



Streets and Walkways Sub (Planning and Transportation) Committee

Date: TUESDAY, 5 JULY 2022

Time: 10.00 am

Venue: COMMITTEE ROOM 2 - 2ND FLOOR WEST WING, GUILDHALL

Members:

Deputy Graham Packham (Chairman)	Judith Pleasance
John Edwards (Deputy Chairman)	Deputy Susan Pearson
Deputy Shravan Joshi	Ian Seaton
Deputy Randall Anderson	Alderman Ian David Luder, Open Spaces and City Gardens Committee (Ex-Officio Member)
Deputy Marianne Fredericks	Paul Martinelli, Finance Committee (Ex- Officio Member)
Deputy Alastair Moss	Oliver Sells QC, Port Health & Environmental Services (Ex-Officio Member)
Deputy Edward Lord	

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Accessing the virtual public meeting

Members of the public can observe the public section of this meeting here:

https://youtu.be/llq_0IM17H8

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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 31 May 2022.

For Decision
(Pages 5 - 12)

4. **TFL'S BISHOPSGATE EXPERIMENTAL CLOSURE**

To consider the report of the Executive Director Environment.

For Decision
(Pages 13 - 56)

5. **TFL CONSULTATIONS: BUS ROUTE CHANGES CENTRAL LONDON - ULEZ EXPANSION AND ROAD USER CHARGING**

To consider the report of the Executive Director Environment.

For Decision
(Pages 57 - 78)

6. **CITY STREETS: TRANSPORTATION RESPONSE TO SUPPORT COVID -19 RECOVERY: PHASE 3 - CHARTERHOUSE SQUARE SCHOOL STREET - GW6**

To consider the report of the Director of the Built Environment.

For Decision
(Pages 79 - 102)

7. **MANSION HOUSE STATION ENVIRONS - LITTLE TRINITY LANE PUBLIC REALM ENHANCEMENTS G3**

To consider the report of the Executive Director Environment.

For Decision
(Pages 103 - 116)

8. **MOOR LANE ENVIRONMENTAL ENHANCEMENTS - G4C-5**

To consider the report of the Executive Director Environment.

For Decision
(Pages 117 - 136)

9. **CITY CLUSTER - WELLBEING AND CLIMATE RESILIENCE PROGRAMME:
GREEN STREETS PROJECT**

To consider the report of the Executive Director Environment.

For Decision
(Pages 137 - 156)

10. **WEST SMITHFIELD AREA PUBLIC REALM AND TRANSPORTATION PROJECT -
PROGRESS REPORT**

To receive the report of the Executive Director Environment

For Information
(Pages 157 - 180)

11. **150 BISHOPSGATE - G6**

To consider the report of the Executive Director Environment.

For Decision
(Pages 181 - 194)

12. **BERNARD MORGAN HOUSE PUBLIC REALM - G6**

To consider the report of the Executive Director Environment.

For Decision
(Pages 195 - 208)

13. **OUTSTANDING REFERENCES**

Report of the Town Clerk.

For Information
(Pages 209 - 214)

14. **JULY STREETS AND WALKWAYS DELEGATED DECISIONS**

To receive the report of the Executive Director Environment

For Information
(Pages 215 - 216)

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

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

17. **EXCLUSION OF THE PUBLIC**

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

Part 2 - Non-public Agenda

18. **NON-PUBLIC MINUTES**

To agree the non-public Minutes of the meeting held on 31 May 2022.

For Decision
(Pages 217 - 218)

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

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

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 31 May 2022

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Room 1 - 2nd Floor West Wing, Guildhall on Tuesday, 31 May 2022 at 10.30 am

Present

Members:

Deputy Graham Packham (Chairman)
John Edwards (Deputy Chairman)
Deputy Shravan Joshi
Deputy Randall Anderson
Deputy Marianne Fredericks
Deputy Edward Lord
Deputy Susan Pearson
Ian Seaton
Paul Martinelli (Ex-Officio Member)
Oliver Sells QC

Officers:

Ian Hughes	- Environment Department
Olumayowa Obisesan	- Environment Department
Gillian Howard	- Environment Department
Leah Coburn	- Environment Department
Deborah Cluett	- Comptroller and City Solicitor's Department
Michelle Ross	- Environment Department
Shani Annand-Baron	- Town Clerk's Department
Emmanuel Ojugo	- Environment Department
Jayne Moore	- Town Clerk's Department

1. APOLOGIES FOR ABSENCE

Apologies were received from Alderman Ian David Luder, Deputy Alastair Moss, and Judith Pleasance.

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

There were no declarations.

3. MINUTES

RESOLVED, That the minutes of the meeting of 03 May 2022 be confirmed as an accurate account of the proceedings.

A Member suggested that a question referenced in paragraph 10 of the minutes (p.9 of the agenda) relating to clarification on aspirations around Bank Junction had not been answered, commenting that there had been an original aspiration - debated at high levels - to remove all traffic.

The meeting heard that the extent of change at the junction had been discussed at an earlier stage of the project at the Grand Committee which recommended an aspiration to close 2-3 arms of the junction. Complete pedestrianisation had been considered but the limitations of the funding for the project and the impact on the network meant this was not an agreed objective to be taken forward. The new Destination City strategy which was recently launched to boost the City's leisure offer does not change the project objectives for the Junction apart from strengthening the weight of "improving the perception of place" which is one of the four original objectives.

The Chairman confirmed that the minutes of a part of the Committee's discussion relating to Beech Street on 03 May 2022 would be available to the public, having been discussed in the meeting's non-public section on that date. The Chairman issued an apology for the lack of clarity around the reason given for the exemption of that discussion, which should have clearly referenced Paragraph 3 of Schedule 12 of the Local Government Act 1997 relating to the financial or business affairs of any particular person (including the authority holding that information) taking into account the fact that the London Borough of Islington was in their pre-election purdah period at the time, when the discussion was expected to touch on LBI business. It was confirmed that now that LBI elections have taken place the formal record of the meeting - the minutes - on that point could be put into the public domain. It was also confirmed that no recording is made of non-public sessions, that the minutes constitute the formal record of such proceedings, that any documentation was available to the public, and that no decision was taken in relation to Beech Street on 03 May 2022.

4. 100 FETTER LANE S278

A Member sought clarification on whether there were options for amending the scope to take into account increased costs. The meeting heard that negotiations were under way to clarify the amendment of any scope given the likelihood of increased materials costs.

A Member asked what construction cost increases had been factored in, and the meeting heard that the new contract rates had been used.

The meeting heard that the previous governance processes noted that reports were submitted to the officer Corporate Project Board, but that reference to this would be removed from this and similar project reports in future.

RESOLVED, That the Committee:

1. Approve the budget of £50,000 to reach the next Gateway, fully funded from a Section 106 agreement;

2. Note the total estimated cost of the project at £200,000 (excluding risk); and
3. Authorise officers to enter into a Section 278 agreement with the developer.

5. **WOOD STREET POLICE STATION S278**

The Committee considered the report of the Executive Director Environment.

RESOLVED, That the Committee:

1. Approve a budget of £100,000 to reach the next Gateway, fully funded from the relevant Section 106 agreement;
2. Note the total estimated cost of the project at £1,200,000 (excluding risk); and
3. Authorise officers to enter into a Section 278 agreement with the developer.

6. **ALL CHANGE AT BANK**

In response to a question from a Member on approval stages, the meeting heard that the Committee would be consulted at each stage of the plan. The committee would scrutinise the project on behalf of the Grand Committee and make recommendations for the Grand Committee and ultimately the Court of Common Council to consider.

A Member commented on the cost risk set out in paragraph 19 and asked whether a sum was to be submitted to the Court, and the meeting heard that cost estimates were awaited subject to approval of the overall approach.

A Member expressed concern that private vehicle hire interest groups might not fully support the proposals, and that their interests were not necessarily reflected in the equalities analysis that did not appear to reflect the make-up of that group.

A Member commented that weekends were increasingly busy in the City, and that any plan should be future-proofed to take into account a 7-day week. The meeting heard that different timings had been considered (p.46 of the agenda pack), and that timing extensions were being considered. The meeting heard that pedestrians were still the top priority in future plans.

A Member commented that legalisation of private e-scooters would represent an increased risk, and asked whether such legalisation could be factored in as a way of future-proofing the proposals. The meeting heard that privately owned e-scooters were currently illegal (excluding trial e-scooters) and that if private e-scooters were legalised then further consideration would need to be given to the proposals, and they had not been included in modelling so far. The meeting heard that further information on the e-scooter trial was likely to be provided to the July meeting.

A Member commented that further consideration needed to be given to signage, including flashing lights, to alert drivers.

RESOLVED, That the Committee

1. Recommend to the Grand Committee, in principle, the methodology set out in Appendix 1 for undertaking the traffic and timing mix review as part of the All Change at Bank project; and

2. Note the associated risks with the proposed plan (outlined in paragraphs 19-24).

7. **ALL CHANGE AT BANK - TRAFFIC ORDERS OBJECTION REPORT**

The Committee considered the report of the Executive Director Environment.

A Member commented that taxi app registration could potentially incorporate information on blue-badge holders that could make signage issues less complex, it was noted that such a system would need to be London-wide, supported by TfL, and that the technology used would need to be reliable.

A Member asked for clarification on U-turns on different types of streets, and the meeting heard that the issue was being further examined.

A Member asked for clarification on taxi casualty fatality figures, and the meeting heard that the figures were intended to illustrate differences across modes of transport and that the term 'taxi' did not refer solely to licensed black cabs.

A Member asked for clarification on a bus shuttle provision, and the meeting noted that the term 'shuttle' was misleading and was no longer being used but was used to describe buses travelling alternately along a single traffic lane.

The Committee considered aspects of appendix 5 in the non-public section of the meeting.

RESOLVED, That the Committee

1. Note the report;
2. Agree that in this instance no public inquiry is necessary before making the orders;
3. Consider the objections received and endorse that the traffic orders related to the All Change at Bank project be approved to be 'made', taking into consideration the objections received to the traffic orders as detailed below;

4. Agree the modification of the proposed 'at anytime' loading restriction in Mansion House Place be modified from the advertised 15.6m to 15m at the junction with Mansion House Street; and
5. Note that on this basis, construction of the All Change at Bank project will commence in the Autumn of 2022, subject to no legal challenge being filed.

8. **LEADENHALL STREET TRAFFIC MANAGEMENT- EASTERN CITY CLUSTER**

The Committee considered the report of the Executive Director Environment.

RESOLVED, That the Committee

1. Note and approve the contents of this report;
2. Note and agree that this project's original Gateway 1/2 proposals for Leadenhall Street will not be progressed at this time;
3. Approve a change in project title to 'Leadenhall Street Improvements – City Cluster Vision Programme' to better reflect the approved scope of work;
4. Approve the amendment of the previously agreed budget (no change in the approved overall amount) detailed in Appendix 2, Table 2;
5. Approve the updated funding strategy set out Appendix 2, Table 3;
6. Approve a Costed Risk Provision (CRP) of £57,000 detailed in Appendix 3 (to be drawn down via delegation to Chief Officer);
7. Note that the requested CRP includes provision for the implementation of an experimental timed point closure on Leadenhall Street that can be seen in Appendix 4 should this be required (subject to recommendation 8).
8. By virtue of the promotion of experimental timed point closure proposals being placed within the risk register, that authority to implement this is delegated to the Executive Director Environment subject to their prior consideration of the statutory consultation responses, TfL's TMAN process and the Equalities Impact Assessment (and to them being satisfied, following such consideration, that implementation should proceed); and
9. Note that the next report to committee is planned for Q2 2023 when funding to progress the transformational scheme for Leadenhall Street may be in place.

9. **60 LONDON WALL S278**

The Committee considered the report of the Executive Director Environment.

RESOLVED, That the Committee

1. Approve the content of this outcome report noting that the project was delivered to meet the developers programme and within the budget approved at G5.
2. Authorise the Chamberlain's department to return unspent S278 funds to the Developer as set out in the s278 legal agreement (subject to the verification of the final account); and
3. Agree to close the 60 London Wall project.

10. **CITY CLUSTER VISION - WELL-BEING & CLIMATE CHANGE RESILIENCE: JUBILEE GARDENS IMPROVEMENTS**

The Committee noted that the report had been dealt with at the meeting of 03 May 2022.

11. **OUTSTANDING REFERENCES**

The Committee received the report of the Clerk.

On Beech St, a Member asked how pedestrian modelling might work given the changes in use of Farringdon Station (Elizabeth Line) and the likely increase in pedestrian flow. The meeting heard that some City-wide modelling had shown no significant increases in pedestrian flow but further surveys would be undertaken.

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

A Member asked whether there were any developments on concerns previously expressed about heavy traffic on Tower Bridge, and asked whether accurate data was being collected on traffic on Tower Bridge. The meeting heard that dialogue with TfL was ongoing and that the Committee's concerns had been clearly expressed, and that data was more accurate than it had been in the past.

A Member asked whether individual Members had been briefed ahead of the London Government Dinner where they had been seated next to senior TfL officers in order to convey key messages, taking into account the opportunities provided by such events. No briefings had been provided beforehand. The meeting requested that communication channels (including the sharing of seating plans) be optimised and advance notification given to ensure that the potential benefits provided by such events could be fully exploited in future.

In response to a question about planning decisions and areas of responsibility around 'stopping up' and air rights, the Committee heard that the Grand Committee dealt with planning issues, including the 'stopping up' of highways (insofar as they were not delegated) but that City Operations officers were consulted on such issues.

A Member asked whether there was a cohesive linking strategy around Healthy Streets initiatives, and the meeting heard that four areas had been identified around Healthy Streets and that the transport strategy covered overarching objectives among those four areas. A Member commented that there was merit in linking these with BIDs and proposing an overall masterplan, and the meeting heard that the City transport strategy had overarching objectives that also identified key projects.

A Member commented that Goswell Road's City side needed extra work and that residents were looking for reassurance that the matter was being dealt with. The meeting heard that the boundary agreement was such that LBI maintained the full width of the street and that the matter would be picked up

with LBI. Pollution and nuisance issues such as speeding were to be reported to the relevant authority.

A Member commented on noise camera trials in other cities, and asked whether such a trial might take place in the City. The meeting heard that the City was exploring such an initiative, and that such a trial had taken place in Kensington and Chelsea in respect of anti-social use of high-end sports cars.

13. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

The meeting heard an update on the City's Platinum Jubilee celebrations.

Members commented that better communication was needed on City events and road closures, and that there was merit in giving residents opportunities to sign up to a newsletter. The meeting heard that the information (including information on road closures) was available on the website and that the City Twitter feed was being used as a real-time information update stream, in the wake of issues with Mailchimp.

14. EXCLUSION OF THE PUBLIC

RESOLVED, That Members agree to exclude the public.

15. NON-PUBLIC MINUTES

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

The Committee considered the implications of Appendix 5 of item 7.

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

The meeting ended at 12.30 pm

Chairman

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Committee(s):	Dated:
Streets & Walkways Sub-Committee – For decision	05/07/2022
Bridge House Estates Board – For information	06/07/2022
Subject: TfL's Bishopsgate Experimental Closure	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	N/A
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Executive Director, Environment	For Decision
Report author: Sam Lee	

Summary

On 16th January 2022, Transport for London (TfL) introduced a weekday timed closure (7am – 7pm, except buses and cycles) on Bishopsgate and Gracechurch Street to prevent their use as a through route for general traffic. The restriction was introduced using an Experimental Traffic Order (ETO) and effectively continued the temporary restrictions that were introduced in July 2020 as part of their Covid-19 transport measures. The ETO can remain in place for up to 18 months, by which time, TfL will have decided whether or not, the provisions of the Orders should be continued in force indefinitely. Statutory public consultation is undertaken in the first 6 months and any objections must be made within this period.

Officers have been working very closely with TfL to understand and address potential implications and issues. The removal of through traffic is supported as this provides significant benefits for people walking, cycling and using buses. It aligns with our Transport Strategy, Climate Action Strategy and supports growth and development in the area.

However, we are not yet able to determine whether the current arrangement is the best and most appropriate solution or know what changes to mitigate impacts on our network as well as along the Bishopsgate corridor itself may need to be made. The final assessment needs to also be informed by the outcome of public consultation and monitoring, both of which are ongoing.

It is recommended that the City Corporation's response to the statutory consultation should be one of 'in principle' support for removing through traffic but objecting to the experimental scheme being made permanent in its current form. Officers will continue working with TfL over the coming months to resolve the objection.

Any decision relating the Bishopsgate ETO needs to also apply to the London Bridge ETO scheme as both schemes are inter-connected.

Recommendation(s)

Members are asked to:

- Agree that City Corporation's response to the Bishopsgate ETO as set out in paragraphs 36 – 38 and agree that officers will continue working with TfL to resolve the objection.
- Delegate the final wording of the response to TfL to the Director of City Operations in consultation with the Chairman and Deputy Chairman of this sub-committee.
- Note that a further report will be brought back to this committee setting out the outcome of the further discussions for agreement, more details of the London Bridge experiment and to confirm the City's response to that ETO as well.

Main Report

Background

1. In October 2021, Members were updated on TfL's proposal to introduce a 7am-7pm Monday to Friday closure (except for buses and cycles) along Bishopsgate and Gracechurch Street using an Experimental Traffic Order (ETO).
2. Members were advised that officers would continue to work with TfL to identify and address any issues and ensure the scheme did not prevent planned projects from going ahead.
3. Members were advised that a further report would be brought back to this Committee to consider if the City Corporation should object to and/or make other representations in respect of the ETO being made permanent.

Current Position

4. TfL's ETO was made operational on 16th January 2022. This effectively continued the temporary restriction that was in place since July 2020 as part of their Covid-19 transport measures.
5. An ETO must be in operation for at least 6 months before it can be made permanent and must not exceed 18 months. Statutory public consultation is undertaken in the first 6 months and any objections must be made within this period.
6. The measures introduced various bus gates and movement changes to prevent through motor traffic from using the A10 Bishopsgate corridor. TfL's statement of reason, detailed list of the measures and an overview of the proposals implemented can be found in Appendix 1 and 2.
7. Limiting the use of the Bishopsgate corridor by cross-London traffic aligns with our Transport Strategy and street hierarchy; and that this is likely to be necessary to enable meaningful safety, walking, cycling and bus journey time improvements to be achieved. These improvements also align with our Climate Action Strategy and support growth and development in the area.
8. The initial monitoring data has shown significant improvements to bus journey times of up to 2 minutes per km. Traffic levels comply with TfL's levels of service for cycling (below 500 motor vehicles per hour in both directions where no protected space for cycling is provided). Cycle flows continue to be very high with 7,000 cyclists per day recorded in April 2022 using the section of Bishopsgate by Liverpool Street station. In November 2019 the flow by Liverpool Street was 5,700 cyclist per day. Taking into account seasonality and pandemic factors, TfL expects this rise to continue.
9. Reduced traffic flows help make the experience of walking and cycling much more pleasant and the route is expected to be much safer. The reduction of traffic

will enable improvements such as footway widening to be made along the corridor, and when opportunities arise, may also facilitate more meaningful improvements to be made at some junctions such as at Monument and Bishopsgate/Wormwood Street.

10. Since the start of the ETO, officers have been in regular discussions with TfL to review the experiment, identify and resolve issues, explore variations and to assess compatibility with future City projects in the area.

The key issues

Review of the experimental measures

11. The experimental measures largely mirror the temporary restrictions, which were developed and introduced at pace as part of TfL's Covid-19 response. A key focus of our discussions has been to encourage a review of the current measures to ensure they are the best solution to removing through traffic while maintaining local access, and that a thorough assessment of alternatives arrangements or modifications has been carried out to help inform the potential permanent arrangement.
12. The experimental measures had several main implications, including:
 - i. Longer journey times and distances for some journeys by people who need to use taxis or other vehicles, including those requiring disabled access, to and from locations along the corridor, including Liverpool Street and Fenchurch Street stations. TfL's Equality Impact Assessment considers access issues. A copy of this is attached as Appendix 3.
 - ii. Longer journey times and distances for some local occupiers and servicing vehicles along the route, including to the closed section between Liverpool Street and Middlesex Street.
 - iii. The ability to access Leadenhall Street, should the City proceed with the Leadenhall bus and cycle gate. If that was to happen, TfL has designed an option which involves relocating the southbound bus gate currently by Threadneedle Street to a location immediately south of Leadenhall Street. Data supplied by TfL shows average traffic flows on Leadenhall Street are 235 vehicles per hour, which is down by a third compared to pre-pandemic levels. In May 2022, Members agreed that the Leadenhall Street bus and cycle gate is no longer required since the Bishopsgate experiment had substantially reduced traffic flows. If however, the experiment does not proceed, the proposal for Leadenhall Street will be reactivated.
 - iv. Displacement, impact on the surrounding network and compatibility with our projects are discussed in more detail below.
13. Apart from the alternative option for access into Leadenhall Street, TfL's initial judgement was that other variations may have significant negative implications to

the scheme or to the surrounding network. However, the approach set out later on in this report will enable more time to continue these discussions, especially as more information becomes available.

Traffic displacement

14. Summary traffic monitoring data (Appendix 4) has recently been shared with the City Corporation. The summary suggests that most of the main traffic corridors appear to be performing well or better compared to the pre-pandemic period. There are however, three locations (London Wall, Moorgate and Eastcheap) which are experiencing more traffic, resulting in queuing and delays.
15. The congestion on London Wall has resulted in some traffic rat-running onto Fore Street and Moor Lane. TfL has suggested that some of the City's projects which affect east-west movements, such as the one-way working on Threadneedle Street and Old Broad Street introduced as part of our Covid response and retained as ETOs in January 2022, are adding to this displacement.
16. While this may be true to an extent, it is not possible to disaggregate impacts from various projects. However, it is considered that the City's scheme would not add much increase because access is still available from either the east or west and these routes were not an attractive corridor for through traffic. Furthermore, high level traffic modelling carried out by TfL in 2021, showed no traffic displacement to London Wall from these schemes.
17. For the delays on London Wall and Moorgate, TfL made some signal timing changes to the London Wall/Moorgate junction in May 2022. They have also, very recently, identified some traffic signal equipment failures which reduced the efficiency of the traffic signals and are now planning to undertake remedial works to rectify this as soon as possible. Although this may result in less queuing at the junction, it doesn't mitigate the impact of the increase in vehicle numbers on this street which have not been quantified yet.
18. After the temporary scheme on Bishopsgate was introduced, Eastcheap was experiencing westbound delays and long traffic queues, particularly during the morning peak. In February 2022, TfL made some traffic signal modifications to increase capacity, but problems continue due to various direct and indirect factors including equipment (communication) failure. The equipment failure was resolved in mid-May 2022. There is currently insufficient data to confirm if this delay has been addressed or whether further mitigation is required.
19. Monitoring to date shows that average traffic flows on Rood Lane are now in excess of 100 vehicles per hour. 100 vehicles per hour is generally low but are not appropriate given the character of Rood Lane. Traffic composition has not been provided, so the extent to which Rood Lane is being used by larger vehicles or HGVs is not known. It is thought that prior to the Bishopsgate scheme, traffic on Rood Lane was minimal. Officers have asked TfL to explore allowing all vehicles to be able to proceed southbound on Gracechurch Street so that Rood Lane is not used as an alternative route. Removing this restriction could attract

more traffic to Gracechurch Street, so this will need to be carefully assessed so that the benefits of the scheme are not lost.

20. With increases in traffic on Eastcheap, more traffic is also thought to be filtering through other local access streets such as Philpot Lane and Mincing Lane. However, no information or assessments on this has been provided, nor are officers aware of any issues arising as a result.
21. The start of the southbound traffic restrictions on Bishopsgate commences just south of Middlesex Street. This leave Middlesex Street as the final location for vehicles to exit Bishopsgate in order to comply with the restrictions. More traffic was therefore anticipated to use Middlesex Street but no information or assessments on this has been provided, nor are officers aware of any issues arising as a result.
22. Data or analysis about increased traffic displacement onto other streets such as Cannon Street, New Change, King Edward Street, Eldon Street, Houndsditch Aldersgate Street, Aldgate and Crutched Friars is limited or has not been provided. However, on some main routes, TfL have stated that journey times are similar to pre-pandemic levels and in some cases, faster. Officer observations support that assessment for Cannon Street, but we have not observed any other locations.

Compatibility with City projects

23. There was concern that the Bishopsgate restrictions would limit the City's ability to deliver some planned projects including the Pedestrian Priority Programme, the re-introduction of the Beech Street zero emissions restrictions, the St Paul's Gyratory transformation, Queen Victoria Street cycle route and schemes within the City Cluster.
24. Strategic planning workshops took place with key TfL personnel. Following this, TfL carried out traffic modelling to assess the likely outcomes of all the projects. To achieve this, it was necessary to provide TfL with indicative proposals. These proposals (except Beech Street) are at the exploration stage and will therefore change as the projects moves through the lifecycle.
25. The traffic modelling work has been undertaken at a high-level using a model which has not been calibrated (due to timeframes) so there are some caveats on the outputs provided. However, this work together with TfL's operational observations show that there is good potential for these projects (as well as some of TfL's) to coexist with the Bishopsgate restrictions being made permanent. While some locations are predicted to have further traffic increases others experience reductions. In some cases, some projects complement and support each other.
26. Overall, the likely impacts are not dissimilar to those modelled in 2021 (which was detailed in the October 2021 report). However, a key consideration that may need further work is to assess the implications the phasing of delivery or of some

projects not going ahead and how these will be assessed/approved by TfL as projects are taken forward.

Consultation feedback

27. As part of the experimental scheme, TfL are undertaking a public consultation exercise. This commenced on 25th January 2022 and was due to close on 25th July 2022. However, in late March, TfL updated some of their consultation material and as a result extended the deadline to 26th Sept 2022. Officers had hoped that an interim summary of the responses covering the first three months would have been shared with the City but this has not been made available, probably due to the consultation material being updated in March. As a result there is currently no indication of the level of public support for the scheme or of any issues raised through the consultation.

London Bridge ETO & Tower Bridge

28. Members will be aware that TfL also implemented a similar experimental traffic restriction (buses, taxis, pedal cyclists and motorcyclists exempted) over London Bridge. The timeline is a few months behind the Bishopsgate experiment but, both schemes are inter-connected and without one or the other additional traffic is anticipated to be displaced onto the City's street network.

29. Tower Bridge has an 18T weight limit restriction. There is concern that these schemes are causing more over-weight vehicles to travel over Tower Bridge. Increases in general traffic volumes also has a cumulative impact on the bridge structure. Unfortunately, TfL has not been able to obtain any base data (before these restrictions were first implemented) to determine if there has been any displacement. Current data (see Appendix 5) indicates that approximately 100 – 150 overweight vehicles cross Tower Bridge each month, which is equivalent to three to five per day.

30. It is possible that some drivers, while trying to avoid London Bridge or Bishopsgate end up going over Tower Bridge, either because they were unaware of the weight limit, or that they felt this was their best option. In any case, displacement from London Bridge or Bishopsgate will only form part of the three to five overweight vehicles per day crossing Tower Bridge. Tower Bridge is on the Inner Ring Road and it is logical to assume that most of the over-weight vehicles crossing the bridge is from existing routes rather than from London Bridge or Bishopsgate.

31. A 2007 TfL press release (see Appendix 6) stated that up to 18 over-weight vehicles crossed Tower Bridge each day. 60% of these were foreign registered vehicles, which makes enforcement more difficult. The recent data shows that numbers have dropped by more than two thirds between these two periods.

32. The Tower Bridge weight restriction is enforced by ANPR which is very effective, in particular, at reducing repeat offenders. However, continued passage by any over-weight vehicle is undesirable and risks damaging the bridge. It should also be noted that “signed” traffic restrictions (with or without enforcement cameras),

do not normally achieve 100% compliance. A recent example from the Charterhouse Square School Street restriction achieved a 90% compliance level.

33. TfL recognises that protecting the bridge is critically important and will be undertaking more work to reduce over-weight vehicles. These include investigating on-street measures, stiffer penalties (including driving licence penalty points) and engaging with freight operators.
34. A report setting out the proposed response to the statutory consultation on the London Bridge ETO will be brought to this Committee in due course.

Options

35. There are three options.
- Option 1: Do nothing. This is effectively implying that the City have no further comments regarding the experiment being made permanent.
 - Option 2: Object to the ETO from being made permanent. The reason for this would be based on the issues set out in this report.
 - Option 3: In principle support for removing through traffic but object to the ETO from being made permanent. Officers will continue to work with TfL over the next few months, to see if this objection can be withdrawn.
36. Option 3 would allow time for further discussions on outstanding issues, including:
- Whether the improvements made at the London Wall/Moorgate and Gracechurch Street/Eastcheap junctions (discussed in para 17 to 18) has addressed the congestion on London Wall, Moorgate and Eastcheap or if not, what additional mitigation might be suitable.
 - To explore mitigation measures (including whether to allow all traffic to proceed southbound on Gracechurch Street) to address displacement of traffic on More Lane, Fore Street and Rood Lane.
 - For additional data or assessments to be provided where these are not currently available.
 - For TfL to provide details of the consultation responses. This will help to inform the level of support or highlighted any significant key issues that may need to be considered.
 - On the basis of the above, to explore if the implemented scheme is the best option that delivers both TfL and City objectives.
 - To assess the London Bridge experiment. As noted above the London Bridge experiment does not appear to have significant implications but it is inter-connected with the Bishopsgate experiment

Proposals

37. Bearing in mind the outstanding items identified in this report and the benefits from the Bishopsgate experiment, Option 3 is recommended.

38. If Members agree, then officers will prepare a response to the statutory consultation that:

- States our in-principle support for measures to remove through traffic from the Bishopsgate corridor between 7am and 7pm.
- Objects to the experimental scheme being made permanent in its current form, with the reasons as detailed in this report.
- Commits to work with TfL to resolve this objection following further discussion around outstanding issues and results of the ongoing public consultation and monitoring.

Corporate & Strategic Implications

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

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

41. Resource implications – None

42. Legal implications – TfL has made an experimental traffic order under section 9 and 10(2) of the Road Traffic Regulation Act 1984. In due course TfL will be considering whether or not, the provisions of the Orders should be continued in force indefinitely. Within the period of six months from the coming into force of the Orders, or if the Orders are subsequently varied by another Orders or modified, from the coming into force of that variation or modification (whichever is the latest), any person may object to the making of an Order to continue indefinitely those provisions.

43. Risk implications – Reducing motor traffic in the Square Mile helps mitigate Corporate Risks CR21 – Air Quality and CR30 – Climate Action and Departmental Risk ENV-CR-TR 001 – Road Safety.

44. Equalities implications – TfL has acknowledged that there are equality implications as a result of the scheme. A copy of their Equalities Impact Assessment is provided in Appendix 3.

45. Climate implications – Reducing motor traffic supports the delivery of the Climate Action Strategy by reducing carbon emissions and reallocating space for people walking and cycling.

46. Security implications - None

Conclusion

47. Limiting the use of the Bishopsgate corridor by cross-London traffic provides significant benefits for people walking, cycling and using buses. It aligns with our Transport Strategy, Climate Action Strategy, supports growth and development in the area and therefore is supported in principle.
48. However, due to a number of outstanding issues and ongoing monitoring and consultation, it is not possible to understand if the current arrangement is the best solution or what mitigation measures are required.

Appendices

- Appendix 1: TfL's Statement of reasons and detailed list of measures implemented.
- Appendix 2: Overview plan of measures implemented
- Appendix 3: Equality Impact Assessment
- Appendix 4: Traffic monitoring summary
- Appendix 5: Tower Bridge data
- Appendix 6: 2007 TfL press release on overweight vehicles crossing over Tower Bridge

Background Papers

- Report of the Executive Director, Environment on TfL's Bishopsgate Experimental Closure to the S&W Sub-Committee, October 2021
- Report of the Executive Director, Environment on TfL's London Bridge Experimental Closure to the S&W Sub-Committee, February 2022.

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Transport for London

PUBLIC NOTICE:

ROAD TRAFFIC REGULATION ACT 1984

THE GLA ROADS AND GLA SIDE ROADS (CITY OF LONDON) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007 THE A10 GLA ROADS (BISHOPSGATE AND GRACECHURCH STREET) EXPERIMENTAL VARIATION ORDER 2022

THE GLA ROADS (CITY OF LONDON) (BUS PRIORITY) CONSOLIDATION ORDER 2009 A10 GLA ROADS (BISHOPSGATE AND GRACECHURCH STREET) EXPERIMENTAL VARIATION ORDER 2022

THE A10 GLA ROADS (NORTON FOLGATE, BISHOPSGATE AND GRACECHURCH STREET, CITY OF LONDON) (BANNED TURNS AND PRESCRIBED ROUTE) EXPERIMENTAL TRAFFIC ORDER 2022

1. Transport for London proposes to make the above-named Orders.
2. The Orders in the City of London will;
 - (1) prohibit any vehicle except buses and pedal cycles to turn right into Norton Folgate from Worship Street;
 - (2) prohibit any vehicle to turn right into Middlesex Street from Bishopsgate;
 - (3) prohibit any vehicle to turn right into Artillery Lane from Bishopsgate ;
 - (4) prohibit any vehicle except pedal cyclists to turn right into Bishopsgate from Primrose Street;
 - (5) prohibit any vehicle except pedal cyclists to turn right into Gracechurch Street from Cornhill;

- (6) remove the '2 minute pick up and set down only' parking bay outside No.155 Bishopsgate replacing it with double red lines (no stopping at any time);
- (7) change the operational timings of the loading and unloading only bay outside Nos.152-154 Bishopsgate from no stopping at any time except 10am-4pm and 7pm-7am loading for a maximum 20 minutes to no stopping at any time except Monday to Sunday 7pm-7am and Saturday and Sunday 10am-4pm loading for a maximum of 20 minutes;
- (8) change the operational timings of the loading, unloading and disabled persons' vehicle bay outside No.1 Bishopsgate from no stopping at any time except 10am-4pm and 7pm-7am loading for a maximum 20 minutes and disabled persons vehicles to park for a maximum of 3 hours to no stopping at any time except Monday to Sunday 7pm-7am and Saturday and Sunday 10am-4pm loading for a maximum of 20 minutes and disabled persons vehicles to park for a maximum of 3 hours;
- (9) prohibit any vehicles except buses and pedal cycles to proceed in northerly direction on Bishopsgate each Monday to Friday from 7am to 7pm on the western kerb-line of Bishopsgate between its junction with Liverpool Street and a point 10 metres in northerly direction;
- (10) prohibit any vehicles except buses and pedal cycles to proceed in southerly direction on Bishopsgate each Monday to Friday from 7am to 7pm on the western kerb-line of Bishopsgate between its junction with Middlesex Street and a point 11 metres in southerly direction;
- (11) formalise the removal of the loading and unloading bay adjacent to No.78 Bishopsgate replacing it with double red lines (no stopping at any time);
- (12) formalise the removal of the '2 minute pick up and set down only' parking and disabled persons' vehicle bay outside No.55 Bishopsgate replacing it with double red lines (no stopping at any time);
- (13) formalise the removal of licensed taxi bay outside No.55 Bishopsgate replacing it with double red lines (no stopping at any time);
- (14) prohibit any vehicles except local buses and pedal cycles to proceed in southerly direction on Bishopsgate each Monday to Friday from 7am to 7pm on the eastern kerb-line of Bishopsgate between its junction with Threadneedle Street and a point 8 metres in south-westerly direction;
- (15) change the operational timings of the loading, unloading and disabled persons' vehicle bay outside No.7 Gracechurch Street from no stopping at any time except 10am-4pm loading for a maximum 20 minutes and disabled persons vehicles to park for a maximum of 3 hours to no stopping at any time except Monday to Sunday 7pm-7am and Saturday and Sunday 10am-4pm loading for a maximum of 20 minutes and disabled persons vehicles to park for a maximum of 3 hours;

- (16) change the operational timings of the loading, unloading and disabled persons' vehicle bay outside Nos.77-82 Gracechurch Street from no stopping at any time except 10am-4pm and 7am-7pm except loading for a maximum 20 minutes and disabled persons vehicles to park for a maximum of 3 hours to no stopping at any time except Monday to Sunday 7pm-7am and Saturday and Sunday 10am-4pm loading for a maximum of 20 minutes and disabled persons vehicles to park for a maximum of 3 hours and move the bay 18 metres in a northerly direction;
- (17) prohibit any vehicles except local buses and pedal cycles to proceed in southerly direction on Gracechurch Street each Monday to Friday from 7am to 7pm between its junction with Eastcheap to a point 30 metres in north-easterly direction;
- (18) prohibit any vehicles except local buses and pedal cycles to proceed in northerly direction on Gracechurch Street each Monday to Friday from 7am to 7pm on the western kerb-line of Gracechurch Street(central link) between its junction with King William Street to a point 20 metres in north-easterly direction;
- (19) prohibit any vehicles except local buses and pedal cycles to proceed in northerly direction on Gracechurch Street each Monday to Friday from 7am to 7pm between its junction with Lombard Street and for a point 12 metres in the northerly direction;
- (20) prohibit any vehicles except local buses and pedal cycles to proceed in northerly direction on Bishopsgate each Monday to Friday from 7am to 7pm between its junction with Cornhill and for a point 19 metres in the northerly direction;
- (21) prohibit any vehicles except local buses and pedal cycles to proceed in southerly direction on Gracechurch Street each Monday to Friday from 7am to 7pm between its junction with Leadenhall Street and for a point 6 metres in the southerly direction.

This Order will also:

- (22) require all vehicles proceeding on Liverpool Street to turn right only upon reaching its junction with Bishopsgate;
 - (23) require all vehicles except pedal cycles to turn left into Gracechurch Street at its junction with Fenchurch Street;
 - (24) allow all vehicles to turn left into Bishopsgate from Cornhill;
 - (25) require all vehicles travelling northbound on Gracechurch Street upon reaching its junction with Lombard Street to proceed in an ahead only direction, except buses and pedal cycles who will be permitted to turn right into Fenchurch Street and pedal cycles who will be permitted to turn left into Lombard Street.
3. The reason for introducing the Order is to trial whether the exclusion of through motor traffic from the A10 Bishopsgate corridor during the operational hours of the scheme is successful in delivering benefits to sustainable modes. These are namely improved conditions for pedestrians and cyclists, improved bus journey times without an undue impact on the surrounding bus network and improved road safety.

The Order will be introduced on the A10 corridor within the City of London between a point to the north of the Monument Junction to the junction of Norton Folgate with Worship Street. The order comprises the introduction of bus gates and banned turns on the corridor for the purposes of restricting through traffic movements on the corridor to improve conditions for pedestrians, cyclists and buses.

The experimental order is similar to, but not the same as, the temporary order that is currently in place. The changes originally made under the temporary order will remain. Due to changes proposed by the City of London for their 'All Change at Bank' scheme and the potential for the reintroduction of a bus gate on Leadenhall, TfL have proposed additional bus gates over those included in the temporary order to accommodate the changes in access these schemes would necessitate. In doing so, by making changes to the bus gates on street contained within the order, it is anticipated that the experiment would be able to run its course without the requirement to revoke and reintroduce another ETRO or any other TRO whilst the ETRO is running. An additional bus gate is introduced north of Lombard Street for the purposes of road safety.

This order will be delivered under an Experimental Traffic Regulation Order (ETRO). Unknown changes in travel demand, for a number of reasons, as London recovers following the COVID-19 pandemic mean it is not certain that the results seen during the period of the temporary order will be maintained without potential negative consequences to users elsewhere on the network as demand potentially increases. The ETRO means that a consultation will take place and will allow us to obtain the views of the public, as well as monitoring data to check how the scheme is performing. The ETRO will allow the aspects of the scheme that stakeholders like/dislike to be understood and to identify appropriate mitigation and, if necessary, make changes to the scheme. The provisions of an ETRO allow TfL to understand the effect of changes on the network before a final decision is made. For this reason, it is suggested that the use of an experimental traffic order, rather than a permanent traffic order, is a more considered approach to testing the traffic restrictions on the Bishopsgate corridor while London recovers.

4. In due course Transport for London will be considering whether or not the provisions of the Order should be continued in force indefinitely.

Central London Plan

Bishopsgate corridor Scheme Summary

Key



Bus gate – buses and cyclists only allowed through during hours of operation (Mon to Fri 7am to 7pm)



Section of pavement widened

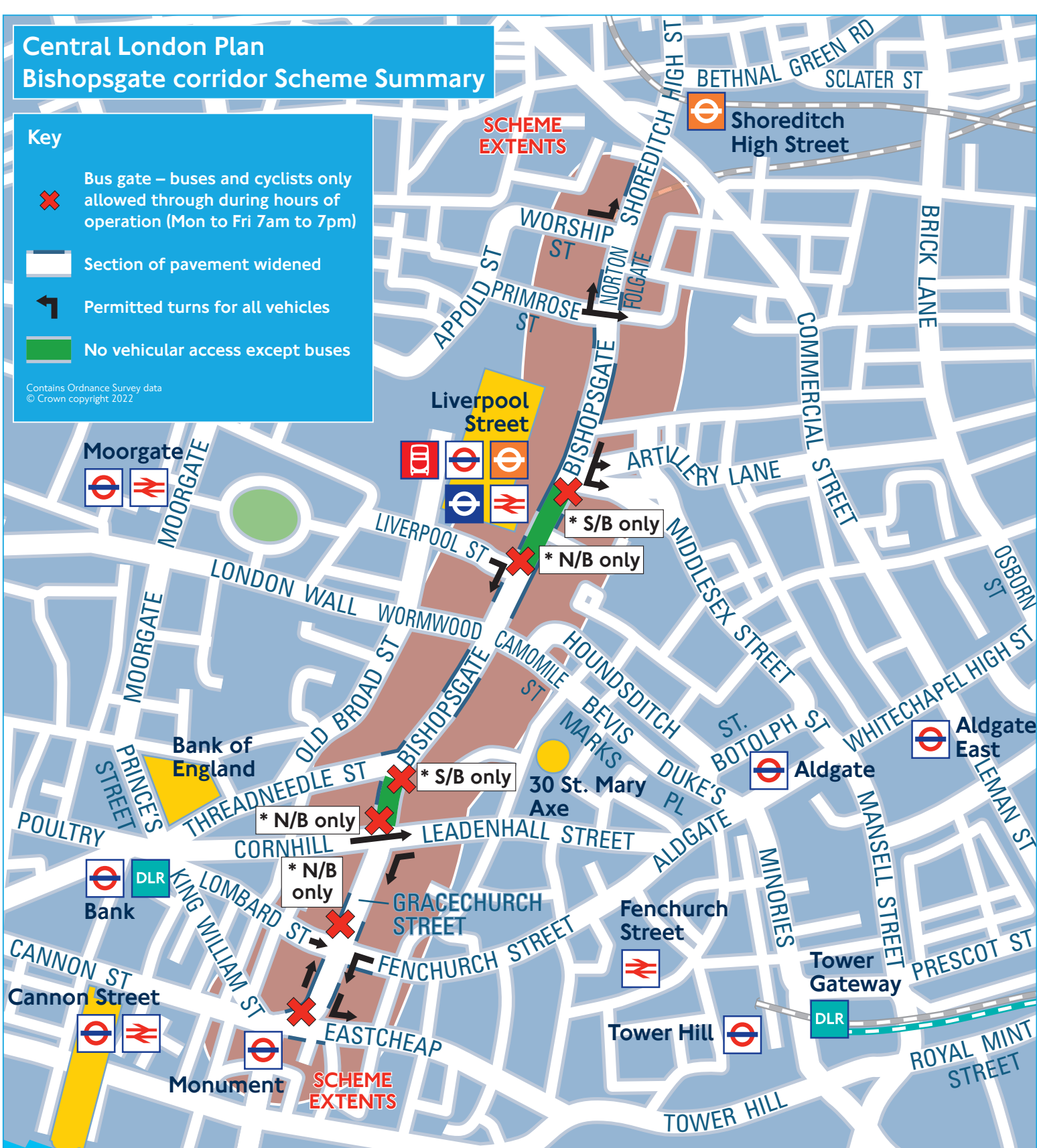


Permitted turns for all vehicles



No vehicular access except buses

Contains Ordnance Survey data
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Proposed bus gates

- South of Middlesex Street (S/B only)
- North of Liverpool Street (N/B only)
- South of Threadneedle Street (S/B only)
- North of Leadenhall Street (N/B only)
- North of Lombard Street (N/B only)
- Gracechurch Street –
N/B & S/B at Monument

Restricted hours at bus gates

Monday to Friday 7am to 7pm

Permitted vehicles

- Buses
- Cycles

Permitted turns for all vehicles

- Worship Street – left only (except buses and cycles)
- Primrose Street (eastern end) – ahead and left only (except cycles)
- Artillery Lane – left turn only in
- Middlesex Street – left turn only in
- Liverpool Street – right turn only out
- Cornhill – ahead only (during operational hours) (except cycles)
- Leadenhall Street – left only (during operational hours)
- Lombard Street – ahead only (during operational hours)
- Fenchurch Street – left only (except cycles)
- Gracechurch Street at Fenchurch Street – N/B ahead only (outside of operational hours)
- Gracechurch Street – left turn only into Eastcheap

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Proposal name		A10 Bishopsgate corridor - introduction of experimental traffic order					
EqlA number and stages record (allocated by D&I)		Number:		Stage	A	Version:	1
Key dates		Date submitted	28/10/2021	D&I review and response		IDAG review	
Recorded dates of sign-off							
Stage	Version	Stage definition				Date signed off	
A		Scheme proposal/concept stage. This is signed off as part of the decision to progress with the scheme and engage with external stakeholders.				26/11/2021	
B		This stage records the changes to the impacts and mitigations during detailed design and consultation. It is signed off prior to construction.					
C		Stage C commences during construction and is signed off once construction is completed. It represents decisions reflecting the completed project.					
D		An update following evaluation and what has been learnt from the work.					
TfL modes affected (X)		Summary of key residual risks					
Buses	x	<p>Access to two parts of the corridor remains possible only via bus, on foot or by bike, during operational hours. Some premises, including shops and offices, are therefore unable to be reached by motorised vehicle. It is acknowledged that this will impact those with protected characteristics that must use a vehicle to access these premises. It is considered that the benefits of making an experimental order to improve conditions for pedestrians, cyclists and bus passengers; outweighs the potential negative impacts arising from this risk, although it is acknowledged that the residual risks may increase as people continue to return to central London following the lifting of restrictions. It is advised that this is kept under review through the experimental traffic order process.</p>					
LU							
LO							
TfL Rail							
DLR							
Trams							
TPH	x						
LRS							
EAL							
Cycle	x						
Pedestrians	x						
DAR							

An experimental order is proposed to be introduced on the A10 Bishopsgate corridor, replacing the current temporary traffic order that was introduced in August 2021. This order extends measures that were originally introduced in August 2020 as part of TfL's response to the coronavirus pandemic. Both traffic orders support interventions on the corridor to improve the available space for pedestrians, encourage the growth in cycle trips and speed up bus journeys.

