspend	20,000	-	20,000
S106 - 11/00935/FULEIA - Bucklersbury House - LCE	75,138	-	75,138
S106 - 14/00860/FULMAJ - King William Street - LCE	264,929	-	264,929
S106 - 14/00860/FULMAJ - King William Street - Transport	92,213	-	92,213
S106 - 06/00903/FULL - New Court - Transport	-	498	498
S106 - 04/00633/FULEIA - Cannon Street Station - Transportation	-	17,785	17,785
S106 - 06/00692/FULL - Walbrook - LCEIW	-	22,887	22,887

S106 - 06/00692/FULL - Walbrook - Transportation	-	4,175	4,175
S106 - 05/00929/FULL - Old Jewry 26 - Transportation	-	148	148
S106 - Bloomberg Underspend	-	331,284	331,284
Capital Funding - OSPR	584,276	3,415,724	4,000,000
TOTAL	**2,167,733**	**3,810,197**	**5,977,930**
Subject to confirmation Capital Funding Bid 2022/23		700,000	700,000
Subject to confirmation TOTAL	**2,167,733**	**4,510,197**	**6,677,930**

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Appendix 4

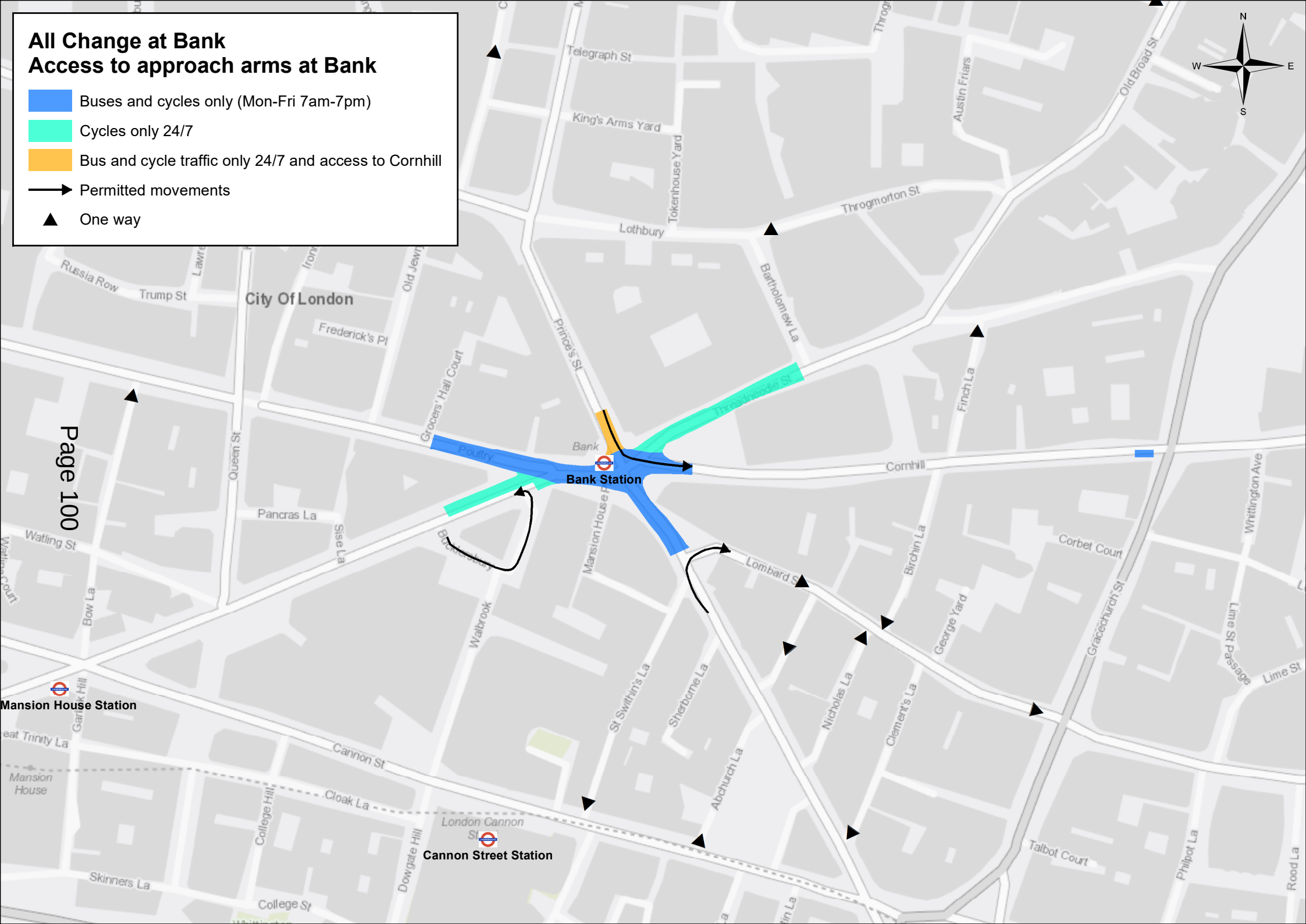
Plan 1 – Illustration of permitted traffic movements

Plan 2 – The existing layout of the junction

Plan 3- The base design (Option 1)

Plan 4 – The descoped base design (Option 2)

Plan 5 – Potential area completed by November 2022 (base design)


All Change at Bank
Access to approach arms at Bank
Buses and cycles only (Mon-Fri 7am-7pm)
Cycles only 24/7
Bus and cycle traffic only 24/7 and access to Cornhill
Permitted movements
One way
N
W
E
S
Telegraph St
King's Arms Yard
Tokenhouse Yard
Austin Friars
Old Broad St
Throgmorton St
Lothbury
Bartholomew La
Russia Row
Trump St
City Of London
Frederick's Pl
Old Jewry
Prince's St
Grocers' Hall Court
Threadneedle St
Finch La
Bank
Poultry
Bank Station
Cornhill
Queen St
Pancras La
Sise La
Watling St
Bow La
Mansion House Pl
Lombard St
Birchin La
Corbet Court
Whittington Ave
George Yard
Gracechurch St
Lime St Passage
Lime St
Walbrook
St Swithin's La
Sherborne La
Nicholas La
Clement's La
Abchurch La
Garlick Hill
Mansion House Station
eat Trinity La
Cannon St
Mansion House
Cloak La
College Hill
London Cannon St
Cannon Street Station
Dowgate Hill
Talbot Court
Philpot La
Rood La
Skinners La
College St

Plan 2 - Existing Layout

Key

- Existing kerb line
- Existing Bank of Safety temporary footway buildout
- Existing bollard
- Existing tree
- Existing bench
- Existing planter

N

BARTHOLOMEW LANE
PRINCES STREET
THREADNEEDLE STREET
OLD JEWRY
GROCER'S HALL COURT
ST MILDRED'S CT
POULTRY
MANSION HOUSE STREET
CORNHILL
QUEEN VICTORIA STREET
WALLBROOK
MANSION HOUSE PLACE
LOMBARD STREET
BUCKLERSBURY
KING WILLIAM STREET
ST SWITHIN'S LANE

Grocers' Hall
Bank of England
Bank
Royal Exchange Buildings
Magistrates Court Probation Offices
Mansion House
Church of St Stephen Walbrook
Guild Church of St Mary Woolnoth

Plan 3 - Option 1

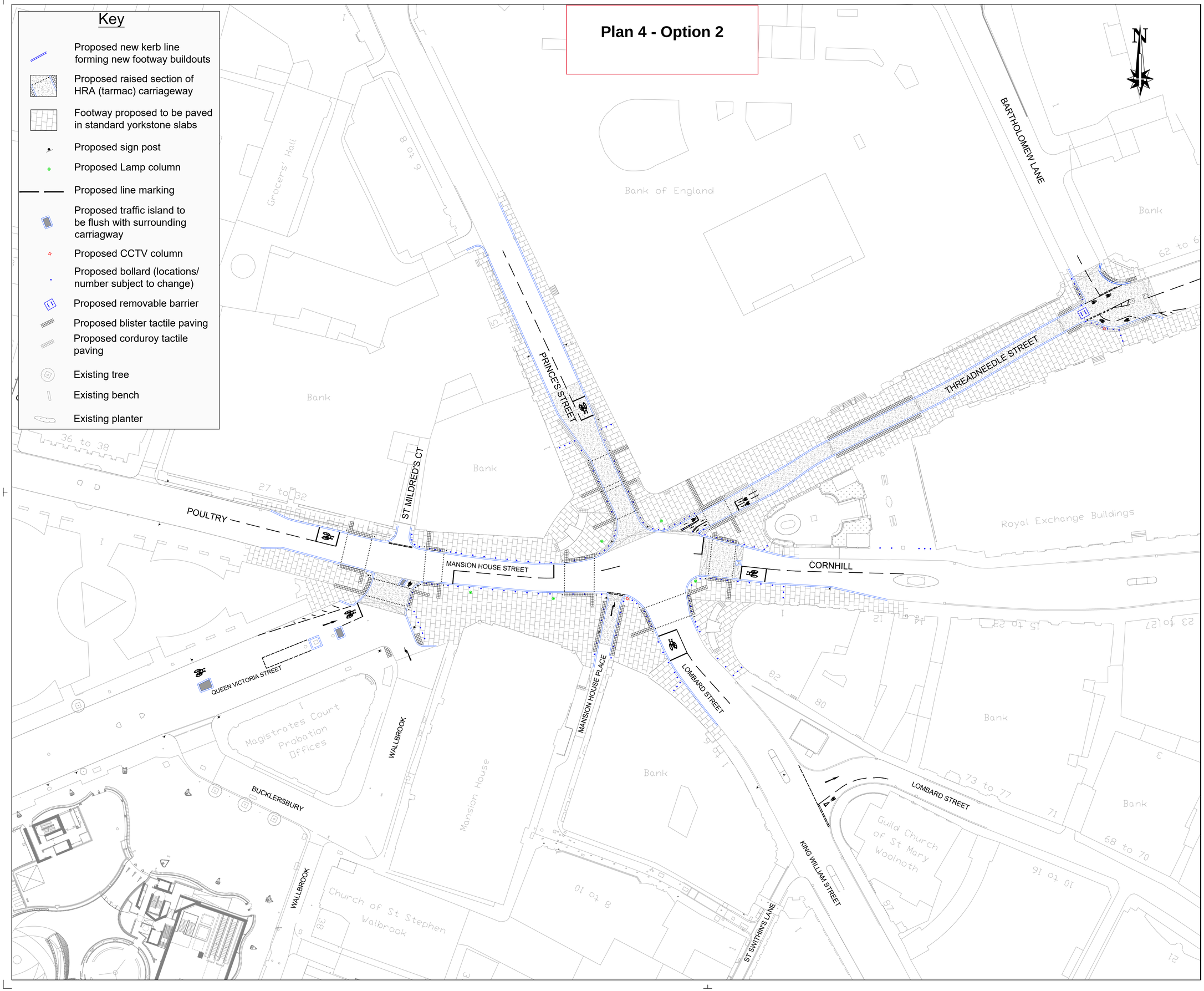
Key

- Proposed new kerb line forming new footway buildouts
- Proposed raised section of HRA (tarmac) carriageway
- Footway proposed to be paved in standard yorkstone slabs
- Proposed sign post
- Proposed Lamp column
- Proposed line marking
- Proposed traffic island to be flush with surrounding carriagway
- Proposed CCTV column
- Proposed bollard (locations/ number subject to change)
- Proposed removable barrier
- Proposed blister tactile paving
- Proposed corduroy tactile paving
- Existing tree
- Existing bench
- Existing planter

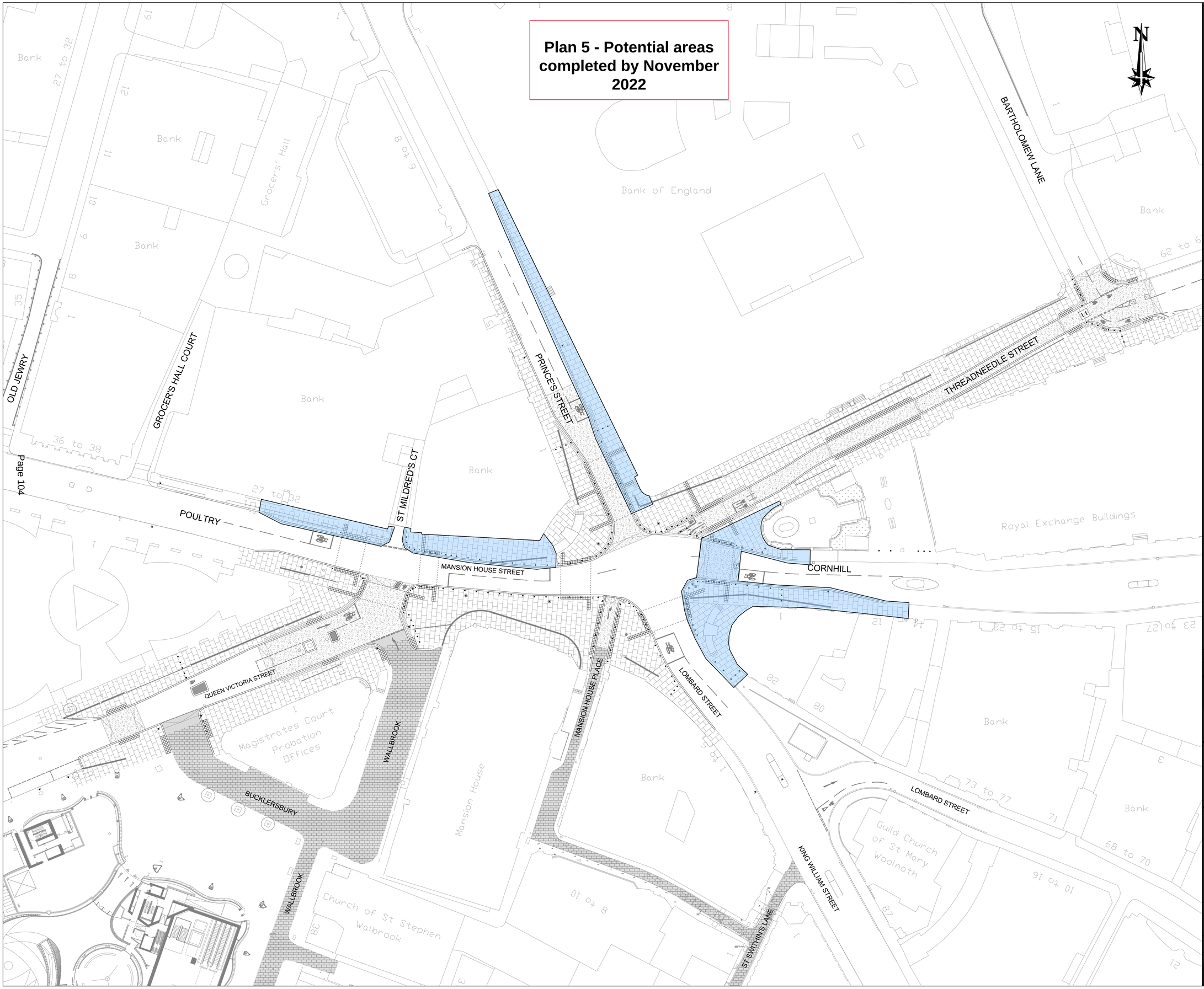
Plan 4 - Option 2

Key

- Proposed new kerb line forming new footway buildouts
- Proposed raised section of HRA (tarmac) carriageway
- Footway proposed to be paved in standard yorkstone slabs
- Proposed sign post
- Proposed Lamp column
- Proposed line marking
- Proposed traffic island to be flush with surrounding carriagway
- Proposed CCTV column
- Proposed bollard (locations/ number subject to change)
- Proposed removable barrier
- Proposed blister tactile paving
- Proposed corduroy tactile paving
- Existing tree
- Existing bench
- Existing planter



Plan 5 - Potential areas completed by November 2022



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Key

- Section of works completed by Lord Mayor's Show 2022
- Proposed new kerb line forming new footway buildouts
- Proposed raised section of HRA (tarmac) carriageway
- Proposed raised section of granite sett carriageway
- Footway proposed to be paved in standard yorkstone slabs
- Existing granite sett raised carriageway
- Proposed sign post
- Proposed Lamp column
- Proposed line marking
- Proposed traffic island to be flush with surrounding carriagway
- Proposed CCTV column
- Proposed 5G column
- Proposed Yorkstone channel
- Proposed Hauraton channel
- Proposed bollard (locations/ number subject to change)
- Proposed removable barrier
- Proposed blister tactile paving
- Proposed corduroy tactile paving
- Existing tree
- Existing bench
- Existing planter

Rev No.	Date	Description	By

Revision

PROJECT:

ALL CHANGE AT BANK

TITLE:

GENERAL ARRANGEMENT WORKS COMPLETED BY LORD MAYOR'S SHOW 2022

CLIENT:

HIGHWAY DESIGN AND CONSTRUCTION
DEPARTMENT OF THE BUILT ENVIRONMENT
BOX 270
GUILDHALL
LONDON
EC2P 2EJ
TEL: 020 7606 3030
CITY OF LONDON

DRAFT

Sheet: SHEET 1 of 1	
Date: Nov 21	
Designed by: BB	
Checked by:	
Scale & Drawing Size: NTS	Revision: --
Drawing No: ACB/GA/LMS22/14/11/21	

Equality Analysis
November 2021

All Change at Bank: Equality Impact Assessment

City of London
Our ref: 23949602

steer

Equality Analysis
November 2021

All Change at Bank: Equality Impact Assessment

Prepared by:

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Prepared for:

City of London
PO Box 270
London EC2P 2EJ

Our ref: 23949602

Contents

Figures

Tables

1 Introduction

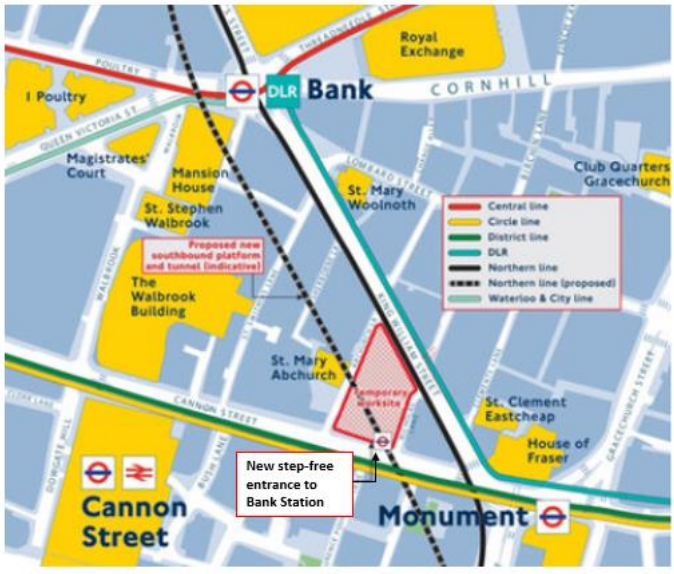
1.1 This Equality Analysis (EA) relates to the City of London's ("the City's") All Change at Bank scheme. The All Change at Bank scheme sits separate to the Bank on Safety scheme and the Bank Station Capacity Upgrade. For context, a short summary of each scheme has been provided within this section of the report.

1.2 The City of London is ensuring that accessibility needs are fully considered in the design of the scheme, providing an auditable document trail that sets out design considerations and decisions. An Accessibility Audit for the All Change at Bank scheme has also been developed, and is intended to complement this EA. The Accessibility Audit forms part of that process and has been prepared during the detailed design phase of the scheme development. It examines accessibility issues and pays particular attention to vulnerable user groups.

Bank Station Capacity Upgrade

1.3 This Transport for London (TfL) project is a reconstruction of Bank station and will upgrade station capacity to enable movement of 40% more passengers. In addition, a new step-free access, shown in Figure 1-1, will be constructed on Cannon Street, west of King William Street. This will provide access to the Northern Line and Docklands Light Railway. This project is expected to be complete in 2022.

Figure 1-1: New step-free access at Bank station



Source: Transport for London (https://tfl.gov.uk/travel-information/improvements-and-projects/bank-and-monument)

Bank on Safety

1.4 The Bank on Safety scheme has restricted vehicle movements between Monday and Friday from 7am-7pm, allowing buses and cycles permission to cross Bank Junction or enter Cornhill in a westbound direction. Pedestrian crossings have been improved and footways widened at the junction along with cycle facility upgrades.