The temporary traffic order introduced on 16th July 2020 was made for reasons of public safety arising from the onset of the coronavirus pandemic for a period of 18 months or "until social distancing measures were no longer required". Following Central Government's decision that social distancing measures were to be removed from July 19th 2021, the original temporary traffic order expired in line with its wording. However, the measures contained within it were subsequently renewed with a new temporary traffic order introduced on 21st August 2021.

The results obtained from the monitoring of the temporary scheme support the contention that the proposed experimental scheme could deliver further benefits in the context of London's recovery, both in the short term and to address longer term challenges and policy objectives set out in the Mayor's Transport Strategy (MTS). On that basis, TfL is proposing to implement an experimental traffic order on Bishopsgate to understand if objectives contained within the MTS, namely those under Healthy Streets and Vision Zero headings,

can be delivered whilst taking into account the change in movement patterns following the pandemic and allowing for adjustment in what may remain a changing situation. The primary purpose of the experimental traffic order is to address four key objectives:

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

The situation in relation to the pandemic continues to develop and has changed from when the original temporary traffic order was made. It is likely that the demand for movement will shift in a post-pandemic situation, but the location of the A10 corridor, the proximity of so many rail termini and the continued growth of the vibrant business and employment centre in the City, all suggest that overall numbers coming to, from and through the City area will remain very high. The pre-pandemic situation indicates that a return to that state of affairs without making any improvements would not be ideal but long term post-pandemic movement patterns remain unclear. Under the experimental traffic order now being proposed, therefore; we would continue to monitor flows and impacts on key indicators as per the scheme specific monitoring strategy.

The design being proposed is similar to that under the original temporary order. An updated design is necessary to reflect changes arising from the 'All Change at Bank' scheme as well as uncertainty over whether the City of London will reinstate a bus gate on Leadenhall Street. Both of these proposals have an impact on access on the Bishopsgate corridor itself as well as on adjacent side roads. The updated design maximises access, whilst reducing through traffic along the Bishopsgate corridor to ensure that the outcomes of the ETRO have the best chance of being met. There are impacts on access to premises on parts of the corridor as part of the changes.

The scheme, and therefore extent of the experiment supported by the ETRO, runs between a point to the north of the Monument Junction to a point south of its junction with Commercial Street and Great Eastern Street. The A10 forms part of the Transport for London Road Network (TLRN), for which TfL is both the highway and traffic authority. The extents of the ETRO match those of the temporary traffic order introduced in Summer 2020 and subsequently renewed in August 2021.

The experiment seeks to understand if the exclusion of through motor traffic from the corridor, during the operational hours of the scheme (Monday to Friday, 7am to 7pm), which is considered necessary to deliver the outcomes to pedestrians, cyclists and bus passengers set out above, in the context of a changing level of overall demand for movement during the economic recovery. The ETRO will continue to restrict through traffic as per the previous temporary traffic order, through the use of bus gates and banned turns at certain junctions along the length of the corridor. Access and egress to the majority of the length of the corridor will continue to be available via side roads. However, two sections of the corridor will need to exclude all traffic other than cycles and buses completely during the hours of control to avoid dangerous "U turn" manoeuvres within the confines of the highway. These are between Middlesex Street and Liverpool Street and between Threadneedle Street and Leadenhall Street or between Leadenhall Street and Fenchurch Street, depending on the option (further set out below). The experiment will identify how and if these changes deliver Mayor's Transport Strategy objectives, enabling the recovery through enabling maximised sustainable movement.

There is currently no operational bus gate on Leadenhall Street, a City of London highway. However, the City are exploring re-providing a bus gate here which TfL understands to be similar to the proposal that was in place as part of the City of London's original interventions in response to the pandemic. To accommodate the possibility of the bus gate being reinstated, two options are proposed. Scenario 1 reflects the current arrangement on street, where there is no bus gate on Leadenhall Street. This option is proposed to allow the Bishopsgate scheme to best meet its outcomes for as long as there is no bus gate on Leadenhall Street. Should the City reinstate its bus gate, then scenario 1 will be removed and scenario 2 implemented to accommodate it. The layout of this option allows access to the western end of Leadenhall Street, from Bishopsgate, while continuing to restrict through traffic both on Bishopsgate and through the wider area. The single additional bus gate required for scenario 2 will be drafted into the experimental traffic order but will not be brought into force on street by means of road traffic signage unless it is necessary. Section 10 (3) of the Road Traffic Regulation Act 1984 states that modifications, but not additions, can be made to an experimental traffic order.

Both scenarios will have an impact on access to certain sections of the corridor, as is the case with the temporary traffic order scheme. In both scenarios, two stretches of the corridor will only be accessible to pedestrians, cycles and buses during the hours of operation. This is as a result of the locations of the bus gates. In both scenarios, the stretch of the corridor between Middlesex Street and Liverpool Street will only be accessible in this manner. This is a total distance of 170m. This is the same as in the temporary traffic order. In scenario 1, the stretch of corridor between Threadneedle Street and the Cornhill/Leadenhall Street junction will be walk/cycle/bus only during operational hours. This is a total distance of 115m. In scenario 2, the stretch of corridor between the Cornhill/Leadenhall Street junction and Fenchurch Street will be walk/cycle/bus only during operational hours. This is a total distance of 180m. This is the same as in the temporary traffic order. As previously, access would be available up to either end of each stretch, from where the final access to properties would be on foot or on bike. As with the temporary traffic order layout, the locations of the bus gates have been chosen to reduce the requirement on vehicles to u-turn on the corridor to avoid the offense of passing through the bus gates. This has subsequent safety benefits because of the volume of cyclists on the corridor as well as practical reasons, as certain vehicle types would have difficulty easily u-turning in the space available. It is acknowledged that this arrangement, in both scenarios, will cause access issues for users that have a requirement to be dropped as close as possible to their destination.

In both options, an additional bus gate is now included north of the Lombard Street/Fenchurch Street junction for northbound traffic. It has been observed on site that vehicles are turning left out of Fenchurch Street in a southbound direction before u-turning after the central median island to travel north on the corridor, which is prevented by the bus gate at Monument. The introduction of this bus gate is predicted to prevent these movements and improve road safety by reducing the number of u-turning vehicles in the road.

Scheme Extents



Proposed change	Impact positive (P) or Negative (N)	Impact number	Impact for customers or staff	Evidence to substantiate the negative impact (links files or references)	Mitigations/recommendations	Mitigation Implementation			Implementation Explanation	Residual risk	Mitigation communicated with staff		Mitigation communicated with public		Ongoing Monitoring and responses
						None	Partial	Fully			Y/N	How?	Y/N	How?	
Removal of bus stop between Threadneedle Street and Cornhill in the northbound direction - This is so that the footway can be widened to create space for pedestrians to socially distance given the footway constraints on the eastern side of Bishopsgate due to development activity. The development activity includes a gully, which boxes in the footway and precludes further immediate widening activities on this side of the carriageway. (THIS CHANGE WAS INTRODUCED AS PART OF THE ORIGINAL, TEMPORARY SCHEME)	N	1	<p>There will have a potential negative impact for older people, disabled people, pregnant women or people with young children as it may be necessary to walk further to or from the next nearest bus stop location. It is possible that visually impaired people who are familiar with their route may become confused and disorientated and unable to find the new location. People who are neuro divergent or have dementia may become confused and distressed by the changes.</p> <p>Depending on their origin, passengers are required to use either the next stop north (a distance of c. 225m) or the previous stop to the south (a distance of c. 200m). In either direction, this will require the crossing of one additional side road. A signalised pedestrian crossing is in place at each side road.</p>	<p>All bus stop removals / relocations were undertaken in discussion with colleagues in London Buses. A review was undertaken, which included an assessment of spacing between adjacent stops as well as boarding and alighting at each stop.</p> <p>The distance to the next stop north is c. 225m and the distance to the previous stop to the south is c. 200m.</p>	<p>Update customer information at stops to make passengers aware of the new arrangements.</p> <p>Provide additional seating or rest points between the two stops, given the distance.</p> <p>Monitor feedback from bus users either directly to London Buses or via the consultation/engagement exercises planned as part of the experimental traffic order.</p>	X			<p>Customer information at the two stops was updated to reflect the changes to routes as part of the implementation of the temporary scheme.</p>		Y	Asset Ops and Communication and Marketing have updated customer information and made changes to the on-street assets.	Y	Bus information at stops on street has been updated.	Investigate provision of additional benches around these stops with TfL Engineering as part of further works to refine the physical measures in the scheme following the introduction of the experimental traffic order.
Changes to certain routes that stop at bus stops E and F outside Liverpool Street station in a northbound direction. - This is to more evenly spread services over the two stops to reduce pressure on the footways to allow pedestrians to circulate. (THIS CHANGE WAS INTRODUCED AS PART OF THE ORIGINAL, TEMPORARY SCHEME)	N	2	<p>There will be a potential negative impact for older people, disabled people, pregnant women or people with young children as it may be necessary to walk further to or from the next nearest bus stop location. It is possible that visually impaired people who are familiar with their route may become confused and disorientated and unable to find the new location. People who are neuro divergent or have dementia may become confused and distressed by the changes.</p> <p>The two stops are c. 75m apart, on the same (northbound) side of Bishopsgate. It is not required to cross any side roads to travel between the two stops.</p>		<p>Update customer information at stops to make passengers aware of the new arrangements.</p> <p>Provide additional seating or rest points between the two stops.</p>		X		<p>The proposed change was suggested by London Buses to help with social distancing at the time the original temporary scheme was introduced because of the high numbers of people in the areas around the bus stops.</p> <p>Customer information at the two stops was updated to reflect the changes to routes.</p> <p>As the distance between the two stops is relatively short, additional seating is not being provided at this location.</p>		Y	Asset Ops and Communication and Marketing have updated customer information and made changes to the on-street assets.	Y	Bus information at stops on street has been updated.	Continue to monitor public feedback about changes and monitor how bus stopping arrangements work operationally in the context of changing movement demand during the experimental order period.
Removal of through traffic from the corridor from 7am - 7pm. Monday to Friday by means of the introduction of bus gates and banned turns. Taxis, private hire vehicles and those who need to service properties or require any other type of access along the corridor will continue to be able to access the majority of the corridor, with the exception of two stretches that are bus and cycle only between the hours of operation, but may need to use alternative routes to do so depending on their origin and destination around the corridor. (THIS CHANGE WAS INTRODUCED AS PART OF THE ORIGINAL, TEMPORARY SCHEME)	N	3	<p>There are two sections of the corridor (between Middlesex Street and Liverpool Street and between Leadenhall Street and Fenchurch Street) where it is necessary to walk up to 85 and 90 metres respectively to or from premises from the closest point of access at the end of the section. These sections result from the locations of the bus gate signage and banned turns. Access to these activities will change, in terms of routing or hours, for motorised vehicles following the scheme.</p> <p>Blue badge holders, taxis and private hire vehicles, as well as other private vehicles will not be allowed through the bus gates during the scheme hours of operation.</p>	<p>There are retail units (including pubs and units selling food), office accommodation, residential properties and transport related activities (bus stops, rail and Underground stations, kerbside activity bays) along, and accessed from, the Bishopsgate corridor. Access to these activities will change, in terms of routing or hours, for motorised vehicles following the scheme.</p> <p>Blue badge holders, taxis and private hire vehicles, as well as other private vehicles will not be allowed through the bus gates during the scheme hours of operation.</p>	<p>Maintain access to taxi rank at Liverpool Street station for end-to-end journeys, where required.</p> <p>Alternative branches of certain retail units found on Bishopsgate are available nearby for those who require door-to-door access. Those properties only accessible from Bishopsgate would become more difficult to access by car, taxi, private hire vehicle or van.</p>		X		<p>Access to on-street taxi rank at Liverpool Street station has been maintained.</p> <p>Access is available to all of the corridor outside of operational hours.</p> <p>Conversely, for those accessing the area by foot, cycle or bus, it is expected for access to be easier as a result of the reduced traffic levels as a consequence of the scheme.</p>		Y	<p>Taxi and Private Hire colleagues are aware of the change to access arrangements for Liverpool Street taxi rank from Bishopsgate.</p> <p>Other departments briefed and updated on Bishopsgate work through ongoing liaison.</p>	Y	TfL's London Streetspace Programme website has held information on arrangements related to the temporary scheme since launch. Materials are being prepared to refresh the webpage to reflect the changes introduced as part of the experimental order and explain how feedback will be collected as part of the experimental order process. Full communications and engagement plan is in place setting out how TfL will engage with full range of stakeholders on experimental traffic order proposals.	<p>Concerns about impact on traffic and air pollution were raised with TfL by the public following the introduction of the temporary scheme. Monitoring undertaken during the period of the temporary scheme has indicated that there has been no undue impact on bus performance on the wider network associated with the scheme (NB, data is not collected for all modes, but this can be used as a proxy for other modes).</p> <p>Continue to monitor public feedback about changes through channels set out in the Communications and Engagement plan.</p> <p>Analyse data set out in monitoring strategy to identify any operational impacts and address where possible through eg. timing reviews</p>
<p>Footway widening is maintained to provide more space for pedestrians. The footway widening includes changes to kerbside activities.</p> <p>To create additional footway space, it is necessary to make changes to various kerbside loading activities. Two 2 minute pick up and set down bays and a loading bay are proposed to be removed; there are proposed to be changes to the operational hours of other bays as well as a move of one bay to the north by 18m. In addition to the changes within the original temporary traffic order, one further loading bay (between Cornhill and Threadneedle Street) has changed timings so that it is only available for use outside the operational hours of the scheme and at times at the weekend. The hours of operation will match those of the loading bays that were changed as part of the original temporary traffic order, such that there will be a consistency on the corridor.</p>	P	4	Provides more footway space for pedestrians	Original concept design drawings illustrate locations of widened footways.	Restriction of through traffic allows the reallocation of highway space to increase the amount of footway available for pedestrians			X	<p>Considered to be a positive impact in response to the ongoing recovery from the pandemic as people return to offices following the end of the 'work from home' order.</p> <p>Reduced traffic levels during hours of operation as a result of the restrictions on through traffic implemented through this scheme (as has been observed during the original temporary scheme) allows for the creation of more space for pedestrians and cyclists and an improved journey for bus passengers.</p>		Y	Other departments briefed and updated on Bishopsgate work through ongoing liaison.	Y	TfL's London Streetspace Programme website has held information on arrangements related to the temporary scheme since launch. Materials are being prepared to refresh the webpage to reflect the changes introduced as part of the experimental order and explain how feedback will be collected as part of the experimental order process. Full communications and engagement plan is in place setting out how TfL will engage with full range of stakeholders on experimental traffic order proposals.	Continue to monitor public feedback about changes through channels set out in the Communications and Engagement plan. Analyse data set out in monitoring strategy to identify any operational impacts and address where possible through eg. timing reviews
<p>Aside from the sections of corridor where no motorised vehicles other than buses are permitted, taxis and private hire vehicles will continue to be allowed, under the existing rules, to drop off and pick up at the kerbside as they were before the scheme was implemented although their route to access the same location may need to change depending on their origin. This will be the case regardless of which option is in force.</p> <p>Parking for blue badge holders will also be retained where it is currently provided in existing loading bays, although the hours of operation of some of these bays have changed to reflect the operational hours of the scheme.</p> <p>(THIS CHANGE WAS INTRODUCED AS PART OF THE ORIGINAL, TEMPORARY SCHEME)</p>	N	5	Takes dedicated kerbside space away from people who really need to drive e.g. locations, timing and access to kerbside bays were changed as part of the original scheme	Original concept design drawings illustrate locations of and changes to kerbside loading arrangements.	Provide alternative locations for kerbside activity to take place, as set out in the proposed changes.		X		<p>Kerbside activity changes have been kept to a minimum. Some bays have moved location and some hours of operation have changed to reflect the wider operational hours of the scheme, a small number have been removed. The changes should not prevent reasonable use of the kerbside on the corridor.</p>		Y	Other departments briefed and updated on Bishopsgate work through ongoing liaison.	Y	Signage and markings have been updated to reflect the changes.	<p>As part of the ongoing feedback process for the temporary scheme, there were a number of comments received stating that the changes may make loading and deliveries more difficult for businesses on the corridor.</p> <p>As of the time of drafting (November 2021), we are not currently aware of any ongoing issues related to servicing activities on the corridor. We will continue to monitor feedback about changes through channels set out in the Communications and Engagement Plan</p>
	N	6	By implementing barriers to create footway widening it could mean it makes crossing the road informally difficult for people.	See concept design drawings for locations of different types of footway construction. Detailed design drawings show typical cross sections of footway build out construction.	<p>Leave gaps within barrier layout to allow informal crossing to take place.</p> <p>Use alternative construction techniques, rather than barriers, to widen footways. Where possible, areas of newly created footway will be constructed using bolt down kerbs and backfilled with tarmac to ensure informal crossing can be undertaken, if an individual desires this. As concept design was progressed, we were able to steadily increase the number of places using this construction method rather than barriers. Signalised crossing and formal crossing points are to be kept clear.</p>		X		<p>It is undesirable to leave gaps in barriers as their layout can be compromised and cause confusion for road users, both of those using the new footway and the carriageway. As a result, we are reducing the use of this arrangement.</p>		Y	New areas of footway have been constructed with bolt down kerbs and backfilled with tarmac where possible. Where issues (eg. drainage, stabs) prevented this arrangement originally, then barriers have been used.	N	Mitigation, in terms of design elements (eg. ramps), not communicated as such with wider public. The new footway spaces have been designed to be easy to use and understand for all street users.	Investigate where it may be possible to replace areas of footway created with barriers with the bolt down kerb/tarmac arrangement, increasing accessibility, as part of further works to refine the physical measures in the scheme following the introduction of the experimental traffic order.
	N	7	This will impact on those who require dropping off close to their destination. If they are unable to be dropped off close enough then they may not be able to make the trip.	Two sections of corridor where only buses and cycles are permitted. Access to the corridor for door-to-door journeys is maintained except for two stretches: between Middlesex Street and Liverpool Street (a distance of c.170m) and between (depending on the option, see background information tab) Threadneedle Street and Leadenhall Street (a distance of c.115m) Leadenhall Street and Fenchurch Street (a distance of c.180m). Here, access is available up to either end of these stretches of the corridor, from where final access to properties would be e.g. on foot. The maximum distance to the end destination would be 85 and either 58 or 90 metres (depending on the option), respectively if you accessed the property from the closest side road. It may be necessary for these users to change their route to access the side road closest to their destination to reduce the overall distance of the last leg of the journey.	Maintain access to taxi rank location at Liverpool Street station			X	Access to the taxi rank at Liverpool Street station is maintained from Bishopsgate.		Y	Taxi and Private Hire colleagues are aware of the change to access arrangements for Liverpool Street taxi rank from Bishopsgate.	Y	TfL's London Streetspace Programme website has held information on arrangements related to the temporary scheme since launch. Materials are being prepared to refresh the webpage to reflect the changes introduced as part of the experimental order and explain how feedback will be collected as part of the experimental order process. Full communications and engagement plan is in place setting out how TfL will engage with a full range of stakeholders on the experimental traffic order proposals.	Continue to monitor public feedback about changes through channels set out in the Communications and Engagement plan.
	N	8			Permit access to two sections of corridor where only buses and cycles are permitted to ensure complete door-to-door access.		X		<p>Access through the bus gates will continue not to be permitted for taxis and private hire vehicles during the hours of operation. This is aimed at continuing to reduce levels of through traffic on the corridor and allow for the reallocation of space to widened footways and to improve carriageway conditions for cyclists and bus passengers. Access to the majority of the corridor, with the exception of two stretches (as set out in the 'background information' tab), is maintained for essential vehicle trips including taxis and private hire vehicles. Access to the taxi rank at Liverpool Street station is also maintained. It may be necessary for these users to change their route to access the corridor.</p> <p>Consideration has been given to changes to signage in the experimental scheme that would allow for more access to some user groups. This follows comments received from the public during the period that the temporary order has been in place regarding access requirements for older or mobility impaired members of the public. The aim was to continue to reduce through traffic whilst investigating whether it was possible to improve access, especially to the two sections of corridor which are restricted to buses, cycles and pedestrians only during operational hours meaning they are not as accessible as other parts of the corridor. TfL has reviewed options and considers that a suitable method of improving access has not been identified that would be practicable in terms of use or enforceability. The use of diagram 619 ('no vehicles') allows supplementary plates to provide different levels of access depending on the plate used (as per the TSOCD). The two most suitable plates would be the use of 'for access' and the 'disabled badge holder symbol' (often called the blue badge scheme, although other names exist). The use of these plates raised issues of enforcement ('for access') and enforcement and eligibility ('disabled badge holder symbol') which were considered not to be workable or practical under our current enforcement regime.</p> <p>Mechanisms to allow access to these areas exist and an individual exemption has already been made in one case and will be seriously considered in exceptional cases where a person requests one. Any such request needs to be carefully controlled so that enforcement is possible to maintain safe conditions for all road users on the corridor.</p>		Y	Other departments briefed and updated on Bishopsgate work through ongoing liaison.	N	Materials are being prepared to refresh the relevant TfL webpage for the scheme to reflect the changes introduced as part of the experimental order and explain how feedback will be collected as part of the experimental order process. Changes to the design will be explained as part of this work.	Changes to the signage used to control any restrictions on through traffic have been considered but options are not considered practicable from an enforcement perspective to allow the overall scheme objectives to be met. This will be kept under review as the experimental order progresses.

	N	9	This will potentially impact on taxi and private hire vehicle drivers to facilitate suitable journeys and drop-off or pick-ups for their customers, requiring greater use of pre-booking services or changes to routing that may make journeys longer and potentially more expensive. Locations, hours of operation and restrictions introduced by the bus gates and banned turns will affect existing access routes using Bishopsgate corridor.	See concept design drawings for locations of corridor where no access is permitted. The Transport for All report "Pave The Way" notes the impact of longer journey times on some people with certain conditions (eg. those with chronic illnesses or mental illnesses) as well as the impact on those that use taxis. The report is written mostly in the context of LTNs (which Bishopsgate is not) but the common themes may be applicable.	Permit access through the bus gates for taxis and private hire vehicles. Change locations of bus gates and banned turns to allow access to all the corridor (remove two stretches of corridor where only buses and cycles are permitted).	X		Access through the bus gates will continue not to be permitted for taxis and private hire vehicles during the hours of operation. This is aimed at continuing to reduce levels of through traffic on the corridor and allow for the reallocation of space to widened footways and to improve carriageway conditions for cyclists and bus passengers. Access to the majority of the corridor, with the exception of two stretches (as set out in the 'background information' tab), is maintained for essential vehicle trips including taxis and private hire vehicles. Access to the taxi rank at Liverpool Street station is also maintained. It may be necessary for these users to change their route to access the corridor. The location of the bus gates and banned turns allow in the experimental traffic order arrangement, as they did in the temporary arrangement, those who have accessed the corridor to turn off it prior to committing an offence of travelling through a bus gate using the adjacent street (this does limit where bus gates can be located). This arrangement also reduces the need for vehicles to turn within the road to leave in the same direction of entry, reducing safety risks and practical concerns associated with such a manoeuvre (a 'u' turn'). The introduction of a bus gate north of the Lombard Street/Fenchurch Street junction is proposed to prevent 'u' turns' south of the junction for vehicles exiting Fenchurch Street for the purposes of road safety. Consideration has been given to changes to signage in the experimental scheme that would allow for more access to some user groups. The aim was to continue to reduce through traffic whilst investigating whether it was possible to improve access, especially to the two sections of corridor which are restricted to buses, cycles and pedestrians only during operational hours. It is considered, that a suitable method of improving access has not been identified that would be practicable in terms of use or enforceability. The use of diagram 619 ('no vehicles') allows supplementary plates to provide different levels of access depending on the plate used (as per the TSGDD). The two most suitable plates would be the use of "for access" and the "disabled badge holder symbol" (often called the blue badge scheme, although other names exist). The use of these plates raised issues of enforcement ("for access") and enforcement and eligibility ("disabled badge holder symbol") which were considered not to be workable under our current enforcement regime.	Y	Other departments briefed and updated on Bishopsgate work through ongoing liaison.	N	Materials are being prepared to refresh the relevant TfL webpage for the scheme to reflect the changes introduced as part of the experimental order and explain how feedback will be collected as part of the experimental order process. Changes to the design will be explained as part of this work.	Scheme design will remain under review and feedback considered as part of the experimental traffic order process.
	N	10	Some individuals with pushchairs or wheelchairs may need to access the newly created pedestrian areas. Depending on the construction of the widened areas of footway, there may be a difference in levels.	See concept design drawings for locations of different types of footway construction. Detailed design drawings show typical cross sections of footway build out construction.	Provide ramped access between areas of widened footway at different footway heights. Where kerb buildouts are provided on each side of signalised pedestrian crossings or where the footway buildout is continued with a long section of barrier a 1:12 ramps has been added at start / end of kerbed buildout. Where kerb buildouts end or where the footway widening is continued with barriers for only a short length, the ramp is omitted and the kerbed footway build-out tapered back to the kerb. There is an exception at signalised crossings where pedestrians can use the existing dropped kerb to re-join the footway.	X		Ramped access to new areas of footway was provided when the original temporary scheme was introduced in August 2020. No changes have been made to the layout since this time.	Y	Other departments briefed and updated on Bishopsgate work through ongoing liaison.	N	Mitigation, in terms of design elements (eg. ramps), not communicated as such with wider public. The new footway spaces have been designed to be easy to use and understand for all street users.	Investigate where is may be possible to replace areas of footway created with barriers with the bolt down kerb/larmac arrangement, increasing accessibility, as part of further works to refine the physical measures in the scheme following the introduction of the experimental traffic order.
The changes will result in new layouts for all road and pavement users. (THIS CHANGE WAS INTRODUCED AS PART OF THE ORIGINAL, TEMPORARY SCHEME)	N	11	New layouts can be confusing for many people including those with sensory impairments, neurodegenerative or neurodivergent conditions and poor mental health. This can create confusion, anxiety and an inability to travel through the streetscape.	See, for example, Transport for All's report "Pave The Way" which references how changes to the street design can make journeys too complicated or difficult and so prove a barrier for leaving the house.	Consider how local groups may be assisted or provided guidance through newly changed areas.	X		TfL's Communications and Engagement team will liaise with relevant groups in advance of, and throughout, the experimental traffic order process. This will include offering meetings to explain the experimental scheme in detail and to collate feedback/suggestions from people that these groups represent, in line with the experimental order process.	Y	TfL Communications and Engagement colleagues have set out who will be contacted and how in the Comms and Engagement strategy for the ETRO.	N	Mitigation in the form of offering to meet and explaining the ETRO process will be communicated with relevant groups once an internal decision has been taken on whether to proceed.	Continue to monitor feedback about changes through channels set out in Communications and Engagement plan. Investigate use of "travel mentors" to help explain the new layout to those that would benefit.

Bishopsgate Monitoring Q1 Summary - Network Performance

Buses

Scheme



Network

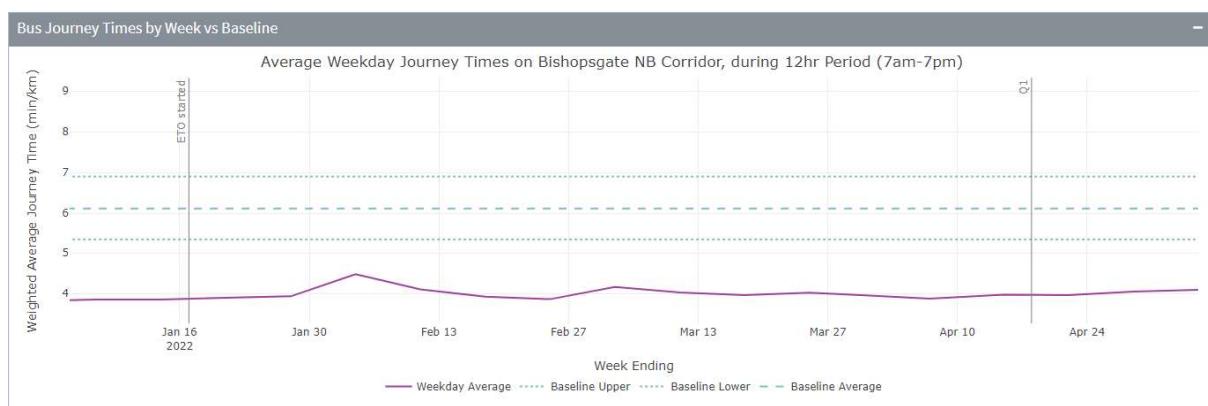


Core Criteria: Bus operations are not unreasonably impacted by the experiment

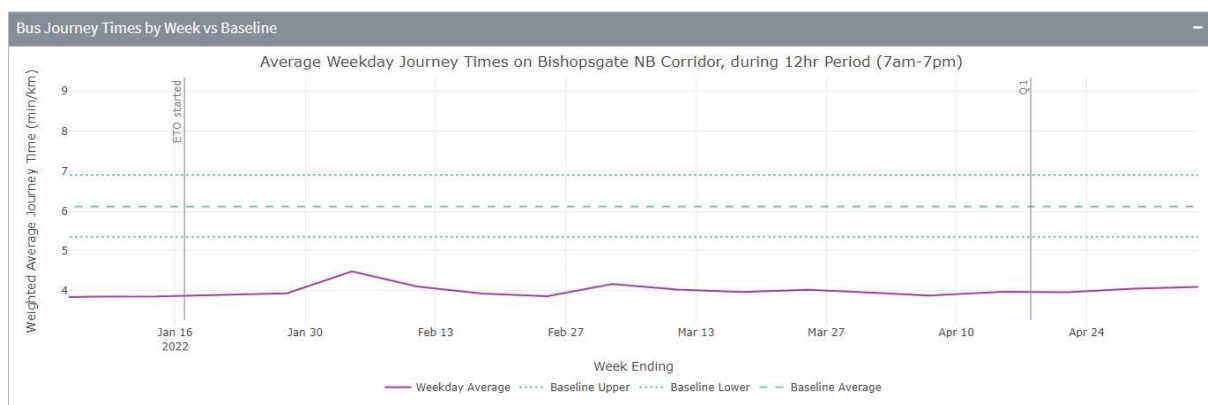
iBus data – comparison of bus journey times across the scheme area to the pre-pandemic average. A successful scheme will show journey times consistently lower than one Standard Deviation from the baseline on Bishopsgate and for the surrounding network journey times are within one Standard Deviation of the pre-pandemic average.

Bus performance within the scheme extents has consistently been below the lower threshold. Northbound journey times are 2 min/km quicker than the 6.1 min/km baseline; southbound journey times are 1 min/km quicker the 6.5 min/km baseline.

Out of the 11 corridors in the surrounding network reported on in this quarter, most have generally performed within the thresholds, in several cases below the lower threshold. Two areas of concern are London Wall West and Moorgate (PM only). These are currently being investigated alongside a signal timing review to find improvements.



Bishopsgate Northbound Bus Performance



Bishopsgate Southbound Bus Performance

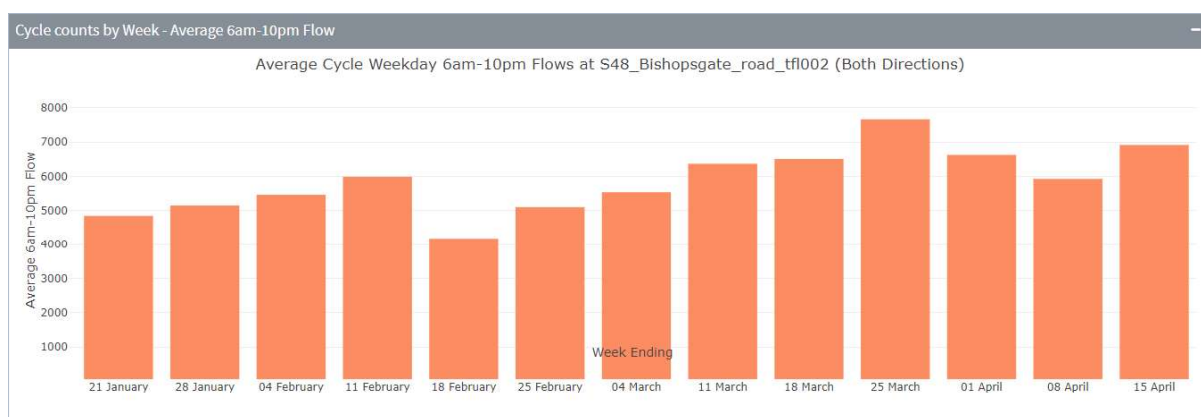
See Appendix A for details on the bus section of the dashboard.

Cycles

Core Criteria: Cycling levels are good and the experience for cyclists and pedestrians is improved.

We expect cycle numbers to continue to a level similar to that during the TTRO or to increase (data collected from September 2020 onwards show a rise in demand and there are consistently over 6,000 cyclists a day using this route), subject to consideration of seasonality and pandemic factors affecting travel patterns. 2019 Survey indicated 5,700 at Liverpool Street.

Average daily 2-way flow has been rising into April to 5500 at the south end close to Monument and 7000 at Liverpool Street. Based on previous data for the corridor and general cycling trends this rise is expected to continue into Q2. The current flow at Liverpool Street Station is significantly above the 2019 survey although it should be noted this survey was taken in November when cycle flow would traditionally be lower than April.



Bishopsgate by Liverpool Street Cycle Flow (Vivacity)

Core Criteria: Cycling levels are good and the experience for cyclists and pedestrians is improved

Cycling provision meets Cycle Route Quality Criteria, on unsegregated sections vehicle flow should aim to be less than 200 per hour and no more than 500 per hour as per LCDS.

3 out of the 4 locations within the extents of the restrictions are significantly under the 500 v/hr limit and Gracechurch Street is under 200 v/hr. However, it should be noted that bus flow for northbound is less than expected and further investigation will be carried out. The location just north of Wormwood Street is close to the 500 v/hr limit and should be monitored closely. This correlates well to the ACC camera slightly further north but before Liverpool Street.

Cycle Criteria	Bus	Total	Non-Bus	% Non-Bus
Bishopsgate by Liverpool Street (Both Directions)	128.3	195.9	67.6	34%
Bishopsgate north of Wormwood/Camomile (Both Directions)	142.3	446.3	304.0	68%
Bishopsgate south of Wormwood/Camomile (Both Directions)	127.6	357.8	230.2	64%
Gracechurch Total Flow (Both Directions)	107.8	285.9	178.1	62%

Average Hourly Vehicle Flow (Vivacity) – 18th March 2022

See Appendix B for details on cycle section of the dashboard.

Traffic

Supporting Criteria: Road network operations are not unreasonably impacted

Traffic disruption data – There should not be an unreasonable impact to traffic performance in the scheme area including consideration of displacement traffic to other routes

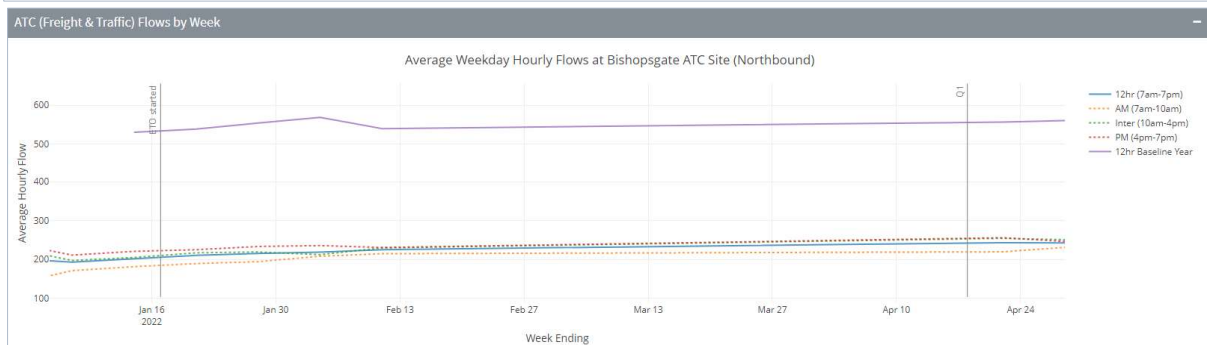
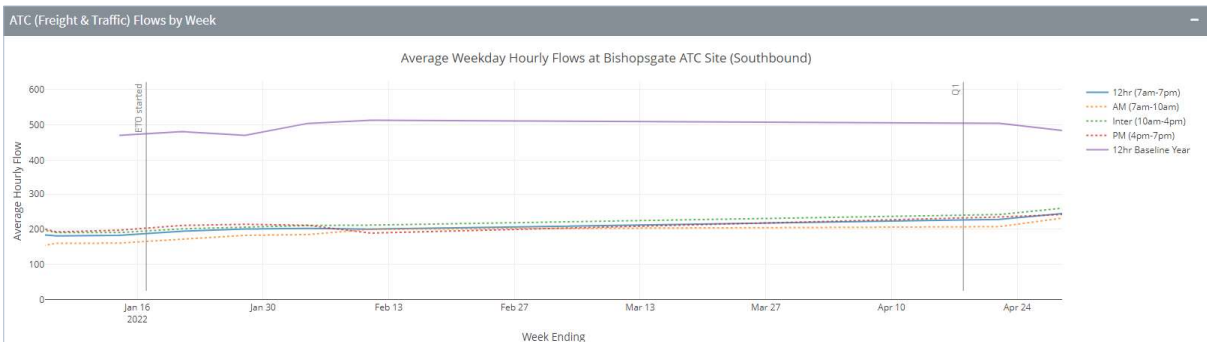
Pedestrian wait times do not increase compared to pre-pandemic levels

Traffic journey times on selected links in the surrounding network are generally consistent with the baseline or in some case faster. Link through the Old Street roundabout have been affected by the ongoing scheme works. Scheme works at Mansell Street and the fire at Aldgate have also had short-term effects.



Aldersgate Street to Aldgate South Eastbound Traffic Journey Time (LCAP)

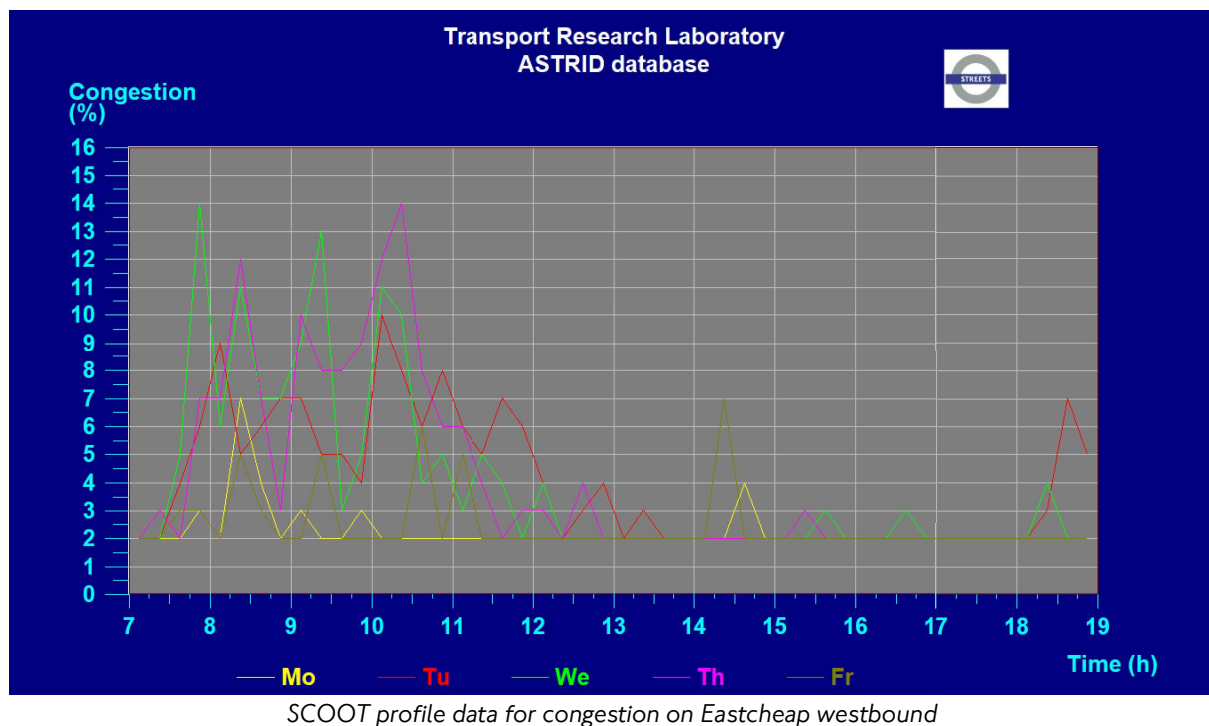
Traffic counters are generally consistent with the baseline with some fluctuations on City Road and Old Street most likely due again to the scheme works. The Bishopsgate ATC has been used to check against the cycling core criteria requiring vehicle flows below 500 v/hr.



Average Hourly Flows – Bishopsgate (ATC)

From the traffic surveys average hourly traffic flows on Leadenhall Street were around 140 v/hr westbound and 120 v/hr eastbound across the day, slightly higher in the AM peak. Surveys from 2019 indicate a total of ~325 v/hr on average on Leadenhall Street.

Flows have increased on Eastcheap to around 190 v/hr westbound and 240 v/hr eastbound across the day, eastbound lower in the AM peak. In order to mitigate this, increase a new method of control at the beginning of February was implemented at Monument increasing available capacity for Eastcheap. Congestion data shows some westbound congestion in the AM peak and part of the morning but very low beyond that.



Traffic flows on London Wall have also increased. This can be attributed to both Bishopsgate and other City restrictions on east-west movements. The increase in flow correlates with the increase in bus journey times on London Wall West (eastbound). This is being actively investigated alongside a review of the signal timings and resolution of several detection faults caused by resurfacing or other works. This will be closely monitored over the next few weeks by Network Performance.

Appendix A – Buses: Dashboard information

Average journey times are compared against Baseline thresholds which give an indication of 'normal' journey times, based on March 2019 – March 2020 data. Journey time plots from the dashboard are shown in the following section with a focus on the first three months of the Experimental Traffic Order (17th January 2022 – 18th April 2022).

Bus journey times are monitored on the Bishopsgate corridor within the scheme extents and on the surrounding corridors.

- Bank Station
- Bevis Marks
- Bishopsgate
- Cannon Street
- Commercial Street
- Eastcheap
- Great Eastern Street*
- Leadenhall Street
- London Bridge
- London Wall East
- London Wall West
- Moorgate
- Old Street*
- Shoreditch High Street



*Both Great Eastern Street and Old Street are both heavily influenced by the Old Street scheme works and are not being included within the analysis for this quarter.

The Baseline journey times are given as an average from 7am to 7pm unless otherwise stated.