All Change at Bank

1.5 The All Change at Bank scheme sits separate to the Bank on Safety scheme and seeks to bring transformative change to Bank Junction for the longer term. The scheme has the following objectives:

- An improvement in safety at Bank junction
- An improvement in air quality at Bank junction
- An improvement in pedestrian experience at Bank junction (in terms of comfort and the experience as a place to spend time in)

1.6 Between March 29th and May 10th 2021, a public consultation was undertaken to collect feedback on the preferred scheme for the redesign of Bank junction. The proposed All Change at Bank improvements include:

- The closure of Threadneedle Street for motor vehicles between Bank Junction and Bartholomew Lane in both directions to create a walking and cycling only area.
- The closure of Queen Victoria Street between Bucklersbury and Bank Junction for motor vehicles, except those vehicles exiting Walbrook in a westbound direction.
- Keeping Princes Street open for only buses and cycles northbound, and in addition as a route for servicing to Cornhill in a southbound direction.
- Widening pavements around the junction to accommodate the large number of people who walk through the area normally

1.7 These restrictions are accompanied other design features including widening of pavements, redesign of crossings with raised carriageways, and the inclusion of new planters and benches.

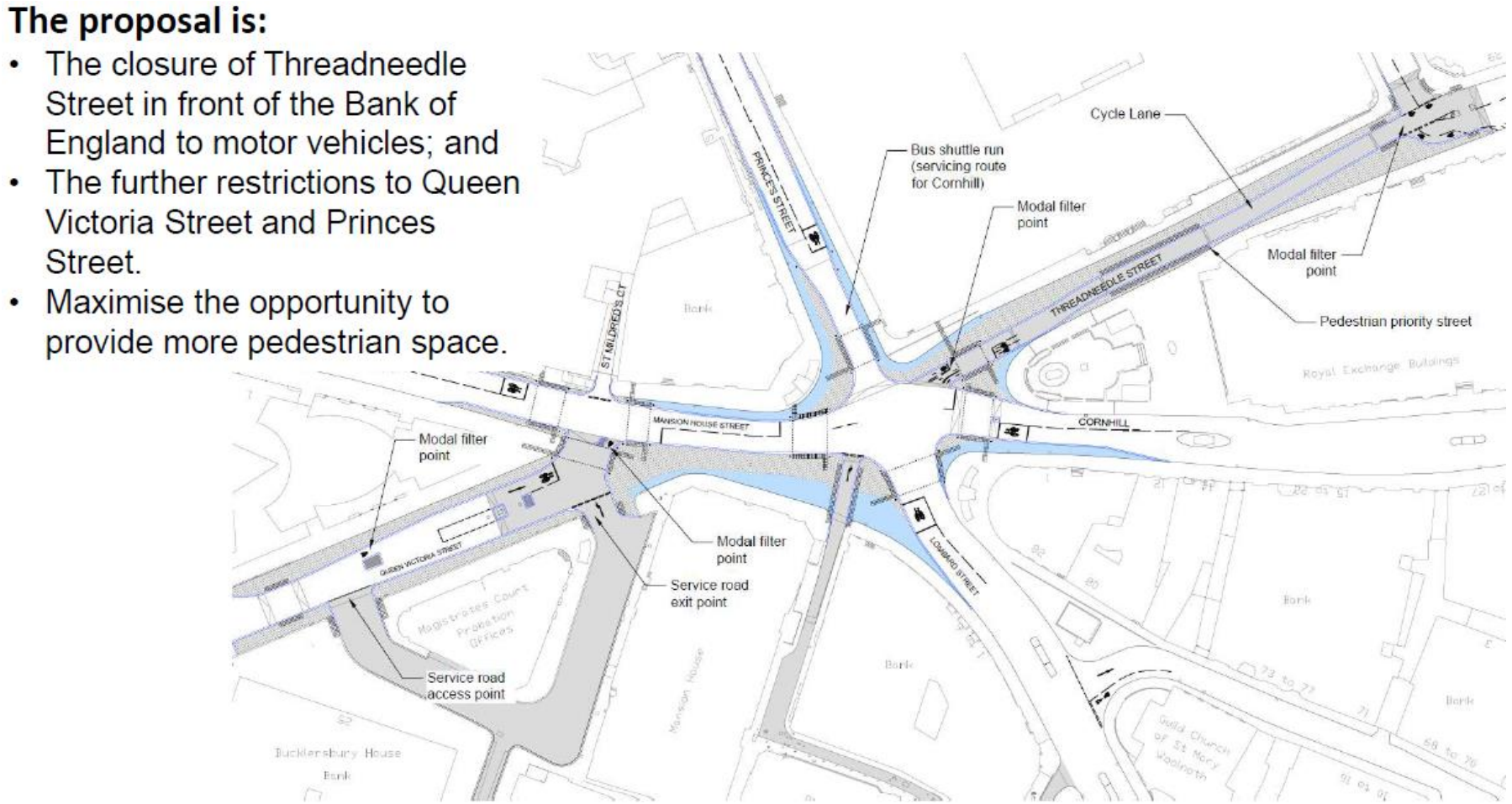
1.8 The design requires some alterations to bus routes (primarily 133, 26, 8, and 11) – as well as to several stops on each of these routes as buses will no longer have access to Queen Victoria Street and Threadneedle Street. Bus stops have been relocated at the closest alternative location – and do not lead to significant increase in journey times.

1.9 The City of London has already completed a Test of Relevance for the All Change at Bank scheme. This identified the following four Protected Characteristic Groups (PCGs) for assessment: Age, Disability, Pregnancy/Maternity, and Race.

1.10 This EqIA has been completed on behalf of the City of London to assess the overall impact of the project for all road users and for those in Protected Characteristic Groups. This EqIA has been completed prior to the implementation of the design to pre-empt any impacts upon these groups and suggest alterations and additions where they may be necessary.

1.11 This EqIA is based on information supplied by the City of London as well as readily available data from other sources. This includes traffic counts, pedestrian and cyclist counts, bus journey time modelling and background information through the Bank on Safety scheme. At this stage, the transportation response to support Covid-19 recovery measures that are currently in place in the City have not been included as part of the All Change at Bank in this analysis.

Figure 1-2: All Change at Bank redesign



Source: City of London

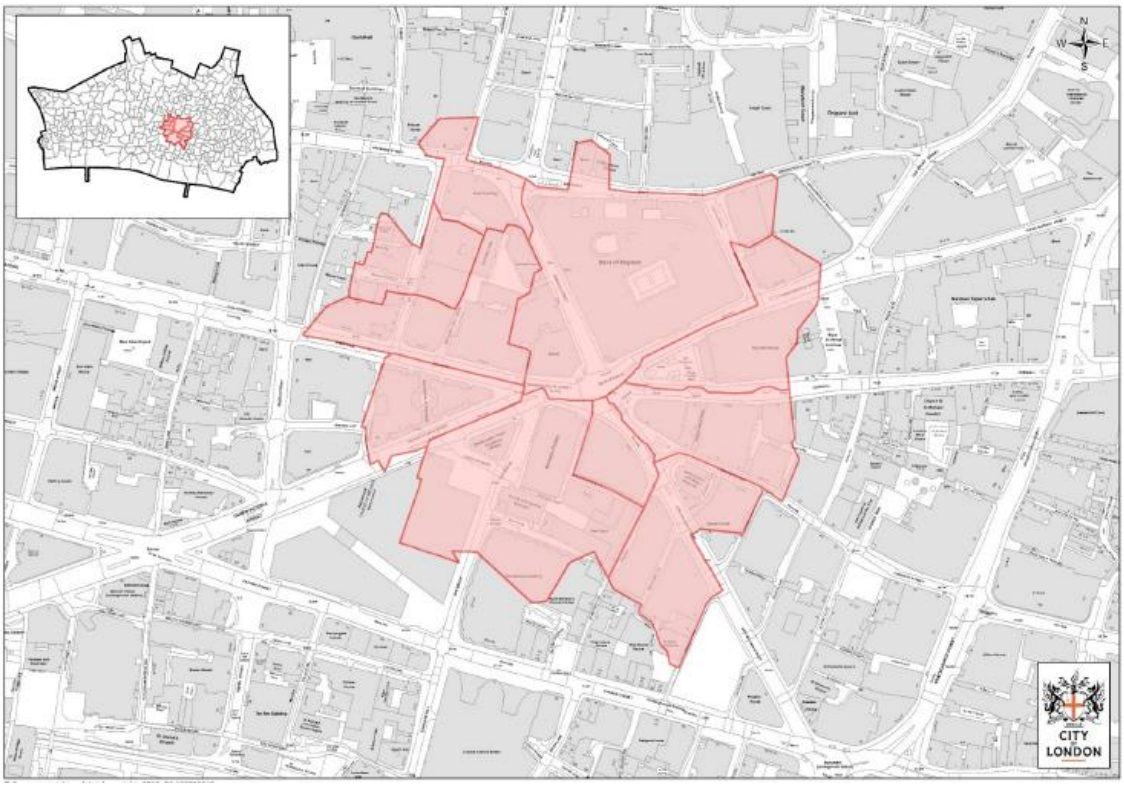
2 Baseline

General

2.1 The City of London ("the City") 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.

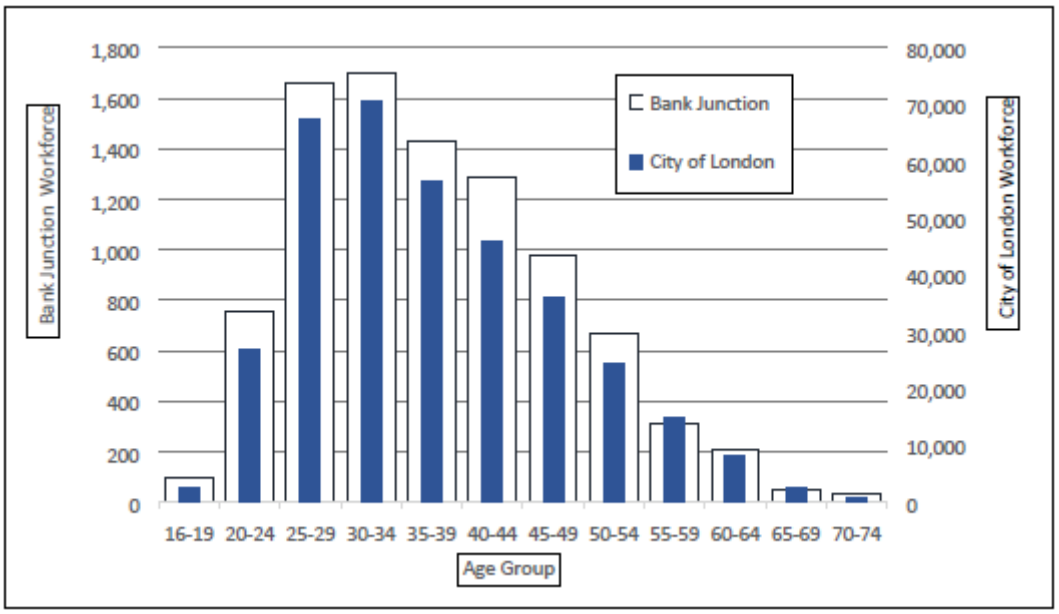
2.2 The workforce located within the Bank Junction Workplace Zone, as defined in the zone shown in Figure 2-1, amounts to 9,100 people. It can be seen in Figure 2-2 that the age profile for the Bank Junction Workplace Zone follows a similar trend to that of the City of London workforce, where the highest age group is those aged 30-34. The workforce in the Bank Junction Workplace Zone is lower when compared to those aged 55+ within the City.

Figure 2-1: Bank on Safety Workplace Zone



Source: Bank on Safety Equality Analysis with data from Office for National Statistics

Figure 2-2: Age of daytime occupants within the Bank Junction Workplace Zone



Source: Bank on Safety Equality Analysis with data from Census 2011

2.3 More recently, the Office for National Statistics (ONS) mid-2019 estimates show an increase in the City of London residential population to 9,700 people while the 2018 workforce was estimated to be 522,000[1]. The City shows the highest workplace density out of all boroughs in Greater London with the primary land use in the City being offices, which make up more than 70% of all buildings. In absolute terms, the City has the second greatest workforce after the City of Westminster, with a gender split of 64% males and 36% females in 2019[2].

2.4 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.

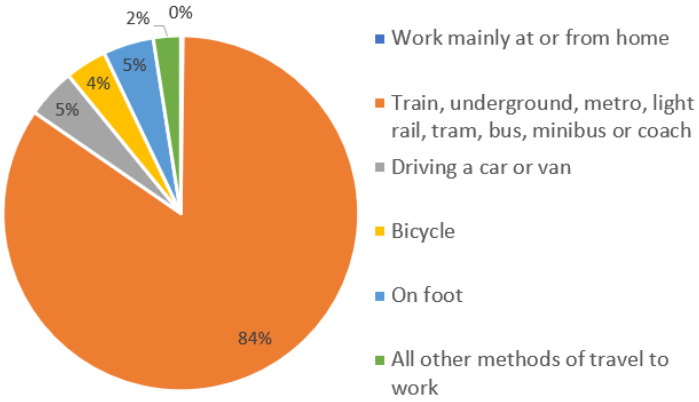
2.5 Census data shows that of those travelling to the City of London for work, 38% have trips of 10km or less. 36% of trips are between 10km and 30km, while 16% are within 30km and 50km and 9% are 60km or more. Overall, 84% of the workforce uses public transport to travel to the City of London for work, shown in Figure 2-3.

2.6 Please note that these figures may change significantly due to the change in working arrangements and patterns attributed to Covid-19, however the CoL can only act on the latest data available.

[1] https://www.cityoflondon.gov.uk/supporting-businesses/economic-research/statistics-about-the-city

[2] https://www.citywomen.co.uk/wp-content/uploads/2020/02/city-of-london-jobs-factsheet.pdf

Figure 2-3: Method of travel to work for those with a workplace in the City of London



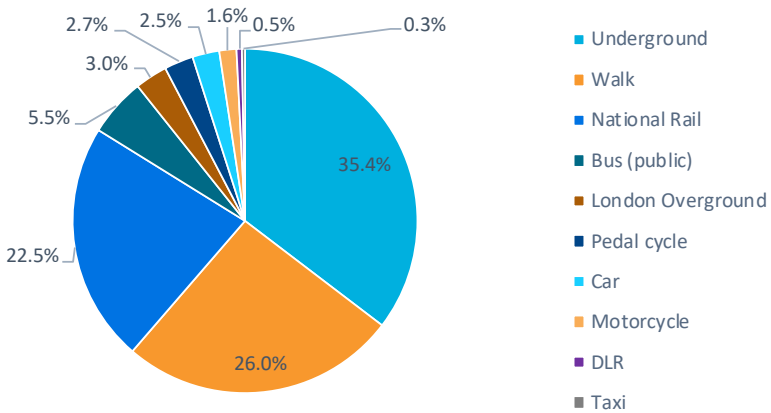
Source: 2011 Census

2.7 Data from TfL's London Travel Demand Survey (LTDS) 2018/19 has been analysed to inform this EA, to understand any differences in the travel patterns exhibited by different PCGs. LTDS is a continuous household survey of the London area, covering all London boroughs, including the City of London. The survey records detailed information about the household, the people that live there, and the trips they make.

2.8 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. Due to the London-wide nature of this survey, it has not been possible to limit the analysis to trips ending in the Bank junction area, as the low sample size means that it would not be appropriate.

2.9 When analysing LTDS for all trip purposes, the following mode split for travel into the City was obtained. As shown in Figure 2-4, of all trips ending in the City of London, 66.9% are made using public transport. 35.4% of trips are made using the Underground, 0.5% are made using Docklands Light Rail (DLR) and 5.5% are made by public bus. It can also be seen that walking has a much higher proportion for all trips (26%) when compared to the Census 2011 Travel to Work data (5%).

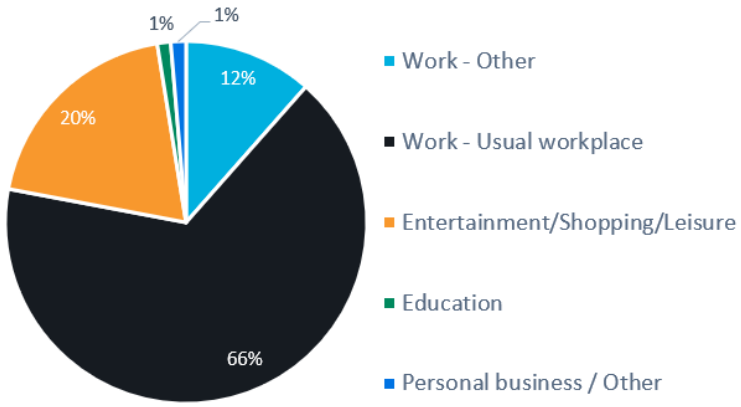
Figure 2-4: Method of travel to the City of London for all purposes



Source: LTDS 2018/19

2.10 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 Figure 2-5 below. Based on trip analysis using LTDS data, 66% of trips made are for the purposes of travelling to their usual place of work.

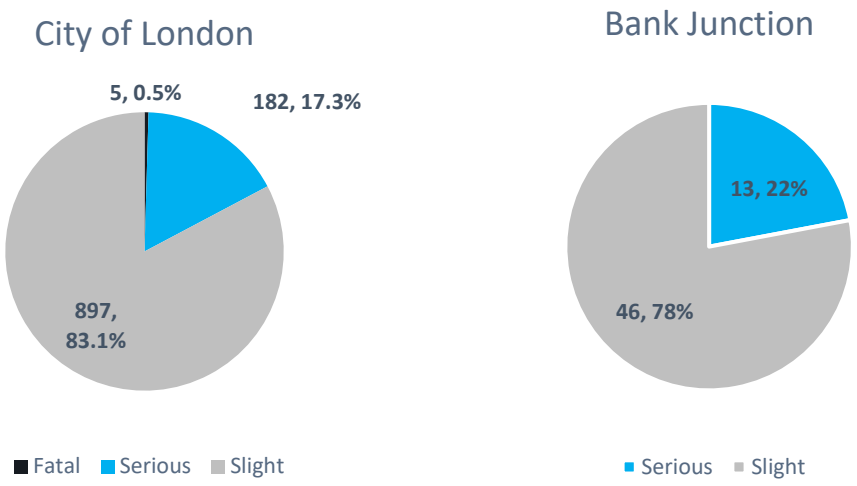
Figure 2-5: Top trip purposes for travel to the City of London



Source: LTDS 2018/19

2.11 Based on 2016-2018 STATS19 data (the United Kingdom's (UK) database containing a record of reported road traffic accidents), collisions across the whole of City of London involved 1,084 casualties, 5 of which resulted in a fatal casualty and 182 of which resulted in a serious injury, shown in Figure 2-6. At Bank junction, 59 collisions have occurred within the junction area from 2016 to 2018, of which 46 resulted in a serious injury.

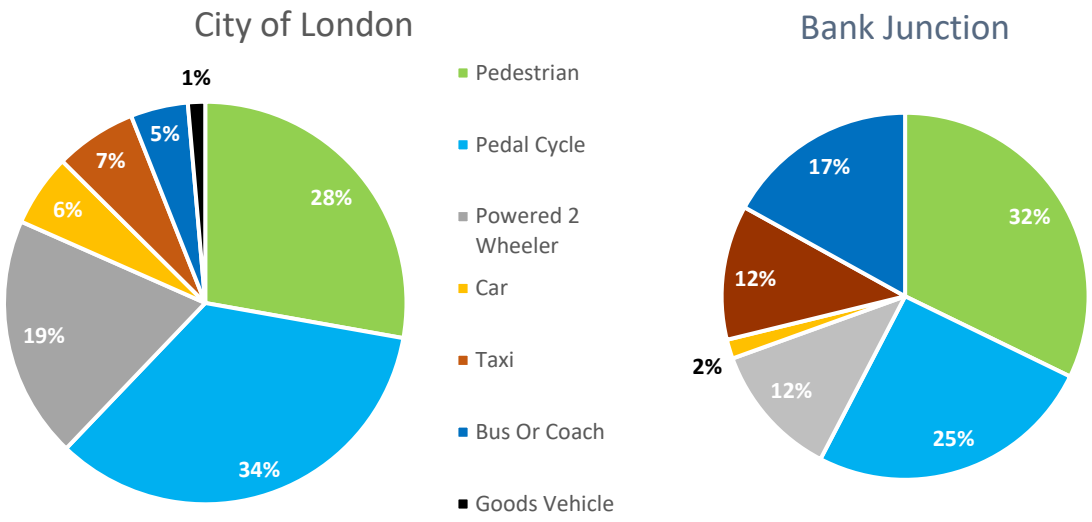
Figure 2-6: Casualty severities



Source: STATS19 2016-2018

2.12 Figure 2-7 below shows the casualty travel mode splits in the City of London and Bank junction. It can be seen that casualties using active modes accounted for 62% and 57% of all casualties involved in collisions in the City of London and Bank junction, respectively. Bus or taxi casualties resulted in a higher proportion of casualties at Bank junction compared to the City of London. It should be noted that 'Single bus or coach' collisions are often described as passengers' falls due to sudden braking, and they rarely involve any vehicle impact.

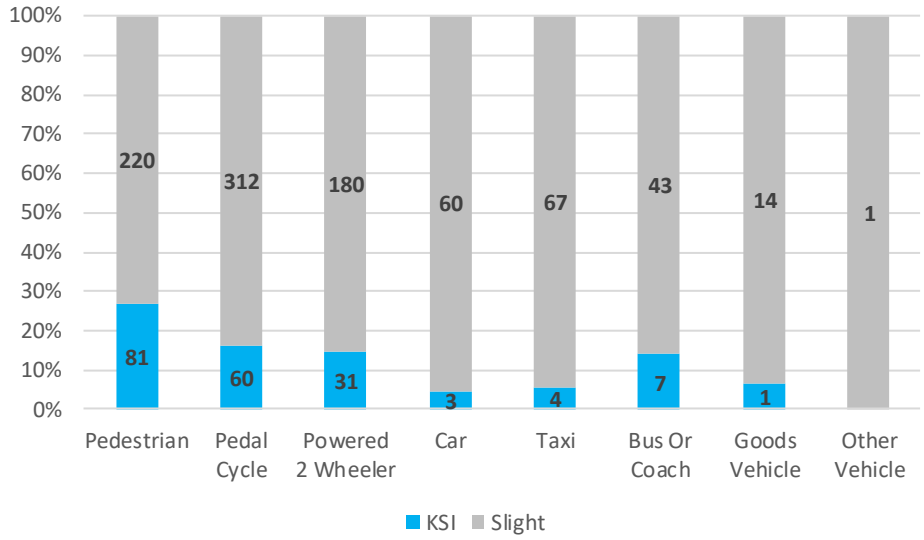
Figure 2-7: Mode of travel for casualties involved in collisions



Source: STATS19 2016-2018

2.13 Figure 2-8 shows the proportion of Killed or Seriously Injured (KSI) and Slight casualties per mode of travel. KSIs account for 17% of all casualties involved in collisions from 2016-2018 in the City of London. Based on this, KSIs for pedestrians are much higher than the average at 27%.

Figure 2-8: Proportion of KSI and Slight casualties per mode of travel in the City of London

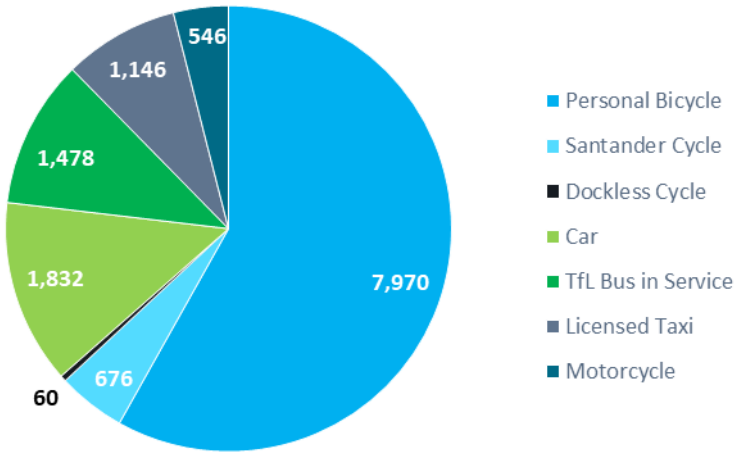


Source: STATS19 2016-2018

2.14 A traffic count was undertaken at Bank junction for the Bank on Safety project on 19 November 2019 between 5:00-10:00 and 16:00-21:00. This counted all vehicle movements and excluding pedestrian movements. During these timeframes, 14,351 movements were recorded. Figure 2-9 shows a breakdown of selected modes that may have an impact certain PCGs.

2.15 It can be seen that based on movements only, with the Bank on Safety scheme in place, cyclists account for the majority of movements (8,706), followed by private car (1,832), in service TfL buses (1,478) and licensed taxis (1,146). Please note that these are vehicle movements and not the total number of passengers. These movements are shown by arm in Table 2-1.

Figure 2-9: Bank on Safety traffic counts – Passenger modes that may affect certain PCGs



Source: Tracsis Junction Turning Count Data, Bank on Safety (November 2019).

Note: This figure excludes non-passenger modes.

Table 2-1: Bank on Safety traffic counts by junction arm - Selected modes that may affect certain PCGs

Junction Arm	Cyclists	In Service TfL Buses	Licensed Taxis	Private Car
Princes Street	1,881	196	165	311
Poultry	841	171	163	90
Queen Victoria Street	1,549	142	312	412
Lombard Street / King William Street (KWS)	2,772	570	184	491
Cornhill	807	142	107	236
Threadneedle Street	853	305	215	290

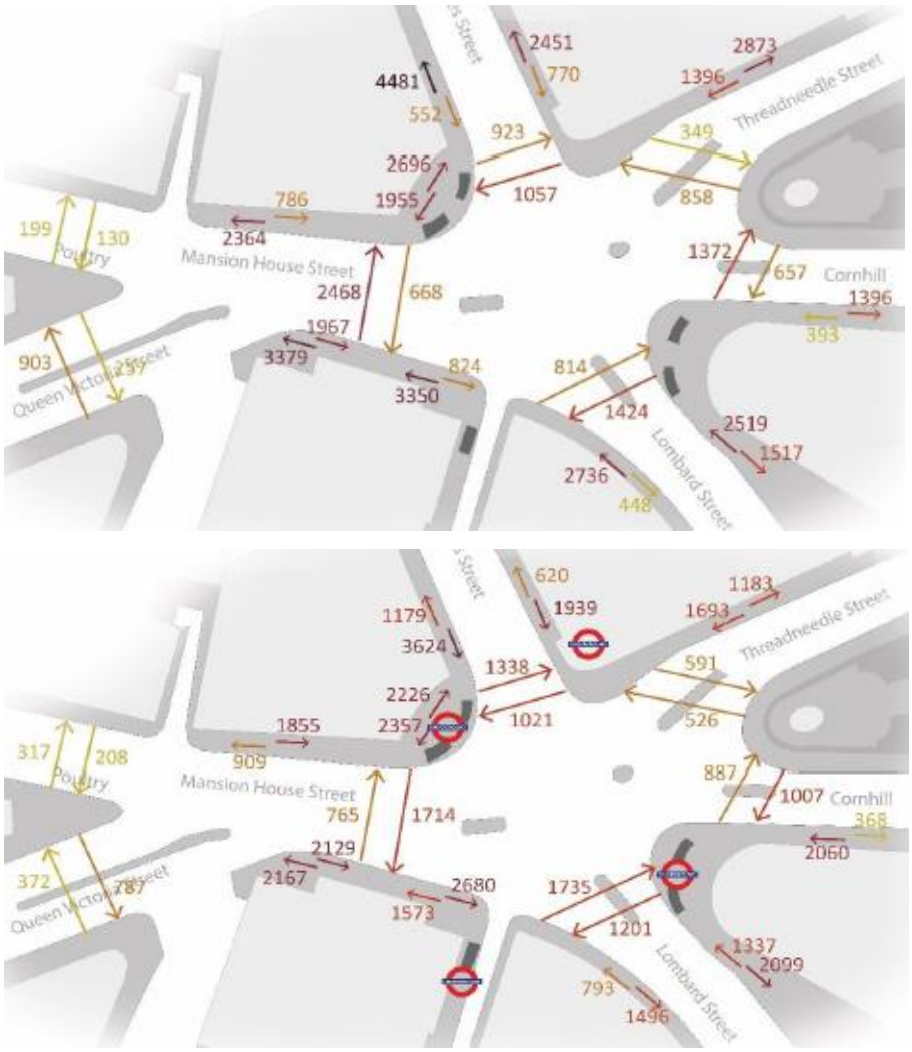
Source: Tracsis Junction Turning Count Data, All Change at Bank (November 2019).
Note: This figure excludes modes that are not expected to have an impact on PCGs (ex. LGV, HGV). Please note these are vehicle movements and not the total number of passengers.

2.16 Pedestrian counts from the Bank on Safety project in 2018[3] show approximately 59,000 and 54,000 pedestrian movements in the AM (8:00-9:00) and PM (17:00-18:00) peak periods, respectively. The same study counted 2,200 cyclist movements in the AM Peak (8:00-9:00). Figure 2-10 shows the locations and counts of pedestrian movements while Figure 2-11 shows the existing pedestrian comfort levels as of November 2018. In both the AM and PM peak periods, the highest single flow occurred on Princes Street while the highest two-way flow

[3] Bank on Safety – Pedestrian and Cyclist Movement Update, City of London (November 2018).

occurred on the southern footway of Mansion House Street. The highest level of informal crossing in both the AM and PM peaks occurred at the Queen Victoria arm between the southern footway of Mansion House Street and Walbrook.

Figure 2-10: Pedestrian Counts AM Peak 8AM-9AM (top) and PM Peak 5PM-6PM (bottom)



Source: Bank on Safety – Pedestrian and Cyclist Movement Update, City of London (November 2018)

Figure 2-11: Pedestrian comfort levels

2.17 The traffic and pedestrian counts demonstrate that Bank junction is most used by pedestrians, and when looking at vehicle movements, this is followed by cyclists, private car, TfL bus services and licensed taxis. At this time, we do not have exact bus passenger numbers. This demonstrates that the pedestrian priority measures to be implemented at Bank junction will benefit the people who use the junction most (pedestrians and cyclists) by providing a safer journey, better air quality, and improved pedestrian experience.

Age

2.18 Based on 2011 Census data, the City 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 age groups 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 people[4]. Those aged over 60 represent 20% of the residential population.

2.19 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.

2.20 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 is also slightly higher for the 20-24 (3%) and 16-19 (5%) age groups. 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, reliance on driving a car or van to travel to work increases.

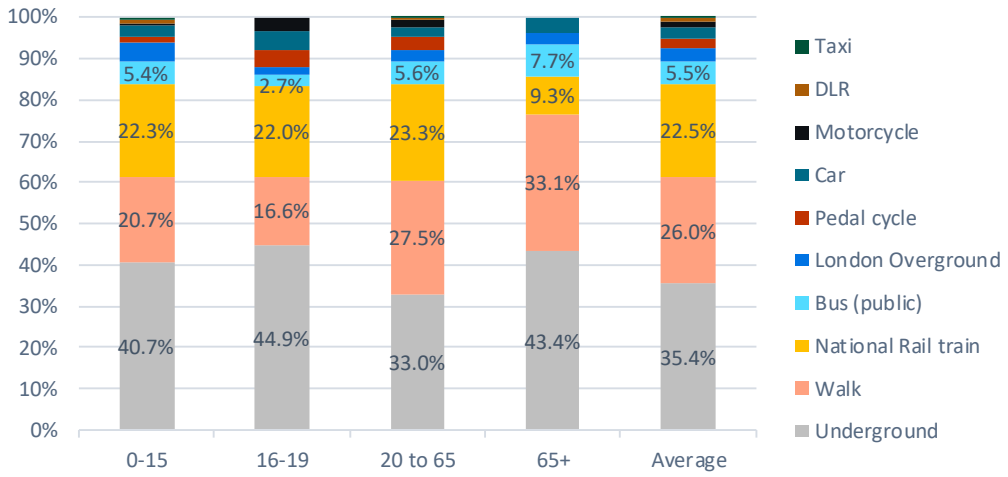
2.21 The highest proportion of cyclists (5%) are within the 25-29 and 30-34 age categories. Cycling as a mode share decreases with age, falling to 1% by the age of 60 onwards. The proportion of people who walk to work falls within the younger age categories from 16 to 34 (ranging between 5% and 8%). The proportion of walkers remains steady at 3% from age 35 to 64 and increases slightly to 4% for those aged 65 to 74.

2.22 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.

2.23 LTDS 2018/19 analysis for trips made for all purposes ending in the City shows the following mode shares, Figure 2-12, per age category.

[4] **https://democracy.cityoflondon.gov.uk/documents/s18096/census-information-reports-introduction-november-2012.pdf**

Figure 2-12: Mode split by age category for travel to the City of London

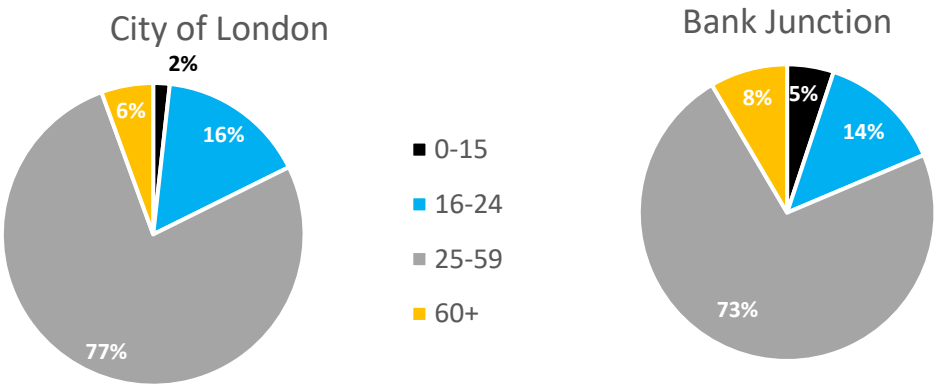


Source: LTDS 2018/19

2.24 Those aged 65+ have a higher mode split of walking, bus and Underground 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 for walk or bus services.

2.25 Figure 2-13 shows collision casualties by age category. It can be seen that compared to the City as a whole, those aged 60+ and those aged 15 and below account for a slightly higher proportion of casualties at Bank junction, at 8% and 5%, respectively. This is likely to reflect the lower proportions of people in these age groups moving around the City, relative to the predominant 25–59 age group.

Figure 2-13: Age of casualties involved in collisions

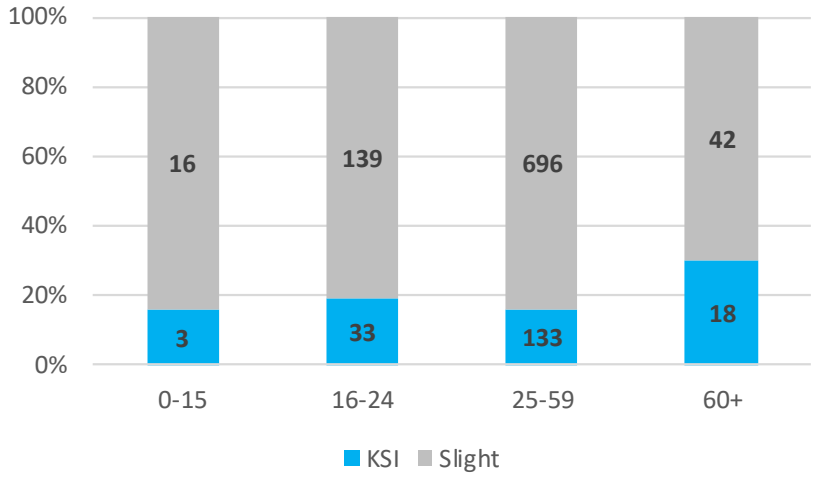


Source: STATS19 2016-2018

2.26 The proportion of KSI and Slight casualties per age category in the City of London is shown in Figure 2-13 below. On average across all age groups, KSIs account for 17% of all casualties involved in collisions from 2016-2018 in the City of London. Based on this, KSIs are higher than average for those age 60+ (30%) and those aged 16-24 (19%). A such, this indicates that these

age groups are disproportionately more likely to suffer more severe consequences if they are a casualty in a collision.

Figure 2-14: Proportion of F&S and Slight casualties involved in collisions per age category



Source: STATS19 2016-2018

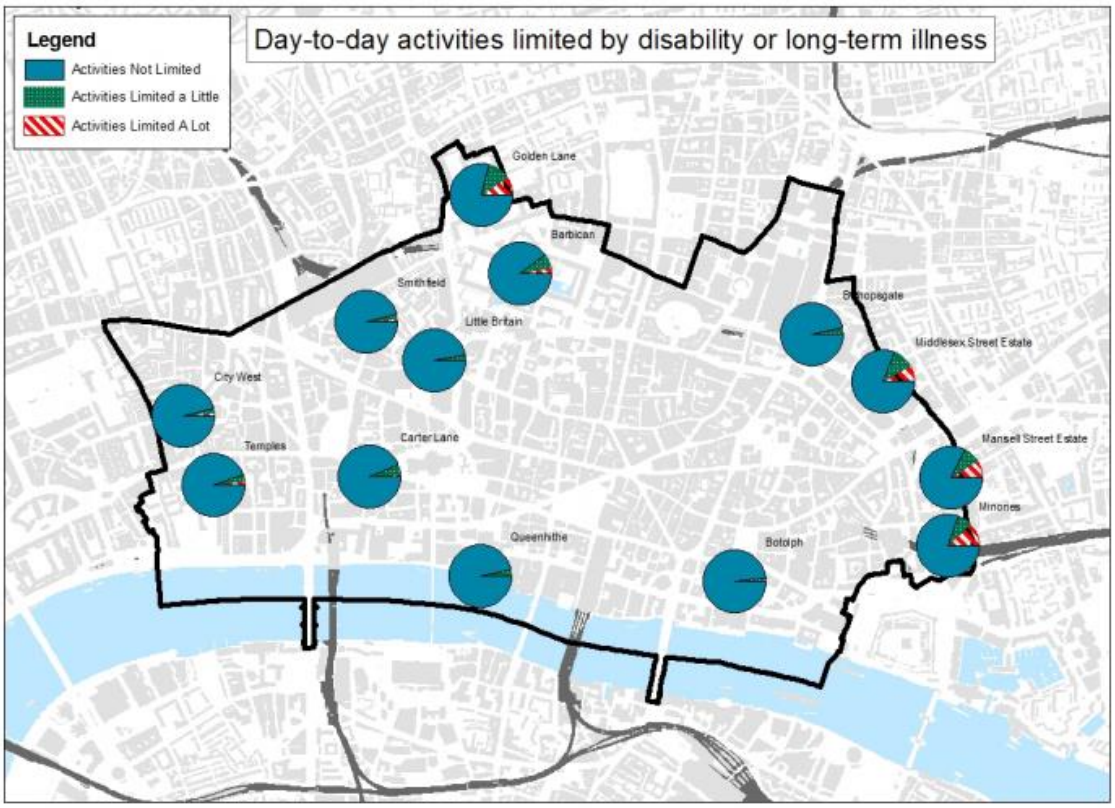
Disability

2.27 Day-to-day activities can be limited by disability or long-term illness. In the City of London as a whole, 89% of 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 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.

2.28 The spatial distribution of health-based activity limitations can be seen in Figure 2-15 based on Census data[5]. 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.

[5] https://www.cityoflondon.gov.uk/services/planning/planning-policy/employment-and-population-statistics

Figure 2-15: Day-to-day activities limited by disability or long-term illness



Source: Census 2011

2.29 1.7% of the residential population in the City are blue badge holders, which is in the bottom five local authorities for the number of blue badges across the United Kingdom[6].