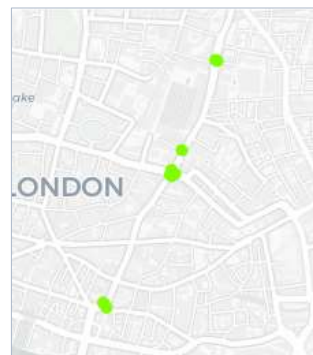
Appendix B – Cycles: Dashboard information

The dashboard gives the average hourly flow and average daily (6am-10pm) weekday flow. During this first quarter, January-April, cycle flows are traditionally lower due to colder and more inclement weather.

Data is taken from validated Vivacity cameras only.

The locations are:

- Norton Folgate /Primrose Street /Spital Square
- Bishopsgate by Liverpool Street Station
- Bishopsgate / Wormwood / Camomile
- Gracechurch Street by Monument



The Vivacity camera data in the dashboard is also broken down into modes for each of the count-lines. The data has for an average week (non-holiday, no serious incidents etc) has been extracted for 7am-7pm, the time of operation of the restrictions.

This data has been extracted for week ending 18th March. Data is shown for each direction, then combined where both directions exist. The combined flow is used to check against the cycling core criteria requiring vehicle flows below 500 v/hr.

Appendix C – Traffic: Dashboard information and other data sources

Traffic monitoring is from multiple sources. Within the dashboard there are selected LCAP links within the surrounding network, automatic traffic counters (ATC) and mode share from the Vivacity cameras located within the scheme extents. Other sources include SCOOT and UTC data, NMCC reports, and traffic survey undertaken at selected location at the end of April 2022.

LCAP links

- Aldersgate St to Aldgate SEbound
- Commercial St NWbound
- Commercial St SEbound
- City Rd to Great Eastern St SEbound
- Commercial St to Tower Br Rd SWbound
- Tower Br Rd to Commercial St NEbound

ATC

- Bishopsgate
- Aldgate High St
- City Road
- Old St EB
- Old St WB

Vivacity Cameras

- Norton Folgate / Primrose Street / Spital Square
- Bishopsgate by Liverpool Street Station
- Bishopsgate / Wormwood / Camomille
- Gracechurch Street by Monument



Freight & Traffic Journey Times are reported using selected London Congestion Analysis Project (LCAP) links. This data is based on automatic number plate recognition (ANPR) camera captures and comprises links between these cameras. Average journey times have been calculated by week, by peak. The dashboard shows data from week commencing 24/11/19 and is updated weekly. The baseline is a 12-hour (7am-7pm) average from the equivalent from 2019.

Data for selected ATCs (automatic traffic counters) are within the dashboard and are split by direction and day type. The baseline represents a 'pre-COVID' baseline of 2019/20 and all dates in the following 3 years, are matched to the same 2019/20 baseline. The Bishopsgate ATC can be used to check against the cycling core criteria requiring vehicle flows below 500 v/hr.

Traffic Surveys have been undertaken in 5 locations:

- Bishopsgate / Leadenhall / Gracechurch St / Cornhill (00/021)
- London Wall / Moorgate (00/009)
- London Wall / Blomfield St (00/064)
- Cannon St (by #90 Sainsbury's Local)
- Eastcheap / Rood Lane / St Mary at Hill (unsig)

SCOOT data have also been extracted from the UTC traffic system at selected locations.

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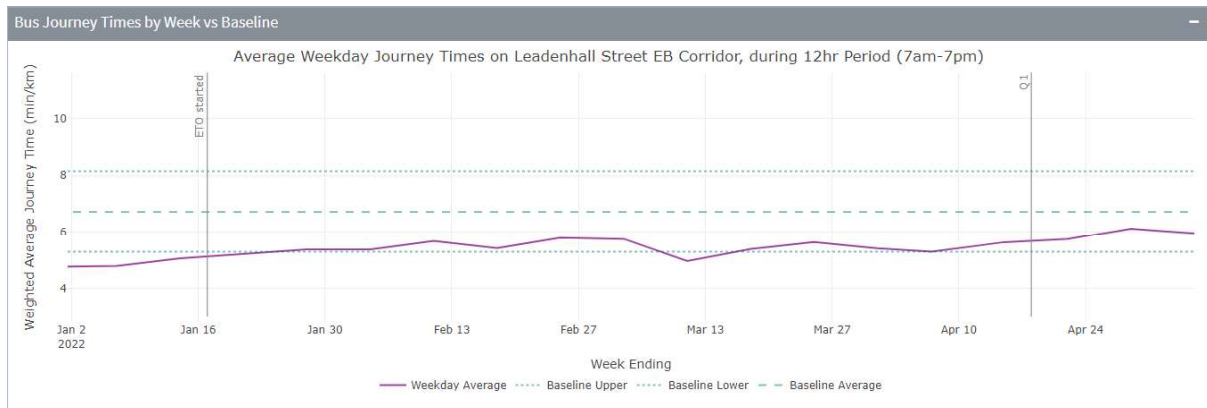
Bishopsgate Monitoring Q1 – Supplementary Information

Leadenhall

Bus Journey Times

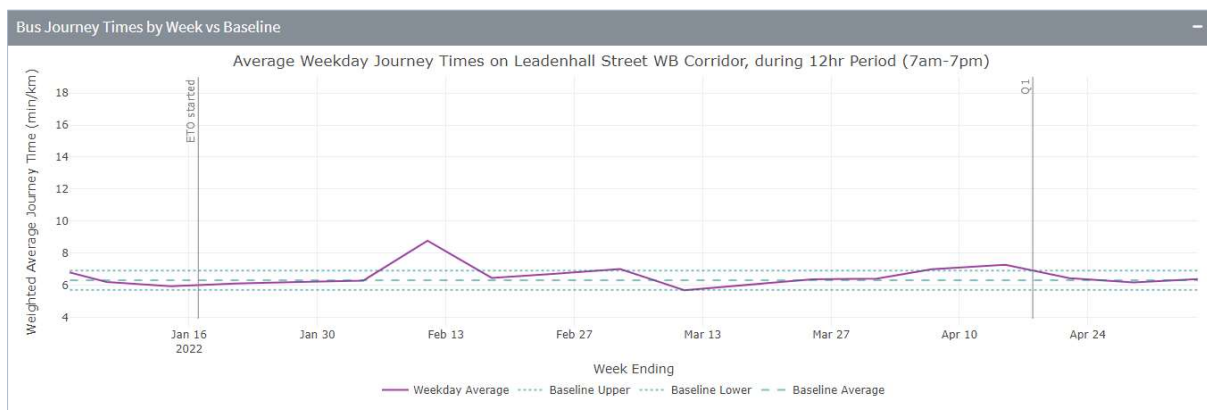
Eastbound

Baseline journey time is 6.7 minutes per kilometre. Average journey times are consistently around the lower threshold. AM/OP/PM peaks are all similar.



Westbound

Baseline journey time is 6.3 minutes per kilometre. Average journey times are generally within the upper and lower thresholds. There are ongoing developer works with at the western end of Leadenhall Street which can affect journey times.



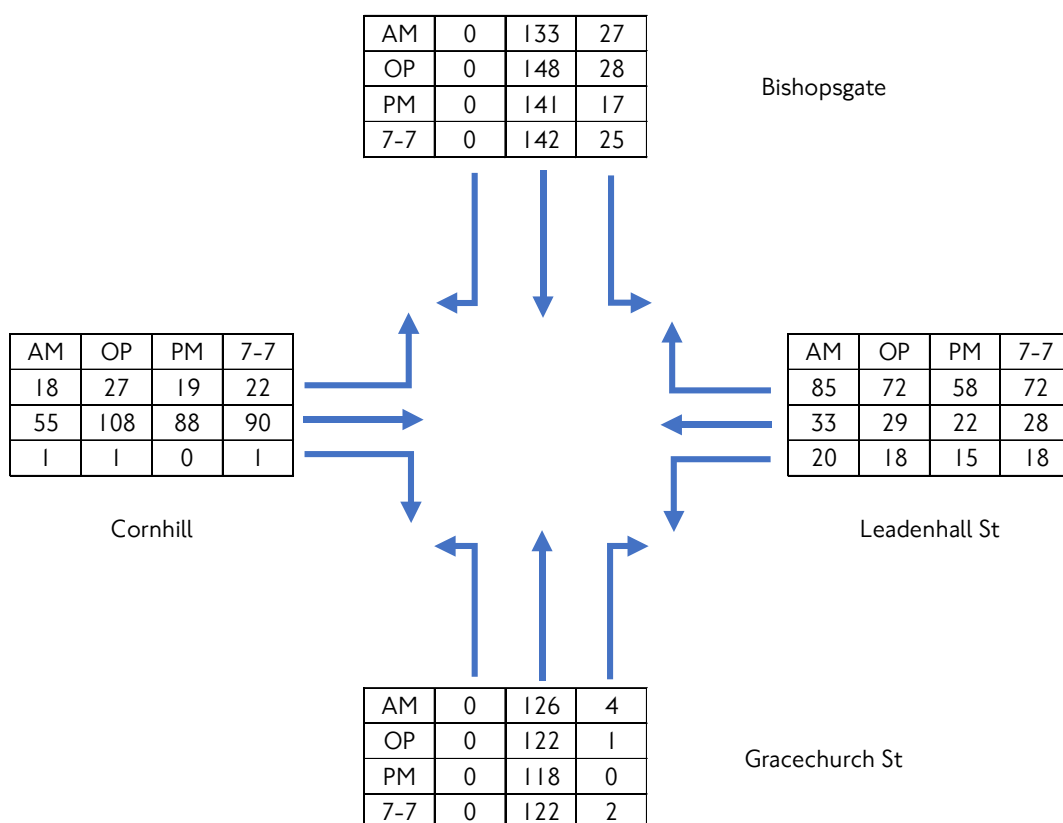
Traffic Survey Data

Traffic surveys were undertaken on Tuesday 26th April from 06:30-18:30.

The following flow diagram summarises the weekday average hourly flow for each period throughout the restrictions 7am-7pm, excluding cyclists. Accounting for turns on and off the corridor, total flow was around 350 v/hr north of the junction and under 300 v/hr south.

Average hourly flow on Leadenhall Street was around 140 v/hr westbound and 120 v/hr eastbound across the day, slightly higher in the AM peak. Surveys from 2019 indicate a total of ~325 v/hr on average on Leadenhall Street.

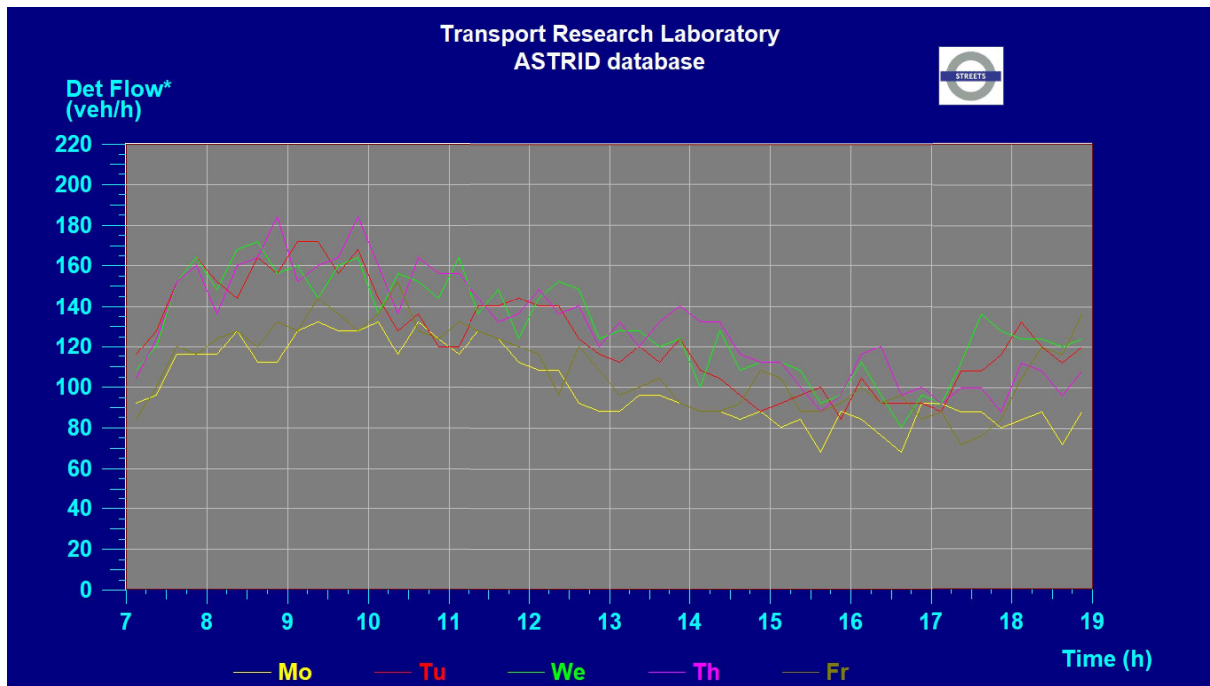
Average hourly flow (excluding cycles)



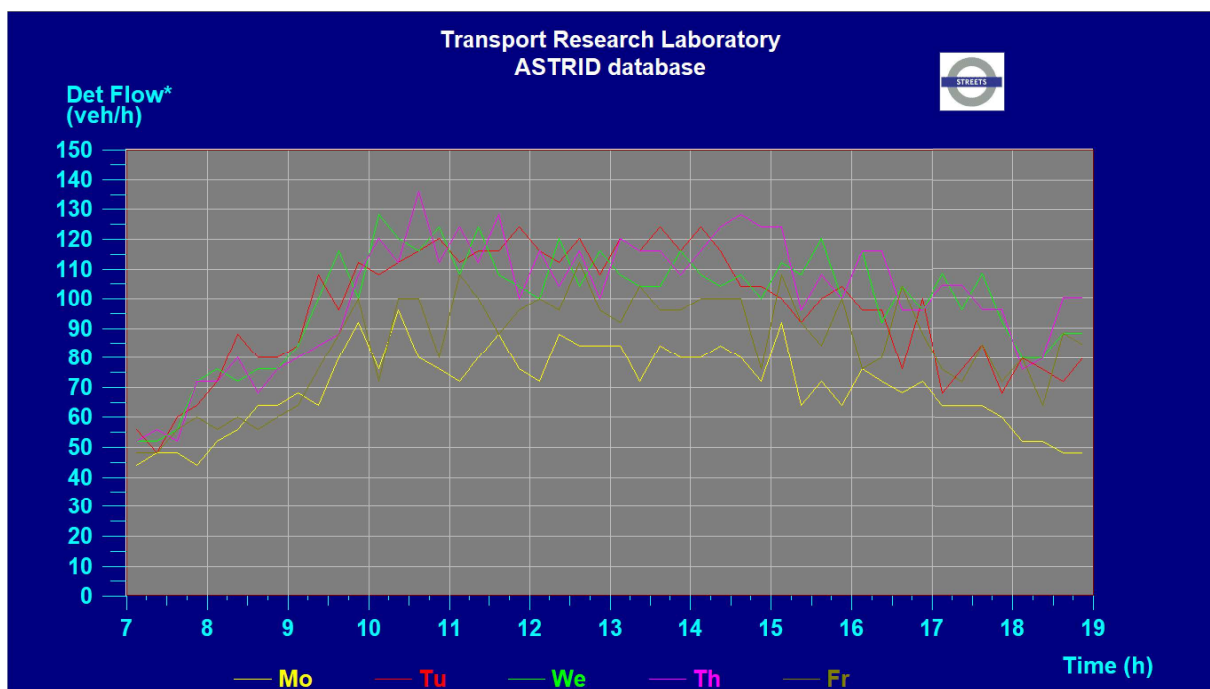
Peak TfL bus flow is ~70-75 per hour north/southbound, ~15-20 east/westbound (no turning movements)

SCOOT Data

The traffic surveys correlate to SCOOT detector flow data.

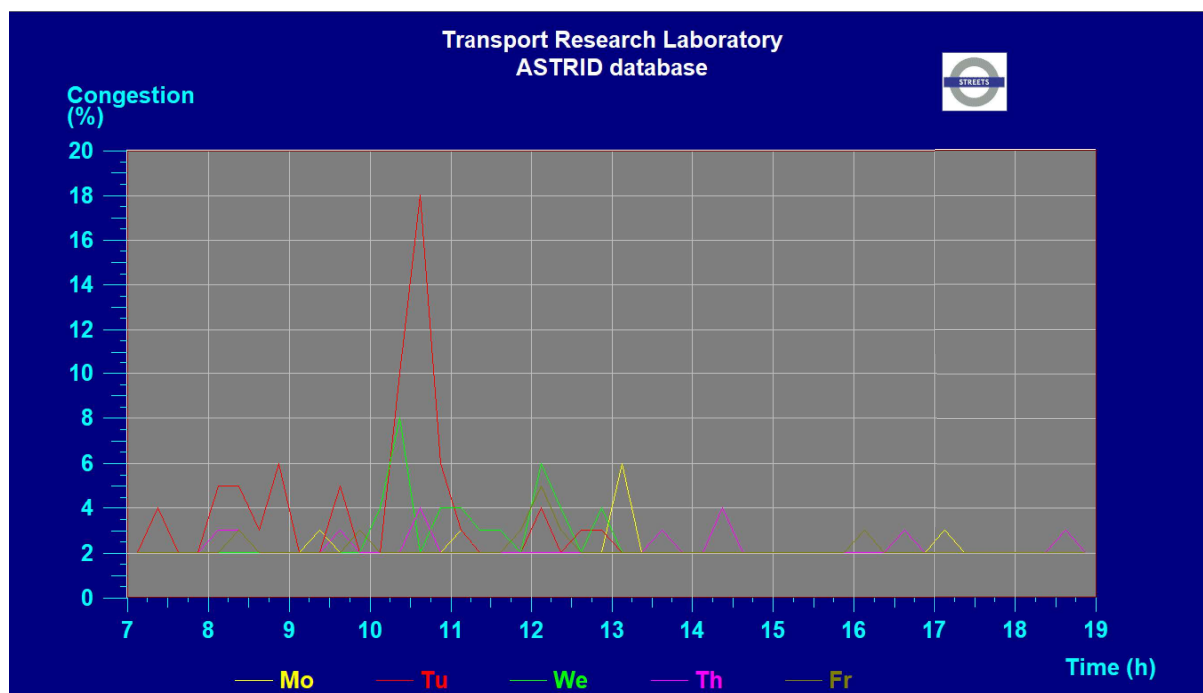


SCOOT detector flow Leadenhall westbound

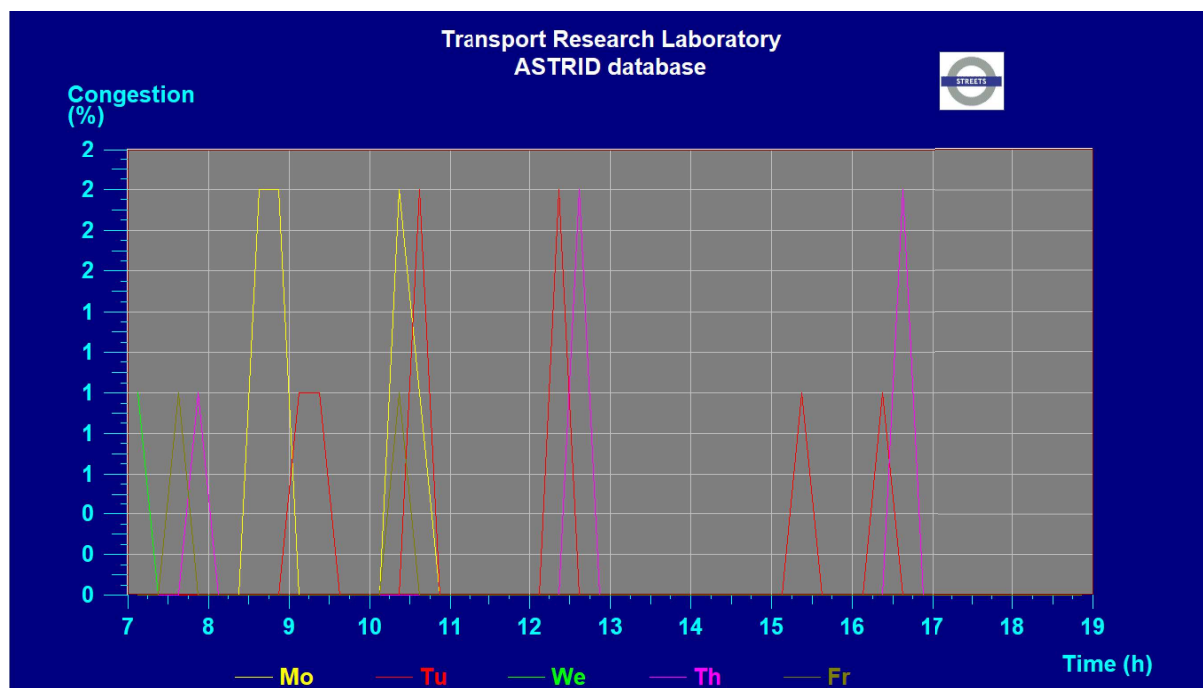


SCOOT detector flow Leadenhall eastbound

Congestion is generally very low. All indicators show flow has reduced and the network is operating well on this corridor.



SCOOT congestion Leadenhall westbound



SCOOT congestion Leadenhall eastbound

Eastcheap

Bus Journey Times

Eastbound

Baseline journey time is 6.6 minutes per kilometre. Average journey times are generally within the upper and lower thresholds, the OP/PM peak slightly worse than AM.



Westbound

Baseline journey time is 4.7 minutes per kilometre. Average journey times are generally within the upper and lower thresholds, with a single week at the beginning of March above the upper threshold.



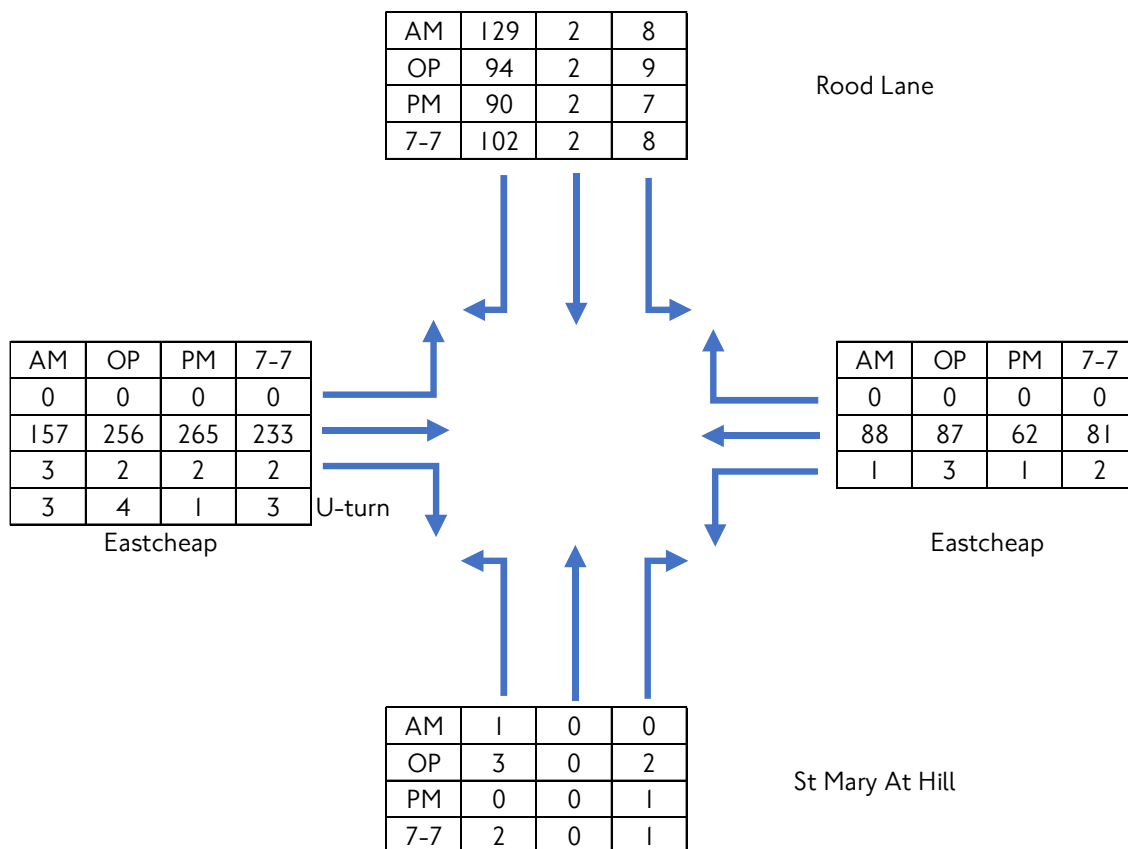
Traffic Surveys

Eastcheap / Rood Lane / St Mary at Hill

Traffic surveys were undertaken on Wednesday 4th May 06:30-18:30.

Average hourly flow on Eastcheap was around 190 v/hr westbound and 240 v/hr eastbound across the day, eastbound lower in the AM peak. Surveys from 2019 at Monument and at Philpot Lane indicate a total of ~60 v/hr westbound and ~110 eastbound on average on Eastcheap. This is an increase of ~130 v/hr in each direction.

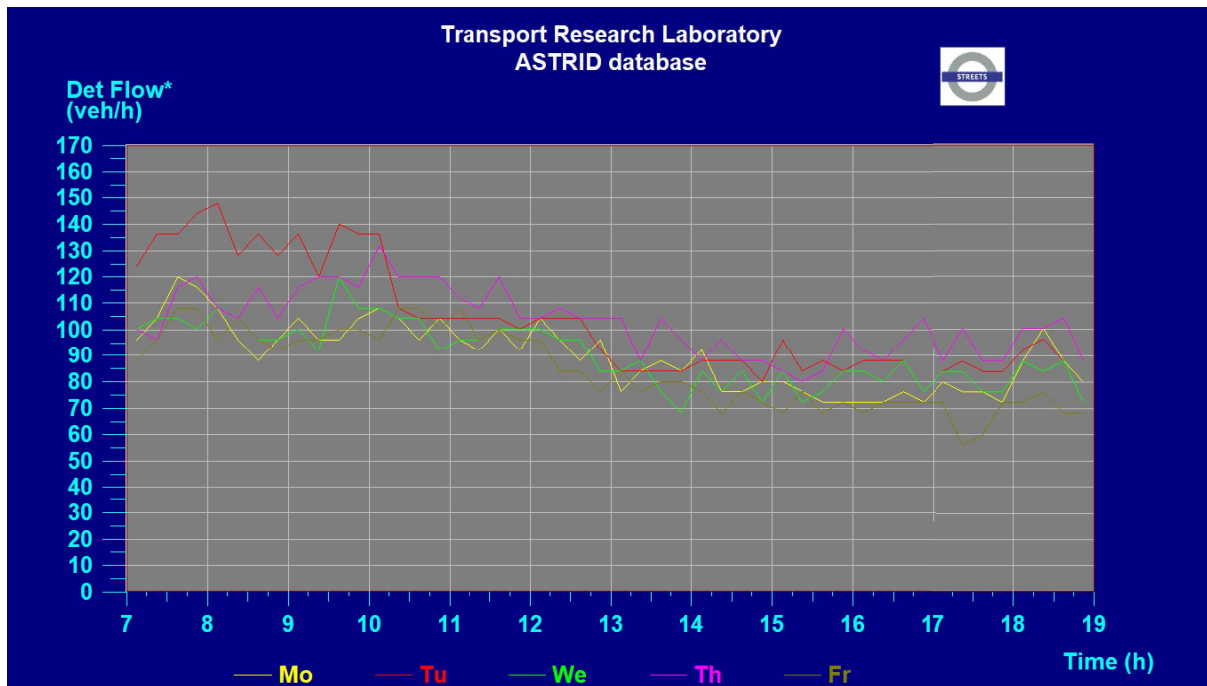
Average hourly flow (excluding cycles)



Peak TfL bus flow is ~15 each direction on Eastcheap

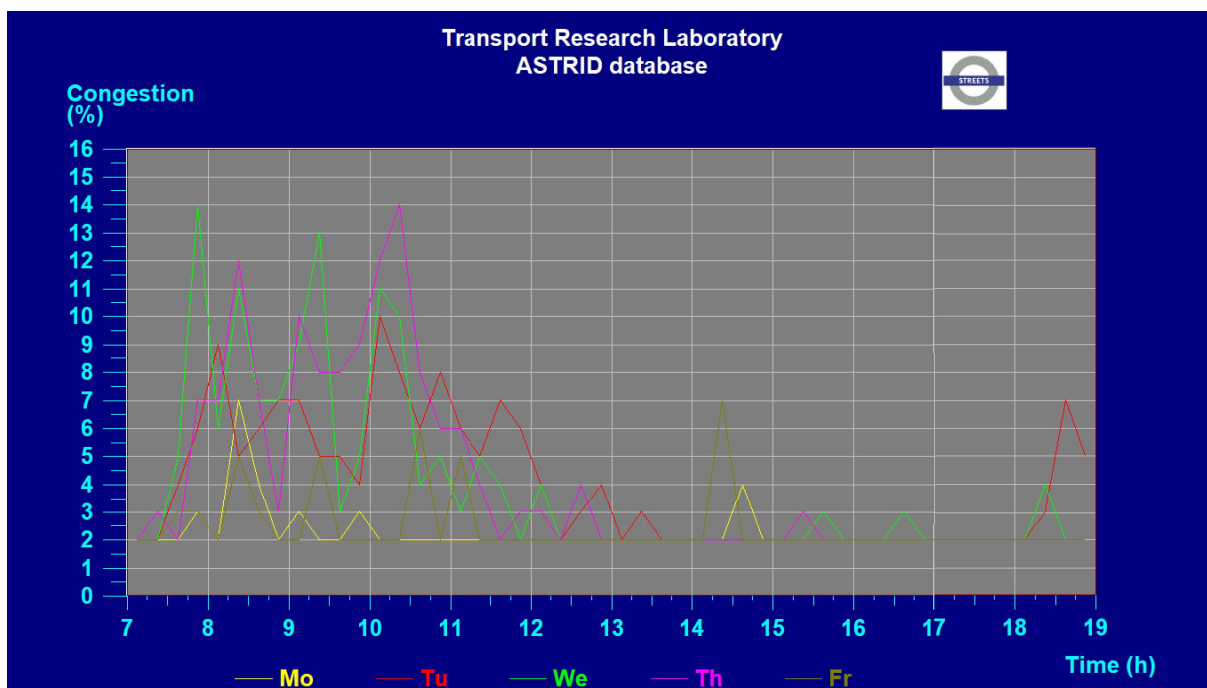
SCOOT Data

SCOOT profile data for detector flow on Eastcheap westbound close to Philpot Lane is considerably less than the survey although is not always accurate.



SCOOT profile data for detector flow on Eastcheap westbound

SCOOT congestion data shows some congestion in the AM peak and part of the morning but very low beyond that.

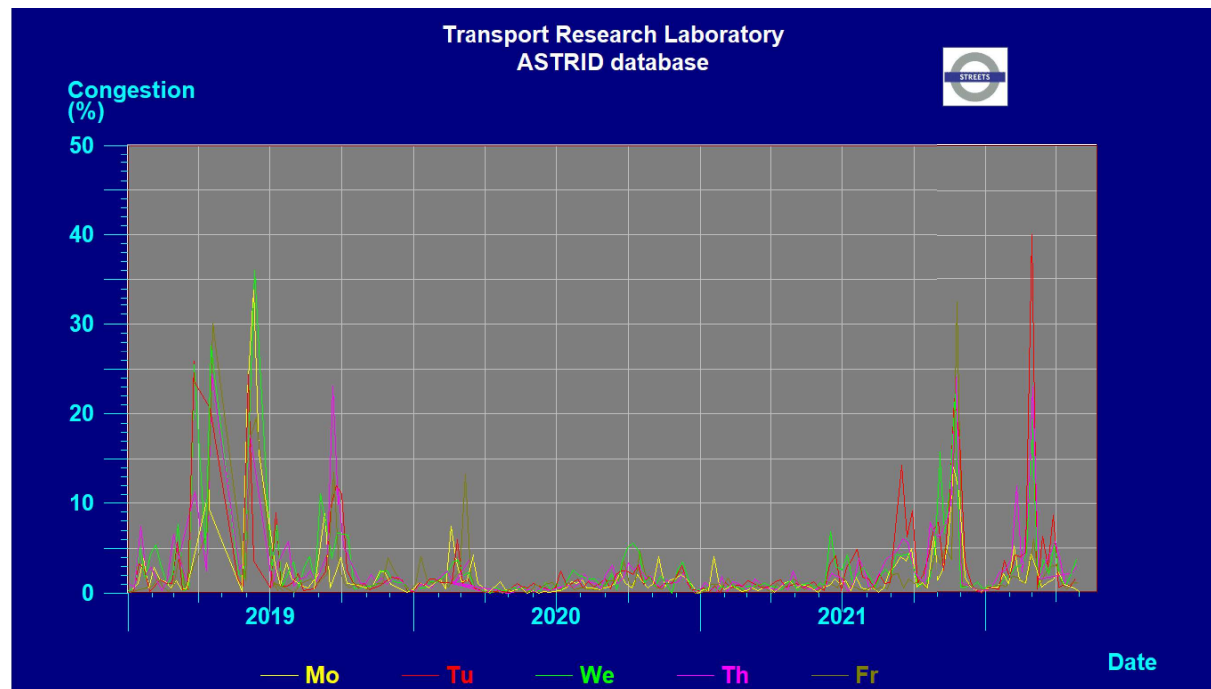


SCOOT profile data for congestion on Eastcheap westbound

Long term trends do show sustained higher levels of congestion in 2019. Congestion was high towards the later half of 2021 during the initial pandemic recovery. At the beginning of February, a new method of control was implemented at Monument increasing available capacity for Eastcheap.

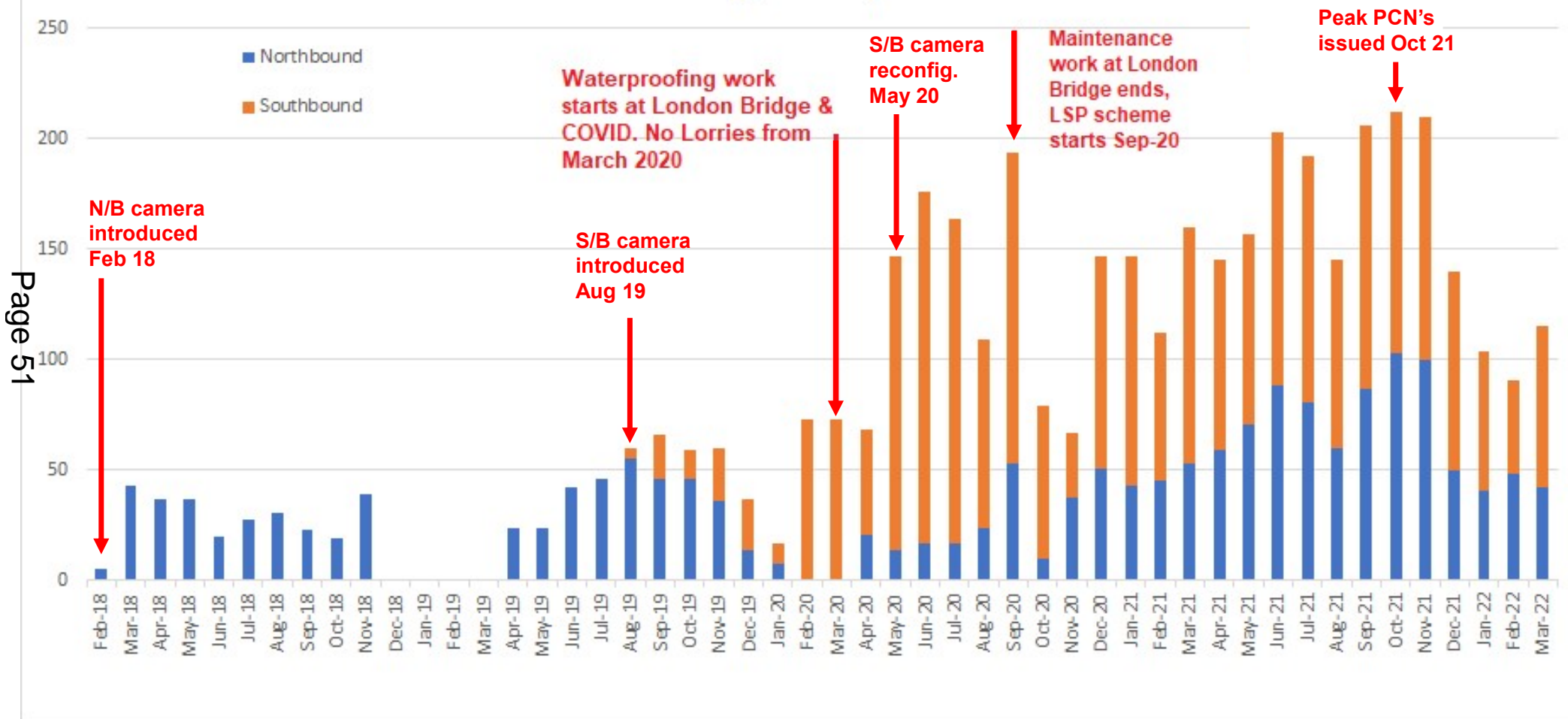
Since then, network incidents such as the fire at Aldgate and works on Fenchurch have affected the demand and subsequent congestion. In addition, signal communication has been subject to ongoing problems and as a result the local signal timings have been updated to give more green time to Eastcheap.

It will continue to be closely monitored by Network Performance in Q2 to see whether these trends continue and to mitigate any increase in delay and congestion as much as possible.



SCOOT trend data for congestion on Eastcheap westbound

Tower Bridge PCNs per month



Manual traffic count

Tuesday 8th March 2022 7am to 7pm

Direction	Count
Northbound	3
Southbound	2
Total	5
Monthly (both directions)	100-150 (estimate)

Data suggests fewer lorry crossings over-night and at weekends. A daily count of 5 per day suggests a monthly figure in the region of 100-150, which is similar to the number of monthly PCNs issued in 2022

Transport for London cracks down on damage to Tower Bridge

06 February 2007

Transport for London (TfL) is teaming up with the Metropolitan Police Service (MPS) to stop heavy goods vehicles (HGV) drivers causing potential damage to one of London's most famous landmarks.

Tower Bridge is one of only 19 World Heritage sites in the UK and its 113-year-old structure was not designed for the freight traffic which rolls beneath its famous arches today.

The current weight restriction of 18-tonnes is broken up to 18 times a day with many of the culprits driving foreign registered vehicles and crossing the bridge at night.

This week, MPS Officers from the Commercial Vehicle Education Unit, accompanied by a team of traffic enforcement officers and TfL Freight Unit representatives, stopped HGVs during a night operation.

Drivers breaking the limits were warned that their companies would be contacted in the cases of repeat offenders. It is expected the operations will continue.

Patrick Troy, Head of TfL Traffic Enforcement, said: "We are determined that the most famous bridge in London's skyline will not be damaged by the ignorance of a few drivers.

"This operation will educate those who may be unaware of the restrictions while deterring those who think they can get away with ignoring them."

Restricting movements

Ted Hartill, the City Surveyor from the City of London Corporation which owns Tower Bridge, said: "Engineers believe the continued passage of large vehicles is likely to damage the bridge

and, therefore, we welcome the attempts by the TfL and the police to restrict movements of such vehicles.

"The bridge is one of the most famous landmarks in the world and the City of London Corporation will do everything it can to keep it in good condition."

Sgt Dick Golding, from the Metropolitan Police Service's Commercial Vehicle Education Unit, said: "We are happy to work in partnership on an operation like this as a price can not be put on protecting our past."

TfL has been enforcing the weight restriction at Tower Bridge using digital technology since July 2006.

Partnership working

Vehicles breaking the weight limit are sent penalty charge notices (PCN), but some foreign registered vehicles avoid paying penalties because of difficulties of cross-border enforcement under current laws.

Contraventions by foreign registered vehicles remain at around 60 per cent of the total.

This anomaly is being addressed by the SPARKS Programme, a lobbying organisation which brings together traffic authorities in the UK and other EU member states.

- For pictures of the operation please contact sophiekirksam@tfl.gov.uk
- The night operation on 30-31 January saw a total of 25 commercial vehicles stopped, of which three were over the 18-tonne weight restriction. Two of these were foreign registered vehicles
- The Commercial Vehicle Education Unit of the MPS is a newly-formed, specialist Traffic unit, working in partnership with the TfL Freight Unit. It consists of 10 officers whose objective is to reduce the number of incidents involving commercial vehicles in London, through education and enforcement
- Tower Bridge was completed in 1894 after six years of construction and is owned by the Bridge House Trust (part of the City of London). The weight restriction on Tower Bridge is 18 tonnes
- TfL is the highway authority for the bridge and is responsible for traffic orders, signage and enforcement
- Tower Bridge borders the eastern edge of the Congestion Charge zone and so enforcement of this restriction remains a top priority

- Current technology uses sensors which measure the number of axles a vehicle has, its length, the spacing of the axles, the height of the chassis above the road and whether the vehicle is towing a trailer. A vehicle is permitted to cross the bridge (and is within the 18-tonne limit) if the chassis height is 730mm or less, the axle count is three or fewer and the length is 12m or shorter
- Contraventions incur a PCN of £100, which is reduced to £50 if paid within 14 days
- In July, August, September and October, the most prolific offenders on Tower Bridge were foreign registered vehicles, with one driver accumulating 21 PCNs alone
- Foreign registered vehicles:
 - Since the mid-1990s parking and minor traffic violations in the UK have been decriminalised, and are now enforced by local authorities using civil powers rather than through the criminal justice system
 - From 1991 to 2006, the number of foreign registered vehicles (FRV's) in the UK has risen by over 400 per cent, yet 95 per cent of PCNs issued to FRVs are never paid. A robust system is not in place for sharing data and enforcing traffic fines across EU borders
- Even excluding Congestion Charge losses, these uncollected fines amount to over £1m per month in London alone
- There is increasing evidence that owners of FRVs are flouting traffic laws as they do not fear punishment. The SPARKS Programme is calling for action from Government to stop this section of the community contravening UK traffic regulations with impunity
- SPARKS: The SPARKS Programme is a lobbying and networking initiative that brings together traffic authorities in the UK and other EU member states. It seeks to influence administrative and judicial systems so cross-border enforcement of driving and parking laws is simple, quick and cost-effective
- The SPARKS Programme was created by London's Enforcement Task Force, made up of organisations involved in traffic enforcement across the Capital. These include London Councils, TfL, and MPS

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Committee(s): Streets & Walkways Planning & Transportation Port Health and Environmental Services	Dated: 05/07/2022 19/07/2022 26/07/2022
Subject: Transport for London consultations: <ul style="list-style-type: none"> • Bus Route Changes Central London • ULEZ expansion and road user charging 	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	1,2,3,4; 9;11.
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£N/A
What is the source of Funding?	
Has this Funding Source been agreed with the Chamberlain's Department?	NA
Report of: Executive Director Environment	For Decision
Report author: Samantha Tharme Environment Department	

Summary

Transport for London (TfL) are currently conducting two consultation exercises. The first relates to proposed changes to bus routes into central London. The proposed changes to the bus network in London are in response to the Government's conditions on providing emergency funding to enable TfL to keep operating. Passenger numbers and revenue has reduced dramatically during the Covid-19 period and not recovered significantly. This is understood to be an acceleration of a general downward trend in bus passenger numbers.

This report sets out the changes to routes in the City, and potential issues. While there are significant changes overall, the changes within the City do not result in a significant reduction in connections, for journeys starting or ending in the City. The City will still be served by a high number of bus services. The detail of the changes, including TfL's justification for them and where they see new or altered routes offering alternative links and routes for passengers, is set out in Appendix 1 and 2.

The second consultation covers the proposed expansion of the Ultra Low Emission Zone (ULEZ) and the future of road user charging. TfL's proposals to help improve air quality, tackle climate change and reduce congestion, include:

- expanding the Ultra Low Emission Zone (ULEZ) scheme London-wide;
- making changes to Auto Pay for the Congestion Charge, ULEZ and Low Emission Zone (LEZ); and
- making changes to the Penalty Charge Notice level for the Congestion Charge and ULEZ.

These changes would come into effect in August 2023 if approved.

Additionally, the Mayor is also proposing to revise his Transport Strategy (MTS) to consider the role of road user charging to address the challenges of air pollution, the need for significant carbon reduction (climate action strategy) and congestion that London is facing. No target date for introducing a new approach to road user charging has been set at this stage.

This report sets out the implications for the proposals in the context of the City's own Corporate priorities, Climate Action Strategy and Transport Strategy. The immediate changes proposed with the expansion of the ULEZ do not have direct impact on the City. Future road user charging designed to reduce motor vehicle traffic in the City and central London is in line with our own corporate priorities. Reducing motor traffic in the Square Mile enables more effective and efficient use of limited street space, reduces transport related carbon emissions, improves air quality and reduces road danger.