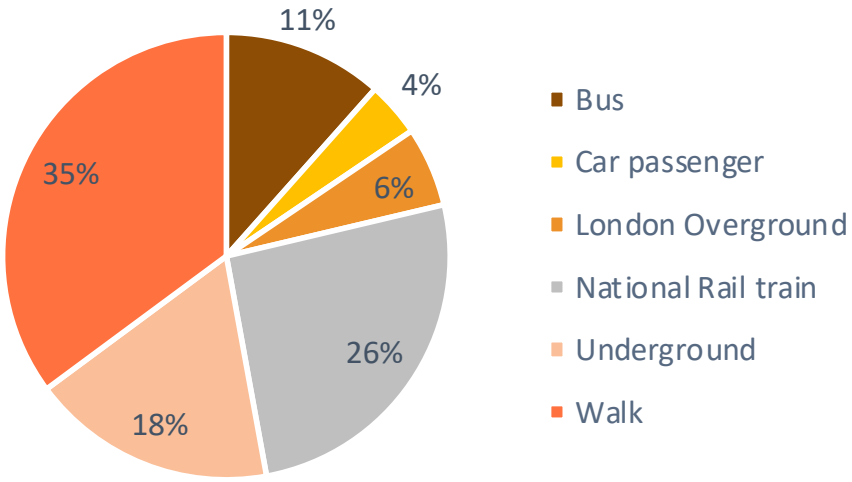
2.30 Across the UK focusing solely on cyclists who have a disability, the Wheels for Wellbeing annual survey[7] shows that 72% of disabled cyclists use their bike as a mobility aid, and 75% found cycling easier than walking. Survey results also show that 24% of disabled cyclists bike for work or to commute 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.

2.31 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). The mode split for these trips is shown in Figure 2-16.

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

[7] Wheels for wellbeing annual survey 2018: https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/04/Survey-report-FINAL.pdf

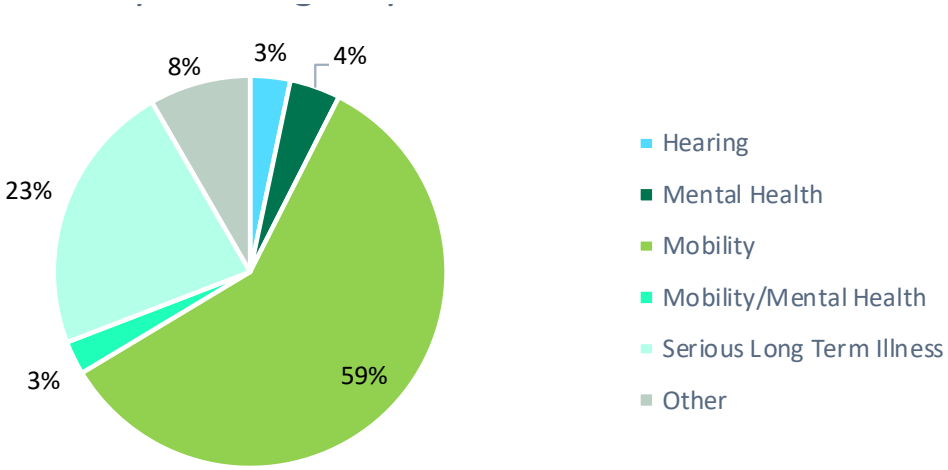
Figure 2-16: Mode split by people with a physical or mental disability affecting daily travel (including old age)



Source: LTDS 2018/19

2.32 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 (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) are shown in Figure 2-17 below.

Figure 2-17: Disability types stated by those who have a disability affecting daily travel



Source: LTDS 2018/19

2.33 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.

Pregnancy / maternity

2.34 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.

2.35 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. However, the numbers of 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.

Race

2.36 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%[8].

2.37 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.

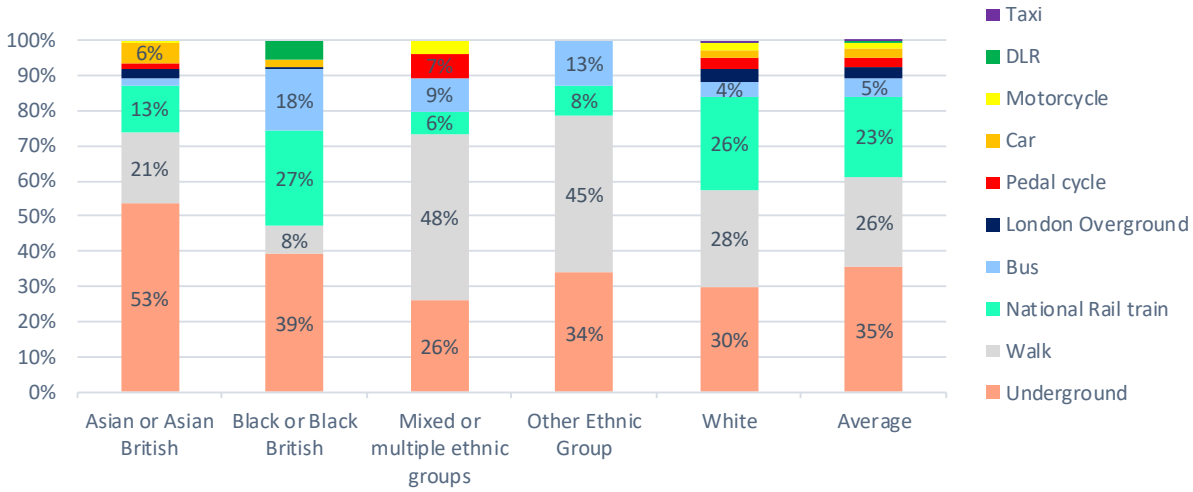
2.38 TfL data, for Greater London, shows that bus use among Black, Asian or Ethnic Minorities (BAME) Londoners is higher at 65% compared with 56% of white Londoners who use the bus at least once per week. Black Londoners using the bus at least once per week is significantly higher at 73%[9].

2.39 Mode split by ethnicity, based on LTDS 2018/19 analysis is shown in Figure 2-18.

[8] **https://www.cityoflondon.gov.uk/services/planning/planning-policy/employment-and-population-statistics**

[9] **http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf**

Figure 2-18: Mode split by ethnicity



Source: LTDS 2018/19

2.40 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 more likely to use public buses. Asian or Asian British are more likely to drive (6%). Mixed or Multiple Ethnic Groups are 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.

3 Overall impact on Bank junction movements

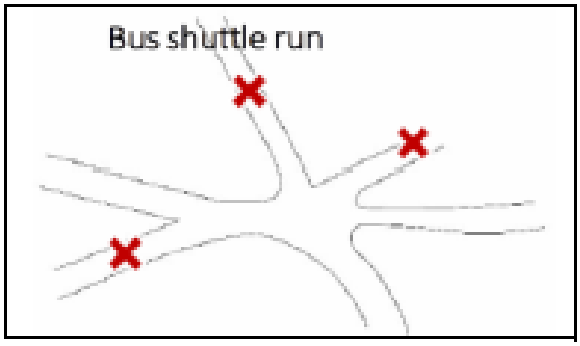
3.1 This section outlines the overall impact on vehicular and pedestrian movements at Bank junction and the impact of the new design. Consideration is given as to how the proposed design would affect movement for the following users:

- Pedestrians
- Cyclists
- Buses
- Taxis
- General motor traffic

3.2 The changes involve restricting access to Princes Street, with only buses and cyclists permitted using a shuttle run, as well as vehicles servicing Cornhill. Both Threadneedle Street and Queen Victoria Street would be closed to motorised vehicles, with access permitted for cyclists only. Pedestrians are not restricted in their movements across, between or through any of the junction arms.

3.3 These restrictions are illustrated in Figure 3-1 below.

Figure 3-1: Vehicular restrictions



Pedestrians

3.4 Movement of pedestrians between or through any of the junction arms will not be restricted in any way. Both Threadneedle Street and Queen Victoria Street would become pedestrian priority streets. No through traffic would be permitted to motor vehicles, other than for essential servicing.

3.5 The highest two-way pedestrian flow occurs at the southern footway of Mansion House Street. The majority of informal pedestrian crossings occurs at the Queen Victoria Street arm between the southern footway of Mansion House and Walbrook. Providing pedestrian priority in this area would increase safety and experience for a large number of pedestrians.

3.6 Footways would also be widened on Princes Street, Poultry, Lombard Street, Mansion House Street and Cornhill. Placemaking design features such as planters and benches are included within the design, however, are not expected to have a significant impact upon pedestrian comfort levels and have been designed to avoid the most popular pedestrian desire lines. Several pedestrian crossings are to be redesigned and narrowed – leading to a safer and more convenient experience for pedestrians.

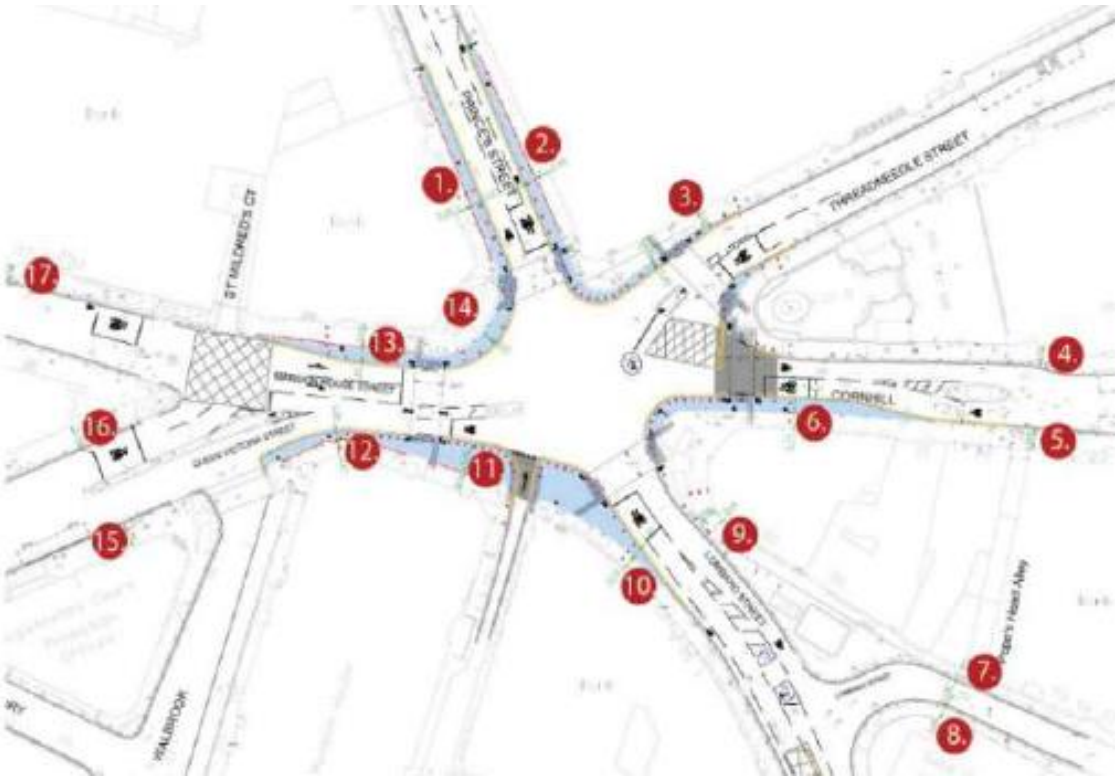
3.7 An assessment of the forecast pedestrian comfort levels of the design has been undertaken. The results from this assessment are presented within Table 3-1 below. A site plan is presented within Figure 3-2.

3.8 The table provides a comparison between the worst-case peak hour pedestrian comfort levels for the All Change at Bank scheme, against the recently completed Bank on Safety footway widening work, as well as the pedestrian comfort level prior to any changes. Note that the All Change at Bank flows assume no pedestrian growth.

Table 3-1: Pedestrian comfort level assessment

Site description	Site plan ref #	Pre-scheme (no footway changes)	Bank on Safety	All Change at Bank
Princes Street western footway	1	E	C-	C+
Princes Street eastern footway	2	D	C+	B
Threadneedle footway	3	E	E	B-
Cornhill RE footway	4	B-	B-	B-
Cornhill southern footway east	5	C+	C+	C+
Cornhill southern footway west	6	B	A-	A-
Lombard 1	7	F	F	F
Lombard 2	8	F	F	F
Lombard 3	9	C	C	C
Lombard 4	10	C-	C-	C
MH1	11	D	B+	A-
MH2	12	E	C-	B+
MH3	13	B-	B+	B+
MH4	14	D	B-	B+
QVS1	15	A-	A-	A
QVS1	16	A	A	A
Poultry 1	17	C+	C+	B

Figure 3-2: Pedestrian comfort level assessment – site plan



3.9 The All Change at Bank scheme will also increase pedestrian crossing widths and reduce crossing distances. Table 3-2 presents a comparison between the existing Bank on Safety conditions, and the proposed All Change at Bank conditions:

Table 3-2: Crossing distances and crossing widths

Location	Crossing distances		Crossing widths	
	Bank on Safety (metres)	All Change at Bank (metres)	Bank on Safety (metres)	All Change at Bank (metres)
Poultry	12.5	7.4	3.2	6.0
Mansion House Street	11.0	6.4	4.8	7.0
Princes Street	8.4	4.5	4.8	8.0
Threadneedle Street	10.1	4.0	4.0	6.0
Cornhill	8.8	8.0	4.0	6.0
King William Street	10.2	9.9	4.8	6.0
Queen Victoria Street	13.2	9.7	2.8	4.0

Cyclists

3.10 Princes Street and Queen Victoria Street see the highest volume of cyclists – 1,881 and 1,549, respectively (following Lombard Street/King William Street). Restricting traffic and improving cycle infrastructure would benefit all cyclists.

3.11 As with pedestrians, cyclists would not have any restrictions imposed on their movements. However, Threadneedle Street and Queen Victoria Street would become pedestrian priority streets and cyclists would be permitted access at all times. Princes Street would only permit access to buses, cyclists, emergency vehicles and servicing vehicles.

3.12 Modelling has looked at the following six key cycling routes:

- King William Street northbound
- Princes Street southbound
- Poultry eastbound
- Cornhill westbound
- Queen Victoria Street eastbound
- Threadneedle westbound

3.13 The cycling journey time changes in both AM and PM peak on these routes is negligible, with journey times affected by no more than 1 minute.

Buses

3.14 Buses would be restricted from using both Threadneedle Street and Queen Victoria Street, enforced through a modal filter. Buses would continue to have access to all other arms of the junction. These restrictions would impact c.4.6k passengers per day[10]. Following Lombard Street/King William Street, Threadneedle has the highest volume of in-service TfL buses (305) followed by Princes Street (196) and Queen Victoria (142) between 5:00-10:00 and 16:00-21:00. This scheme expected to displace or impact approximately 4,600 bus users daily.

3.15 These changes would require some alterations to bus routes 8, 11, 26 and 133 (plus night routes N242, N11, N26, N21, N550, N551 and N133) – as well as associated bus stops on these routes. These changes can be seen below. It should be noted that TfL had planned to re-route the 133 before the pandemic, therefore the All Change at Bank scheme would only directly impact three daytime routes.

3.16 The alteration of these bus stops may lead to longer walking journeys as part of bus journeys for some users. However, as the area is dense with destinations it is likely that while some journeys are made longer, others are shortened. The biggest increase in distance between existing and proposed bus stops is for the 133. With the removal of the stop on Threadneedle, the nearest relocated bus stop will be situated on Bishopsgate, approximately a 320 metre walk away (equivalent to 4 minutes at a standard pace). As noted above however, this bus route was due to be re-routed prior to the All Change at Bank scheme, therefore the scheme is not the direct cause of this increased distance.

3.17 Preliminary VISSIM modelling for the design demonstrated a high increase in journey time between Great Swan Alley and Monument Station and between Monument Station and London Wall[11]. In order to lessen this delay along with other bus journey delays modelled in the design, the design has been reviewed and revised to mitigate increases in bus journey times while continuing to account for improved pedestrian movement.

3.18 This review resulted in the introduction of a bus shuttle run on Princes Street. This shuttle run removes a diversion for three services (six routes in both directions) that is approximately 1km in length and passes through four to five extra junctions, considerably improving journey times versus a scenario whereby buses are forced to divert around Princes Street.

3.19 With the bus shuttle run mitigation, updated traffic modelling shows that only 4 routes (of the 24 different services) are expected to experience journey time delays greater than 2 minutes,

[10] Busto analysis, Transport for London data (February 2018).

[11] Bank Junction Shortlist Option Assessment, Norman Rourke Pryme (August 2020).

all of which are in the AM peak. These are the 11 (northbound), the 26 (northbound), the 133 (northbound) and the 100 (northbound).

3.20 The 11 bus route is expected to have increases of journey times of up to 2-3 minutes in the AM peak, and up to 2 minutes in the PM peak (both directions).

3.21 The 26 bus route is expected to have increases in journey times of between 3-5 minutes for northbound services in the AM peak, with southbound journey times expected to increase by up to 1-2 minutes. In the PM peak, journey time increases are minimal, with between 1-2 minutes of increased journey times anticipated.

3.22 The 100 bus route is expected to have increases in journey times of between 2-3 minutes for northbound services in the AM peak, with southbound journey times expected to increase by 1-2 minutes. In the PM peak, journey time increases are minimal, with up to 1 minute of increased journey times anticipated in either direction.

3.23 The 133 bus route is expected to experience journey time reductions of up to 1 minute for southbound services in the AM peak, though an increase in journey times of between 3-5 minutes for northbound services. In the PM peak, journey times on southbound services are expected to decrease by 3-5 minutes and increase by 1-2 minutes on northbound services. However, as noted above the re-routing of this bus route had been planned in any case by TfL and is not arising as a direct consequence of the All Change at Bank scheme.

3.24 Journey time savings of between 3-5 minutes are also expected for southbound 21, 43 and 141 services in the AM peak. In the PM peak, journey time savings are expected for northbound services of up to 1 minute, and up to 2 minutes for southbound services.

3.25 As such, whilst there are expected to be some increases in bus journey times of the three directly affected daytime bus routes, the maximum increase is modelled to be 3-5 minutes, with most changes smaller than this.