Recommendation(s)

Members of the Streets & Walkways Sub Committee and the Planning & Transportation Committee are asked to:

- Approve the proposed response to the consultation on proposed changes to bus routes, set out in paragraph 17.
- Delegate the final wording of the response to the Director of City Operations in consultation with the Chairmen and Deputy Chairmen of the Streets & Walkways Sub Committee and the Planning & Transportation Committee.

Members of the Streets & Walkways Sub Committee, the Planning & Transportation Committee and the Port Health & Environmental Services Committee are asked to:

- Approve the proposed response to the consultation on proposed expansion of the ULEZ and future road user charging, set out in paragraphs 25 and 26.
- Delegate the final wording of the response to the Director of City Operations in consultation with the Chairmen and Deputy Chairmen of the Streets & Walkways Sub Committee and the Planning & Transportation Committee and the Port Health and Environmental Services Committee.

Main Report

Background

1. Transport for London (TfL) are currently conducting two consultation exercises. The first relates to proposed changes to bus routes into central London. The second to the proposed expansion of the Ultra Low Emission Zone (ULEZ) and to the future of road user charging.
2. This report sets out the potential impacts for the City of London and recommended response to the two consultations.

Proposed changes to bus routes

3. The proposed changes to bus routes have been developed in response to conditions set by Government before it would provide emergency funding to enable TfL to keep operating. These included requiring a plan to set out how TfL would achieve significant financial savings. TfL's response to achieve the savings required by the Government includes a 4% reduction in bus kilometres. Note that at present TfL are not consulting or suggestion any changes to the London Underground network.
4. TfL note the importance of the bus network for London, and that at times it has been changed to reflect changing demand and pressure. TfL acknowledge that this review is further reaching than any changes in the recent pre-pandemic period. Passenger numbers and therefore revenue has reduced dramatically during the Covid-19 period and not recovered significantly. This is understood to be an acceleration of a general downward trend in bus passenger numbers which was evident before the pandemic impact.
5. The importance of a comprehensive bus network for London is clear. Buses provide a flexible, affordable and accessible travel option. Buses are a space efficient means of moving people, particularly at higher levels of occupancy. TfL are committed to investing in zero emission buses and all buses operating within the current ULEZ zone are ULEZ compliant.
6. The headline proposals are that across London 70 routes are affected by changes. 21 routes are proposed to be with-drawn completely and the remainder are affected by route alteration. TfL have stated that the changes still ensure that no large areas of London will be left without a bus service.
7. The impact on routes which run through the City are set out in the maps and table provided in Appendix 1 and 2. Five routes and two night routes that currently run through the City are proposed to be withdrawn (Map 1, Appendix 1). The routes affected are:
 - 4 Archway to Blackfriars Station
 - 11 Fulham to Liverpool Street
 - 78 Shoreditch High Street Station to St Mary's Road
 - 242 Homerton Hospital to Aldgate Station

- 521 Waterloo Station to London Bridge Station
 - N11 Ealing Broadway to Liverpool Street
 - N242 Homerton Hospital to Tottenham Court Road
8. Route changes within the City are proposed for a further 9 services (Map 2, Appendix 1) and 4 night services (Map 3, Appendix 1). The routes affected are:
- 15 Trafalgar Square to Blackwall
 - 26 Waterloo to Hackney Wick
 - 43 London Bridge to Friern Barnet
 - 47 Shoreditch High Street to Bellingham
 - 56 St Bartholomew's Hospital to Whipps Cross
 - 59 Euston to Clapham Park
 - 133 Liverpool Street to Streatham
 - 135 Crossharbour Asda to Moorfields Eye Hospital
 - 343 Aldgate to New Cross Gate
 - N133 Liverpool Street to Morden
9. Map 2 and Map 3 for night services, include some changes outside the City as they serve major interchange/connection points for journeys starting in the City, the details on these are noted below in paragraph 15.
10. On some streets there could be a benefit for other streets users from reducing bus numbers, particularly people walking and cycling. For example, on Fleet Street, St Paul's gyratory, Cannon Street, Bank and Bishopsgate there will be reductions of between 10 and 24 buses per hour. However, none of these streets will see the complete removal of bus services and given the high numbers of remaining services the impacts on bus passengers and other street users may be limited. A reduction in the number of buses may also improve efficiency if remaining services carry more people on each bus.
11. Details of the proposed changes and TfL's reasons for the changes are provided in Appendix 2. Note that this does not include any changes which may be agreed as a result of specific schemes which are part of detailed discussions between City and TfL officers (such as Bank junction and St Paul's gyratory). The implications of the changes to the routing are less easy for City officers to understand at this stage as we don't have access to detailed data on travel patterns. This also applies to areas and communities outside the City.
12. We have some general issues of concern:
- Access issues for public transport – not all tube/rail stations are accessible / step-free to provide an alternative where bus services are removed.
 - Some bus services and night bus services offer public transport 24 hours a day, where Tube/rail does not.
 - Some impacts may be greater on lower income groups and some ethnic groups who have a greater reliance on bus.
13. We trust that TfL are using data appropriately to make decisions based on minimising negative impacts on passengers and communities. TfL have

undertaken a full Equalities Impact assessment which should address these points (see Background Papers for link).

14. Although there are significant changes beyond the Square Mile, the City will continue to have a good level of bus services, including services to all main line rail stations and central London hospitals, with relatively good frequency. The maps in Appendix 1 show the City's bus network after the proposed changes are made (see map 4 and map 5 for night services). Just beyond the City boundary, the amended route for service 26 would no longer serve Waterloo Rail Station, however an alternative connection to the City is provided by the 59 which will run via Waterloo to St. Paul's.
15. Map 2 includes some changes that are just outside the City but serve major connection points, including Waterloo Rail Station (where route 59 replaces route 26 to connect the City to Waterloo). Map 3 (night services) also illustrates changes just outside the City boundary to major connection/interchange points, including Victoria Station (where route N26 is extended to the bus/rail interchange at Victoria); Euston and Kings Cross (where the N205 still serves Kings Cross but no longer extends to Paddington).
16. It is noted that that more interchange between services might be needed due to some of the proposed changes. The table in Appendix 2 includes proposed alternative options for passengers.

Response to Consultation

17. It is proposed to respond to TfL along the following lines:
 - a. We recognise that the bus network should continue to be a vital part of the transport network and that good access to bus services to the City supports the return to office and the Square Mile's recovery.
 - b. We are concerned that the general reduction in bus services could have a negative impact on the availability of accessible public transport as not all tube and rail stations are step free. We urge TfL to ensure that bus services remain where accessible alternatives are lacking.
 - c. We are concerned that the general reduction may impact low-income workers who are more dependent on night services for early morning and late-night shifts. We urge TfL to ensure that no areas of London are without early/late services.
 - d. Passengers often rely on publicity and information to make journeys on the bus network. Many will be more reliant on high quality and timely information to plan journeys if the bus network is restructured. We recommend TfL ensure that access to up-to-date high quality information is available and accessible to all users
 - e. We would welcome the opportunity to explore how reductions in the number of buses on City streets can help achieve our Transport Strategy objectives to provide more space for people walking and improve the experience of cycling, for example at Bank junction and on Fleet Street. We are already in contact on St Paul's Gyratory stops and welcome continued discussion before final details are agreed.

- f. We ask that TfL monitor bus patronage and demand and ensure frequency and capacity is increased as required when bus patronage increases and in anticipation of future demand.

ULEZ expansion and road user charging

18. The consultation on the proposed expansion of the ULEZ and future road user charging covers:

- An extension of the ULEZ London-wide from 29 August 2023 with charge levels for vehicles not meeting minimum emission standards (ULEZ Charges), hours, days and emission standards set at the same level as the current scheme. Certain vehicles in the 'disabled' and 'disabled' passenger tax class, wheelchair accessible private hire vehicles and minibuses used for community transport will benefit from an extended 'grace period'.
- Removal of annual £10 per vehicle Auto Pay registration fee for the ULEZ, Congestion Charge and LEZ in January 2023 (Auto Pay allows owners to set up an account so they automatically pay the relevant charge and so will not incur a penalty for non-payment).
- Increase the Penalty Charge Notice (PCN) level from £160 to £180 for non-payment of the ULEZ and Congestion Charge from January 2023. This charge is reduced by 50 per cent if paid in 14 days.
- A revision to the current 2018 Mayor's Transport Strategy (MTS), which would support the proposed London-wide extension of the ULEZ. This could include further options for how road user charging is applied, beyond the current Congestion Charge and ULEZ charge.

19. Links to information about why the proposals have been developed, the expected impacts on traffic and emissions as well as a summary of the potential wider impacts, including impacts on public health as identified in the Integrated Impact Assessment (IIA) are provided under Background Papers.

20. The changes aim to address:

- Health, through air quality improvements, noise reduction and increasing walking and cycling;
- Climate, through reducing carbon, working to a net zero transport network;
- Congestion, through traffic reduction and management.

Impact on the City - ULEZ

21. The ULEZ expansion has no direct impact on the City of London, as noted in the detailed figures in the TfL consultation documents and supporting Integrated Impact Assessment. The City benefits from existing ULEZ restrictions which have helped deliver improved air quality.

Impact on the City - The future of road user charging

22. The City of London Transport Strategy aims to achieve at least a 25% reduction in motor traffic by 2030, and a 50% reduction by 2044. Reductions in all types of motor traffic will be required to achieve this, with the most significant reductions being in the number of private cars and private hire vehicles using the City's streets.
23. The main proposal to achieve this aim is championing and supporting the development of the next generation of road user charging for London; and encouraging the Mayor of London and TfL to accelerate the development of new charging mechanisms. This smarter approach to charging could, for example, be varied according to patterns of demand, vehicle type or by distance travelled.
24. Traffic reduction will help the City Corporation deliver:
 - Climate Action targets
 - local air quality improvements, which are a corporate risk and breaching some national health-based targets and guidelines
 - more space and priority for people walking, improved cycling experience and better quality public realm
 - road danger reduction and Vision Zero
 - improved network efficiency for remaining essential vehicles including buses, freight and servicing and vehicles being used by people with access need.

Proposed response to consultation

25. It is proposed to respond to the ULEZ expansion consultation along the following lines:
 - g. We are committed to supporting the Mayor of London efforts to improve air quality across the Capital
 - h. We welcome exemptions ('sunset periods' and permanent reductions/exemptions), as appropriate for those people with a greater need for a special/adapted vehicle (disabled drivers/passengers), to allow reasonable time to replace without an unreasonable cost burden.
 - i. We welcome a scrappage scheme as this can assist small business and residents who have financial constraints.
 - j. We welcome the proposal to make autopay free as this simplifies the system for users.
 - k. We would like to understand the status of the MTS proposals for a central London Zero Emission Zone.
26. It is proposed to respond to the consultation on the future of road user charging along the following lines:
 - a. The City Corporation continues to support efforts to avoid a car led recovery and to reduce motor traffic in central London, in line with our Transport Strategy (TS) and Climate Action Strategy (CAS).
 - b. We welcome the potential of a broader approach to road user charges which can be more flexible and specific to achieve the ambitions of the MTS and our own TS and CAS. All these strategies require changes which go beyond reducing vehicle emissions. A net reduction in traffic is also necessary to achieve objectives around health, road danger reduction and quality of life.

Traffic reduction and congestion management should also enable remaining essential traffic to travel more efficiently to support the economy of London.

- c. The current congestion charge has limitations and the success of traffic reduction in the early years has been eroded, with vehicle numbers no longer reducing as a result.
- d. We welcome the potential for a mileage / use-based charge as this more accurately reflects the impact of vehicle usage on people and the environment. This must be designed to reduce the disproportionate negative impact on low-income/SME drivers of a flat rate charge, as at present. We assume that a full Equalities Impact Assessment would be undertaken on detailed changes when developed in the future.
- e. We welcome the opportunity for charges to vary by time of day to apply a more sensitive approach to managing traffic at peak times, including peak times for people walking. This also allows opportunity to support specific sectors of the economy in central London, such as weekend and evening leisure and culture if appropriate in the future.
- f. We welcome the opportunity for charges to vary by location or route. This will allow more sensitive traffic management at congested locations and areas we wish to have a greater impact on traffic.
- g. We would caution that it is important to ensure the information about charges especially where they vary by time or location is sufficient to influence choice, when the aim is to reduce the amount of traffic. If charges are incrementally small by auto charging it may be perceived as a 'general' tax on driving and have limited influence on travel choices. For example, commercial drivers might pass on costs to customers or absorb an additional cost if it is marginal. A system of charging which includes a rate/price increase at a threshold of miles, or number of trips could be useful to influence choice. We recognise there is a balance to facilitating the economy and managing traffic levels and congestion, and this broader more tailored approach, varying around time of day, type of vehicle, and location, offers the opportunity to do this better than the current flat rate congestion charge. The opportunity to look at the detail and impact of how the system might work should be considered in drafting the detailed proposals.
- h. The direction of income from road user charging for improvements to the transport network in future is welcome. Support for better quality infrastructure for walking, cycling and public transport is recommended as key to support joint policy aims of the City Corporation and the Mayor.
- i. We note that in any future scheme there may still be appropriate reductions or exemptions for some categories of driver or vehicles, particularly for disabled drivers and passengers.

Corporate & Strategic Implications

- 27. Strategic implications – Reducing motor traffic in the Square Mile enables more effective and efficient use of limited street space, reduces transport related carbon emissions, improves air quality and reduces road danger. Traffic reduction supports delivery of Corporate Plan Outcome 9: We are digitally and physically well-connected and responsive; the Transport Strategy; Climate Action Strategy and the Air Quality Strategy.

- 28. Financial implications – None
- 29. Resource implications – None
- 30. Legal implications – None
- 31. Risk implications – Reducing motor traffic in the Square Mile helps mitigate Corporate Risks CR21 – Air Quality, CR30 – Climate Action, and Departmental risk ENV-CO-TR 001 – Road Safety.
- 32. Equalities implications – TfL have undertaken an Integrated Impact Assessment (IIA) on the proposed changes Bus Network Review and the ULEZ expansion. This incorporates an Equalities Impact Assessment. The two IIA documents are available online and links are provided under Background Papers.
- 33. Climate implications – Reducing motor traffic supports delivery of the Climate Action Strategy by reducing carbon emissions and potentially enabling street space to be reallocated to walking, cycling and climate resilience measures.
- 34. Security implications - None

Conclusion

- 35. We welcome the opportunity to comment on the changes to the bus route network and note the financial constraints that require TfL to undertake these changes. The City of London will still benefit from good bus service if the proposed changes are made. We will urge TfL to monitor patronage and increase capacity in the future to ensure movement and growth is not limited by bus network capacity.
- 36. We welcome the potential of a broader approach to road user charges which can be more flexible and specific to achieve the ambitions of the MTS and our own TS and CAS. Meaningful traffic reduction will help the City deliver climate action targets, local air quality improvements, provide more space to walk and cycle, and reduce road danger.

Appendices

- Appendix 1: Bus network alterations – maps of route changes
- Appendix 2: Tables of bus network alterations.

Background Papers

- TfL Central London Bus Review (<https://haveyoursay.tfl.gov.uk/busreview>)
- Central London Bus Review 2022 Equality Impact Assessment Programme-wide assessment ([EqIA PDF](#))
- TfL ULEZ expansion and Possible new Road User Charges (<https://haveyoursay.tfl.gov.uk/cleanair>)

Samantha Tharme

Strategic Transport, Environment Department

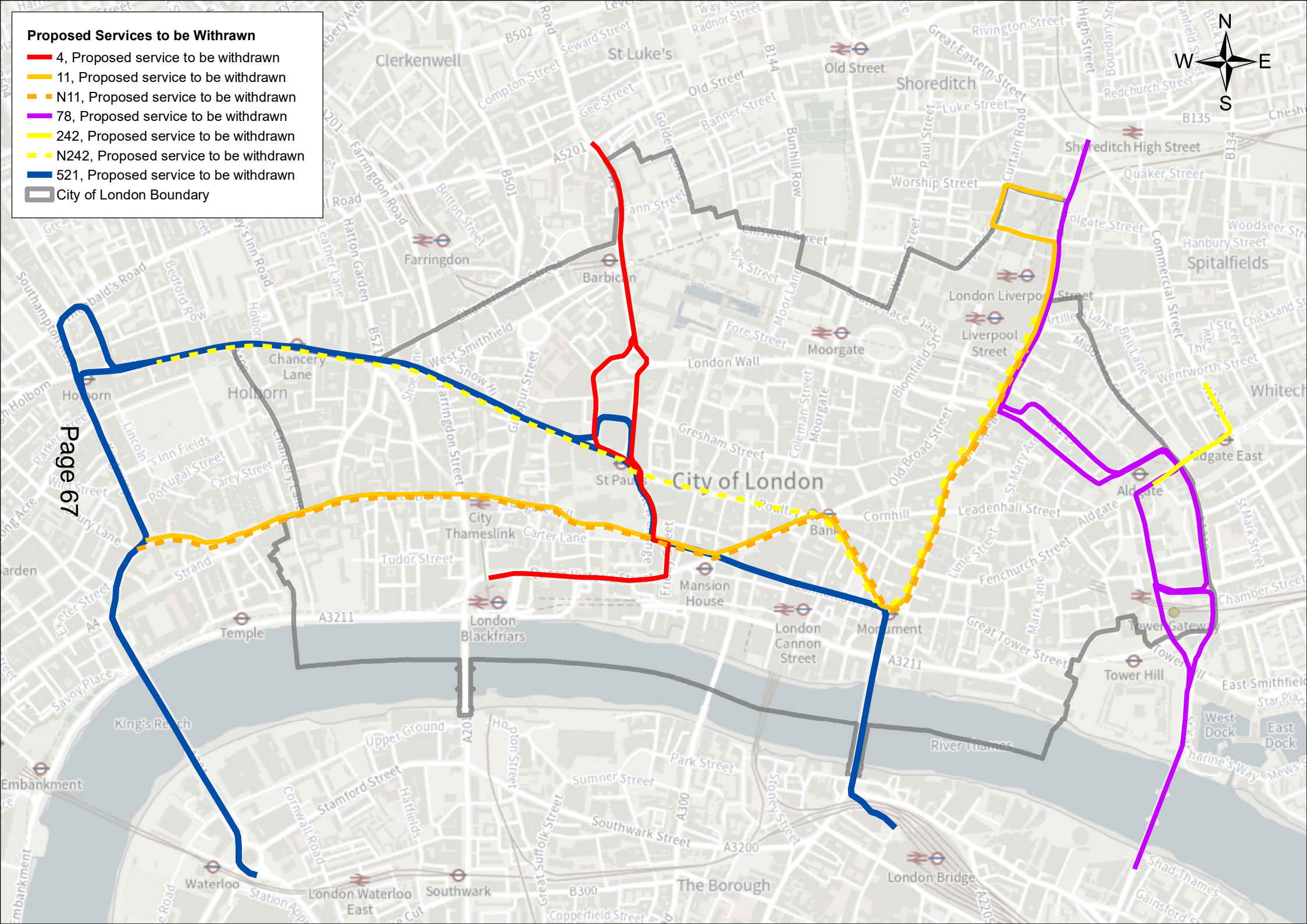
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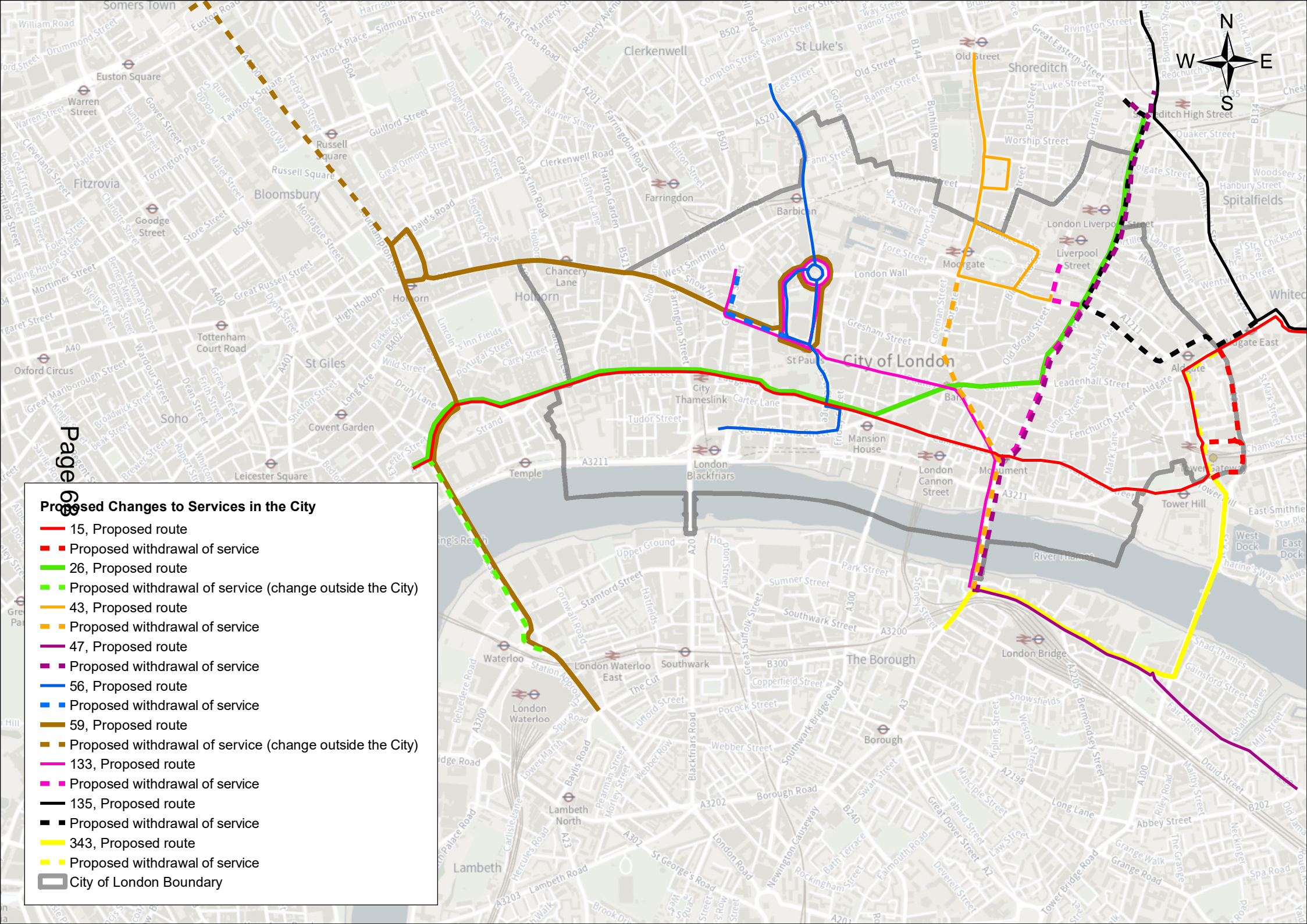
E: Samantha.Tharme@CityofLondon.gov.uk

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Proposed Services to be Withdrawn

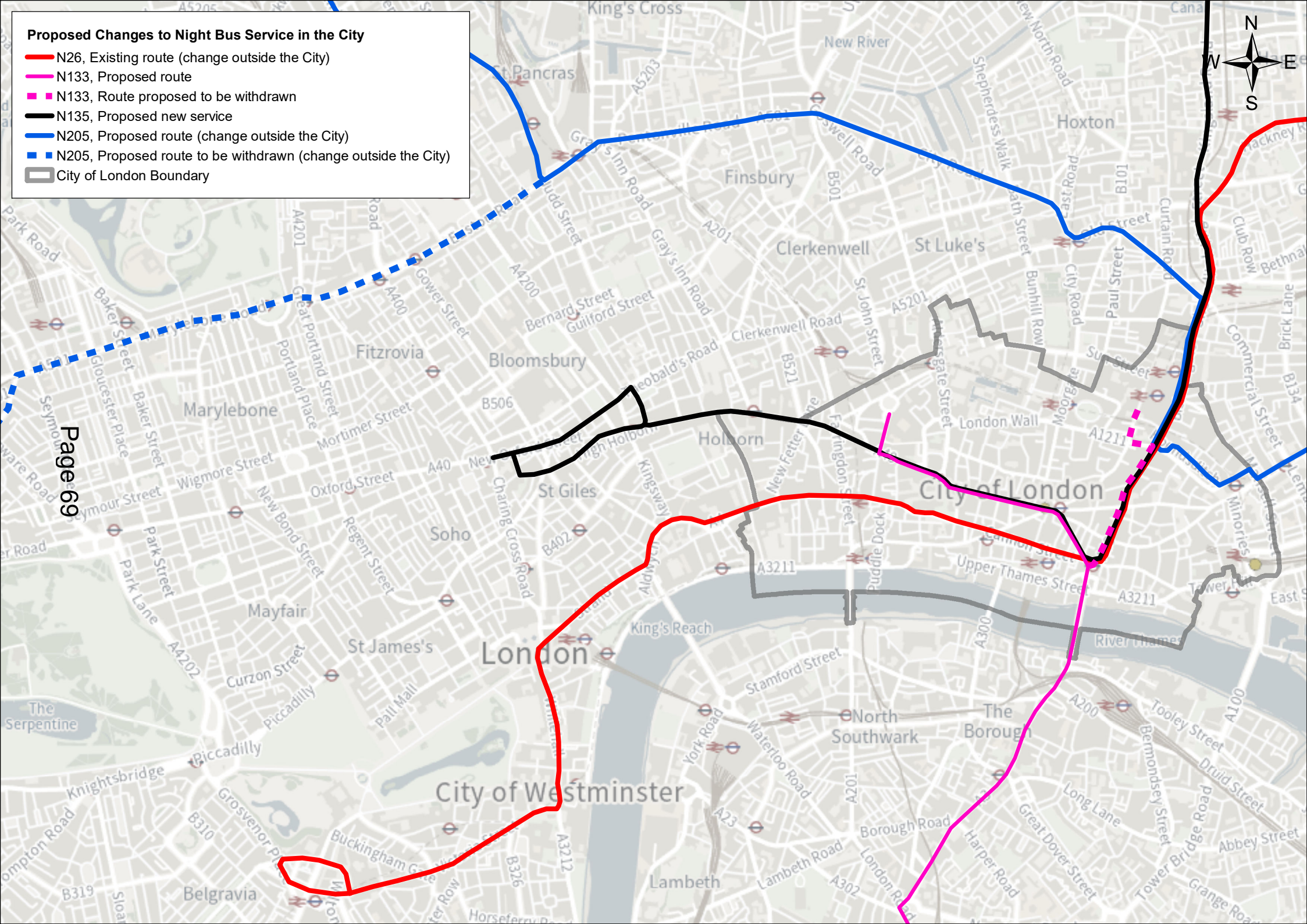
- 4, Proposed service to be withdrawn
- 11, Proposed service to be withdrawn
- N11, Proposed service to be withdrawn
- 78, Proposed service to be withdrawn
- 242, Proposed service to be withdrawn
- N242, Proposed service to be withdrawn
- 521, Proposed service to be withdrawn
- City of London Boundary





Proposed Changes to Night Bus Service in the City

- N26, Existing route (change outside the City)
- N133, Proposed route
- N133, Route proposed to be withdrawn
- N135, Proposed new service
- N205, Proposed route (change outside the City)
- N205, Proposed route to be withdrawn (change outside the City)
- City of London Boundary



City Bus Services after Network Changes

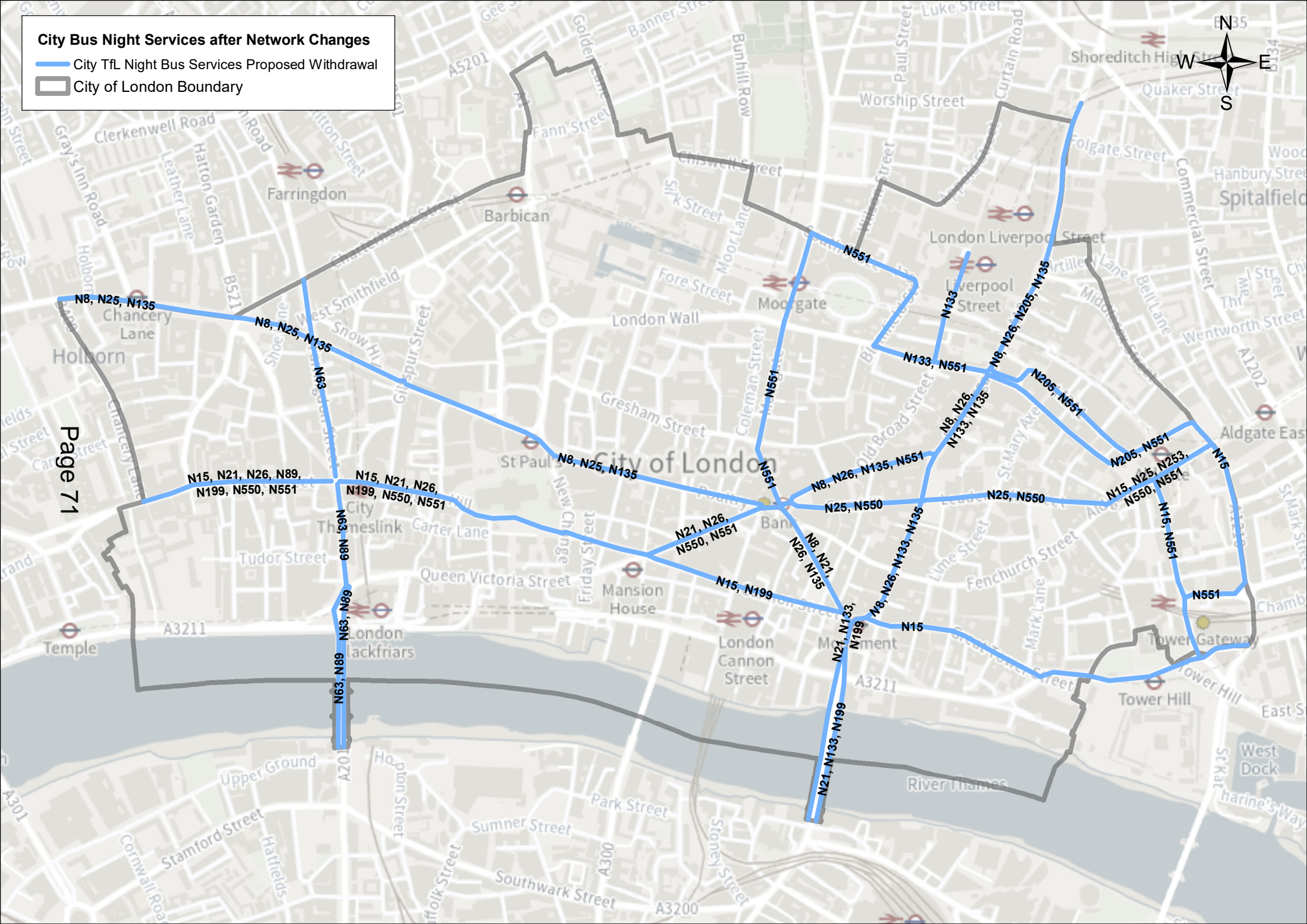
- City TfL Bus Services with Proposed Withdrawal (including 24hr services)
- City of London Boundary



City Bus Night Services after Network Changes

City TfL Night Bus Services Proposed Withdrawal

City of London Boundary



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Appendix 2 Tables – TfL Bus network review changes to buses running through the city.

This appendix covers all routes running through the City that are affected by the TfL network review. Some of the changes are within City boundary and some are at other locations on the route, the table states where the impact occurs. TfL comments column states the reasons for change.

Table 1 Proposed Withdrawal to Bus Services				
Route	Current Route	TfL Proposed Route	City route impact	TfL Comments
4	Between Archway and Blackfriars Station	To maintain key connections, we propose to make changes to bus routes 56, 236 and 476	The route is proposed to be removed through the City.	Buses in this area have excess space on board and these proposals would help reduce this while still ensuring customers can get to the destinations they need This would also simplify the network and ensure our bus services run as efficiently as possible
11	Between Fulham and Liverpool Street	To maintain key connections, if route 11 no longer ran, we propose to make changes to bus routes 26, 211 and 507	The route is proposed to be removed through the City.	Buses in this area have excess space on board These proposals would help reduce excess while ensuring customers would still get to the destinations they need to This would also simplify the network and ensure our bus services run as efficiently as possible
N11	Between Ealing Broadway and Liverpool Street	Route N11 would no longer run. To maintain key journey connections, we propose to: • extend route N26 from Trafalgar Square to Victoria • Introduce a new night service N507 between Ealing	The route is proposed to be removed through the City.	Fewer people are using night buses in this area Withdrawing route N11 would allow us to reinvest resources where they are needed more

		Broadway and Trafalgar Square		
78	Between Shoreditch High Street Station and St Mary's Road	Route 78 would no longer run. To maintain key connections, we propose to: • Extend route 388 from London Bridge to Peckham Bus station	The route is proposed to be removed through the City.	Withdrawing route 78 and extending route 388 from London Bridge to Peckham Bus station would help to better match bus capacity with customer demand between Shoreditch and Tower Bridge Road, in the 42 and 78 bus route areas It would also rationalise and simplify the network by reducing the number of parallel routes, while retaining key journey links between Peckham and Shoreditch.
242	Between Homerton Hospital and Aldgate Station	Route 242 would no longer run. To maintain key connections, we propose to: • Extend route 135 between Aldgate East Station and Homerton Hospital	The route is proposed to be removed through the City.	Customer travel patterns are changing and buses between Aldgate East and Old Street are underused Making changes to route 135 enables the withdrawal of route 242, and creates new journey links without the need to change bus between Homerton Hospital and the Isle of Dogs
N242	Between Homerton Hospital and Tottenham Court Road	Route N242 would no longer run. Route N135 would be a direct replacement, following the same line of route as the N242	The route is proposed to be removed through the City.	Renumbering route N242 to N135 would help simplify the night service network, making it easier for customers to understand

521	Between Waterloo Station and London Bridge Station	Route 521 would no longer run	The route is proposed to be removed through the City.	There is less demand for buses between Waterloo, Holborn, and Euston. There is also less demand for buses between London Bridge, Liverpool Street / St Pauls.
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Table 2 Proposed Changes to Bus Services - All services running through the city, which are changing, and note on whether the City part of the route is altered.

Route	Current Route	Proposed Route	City route impact	TfL Comments
15	Between Trafalgar Square and Blackwall	Between Trafalgar Square and Blackwall	The route is affected through the City with no service on Mansell Street which is a minor change	We want to re-route the 15 in this way to make it easier for customers to change to other bus routes, such as the 115 at Aldgate bus station
26	Between Waterloo and Hackney Wick	Between Victoria and Hackney Wick	The route is not affected through the City, but will no longer run from Waterloo. The 59 will run through Waterloo to St. Paul's.	There are more bus services running in the Aldwych/Waterloo area than are needed by customers. By withdrawing route 11 and restructuring other routes, we would more closely match capacity with demand and would be able to use our bus service resources in the places they are needed more
43	Between London Bridge and Friern Barnet	Between Liverpool Street and Friern Barnet	The route is affected through the City with no service from London Bridge to Moorgate	Bringing route 43 back to Moorgate from London Bridge and extending it to Liverpool Street Station would enable us to better match bus capacity with customer demand between London Bridge and Moorgate
47	Between Shoreditch High Street and Bellingham	Between London Bridge and Bellingham	The route is affected through the City with no service from Shoreditch High Street to London Bridge	Buses running between London Bridge and Shoreditch have excess space on board. These proposals would help reduce excess while ensuring customers would still get to the destinations they need to. A proposed extension of route 388 would help provide same stop interchange on Tooley Street for trips to Shoreditch

56	Between St Bartholomew's Hospital and Whipps Cross	Between Blackfriars and Whipps Cross	The route is affected through the City with no service to Giltspur Street but would service St Bart's from King Edward Street.	Buses in the area between St Pauls and St Bartholomew's run with excess space on board These proposals would help reduce excess while ensuring customers would still get to the destinations they need to This would also simplify the network and ensure our bus services run as efficiently as possible
59	Between Euston and Clapham Park	Between St Paul's and Clapham Park	This route is proposed to service the City from Clapham Parking servicing through Waterloo	Re-routeing the 59 to terminate at Clapham Park would provide new direct links between Clapham Park and Kennington, Waterloo, and Holborn. Passengers travelling between these locations would experience quicker journey times and would no longer need to change between bus routes in future
100	Between St Paul's/King Edward Street and Shadwell	Between St Paul's/King Edward Street and Bethnal Green	The proposed route changes do not impact the City	This proposal intends to keep journey links between Wapping and Bethnal Green provided by route D3, if route were to be rerouted
133	Between Liverpool Street and Streatham	Between St Bartholomew's Hospital and Streatham	The route is affected through the City from Liverpool Street to London Bridge, the route is proposed to service London Bridge to Giltspur Street (St. Barts)	There is less demand for buses between London Bridge and Liverpool Street Rerouting the 133 at Monument removes excess capacity while keeping direct journey opportunities between London Bridge and Cheapside – St Bartholomew's. The reroute would also restores the link between areas south of Borough and Bank
135	Between Crossharbour Asda and Moorfields Eye Hospital	Between Crossharbour Asda and Homerton Hospital	The route does affect the City, the service is proposed to be routed to Homerton Hospital. The service will no longer run along Bishopsgate.	Customer travel patterns are changing and buses between Aldgate East and Old Street are underused Rerouting the 135 makes better use of our resources as this would create new journey links without the need to change bus between Homerton and the Isle of Dogs. Changes to route 135 would also mitigate against the removal of route 242 if it were to no longer run

205	Between Paddington and Mile End	Between Parliament Hill Fields and Mile End	The route is not affected through the City	Re-routeing the 205 would help to better match capacity to demand It would also rationalise and simplify the network on the Euston Road corridor while retaining key journey links It would replace links currently provided by route 214 between Parliament Hill Fields and Old Street if this route were to change It would also create new journey links between the Mile End/Whitechapel/Liverpool Street areas and the Camden Town/Kentish Town/Highgate Road areas
214	Between Highgate Village and Finsbury Square	Between Highgate Village and Pimlico	The route is not affected through the City	Re-routeing the 214 would replace links currently provided by route 24 between Camden Town and Trafalgar Square to Pimlico if it were to no longer run It would also replace links currently provided by route 88 between Parliament Hill Fields and Parliament Square, if this were re-routed New links would be provided between the Kentish Town/Great Portland Street/Oxford Street/Piccadilly Circus areas and the Victoria Street/Pimlico areas
343	Between Aldgate and New Cross Gate	Between Tower Gateway Station, Minories and New Cross Gate	Minor alterations to the route it will now service from Tower Gateway Station instead of Aldgate	Plans to cut route 343 back to Tower Gateway from Aldgate better match capacity to demand
388	Between London Bridge and Stratford City	Between Peckham Bus Station and Stratford City	The route is not affected through the City	Plans to extend route 388 to Peckham would help to mitigate the proposed withdrawal of route 78 As such, the number of times customers would need to change between buses in the future would be limited Extending route 388 from London Bridge to Tower Bridge Road, City Hall would retain a same stop interchange between Tooley Street and Shoreditch for journey links lost on route 47 if it were to no longer run to Shoreditch

Table 3 Proposed Changes to Night Bus Services All services running through the city, which are changing, and note on whether the City part of the route is altered.				
Route	Current Route	Proposed Route	City route impact	TfL Comments
N15	Between Oxford Circus and Romford	Between Oxford Circus and Romford	The route is not affected through the City. No change to the service, the service will be part of passenger transfers onto the N15 and N26 from the N507 as the N11 is proposed to be removed.	We propose to re-route the N15 (as well as the day service on route 15) in this way to make interchanging with other services at Aldgate bus station simpler This is a minor proposal designed to assist customers when changing bus
N26	Between Charing Cross and Chingford	Between Victoria and Chingford	The route is not affected through the City. Proposed route extension west from Charing Cross to Victoria.	This proposal would provide new journey opportunities and enable us to use our resources more efficiently
N133	Between Liverpool Street and Morden	Between St Bartholomew's Hospital and Morden	The route does change through the City. Mirrors the day service	This would simplify the night bus network by ensuring that the night bus route mirrors it's day route equivalent in central London
N135	N242 (New Oxford Street towards Homerton Hospital)	Between New Oxford Street and Homerton Hospital	The route is not affected through the City. Replaces and renamed the N242 night service	It is proposed to withdraw the day service on route 242 and partially replace it with route 135. Renumbering the night service would keep the network as easy as possible for customers to understand
N205	Between Paddington and Stratford	Between Parliament Hill and Stratford	The route is not affected through the City. Destination change	This proposal is intended to simplify the night bus network and better match bus capacity with customer demand

Agenda Item 6

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Committees: Operational Property and Projects Sub – <i>For decision</i> Streets & Walkways Sub – <i>For decision</i>	Dates: 21/07/2022 05/07/2022
Subject: City Streets: Transportation response to Support Covid -19 Recovery: Phase 3 - Charterhouse Square School Street Unique Project Identifier: <i>PV Project ID 12217</i>	Gateway 6: Outcome Report Regular
Report of: Director of the Built Environment Report Author: Min Yee Cheung	For Decision
PUBLIC	

Summary

1. Status update	Project Description: <ul style="list-style-type: none">• To implement traffic management measures to support the City's COVID-19 recovery. These measures will primarily provide more and safer spaces for people walking and cycling. The project is being delivered under three phases. Phases 1 and 2 were closed in April 2021.• The Gateway 2-4 report for Phase 3 was approved by Members in June 2020. Amongst the measures, it included a proposal to implement an experimental "school street" scheme outside Charterhouse Square School, and if successful, it could be made permanent. Appendix 2 shows a plan of the scheme. The delegated Gateway 5 report was approved in December 2020. This Gateway 6 report relates to the Charterhouse Square School Street only.• The school street scheme prohibits motor vehicles from using a section of Charterhouse Square at the start and
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v.April 2019

	<p>end of the school day. The restriction bans all motor vehicles (except emergency vehicles on emergency calls and refuse vehicles) from driving along Charterhouse Square between Monday – Friday, 8:15 – 9:15am and 3:00 – 4:00pm during school term times.</p> <ul style="list-style-type: none"> • The school street was implemented under an Experimental Traffic Order (ETO) on 26 April 2021. • An ETO allows for the scheme to be introduced to test the operational arrangements before a decision is made on whether to make it permanent. An ETO must be in operation for at least 6 months and to a maximum of 18 months. Statutory public consultation takes place in the first 6 months and any objections must be made within this period. • During the period of public consultation, three objections were received, two of which were from the emergency services and one from a taxi trade organisation. <p>RAG Status: Green (Green at last report to Committee)</p> <p>Risk Status: Low (Low at last report to committee)</p> <p>Costed Risk Provision Utilised: £0</p> <p>Final Outturn Cost: £65,000</p>
2. Next steps and requested decisions	<p>Requested Decisions:</p> <p>The Streets and walkways Sub-Committee is asked to:</p> <ul style="list-style-type: none"> • Agree to the making of a Traffic Order under section 6 of the Road Traffic Regulation Act 1984 to make the experimental ban on motor vehicles using Charterhouse Square permanent. <p>The Streets and Walkways and the Operational Property and Projects Sub Committees are asked to:</p> <ul style="list-style-type: none"> • Approve this Outcome Report and agree to close the project.
3. Key conclusions	<p>The project has been successfully completed with the main objectives met.</p>

	<p><u>Main Learning & recommendations</u></p> <p>3.7 There is strong support for School Streets from parents and school staff. However, their expectation for these schemes is that the street should either be physically closed or for it to be managed by marshals. Managing their expectations to avoid disappointment and to ensure continued support is therefore very important.</p> <p>3.8 The delivery of the scheme was delayed due to the rapid changing national covid restrictions/lockdown rules. This delayed the installation of equipment and subsequently the scheme itself. Traffic levels during lockdown were also affected so it was necessary to be flexible to ensure the experiment reflected as near normal traffic conditions as possible.</p> <p>3.9 Traffic data before and after the scheme was implemented showed that traffic flows has reduced from an average of 299 vehicles to 30 vehicles during the operation hours. This represents a 90% reduction.</p> <p>3.10 Consideration was taken when designing and placing the traffic signs for the scheme as Charterhouse Square is within a conservation area and has narrow footways. The size and number of signs used were therefore kept to a minimum. However, feedback, mostly from school staff and parents highlighted concerns that the signage was insufficient and was therefore contributing to high levels of non-compliance. Although traffic surveys were not obtained during the initial few months of the experiment, officers did observe that there was a high volume of traffic contravening the ban which needed to be addressed. Consequently, more and larger signage was installed in December 2021. A map and photos of the current signage can be seen in Appendix 3.</p>
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Main Report

Design & Delivery Review

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4 Design into delivery	<p>4.1 Although this School Street scheme is the first to be introduced in the City, the fundamental components are the same as many of the schemes introduced across the City. The scheme itself is very minor and involves a legal order and signage to restrict the use of the street, an ANPR camera (for enforcement) and a boundary street agreement with the London Borough of Islington. The scheme also involved consultation and monitoring which is also similar to other delivered projects. Delivery of the project was therefore fairly routine.</p> <p>4.2 On reflection and due to the short duration of the traffic restrictions compliance levels could have been better if more and larger signs were installed from the outset.</p>
5 Option Appraisals	<p>5.1 Assessment of various options for the School Street was carried out. The chosen option considered a wide range of issues including the location of the school, private streets, car parks, other access needs, enforcement regime, site conditions and views of the school community. These enabled the objective to be met.</p>
6 Procurement route	<p>6.1 Collection of traffic data was procured through competitive quotes. Delivery of measures were undertaken by the City's Term Contractors, J B Riney and Siemens.</p>
7 Skills base	<p>7.1 The project team within the Environment Department had the skills, knowledge, and experience to manage and deliver the project.</p>
8 Stakeholders	<p>8.1 Extensive engagement with the school staff, parents, local occupiers and Islington Council took place throughout the project cycle. This included entering into an agreement (s101 of the Local Government Act 1972) with Islington. This enabled the project to be delivered smoothly.</p> <p>8.2 Following the delivery of the scheme two separate online surveys were open for feedback. One was aimed at the school community and the other was for the general public. This gave the public a platform to feed their comments and was used to gauge how the scheme has performed. In total there were 134 and 9 responses received respectively and a summary of these can be found in Appendix 4.</p>

	<p>8.3 From these surveys it can be seen that there is very strong support (noting the low response rate from the general public). 125 (93%) of respondents from the school community and eight of nine responses from the general public supported the retention of the school street scheme (with and without any changes) and that the majority (over 80% (in each survey group)) also agreed that the scheme will positively impact the area in the long term if made permanent. It should be noted that the majority of those that supported the retention of the school street also wanted to see further improvements made. Improvements in signage was subsequently made in December 2021.</p> <p>8.4 Prior to the start of the scheme, concerns were expressed that a large number of parents relied on motor vehicles to get to and from school and that the restrictions would disproportionately affect them. As part of the scheme, surveys were carried out which showed that those using car/taxi is low and has reduced from 15 to 11 following the introduction of the School Street. Appendix 4 provides a breakdown of travel modes.</p> <p>8.5 As part of the process, statutory public consultation was carried out. As a result, three objections were received. These are discussed in further detail under section 11 of this report.</p>
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Variation Review

9 Assessment of project against key milestones	<p>9.1 The original milestone to deliver the scheme was September 2020, which would have coincided with the start of the new school term. This was not met due to the delays caused the Covid-19 pandemic.</p> <p>9.2 Lockdown restrictions also closed schools until March 2021, making engagement with the school difficult. The scheme however, was delivered in April 2021, which coincided with the start of a new school term.</p>
10 Assessment of project against Scope	<p>10.1 To achieve the objectives, the scope of the project included:</p> <ul style="list-style-type: none"> • restricting motor vehicles from using Charterhouse Square between Hayne Street and Carthusian Street.