Figure 3: Proposed changes to bus routes 8 and N242

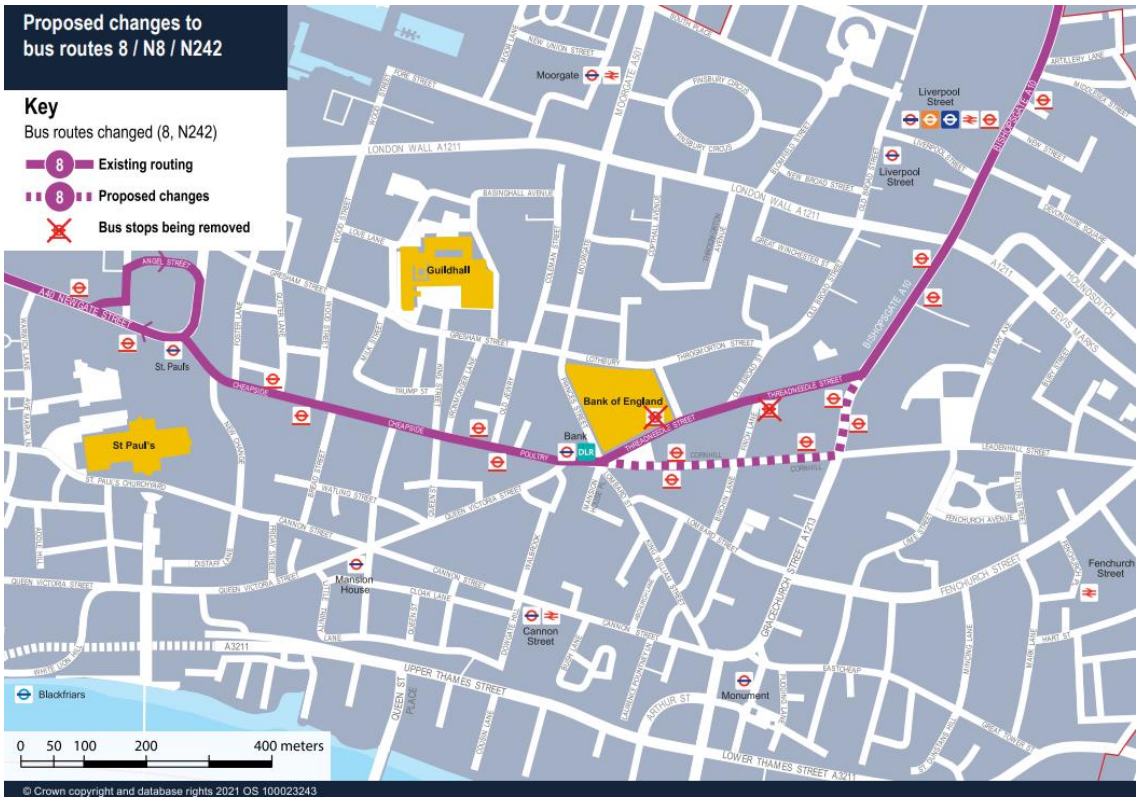


Figure 4: Proposed changes to bus route 133

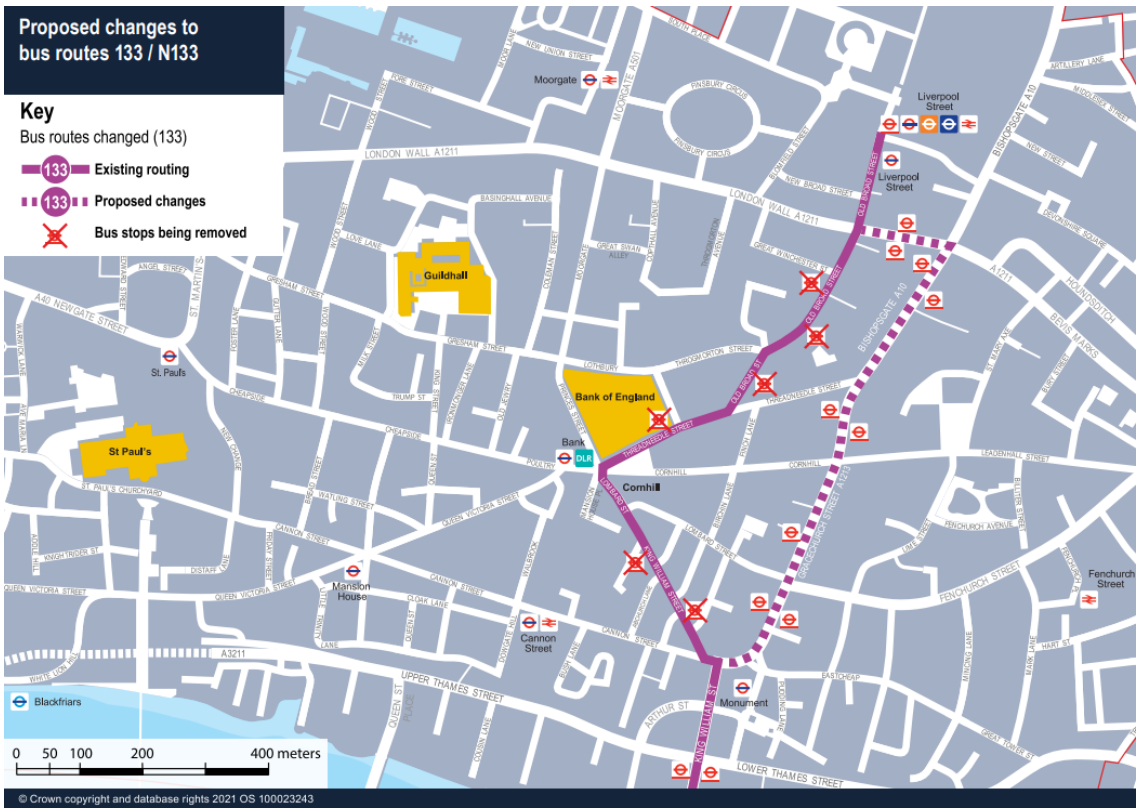
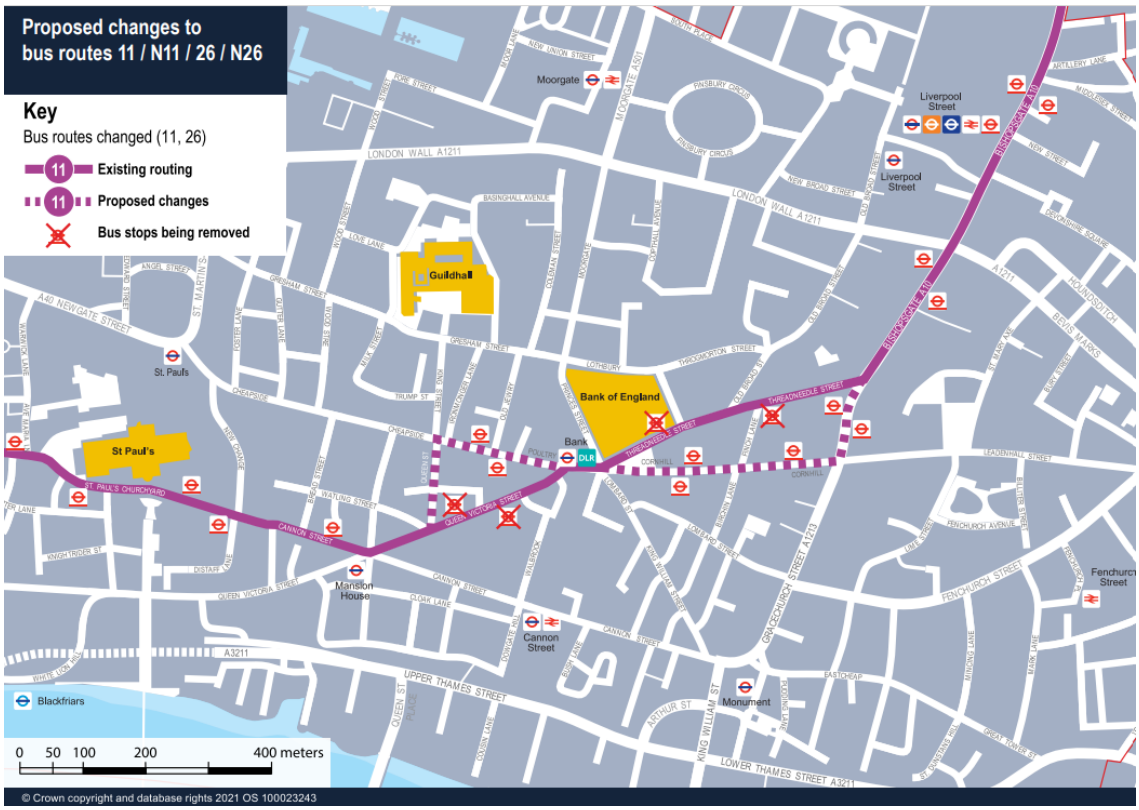


Figure 5: Proposed changes to bus routes 11 and 26



Taxis and general motor vehicle traffic

3.26 Between 5:00-10:00 and 16:00-21:00, Queen Victoria Street currently experiences the highest volume of licensed taxis entering the junction (312).

3.27 Motorised vehicle traffic would be restricted from using Threadneedle Street, Queen Victoria Street and Princes Street - except for servicing Cornhill. Access would remain unchanged on all other arms of the junction. Due to these restrictions, motorised vehicle drivers may choose alternative routes to divert around the Bank junction restrictions which could increase congestion and journey times elsewhere.

3.28 The existing taxi rank on Queen Victoria Street will moved c.50m westbound, away from the main entrance to Magistrates Court. The taxi rank at the northern end of Princes Street is to be retained as existing.

3.29 While taxis will not be able to drop off or collect passengers from Threadneedle St, it should be noted the entrances into the units of the Royal Exchange on this section are currently not accessible for all users. Stakeholder feedback from the Bank of England didn't highlight an issue with the additional distances to travel to the drop off/ pick locations for taxis.

3.30 Preliminary VISSIM modelling shows that permitting taxis through Bank junction would have a small benefit to general traffic journey times away from the junction, but a small disbenefit to bus journey times through Bank junction.

3.31 At this stage, modelling has looked at general traffic journey times on four key routes: Bishopsgate, Cannon Street, London Wall and New Change/Newgate Street gyratory. The design with mitigation in both the AM and PM Peak are expected to have negligible effect on journey times for general traffic.

3.32 It should be noted that general motor traffic access to Bank junction is currently restricted Monday-Friday, 7AM to 7PM, as part of the Bank on Safety improvements. As such, any permanent closure of the junction arms to motor traffic would only affect those currently driving through the junction outside of peak hours or on weekends where traffic flow is lower, and delays are less likely to occur.

Blue Badge parking

3.33 At present, there are single bay Blue Badge spaces either side of Cornhill, located directly outside of the Pitcher and Piano bar and restaurant. The overall provision and location of Blue Badge parking will not be amended as part this scheme.

4 Impacts on equalities

Introduction

4.1 This chapter considers the equality impacts of the measures being proposed as part of the All Change at Bank Scheme. This assesses the design and its disproportionate impact upon equalities – both positive and negative. Recommended mitigations are also provided for any potential disproportionately negative impacts.

Age

4.2 Overall, the scheme is likely to have a positive impact on reducing inequalities for this PCG – as the improvements it provides to pedestrians will improve the safety and journey experience of this mode which is makes up a high mode share for trips made by older and younger Londoners.

4.3 According to the Kings College London 2016 report "An Age Friendly City – how far has London come?"[12], there is significant crossover between older Londoners and disabled Londoners. For example, almost half of those aged 65-69 report having a physical disability (46%). Therefore, mobility issues in accessing public transport are likely to be particularly relevant for those aged 60+.

4.4 As noted above there is a large overlap between older and disabled Londoners. Older people are also 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 navigate narrow and crowded footways.

4.5 The Greater London Authority (GLA)'s 'Equality, diversity and inclusion evidence base for London' 2019 report[13] shows that 49% of 16-24-year-old Londoners cite cost of tickets as a barrier to using public transport more often, compared to less than 10% of those aged 65+. Young people are most likely to either walk or use the bus, in part because these are generally lower cost modes than the London Underground.

4.6 This may also be reflected in the demographics of those cycling within London. According to the GLA's report, younger people are the most likely to cycle. A 2016 TfL survey showed that 82% of Londoners who cycled in the past year were under the age of 45, with just 18% over 45. As the scheme will improve conditions for cycling, this likely to disproportionately benefit young people.

[12] https://www.london.gov.uk/sites/default/files/an_age_friendly_city_report.pdf

[13] Equality, Diversity and Inclusion Evidence Base for London - London Datastore

4.7 Additionally, TfL's "Travel in London: Understanding our diverse communities" 2019 study[14] suggests that younger Londoners aged 16-24 are much more likely to have experienced a recent worrying incident on public transport (40%) compared to the London average of 32% and especially compared to those aged 65+ at 13%.

4.8 A key objective of the Mayor of London's Healthy Streets programme is to improve the quality and safety of streets by implementing new or improved infrastructure. This includes measures such as improvements to crossings, addressing maintenance issues, providing more places for people to stop and rest. Older Londoners aged 65+ are currently less likely to be satisfied with the streets and pavements while walking according to the GLA's 'Equality, diversity and inclusion evidence base for London' 2019 report. The research identified uneven pavements, kerbs, street parking, lack of seating (e.g. benches) or accessible toilets as particular barriers to walking for older people.

4.9 As older people (65+) undertake the highest proportion of their trips by foot and cite addressing physical barriers as important for encouraging them to travel more, improvements to the street environment facilitate navigation, leading to a better experience with the potential for more active travel among this group. Given that there are more pedestrians than motor vehicles during peak hours, there is a strong case for reallocating road space for their comfort and benefit. Furthermore, improvements to public realm, including the provision of seating, will provide places for elderly people to rest while making their journeys.

4.10 People of young and old age are more vulnerable to poor air quality[15]. 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 disproportionately benefit these age groups through improved air quality and increased physical activity.

4.11 Creating additional space for pedestrians and cyclists is likely to improve conditions for these people by creating a safer, less crowded environment. 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) and those aged 60+ also have a higher-than-average likelihood of being killed or seriously injured if involved in a collision within the City.

4.12 A disproportionately high percentage of those aged 65 to 75 living in the City of London rely on driving a car or van (11%) to travel to work. As the new design will restrict general motor traffic access to some extent, it is likely that a number of journeys may be extended to avoid passing through Bank junction, leading to increased journey times and additional cost.

4.13 However, it should be noted that general motor traffic access to Bank junction is currently restricted Monday-Friday, 7AM to 7PM, as part of the Bank on Safety improvements. As such, any permanent closure of the junction arms to motor traffic would only affect those currently driving through the junction outside of peak hours or on weekends where traffic flow is lower, and delays are less likely to occur. Given that there are significantly more pedestrians than motor vehicles during peak hours, there is a strong case for reallocating road space for the comfort and benefit of all pedestrians.

[14] **Travel in London: Understanding our diverse communities 2019 (tfl.gov.uk)**

[15] **https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf**

4.14 It should be noted that the proportion of trips made by the 65+ age group by walking or public transport far outweighs the proportion using private cars. 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.

Disability

4.15 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, such as wheelchairs and walking canes, as more space will be provided. The introduction of pedestrian priority streets with access closed to motor traffic will create significantly more space for pedestrians and reduce crowding around the junction.

4.16 As part of the design and public consultation and accessibility engagement period for the scheme, the City of London worked alongside Transport for All (TfA). TfA are the only pan-impairment disabled-led group that strives to increase access to transport across the UK.

4.17 TfA facilitated several meetings with disability groups and individuals with various levels of accessibility to discuss the proposals and provide comments for us to consider. Meetings took place with Royal National Institute of Blind People, Guide Dogs, Alzheimer's society and Wheels for Wellbeing. Individuals with varied accessibility needs took part in four workshops, including members of City of London Access Group and the Bank of England Disability Staff Network.

4.18 The TfA accessibility tracker identified over 140 comments received during the accessibility sessions. Some of the main points that were raised across the workshops and responses received to TfA were:

- Consideration of the design and placement of street furniture to avoid obstructing footways
- Careful planning and clear communications to allow safe and accessible routes around the construction site
- Crossing points to be clearly defined and safe to use
- Suitable solutions for delineation of cycle path and footway and use of kerbs

4.19 The concerns raised within the consultation survey regarding the need for taxi access for disabled people did not dominate the workshops discussion or responses, although there were questions relating to additional wheeling / walking distances that would result for the restrictions. The proposals have been assessed through the City of London Street Accessibility Tool to help inform the detail design.

4.20 Focusing solely on cyclists who have a disability, the Wheels for Wellbeing annual survey[16] shows that 65% of disabled cyclists use their bike as a mobility aid, and 64% found cycling easier than walking. Survey results also show that 31% 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.

4.21 The Royal National Institute of Blind People (RNIB) has raised concerns regarding the safety of visually impaired users in shared spaces, particularly with regard to feeling of safety and

16 Wheels for Wellbeing Annual Survey 2019: **https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/07/WFWB-Annual-Survey-Report-2019-FINAL.pdf**

inclusion. Pedestrian priority areas have the potential to increase collision risk between pedestrians and cyclists, particularly given the high flows of both users in peak periods.

4.22 While the introduction of seating areas and public realm improvements will provide disabled people to sit and rest, which is likely to disproportionately benefit those with physical mobility impairments, these pieces of street furniture may increase the challenges for visually impaired people to navigate their way through the area safely and conveniently.

4.23 Transport for All's (TfA) 'Pave the Way' Report shows that walking is the primary mode of travel for blind and partially sighted people, who have reduced transport alternatives available to them. TfA's research shows that nearly 90% of blind and partially sighted respondents interviewed said that being able to make walking journeys independently, without a sighted guide was important or very important to them.

4.24 Bus use for those with disabilities makes up 11% of the mode share, which is double the overall bus mode share for travel into the City of London (5.5%). As such, the delays to buses will disproportionately impact those with disabilities. The soon-to-open step-free access at Bank Station will provide another step-free public transport option within walking distance of Bank junction. While this would not directly alleviate the issue of bus delays, it will potentially open up another method of public transport that has previously been inaccessible for disabled users and could facilitate modal shift away from bus.

4.25 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. At this time, special vehicle access to restricted roads has not yet been decided.

Pregnancy/Maternity

4.26 The majority of journeys in the City of London involve walking, either because they are completely walked or as part of a walking leg to access a public transport stop. The redesign would improve walking for all pedestrians across Bank junction by providing more space on footways and improving pedestrian crossing points. 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 infants or small children, enabling them to walk side-by-side more easily.

4.27 Reduction to through-traffic is likely to reduce conflict between different road users on the whole. This will create a safer environment, particularly for pregnant people and parents with infants and/or young children. This will also provide benefits to pedestrians travelling with prams who require additional time to navigate curbs when crossing the street.

4.28 There is growing evidence showing that prenatal exposure to air pollution is associated with a number of adverse outcomes in pregnancy[17]. Therefore, a reduction in emissions from private vehicle use and increases in active modes of travel will disproportionately benefit pregnant women.

[17] **https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf**

4.29 Furthermore, improvements to public realm and the introduction of benches/seating areas will disproportionately benefit this PCG, providing young mothers or pregnant women with places to sit and rest. The design of street furniture and bollards should however be designed in a way that avoids pinch points, as people with prams/buggies may it uncomfortable or even difficult to navigate through the space.

Race

4.30 The majority of journeys in the City of London involve walking, either because they are completely walked or as part of a walking leg to access a public transport stop. This design would improve walking for all pedestrians across Bank junction by providing more space on footways, and reallocating road space for pedestrian usage. Improvements for pedestrians will directly benefit those groups who are more likely to use public transport, as they are likely to walk to/from the nearest public transport stop.

4.31 Improvements to cycle safety are 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 through increasing the safety of cyclists with motor traffic reduction and reducing the amount of turning vehicles.

4.32 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%.[18]BAME groups would therefore be disproportionately negatively affected by any increases in bus journey times.

4.33 The cost of transport is a particular barrier to increased public transport use amongst BAME Londoners with 60% of BAME Londoners saying costs is a barrier compared to 38% of white Londoners.[19] Therefore, schemes which help to make transport more affordable or offer improvements to low-cost modes of transport such as walking and cycling may benefit users who identify as being of BAME groups.

Summary

4.34 A summary of the impact on each PCG, and recommended mitigating actions are presented within Table 4-1 (overleaf).

[18] http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf

[19] GLA Intelligence – Equality, Diversity and Inclusion Evidence Base for London

Table 4-1: Summary of impact and mitigation actions

PCG	Impact on equalities	Mitigation actions
Age	• The pedestrian priority streets on Threadneedle Street and Queen Victoria Street will greatly increase the amount of space usable by pedestrians. As such, improvements for pedestrians will disproportionately benefit those aged 65+. • The restrictions on Queen Victoria Street and Threadneedle Street will require some bus stop relocations. This could disproportionately negatively impact those of older age who rely on mobility aids if they are now required to walk further than previously required. However, the new location of bus stops may also disproportionately benefit those who are now closer to their destination and are required to walk shorter distances. Without detailed information on the final origins and destinations of bus passengers, it is not possible to quantify whether positive impacts will outweigh negative impacts (or vice-versa). • This review resulted in the introduction of a bus shuttle run on Princes Street. This shuttle run removes a diversion for three services (six routes in both directions) that is approximately 1km in length and passes through four to five extra junctions, dramatically improving journey times versus a scenario whereby buses are forced to divert around Princes Street. • Those with aged, related mobility disabilities who rely on taxis may have to travel further to their final destination or to a taxi rank than previously required. However, the proposed relocation of the taxi rank in Queen Victoria Street will remove the need to cross Bucklersbury for those using the accessible entrance to Bank underground located on Walbrook. • While taxis will not be able to drop off or collect passengers from Threadneedle St, it should be noted the entrances into the units of the Royal Exchange on this section are currently not accessible for all users. Stakeholder feedback from the Bank of England didn't highlight an issue with the additional distances to travel to the drop off/ pick locations for taxis. • The inclusion of additional benches and resting areas as part of widened pavements will disproportionately benefit the elderly who are more likely to require resting points when making journeys. • Improvements to the cycling infrastructure such as restricting motor vehicle access on Threadneedle Street may disproportionately benefit younger people who are most likely to cycle. • Overall, the design is likely to have a positive impact on reducing inequalities for this PCG.	• It is recommended that the City works monitors the performance of the cycle link on Threadneedle Street, with particular regard paid to how elderly users use and perceive this space. • Ensure that street furniture is not located on desire lines so that those with visual impairments are not restricted in their movements. Ensure that the design of measures is legible and navigable for those with sensory impairments, for example through the use of appropriate visual, audible and tactile cues. • Ensure that any relocated bus stops, taxi ranks or pick up/drop off designated areas are designed with standard kerbs for step-free access from bus and for taxi/car access ramps to function properly. • Work in collaboration with TfL Buses to identify opportunities elsewhere on the network to improve bus priority in order to offset bus journey time increases.
Disability	• The restriction of all motor traffic on Threadneedle Street and Queen Victoria Street is likely to create a safer environment to cycle, with fewer motor vehicles to interact with and a reduction in the percentage of turning vehicles. As such, this is likely to benefit all cyclists, and could potentially encourage people with disabilities to try cycling, if their disability permits. • The restrictions on Queen Victoria Street and Threadneedle Street will require some bus stop relocations. This could disproportionately negatively people who rely on mobility aids if they are now required to walk further than previously required. However, the new location of bus stops may also disproportionately benefit those who are now closer to their destination and are required to walk shorter distances. Without detailed information on the final origins and destinations of bus passengers, it is not possible to quantify whether positive impacts will outweigh negative impacts (or vice-versa). • The ability of taxis and minicabs to drop-off and pick-up passengers will be reduced as access will not be permitted on Threadneedle Street, or through Queen Victoria Street or Princes Street. In addition, the existing taxi rank on Queen Victoria Street will moved c.50m westbound, away from the main entrance to Magistrates Court. Therefore, those with mobility disabilities who rely on taxis may have to travel further to their final destination or to a taxi rank than previously required. Taxi journey times may increase due to more indirect routing, though based on modelling, this is expected to be negligible. However, the proposed relocation of the taxi rank in Queen Victoria Street will remove the need to cross Bucklersbury for those using the accessible entrance to Bank underground located on Walbrook. • While taxis will not be able to drop off or collect passengers from Threadneedle St, it should be noted the entrances into the units of the Royal Exchange on this section are currently not accessible for all users. Stakeholder feedback from the Bank of England didn't highlight an issue with the additional distances to travel to the drop off/ pick locations for taxis. • The main points raised within Transport for All workshops included the need for careful planning and clear communications to allow safe and accessible routes around the construction site, ensuring that crossing points are clearly defined and safe to use, ensuing that suitable solutions are made for the delineation of cycle path and footway on Threadneedle Street, and ensuring that the use of kerbs not make the design inaccessible or difficult to navigate. Addressing each of these will be key to ensuring that the scheme does not disproportionately negatively impact disabled people. • Overall, this design is likely to have a positive impact on reducing inequalities for this PCG. The design provides pedestrian priority areas which will benefit all pedestrians, particularly those with disabilities.	• It is recommended that the City works monitors the performance of the cycle link on Threadneedle Street, with particular regard paid to how disabled users use and perceive this space. • It also recommended that the performance of wayfinding signage, design of crossings, kerbs, surfacing and street furniture/bollards are monitored to ensure that they are not disproportionately negatively impacted disabled people. • Inaccessible infrastructure is a primary barrier preventing Londoner's with disabilities from cycling. It is therefore important to ensure cycling infrastructure is suitable for all bicycle types – with adequate widths and lack of obstructions to allow for specialised cycles. • Ensure that street furniture is not located on desire lines so that those with visual impairments are not restricted in their movements. Ensure that the design of measures is legible and navigable for those with sensory impairments, for example through the use of appropriate visual, audible and tactile cues, for example tactile paving or audible pedestrian traffic signals at appropriate locations. • Ensure that any relocated bus stops, taxi ranks or pick up/drop off designated areas are designed with standard kerbs for step-free access from bus and for taxi/car access ramps to function properly. • Ensure that access points for modal filtering are accessible to all users, including those with visual or mobility impairments and parents with prams. • Work in collaboration with TfL Buses to identify opportunities elsewhere on the network to improve bus priority in order to offset bus journey time increases.

Pregnancy/ Maternity	• Due to the restrictions on taxis being unable to pick-up or drop-off passengers on Threadneedle Street, pregnant people or those with prams may who rely on taxis for mobility will have to walk longer distances and cross over additional roads to reach their destination, or a designated pick-up area. • Seating will disproportionately benefit pregnant women or young mothers who are likely to require more frequent rests as part of their journeys. • Overall, the scheme is likely to have a positive impact on reducing inequalities for this PCG. Improvements to footway widths, pedestrian crossings, public realm and air quality will benefit those travelling with prams or young children.	• Ensure that any additional space created for pedestrians is accessible to all users, including parents with prams, for example by ensuring that new space is flush with existing footways, or alternatively that dropped kerbs or ramps are provided. Street furniture/bollards should also be designed (and monitored) to ensure that they are not creating any pinch points or making travel through the area more difficult for people with prams/buggies. • Ensure that any relocated bus stops, taxi ranks or pick up/drop off designated areas are designed with standard kerbs for step-free access from bus and for taxi/car access ramps to function properly. Consideration should also be given to proximity to key destinations to minimise walking distances. • Ensure that access points for modal filtering are accessible to all users, including those with visual or mobility impairments and parents with prams.
Race	• This review resulted in the introduction of a bus shuttle run on Princes Street. This shuttle run removes a diversion for three services (six routes in both directions) that is approximately 1km in length and passes through four to five extra junctions, dramatically improving journey times versus a scenario whereby buses are forced to divert around Princes Street. • The restrictions on Queen Victoria Street and Threadneedle Street will require some bus stop relocations. This could disproportionately negatively impact those groups who use the bus more often than others, as they are now required to walk further than previously required. However, the new location of bus stops may also disproportionately benefit those who are now closer to their destination and are required to walk shorter distances. Without detailed information on the final origins and destinations of bus passengers, it is not possible to quantify whether positive impacts will outweigh negative impacts (or vice-versa). • While it is noted that this PCG is more likely to use public transport – which will be affected by the relocation of bus routes – this PCG will also benefit from pedestrian improvements at the start and end of journeys which will most likely be made on foot. • BAME Londoners are more likely to report cost as a barrier to transport. This scheme is therefore likely to disproportionately benefit this PCG through the improvement to low-cost modes of transport – walking and cycling. • Overall, the scheme is expected to have a positive impact on reducing inequalities for this PCG. The design provides pedestrian priority areas which will benefit those travelling by foot or cycle.	• Work in collaboration with TfL Buses to identify opportunities elsewhere on the network to improve bus priority in order to offset bus journey time increases.

5 Conclusions

5.1 This EqIA has assessed the impact of the All Change at Bank design in order to highlight impacts that may positively or negatively affect certain PCGs and any mitigation recommendations to help inform its successful implementation. Where negative impacts have been identified, recommendations have been provided to mitigate these and will be used to help inform the more detailed feasibility designs and to assist with decision making.

5.2 The All Change at Bank scheme focuses on improving pedestrian safety, air quality, and pedestrian experience by restricting motor traffic on two to three arms at Bank junction and implementing pedestrian/cyclist priority areas. This scheme 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.

5.3 The Bank Station Capacity Upgrade project focuses on increasing station capacity to enable movement of 40% more passengers, making the Bank on Safety project even more pertinent to provide safe and pleasant pedestrian priority areas around Bank junction. 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 with mobility impairments or people walking with prams or with young children.

5.4 Overall, the number of people who will benefit from the changes is likely to greatly outweigh those under certain PCGs who may be negatively impacted. The improvements to pedestrian safety are expected to benefit all of the PCGs – as all are most likely to make trips as pedestrians in the subject area.

5.5 The primary cause of negative impact upon PCGs is due to the alteration of bus routes, and inaccessibility to be picked-up or dropped-off by motor vehicles on Threadneedle Street or Queen Victoria Street in the same locations as was previously possible. While taxis will not be able to drop off or collect passengers from Threadneedle St, it should be noted the entrances into the units of the Royal Exchange on this section are currently not accessible for all users. Stakeholder feedback from the Bank of England didn't highlight an issue with the additional distances to travel to the drop off/ pick locations for taxis.

5.6 Engagement facilitated by Transport for All also revealed a number of key concerns from disabled people, including the need for careful planning and clear communications to allow safe and accessible routes (particularly during construction). Furthermore, they recommended that solutions are made for the delineation of the cycle path and footway on Threadneedle Street and ensuring that the use of kerbs not make the design inaccessible or difficult to navigate. Addressing each of these will be key to ensuring that the scheme does not disproportionately negatively impact disabled people.

5.7 Due to the limited space available at Bank junction, designing a scheme that perfectly satisfies the specific needs of every stakeholder would be an unachievable aim. As such, the All Change

at Bank scheme has been designed in a way which finely balances the needs of all, while taking into account the specific needs of each PCG. It is recommended that ongoing collaboration with stakeholders takes place to ensure that the scheme can be implemented in way in which maximises benefits and minimises negative impacts on PCGs.

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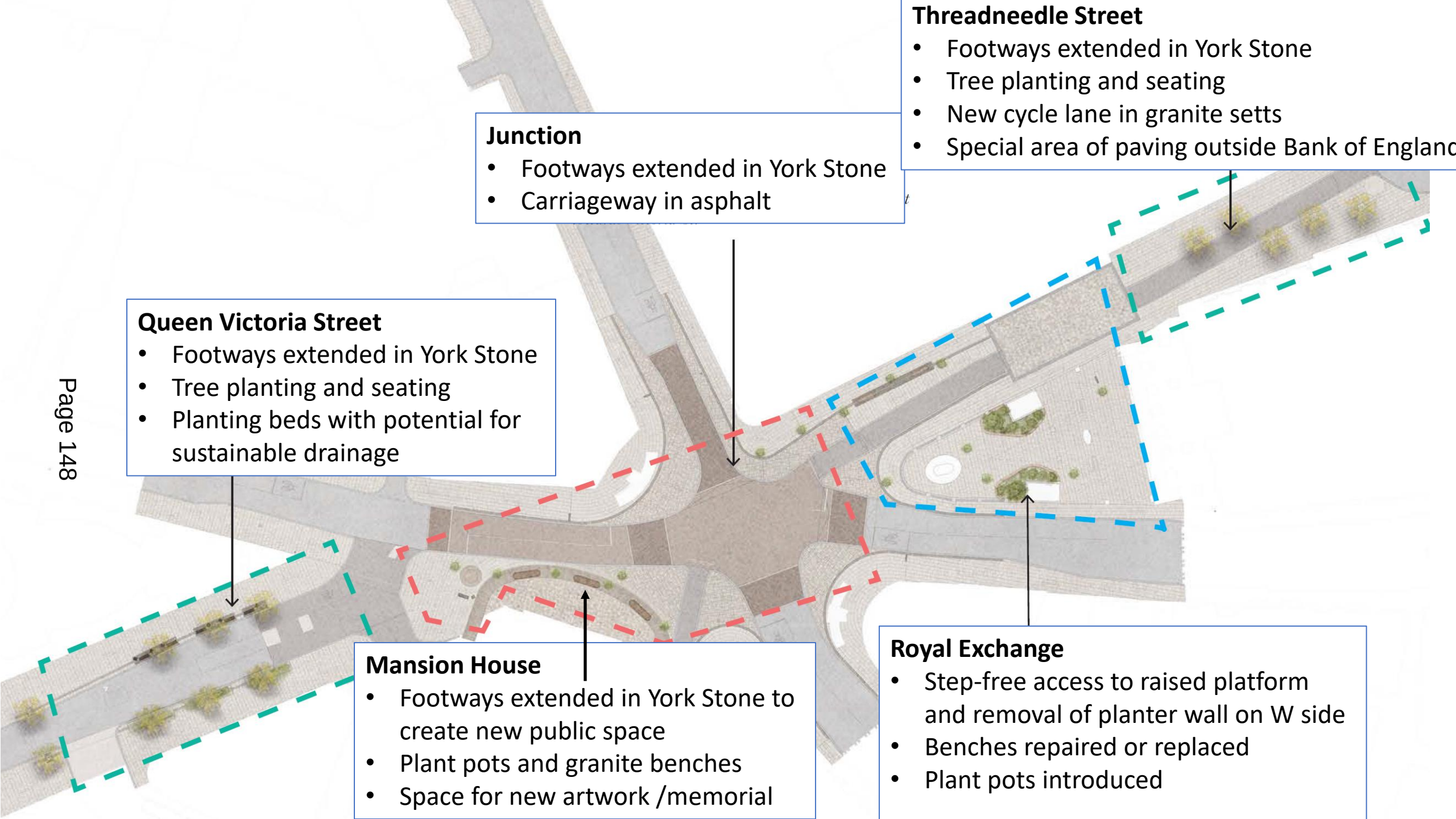
2.0 – Revised based on client comments
3.0 – Final

Date

29th September 2021
9th November 2021
22nd November 2021

All Change at Bank
Public Realm Design


Threadneedle Street
• Footways extended in York Stone
• Tree planting and seating
• New cycle lane in granite setts
• Special area of paving outside Bank of England
Junction
• Footways extended in York Stone
• Carriageway in asphalt
Queen Victoria Street
• Footways extended in York Stone
• Tree planting and seating
• Planting beds with potential for sustainable drainage
Mansion House
• Footways extended in York Stone to create new public space
• Plant pots and granite benches
• Space for new artwork /memorial
Royal Exchange
• Step-free access to raised platform and removal of planter wall on W side
• Benches repaired or replaced
• Plant pots introduced

LOMBARD STREET

Pot Planting Type 1- Pittosporum tobira

Structural shrub or small tree within planter

- Pittosporum tobira, 2-2.5m height x 1.2-1.5m spread
- Loose, characterful structure. Canopy can be lightened depending on required views.
- Evergreen with white flowers in summer.
- Pollution & drought tolerant.

Planting understory

-Convolvulus sabatius, Anementhale lessoniana & Gaura lindheimeri

-Flowering interest late spring to late summer

-Drought tolerant, robust

-Could be augmented with spring bulbs

Maintenance assumptions

-Light pruning once a year of structural shrub.

-Cut back of some of the understory winter/early spring.

10.3 Existing Planter



Shrubbier planting

Dwarf buddleja species, Abelia x grandiflora & Choisya 'Aztec Pearl'






Planting understory

Anementhale lessoniana, Geranium 'Rozanne' & Verbena bonariensis

Libertia grandiflora, Telephium 'Matrona' & Perovskia 'Little Spire'

Maintenace assumptions:

-Pruning once a year

-30% planting replaced each year due to foot traffic damage

-Weeding & tidy up once a month

-Rubbish collection once a week

-Automated drip irrigation

-SUDs opportunity

-Need to be tolerant of occasional flooding, shade cast from neighbouring trees, as well as able to adapt to drought during summer months.

Appendix 7: All Change at Bank and links to relevant strategy and policies.

Corporate Plan 2018 - 2023

Table 1. Links to the Corporate Plan

Bank Junction Improvements Project Objectives	Corporate Plan Aim	Corporate Plan Outcome	Corporate Plan High-level activity	How
A - To continue to reduce casualties	Contribute to a flourishing society	**1** – People are safe and feel safe	**C** – Protect consumers and users of building, streets and public spaces.	Simplifying the junction layout,
B - To reduce pedestrian crowding levels	Shape outstanding environments	**9** – We are digitally and physically well-connected and responsive	**D** – Improve the experience of arriving in and moving through our spaces.	Increasing footway widths and prioritising pedestrian movement
C - To improve air quality	Shape outstanding environments	**11** – We have clean air, land and water and a thriving and sustainable natural environment	**A** – Provide a clean environment and drive down the negative effects of our own activities.	Reduced number of vehicles by reducing the number of 'open' arms and creating new wide pedestrian spaces
D - To improve the perception of place as a place to spend time in rather than to pass through.	Shape outstanding environments	**12** – Our spaces are secure, resilient and well maintained	**A** – Maintain our buildings, streets and public spaces to high standards.	Improved public realm including greening, seating and quieter environment in a historic location.

Climate Action Strategy 2020 - 2027

City Transportation and Public Realm projects will primarily support the Climate Action Strategy, directly or indirectly, through reducing air pollution. The Climate Action Strategy refers to the action of 'reducing air pollution through implementing our ambitious air quality and transport strategies'. How 'All Change at Bank' aligns and helps to deliver the City's Transport Strategy and Air Quality Strategy is set out in Table 3 and 4 respectively.

Other actions that the 'All Change at Bank' project will support are shown in Table 2 below.

Table 2. Links to the Climate Action Strategy

Climate Action Strategy Aims	**2020 -2027 Actions**	**How**
Support the achievement of net zero	Embed circular economy principles into our capital projects and reduce carbon intensity by using life cycle carbon and cost assessment techniques and design specifications	Reuse of yorkstone paving slabs wherever possible. The concrete paving slabs from the interim footway can either be reused elsewhere or they can be compacted to create type 1 material.
Build climate resilience	Make the Square Mile public realm more climate change ready through adding in more green spaces, urban greening, flood resistant road surfaces, adaptable planting regimes and heat resistant materials	Introducing planting and greenery Investigating if there is an opportunity for a SUDS in an inground planting bed
	Ensure that we continue to protect the residents, critical assets, infrastructure and heritage of the Square Mile	Improving the public realm in an area with buildings of significant historical and architectural importance. The design will protect and enhance the Bank setting
Champion sustainable growth	Reduce pollution and increase the resilience of the Square Mile Reduce air pollution through implementing our ambitious air quality and transport strategies	Alignment to Transport Strategy, see Table 3 Alignment to Air Quality Strategy, see Table 4
	Enhance greening and biodiversity across our public realm and open spaces	More greenery and planting will be incorporated into the design

Transport Strategy 2019 – 2044

Bank junction and the streets within scope of the 'All Change at Bank' project are identified within Proposal 2 of the Transport Strategy as a key walking route where improvements are needed. How the project will support the delivery the Transport Strategy outcomes and proposals is set out in Table 3 below.