	<ul style="list-style-type: none"> • The restrictions operate between 8.15am – 9.15am and 3pm to 4pm Monday to Friday during school term only. • Refuse collection and emergency vehicles attending emergency calls were exempt. • Regulatory and advance signage was installed to inform and provide advance notice to users. The regulatory signs were manufactured to be “foldable” to enable ease of management as when required. Following concerns and observations, larger and additional signage was installed in December 2021. • Two ANPR enforcement cameras linked to the Parking Ticket Office.
11 Risks and issues	<p>11.1 As part of the statutory public consultation for the ETO, three objections were received.</p> <p>11.2 One from the Metropolitan Police Service,</p> <p>11.3 One from the South-East Ambulance Service and</p> <p>11.4 One from the Licenced Taxi Drivers Association (LTDA).</p> <p>11.5 The ETO made exemptions from the restriction to permit emergency services vehicles when responding “in an emergency”. However, both the Metropolitan Police and Ambulance Service opposed this because they were concerned that this would still impact on their services and would prefer exemption that permit “emergency vehicles” access at all times.</p> <p>11.6 Since the start of the experiment (now in its 13th month of operation), there has been no penalty charge notices issued to drivers of an emergency service’s vehicle for contravening the restriction. The City has also an established appeals system to resolve PCN’s but to date, no appeals have been made in relation to vehicles being used by the emergency services.</p> <p>11.7 One of the main reasons for introducing the school street is to reduce risks. During the school starting and finishing times, Charterhouse Square becomes very crowded and often people walking or waiting are forced on to the carriageway. Long Lane provides a parallel alternative route to Charterhouse Square, is much wider and therefore more suitable for through traffic. It should be further noted that the restrictions only operate for two hours per week day and during term time only. The vast majority of the time, Charterhouse Square remains unrestricted and with Long Lane a better through route, the impact is</p>

	<p>considered to be negligible. Limiting the use of Charterhouse Square to emergency services vehicles when responding to an emergency is therefore considered to be the best-balanced approach.</p> <p>11.8 The LTDA opposes the restrictions because they consider licensed taxis should be exempted from the restrictions because they provide a transport service to disabled passengers who may need to access to Charterhouse Square. The Equalities Impact Assessment identified that this issue should be monitored.</p> <p>11.9 Engagement with school staff, parents and public feedback as well as officer observations have not identified an issue for disabled access. The school is the only frontage affected and access to all other properties and routes are maintained, although some journeys may be marginally longer. It is therefore recommended that the restriction prohibiting taxis using Charterhouse Square is retained.</p> <p>11.10 The online surveys identified that there was an issue with non-compliance of the restrictions and changes were required. Although traffic data was not obtained during this period, observations by officers identified that there were significant contraventions. Therefore, larger and additional signs were installed in December 2021 to improve the scheme. Compliance levels are now at 90% which is comparable to other schemes.</p>
12 Transition to BAU	<p>12.1 Following completion of the works, the delivered project is now managed under normal BAU activities. This has been possible because the measures implemented are standard and engagement with affected service took place throughout the project cycle.</p>

Value Review

13 Budget	<div>Estimated Outturn Cost (G2)</div> <div>Estimated cost (including risk): £60,000</div>	
	<div>At Authority to Start work (G5)</div>	<div>Final Outturn Cost</div>

	<i>Fees</i>	£13,000	£18,000
	<i>Staff Costs</i>	£7,300	£7,300
	<i>Works</i>	£39,700	£39,700
	<i>Purchases</i>	None	None
	<i>Other Capital Expend</i>	None	None
	<i>Costed Risk Provision</i>	None	None
	<i>Recharges</i>	None	None
	<i>Other*</i>	None	None
	<i>Total</i>	£60,000	£65,000
<p>The increase in cost relating to fees is associated with making the ETO permanent, which will be met through DBE's Traffic Management Local Risk Budget</p> <p>13.1 The final account has not been verified.</p>			
14 Investment	N/A		
15 Assessment of project against SMART objectives	<p>15.1 The objective was to reduce traffic using Charterhouse Square during the school starting and finishing times. This would therefore improve safety, provide more space for people walking, cycling and waiting. Additionally, the purpose of implementing the scheme using an ETO was to allow the operational arrangements to be tested before it is made permanent. Traffic data (Appendix 5) has shown that there has been no traffic impact on the surrounding network and feedback as well as site observations have also shown that these objectives have been met.</p>		
16 Key benefits realised	<p>16.1 The surveys have shown that the scheme has been very beneficial to the school community and there is strong support for the scheme to be retained and that it will positively impact the area in the long term if made permanent.</p>		

Lessons Learned and Recommendations

17 Positive reflections	<p>17.1 There is strong support from the community for School Streets.</p>
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	<p>17.2 The restrictions operate for two very short periods, coinciding with the highest pedestrian activity around the school.</p> <p>17.3 The negative impact of the project has been minimal but significant positive benefits achieved. There has been no evidence of any accessibility implications nor any tangible increases on traffic displacements to the surrounding road network.</p> <p>17.4 The design team were well skilled and experienced with delivering these projects.</p>
18 Improvement reflections	<p>18.1 Despite on-going engagement with the school staff and parents, there was still an expectation that the restrictions should involve a physical closure or one that is managed by a marshal. This expectation was further amplified by the high level of non-compliance during the early period of the experiment. Clearer communication with the school community which explained why a gate or a marshal to manage the closure was not feasible could have managed their expectations better and therefore would have avoided any disappointment as well as to ensure continued support.</p>
19 Sharing best practice	Dissemination of information through team and project staff briefings.
20 AOB	N/A

Appendices

Appendix 1	Project Coversheet
Appendix 2	Plan of Charterhouse Square restriction
Appendix 3	On-line survey questions and responses
Appendix 4	Results of the traffic surveys
Appendix 5	Traffic counts for Charterhouse Square, St Johns Street & Lindsey Street

Contact

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Telephone Number	07521 870 700

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Project Coversheet

[1] Ownership & Status

UPI: 1227

Core Project Name: City Streets: Transportation response to support covid – 19 recovery: Phase 3 - Charterhouse Square School Street

Programme Affiliation (if applicable): City Streets: Transportation response to support Covid-19 recovery

Project Manager: Min Yee Cheung

Definition of need:

To support the City's recovery from Covid-19, more and safer spaces for people walking and cycling is needed.

In June 2020, the Gateway 2 – 4 approved a proposal to implement an experimental school street scheme outside Charterhouse Square school, and if successful, it could be made permanent.

The objective of a school street is to reduce traffic using Charterhouse Square during the school starting and finishing times. This would therefore improve safety, provide more space for people walking, cycling and waiting.

Key measures of success:

- Traffic using Charterhouse Square at the start/end of the school day is reduced
- There is support for proposal to be retained
- No significant impact to the surrounding network

Expected timeframe for the project delivery: January 2021 at Gateway 5.

The original delivery of the project was September 2020, however, this was delayed due to the rapid changing situation with Covid-19 lockdowns. A revised delivery timescale of January 2021 was provided in the Gateway 5 report but this was still affected by a further lockdown. The project was finally delivered in April 2021, which coincided with a new school term.

Key Milestones:

- Delivery April 2021
- Gateway 6, Outcome report – July 2022

Are we on track for completing the project against the expected timeframe for project delivery? Yes (as per G6 report)

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

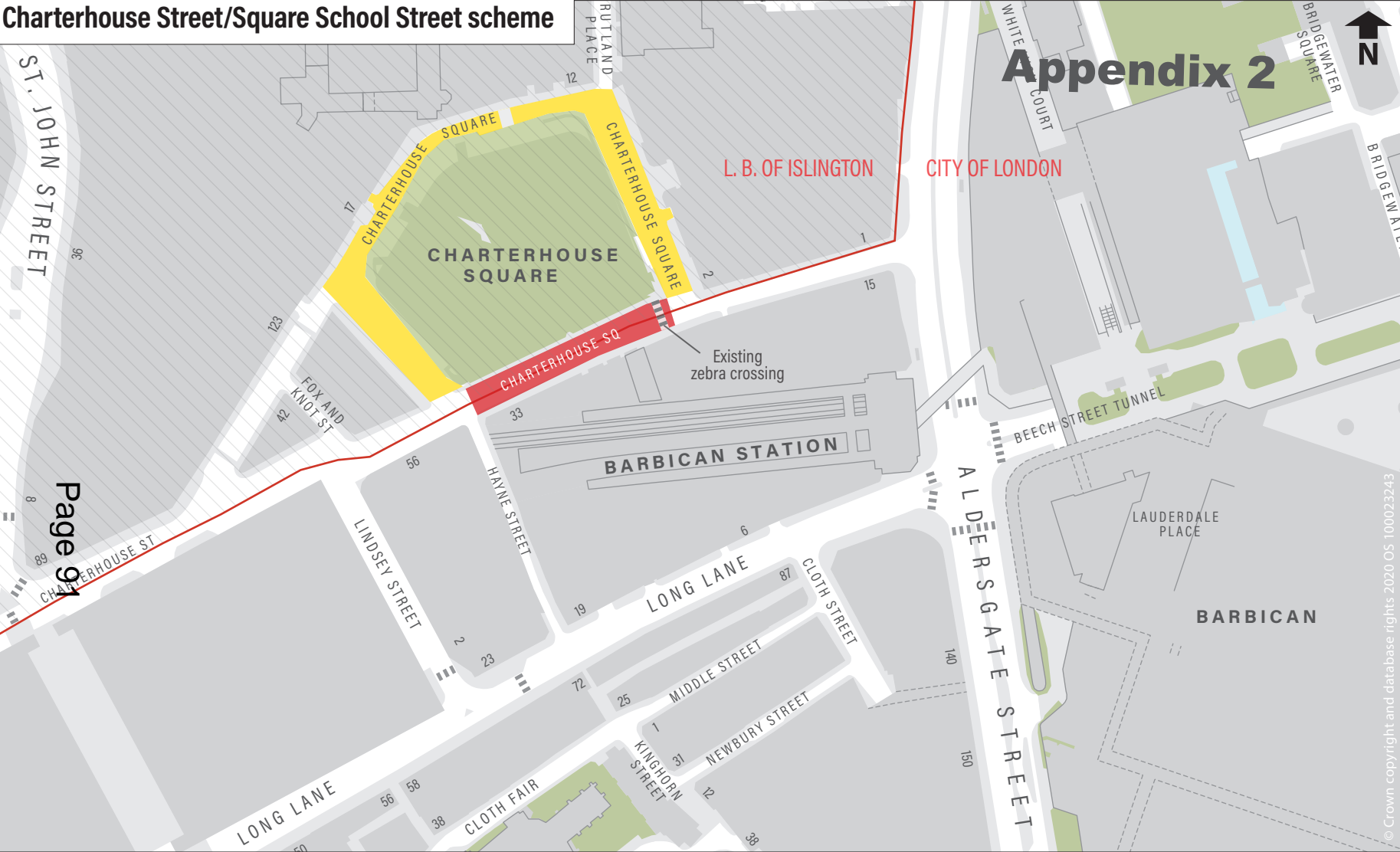
'Project Briefing' G1 report (as approved by Chief Officer xx/yy/zz): N/A

- Total Estimated Cost (excluding risk): N/A

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<ul style="list-style-type: none"> • Costed Risk Against the Project: N/A • Estimated Programme Dates: <p><i>Scope/Design Change and Impact: N/A</i></p>
<p>'Project Proposal/Option Appraisal/Design G2-4 report (as approved by PSC 23/06/20):</p> <ul style="list-style-type: none"> • Total Estimated Cost (excluding risk):£60,000 • Resources to reach next Gateway (excluding risk) £0 • Spend to date: £0,000 • Costed Risk Against the Project: N/A • CRP Requested: N/a • CRP Drawn Down: N/a • Estimated Programme Dates: <p><i>Scope/Design Change and Impact: None</i></p>
<p>'Authority to start Work' G5 report (as approved by PSC 01/12/20):</p> <ul style="list-style-type: none"> • Total Estimated Cost (excluding risk): £60,000 • Resources to reach next Gateway (excluding risk: £60,000 • Spend to date: £60,000 • Costed Risk Against the Project: N/A • CRP Requested: N/A • CRP Drawn Down: N/A • Estimated Programme Dates: <p><i>Scope/Design Change and Impact: None</i></p>
<p>Total anticipated on-going commitment post-delivery [£]:0 Programme Affiliation [£]:0</p>

Charterhouse Street/Square School Street scheme



Key

- Private street
- No motor vehicles Monday - Friday 8.15 - 9.15 am & 3 - 4 pm
- Borough Boundary



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Appendix 3 Photos and plans of the Charterhouse Square Signs



Figure 1 'No motor vehicles' signs arranged to form a 'gateway' on Charterhouse Square



Figure 2 Closer up view of the 'No motor vehicle' sign on Charterhouse Square



Figure 3 An advance warning sign of the restriction on Charterhouse Square

Appendix 3 Photos and plans of the Charterhouse Square Signs

Figure 4 Plan showing original layout of signs (Not to scale)

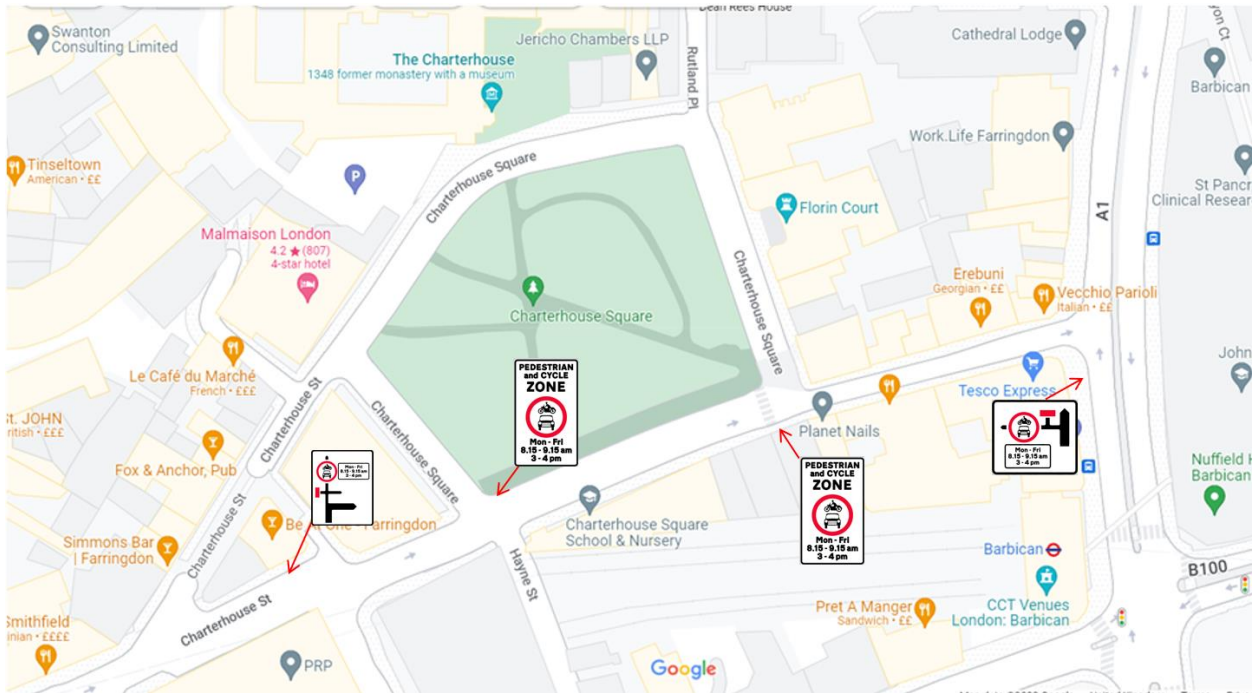
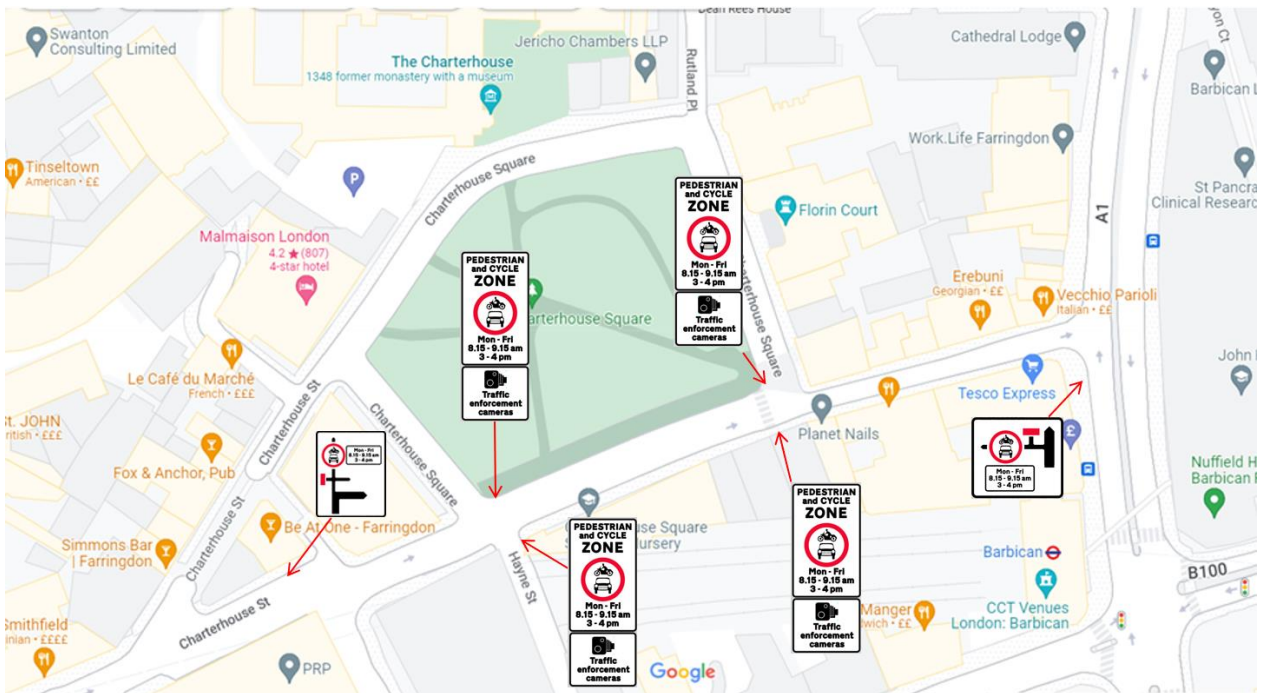


Figure 5 Plan showing increased sizes and number of signs (not to scale)



Appendix 4

Results of the on-line survey for the Charterhouse Square scheme submitted by the general public

There were 9 responses to the general survey.

Breakdown of who the respondents were (N.B. they could select more than one option):

A local resident	1
Parent of student attending Charterhouse Sq School	8

Q: Now that the School Street is in place, how much do you agree or disagree with these statements:

	Agree/strongly agree	Neither agree nor disagree	Disagree/strongly disagree	Total
The air on this street is cleaner	3	3	3	9
I can walk/cycle/scoot more safely on this street	2	1	6	9
Children can walk/cycle/scoot more safely on this street	2	0	7	9
There is less traffic on the surrounding streets	0	3	6	9
I am happy with the School Street measures	2	0	7	9
These changes have made the area more pleasant to spend time in	4	1	4	9
The School Street will positively impact the area in the long term if made permanent	7	0	2	9
I have no opinion on the impact	1	0	8	9

Q: Do you support the retention of the School Street measure?

	Number	Percentage
I support the School Street measure as it is	1	11.1%
I support it, but would like some changes	7	77.7%
I don't support it, but would support if changes are made	0	0%
I don't support it	1	11.1%
I have no opinion on this	0	0%
Total	9	100%

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Appendix 4

Results of the on-line survey for the Charterhouse Square scheme submitted by the parents/school staff

There were 134 responses to the school survey.

Breakdown of who the respondents were:

- 131 parent/guardians who accompanied child to school
- 2 parent/guardians answering on behalf of a child who travels alone
- 1 school staff

Answers comparing how people travel to school BEFORE vs AFTER the School Street was put in place:

Mode of transport used to travel to/from school	Before the scheme	During the scheme
Car/taxi	15	11
Walking/buggy/scooter	61	64
Cycling	15	18
Underground/train/overground	14	14
School/public bus	17	25
Park & stride	1	1
N/A	11	1

- Slightly more active travel modes used since School Street has been put in place (walk/buggy/scooter = +3; cycle = + 3)
- Less car/taxi use (-4).
- School/public bus use increased (+ 8)

Q: Now that the School Street is in place, how much do you agree or disagree with these statements:

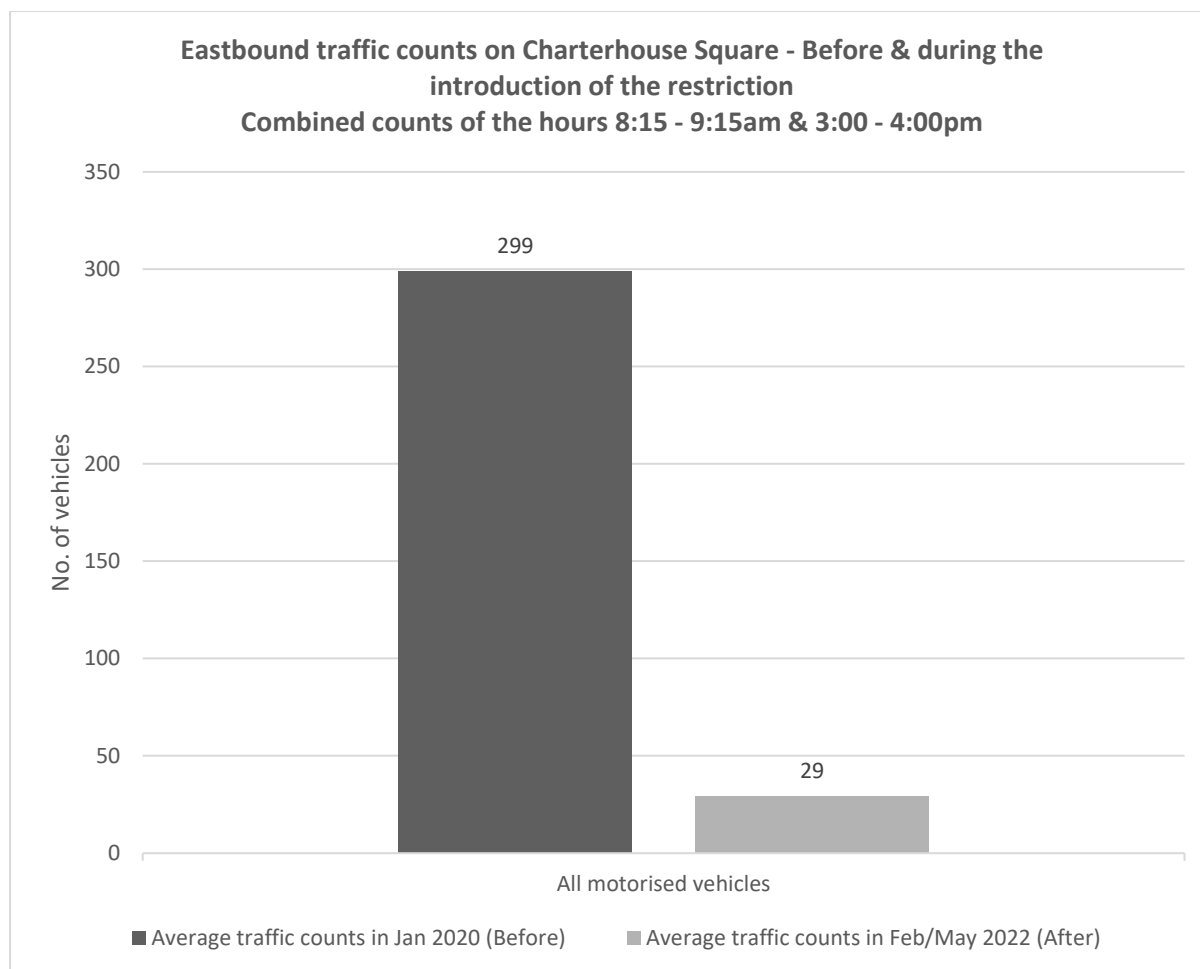
	Agree/strongly agree	Neither agree nor disagree	Disagree/strongly disagree	Total
The air on this street is cleaner	64 (47.7%)	55 (41%)	15 (11.2%)	134 (100%)
I can walk/cycle/scoot more safely on this street	80 (59.7%)	9 (6.7%)	45 (33.6%)	134 (100%)
Children can walk/cycle/scoot more safely on this street	71 (53%)	9 (9%)	51 (38.1%)	134 (100%)
There is less traffic on the surrounding streets	40 (29.8%)	39 (29.1%)	55 (41.1%)	134 (100%)
I am happy with the School Street measures	55 (41%)	9 (6.7%)	70 (52.3%)	134 (100%)
These changes have made the area more pleasant to spend time in	74 (55.2%)	24 (17.9%)	36 (26.8%)	134 (100%)
The School Street will positively impact the area in the long term if made permanent	114 (85.1%)	9 (6.7%)	11 (8.2%)	134 (100%)
I have no opinion on the impact	9 (6.7%)	18 (13.4%)	107 (79.9%)	134 (100%)

Q: Do you support the retention of the School Street measure?

	Number	Percentage
I support the School Street measure as it is	29	21.6%
I support it, but would like some changes	96	71.6%
I don't support it, but would support if changes are made	5	3.7%
I don't support it	4	3%
Total	134	100%

Appendix 5 – Results of the traffic flows on Charterhouse Square

Table 1 Results of the traffic counts on Charterhouse Square



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Appendix 5 - Results of the traffic flows on St Johns Street & Lindsey Street

Table 1 Traffic counts on St Johns Street (before & during)

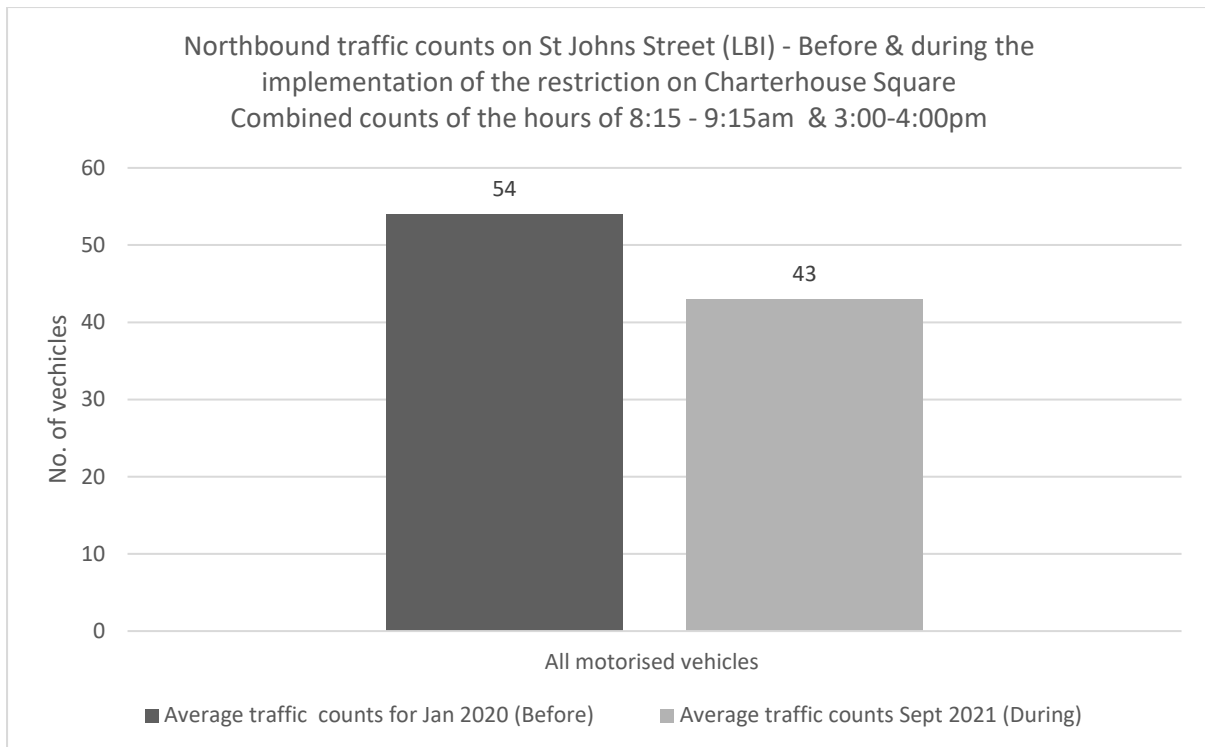
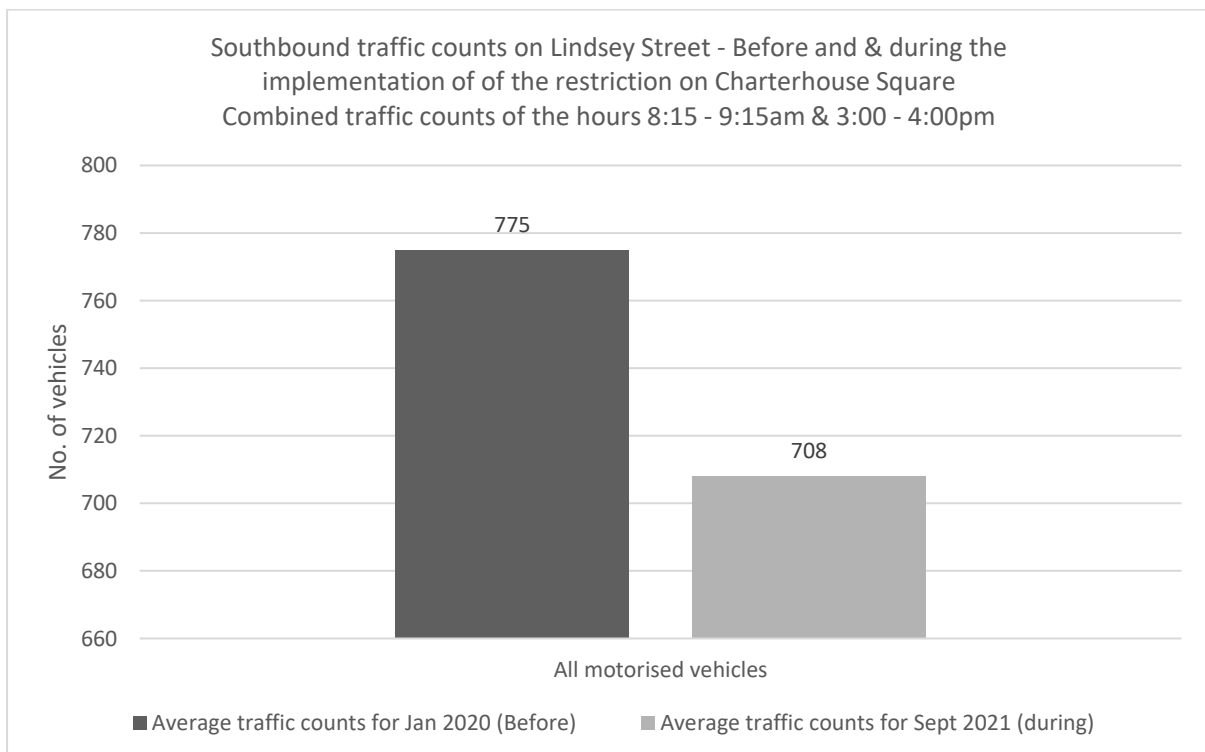


Table 2 Traffic counts on Lindsey Street (Before & during)



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Committees: Streets and Walkways Sub <i>[for decision]</i> Operational Property and Projects Sub <i>[for decision]</i>	Dates: 5 July 2022 20 July 2022
Subject: Mansion House Station Environs - Little Trinity Lane public realm enhancements Unique Project Identifier: <i>PV Project ID: 11945</i>	Gateway 3 Regular Issue Report
Report of: Executive Director, Environment Report Author: Leila Ben-Hassel	For Decision
<h1>PUBLIC</h1>	

1. Status update	<p>Project Description: This project aims to deliver walking and accessibility improvements and an enhanced public space at Little Trinity Lane to provide a more welcoming and comfortable environment. It is also proposed (through this report) to widen the scope of the project to include more climate resilience measures.</p> <p>RAG Status: Green (Green at last report to Committee)</p> <p>Risk Status: Low (Low at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £418,445 (set at Gateway 3).</p> <p>Funding Strategy: The project funding strategy as approved at Gateway 3 included S106 receipts and TfL (Local Implementation Plan) funds. The funding strategy is proposed to be revised as a result of the impact of the pandemic on TfL's overall financial position, as well as a planned design review following the project being integrated into the Cool Streets and Greening Programme.</p> <p>Change in Total Estimated Cost of Project (excluding risk): Costs will be reassessed as part of the design review and a cost range of £450K - £550K is proposed. This increase from £418,445 is due to a change in scope of the project to incorporate climate resilience measures along with an increase in construction costs since the last Gateway approval. The loss of the TfL funds has also meant that fewer walking and accessibility improvements are affordable within the budget. However, officers will</p>
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	<p>investigate additional funding sources prior to Gateway 4/5 to deliver these measures.</p> <p>Spend to Date: £81,992 (including fee commitments)</p> <p>Costed Risk Provision Utilised: None</p> <p>Slippage: The project has been on hold since 2020 because of the withdrawal of TfL funding as a result of the pandemic. The previous completion date was late 2020. The revised completion date is summer 2023.</p>																																																
2. Requested decisions	<p>Members are asked to:</p> <ol style="list-style-type: none">1. Approve the amended scope of the project to include climate resilience measures and note that an updated 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 £27,000 to reach the next gateway, funded from the S106 for 39-53 Cannon Street – LCE (as previously agreed as part of the Project Prioritisation report).4. Note that the wider walking and accessibility improvements are to be brought forward when funding becomes available, with additional funding sources to be investigated prior to Gateway 4/5 to deliver these measures.5. Note the revised programme set out in Section 5 of this report.																																																
3. Budget	<table><tr><th colspan="4">Table 1: Resources Required to reach the next Gateway</th></tr><tr><th>Description</th><th>Approved Budget (£)</th><th>Resources Required (£)</th><th>Revised Budget (£)</th></tr><tr><td colspan="4">Pre evaluation: 16800384</td></tr><tr><td>P&T Staff Costs</td><td>27,557</td><td>-</td><td>27,557</td></tr><tr><td>P&T Fees</td><td>13,950</td><td>-</td><td>13,950</td></tr><tr><td>Total - 16800410</td><td>41,507</td><td>-</td><td>41,507</td></tr><tr><td colspan="4">Post Gateway 3: 16100384</td></tr><tr><td>Env Servs Staff Costs</td><td>14,000</td><td></td><td>14,000</td></tr><tr><td>Legal Staff Costs</td><td>600</td><td></td><td>600</td></tr><tr><td>Open Spaces Staff Costs</td><td>2,500</td><td></td><td>2,500</td></tr><tr><td>P&T Staff Costs</td><td>25,000</td><td>12,000</td><td>37,000</td></tr><tr><td>P&T Fees</td><td>29,400</td><td>15,000</td><td>44,400</td></tr></table>	Table 1: Resources Required to reach the next Gateway				Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)	Pre evaluation: 16800384				P&T Staff Costs	27,557	-	27,557	P&T Fees	13,950	-	13,950	Total - 16800410	41,507	-	41,507	Post Gateway 3: 16100384				Env Servs Staff Costs	14,000		14,000	Legal Staff Costs	600		600	Open Spaces Staff Costs	2,500		2,500	P&T Staff Costs	25,000	12,000	37,000	P&T Fees	29,400	15,000	44,400
Table 1: Resources Required to reach the next Gateway																																																	
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P&T Fees	29,400	15,000	44,400																																														

	Total - 16100410	71,500	27,000	98,500
	TOTAL	113,007	27,000*	140,007
	<p>*Additional fees and staff costs are required for the design of the climate resilience measures and consultation with local occupiers on the revised designs</p> <p>Costed Risk Provision requested for this Gateway: none at this stage.</p>			
4. Issue description	<p>4.1 The project funding strategy included a mix of S106 and TfL funds. However, following the impact of the pandemic on TfL's overall financial position and ongoing uncertainty around future funding, £100k of TfL LIP funding was withdrawn from this project, and the project was subsequently put on hold in 2020.</p> <p>4.2 Officers have identified some project efficiencies, however the loss of the TfL funds and additional costs as a result of inflation, mean that not all of the planned improvements will be affordable, and the original project objectives will not be met.</p> <p>4.3 Since the Gateway 3 approval, the City has adopted the Climate Action Strategy (CAS) which seeks to introduce more climate resilience measures in the public realm through the implementation of the Cool Streets and Greening Programme (CSG). The CSG programme is a £6.8m programme to be implemented over 4 years.</p> <p>4.4 This site has been identified as a priority project of the Cool Streets and Greening programme as it has great potential to incorporate climate resilience measures due to its location, topography and greening capacity. In February 2022, the Cool Streets and Greening Programme report for Year 2 was approved and this included a funding allocation of £165,000 to widen the scope to deliver climate resilience measures as part of this project. This funding is specific to deliver climate resilience measures and is not able to be used to offset the loss of TfL funding to deliver footway widening and accessibility measures.</p>			
5. Proposed way forward	<p>Design Review</p> <p>5.1 It is proposed to revise the design to incorporate climate resilience measures. Please refer to Appendix 3 for illustrations of the existing design and an indication of the climate resilience measures that will be developed including:</p> <ul style="list-style-type: none"> • Inclusion of Sustainable Drainage Systems (SuDs) including raingardens, channels and re-profiling footways, • Additional trees and planting to provide more shade and absorb rainwater run-off, • Climate resilient planting, • Inclusion of more elements and planting to support biodiversity. 			

	<p>5.2 The design will also be reviewed to achieve efficiencies, with a simplified lighting scheme and reduced structural works. Some footway widening and accessibility improvements will be able to be delivered within the project budget. However, these will not be as significant due to the loss of TfL funding and cost increases as a result of inflation. Therefore, it is proposed to take a phased approach, and implement the wider walking and accessibility improvements when funding is available. Officers will investigate additional funding sources prior to Gateway 4/5 to deliver these measures.</p> <p>5.3 The objective is to achieve a layout that responds to the changing needs of the area, including more space for people to walk and sit individually or in small groups, along with space for the adjacent Church to use the area.</p> <p>Project budget</p> <p>5.4 Members should note that costs are likely to increase from the previous budget of £418K (which included a capped S106 allocation). This is due to cost increases for materials and labour across the construction sector, as well as additional construction and maintenance costs of the resilience measures that are to be introduced.</p> <p>5.5 The updated estimated cost range for this phase of the project is £450k–550K with the increase in budget funded from the Cool Streets and Greening Programme to cover the cost of the climate resilience measures. Additional funds will be investigated to cover the cost of the wider walking and accessibility improvements ahead of Gateway 4/5.</p> <p>Programme</p> <p>5.6 Due to the project being on hold because of the impact of the pandemic and resultant loss of TfL funding, along with the proposed amendment of the scope, the programme has slipped. The revised project programme is as follows:</p> <ul style="list-style-type: none"> • Design development (RIBA stage 3): July – September 2022 • Consultation: September – October 2022 • Design development (RIBA stage 4): October 2022 – February 2023 • Gateway 4/5: February 2023 • Construction: 5 months Spring-Summer 2023 (to be confirmed with the City’s Highway Term Contractor). Implementation of the wider walking and accessibility improvements will be subject to securing additional funding.
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Appendices

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

Contact

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Appendix 1: Project Cover Sheet

[1] Ownership & Status

UPI: 11945

Core Project Name: Mansion House Station Environs: Little Trinity Lane public realm enhancements

Project Manager: Leila Ben-Hassel

Definition of need: The space is proposed to be transformed into a larger and more attractive green public space that is greatly needed in this area, in line with the Climate Action Strategy and Transport Strategy.

The current space is in need of enhancement to improve the setting of St James Garlickhythe Church, improve accessibility and comfort along one of the key routes to the riverside and create a high-quality space for local occupiers (office workers, visitors and residents) to dwell by mitigating the impact of the pollution from Upper Thames St (one of the most polluted streets in the City).

Expected timeframe for the project delivery: The originally reported programme has slipped due to TfL funding being withdrawn. The revised programme is to start on site early 2023 (estimated 5 month works programme).

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

Programme and scope are being reset through this issues report, following the project being put on hold due to TfL withdrawing project funding.

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

No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

‘Project Proposal’ G2 report

The total estimated cost was **£350K-£700K** and a budget of £60,000 was approved to reach Gateway 3.

The following streets and spaces were included in scope to be improved:

- Little Trinity Lane, including the green public space adjacent to St James’s Church and the area adjacent to the new Queenhithe hotel development.
- Garlick Hill
- Pedestrian subway signage at Mansion House tube station

The key objectives were defined as follows:

- An accessible and inclusive public realm;
- A more comfortable and pleasant environment (including subways);
- Additional greenery and measures to help mitigate the impact of pollution and noise;
- An enhanced setting for the redevelopments in the area

G3 report (as approved by PSC as part of the Queenitthe and Vintry Area Enhancement Programme December 2018)

- Total Estimated Cost (excluding risk):
£418,445, funded from a mix of S106 contributions from local developments (amount capped in S106 Prioritisation Report) and TfL (Local Implementation Plan) funding.
- Spend to date: £41,507 (including evaluation costs)
- Costed Risk Against the Project: 0
- CRP Requested: 0
- CRP Drawn Down: 0
- Estimated Programme Dates: To be coordinated with the programme of the neighbouring hotel development (Which was subsequently delayed by the pandemic)
- January to September 2019: Design development
- Nov/Dec 2019 Gateway 4/5 – Authority to Start Work;
- July 2020: start on site – construction works to be phased and coordinated with hotel development programme and connected Globe View Walkway Works.