Table 3 Links to Transport Strategy

Bank Junction Improvements Project Objectives	**Transport Strategy Outcome**	**Transport Strategy Proposal**	**How**
A - To continue to reduce casualties	People using our streets and public spaces are safe and feel safe	**Proposal 20**: Apply the safe system approach and the principles of road danger reduction to deliver vision zero.	Redesigning the junction to a more simplified layout to reduce the likelihood and severity of collisions
		Proposal 22: Ensure on street security measures are proportionate and enhance the experience of spending time on our streets	Including appropriate and proportionate on-street security measures into the design
B - To reduce pedestrian crowding levels	The Square Mile's streets are great places to walk and spend time	**Proposal 2**: Put the needs of people walking first when designing and managing our streets	Implementing pedestrian priority streets Widening pavements, increasing crossing widths Key walking routes through Bank junction decreasing crossing distances
C - To improve air quality	Street space is used more efficiently and effectively *which directly helps to support*	**Proposal 11:** Take a proactive approach to reducing motor traffic.	Introducing access restrictions and other measures to reduce through traffic in line with City of London street hierarchy Reduced number of vehicles by reducing the number of 'open' arms

	The Square Mile's air and streets are cleaner and quieter	**Proposal 12:** Design and manage the street network in accordance with the City of London Street Hierarchy	designing Bank junction and approaching arms into Local Access streets
		Proposals 13: Use timed and temporary street closures to help make streets safer and more attractive places to walk, cycle and spend time in	Timed restrictions to support pedestrian priority
D - To improve the perception of place as a place to spend time in rather than to pass through.	The Square Mile's streets are great places to walk and spend time	**Proposal 7**: Provide more public space and deliver world-class public realm	Creating new public spaces by reallocating carriageway Improving the public realm in an area where there are buildings and structures of significant importance. Protecting and enhancing the setting
		Proposal 8: Incorporate more greenery into the City's streets and spaces	Incorporating greenery and planting into the public realm design

Air Quality Strategy 2019 – 2024

Table 4. Links to Air Quality Strategy

	Action	**How**
Reducing Emissions from Road Transport	**29** - Ensure that Healthy Street Plans have air quality improvement targets and that the air quality impact of major transport and public realm schemes are measured.	The project will be assessed for local air quality improvements
	31 - Implement a wide range of action through the City Corporation Transport Strategy to reduce the exposure of pedestrians to transport generated air pollution in the Square Mile	See Table 3 for alignment of Transport Strategy
	35 - Implement a range of actions through the City Corporation Transport Strategy and City Local Plan to support and encourage cycling.	Encouraging a modal shift away from motorised transport by improving the experience for cycles
	38 - Ensure that improving air quality and reducing exposure is an integral part of all major transport and public realm schemes and that all schemes incorporate greening where possible.	Reducing the level of exposure by reducing the number of operational arms, providing more

		space further away from the carriageway. Monitoring air quality improvement Incorporating greenery and planting

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Committees: Corporate Projects Board – Urgency Streets and Walkways Sub Committee *[for decision]* Projects Sub *[for decision]*	**Dates:** 01 December 2021 02 December 2021 15 December 2021
Subject: Bartholomew Close and Little Britain enhancement scheme **Unique Project Identifier:** 16100298,16100343	**Gateway 6:** **Outcome Report** Regular
Report of: Director of the Environment Department Choose an item. **Report Author:** Maria Herrera	**For Decision**
PUBLIC	

Summary

1. Status update	**Project Description:** The public realm scheme evolved as a result of the mixed-use development in Bartholomew Close and Little Britain (approved in 2010) and the adoption of the West Smithfield Area Enhancement Strategy. The enhancement scheme was fully funded by the developer of Bart's Square (Helical Plc), under the terms of a voluntary contribution under the Section 106 agreement and the Section 278 obligations. The project created a high-quality public space on the south side of Bartholomew Close through the closure of the southern-most junction with Little Britain. The project incorporated planting and seating areas with York stone paving, historic interpretation artwork, and feature lighting. Additional public realm improvements were also delivered throughout Little Britain, Albion Way and Bartholomew Close, improving accessibility and ease of movement for pedestrians and cyclists. **RAG Status:** Green (as per last gateway) **Risk Status:** Low (as per last gateway) **Costed Risk Provision Utilised:** none utilised **Final Outturn Cost:** *£3,932,594 (inclusive of staff costs, works and fees)*

2. Next steps and requested decisions	**Requested Decisions:** • Approve to close this project once the outstanding actions referred to in section 13 are complete. • Approve the budget adjustment outlined in Appendix 4, table 4 existing funding commitments with JB Riney to be receipted. • Authorise the return of any underspend funds to the developer or their successor in title following closedown of the accounts related to the Section 278 and Section 106 contributions.
3. **Key conclusions**	The project was the result of a collaborative approach working closely with the developer and residents and ward members to achieve a high-quality and inclusive design that responds to the context and character of the area. The design development was led by the project's Working Party which was formed by ward members, residents, stakeholders, CoL officers and the developer. This process of early engagement with occupiers and stakeholders, alongside a two-stage public consultation exercise on the public realm proposals and traffic changes, proved to be successful and enabled the local community to be part of the design process. Feedback from the developer and residents has been positive and highlighted the importance of working in partnership with stakeholders. Below is a summary of statements from the local community on the public realm works: *(Client statement from Helical Plc)* The project transformed the public spaces and streets in and around Bart's Square development, delivering a high-quality urban environment for all users. The creation of a public space on the south side of Bartholomew Close, built around three existing London Plane trees is the focal point of the scheme, which provides an attractive place to visit and spend time in. The scheme incorporated planting and seating areas with high quality York stone paving and raised carriageways throughout Bartholomew Close to improve accessibility and pedestrian comfort in an area where footways were previously below safety standards. The project key delivery milestones were met, and overall construction timescales were as envisaged and adjusted throughout the process to meet stakeholder's needs. A project completion target date was not set at the outset due to the coordination needed with the developments. Adjustments to parking arrangements and loading provision were also delivered in association with the public realm works to enable the adjustment to the street layout to create a new public square. Detailed

	traffic studies were undertaken to ensure that sufficient loading and parking provision was retained to meet local needs. To date, the area has been operating successfully. The new residential blocks have private parking and loading areas within the building, which has enabled the streets to be utilised by other users. The delivery of the works was undertaken in three main phases, with multiple phases in between given the complexity of the site. Bart's Square development was being constructed at the same time and therefore the close coordination with contractors on-site was fundamental to enable the area to operate safely and functionally. Key learning and recommendations for future projects: • Close coordination of the public realm works had to be planned to avoid impacts on programme, due to the construction of the mixed-use development alongside works planned in the Butchers' Livery Hall which also impacted on the sequencing of works. CoL Highways Team, led by Katherine Warry, and JB Riney worked collaboratively to accommodate changes in the programme. • Trees planted in the scheme were selected and 'tagged' in the tree nursery two years before delivery, which resulted in high quality specimens with good impact. • Trees planted in plant pots in the main Square proved to be problematic due to their size and weight, resulting in soil compaction and poor drainage around the root balls. Planting smaller plants and inclusion of structural supporting soils under the root balls within the pots, were necessary to alleviate this problem.

Main Report

Design & Delivery Review

4. Design into delivery	Officers worked closely with the Working Party and the landscape architect throughout the design process and engaged fully with the key stakeholders to ensure that the chosen design option enabled a delivery of comprehensive improvements to the streets in and around Bart's Close development, fulfilling stakeholders' requirements. The enhancement proposals have been well received by the public and stakeholders and minor alternations to the design were made to

	accommodate comments received during the public consultation exercise. **Impacts on the Delivery Programme** Due to the presence of two additional developments on site, Bart's Square and Butcher's Hall refurbishment works, it was essential to maintain a close working relationship to accommodate three separate logistic plans. This proved challenging as competing programmes created different issues, however these were resolved by coordinating construction phases and understanding priorities for the development and occupiers. The main contractor of Bart's Square development, Carillion, went into administration in December 2017 and was replaced by McLaren and Mace. As a result, this caused a delay in the delivery of the highway works due to a period of transition in the development's programme. Refer to details in section 9. The global pandemic also had an impact on the delivery of works throughout 2020 when works had to slow down and/or stop during the lockdown period.
5. Options appraisal	The chosen option met the project's objectives. The delays to implementation were caused by several external factors, mainly the need to accommodate the developers' programme and access requirements. A summary of the works (section 106 and section 278) delivered is provided below, in line with the recommended option submitted at Gateway 5: **Bartholomew Close South – New Public Space** • Create a new high quality public space paved in York stone with the closure of the southern-most junction with Little Britain. • Retain existing London Plane trees and provide additional planting, seating areas and enhanced lighting. • A historic interpretation bronze feature integrated into the design of the square, as well as feature lighting to enhance the space. **Bartholomew Close North and Middlesex Passage** • Retain existing granite setts on the carriageway. • Plant additional flowering trees. • Maintain sufficient on-street parking and loading space. • Provide cycle parking **Bartholomew Close Central** • Raise carriageway to footway level paved in granite setts, with the aim to improve accessibility and ease of movement for pedestrians • Plant flowering trees and install plant pots • Maintain sufficient on-street parking and loading space.

	Little Britain north (near Barts Hospital) • Raise carriageway to footway level in part of the street to improve accessibility and ease of movement for pedestrians. • Pave footways in York stone • Maintain sufficient parking and loading space on street, without obstructing the ambulance route to the hospital. **Albion Way and Kinghorn Street** • Raise carriageway to footway level in part of the street to improve accessibility and ease of movement for pedestrians. • Resurface of carriageway areas and improvement of footways. • Tree planting **Traffic management changes:** Adjustments to parking arrangements and loading provision were delivered in association with the public realm and highway changes. The traffic management changes include the removal of one pay and display bay. This is as a result of widening the footways to create a safer and more comfortable pedestrian environment. In total, five parking bays (3 Pay & display and 2 disabled bays) were retained in the North Close along with kerbside loading space throughout the area.
6. Procurement route	• The detailed design and construction information was prepared by Gross Max landscape architects appointed by Helical Plc, under the supervision of the Highways and City Public Realm teams. The procurement of design services via an external team was successful and enabled a fast-paced design process. • The construction of the scheme was undertaken by the City's term contractor (JB Riney), enabling a shorter contractor mobilisation period, and providing flexibility in terms of programme and sequencing of works. • Bespoke materials, street furniture, historic interpretation details and bronze features were procured via the City's term contractor, which also led to reduced timescales on mobilisation and installation of infrastructure, due to all being managed by the lead contractor (JB Riney). • All soft landscaping elements were delivered by the City's Open Spaces Department, under procurement regulations

7. Skills base	• The project team had the skills, knowledge, and experience to manage delivery of this project. • The CoL project team (Melanie Charalambous, Katherine Warry, Bradley Viljoen and Maria Herrera) alongside the external consultants and CoL term contractor (JB Riney), created a strong working relationship which is reflected in the detail and outstanding quality of the work delivered. Woking with the term contractor allowed the flexibility needed to accommodate the uncertainties of the developers' programme and phasing of works. • Gross Max landscape architects produced the concept design and construction package, under an existing appointment with Helical Plc. • Design (external consultants): Buro Happold, SWECO, and Lighting Design International. Appointed and funded separately by the developer. • Utility and topographical surveys were commissioned via external consultants.
8. Stakeholders	• The project was delivered in close liaison with the developer and key stakeholders, including the following: - Helical Plc representatives - City of London Open Spaces, Highways, Public Realm and Transportation officers. - Ward Members - Residents - The Worshipful Company of Butchers and Information Technologists. - The Neaman NHS practice - Bart's Health Trust • Comments from the public consultation were considered during the development and delivery of the project. • Regular updates were provided to all interested parties throughout the project's life, with a small number of complaints received during the construction process which were promptly resolved.

Variation Review

9. Assessment of project against key milestones	Authority to start works (Gateway 5) was obtained in November 2016. Subsequently a process of contractor mobilisation period and procurement commenced. Due to the complexity of the site, a construction timeline for the whole project was not set at Gateway 5. The programme for each construction phase was agreed with the developer as the project moved forward, flexibility was required throughout the process. The work was delivered in three phases as follows: **Phase 1** Public realm works commenced in April 2017 and progressed until the end of December 2017 when Carillion (contractor of the mixed-use development) collapsed and went into administration. **Phase 1 and 2** McLaren and Mace were appointed as the contractors with McLaren doing the residential elements for Phase 2 and Mace finishing One Bartholomew Place (also Phase 2). Public Realm works by Riney around the residential blocks for Phases 1 and 2 restarted at the end of June 2018 with the works (also Riney) starting for One Bartholomew Place in September 2018. Phase 1 and 2 works were substantially completed at the beginning of March 2019. **Phase 3** Works to Phase 3 did not start until January 2020 due to McLaren not being able to give up the area around the final stage of the development. Works were then stood down at the end of March 2020 due to COVID-19 for a period of approximately 9 weeks. Works restarted on site at the end of May 2020 and Phase 3 works were substantially completed in March 2021. Final details on the scheme and snagging were undertaken between May - September 2021**.**
10. Assessment of project against Scope	All aspects of the project were delivered in line with the objectives at Gateway 5. The scope remained unchanged, and it is summarised below: • Provision of an enhanced and accessible pedestrian environment with new public space, raised carriageway to footway level, additional greenery, and improved street lighting. • Improvement to the historic character and appearance of the area. • Retention of key functional uses of the streets including parking and loading in the local area. • Improved safety for all users of the streets and spaces.

	• Support the local community and provided an enhanced residential environment.
11. Risks and issues	The top risk at Gateway 5 was the impact on programme due to the construction and access requirement of Bart's Square development. This risk did materialise and was managed throughout the process by implementing the public realm works in small phases, this maintained progress, albeit slower than originally anticipated. Periods of stand down were managed by CoL and JB Riney, in consultation with stakeholders. The risk related to other developments in the area impacting the programme also materialised. The Worshipful Company of Butchers undertook a substantial refurbishment project of the Hall which required the need for constant site access in the area. As per above, JB Riney's was able to accommodate a change in sequence by adjusting the programme where feasible. Throughout the project implementation, there were numerous issues with coordination of works with the development that needed to be managed carefully. This included the developer's contractor entering into administration and a new contractor coming on board. The need for flexibility of the City's programme to accommodate the development's requirements was key for the successful delivery of the scheme. This was possible with the support from JB Riney and Katherine Warry's coordination of the works.
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 been closed.

Value Review

13. Budget	*Detailed tables are included in Appendix 4.* The project is practically complete with minor outstanding actions to be carried out as summarised below: • Install up to 6 bicycle racks outside One Bartholomew Close • Install up to 6 single seats in the area • Adjustment of bollards on Bartholomew Close • Adjustment of lighting fittings in Bart's Square A total of £25,000 will be spent on the outstanding actions inclusive of works and staff costs. These works are low risk and require minimal intervention.

	Project accounts are to be closed once invoices from the works are received and line with the Chamberlain project's account processes. An existing works commitment for JB Riney is yet to be receipted, which has been accounted for in the overall project outrun costs. Due to the nature of the voluntary contribution to deliver the works, there is a commitment to return the underspend funds as soon as practically possible. **Reasons for underspend:** • Utilities costs throughout the scheme proved to be lower than expected which resulted in cost savings. • The extensive liaison with stakeholders at the outset, meant that only minor adjustments to the design were required which is reflected in the cost savings. • A thorough design process with external consultants and CoL project team enabled for construction information to be accurate and with only minor changes required during the construction period. • Detailed planning of work flows by Katherine Warry (project engineer) and JB Riney's team, which resulted in time efficiencies and materials' savings. • Actual works costs were lower than originally anticipated due to savings being made in various areas such as concrete base in the carriageway in some instances was in good condition and did not require complete demolition, material bulk costs were able to be secured in advance, careful planning of work's flow by optimizing the programme, amongst others. • A contingency element was included for the design and procurement of the bespoke elements in the project (bronze inlay feature, granite benches and bronze planters) which was not utilised due to the early engagement with suppliers. • Utility works were minimal, resulting in cost savings overall. • No additional design costs were incurred due to the work being undertaken by external consultants appointed by the developer. In the instances where minor adjustments were required, these were done in house by the project team. • No underground additional surveys were required.

	• Traffic management costs were lower than anticipated due to existing construction works on site which enabled the use of road closures in place to deliver the work. **Please confirm whether or not the Final Account for this project has been verified.** Final account will be verified upon approval of this report and payment of invoices. Any unspent funds will be returned to the developer of Bart's Square, in accordance with the Section 106 and Section 278 Agreements with the City of London.
14. Investment	This project is primarily funded by a voluntary contribution from the developer of Bart's Square to improve the public realm within the vicinity of the development. The developer recognised the value of investing in the creation of high quality and inclusive public spaces as they could see the social, environmental, and economic benefits of this approach. The works on public highway were funded by the section 278 agreement connected to the development.
15. Assessment of project against SMART objectives	Please refer to section 16. SMART objectives were not set at Gateway 5 as this was approved before this recent assessment criteria were put in place.
16. Key benefits realised	<u>Success criteria met:</u> • Provision of an enhanced and accessible pedestrian environment with new public space, greenery, and improved street lighting. • Improvement to the historic character of the area, responding to the needs of the new residential cluster in the City. • Retention of key functional uses of the streets including parking and loading. • Improved safety for all users of the streets and spaces.

Lessons Learned and Recommendations

17. Positive reflections	• The partnership established between the developer and the City to deliver this high-quality scheme is an example of a collaborative approach established at the outset and through engagement with stakeholders at the planning stage.

	• The project stemmed from the adoption of the West Smithfield Area Strategy (2014) which outlined a series of priority projects for the area in response to the arrival of Crossrail and the relocation of the Museum of London. The clear strategic approach for project delivery supported the need to improve the urban environment in and around the most comprehensive residential mixed-use development in the City in the last 5 years. • The delivery of the scheme was possible due to a voluntary Section 106 contribution from the developer, who recognised the importance and added value of an attractive urban environment to match the quality of the architecture of the development. • Close coordination and engagement with stakeholders and City project teams enabled the successful delivery of this scheme. This was an essential component of this project given the existing residential community and other local stakeholders (GP practice, Bart's Hospital, Livery Companies). • A positive working relationship between CoL's project team, external consultants' team, City's Term contractor and Barts's Square development was fundamental for the smooth running of the project. • The excellent contribution from project engineer, Katherine Warry was key to the efficient management of the construction and implementation budget.
18. Improvement reflections	Ensuring communication with external contractors is consistent and coordinated with other stakeholders and other works in the area. Communication with suppliers of the bespoke elements to be undertaken beforehand to understand the details and constraints of such design solutions.
19. Sharing best practice	Lessons regarding the importance of engaging with developers at planning stage to outline the ambition and objectives of the stakeholders is fundamental to define projects which deliver long term benefits for the local community. The establishment of a Working Party to lead the design of the scheme proved very successful to consider all users' objectives and needs and ultimately result in an efficiently delivered and highly impactful scheme. Information has been disseminated through team and project staff briefing and site visits.

20. AOB	*NA*

Appendices

Appendix 1	Project Coversheet
Appendix 2	Before and after images
Appendix 3	Site plan
Appendix 4	Funding tables

Contact

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Bartholomew Close and Little Britain enhancement scheme

Appendix 2	Before and after images
Appendix 3	Site plan
Appendix 4	Funding tables

Barts Square before.

Barts Square before.

Barts Square before.

Bartholomew Close before.

Bartholomew Close before.

Bartholomew Close before.

Barts Square After


BRUNCH
COFFEE


Bartholomew Close


90
CITY OF LONDON


CHICAGO BOOTH
BUTCHERS' HALL


born in Bartholo


HOGARTH
HOUSE

Appendix 3. Site Plan.

Appendix 4. Funding tables.

Table 1: Expenditure to date - Barts Close Public Realm S106 - 16800298			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
Env Servs Staff Costs	3,000	2,973	27
P&T Staff Costs	42,520	42,520	-
TOTAL	**45,520**	**45,493**	**27**

Table 2: Expenditure to date - Barts Close Public Realm S106 - 16100298			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
Env Servs Staff Costs	242,000	241,848	152
Open Spaces Staff Costs	33,406	28,844	4,562
P&T Staff Costs	267,800	264,539	3,261
Other Fees	10,000	8,263	1,737
Traffic Order/Survey	30,000	29,921	79
Utility Investig	36,500	9,310	27,190
Furniture & Planters	128,000	101,270	26,730
JB Riney	2,219,388	1,963,892	255,496
Lighting & Ducting	75,000	22,757	52,243
Soft Landscaping	33,000	26,841	6,159
Utilities	185,000	173,113	11,887
Contingency	92,500	-	92,500
TOTAL	**3,352,594**	**2,870,598**	**481,996**

Table 3: Expenditure to date - Barts Close Public Realm S278 - 16100343			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
Env Servs Staff Costs	55,000	52,640	2,360
P&T Staff Costs	100,850	97,346	3,504
Design Fees	5,000	-	5,000
Other Fees	5,000	1,320	3,680
Utility Surveys	19,250	-	19,250
General Works	252,000	117,338	134,662
Lighting & Ducting	94,900	45,549	49,351
Utilities	30,000	-	30,000
Contingency - Drainage	7,500	-	7,500
Contingency - Phasing Works	10,500	-	10,500
TOTAL	**580,000**	**314,193**	**265,807**

Table 4: Budget Adjustment Required - Barts Close Public Realm S106 - 16100298			
Description	**Approved Budget (£)**	**Adjustment Required (£)**	**Revised Budget (£)**
Env Servs Staff Costs	242,000	3,000	245,000
Open Spaces Staff Costs	33,406		33,406
P&T Staff Costs	267,800		267,800
Other Fees	10,000		10,000
Traffic Order/Survey	30,000		30,000
Utility Investig	36,500		36,500
Furniture & Planters	128,000		128,000
JB Riney	2,219,388	(3,000)	2,216,388
Lighting & Ducting	75,000		75,000
Soft Landscaping	33,000		33,000
Utilities	185,000		185,000
Contingency	92,500		92,500
TOTAL	**3,352,594**	**-**	**3,352,594***

* Inclusive of existing work commitments for JB Riney which are yet to be receipted.