Through the programme approach, existing City projects in the vicinity and the Queensbridge House Hotel development's timescales would be coordinated with the project. However the hotel development timescales slipped in 2019 and further in 2020 due to the pandemic. The project was subsequently put on hold in 2020 when TfL funding was withdrawn.

- Scope/Design Change and Impact:

The project aims to deliver an enhanced and enlarged public space at Little Trinity Lane to provide a more welcoming and comfortable environment to transform this currently unattractive and under-utilised public space.

The concept design seeks to exploit and celebrate the most striking components of the space such as the mature trees and church façade as well as introducing more seating and a strongly planted edge to increase greenery and encourage longer dwell time.

Two options were explored and included the same hard landscaping elements with widened footways (incl. relocation of doctor's parking bay), a granite-setted carriageway cutting through a York stone paved pedestrian space and additional seating. The options explored offered different treatments to the southern edge of the space. Option 2 was approved by committees.

The landscape design Option two proposed the introduction of:

- a feature pergola structure to the southern edge of the space providing a framework for climbing plants and creating a semi-perforated wall of greenery and canopy. This would act as a screen

and buffer from the adjacent road noise and add important leaf cover to filter air particulates. The planting would also provide seasonal colour as well as shade for the seating.

- integrated feature lighting making the lower level hedging and planting beds would become a more prominent focal point in the space.
- Seating centred around the feature trees and new planting

This design is proposed to be reviewed as part of this Issues' Report to refocus the benefits of the project to align with the City's Climate Action Strategy objectives and the Cool Streets and Greening Programme's requirements.

Appendix 2 – Finance Tables

Table 1: Expenditure to Date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Mansion House Station (SRP) – 16800384			
P&T Staff Costs	27,557	27,557	0
P&T Fees	13,950	13,950	0
Total - 16800410	41,507	41,507	0
Mansion House Station (CAP) – 16100384			
Env Servs Staff Costs	14,000	-	14,000
Legal Staff Costs	600	524	76
Open Spaces Staff Costs	2,500	-	2,500
P&T Staff Costs	25,000	21,760	3,240
P&T Fees	29,400	19,776	9,624
Total - 16100410	71,500	42,059	29,441
TOTAL	113,007	83,566	29,441

Table 2: Resources Required to reach the next Gateway			
Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
Mansion House Station (SRP) - 16800384			
P&T Staff Costs	27,557	-	27,557
P&T Fees	13,950	-	13,950
Total - 16800410	41,507	-	41,507
Mansion House Station (CAP) - 16100384			
Env Servs Staff Costs	14,000	-	14,000
Legal Staff Costs	600	-	600
Open Spaces Staff Costs	2,500	-	2,500
P&T Staff Costs	25,000	12,000	37,000
P&T Fees	29,400	15,000	44,400
Total - 16100410	71,500	27,000	98,500
TOTAL	113,007	27,000	140,007

Table 3: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
TfL LIP - FY 2017/18	14,424		14,424
TfL LIP - FY 2018/19	45,053		45,053
TfL LIP - FY 2019/20	7,487		7,487
S106 - 39-53 Cannon Street - 13/00339/FULMAJ - LCE	46,042	27,000	73,042
Total Funding Drawdown	113,007	27,000	140,007

Table 4: Funding Strategy	
Funding Source	Amount (£)
TfL LIP - FY 2017/18	14,424
TfL LIP - FY 2018/19	45,053
TfL LIP - FY 2019/20	7,487
S106 - 39-53 Cannon Street - 13/00339/FULMAJ - LCE	121,090
S106 - 39-53 Cannon Street - 13/00339/FULMAJ - Transportation	36,455
S106 - Bucklersbury House - 11/00935/FULEIA - LCE	100,900
CAS - Cool Streets and Greening Programme	165,000*
TOTAL	490,410

*CSG funding allocation agreed by Committees in February 2022 (additional maintenance and monitoring costs will be confirmed at the next gateway)

Appendix 3 – proposed redesign

- **Current design proposal (approved by committees GW3 in December 2018)**



Bird's eye view



Illustrative overview



Illustrative view looking east towards St James Garlickhythe Church

- Design review

This design is proposed to be reviewed as part of this Issues' Report to refocus the benefits of the project to align with the City's Climate Action Strategy objectives and the Cool Streets and Greening Programmes requirements



Extent of redesign

- Revised project boundary
- * may include exploration of improved raised crossover at the end of Skinner Lane
- Area of s278 repaving works associated with Hotel (outside of project)

The proposed revised scope includes some footway widening but these works are not as significant as proposed at Gateway 3 due to the loss of TfL funding. The scope of the architectural lighting is also proposed to be reduced.

The proposed revised scope excludes any significant alterations to the southern boundary retention wall along Upper Thames St. The design review will focus on delivering environmental benefits aligned with the City's Climate Action Strategy and the Cool Streets and Greening Programme. The following will be explored for inclusion in scope:

- SuDS including raingardens, channels and re-profiling of footway,
- Retention of mature trees and enhancement of their setting,
- Increasing greening including climate resilient planting and species that help mitigate pollution,
- Pollution mitigation green screen hedge or planted pergola and biodiversity enhancements.

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Committees: Streets and Walkways Sub <i>[for decision]</i> Operational Property & Projects Sub <i>[for decision]</i>	Dates: 5 July 2022 20 July 2022
Subject: Moor Lane Environmental Enhancements Unique Project Identifier: 9441	Gateway 4c-5: Detailed Design & Authority to Start Work
Report of: Director of Environment Report Author: Andrea Moravicova – City Operations	For Decision
<h2>PUBLIC</h2>	

1. Status Update	<p>Project Description: Public realm enhancements in Moor Lane to provide greening and an improved pedestrian environment, with the creation of a linear pocket park and widened footways.</p> <p>A Gateway 3 Issue Report, approved in December 2020, gave authority to expand the scope of the project to incorporate Section 278 works on the eastern side of Moor Lane, which will deliver security around the 21 Moorfields development. The design work since that approval has considered both elements of the project simultaneously.</p> <p>Although the design has been developed as a whole, it is proposed to phase the implementation, allowing the works on the eastern footway (referred to as Area A in this report) to be delivered in sufficient time for the developer to occupy the building. Revisions to the west footway designs (referred to as Area B in this report) are continuing following consultation feedback. Therefore, this report relates primarily to the Section 278 works; a further Gateway 4-5 report, covering the original 2011 public realm scheme associated with Milton Court and funded through Section 106, will be presented to Members in due course.</p> <p>RAG Status: Green (Green at last report to Committee)</p> <p>Risk Status: Medium (Medium at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £2,958,680, with a total cost for Area A, funded through Section 278 agreement,</p>
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	<p>estimated at £1,508,680; and a total budget for Area B, funded through Section 106 for Milton Court, set at £1,450,000.</p> <p>Change in Total Estimated Cost of Project (excluding risk): Increase of £442,290 since last report to Committee in December 2020 due to the revised scope, which will be funded by the developer.</p> <p>Spend to Date: £364,588</p> <p>Funding Source: Section 106 and Section 278</p> <p>Costed Risk Provision Utilised: N/A</p> <p>Slippage: The Moor Lane project was paused in 2012 due to the 21 Moorfields development which would have impacted on the scheme. The design has now been reviewed in conjunction with the Section 278 highway works necessary to mitigate the impacts of the 21 Moorfields development which is programmed for completion in early 2023. It is now expected that the Section 278 element of the scheme will be implemented from October 2022 with the Moor Lane (western side) works to follow on from that in spring 2023.</p>
<p>2. Requested decisions</p>	<p>Next Gateway: Gateway 4-5 – Detailed Design & Authority to Start Work to the west footway of Moor Lane (Area B)</p> <p>Next Steps:</p> <ol style="list-style-type: none"> 1. Finalise the Section 278 agreement with the 21 Moorfields developer to receive the additional funding to proceed with Area A implementation. 2. Deliver the Moor Lane works in two phases to ensure works related to the 21 Moorfields development align with the developers' programme, as follows: Area A – confined to the east footway and carriageway on Moor Lane adjacent to the development at 21 Moorfields. These works, fully funded through a Section 278 contribution, are the subject of this report. Area B – related to the west footway on Moor Lane and funded through the Milton Court Section 106. The detailed design work for this area will continue and a separate Gateway 4-5 report will be presented in due course. 3. Finalise and approve the construction package for Area A with the City's Highway Term Contractor to prepare for a start on site in October 2022. 4. Progress with detailed design work for Area B and complete stakeholder engagement before presenting a separate Gateway 4-5 report in October 2022. <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. Approve delivery of the works in two phases as described above (and as shown in Appendix 4)

	<ol style="list-style-type: none"> 2. Authorise officers to continue design and engagement work for Area B and utilise the Section 106 budget approved at the previous gateway; 3. Authorise the budget adjustment related to staff costs and fees to be actioned as outlined in Appendix 3. 4. Note the total estimated cost of the project at £2,958,680, with the total estimated cost of Area A Section 278 at £1,508, 680. 5. Authorise transfer of any design & evaluation underspend paid under the 21 Moorfields Section 106 agreement from the previous gateway to the Area A (Section 278) implementation budget; 6. Authorise an increase in scope of the Section 278 works compared to the baseline required through the Section 106 agreement and their implementation, subject to receipt of funds; 7. Agree to delegate the final approval of the design to the Director City Operations in consultation with the Chairman and Deputy Chairman of Streets and Walkways Sub-Committee, AND: Delegate authority to the Director City Operations, in consultation with the Chairman and Deputy Chairman of the Streets & Walkways Committee, to permit officers to progress an alternative design should it be required if the outcome of the outstanding surveys does not support the progression of the design in Appendix 5 8. Authorise a budget setup for implementation of the Area A works at £1,448,680 as set out in section 3 below, subject to receipt of funds. 9. Approve the Risk Register in Appendix 2 and the requested Costed Risk Provision of £50,000; and delegate the drawdown of funds from this register to Executive Director Environment. 10. Delegate authority to the Executive Director Environment to approve budget adjustments, above the existing authority within the project procedures and in consultation with Chamberlains, between budget lines if this is within the approved total project budget amount; and 11. Delegate to the Director City Operations, in consultation with the Chamberlain, authority to further increase or amend the project budgets in the future (above the level of the existing delegated authority) should any increase be fully funded by the Developer.
<p>3. Budget</p>	<p>The total cost of the project is estimated at £2,958,680, with Area A fully funded by the developer through the Section 278 Agreement for 21 Moorfields and Area B funded through previously approved contribution from Milton Court Section 106 Agreement.</p> <p>Appendix 3 and tables below contain a breakdown of funds required to implement Area A designs and are based on known highway conditions and utilising a palette of materials consistent with the City's standards.</p>

Implementation estimates for Area B will be defined through a separate Gateway 4-5 report. The Area B budget is capped and, therefore, the design is being revised to ensure the costs remain within the original funding envelope.

Table 1: Section 278 funds (Area A)

Item	Received Funds to date (£)	Resources required to reach next Gateway (£)	Revised Budget to next Gateway (£)
Staff costs	£45,500	£83,731	£129,231
Fees	£14,500	£13,300	£27,800
Works (hard and soft landscaping, security measures)	-	£887,596	£887,596
Utilities	-	£387,355	£387,355
Maintenance	-	£76,697	£76,697
GRAND TOTAL	£60,000	£1,448,680	£1,508,680

Funding sources	Overall Cost (£)
Section 106 - Milton Court development (existing approved allocation) to fund Area B	£1,450,000
Section 278 – 21 Moorfields development for Moor Lane to fund Area A	£1,508,680
GRAND TOTAL	£2,958,680

Legal fees are secured by undertakings and are therefore excluded from the Section 278 works payment.

The above costs cover:

- Approximately 12 hours per month for eight months associated with report writing, completion of Section 278 agreement, stakeholders' liaison and engagement throughout the construction and ensuring the overall project is progressed to agreed milestones and budget.
- Approximately seven hours per month for eight months for Group Manager oversight;
- A Highways project engineer, and manager oversight, to establish the technical constraints of the scheme and progress a revised detailed design, incorporating the developer's security requirements, and supervision of works on site. This equates to approximately 500 hours over the next eight months.
- Necessary utility diversions and works to the east footway on Moor Lane, including planting and implementation of security measures required by the developer.

Costed Risk Provision requested for this Gateway: £50,000

<p>4. Design summary</p>	<p>The project's main objective is to improve the pedestrian environment and increase greenery in Moor Lane, whilst accommodating the requirements of the new development at 21 Moorfields. The design process has considered all of these elements as part of a holistic design for the street, but this will be delivered in two phases to ensure alignment with the developer's programme and allowing redesign of the western Moor Lane proposals following consultation feedback. These phases are shown in Appendix 4.</p> <p>In respect of security measures in Area A, the City's Local Plan contains a presumption against on-street security measures to prevent developers from exporting their security requirements on to the public highway. However, on occasion there may be 'exceptional circumstances' to override this position if it considered proportionate and justified following an appropriate technical assessment and oversight from the City's Public Realm Security Board (PRSB), supported by the City Police Counter Terrorism Security Advisors (CTSA).</p> <p>Having considered the circumstances of this development, the CTSA team and PRSB supported the assessment that the 21 Moorfields development requires enhanced security measures on the highway around the perimeter of the building. The report to the Planning and Transportation Committee in respect of the 21 Moorfields planning application (reference 17/01095/FULEIA) on the 20th of February 2018, advised members of that Committee that due to the location above an active major transport hub, there may be a need for additional security measures in the form of bollards and that any on-street installations would be subject to S278 negotiations</p> <p>Following this decision, the design for Area A was incorporated into the existing project scope. A public consultation exercise for Area B, taking the requirements for Area A into consideration, was undertaken in late 2021. Feedback from the consultation was fed into the design process for both areas.</p> <p>Two main options were considered for Area A. The first involved the widening of the eastern footway, the introduction of steps and a raised platform to access a new publicly accessible lift to highwalk level, and bollards. The second option was the same as the first but with the addition of planters interspersed with the bollards, which will be planted with multi-stemmed trees and low-level bedding plants. Officers are also undertaking further investigations to ascertain the possibility of planting two trees in the street as part of the second option.</p> <p>The second option, which is recommended for approval, is an increase in scope compared to the baseline required through the Section 106 agreement and has been achieved through extensive negotiations with the developer and following feedback from local stakeholders. The range of design options are limited by the sub-</p>
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	<p>surface conditions, namely restricted depths and loading limits on the London Underground structure, and the presence of utilities at a shallow depth.</p> <p>The proposals will upgrade the existing surface materials to the City's standard palette to ensure consistency and high-quality of the City streetscape. No alterations to function or traffic movement in the street are proposed as part of these proposals, with the carriageway width kept to minimum of 6 metres needed to accommodate two-way traffic and access into the servicing facility at 21 Moorfields. The current design proposal for Area A is shown at Appendix 5.</p> <p>The works to Area B, funded through Milton Court Section 106 agreement, include widening of the west footway in Moor Lane, and the introduction of sustainable urban drainage features and planters to create a linear park. The detailed design of these elements will be subject to a separate G4-5 report following further public engagement.</p>																		
5. Confirmation that design solution will meet our SMART objectives	The recommended design option for Area A aligns with the project's success criteria and meets the SMART objectives of the project's proposal to deliver a high quality, accessible pedestrian environment that improves greening and environmental resilience in Moor Lane, whilst accommodating the requirements of the development at 21 Moorfields.																		
6. Delivery team	<p>Project Management: CoL Projects and Programmes team</p> <p>Principal Designer: CoL Highways</p> <p>Construction Management: CoL Highways</p> <p>Principal Contractor: CoL Highways term contractor (FM Conway)</p> <p>Planting: CoL City Gardens team</p>																		
7. Programme and key dates	<p>The implementation of Area A is proposed to commence in October 2022**. This will ensure the highways works are completed in time for the building occupation, currently programmed for early 2023.</p> <table border="1"> <thead> <tr> <th>Activity</th><th>Date</th></tr> </thead> <tbody> <tr> <td>Sign S278 Agreement and receipt of funding</td><td>July 2022</td></tr> <tr> <td>Procurement of materials following sign-off of the construction package</td><td>July 2022*</td></tr> <tr> <td>Submit traffic management plan/permits</td><td>July 2022</td></tr> <tr> <td>Finalise construction package for Area A</td><td>August 2022</td></tr> <tr> <td>Commence construction of Area A</td><td>October 2022**</td></tr> <tr> <td>Snagging in Area A</td><td>June / July 2023</td></tr> <tr> <td>Gateway 5 report related to Area B</td><td>October 2022</td></tr> <tr> <td>Gateway 6 Outcome Report for both phases</td><td>December 2023</td></tr> </tbody> </table> <p><i>*Subject to signing the Section 278 Agreement and receipt of funds from Developer. The lead in times for procuring materials are 12-16 weeks.</i></p> <p><i>**Subject to changes to the Developer's programme and site release.</i></p>	Activity	Date	Sign S278 Agreement and receipt of funding	July 2022	Procurement of materials following sign-off of the construction package	July 2022*	Submit traffic management plan/permits	July 2022	Finalise construction package for Area A	August 2022	Commence construction of Area A	October 2022**	Snagging in Area A	June / July 2023	Gateway 5 report related to Area B	October 2022	Gateway 6 Outcome Report for both phases	December 2023
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Gateway 6 Outcome Report for both phases	December 2023																		

<p>8. Risks</p>	<ol style="list-style-type: none"> 1. <i>Delay to signing the Section 278 agreement prevents completion of the works</i> Officers have negotiated extensively with the developer to agree an enhanced scope for the design of Area A, namely the introduction of greenery in the form of security related planters. Revising the design further at this stage will prevent the developer from achieving practical completion and delay the fit-out of the building by the flagship tenant. Officers therefore recommended approval of the design set out in the report, delivering an enhanced design and ensuring the developer can progress without delay. 2. <i>Works are delivered outside the dates stated in this report due to delays in façade and areas being released by the developer.</i> A detailed phasing plan has been discussed with the developer and agreed in principle. Coordination meetings will take place regularly to monitor progress of the development. An allowance has been included in the project budget to cover any costs associated with development delays. 3. <i>Presence of sub-surface utilities impacts on the delivery of the scheme</i> Surveys and trial holes have been undertaken to minimise this risk as much as practicable. This risk will be closely monitored during the implementation phase. An allowance has been included in the project budget, and costs reasonably incurred over and above the estimate due to sub-surface issues within Area A works will be recoverable from the developer under the Section 278 agreement. 4. <i>Complaints about noisy works</i> Maintain a dialogue with local residents and other occupiers. Work with the Environmental Health team and local stakeholders to ensure there is an agreed consensus about when noisy works take place. 5. <i>Increase in the overall project costs</i> Any unforeseen increase in costs for Area A will be covered by the developer under the terms of the S278 Agreement. The design for Area B is being revised to ensure the costs remain within the original funding envelope. Details will be presented in a subsequent Gateway 4-5 report for Area B. 6. <i>Third party approvals</i> The works area lays directly above third-party structures, therefore, any designs and additional loading on these structures will require their agreement. Officers are liaising with said parties to ensure designs are finalised and approved. <p>Further information available in the Risk Register (Appendix 2).</p>
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9. Success criteria	<ul style="list-style-type: none"> • Improve pedestrian environment by aligning the public realm in the vicinity of the development with the City Public Realm Supplementary Planning Document. • Accommodate the security and servicing requirements of the new development by making necessary adjustments to the highway. • Introduce greening to the east footway adjoining the new development at 21 Moorfields to complement west footway proposals.
10. Progress reporting	<ul style="list-style-type: none"> • Monthly updates to be provided via Project Vision and any project changes will be sought by exception via Issue or Update reports to Spending and Operational Property and Projects Sub Committees should there be a fundamental change to the project scope. • Distribution of a regular e-bulletin to keep local stakeholders informed of project progress.

Appendices

Appendix 1	Project coversheet
Appendix 2	Risk register
Appendix 3	Finance tables
Appendix 4	Plan showing the split between Area A and Area B
Appendix 5	Plan of the recommended option for Area A

Contact

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Project Coversheet

[1] Ownership & Status

UPI: 9441

Core Project Name: Moor Lane Environmental Enhancements

Programme Affiliation (if applicable): Culture Mile

Project Manager: Andrea Moravicova

Definition of need:

Moor Lane has been identified as an area for improvement for several years, initially identified as a high priority project as part of the 'Barbican Area Streets and Walkways Enhancement Strategy' approved in 2008. Moor Lane presents an opportunity to respond to community priorities by increasing greening in the area and prioritising more space for pedestrians.

A scheme was developed and approved in 2011, which resulted from extensive consultation and proposed the creation of a linear park along Moor Lane. The proposals were to be funded by the Section 106 agreement for the Milton Court development and approval was granted to implement the scheme on site. However, the scheme was paused in light of the emerging 21 Moorfields development which is now under construction.

The City is now in a position to recommence work on this project and proceed with a review of the design for Moor Lane, to ensure it responds to the needs of the development and mitigates the development's impact on the local environment. There is strong stakeholder support for improvements to Moor Lane and an expectation for the scheme to finally be completed.

Key measures of success:

- Moor Lane is a green, biodiverse and environmentally resilient street through the introduction of trees and planting. Both the local community and the developer's priorities are met, by ensuring the security needs and desires for an improved pedestrian environment are delivered in coordination with the completion of 21 Moorfields. A welcoming, accessible and safe pedestrian environment is created on Moor Lane with widened footways to prioritise pedestrian movement.

Expected timeframe for the project delivery:

Implementation of Area A (eastern footway and carriageway) is expected to commence in October 2022. Implementation of Area B will follow as closely as possible subject to further design and public engagement.

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

A number of factors delayed the overall project.

The project was paused and in 2020 was proposed to be recommenced with implementation in Spring – late Autumn 2022

A public consultation exercise for Area B, taking the requirements for Area A into consideration, was undertaken in late 2021. Feedback from the

consultation was fed into the design process for both areas. Further design works and public engagement will be undertaken before implementation of the Area B can commence. The implementation of Area A was aligned with the developer's schedule.

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

No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

The project is part of the Barbican Area Streets & Walkways Enhancement Strategy and was approved as one of the strategy's high priority schemes by the Court of Common Council in 2008 following a public consultation exercise.

In July 2011 an evaluation report was approved by Members to implement environmental enhancements on Moor Lane.

Approval was granted to progress to detailed design stage, seek relevant permissions and implement the scheme. A budget of £1,391,136 was made available following the report approval.

Evaluation report – approval for implementation (as approved by Street & Walkways Sub-committee 18/07/11)*:

- Total Estimated Cost (excluding risk): £1.55M
- Resources to reach next Gateway (excluding risk): £1.45M
- Spend to date: £257,526
- Estimated Programme Dates: Works were intended to commence in 2012.

Scope/Design Change and Impact: Create a linear park, with trees and planters, along the west footway on Moor Lane.

*It should be noted that the evaluation report approved in 2011 predated the current Gateway reporting procedure.

Gateway 3 - Issue report (as approved by Project Sub-committee on 30 November 2020 and Streets and Walkways Sub-committee 1 December 2020)*

- Total Estimated Cost (excluding risk): £1.7-£2.2M
- Resources to reach next Gateway (excluding risk): £230,382 (£128,566 from approved Section 106 budget and £101,816 funded through 21 Moorfields Section 278 agreement)
- Spend to date:
- Costed Risk Against the Project:
- Estimated Programme Dates:
 - Design review & surveys: Dec 2020 - Mar 2021
 - Consultation: Mar – May 2021
 - Detail design: Jun – Sept 2021
 - Gateway 4/5: Sept 2021

- Construction package: Oct 2021– Feb 2022
- Phased implementation (minimum 6 months): Spring 2022 – late 2022/Early 2023

Scope/Design Change and Impact: The design aligns with the brief described within the Evaluation report, whilst considering the stakeholders' feedback to date, the changing context of the area and the development of the site at 21 Moorfields. The scope was increased to include the Section 278 works to east footway adjacent to the 21 Moorfields development.

An increase to the overall project budget has been incurred due to the revised scope, although this increase is fully funded through a Section 278 agreement.

*Upon approval of the 2011 report, officers were given authority to proceed with detail design and implement the scheme, however, several modifications required to the scheme outlined in the issue report, officers considered the existing scheme to be at Gateway 3 stage. It was, therefore, proposed that the next report to Members is a Gateway 4/5, outlining the detail design and requesting authority to start work.

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

Revenue implications for highways maintenance are anticipated to be of minimum impact and will be confirmed at respective Gateway 5 when the detailed design will be finalised.

These costs will be assessed and covered by the project budget, thereby mitigating the impact on local risk budgets. The maintenance costs for Area A were calculated at £76,697. Invoice to the developer will be issued upon completion of works.

Increased greening will entail an Open Spaces maintenance commitment and a provision for this will be included in the project budget. It should be noted that the proposed implementation of Sustainable Urban Drainage System (SUDS) in the scheme is expected to reduce the overall maintenance commitment.

Programme Affiliation [£]: Culture Mile – the programme budget is assessed by financial year depending on the projects approved for delivery.

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City of London: Projects Procedure Corporate Risks Register

Project Name: Moor Lane Environmental Enhancements			PM's overall risk rating: Medium			CRP requested this gateway			£ 50,000			Average unmitigated risk			6.9			Open Risks			14									
Unique project identifier: PV12345			Total estimated cost (exc risk): £ 2,958,680			Total CRP used to date			£ -			Average mitigated risk score			3.8			Closed Risks			4									
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 on post-mitigation	Impact Classification on post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/Realised & moved to Issues	Comment(s)							
R1	5	(3) Reputation	Project is not delivered to agreed timeline due to technical issues that arise either in design or construction phase	If security measures on Moor Lane are not completed prior to the occupation of 21 Moorfields, their tenant will not be able to occupy the building.	Possible	Serious	6	£0.00	N		A programme will be developed taking the security requirements into account and the implementation will be phased to ensure compliance with the development's programme.	£0.00	Possible	Minor	£0.00	3	£0.00		13/09/2020		Andrea Moravcova									
R2	5	(2) Financial	Developer does not agree to full costs of the scheme	This will either extend the project timeline as negotiations would take longer or reduce the project scope to align with agreed costs	Possible	Serious	6	£0.00	N		As the design develops, the likely cost of the scheme will be established. The scope of the project will be tailored to ensure the scheme can be financed by the Section 106 and the Section 278 (where works are required to mitigate the impact of the 21 Moorfields development).	£0.00	Unlikely	Minor	£0.00	2	£0.00		13/09/2020		Andrea Moravcova									
R3	5	(4) Contractual/Partnership	Delays in supply, issues in productivity or resource	Negative impact on project delivery, both monetarily and timewise, causing potential delays to programme and increasing costs.	Possible	Serious	6		N		engaging with suppliers and term contractor to programme works and procure materials well in advance, allowing for at least 16 weeks lead in times. Regular supply chain via existing meetings with principal contractor for monitoring		Unlikely	Serious	£0.00	4	£0.00				Andrea Moravcova									
R4	5	(10) Physical	Unforeseen technical and / or engineering issues identified	Late identification of any engineering or technical issues will disrupt delivery and may increase costs and timelines	Possible	Major	12		N		Undertake standard surveys and trials, visit sites during development construction		Unlikely	Serious		4	£0.00				Andrea Moravcova									
R5	5	(2) Financial	The full cost of the project is unknown	If the costs are not ascertained soon enough in the project process, the design might exceed the available project budget	Unlikely	Serious	4	£0.00	N		As the design develops, the likely cost of the scheme will be established. The scope and design of the project will be tailored to ensure the scheme can be financed from the available project budget. The £278 works will only commence once the costs are agreed with the developer.	£0.00	Unlikely	Minor	£0.00	2	£0.00		14/09/2020		Andrea Moravcova									
R6	5	(3) Reputation	Stakeholders object to the amended scheme	The City would not be delivering a scheme that is supported by the local community, and it would not therefore be responsive to their needs. A redesign would be required which could impact on the programme and budget.	Possible	Serious	6	£0.00	N		Consultation will be undertaken with stakeholders as part of the project process and the design will be adapted if required. Consultation was previously undertaken in 2011 and local stakeholders were supportive of the proposals. The Meanwhile Moor Lane scheme implemented in Autumn 2020 is gathering feedback from users and will inform the permanent scheme.	£0.00	Unlikely	Minor	£0.00	2	£0.00		05/10/2020		Andrea Moravcova									
R7	5	(9) Environmental	The existing Moor Lane design must be significantly reduced in scope to accommodate 21 Moorfields development requirements	The scheme would not fully be delivering on the previously approved objectives of the scheme, missing an opportunity to deliver an environmentally resilient, biodiverse scheme.	Possible	Serious	6	£0.00	N		Both the 21 Moorfield highway requirements and Moor Lane designs for the Western footway were reviewed together as one scheme by the relevant City officers. The technical feasibility and levels design will be progressed accordingly.	£0.00	Possible	Serious	£0.00	6	£0.00		14/09/2020		Andrea Moravcova	31/05/2022	Scope for Area B as now been confirmed now that the scope for Area A has been finalised.							
R8	5	(4) Contractual/Partnership	The expiry of the contract with the City's term contractor in 2022 could cause an increase in the cost of works	If a new term contractor is selected with higher rates, the cost of the works would increase	Likely	Major	16	£0.00	N		A tender process will be undertaken, where a new contractor will be appointed. Notice will be given of any cost implications as soon as possible in the procurement process.	£0.00	Likely	Serious	£0.00	8	£0.00		15/09/2020		Giles Radford	15/06/2022	The new contractor rates are now available and are being used to cost the scheme.							

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 on post-mitigation	Impact Classification on 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)
R9	5	(3) Reputation	LUL object to the scheme on the basis of the scheme being located over their infrastructure	The project design would require further amendment, impacting project programme	Possible	Serious	6	£0.00	N		LUL will be consulted as soon as possible in the design process to ensure the design is developed in accordance with their requirements	£0.00	Unlikely	Minor	£0.00	2	£0.00		14/09/2020		Andrea Maravicova		
R10	5	(3) Reputation	Delays to public realm works starting on site due to 21 Moorfields construction delays	The implementation of the project would be delayed	Possible	Minor	3	£0.00	N		Implementation of the project is co-ordinated to align with the developer's programme. Delays in developer's construction were clearly communicated and accounted for in the revised programme.	£0.00	Possible	Minor	£0.00	3	£0.00		14/09/2020		Andrea Maravicova		
R11	5	(5) H&S/Wellbeing	A new national lockdown due to COVID-19 delays the programme, through an inability to carry out necessary surveys or trial holes	delay to programme	Possible	Serious	6	£0.00	N		follow guidance and undertake new ways of working as necessary.	£0.00	Possible	Minor	£0.00	3	£0.00	£3,500	15/09/2020	Giles Radford	Andrea Maravicova		
R12	5	(2) Financial	The developer does not agree to committed sums required for the s278	The cost of maintaining the s278 area post completion will increase and need to be funded by the City	Likely	Major	16	£0.00	N		The developer will be made aware of the maintenance implications of the s278 works, the HVM maintenance costs will need to be funded by the developer at a minimum	£0.00	Possible	Major	£0.00	12	£0.00		07/07/2021		Tom Noble/PM		
R13	5	(4) Contractual/Partnership	The developer does not agree to the terms on the s278 agreement	The programme will be delayed whilst the agreement takes longer to negotiate	Possible	Major	12	£0.00	N		Respond to the developer in a timely manner on comments and progress negotiations on elements directly if needed	£0.00	Possible	Serious	£0.00	6	£0.00		08/07/2021		Tom Noble/PM		
R14	3	(9) Environmental	s278 scope: Lack to utility information due to no PAS 128 survey information causes delays to programme and cost increases due to unexpected clashes found after the detailed design process	The programme will be delayed to redesign the relevant area and liaise with utilities, and also increases the project cost due to the re-doing of design/approvals or diversion of utilities necessary	Likely	Extreme	32	£0.00	N		Trial holes and site investigation to be carried out prior to implementation, utility clashes based on current information to be design as soon as possible	£0.00	Likely	Major	£0.00	16	£0.00		09/07/2021		Tom Noble/PM/Engineer	07/05/2022	
R15	3	(1) Compliance/Regulatory	s278 scope: Lack to utility information due to no PAS 128 survey information causes H&S issues on site during implementation	A H&S incident occurs on site, causing a legal dispute on liability and whether Principal Designer duties have been fulfilled	Possible	Extreme	24	£0.00	N		Wording to be included in the s278 agreement to make the developer aware of the risks and limit the City's liability were possible, site investigations to be carried out prior to implementation	£0.00	Unlikely	Extreme	£0.00	16	£0.00		15/07/2021		Ben Manku/Giles Radford	07/05/2022	Standard Surveys and trial holes were undertaken in the area where security measures were proposed and the designs were adjusted accordingly.
R16	5	(9) Environmental	SUDS scheme not feasible due to underground constraints	The SUDS scheme would either have to be removed from the project scope or a redesign of the SUDS would be required which could impact project programme and costs	Possible	Minor	3	£0.00	N		The 2011 design will be reviewed as part of the project scope and amended as necessary. Surveys will be undertaken to ascertain the underground constraints as far as possible, in addition to consultation with LUL. The SUDS design can be further simplified to reduce costs if required. Updates will be provided as part of the next gateway.	£0.00	Unlikely	Minor	£0.00	2	£0.00		15/07/2021		Andrea Maravicova		
R17	5	(2) Financial	SUDS design costs more than anticipated	The SUDS scheme would either have to be removed from the project scope or a redesign of the SUDS would be required which could impact project programme and costs	Possible	Minor	3	£0.00	N		A SUDS consultant will be appointed to progress to the SUDS design so a cost can be established early on in the design process. The design will be simplified to reduce costs if required.	£0.00	Unlikely	Minor	£0.00	2	£0.00		15/07/2021		Andrea Maravicova		
R18	5	(2) Financial	underground conditions / depths will require changes to design	The proposal to plant trees could be affected by insufficient depths or presence of underground utilities undetected through standard surveys and design will need to be revised.	Likely	Serious	8	£60,000.00	Y - for costed impact post-mitigation		Known utility routes have been considered in the design, additional trial holes and site investigation will be undertaken prior to implementation, data analysed and the design revised prior to implementation.	£10,000.00	Possible	Serious	£40,000.00	6	£0.00		09/06/2022		Andrea Maravicova/Engineer		

Area B - Section 106 funded works. G5 report will be submitted to committees in October 2022

Table 1: Expenditure to Date - Moor Lane S106 - 16100237			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	57,000	21,854	35,146
Legal Staff Costs	2,000	52	1,948
Open Spaces Staff Costs	1,759	544	1,215
P&T Staff Costs	124,727	116,327	8,400
Fees	86,245	62,385	23,860
Traffic Orders	6,000	-	6,000
Drainage Works	311,000	-	311,000
General Works	479,324	106,972	372,352
Lighting Works	40,000	8,510	31,490
Planting	71,326	-	71,326
Contingency	211,755	-	211,755
Open Spaces Maintenance	36,483	-	36,483
DES Maintenance	22,381	-	22,381
TOTAL	1,450,000	316,644	1,133,356

Table 2: Adjustment Required to reach the next Gateway			
Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
Env Servs Staff Costs	57,000	-	57,000
Legal Staff Costs	2,000	-	2,000
Open Spaces Staff Costs	1,759	-	1,759
P&T Staff Costs	124,727	20,000	144,727
Fees	86,245	10,000	96,245
Traffic Orders	6,000	-	6,000
Drainage Works	311,000	-	311,000
General Works	479,324	-	479,324
Lighting Works	40,000	-	40,000
Planting	71,326	-	71,326
Contingency	211,755	-30,000	181,755
Open Spaces Maintenance	36,483	-	36,483
DES Maintenance	22,381	-	22,381
TOTAL	1,450,000	-	1,450,000

Table 3: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
S106 - Telephone Exchange - 07/00092/FULL - LCE	300,000	-	300,000
S106 - Milton Court - 06/01160/FULEIA - LCE	1,150,000	-	1,150,000
Total Funding Drawdown	1,450,000	-	1,450,000

Area A - Section 278 funded works

Table 1: Expenditure to Date - Moor Lane S278 - 16100449			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	27,500	14,961	12,539
P&T Staff Costs	18,000	19,165	(1,165)
P&T Fees	14,500	13,819	681
TOTAL	60,000	47,945	12,056

Table 2: Resources Required to reach the next Gateway			
Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
Env Servs Staff Costs	27,500	48,000	75,500
P&T Staff Costs	18,000	35,000	53,000
City Gardens Staff Costs	-	731	731
P&T Fees	14,500	13,300	27,800
Env Servs Works	-	887,596	887,596
Utilities	-	387,355	387,355
Costed Risk Provision	-		-
Maintenance	-	76,697	76,697
TOTAL	60,000	1,448,680	1,508,680

Table 3: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
S278	60,000	1,448,680	1,508,680
Total Funding Drawdown	60,000	1,448,680	1,508,680



- Notes:
- 1. No information to be scaled from this drawing.
 - 2. Works shall comply with the current City of London Specification for Highway works.
 - 3. All road markings refer to the "Traffic Signs Regulations and General Directions 2016". Refer to drawing number 1200-16100449-RM
 - 4. This drawing is to be read in conjunction with all relevant drawings
 - 5. The Contractor will be held responsible for any damage caused to private highways and privately owned street furniture.

Rev No.	Date	Description	By
Revision			

TITLE:

21 Moorfields S278 & S106

TITLE:


Moor Lane S106 & S278
Basic General Arrangements
Combined

CLIENT:

**HIGHWAY DESIGN
AND CONSTRUCTION**

DEPARTMENT OF THE BUILT ENVIRONMENT
PO BOX 270
GUILDHALL
LONDON
EC2P 2EJ

TEL: 020 7606 3030



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OF
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Date:	April 2022	
Designed by:	CO'K	
Checked by:	BM	
Scale & Drawing Size:	N.T.S.	
Revision:	-	Drawing No: 100/16100237/GA1

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4. This drawing is to be read in conjunction with all relevant drawings
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Rev No.	Date	Description	By
Revision			

TITLE:

21 Moorfields S278


TITLE:

Moor Lane S278
Basic General Arrangements

CLIENT:

**HIGHWAY DESIGN
AND CONSTRUCTION**

DEPARTMENT OF THE BUILT ENVIRONMENT
PO BOX 270
GUILDHALL
LONDON
EC2P 2EJ
TEL: 020 7606 3030



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Agenda Item 9

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Committees: Streets and Walkways sub- committee – <i>For decision</i> Operational Property and Projects Sub – <i>For decision</i>	Dates: 5 July 2022 20 July 2022
Subject: City Cluster - Wellbeing and Climate Resilience programme: Green Streets project Unique Project Identifier: <i>PV Project ID</i>	Regular Issues Report
Report of: Executive Director, Environment Report Author: Maria Herrera	For Decision
<h1>PUBLIC</h1>	

1. Status update	<p><u>Context:</u></p> <p>The implementation of the City Cluster Vision is divided between three programmes focused on:</p> <ol style="list-style-type: none"> 1) Pedestrian priority and traffic reduction, 2) Well-being and climate resilience, and, 3) Activation and engagement. <p>Each programme will deliver complementary improvements, in response to the highest priorities in the area, and are being developed in close collaboration with local stakeholders. Officers have worked closely with the EC BID to understand the needs of the area at this challenging time and have developed designs that will assist post-pandemic recovery by providing attractive spaces to meet and spend time outdoors.</p> <p><u>Green Streets project description:</u></p> <ul style="list-style-type: none"> ○ The Green Streets project is one of seven projects within the Wellbeing and Climate Resilience Programme
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	<p>(Gateway 4 approval, April 2021), and is focused on the creation of a greener more welcoming environment, increased climate change mitigation measures and contributing towards an improved walking experience and wellbeing.</p> <p>RAG Status: Green (as last report to committee at Programme level)</p> <p>Risk Status: Low (as last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk), £350,000-£400,000.</p> <p>Change in Total Estimated Cost of Project (excluding risk): Increase of £150k since Gateway 3 approval as a result of the external funding contribution.</p> <p>Funding Source: A 50% contribution from the EC BID has been confirmed, with the other 50% contribution from the Section 106 Agreement of 40 Leadenhall Street and 52-54 Lime Street projects.</p> <p>Spend to Date: Fees to date have primarily been funded directly by the EC BID. The City Corporation has contributed £7,000 in fees towards the design development of the project. City staff costs have been funded as part of the overall City Cluster Wellbeing and Climate Change resilience programme management.</p> <p>Costed Risk Provision Utilised: NA</p>
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copy matches that of the one on line.

2. Requested decisions	<p>Next Gateway: Gateway 5 - Authority to Start Work (Light)</p> <p>Requested Decisions:</p> <ol style="list-style-type: none">1. Approve the change in scope and funding strategy as set out in this report.2. Note the total estimated cost of the project at £350,000-400,000 as a result of the additional external funding, and the resulting increased programme budget, details of which will be set out in a forthcoming programme update report in September 2022.3. Agree the installation of a prototype in September 2022 at a total estimated cost of £20,000 to be funded by the EC BID with soft landscaping costs of £7,000 covered by the City’s Cool Streets and Greening programme (Climate Action Strategy).4. Note that, following the review of the prototype, a Gateway 5 report is to be prepared under Delegated Approval to Chief Officer for delivery of the installations proposed within Green Streets project.																												
3. Budget	<p>Table 1. Well-being and Climate Change resilience programme spend to date. Involves the development of seven projects within the programme.</p> <p>The available funds are sufficient to reach Gateway 5.</p> <table><tr><th colspan="4">Table 1: Spend to Date - City Cluster Vision - Well-being & Climate Change - 16800437</th></tr><tr><th>Description</th><th>Approved Budget (£)</th><th>Expenditure (£)</th><th>Balance (£)</th></tr><tr><td>Env Servs Staff Costs</td><td>29,000</td><td>11,502</td><td>17,498</td></tr><tr><td>Open Spaces Staff Costs</td><td>14,000</td><td>2,845</td><td>11,155</td></tr><tr><td>P&T Staff Costs</td><td>85,000</td><td>81,397</td><td>3,603</td></tr><tr><td>P&T Fees</td><td>57,000</td><td>53,914</td><td>3,086</td></tr><tr><td>TOTAL</td><td>185,000</td><td>149,659</td><td>35,342</td></tr></table>	Table 1: Spend to Date - City Cluster Vision - Well-being & Climate Change - 16800437				Description	Approved Budget (£)	Expenditure (£)	Balance (£)	Env Servs Staff Costs	29,000	11,502	17,498	Open Spaces Staff Costs	14,000	2,845	11,155	P&T Staff Costs	85,000	81,397	3,603	P&T Fees	57,000	53,914	3,086	TOTAL	185,000	149,659	35,342
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TOTAL	185,000	149,659	35,342																										

	<p>The overall programme budget was approved in April 2021 at between £1.4 and £1.5M for the delivery of seven projects within the programme.</p> <p>The scope of the Green Streets project has been increased to take account of the aspirations of the recently established EC BID. This includes funding from the BID of £175,000, resulting in a total estimated project cost of £350-400k (see Section 4 below).</p> <p>As a result, Members should note that the overall cost of the Wellbeing and Climate Resilience Programme will increase. A programme level update report is intended to be submitted in September, to provide an overview on all workstreams.</p>
<p>4. Issue Description</p>	<p>4.1. Scope change:</p> <p>At Gateway 4, seven projects were approved to be taken forward as part of the delivery of the Wellbeing and Climate resilience programme. The projects were organised in three themes as follows:</p> <p>Improvements to existing public spaces:</p> <ol style="list-style-type: none"> 1. St Helen's Bishopsgate churchyard: 2. St Andrew Undershaft churchyard 3. Jubilee Gardens <p>Green streets:</p> <ol style="list-style-type: none"> 4. Creechurch Lane - Stoney Lane (interim greening measures) 5. Philpot Lane - Rood Lane (interim greening measures) <p>Climate Change Resilience measures</p> <ol style="list-style-type: none"> 6. Bevis Marks and Houndsditch; Pilot Sustainable urban drainage (Suds) scheme 7. Area wide tree planting <p>4.2 The Green Streets project initially consisted of interim greening measures (in locations listed above), to deliver a welcoming and attractive urban environment in the short-term. Proposals considered at Gateway 4 included installation of parklets, planters and seating, building on the measures delivered as part of the City Corporation's Covid19 recovery strategy.</p> <p>However, this scope is proposed to be revised in response to the objectives of the EC BID to include longer lasting green interventions alongside seating in more locations in the City Cluster. This will result in a more sustainable and impactful outcome. The proposed locations are set out in 4.4 below.</p>

	<p>4.3 A high-quality design has been developed by architects WMB studio. The materials chosen for the modular seating and planting units are natural and durable and minimal maintenance is anticipated. The materials considered for the units are robust and long lasting. The units will be fabricated using terracotta and reclaimed timber for the seats. The modules have been designed to be movable and arranged in different configurations in response to specific site conditions. The aim is for the seating and planting units to be reused across the area in other public realm improvements.</p> <p>A resilient planting palette will be selected to ensure plants are suitable for the site conditions. Please see designs in the appendix 3.</p> <p>4.4 The Green Streets project will now deliver installations in the following locations:</p> <p>Sites proposed at Gateway 4:</p> <ol style="list-style-type: none"> 1. Rood Lane 2. Creechurch Lane north 3. Philpot Lane: a temporary intervention has been installed at this location as part of the Covid-19 recovery measures. This will be evaluated further to consider stakeholder needs, traffic movement and dependencies with nearby developments. <p>Additional sites proposed:</p> <ol style="list-style-type: none"> 4. Lime Street 5. Fen Court north 6. Mark Lane / Great Tower Street 7. Mark Lane north 8. Fenchurch Place (London Street) 9. St Margaret Pattens courtyard <p>See plan attached in Appendix 3.</p> <p>4.5 A joint funding strategy has been agreed with the EC BID which has enabled the scope to be expanded. The EC BID has committed to funding £175,000 for the delivery of the Green Streets project. The City Corporation's contribution will be from S106 receipts that were committed to this programme at Gateway 4.</p> <p>4.6 A prototype installation is planned to be commissioned by the EC BID to finalise manufacturing details and reduce risk for future installations. It is proposed that the City Corporation will cover the cost of the soft landscaping for the prototype, utilising</p>
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	<p>existing funds from the Cool Streets and Greening Programme. The aim is to install a prototype in September to review and test the design ahead of rolling out the wider project by the end of 2022.</p> <p>4.7 The maintenance costs of the installations will be covered by the EC BID through a maintenance agreement to be finalised at the next stage. This will include an allowance for the occasional movement or relocation of the installations. This will be detailed in the Gateway 5 report (delegated to the Director of Environment) in the autumn. The Gateway 5 report will also include an assessment of pavement width and impact on Pedestrian Comfort Levels to ensure there is still sufficient width available for people walking.</p>
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Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	Project summary; visuals and plans

Contact

Report Author	Maria Herrera
Email Address	Maria.herrera@cityoflondon.gov.uk
Telephone Number	07526201100

Project Coversheet

[1] Ownership & Status

UPI:

Core Project Name: City Cluster - Well-being and Climate Resilience programme: Green Streets project

Programme Affiliation (if applicable):

Project Manager: Maria Herrera

Definition of need: Project scope increased due to additional external funding being secured

Key measures of success:

1. Project prototype is delivered successfully in September.
2. Design details are agreed and approved by funding partner.
3. Project objectives are achieved, and stakeholders are supportive.