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Committees: Corporate Projects Board - for decision Streets and Walkways Sub - for decision Projects Sub - for decision	**Dates:** Urgency 02 December 2021 15 December 2021
Subject: Stonecutter Court S278 **Unique Project Identifier:** *TBC*	**Gateway 2: Project Proposal** Regular
Report: Executive Director Environment **Report Author:** Kieran Mackay	**For Decision**
PUBLIC	

Recommendations

1. Next steps and requested decisions	**Project Description:** Highways and public realm changes required to integrate the new building at 1 Stonecutter Street into the surrounding public highway. **Next Gateway:** Gateway 5 - Authority to Start Work (Light) **Next Steps:** • Negotiate and enter into a section 278 agreement (Highways Act 1980) with the developer • Undertake detailed design including liaising with the developer and utility companies • Investigate kerbside changes and undertake the necessary Traffic Order consultation. **Funding Source:** Fully funded by the developer **Requested Decisions:** 1. That budget of £65,000 is approved to reach the next Gateway;

<table>
<tr><td></td><td>2. Authorise officers enter in a section 278 agreement with the Developer
3. Note the total estimated cost of the project is £400,000 - £550,000 (excluding risk);</td></tr>
<tr><td>2. Resource requirements to reach next Gateway</td><td>
<table>
<tr><th>Item</th><th>Reason</th><th>Funds/ Source of Funding</th><th>Cost (£)</th></tr>
<tr><td>Staff Costs (P&T

Staff Costs (Highways)</td><td>Project management and design (internal)</td><td>S278 (evaluation and design fee)</td><td>15,000

28,000</td></tr>
<tr><td>Fees</td><td>Topographical and radar surveys: site investigations</td><td>S278 (evaluation and design fee)</td><td>22,000</td></tr>
<tr><td>Total</td><td></td><td></td><td>£65,000</td></tr>
</table>
P&T staff cost allocation – £15,000
Approximately 175 hours of Transport and Public Realm officer staff costs associated with initial project planning, negotiating the terms of the legal agreements, facilitating the detail design discussions, securing the necessary approvals from key stakeholders and project management.

Highways staff cost allocation – £28,000
Approximately 280 hours of Highways officer staff costs associated with detail design, including street lighting, drainage, liaison with utility companies and securing permits.

Professional fees allocation - £22,000
This will cover the procurement of technical assessments, including any surveys and utility enquiries.

Any underspend (£35K) from the design and evaluation paid under the S106 agreement will be taken forward into the next gateway.</td></tr>
<tr><td>3. Governance arrangements</td><td>a. Service Committee: Streets and Walkways</td></tr>
</table>

	b. Name of Senior Responsible Officer: Leah Coburn, Major Projects Group Manager Due to the limited scope of this project, a project board is not required.

Project Summary

4. Context	1. A Planning permission (18/00878/FULMAJ) to demolish the existing office building and replacement with a 14-story office building was granted on 28 March 2019. 2. The building is bounded by Stonecutter Street to the north, Farringdon Street to the east, Harp Alley to the south and St Bride Street to the west. 3. A S106 agreement has been executed and this obligates the developer to enter into a section 278 agreement with the City to fund any works on the highways to make the development acceptable in planning terms. 4. A payment to the value of £100,000 for the 'Design and Evaluation Payment' was received in April 2021. 5. The developer wishes to proceed with the design and evaluation stage of the development in order to ensure that the s278 agreement can be entered into with the City Corporation prior to their implementation of the planning permission, as required by the section 106 agreement.
6. Brief description of project	1. Highways and public realm changes required to integrate the new building at 1 Stonecutter Street into the surrounding public highway. The scope includes: 2. The new office entrance for the development would be located on Stonecutter Street. The section 278 works will include some reprofiling of the highway to provide level access into the Stonecutter Street entrance. Reprofiling the highway to enable development is not normally acceptable however in this case providing level access at the main entrance is not possible without the reprofiling due to the significant slope across the building line along Stonecutter Street.

	3. The new vehicle servicing entrance for the development would be located on St Bride Street. The section 278 works will include the removal/relocation of some motorcycle parking on St Bride Street to facilitate the introduction of a crossover to serve the new servicing entrance. 4. The project will include the repaving of St Bride Street and Harp Alley and parts of Stonecutter Street. The existing paving pattern on Stonecutter Street will be extended across the existing crossover.
7. Consequences if project not approved	1. The development would not be delivered in line with the planning permission. Level access to the main office entrance and vehicular access to the new servicing area would not be possible. 2. The City's obligations as set out in the section 106 Agreement would not be fulfilled.
8. SMART project objectives	1. Improve pedestrian environment on the streets surrounding the building by delivering a high quality and accessible public realm 2. The design and works are programmed are co-ordinated with the development
9. Key benefits	1. Improved and more accessible public realm 2. Accommodate the delivery of a new consented development.
10. Project category	4a. Fully reimbursable
11. Project priority	B. Advisable
12. Notable exclusions	**None**

Options Appraisal

13. Overview of options	1. The scope of works is limited and was defined at planning stage as the package of works required to make the development acceptable in planning terms and those required to integrate the development into the highway.

	2. As part of initial discussions officers requested the developer to explore options to include tree planting in the section 278 scope. The developer has ruled out including these in the scope as they were not required as an obligation at planning stage and because subterranean constraints would require utilities diverting at significant cost. 3. The introduction of a crossover on St Bride Street would require the removal of a length of motorcycle parking. As part of the design work options to relocate this displaced parking will be explored. This will require the collection of survey data to better understand the demand for kerbside use in the locality. 4. As there are limited options for the design of these highways works, officers propose to bring a Gateway 5 forward in 2022

Project Planning

14. Delivery period and key dates	**Overall project:** February 2021 – September 2024 **Key dates:** February 2021 – S278 agreement signed Mid 2022 – G5 authority to start work Late 2023/Early 2024 – start work subject to developer programme and site access being made available September 2024 – Complete works/ Practical Completion of development Early 2025 – G6 report **Other works dates to coordinate:** Planning and Transportation Committee resolved to grant consent for the redevelopment of 120 Fleet Street on 26 October 2021. The development is located opposite Stonecutter Court on St Bride Street and there may be some overlap on the section 278 works to St Bride Street which will require coordination. The developer will also need to enter into a S278 agreement with Transport for London for the works to be undertaken on their highway. TfL design and construction works will need to be coordinated at the interface with the City works. There could also be some overlap with the Pedestrian Priority programme for Fleet Street which may require further coordination.

15. Risk implications	**Overall project risk:** Low • **Full costs of works unknown** As the design develops the likely cost of the scheme will be established. The scope of the project may need to be tailored to ensure the developer is able to cover the costs. The City's term contractor will change in June 2022 which will likely result in an increase in costs. However, it should be noted that under the agreement, the developer is required to pay for any excess costs. There are also risks around costs increasing due to material and labour shortages and inflation. • **Programme delays** The programme could be impacted by any delays in the developer's programme. Further information is available within the Risk Register (Appendix 2)
16. Stakeholders and consultees	1. Developer of Stonecutter Court 2. Local Ward Members 3. Owners/Occupiers of adjacent buildings including residents of Sovereign House, Poppin's Court. 4. Transport for London 5. Motorcycle bay users

Resource Implications

17. Total estimated cost	**Likely cost range (excluding risk):** Estimated cost is between £400,000 - £550,000	
18. Funding strategy	Choose 1: All funding fully guaranteed	Choose 1: External - Funded wholly by contributions from external third parties

Funds/Sources of Funding	**Cost (£)**
S278	400 – 550K
Total	**400 – 550K**

The funding is subject to a section 278 agreement being concluded.

19. Investment appraisal	N/A
20. Procurement strategy/route to market	1. Design works will be carried out internally by Highways project engineers in the Environment Department or through the Transportation and Public Realm Framework contract. 2. All works will be undertaken by the City's Highways term contractor and utility providers and/or specialist contractors where necessary. This will be confirmed at Gateway 5.
21. Legal implications	1. The section 106 agreement requires the developer to enter into a section 278 agreement with the City. 2. Negotiations on the section 278 are being progressed.
22. Corporate property implications	1. None
23. Traffic implications	1. It will be necessary to relocate or remove the motorcycle parking bay in order to accommodate the new vehicle service entrance 2. Temporary road closures may be required during the construction period but there will be no changes to current traffic arrangements.
24. Sustainability and energy implications	1. It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for construction purposes
25. IS implications	1. None
26. Equality Impact Assessment	1. An equality impact test of relevance will be undertaken and if an assessment is required, it will be undertaken prior to Gateway 5
27. Data Protection Impact Assessment	1. The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken

Appendices

Appendix 1	Project Briefing
Appendix 2	Risk Register
Appendix 3	Works Plan

Contact

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Telephone Number	07763582736

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City of London: Projects Procedure Corporate Risks Register

Project name: *Stonecutter Court S278*

Unique project identifier: *TBC*

Total est cost (exc risk) *£550000*

PM's overall risk rating	Low
Avg risk pre-mitigation	3.0
Avg risk post-mitigation	1.1
Red risks (open)	0
Amber risks (open)	2
Green risks (open)	10

Corporate Risk Matrix score table

	Minor impact	Serious impact	Major impact	Extreme impact
Likely	4	8	16	32
Possible	3	6	12	24
Unlikely	2	4	8	16
Rare	1	2	4	8

Costed risks identified (All)	£0.00	0%	*Costed risk as % of total estimated cost of project*
Costed risk pre-mitigation (open)	£0.00	0%	" "
Costed risk post-mitigation (open)	£0.00	0%	" "
Costed Risk Provision requested	£0.00	0%	*CRP as % of total estimated cost of project*

	Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
(1) Compliance/Regulatory	1	1.0	£0.00	0	0	1
(2) Financial	2	3.5	£0.00	0	0	2
(3) Reputation	3	2.0	£0.00	0	0	3
(4) Contractual/Partnership	2	2.0	£0.00	0	0	2
(5) H&S/Wellbeing	0	0.0	£0.00	0	0	0
(6) Safeguarding	0	0.0	£0.00	0	0	0
(7) Innovation	0	0.0	£0.00	0	0	0
(8) Technology	0	0.0	£0.00	0	0	0
(9) Environmental	0	0.0	£0.00	0	0	0
(10) Physical	4	4.5	£0.00	0	2	2

		Extreme	Major	Serious	Minor
Issues (open)	0	**Open Issues**	0	0	0	0
All Issues	0	**All Issues**	0	0	0	0

Cost to resolve all issues (on completion)	£0.00	**Total CRP used to date**	£0.00

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City of London: Projects Procedure Corporate Risks Register

Project Name:	Stonecutter Court S278	**PM's overall risk rating:**	Low	**CRP requested this gateway**	£ -	**Average unmitigated risk**	3.0	**Open Risks**	12
Unique project identifier:	TBC	**Total estimated cost (exec risk):**	£ 550,000	**Total CRP used to date**	£ -	**Average mitigated risk score**	1.1	**Closed Risks**	0

General risk classification										Mitigation actions						CRP used to date	Use of CRP	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			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	(3) Reputation	GATE 1 to 5 - Delays or vacation of worksite due to external events and/ or occurrences	Should such an event happen, a number of possibilities could occur: * Change in project scope * Change in project resources * Change in project delivery timescales * Pause to project whilst situation is assessed * Increased costs	Unlikely	Minor	2		N	B – Fairly Confident	* Budget and programme slack to account for likely low impact events		Unlikely	Minor	£0.00	2	£0.00	n/a	04/11/21		Kieran Mackay		04/11/2021 - The scale and impact of construction lends itself to a low risk score in the event of an occurrence external to the project. Most of the work is taking place away from busy areas where the risk would be heightened. The project team will continue to assess and mitigate against such risk as part of its BAU processes.
R2	2	(1) Compliance/Regulatory	GATE 1 TO 6 - Issues or delays in any required consents such as Permits which cause delay to project delivery	If there was to be any delay in the arrival of any required consents, such as planning permissions, TMOs, Permits, discharge of conditions, heritage, TfL, etc; its likely the project may suffer from some form of unplanned delay, additional work and/ or costs.	Rare	Minor	1		N	A – Very Confident	* Map out the required consents with project team and continually monitor & update throughout the project * Schedule regular meetings with consent approvers, especially those with long lead in times or complex approval procedures.		Rare	Minor	£0.00	1	£0.00	n/a	04/11/21		Kieran Mackay		04/11/2021 - The scheme only requires standard internal consents. Therefore the risk is already very low before BAU processes ensure that these are acquired in good time before construction.
R3	2	(3) Reputation	GATE 1 TO 6 - issue(s) with external engagement and buy-in lead to project delays/ increased costs	Further time and therefore resource may be required if planned engagement work with local external stakeholders didn't go as planned.	Possible	Minor	3		N	B – Fairly Confident	* Early identification and engagement with key stakeholders.		Rare	Minor	£0.00	1	£0.00	n/a	04/11/21		Kieran Mackay		04/11/2021 - As this is a basic project delivering a standard improvement to the highways conditions, opposition to the scheme is expected to be zero. Some BAU engagement work will be required with local stakeholders as construction approaches to ensure the disruption to the activities is minimised.
R4		(4) Contractual/Partnership	GATE 1 TO 6 - Project supplier delays, productivity or resource issues impacts negatively 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.	Rare	Minor	1		N	B – Fairly Confident	* Arrange construction planning meeting with Rineys just prior to construction to ensure that resources are available (i.e. construction pack from them is received in good time)		Rare	Minor	£0.00	1	£0.00	n/a	04/11/21		Kieran Mackay		04/11/2021 - BAU activities with the Principal Contractor will ensure that the required resources are available to meet the TBC programme. The required internal resource is small and easily replaceable if needed.
R5	2	(2) Financial	GATE 1 TO 6 - 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.	Possible	Minor	3		N	B – Fairly Confident	* Monitor for scope creep * Regular catch-ups with Principal Contractor to review costs during construction.		Rare	Minor	£0.00	1	£0.00	n/a	04/11/21		Kieran Mackay		04/11/21 - The estimate included in the G1/2 report is high level and this has been communicated to stakeholders. Cost estimates will become more accurate as project progresses to detailed design. All costs would be fully covered under the terms of the S278 agreement.
R6	2	(10) Physical	GATE 1 TO 5 - Utility and utility survey issues lead to increased costs/ scope of works	At the earlier stages of a project, delays could occur which result unplanned costs if utility companies don't engage as expected. Also, extra resource would be needed if further surveys are required. During construction, any issues with required utility companies could result in extra resources being required.	Possible	Serious	6		N	B – Fairly Confident	* Work with design engineers to work out an appropriate sums to cover utility delays or on-site discoveries.		Rare	Minor	£0.00	1	£0.00	n/a	04/11/21		Kieran Mackay		04/11/2021 - Should additional costs from utility survey issues arise the Developer is obliged to fund any and all changes required under the terms of the S278 agreement.
R7	2	(4) Contractual/Partnership	GATE 1 TO 6 - Third party delays impacts negatively on project delivery (time & costs)	A CoL project may require a third party to complete its work before it can proceed. Should this work be delayed in anyway, its likely to impact (time and cost-wise) on a project.	Possible	Minor	3		N	A – Very Confident	* Include regular meetings with the developer and local stakeholders * Include some slack in the programme to absorb low-level delays		Rare	Minor	£0.00	1	£0.00	n/a	04/11/21		Kieran Mackay		04/11/2021 - Whilst there's not a lot the project team can do if the Development is delayed, regular meetings with the developer will ensure that a fair amount of notice is received should CoL works need to be reprogrammed. The terms of the S278 agreement mean that the Developer is responsible for any associated resultant costs.
R8	4	(10) Physical	GATE 2 TO 5 - 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 a project when planned for or required, expect delivery delays.	Possible	Minor	3		N	B – Fairly Confident	* Engage with the Traffic Management team at the appropriate point to both programme the works and to reserve the road space.		Possible	Minor	£0.00	3	£0.00	n/a	04/11/21		Kieran Mackay		04/11/2021 - The footway will be closed closed for the construction of the development and for the S278 works. BAU processes will ensure the required network space is allocated as required.

R9	5	(10) Physical	GATE 5 - Unforeseen technical and/ or engineering issues identified	late identification of any engineering or technical issues that disrupt delivery could result in further costs whether they be time, funding or resources.	Possible	Serious	6		N	B – Fairly Confident	* Site visits during development's construction		Possible	Minor	£0.00	3	£0.00	n/a	04/11/21		Kieran Mackay		04/11/2021 - All costs arising from such issues would be fully covered under the terms of the S278 agreement
R10	5	(3) Reputation	GATE 5 - Accident during construction 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 site delays are likely to occur	Rare	Minor	1		N	A – Very Confident	* Consider regular site visits with the Principal Designer should it become necessary.		Rare	Minor	£0.00	1	£0.00	n/a	04/11/21		Kieran Mackay		04/11/2021 - The principal contractor is the term highways contractor for the CoL and is therefore required to prove their H&S credentials at a much higher level. In BAU, the Project Engineer will be visiting site regularly and visits by the Principal Designer can be arranged if there's causes for concern.
R11	5	(10) Physical	GATE 5 - Unidentified archaeology discovered during works leads to delays and additional costs	If unknown archaeology is found during site surveys or construction, project delays and additional costs can be expected.	Possible	Minor	3		N	B – Fairly Confident	* Meeting with the Historic Planning Team		Possible	Minor	£0.00	3	£0.00	n/a	04/11/21		Kieran Mackay		04/11/2021 - PM to engage with historic environment officers following approval at G1/2 to better understand likelihood of this risk being realised.
R12	2	(2) Financial	GATE 2 - 5 - Change in term contractor leading to increase in cost	The City's term contractor will change in June 2022 and will lead to an increase in cost	Likely	Minor	4	£0.00	N	A – Very Confident	Alert developer's team to this risk.	£0.00	Likely	Minor	£0.00	4	£0.00	n/a	24/11/21		Kieran Mackay		24/11/2021 - PM to engage with developer team to highlight this risk. The S278 agreement will require the developer to fully cover any increase in costs.
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NOTES

1. This drawing is referenced from a topographical survey, dated c.2019, and an internal layout from TP Bennett, dated 28/07/2021.
2. Development red line boundary is referenced from '210701_Stonecutter Court All floors composite Plan', provided by the City of London.
3. Saint Bride Street on street capacity:
   Taxi - 38m
   Motorcycle - 18.5m
   Car - 4 bays

KEY

- Existing Yorkstone Paving
- Proposed Yorkstone Paving
- Existing Paved Footway
- Existing Asphalt Footway
- Proposed Kerb
- Existing Kerb
- Existing Planter and Tree to remain
- Existing Phone Box to remain
- CoL Area of improvement works
- TfL Area of improvement works
- Development Ownership Boundary
- Indicative Highway Boundary (provided by CoL OS mapping)

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
H	30/07/21	Boundaries amended	PD	YS	JM
G	28/07/21	Boundaries amended	PD	YS	JM
F	22/07/21	Footways and parking adjusted	PD	YS	JM
E	21/07/21	Boundaries and parking adjusted	PD	YS	JM
D	29/06/21	Highway boundary added	PD	YS	JM
C	08/06/21	Added northern paving area	SM	YS	JM
B	02/06/21	Added site boundary	SM	YS	JM
A	26/05/21	First Issue	PD	SM	YS

momentum transport consultancy

CLIENT: CO–RE

JOB TITLE: STONECUTTER STREET

DRAWING TITLE: POTENTIAL FOOTWAY AND ACCESS IMPROVEMENTS

STATUS: FOR INFORMATION

DRAWING NO:	REV:	SCALE AT A3:
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Date	*Action*	*Officer responsible*	*To be completed/ progressed to next stage*	*Notes/Progress to date*
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 Dec 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. Operators to be reminded of expectations around appropriate use, and to be encouraged to sign up to the Equal Pavements Pledge.
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	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. To compensate for the COVID delay, the public consultation and scheme monitoring windows were extended and kept under review. 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. Officers provided a verbal update at the meeting. 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.

			Sep. 2021	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. The restriction on Fortune Street was removed by Islington on the 24th September. 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. 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. 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 is submitted to the Committee for consideration on 02 December 2021.

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