Expected timeframe for the project delivery: July-December 2022

Key Milestones:

1. *Production of prototype and signoff design.*
2. *Gateway 5 report is submitted in September.*
3. *Implementation of all sites completed by December 2022*

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

Target completion timescales is connected to the production of the prototype to ensure the design is successful and reduce risk.

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

Not yet. The funding partner (EC BID) intend to promote the project in the Autumn 2022.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Briefing' programme report

City Cluster Area –Delivery Plan, as approved by:

Planning and Transportation Committee – For decision, 14 July 2020

Streets and Walkways Sub – For decision, 07 July 2020

Projects Sub – For decision, 30 July 2020

Open Spaces Committee - For information, 14 July 2020

- Total Estimated Cost (excluding risk): £2.4-2.9m delivery of the initial three years of work (2020-23)
- Costed Risk Against the Project: NA
- Estimated Programme Dates: 2020-2023 for the overall programme which consists of several projects across three workstreams.

Scope/Design Change and Impact:

The delivery of the programme was set out within three work programmes:

1. Pedestrian Priority and traffic reduction
2. Well-being and Climate Change resilience
3. Activation and Engagement

City Cluster Area – Wellbeing and Climate Change resilience programme implementation (2021-2024) Gateway 3, as approved by:

Planning and Transportation Committee – For decision-14 July 2020

Streets and Walkways Sub – For decision – 07 July 2020

Projects Sub – For decision – 30 July 2020

Open Spaces Committee - For information – 14 July 2020

- Total Estimated Cost (excluding risk): £750-850k for the projects within the programme.
- Estimated Programme Dates: 2020-25

Scope/Design Change and Impact:

Projects within the programme have been developed further and this reflects the increase in overall estimated costs. External funding has been taken into account in the estimated programme costs.

City Cluster Area – Wellbeing and Climate Change resilience programme implementation (2021-2024) Gateway 4, as approved by:

Open Spaces Committee - For decision – 27 April 2021

Streets and Walkways Sub Committee – For decision – 29 April 2021

Projects Sub Committee– For decision – 17 May 2021

- Total Estimated Cost (excluding risk): £1.4-£1.5 for the projects within the programme.
- Resources to reach next Gateway (excluding risk): within project budget as set out in report.
- Spend to date: £149,659 on this programme only (June 2021).
- Costed Risk Against the Project: NA
- Estimated Programme Dates:2021-24

Scope/Design Change and Impact:

Detailed project scope has been presented with seven projects proposed to be taken forward to gateway 5. The Green Streets project is one of the projects within the programme.

‘Authority to start Work’ G5 report (as approved by PSC xx/yy/zz):

- Total Estimated Cost (excluding risk):
- Resources to reach next Gateway (excluding risk)
- Spend to date:
- Costed Risk Against the Project:

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- CRP Requested:
- CRP Drawn Down:
- Estimated Programme Dates:

Scope/Design Change and Impact:

Total anticipated on-going commitment post-delivery [£]:<Current Range>
Programme Affiliation [£]:<(If applicable) What is the estimated total programme cost including this project:>

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Appendix 3. City Cluster Programme overview

The City Cluster delivery framework is structured around three programmes and focused on the implementation of the City Cluster Vision.

This work supports objectives set out in the Transport Strategy, Climate Action Strategy and Destination City report.

The three programmes are:

Programme 1: **Pedestrian priority & traffic reduction**

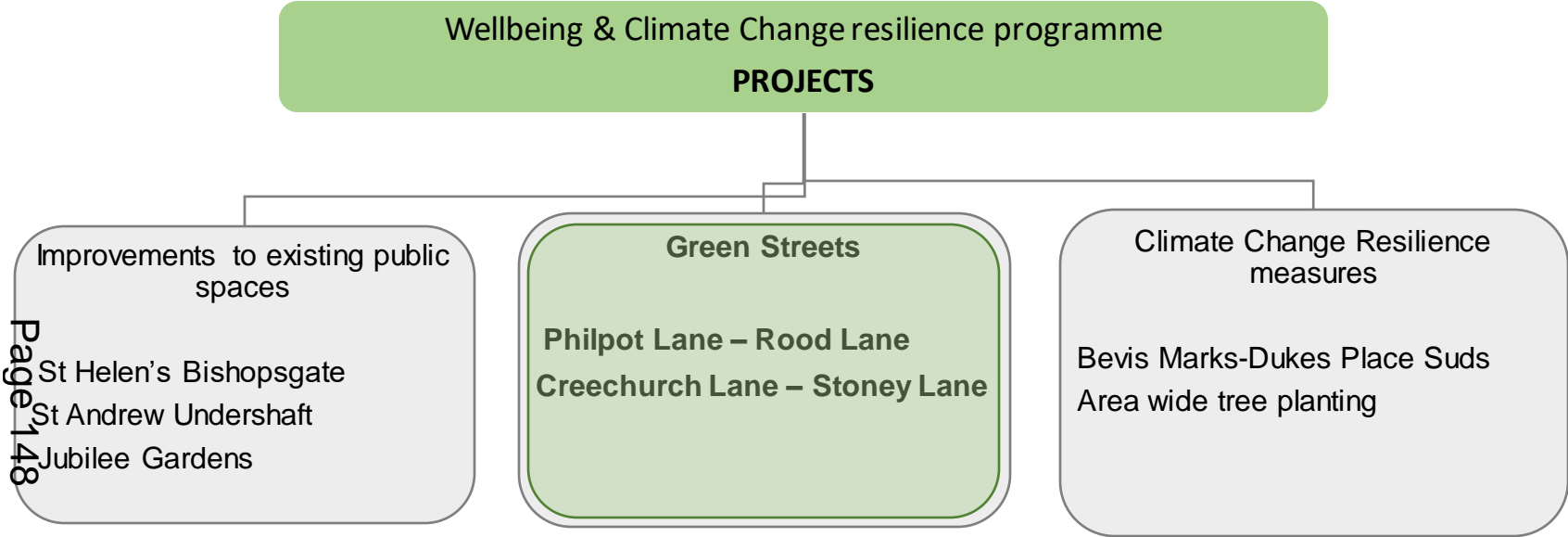
Ensure pedestrian routes can accommodate the projected increases in pedestrians and cyclists flows by rebalancing the street capacity.

Programme 2: **Well-being & Climate change resilience**

Promote the improvement of public spaces and introduce greenery to deliver an attractive environment.

Programme 3: **Activation & engagement**

Deliver public places that are welcoming and inclusive; and encourage public participation and social engagement.





Location plan; EC BID area.

Proposed sites for installations:

1. St Margaret Pattens courtyard
2. Rood Lane
3. Lime Street
4. Fen Court north
5. Mark Lane / Great Tower Street
6. Mark Lane north
7. Fenchurch Place
8. Creechurch Lane north
9. Philpot Lane: existing parklet

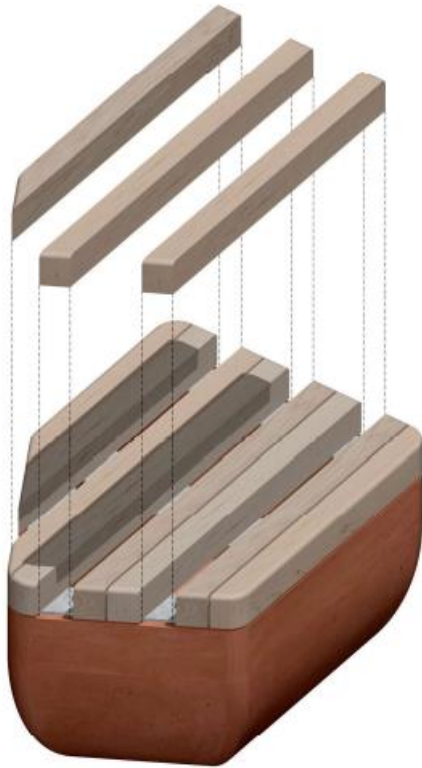


The Pentile provides versatility and allows tailoring to specific sites. The physical model shown opposite is set up in the form of a Parklet (single sided seating with planters forming a buffer to the road). The plan drawing below illustrates how this would be applied at the site in front of WeWork. A deck would be required to bring the level of the ground up to be at least flush with the pavement.

A 3D architectural reconstruction of the Temple of Aphaia at Aegina. The image shows a cross-section of the temple's facade, including the pediment and the columns. A large green circular area is overlaid on the right side, representing the temple's footprint. A scale bar at the bottom left indicates a length of 5m.

Detail. Seating units and modules

Page 152



Terracotta base with timber seat



Materials

- Terracotta base
- Sustainable timber seats
- Resilient planting palette



Example
installations.



Terracotta base with timber seat

City of London: Projects Procedure Corporate Risks Register

Project Name:			Green Streets - City Cluster Well bieng and Climate					PM's overall risk rating:		Low		CRP requested this gateway				Average unmitigated risk		7.1			Open Risks		8	
Unique project identifier:			NA		Total estimated cost (exc risk):					£ 350,000		Total CRP used to date		£ -		Average mitigated risk score		5.5			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 on post-mitigation	Impact Classification on 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 future	Comment(s)	
R1	5	(10) Physical	Project prototype not delivered by September 2022	Delivery impacted by manufacturing delays of units	Possible	Major	12	£0.00			The desing team are working with suppliers to ensure the sample is produce in time for installation in September. Ensure payment for the production of the sample is actioned promptly.	£0.00	Possible	Serious	£0.00	6	£0.00		05/05/2022	DBE				
R2	5	(10) Physical	Trees cannot be planted due to a lack of depth or utilities.	Site conditions may impact the ability to plant trees.	Possible	Minor	3	£0.00			The consideration for street trees in one location has been considered and subject to a trial hole to investigate ground conditions. Alternative locations have been identified as part of another workstream.	£0.00	Possible	Minor	£0.00	3	£0.00		05/05/2022	DBE				
R3	5	(10) Physical	Bespoke design fails and planters cannot be manufactured.	The project requires the procurement of bespoke planters with a specialist supplier.	Possible	Major	12	£0.00			The desing team are working with the suppliers to review design details and a prototype will be manufactured to rectify any design issues.	£0.00	Possible	Major	£0.00	12	£0.00		05/05/2022	DBE			Throughout the design process the design team has visited the manufacturer premises and assurance has been provided in terms of quality and experience of the selected supplier. Alternative materials have also been evaluated and could be	
R4	5	(10) Physical	Works cost increase due to appointment of new term contractor.	FM Conway have been appointed as the new City's term contractor, an increase on rates is expected.	Likely	Serious	8	£0.00			The budget has taken this increase into consideration and the project can be adjusted to be delivered within the available budget.	£0.00	Likely	Serious	£0.00	8	£0.00		05/05/2022	DBE				
R5		(4) Contractual/Partnership	Delays to the Procurement of products	A significant delay to the receipt of orders will impact the programme for implementation	Possible	Serious	6	£0.00			To establish procurement route at Gateway 5 stage to ensure suppliers and stakeholders are aware of the issue.	£0.00	Possible	Serious	£0.00	6	£0.00		05/05/2022	DBE				
R6		(4) Contractual/Partnership	Sites for intervention become unavailable due to nearby construction sites.	The sites that have been selected for the implementation of the project have been evaluated based on site conditions, access and impacts of nearby developments.	Unlikely	Major	8	£0.00			The project has been developed taking into account site conditions and available areas for intervention, alternative sites can be evaluated if required.	£0.00	Possible	Minor	£0.00	3	£0.00		05/05/2022	DBE				
R7		(5) H&S/Wellbeing	Noisy Works	Noisy Works could generate complaints from local occupiers	Unlikely	Minor	2	£0.00			All noisy work times will be agreed with Environmental Health Officers and communicated with local occupiers. Delivery of the project is unlikely to cause noise issues as the units are self standing.	£0.00	Unlikely	Minor	£0.00	2	£0.00		05/05/2022	DBE				
R8		(5) H&S/Wellbeing	Funding sources are not available in time for orders to be placed.	Availability of funding is crucial for the delivery of the sample installation in September and the subsequent implementation of the rest of the interventions.	Possible	Serious	6	£0.00			Co.L officers are working on committee report approvals in line with Corporate procedure. The EC BID (funding partner) have agreed the contribution to fund the project.	£0.00	Unlikely	Serious	£0.00	4	£0.00		15/03/2020	DBE				

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Agenda Item 10

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Committees: Streets & Walkway Committee [for information] Operational Property and Projects Sub Committee [for information]	Dates: 5th July 2022 20 th July 2022
Subject: West Smithfield Area Public Realm and Transportation project. Unique Project Identifier: PV Project ID: 11956	Complex Progress Report (last report Gateway 3 Issue Report)
Report of: Director of the Built Environment Report Author: Stefania Pizzato	For Information
<h1 style="text-align: center;">PUBLIC</h1>	

1. Status update	<p>Project Description: To provide new public spaces and improved environment in West Smithfield in line with the planned implementation of Culture Mile, the City Transport Strategy, the opening of Crossrail stations in Farringdon and Farringdon East and the anticipated major increased number of visitors in the area due to relocated visitor attractions. This project incorporates the development of the Smithfield Healthy Streets Plan.</p> <p>RAG Status: Amber (last report: amber)</p> <p>Risk Status: Low (last report: low)</p> <p>Total Estimated Cost of Project (excluding risk): £12m</p> <p>Spend to Date: £ 1,015,048.00</p> <p>Costed Risk Provision Utilised: 0</p> <p>Funding Source: OSPR</p>
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<p>2. Key points to note</p>	<p>Next Gateway: Gateway 4 - Detailed Options Appraisal (Complex)</p> <p>Progress to date</p> <ol style="list-style-type: none"> 1. A Gateway 3 Issue report was approved in December 2021. It provided an update on the progress made to date, outlined the programme change, requested additional budget to salvage existing paving materials, and set out the project's next steps. 2. <u>Public realm design</u>: The project has been phased to align with key dependency projects as follow (see Phasing Plan in Appendix 2): <ul style="list-style-type: none"> - Stage 3.1: Overarching strategies and approaches to develop elements of the Concept Design and to test feasibility - Stage 3.2: Completed Developed Designs for Area 1 (area around the future Museum of London site) - Stage 3.3: Completed Developed Designs for Area 2 (area around the future Meat Market site) 3. Stage 3.1 is now mostly complete and includes the following pieces of work (see further details on the works progressed to date in Section 4 of the report): <ul style="list-style-type: none"> - <u>Circular economy, Climate Action and materials approach</u> To support the City of London's Climate Action Strategy, the team has worked on environmentally sustainable measures such as circular economy, climate action and material review. This work includes: the salvage of some existing granite setts and stones to be reused in the implementation of the final public realm design; the completion of a piece of research on sustainable development for the public realm of cultural districts (Appendix 3) and the finalisation of a material review strategy (Appendix 4) - <u>Historic and Heritage</u> The development of a Statement of Significance (Appendix 5) for the public realm has been completed. This document identifies historical features and materials in the public realm and provides a methodology for their reuse. - <u>Transportation work</u> The transportation work of this project is an important workstream that will enable the delivery of the Healthy Street approach for the area, as highlighted in the City Transportation Strategy. This work has progressed since December 2021, with the development of feasibility studies to understand the impact of a potential street
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	<p>closure of part of West Smithfield. This work was paused in April 2022 and will recommence under Stage 3.2. once the Museum programme has progressed and the implications for traffic and pedestrian movement are better understood through the evaluation and design stage of the Section 278 agreement which will determine the functional change required to the highway to facilitate the development and meet the needs of stakeholders. The work will look at servicing and access, public spaces and traffic reassignment to deliver a world class public realm around the new Museum</p> <ul style="list-style-type: none"> - <u>Lighting Feasibility work</u> Further lighting design work and feasibility studies were developed and discussed at a lighting workshop in January 2022. The outcome will inform next design stage 3.2. - <u>Stakeholder Engagement:</u> The team has continued to engage with local stakeholders and neighbouring communities. This work includes liaison on transport proposals for the area, a collaboration with East Bank on diversity and inclusion through temporary or meanwhile activation work and the legacy work from the Artist in Residence codesign process. A summary of the Artist in Residence process can be seen in Appendix 6, while the broader list of stakeholder engagement for this stage of the project can be found in Appendix 7. <p>4. The project programme (See Appendix 8) has remained unchanged since the latest Issue report was submitted in December 2021, and continues to align with key project dependencies:</p> <ul style="list-style-type: none"> - The Museum of London development in West Smithfield is planning to resubmit its application in Summer 2022. The New Museum of London intends to host opening events in late 2025, with the General Market and West Poultry Avenue open to the public in mid-2026. <p>It is anticipated that Stage 3.2 of the public realm project design for Area 1 will commence when the broad scope of the Museum of London S106 agreement (and within this document the outline scope of its associated S278 agreement) is understood.</p> <ul style="list-style-type: none"> - Markets Co-location Programme: subject to the approval of Policy & Resources Committee and the Court of Common Council later this year, a three-market bill will be deposited to Parliament in November 2022. The bill will seek Parliamentary approval to move Billingsgate, New Spitalfields and Smithfield to a new co-located market in Dagenham Dock in the LB of
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<p>4. Progress to date</p>	<p>Since the last issue report approved in December 2021, works on Stage 3.1 have continued and are mostly complete, as follows:</p> <ol style="list-style-type: none"> 1. <u>Circular economy, Climate Action and materials approach:</u> <ul style="list-style-type: none"> - Research work to develop a materials strategy and associated carbon impact has been developed and will provide an evidence-based approach to inform final decision on materials (Appendix 4). - During excavation works in the project area related to the tunnel strengthening works, historical setts were found. To align with the Materials Review Strategy and support the circular economy and environmental objectives of the project, the project team has planned to salvage the granite stones and setts so they can be reused as part of the final public realm design. A space in Smithfield Car Park was secured, where the setts and stones can be stored until the works commence on site. The upfront cost approved by Members in December 2021, will be deducted from the cost of new materials required as part of the construction phase, and therefore does not increase the total cost of the project. These works will be completed in Autumn 2022 when the setts will be recovered during the Museum of London works on West Smithfield. - The research work 'Sustainable Cultural District: A public realm perspective' is finalised (Appendix 3). This report aims to understand best practice and innovative new ideas that are being undertaken by cultural districts around the world to develop sustainably and to embed climate resilience into cultural districts' practice. The research includes a particular focus on public realm projects and it will be used to inform the next design stage of the project. 2. <u>Historic Work:</u> A Statement of Significance was completed for the public realm of Smithfield Area. It identifies key historical features and materials in the public realm and provides a methodology for their reuse. To the team's knowledge, this is the first time such a document was developed for the public realm (it is usually used for buildings) and it could set positive precedent for future projects with historical interest (Appendix 5) . 3. <u>Transportation work:</u> The Transportation element of the project has focussed on the proposed closure to motor vehicles of the section of West Smithfield between Snow Hill and West Poultry Avenue. Initial modelling work has taken place to assess the impact of this closure on the surrounding highway network. However, any further work to test feasibility of any proposed traffic management changes has been paused since April 2022. Further clarity is
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	<p>required in relation to the servicing of the new museum, and this is not expected until after the revised planning application is submitted and the Section 106 Agreement and the scope of the Section 278 is understood. This work will be continued under Stage 3.2.</p> <p>4. <u>Lighting Feasibility work</u> A lighting workshop was organised by the project team with the area's stakeholders in January '22, to review feasibility findings around different lighting approaches for the public realm in the whole project area. Some issues and suggestions were raised which will be incorporated in the next design stage 3.2.</p> <p>5. <u>Stakeholders Engagement</u>: The team has continued to do essential engagement with local stakeholders, focussing on key aspects of the project as part of Stage 3.1. This includes engagement related to the transport proposals with internal and external stakeholders, such as the Museum of London and Transport for London and engagement with Culture Mile partners and key dependency projects. A list of stakeholders engagements required for this stage of the project is presented in Appendix 7.</p> <p>6. <u>Work on diversity and inclusion through temporary or meanwhile activation work.</u> A design competition has been launched as part of the London Festival of Architecture in June 2022. This project has been developed in collaboration with Culture Mile and Foundation for Future London. The winning team will deliver a temporary installation(s) in the Smithfield area and East London to develop deeper understanding on how people feel when they are in the area's streets and public spaces, and how to make public spaces more inclusive and encourage diversity. The process will include a series of engagement events that supports commitment to equity, inclusion and diversity including outreach with new audiences (arts and non-arts) and participants.</p> <p>7. <u>Artist in Residence</u> – Following the involvement of an Artist in residence within the design process of the project, the lead designer consultant has provided a summary of the approach with recommendations on how its outcomes can inform the next design stage of the project (Appendix 6). The approach developed by the Artist in Residence was included in the 'Creatives for London' report and supports the Culture and Commerce Taskforce objectives.</p>
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2. Next steps	<p>Next steps</p> <p>8. The key next steps for the project in the next 12 months are:</p> <ul style="list-style-type: none"> - <u>Public realm design</u>: Stage 3.2 will commence when the broad scope of the Museum of London S106 agreement (and within this document the outline scope of its associated S278 agreement) is understood. This is likely to be in late 2022. - <u>Circular economy/salvage materials</u>: historical granite setts will be recovered during construction works in West Smithfield scheduled for Autumn 2022. - <u>Stakeholders Engagement</u>: essential engagement with stakeholders will continue in Summer and Autumn 2022 to ensure programmes are aligned with key dependency projects and that the project team is supporting the scoping of S106 and associated S278. The team will also continue to engage with the work on diversity and inclusion with London Festival of Architecture and Foundation for Future London, to be completed in Summer 2023. See Appendix 7 for a comprehensive list of stakeholders engagements required for this stage of the project. <p>9. Progress on works as described above are due to be reported to Members in the next issue report planned to be submitted by end of 2022, when design stage 3.2 is also forecasted to be initiated.</p> <p>10. Stage 3.3 works will not commence until there is more certainty around the future of the Meat Market site.</p>
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Appendices

Appendix 1	Project Coversheet
Appendix 2	Location and Phasing Plan
Appendix 3	<p>Sustainable Development in Cultural District: A public realm perspective – available here:</p> <p>Appendix 3 Sustainable Development in Cultural District.pdf</p>
Appendix 4	<p>Materials Review Strategy – available here:</p> <p>Appendix 4 Materials Strategy.pdf</p>
Appendix 5	<p>Statement of Significance – available here:</p> <p>Appendix 5 Smithfield Statement of Significance.pdf</p>
Appendix 6	<p>Artist in Residence Summary – available here:</p> <p>Appendix 6 AiR Summary.pdf</p>

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Appendix 7	Stakeholders Engagement Plan Stage 3.1
Appendix 8	Smithfield Area PR Programme
Appendix 9	Risk Register

Contact

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Appendix 1: Project Coversheet

Project Coversheet

[1] Ownership

Unique Project Identifier: 11956 **Report Date:** 05/07/2022
Core Project Name: West Smithfield Public Realm
Programme Affiliation: Culture Mile
Project Manager: Stefania Pizzato
Next Gateway to be passed: 4

[2] Project Brief

Project Mission statement:

To provide new public spaces and improved environment in West Smithfield in line with the planned implementation of Culture Mile and the Healthy Streets Plan. The project will aim to achieve the following outcomes:

1. The character of the area is revealed, celebrated and protected
2. People feel safe as a result of high-quality, human-centred, integrated security design
3. There is a well-functioning and accessible public realm which delivers aims within the City Transport Strategy and which makes significant improvements to the Healthy Streets Indicators for the area
4. The proposed museum and re-purposed market buildings have the best possible journey, arrival, and welcome for all visitors, residents and workers
5. The urban spaces around Smithfield are engaging and allow for cultural activity to take place within them
6. The public realm is flexible and future-proofed, with delivery of change in the area phased to align with the needs of the proposed new Museum and Central Markets developments
7. The different building uses within the area of study are understood and complement each other, with the public realm successfully knitting these buildings together
8. The public realm is designed to be a leading exemplar for sustainable design
9. The public realm supports communities and businesses in the local area by providing an environment that supports well-being and economic development

Culture Mile objectives that will be achieved through the project include:

- Create a Culture Spine
- Take the Inside Out
- Discover and Explore

The project will fulfil the following aims in the City's Corporate Plan:
1c, 3b, 9d, 10c, 11a

Definition of need:

The project respond to several major transformations in the area as follows:

- The City's Transport Strategy has set out the Barbican and Smithfield Area as a site for a 'Healthy Streets Plan'. This plan will identify functional changes to the street/road network to accommodate the anticipated transformation of the area.
- The project is also a crucial part of the development of Culture Mile and will deliver large parts of the Look and Feel Strategy implementation.
- The project is within the emerging Smithfield & Barbican Key Area of Change (Policy S23) in the emerging City Plan 2036.
- It is proposed that the Museum of London will move into a new site in Smithfield, which currently has poor public realm, a propensity of hard landscape, traffic-dominated streets and provides little in the way of welcome to the area. The project is needed to transform the area into one that is fitting for a major new museum. The whole public realm around the full market site – including the buildings being developed by the Museum and those considered by the Markets Co-location Programme – will necessarily need to change to reflect the new uses of the buildings. By aiming to deliver designs for the public realm in the West Smithfield area, this project will provide the framework for these future changes.
- The City has also established a programme to consider the future of Smithfield Market in a new consolidated site along with the City's other wholesale markets. A Markets Co-location Programme (MCP) has been initiated to develop suitable options. The relocation of the Wholesale Meat and Poultry Market to a different site would create the opportunity to redevelop the current market site for a different use, and any relocation would have a huge impact on the area of Smithfield, including its public realm.
- The City has approved a Climate Action Strategy. The Smithfield public realm project an opportunity for local climate action and has as a project objective: 'The public realm is designed to be a leading exemplar for sustainable design'. This will be undertaken through additional new greening and planting; use of circular economy principles; and introduction where possible of Sustainable Urban Drainage (SUDs).

Risk

The relevant references in the Corporate Risk Register that relate to this project are:

CR21 Air Quality, CR20 Road Safety

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Key measures of success:

NB - KPIs will be finalised on receipt of the appropriate Baseline information. Research to provide this information is ongoing.

- | |
|--|
| 1) Increased high-quality Public realm – materials, space, accessibility, historic interpretation elements |
| 2) Increased quantity of greenery in the area; improved flood risk mitigation measures |
| 3) Improved air quality |
| 4) Reduction in vehicle movement in line with aims of the transport strategy; improved road safety |
| 5) Number of visitors increases |

[3] Highlights

Finance:

Total anticipated cost to deliver [£]:£12m

Total potential project liability (cost) [£]: n/a

Total anticipated on-going commitment post-delivery [£]: Maintenance costs tbc.

Programme Affiliation [£]: Culture Mile Programme

Headline Financial changes:

Since 'Project Proposal' (G2) report:



£90,000 approved at Gateway 1/2. A further £625,000 was requested via an Issue Report to progress to Gateway 3.

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

£75,000 was requested to progress some works on salvaging surface material via an Issue Report in December 2021.

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

n/a

Project Status:

Overall RAG rating: Amber

Previous RAG rating: n/a

[4] Member Decisions and Delegated Authority

[5] Narrative and change

Date and type of last report:

Issue Report in December 2021

Key headline updates and change since last report.

- A Gateway 3 Issue report was approved in December 2021 and provided an update on the progress made to date, outlined the programme change, and set out the project next steps
- The project has been phased to align with key dependencies projects as follow (see Phasing Plan in Appendix 3):
 - Stage 3.1: Overarching strategies and approaches to develop elements of the Concept Design and to test feasibility
 - Stage 3.2: Completed Developed Designs for Area 1 (area around the future Museum of London site)

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- Stage 3.3: Completed Developed Designs for Area 2 (area around the future Meat Market site)
- Stage 3.1 is now mostly complete
- The Museum of London development in West Smithfield is planning to resubmit its application in Summer 2022. The New Museum of London intends to host opening events in late 2025, with the General Market and West Poultry Avenue open to the public in mid-2026.
- It is anticipated that Stage 3.2 of the public realm project design for Area 1 will commence when the broad scope of the Museum of London S106 agreement (and within this document the outline scope of its associated S278 agreement) is understood.
- Markets Co-location programme: a Bill to Parliament is due to be submitted in November 2022. The first private bill will seek approval to move Billingsgate to Dagenham Dock, with the intention to submit a further private bill/s next year to move Smithfield (detailing the proposed new uses of the Grade II* East and West Market buildings) and New Spitalfields to Dagenham Dock. The impact on the public realm is that project design around the East and West Market Buildings and Rotunda (project Area 2) will commence at a later date, once the potential future functions of the meat market are better understood.

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

Since 'Project Proposal' (G2) report:

Extension of scope to include the full West Smithfield area for concept design.

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

n/a

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

n/a

Timetable and Milestones:

Expected timeframe for the project delivery: Area 1 complete by 2025; Area 2 complete by 2028

Milestones:

- 1) Governance set up and agreed (May 2019)
- 2) Project objectives and scope agreed through initial stakeholder engagement (May 2019)
- 3) Relevant surveys undertaken to inform setting KPIs (September 2019)
- 4) Research and Baseline report completed, including traffic surveys (September 2019)
- 5) Procurement of consultants for concept design and developed design stages for the public realm (June – December 2019)
- 6) Procurement of consultants/ services for transportation surveys to support the Healthy Streets (HSP) work (June – July 2019)
- 7) Completion of the concept design (October 2020)
- 8) Gateway 3 report and stakeholder engagement (December 2020)
- 9) Developed design for the public realm for Area 1 and subsequent Gateway 4 approval (Summer 2023)
- 10) Technical Design (construction package) for Area 1 and Gateway 5 approval (Autumn 2022)

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11) Construction begins (start of 2024)		
12) Post construction, Gateway 6 report, and monitoring (through 2025)		
<p>Are we on track for this stage of the project against the plan/major milestones? yes</p> <p>Are we on track for completing the project against the expected timeframe for project delivery? yes</p>		
<p><u>Risks and Issues</u></p> <p>Top 3 risks:</p>		
Risk 1: Funding	Description	The sources of project funding and the release of funds is not agreed in time to progress the project
	Mitigation	Project funding confirmed via committee reports in good time.
Risk 2: Partnership/ Timing	Description	There are many different project dependencies and elements to be phased. There is a risk that these elements may not be complete in a time that is appropriate for the dependencies e.g. the Museum of London opening. There is a risk that the public realm project may have to be updated if the dependency projects are cancelled
	Mitigation	Commission key work, e.g. transportation studies and concept design, in a timely manner Close working with dependency project teams to understand programmes and risks relating to their work
Risk 3: Complexity/ Partnerships	Description	Decision-making processes delayed due to the complexity of the project
	Mitigation	Set up robust governance for the project and a clear communications strategy
Risk 4: Reputation/ Objections	Description	The project may recommend changes which may create some opposition from groups (i.e. measures to reduce traffic that include road closures).
	Mitigation	Stakeholder engagement will be thorough to understand where this risk may occur and plan accordingly; and key messages setting out the rationale for change will be drafted.
Risk 5: Scope (Environmental)	Description	The scope of the project is scaled back, which would mean that the project does not deliver the impact required to meet the goals in the Transport Strategy and the Climate Action Strategy, nor the ambitions of Culture Mile.
	Mitigation	Public Realm consultants are preparing design options that meet the ambitious scope of the project

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See 'risk register template' for full explanation.

Top 3 issues realised

<i>Issue Description</i>	<i>Impact and action taken</i>	<i>Realised Cost</i>
n/a		

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

Yes- the wider Museum of London project, the MCP, and Culture Mile initiatives are generating public interest and have media/ comms strategies in place.

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Appendix 2: Plans of the area

A: Project Area

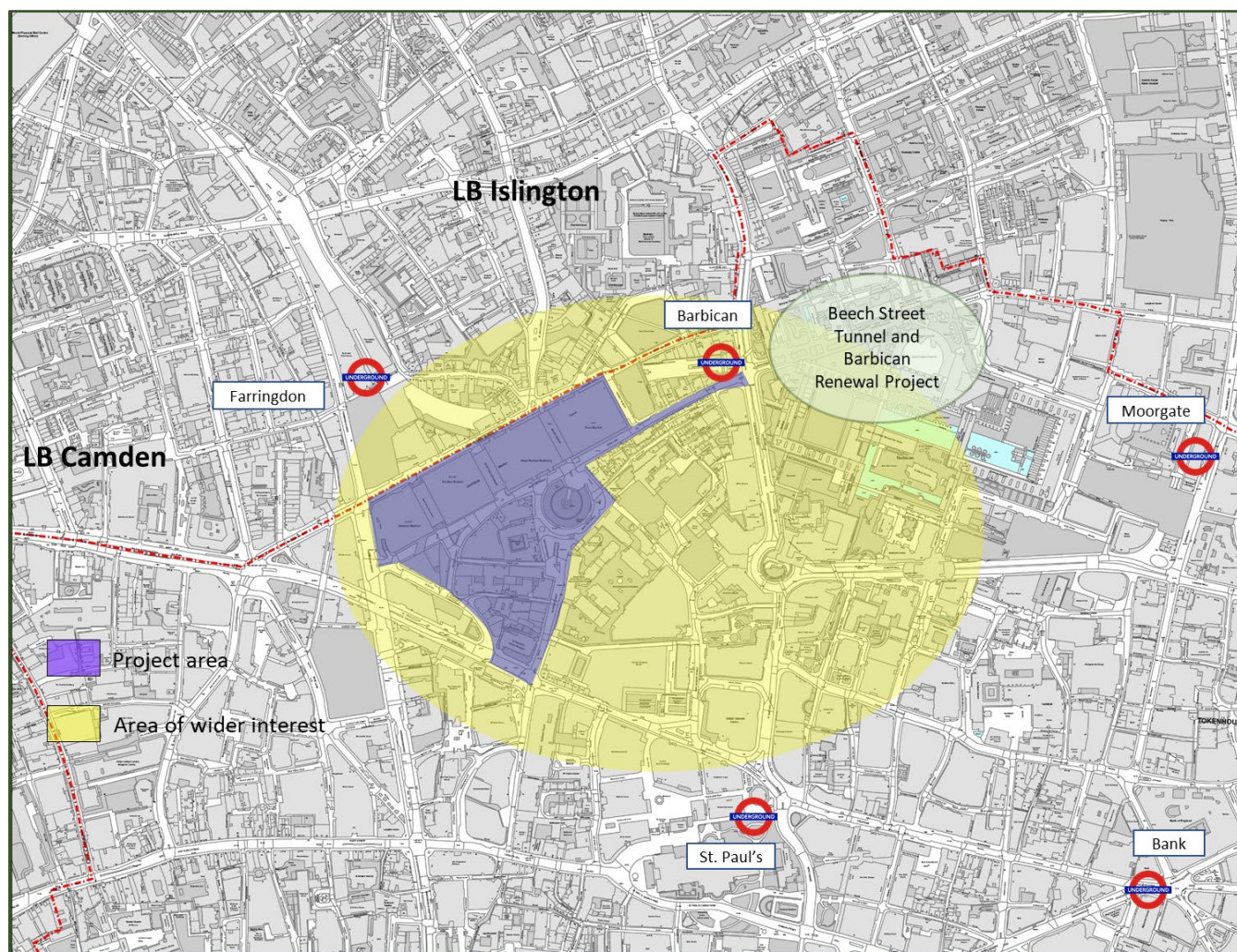
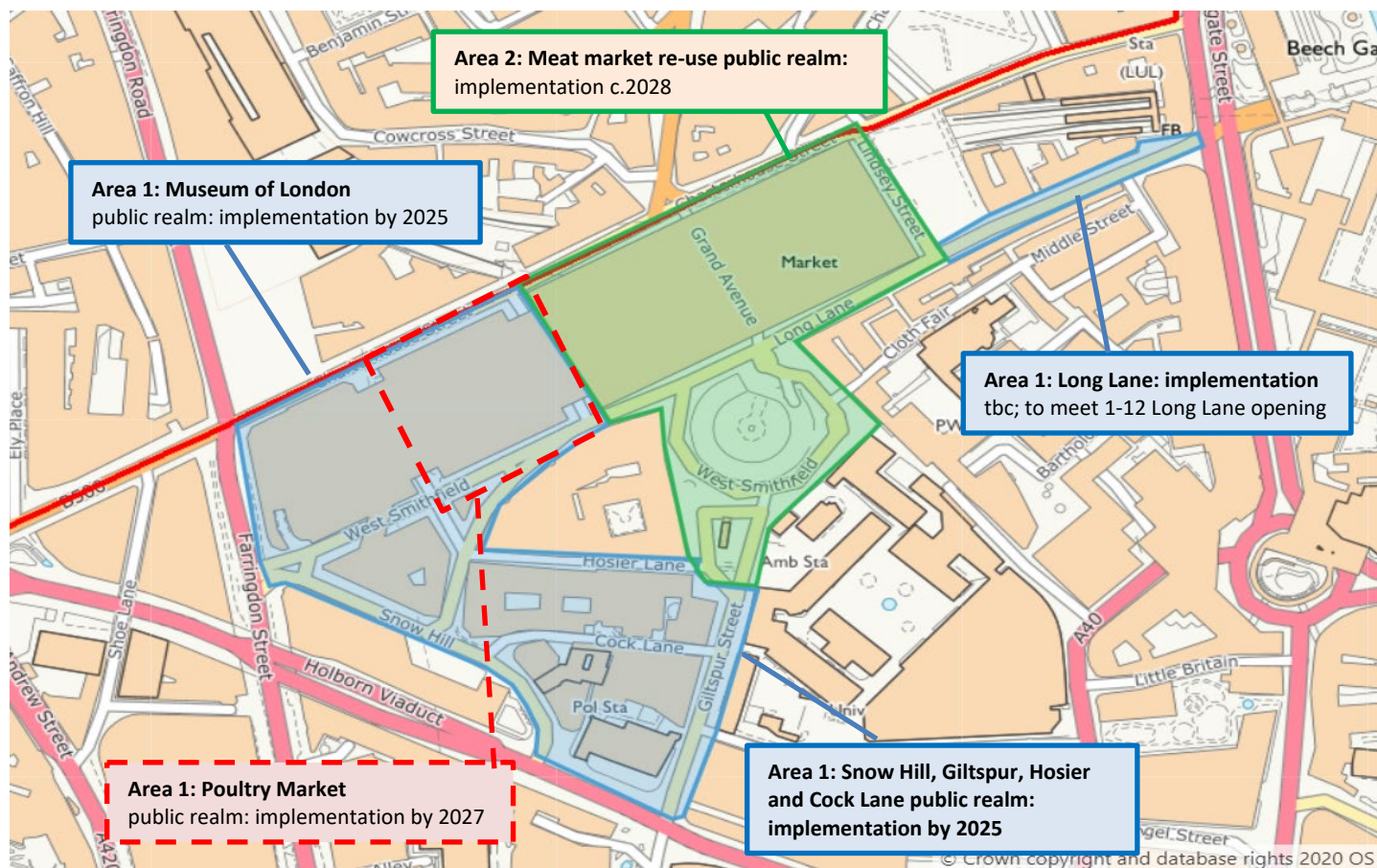


Fig 1. Public Realm Project Area

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B: Implementation Phasing by Area:



Smithfield Engagement Plan Stage 3.1

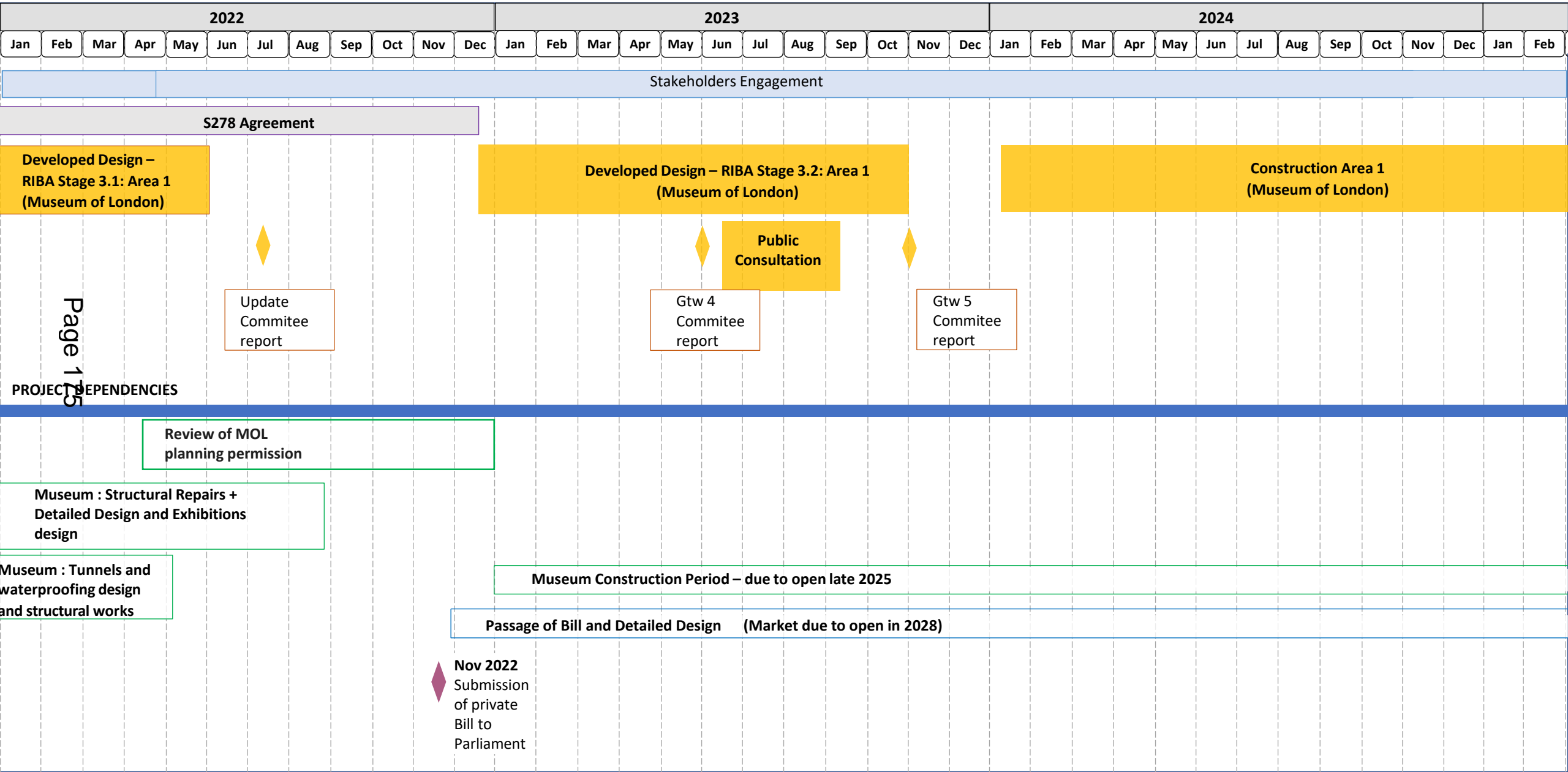
Approach / Aims

1. **Function:** ensure that the transport work is properly informed by the functional requirements of the area, e.g. on servicing and access needs.
2. **Information:** provide local people – residents, businesses, organisations, stakeholders – with information relevant to them about the project
3. **Access, inclusivity and equity:** link to work with Artist in Residence and with Culture Mile about social sustainability and inclusivity in design. Aim to target communities that are not usually represented in engagement. Work across borough border.
4. **Co-design:** feed engagement into the design process. Ensure that HB are across the engagement and are clear from the start about how it will feed into the design process. Plan and manage specific opportunities for co-design.

What	Engage with whom	Management/ Process	When
1. Function			
<u>Project Dependencies</u> Coordination between the developments and major projects in the project area	<ul style="list-style-type: none"> • City Surveyors – Red Brick and Engine House TBC • District Surveyors – Engineer team for structural and waterproofing works • Museum of London team • City Surveyors – Market Co-location Programme 	Email / Meetings Smithfield Area Advisory Group meetings	On going
<u>Transport engagement</u> Coordination around servicing and access needs / Scope of S106 and S278	<ul style="list-style-type: none"> • Museum of London • Transport for London • COL Planning team • Local Businesses 	Emails Meetings	On going
2. Information			
<u>General local engagement with the public ON HOLD</u> Introduce them to the project / raise awareness of wider project area – i.e. long-term vision. NOT 'public consultation' on plans'	<ul style="list-style-type: none"> • General public, including local residents/ business and wider local community 	Engagement through a consultant: surveys / drop in sessions /digital engagement	ON HOLD To restart as part of stage 3.2
<u>Targeted Stakeholder engagement</u> Ensure key stakeholders are aware of project	<ul style="list-style-type: none"> • Bart's Hospital • Bart's Heritage • Market Superintendent • LB Islington • Helical • Local residents representatives 	Meetings Emails Artist in Residence	On going

<u>Culture Mile Partners and team</u>	<ul style="list-style-type: none"> • Culture Mile Central team • Museum of London • Barbican • London Symphony Orchestra • Guildhall School and Music and Drama 	Meetings Emails Engagement in related programmes (i.e. Imagine Packs)	On going
3. Access, inclusivity and equity			
<u>Design Competition 'Co-designing Equity in the public realm'</u> Develop deeper understanding on how people feel when they are in the area's streets and public spaces, and how to make public spaces more inclusive and encourage diversity	<ul style="list-style-type: none"> • Foundation for Future London (East Bank) • Culture Mile team • London Festival Architecture 	Competition programme and codesign process	June 2022 – Summer 2023
4. Co-design			
<u>Artist in Residence engagement</u> This work sees the inclusion of an artist in the design stage of the project. Artist Larry Achiampong's role includes his own research into to the area and engaging with local communities and stakeholders to develop a unique creative response that informed the permanent design of the civic spaces of Smithfield.	<ul style="list-style-type: none"> • Artist Larry Achiampong • Bart's Hospital • London Ambulance • Culture Mile Learning • Young Voices panel (to be started at Stage 3.2) 	Meetings Email	On going and to be restarted as part of Stage 3.2
<u>Universities</u> Engage with Academic Organisations to ensure the project design is innovative and every opportunity is explored	<ul style="list-style-type: none"> • University College London • Brunel University 	Presentations and jury panel attendance	As required

Appendix 2: Smithfield Area Programme for the public realm



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City of London: Projects Procedure Corporate Risks Register

Project Name: Smithfield Public Realm			PM's overall risk rating: Medium		CRP requested this gateway		£ -		Average unmitigated risk		9.3		Open Risks		16								
Unique project identifier: 11956			Total estimated cost (exc risk): £ 12,000,000		Total CRP used to date		£ -		Average mitigated		5.3		Closed Risks		0								
General risk classification											Mitigation actions							Ownership & Action					
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/Realised & moved to issues	Comment(s)
R1	3	(2) Financial	A - The cost of the project goes over the budget. The sources of project funding and the release of funds is not agreed in time to progress the project	a) The project scope may have to be reduced. b) An additional committee may be required, which may cause delay of the project	Likely	Serious	8	£0.00			Regular budget monitoring, checking invoices and POs. During procurement processes, be clear about budget constraints. Project funding confirmed via committee reports in good time.	£0.00	Possible	Serious	£0.00	6	£0.00		02/01/2020	Stefania Pizzato/Clarisse Tavin	Policy and Projects		
R2	3	(4) Contractual/Partnership	Project Dependencies: Partnership management: with key stakeholders Museum of London, Market Co-location Programme and City Surveyors (The Annex building)	The agreed scope, objectives or cost of the project changes due to partner priorities diverging. The priorities change regularly.	Likely	Major	16	£0.00			Work closely with the team throughout the project to inform all parties about possible changes and to understand where there are issues arising. Where possible come to decisions approved by both parties. Meetings with partners held regularly.	£0.00	Possible	Serious	£0.00	6	£0.00		13/03/2020	Stefania Pizzato/Clarisse Tavin	Policy and Projects, Museum of London, Market Consolidation Programme and City Surveyors		
R3		(4) Contractual/Partnership	Project Dependencies: The Annex building occupancy and exact use is unknown at this stage of the project	The risk could have an impact on scope, budget and could create a possible delay	Likely	Serious	8	£0.00			Ensure that good communication and regular updates are maintained with the City Surveyors	£0.00	Possible	Minor	£0.00	3	£0.00		16/03/2020	Stefania Pizzato/Clarisse Tavin	Policy and Projects and City Surveyors		
R4		(4) Contractual/Partnership	Project Dependencies: The Market building and the Rotunda occupancy and exact use is unknown at this stage of the project	This risk could have an impact on scope, budget and reputation. Project could be significantly delayed. Potential uses of the Market and the Rotunda could be in conflict with aspiration for the Public Realm.	Possible	Serious	6	£0.00			Regular meeting are in place and good communication is maintained with Market Co-location team and Consultants. Three team design meetings scheduled regularly and the client for both projects meets weekly. KPIs for each project are being set.	£0.00	Likely	Serious	£0.00	8	£0.00			Stefania Pizzato/Clarisse Tavin	City Public Realm and Market Consolidation Programme		
R5		(3) Reputation	The design is not delivered on time to meet with the Parliamentary Bill deadline and opening of the New Museum of London	If the project does not meet important deadlines realiting to project dependencies it could impact on the City of London's reputation and cause further delays for all related major projects	Possible	Major	12	£0.00			Ensure project programme is up to date and there is enough contingency within the programme. Ensure public engagement on the concept design is planned well in advance.	£0.00	Possible	Serious	£0.00	6	£0.00			Stefania Pizzato/Clarisse Tavin	Policy and Projects		
R6		(9) Environmental	Scope: improvements need to be significant enough to meet the Healthy Street plan and Culture Spine outcomes	The targets in Transport Strategy and Culture Mile Look and Feel strategy would not be met.	Possible	Major	12	£0.00			Continued engagement with transportation team, transportation consultants and Culture Mile team as part of the design process.	£0.00	Possible	Serious	£0.00	6	£0.00			Stefania Pizzato/Clarisse Tavin	Policy and Projects		
R7		(2) Financial	City of London not able to identify funds for the whole project	The project is not able to fulfil its objectives	Possible	Major	12	£0.00			Close working with Major Project team and City members.	£0.00	Unlikely	Major	£0.00	8	£0.00			Stefania Pizzato/Clarisse Tavin	Policy and Projects, Town Clerk		
R8		(3) Reputation	Conflicting opinions about the scope and objectives of the project	The risk could result in lack of consistent decision making. This could cause change in scope and have an impact on cost estimation, time and reputation.	Possible	Serious	6	£0.00			Ensure that good communication is maintained and members are receiving regular project updates. Keep Chief Officers updated	£0.00	Unlikely	Minor	£0.00	2	£0.00			Stefania Pizzato/Clarisse Tavin	Policy and Projects, Environment Department Director		
R9		(3) Reputation	Residents object to the project	The project is not able to fulfil its initial objectives. It could have an impact on scope and delay the project by looking for alternative design solutions.	Unlikely	Serious	4	£0.00			Residents representative to sit on Stakeholder Working Party. Engagement on concept design. Initiate communication with residents through e-bulletin, letters, public consultation, meeting/events. Comms Strategy updated	£0.00	Rare	Minor	£0.00	1	£0.00			Stefania Pizzato/Clarisse Tavin	Policy and Projects		
R10		(3) Reputation	Negotiations with traders causes problems to City Public Realm project	The risk could have an impact on scope, cost estimate, time and reputation. Traders objectives could cause issues for all parties involved in the project.	Possible	Major	12	£0.00			Work closely with the MCP team who are leading on traders engagement. Engagement with Markets team to understand traders' business needs.	£0.00	Possible	Serious	£0.00	6	£0.00			Stefania Pizzato/Clarisse Tavin	Policy and Projects and MCP Team		
R11		(3) Reputation	Local businesses object to transportation changes and proposed design option	The project is not able to fulfil its initial objectives. It could have an impact on scope and delay the project by looking for alternative design solutions.	Possible	Serious	6	£0.00			Ensure good communication with local businesses through surveys, e-bulletin, letters, public consultation, and other meeting/events and regular project updates are in place.	£0.00			£0.00		£0.00			Stefania Pizzato/Clarisse Tavin	City Public Realm		

R12		(4) Contractual/Partnership	Problem with decision making between three large separate consultants teams	Lack of clear lines of responsibilities and poor communication could cause project delay in all consultants team. This would have an impact on budget and reputation.	Possible	Major	12		£0.00			Ensure that good communication is maintained between three separate consultants team and regular meetings are in place.	£0.00			£0.00		£0.00			Stefania Pizzato/Clarisse Tavin	City Public Realm, MCP team, Museum of London team		
R13		(2) Financial	Issues relating to appointment of consultants	Delays cause by problems with finalising contracts with consultants	Unlikely	Major	8		£0.00			City procurement practices are in place	£0.00			£0.00		£0.00			Stefania Pizzato/Clarisse Tavin	Policy and Projects		
R14		(3) Reputation	Lack of clear and effective communication with LB Islington	Poor communication with LB Islington could impact scope of the project and cause delay. It would also impact project reputation.	Unlikely	Serious	4		£0.00			Ensure that good communication is maintained with LB Islington and regular meetings are in place.	£0.00			£0.00		£0.00			Stefania Pizzato/Clarisse Tavin	Policy and Projects		
R15		(1) Compliance/Regulatory	The Parliamentary Bill for Smithfield Market relocation not approved	The project is not able to fulfil its objectives. Significant changes to scope would be introduced.	Unlikely	Extreme	16		£0.00			MCP team working closely with Remembrancers' dept. CPR team to contribute required design work in a timely manner.	£0.00			£0.00		£0.00			Chris Bonner	MCP team		
R16		(9) Environmental	Covid-19 impacts	Due to Covid 19 and the impact of this (e.g. social distancing measures and contractors stopping work), certain elements of the project are delayed. Could particularly impact on Stakeholder engagement and transport modelling.	Possible	Serious	6		£0.00			Reorder project programme to concentrate on priorities; ensure that transport options are set out so that one option is not pre-determined prior to engagement.	£0.00	Possible	Serious	£0.00	6	£0.00			Stefania Pizzato/Clarisse Tavin	Policy and Projects		
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Committees: Streets and Walkways Sub <i>[for decision]</i> Operational Property & Projects Sub <i>[for decision]</i>	Dates: 5 July 2022 20 July 2022
Subject: 150 Bishopsgate Unique Project Identifier: 10717	Gateway 6: Outcome Report Regular
Report of: Executive Director Environment Report Author: Andrea Moravicova – City Operations	For Decision
<h1>PUBLIC</h1>	

Summary

1. Status update	Project Description: Constructing new footways and carriageway around the development including a raised carriageway along Houndsditch (between Outwich Street and Bishopsgate), to cater for expected increase in people walking and cycling in this area. RAG Status: Green (Green at last report to Committee) Risk Status: Low (Low at last report to committee) Costed Risk Provision Utilised: Not applicable Final Outturn Cost: £1,086,508
2. Next steps and requested decisions	Requested Decisions: <ul style="list-style-type: none"> • Approve the content of this report and agree to close this project once the outstanding actions referred to in section 12 are complete. • Approve the budget adjustment related to staff costs to be actioned as outlined in Appendix 4. • Authorise the transfer of any underspend to the Jubilee Gardens project budget, part of the City Cluster Vision Wellbeing and Climate Change Resilience programme, subject to the developer's agreement (and any necessary agreements), OR; • If the developer does not agree the transfer of underspend, authorise return of unused funds to the

	developer, including any accrued interest as per the S278 agreement.
3. Key conclusions	<p>The project was completed within the budget and delivered its main objective: to enhance public realm in Houndsditch and support increased pedestrian movement through the area, whilst maintaining the function of the street and sufficient space for drop-offs and pick-ups at the entrance to One Bishopsgate Plaza.</p> <p>The programme was adjusted in agreement with the developer to coincide with their timelines and so the works were completed approximately six months later than originally planned.</p> <p>The main deliverables included:</p> <ul style="list-style-type: none"> • Raising the carriageway in Houndsditch to footway level, paved in granite setts, and paving footways in Yorkstone; • Replacing trees on the south side of Houndsditch and providing a root barrier and waterproofing to protect the pipe subway; • Upgrading lighting in Devonshire Square and Houndsditch between Outwich Street and Bishopsgate. • Installing seating and cycle stands in Houndsditch. <p>Key learning and recommendations for future projects:</p> <ul style="list-style-type: none"> • Close liaison with the developer and their contractor ensures alignment of the works programme to the development's completion timelines. • Constraints of pipe subway on tree planting were overcome through close working with structural engineers and the City Gardens team.

Main Report

Design & Delivery Review

4. Design into delivery	<p>The original design approved in 2012 was revised to reflect a presence of pipe subway beneath Houndsditch. The underground conditions, which seemed to have contributed to the decline of existing trees in the south footway, were carefully considered and design was revised through the introduction of root barriers to protect the pipe subway whilst allowing sufficient space for tree roots to establish.</p> <p>The revised design, approved by Committees in February 2020, was implemented to tie in with the privately owned space around the development.</p>
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5. Options appraisal	<p>Three design options were presented as part of the original Gateway 3-4-5 report in 2012. These options had differences in proposed carriageway surfaces (asphalt only, granite and asphalt mix, and granite only) and levels (raised to the footway level between Outwich and Bishopsgate or raised to footway level immediately outside the hotel only).</p> <p>The chosen option with a raised carriageway to footway level and granite sett finish strongly supported by the developer, met the objectives of the project, and delivered a high-quality public realm.</p>
6. Procurement route	<ul style="list-style-type: none"> • The construction package was prepared inhouse by the Highway Engineer and work on site undertaken by the City's term contractor. • All soft landscaping was designed and delivered by the City Gardens team.
7. Skills base	<ul style="list-style-type: none"> • The project team has the skills, knowledge and experience to manage delivery of this and similar future projects. • Transport for London delivered required traffic signal changes, with works supervised by City Transportation team. • Required surveys, including trial holes to assess the depth and movement of the pipe subway structure, topographical and radar surveys, were commissioned. • The City's structural engineers were engaged in the process to address construction above and around the pipe subway.
8. Stakeholders	<p>The project was delivered in close liaison with the developer and relevant stakeholders to ensure the proposals meet their needs.</p>

Variation Review

9. Assessment of project against key milestones	<p>The construction programme was affected by the materialisation of the risk of a delay to developer's programme.</p> <p>At Gateway 5 (February 2020), the programme proposed main construction to start end of May 2020 and complete end of September 2020.</p> <p>However, the main construction started in January 2021 and was substantially completed at the beginning of July 2021. This was a slippage of approximately seven months due to delays in developer's handover of works areas. Final resurfacing works were due to take place between 11 and 14 March but were deferred owing to emergency services dealing with an emergency.</p> <p>Inspections and snagging were undertaken throughout to November 2021.</p>
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10. Assessment of project against Scope	<p>The project was implemented as per the scope defined in Gateway 5 report and is summarised below:</p> <ul style="list-style-type: none"> • Construction of a Yorkstone footway and a raised carriageway in granite setts in Houndsditch between Outwich Street and Bishopsgate; • Relay of Yorkstone along the eastern footway on Bishopsgate; • Replacement of existing paving with Yorkstone in Cavendish Court and Devonshire Square; • Upgrade of existing street lighting in Houndsditch and Devonshire Row; • Replacement of existing trees and irrigation along south side of Houndsditch; • Provision of new cycle stands and seating in Houndsditch.
11. Risks and issues	<p>Delay in the handover of the works' areas from the developer deferred the public realm implementation start date.</p>

Value Review

12. Budget

<i>Estimated Outturn Cost (G2)</i>	Estimated cost (excluding risk): £250k - £2m	
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	<i>At Authority to Start work (G5)</i>	<i>Final Outturn Cost</i>
Pre-evaluation	£66,314	£66,313
Fees	£47,795	£42,972
Staff Costs	£293,797	£304,784
Highway works	£785,418	£770,418
Maintenance	£80,204	£0
Total	£1,273,528	£1,086,508

The project is practically completed with resurfacing of Houndsditch between Camomile Street and Goring Street deferred due to emergency services dealing with incident. A total of £56,000 will be required for resurfacing works and their supervision, which has been included in the final outturn cost in the table above.

The final account for this project is yet to be verified. An existing works commitment for JB Riney, accounted for in the overall project outturn costs, is yet to be receipted.

Project accounts will be closed once invoices from the works are received, in line with the Chamberlain project's account processes.

It is recommended that, subject to the developer's / landowner's agreement and waiver of the City's repayment obligation, the underspend is used to fund the improvements proposed for Jubilee Gardens, a part of the City Cluster Vision Wellbeing and Climate

	Change Resilience programme. If the developer does not agree the transfer of underspend, unused funds, including any accrued interest as per the S278 agreement, will be returned to the developer.
13. Assessment of project against SMART objectives	Through introduction of high-quality materials, trees and seating in Houndsditch and improved footway surfaces in Bishopsgate and Cavendish Court, the project delivered on its aims to enhance the experience of walking and spending time in the area, whilst accommodating the needs of the new development.
14. Key benefits realised	The improvements facilitate convenient pedestrian movement in the area, whilst providing sufficient space for vehicles to pass those dropping off and picking up passengers at the entrance to the hotel. The design created additional capacity to support the expected increase in people walking in the area and added to the attractiveness of the City of London as a place to work, live and visit.

Lessons Learned and Recommendations

15. Positive reflections	<ul style="list-style-type: none"> • The delivery of the scheme was possible due to a Section 278 contribution from the developer, who recognised the importance and added value of an attractive urban realm to match the quality of the development. • Ongoing coordination with the developer's representative ensured clear communication channels were maintained and any changes or updates were efficiently conveyed. • Working closely with structural engineers and the City Gardens team helped with revision of the original design from 2011, without compromising the project's main objectives.
16. Improvement reflections	<ul style="list-style-type: none"> • Undertaking detailed underground surveys at earlier stages of the project would have benefited the design process and minimised the needs for revisions, particularly in relation to the pipe subway.
17. Sharing best practice	Information will be disseminated through team and project staff briefings.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Finance table
Appendix 3	Before and after images

Contact

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Appendix 1

Project Coversheet

[1] Ownership & Status

UPI: 10717

Core Project Name: 150 Bishopsgate

Programme Affiliation: City Cluster Vision

Project Manager: Andrea Moravicova

Definition of need: Constructing new footways and carriageway around the development including a raised carriageway along Houndsditch (between Outwich Street and Bishopsgate), to cater for the expected increase in people walking and cycling in this area.

Key measures of success:

1. Deliver an enhanced public realm in Houndsditch
2. Deliver a highway that is designed and implemented to the City's standards, ensuring that the required functions of the street are maintained.
3. Improve accessibility for all throughout the area.

Expected timeframe for the project delivery:

Gateway 3-4-5 (December 2012) range: summer 2015 – late 2016

Gateway 5 (February 2020) range: April – October 2020

Key Milestones:

Gateway 5

- Replacing the trees in south part of Houndsditch: End April 2020 to end May 2020
- Repair works to pipe subway: March-May 2020
- Implementation: May – October 2020
- Gateway 6 report: January 2021

Current:

Implementation: January 2021 – April 2021

Gateway 6 report: July 2022

Are we on track for completing the project against the expected timeframe for project delivery? No; The works were rescheduled to align with revised developer's programme owing the Covid pandemic and were substantially completed in April 2021.

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Briefing' G1 report (as approved by Chief Officer April 2012):

- Total Estimated Cost (excluding risk): £250,000 to £2m

<ul style="list-style-type: none"> • Costed Risk Against the Project: £0 • Estimated Programme Dates: September 2012
<p>‘Project Proposal’ G2 report (as approved by PSC April 2012):</p> <ul style="list-style-type: none"> • Total Estimated Cost (excluding risk): £250,000 to £2m • Resources to reach next Gateway (excluding risk): • Spend to date: • Costed Risk Against the Project: N/A • Estimated Programme Dates:
<p>‘Options Appraisal, Design and Authority to start Work’ G3-4-5 report (as approved by PSC 13/12/2012):</p> <ul style="list-style-type: none"> • Total Estimated Cost (excluding risk): £810,103 • Resources to reach next Gateway (excluding risk): £242,004 • Spend to date: £19,800 • Costed Risk Against the Project: N/A • Estimated Programme Dates: summer 2015 – 2017/18 financial year <p>Scope/Design Change and Impact: The design aligns with the brief described at Gateway 2, which focuses on designing a public realm to a standard the City is happy to adopt and maintain, in time for the opening of the development.</p> <p>The development was paused shortly after the approval of the Gateway 3-4-5 report.</p> <p>‘Options Appraisal and Design’ Issues report (as approved by PSC April 2019):</p> <ul style="list-style-type: none"> • Total Estimated Cost (excluding risk): TBC in the revised Gateway 5 report following a design review. • Resources to reach next Gateway (excluding risk): £76,668 • Spend to date: £225,672 • Costed Risk Against the Project: N/A • Estimated Programme Dates: Implementation start date - June/July 2020 <p>Scope/Design Change and Impact: Changes to the design were required considering new information that became available since the Gateway 5 report was approved.</p>
<p>‘Authority to start Work’ G5 report (as approved by PSC 24 February 2020):</p> <ul style="list-style-type: none"> • Total Estimated Cost (excluding risk): £1,273,528 • Resources to reach next Gateway (excluding risk): £954,856 • Spend to date: £304,883 • Costed Risk Against the Project: N/A • Estimated Programme Dates: <ul style="list-style-type: none"> • Implementation: April / May 2020 – October 2020 • Gateway 6 close-down report: January 2021

Scope/Design Change and Impact: The design is a revised version of the one agreed in 2015 under the Heron Tower S.278(2) agreement and subsequently the Heron Tower S.278(2) variation agreement. These designs mitigated the impact of the Heron Tower development.

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

Programme Affiliation [£]: City Cluster Vision.

This project has been funded separately to the City Cluster Vision programme through Section 278 contribution from the developer of 150 Bishopsgate. The officers are seeking an agreement from the developer to use the project's underspend to fund the City Cluster Vision's Jubilee Gardens project, which abuts the development.

Appendix 2

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
150 Bishopsgate S278 (SRP) - 16800066			
PreEv P&T Fees	9,240	9,240	-
PreEv P&T Staff Costs	47,220	47,219	1
PreEval Highways Staff Costs	9,375	9,375	0
PreEval Open Spaces Staff Costs	479	479	0
Total - 16800066	66,314	66,313	1
150 Bishopsgate S278 (CAP) - 16100325			
Env Servs Staff Costs	177,875	171,257	6,618
Open Spaces Staff Costs	7,922	3,007	4,915
P&T Staff Costs	123,000	124,521	(1,521)
P&T Fees	47,795	42,972	4,823
Utilities	60,700	55,568	5,132
Works - Highways	608,810	510,244	98,566
Works - Landscape	14,108	3,152	10,956
Works - Lighting	57,200	23,875	33,325
Works - TFL	29,600	29,600	-
Total - 16100325	1,127,010	964,195	162,815
TOTAL	1,193,324	1,030,508	162,816

Table 2: Budget Adjustment Required			
Description	Approved Budget (£)	Adjustment Required (£)	Revised Budget (£)
150 Bishopsgate S278 (SRP) - 16800066			
PreEv P&T Fees	9,240	-	9,240
PreEv P&T Staff Costs	47,220	-	47,220
PreEval Highways Staff Costs	9,375	-	9,375
PreEval Open Spaces Staff Costs	479	-	479
Total - 16800066	66,314	-	66,314
150 Bishopsgate S278 (CAP) - 16100325			
Env Servs Staff Costs	177,875	-	177,875
Open Spaces Staff Costs	7,922	-	7,922
P&T Staff Costs	123,000	1,521	124,521
P&T Fees	47,795	-	47,795
Utilities	60,700	-	60,700
Works - Highways	608,810	(1,521)	607,289
Works - Landscape	14,108	-	14,108
Works - Lighting	57,200	-	57,200
Works - TFL	29,600	-	29,600
Total - 16100325	1,127,010	-	1,127,010
TOTAL	1,193,324	-	1,193,324

Appendix 3



Before: Construction site at 150 Bishopsgate looking south-north from Bishopsgate



After: Trees were replaced and cycle parking provisions were introduced in newly paved area of Houndsditch.



Before: Junction of Outwitch Street and Houndsditch



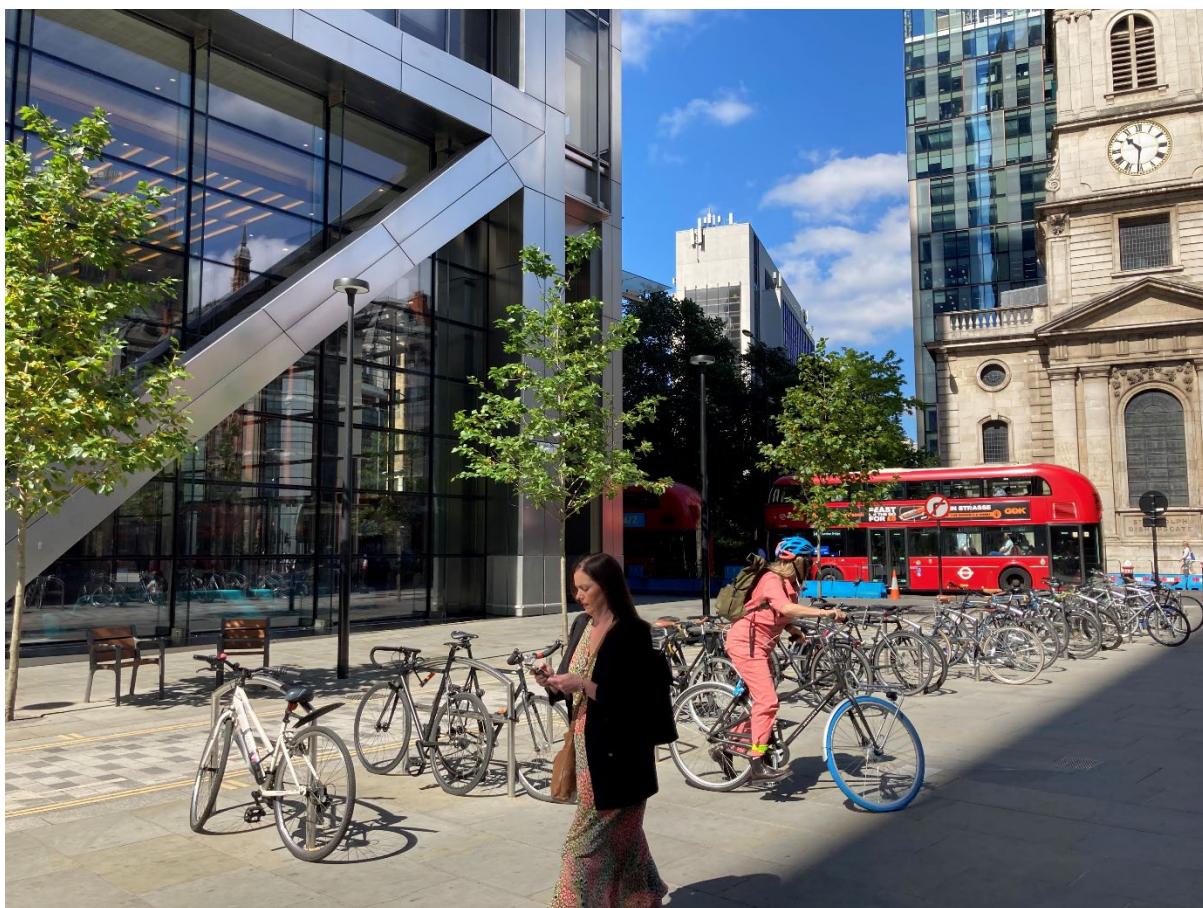
After: The pedestrian crossing on Outwitch Street was realigned.



Before: Houndsditch looking north towards Bishopgate



After: The raised carriageway in granite setts on Houndsditch.



After: The new layout with raised carriageway caters for expected increase in people walking and cycling in the area.



After: Cavendish Court repaved in Yorkstone

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Committees: Streets and Walkways Sub <i>[for decision]</i> Operational Property & Projects Sub <i>[for decision]</i>	Dates: 5 July 2022 20 July 2022
Subject: Bernard Morgan House public realm Unique Project Identifier: 12056	Gateway 6: Outcome Report Regular
Report of: Director of the Environment Report Author: Andrea Moravicova	For Decision
PUBLIC	

Summary

1. Status update	Project Description: Deliver public realm enhancements in the area surrounding the new development at Bernard Morgan House. RAG Status: Green (same at last gateway) Risk Status: Low (same at last gateway) Costed Risk Provision Utilised: N/A Final Outturn Cost: £524,649
2. Next steps and requested decisions	Requested Decisions: <ul style="list-style-type: none"> • Approve the content of this report and agree to close this project. • Approve the budget adjustment related to staff costs to be actioned as outlined in Appendix 4. • Authorise to use a portion of unspent funds (£15,000) for improvements to the north footway in Fann Street between Viscount Street and Golden Lane. • Authorise the return of any underspend to the owner or their successor in title following finalisation of the account.
3. Key conclusions	This project was delivered in four phases through the City's term contractor as standard practice for Section 278 agreements.

	<p>The project delivered on its main objectives to:</p> <ol style="list-style-type: none"> 1. Undertake works in a timely manner in line with Environmental Guidelines to ensure minimal disruption to the local street network, local business and construction activity. 2. Support walking and cycling in the area surrounding the development by improving pedestrian crossings and provide an improved environment for cyclists using the cycle hire docking station. 3. Provide a more inclusive, inviting environment that improves pedestrian access, particularly where footways are narrow. <p>The project was delivered to budget, although its programme was affected by delays in the developer's schedule, which restricted access to site.</p> <p>Key learning and recommendations for future projects:</p> <ul style="list-style-type: none"> • Close monitoring of expenditure ensured the project was delivered within the approved budget. • Defining clear project goals and setting out all tasks and activities to achieve these ensured the project scope was delivered to the agreed project objectives. • Aligning noisy working hours with noisy working approved for the nearby construction helped minimise disturbance to the nearby residents.
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Main Report

Design & Delivery Review

4. Design into delivery	The detailed design was developed inhouse, considering the constraints and needs of the area, which helped with a smooth implementation.
5. Options appraisal	<p>The chosen options met the project's objectives. The delays to implementation were caused by several external factors, including the temporary halt in development construction works due to the Covid-19 emergency in Spring 2020.</p> <p>Two design options were produced and presented to committees at Gateway 3, following public consultation and negotiations with the owner.</p> <p>The chosen option followed the scope outlined in the Section 106 agreement, improving pedestrian highway in the immediate vicinity of the development, including:</p>

	<ul style="list-style-type: none"> • Repaving of footways around the site in York stone and granite kerbs, replacement of tree grilles and minor realignments of kerb lines where necessary. • Decluttering of the footways through consolidation of traffic signs and lighting, with these attached to the new building where possible. • Constructing new vehicle crossovers in Viscount and Brackley Streets. • Realigning cycle hire docking station on Golden Lane. • Improving of the zebra crossing on Golden Lane. • Reducing number of parking bays along the north kerb of Brackley Street from four to three to accommodate access to the new development.
6. Procurement route	<ul style="list-style-type: none"> • The detailed design and the construction package were prepared by the Environment Department and work on site was delivered by the City's term contractor and nominated sub-contractor and statutory undertakes under the supervision of the Environment Department. This arrangement ensured consistency of approach and quality during the construction phases. • Specialist services, such as conservation of historic stone marker located in Fann Street, were procured with the assistance of the City of London Procurement team.
7. Skills base	<ul style="list-style-type: none"> • The project team has the skills, knowledge and experience to manage delivery of this and similar future projects. • Required surveys and specialist work on conservation of a historic were commissioned.
8. Stakeholders	<ul style="list-style-type: none"> • The project was delivered in close liaison with the owner to ensure the proposals meet their needs. • Comments from the public consultation were considered during the development and delivery of the project, however, some suggestions, including improvements to Fortune Street Park, were outside the Section 278 project scope defined in the Section 106 agreement. • Regular updates were provided to all interested parties throughout the project, with a small number of complaints received during the construction process which were promptly resolved.

Variation Review

9. Assessment of project against key milestones	<p>Gateway 5 report was approved in December 2020 and construction started in May 2021 as programmed.</p> <p>The works were completed in December 2021, two months later than originally planned to accommodate additional works in the</p>
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	area, namely the City's introduction of raised entry treatments in Brackley and Fann Streets at their junction with Golden Lane, as agreed with the owner.
10. Assessment of project against Scope	<p>The scope of the project remained unchanged and included the following works, which reflected the scope definition in the Section 106 agreement for the development:</p> <ul style="list-style-type: none"> • Repaving of footways around the development in York stone and granite kerbs, replacement of tree grilles and minor realignments of kerb lines where necessary. • Decluttering of the footways through consolidation of traffic signs and lighting, with these attached to the new building where possible. • Construction of new vehicle crossovers. • Realignment of cycle hire docking station on Golden Lane to improve accessibility. • Realignment and repaving of the zebra crossing on Golden Lane. • Reducing number of parking bays along the north kerb of Brackley Street from four to three bays to accommodate waste collection access to the new development. <p>Following a request from local residents, the City Operations team upgraded the north footway in Fann Street between Viscount Street and Golden Lane. The owner agreed that £15,000 from underspend can be used towards funding these works.</p>
11. Risks and issues	<p>Several factors affected the overall programme of this project:</p> <ul style="list-style-type: none"> • The global pandemic delayed the owner's programme by approximately nine months moving the start of implementation of the public realm works from September 2020 to May 2021. • Presence of underground structure in Brackley Street, which seemed to have been connected to the former Bernard Morgan House structure, needed to be partially demolished, before continuing with construction adding approximately two weeks to the overall schedule. • Additional works to improve pedestrian access in the area, funded separately to this S278 project, needed to be incorporated into the original designs just prior to implementation, extending the original schedule by approximately three weeks.

Value Review

12. Budget	<table> <tr> <td><i>Estimated Outturn Cost (G2)</i></td><td>Estimated cost £250,000 - £800,000</td></tr> </table>	<i>Estimated Outturn Cost (G2)</i>	Estimated cost £250,000 - £800,000
<i>Estimated Outturn Cost (G2)</i>	Estimated cost £250,000 - £800,000		

		<i>At Authority to Start work (G5)</i>	<i>Final Outturn Cost</i>
	<i>Fees</i>	£36,930	£22,317
	<i>Staff Costs</i>	£206,269	£191,825
	<i>Works (including utilities)</i>	£370,766	£277,637
	<i>Maintenance</i>	£32,870	£32,870
	<i>Total</i>	£646,835	£524,649
	<p>The final account for this project has been verified.</p> <p>It is recommended that a portion of the underspend is used to fund the improvements to the north footway in Fann Street between Viscount Street and Golden Lane, and the remainder of the unspent funds is returned to the owner.</p>		
13. Assessment of project against SMART objectives	<p>This project delivered against its main objectives to:</p> <ul style="list-style-type: none"> • provide a high-quality public realm, sympathetic to the character of the area, using standard palette of materials to ensure ease of maintenance • create a more inclusive, inviting environment that improves pedestrian access through consolidation of street furniture around the development, realignment of the zebra crossing on Golden Lane and repaving the footways around the development. • Improve access to the cycle docking station on Golden Lane to support cycling. 		
14. Key benefits realised	<p>Improvements to the footway surfaces around the development and realignment of the zebra crossing on Golden Lane facilitate better pedestrian movement through the area.</p>		

Lessons Learned and Recommendations

15. Positive reflections	<ul style="list-style-type: none"> • Ongoing coordination with the owner's representative ensured clear communication channels were maintained and any changes or updates were efficiently conveyed. • Establishment of regular communication through project specific and existing Barbican and Golden Lane Estates' channels helped disseminate information about the project to stakeholders. • Close liaison with the City Surveyor's and Community and Children Services teams allowed co-ordination of the project's noisy working with the timings agreed for nearby development / construction works.
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16.Improvement reflections	<ul style="list-style-type: none"> Improved access to information and works' programmes for the area would enable more efficient integration of designs, preparation of necessary legal agreements and implementation schedules. (Knowing about other plans in the area would help in the preparation of the design and scheduling of the works.) Identification of more secluded location for welfare and toolbox units would reduce the number of noise complaints associated with the project.
17. Sharing best practice	Information will be disseminated through team and project staff briefings.

Appendices

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

Contact

Report Author	Andrea Moravicova
Email Address	Andrea.moravicova@cityoflondon.gov.uk
Telephone Number	020 7332 3925

Project Coversheet

[1] Ownership & Status

UPI: 12056

Core Project Name: Bernard Morgan House public realm

Programme Affiliation (if applicable): N/A

Project Manager: Andrea Moravicova

Definition of need: Delivery of high-quality public realm works in the area surrounding the new development at Bernard Morgan House.

Key measures of success:

1. Improve the environment surrounding the new development to integrate it into the surrounding environment.
2. Deliver a higher quality and more attractive space that reflects the palette of materials identified in the Supplementary Planning Document
3. Improved zebra crossing which is Highways compliant

Expected timeframe for the project delivery: May 2021 – October 2021

Key Milestones:

1. Site surveys and completed construction package Mar-Oct 2020
2. Signed S278 agreement to release project funds – January 2021
3. Finalised construction packaged – January 2021
4. Start works on site – May 2021

Are we on track for completing the project against the expected timeframe for project delivery? The overall programme was affected by delays in the developer's schedule, which restricted access to the site. The necessary surveys to continue with the detailed design were undertaken once the site became available in October 2020. This resulted in a delay of 28 months compared to the estimate at Gateway 2.

The programme was adjusted, in agreement with the developer, to accommodate the construction of raised entry treatments in Fann Street and Brackley Street at their junction with Golden Lane, which resulted in works being completed in December 2021, two months later than estimated at Gateway 5.

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

The project was initiated in association with the development at former Bernard Morgan House.

G1 & G2 report (as approved by PSC 20/02/2019):

- Total Estimated Cost (excluding risk): £250,000-800,000
- Resources to reach next Gateway (excluding risk): £35,000
- Spend to date: £0
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: March 2019-August 2019

G3-4 report (as approved by PSC 25/02/2020):

- Total Estimated Cost (excluding risk): £725,505
- Resources to reach next Gateway (excluding risk): £85,361
- Spend to date: £14,144
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: September – December 2020

‘Authority to start Work’ G5 report (as approved on 17/12/2020):

- Total Estimated Cost (excluding risk): £ 646,835
- Resources to reach next Gateway (excluding risk): £ 526,474
- Spend to date: £ 120,361
- Costed Risk Against the Project: None
- Estimated Programme Dates:
 - Practical completion of the development – October 2020
 - Traffic Management Orders: February 2021
 - Construction works: May 2021 – October 2021
 - Submission of outcome report: October 2021

Total anticipated on-going commitment post-delivery [£]: Commuted Sum (£32,870)

Programme Affiliation [£]: N/A

Appendix 2



Before: Golden Lane looking north-west



After: Golden Lane looking north-west. The footway was repaved in Yorkstone and the cycle hire docking station realigned.



Before: Golden Lane looking south-west



After: Golden Lane looking south-west. The zebra crossing was realigned and repaved.



Before: Fann Street looking west from Golden Lane



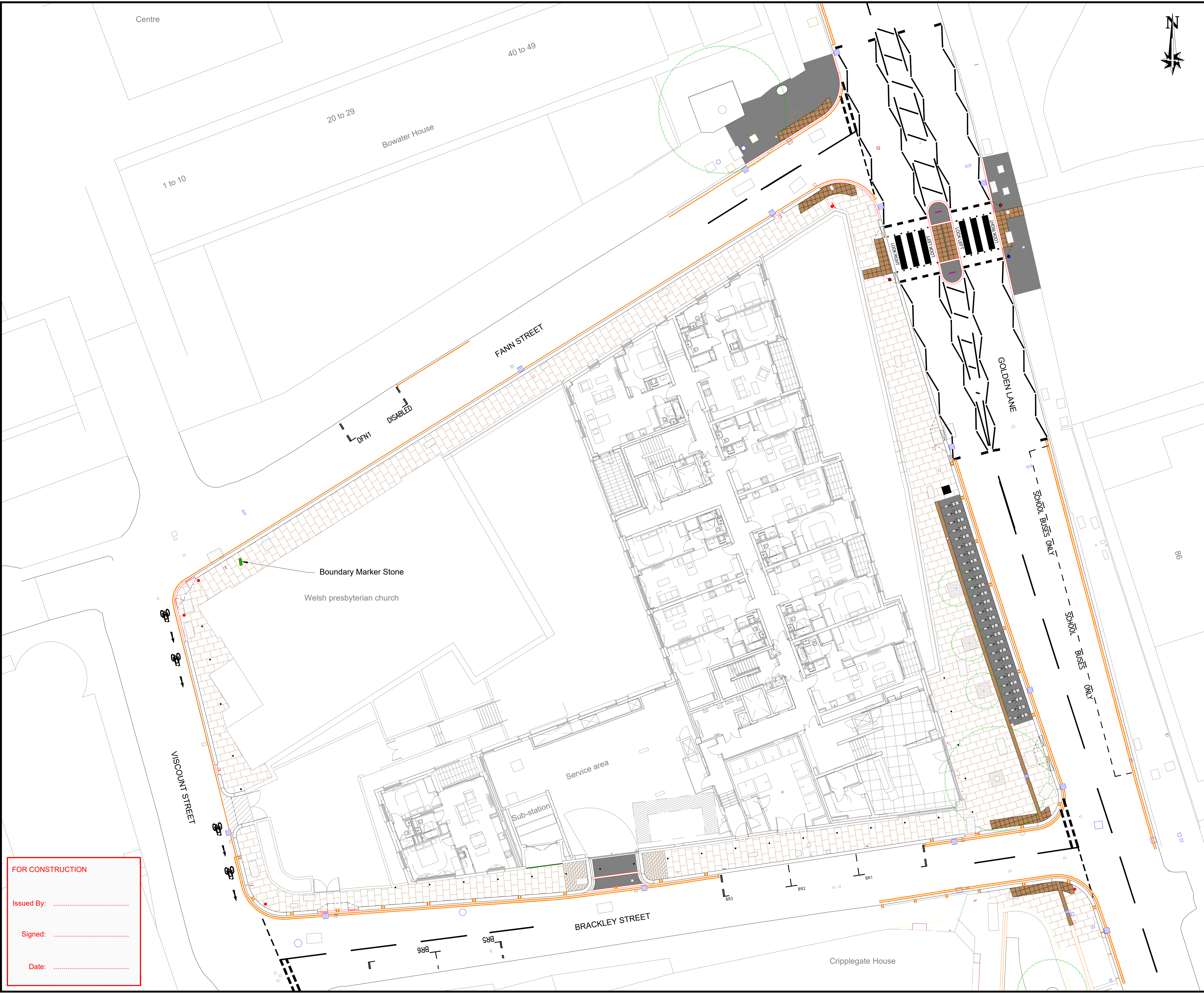
After: Fann Street; the footway adjacent to the development and the church was paved in Yorkstone.



Before: Brackley Street looking east.



After: Brackley Street looking east. The north footway was repaved in Yorkstone



Notes:

1. No information to be scaled from this drawing.
2. Works shall comply with the current City of London Specification for Highway works.
3. All road markings refer to the "Traffic Signs Regulations and General Directions 2016". Refer to drawing number 1200/16100403/RM
4. This drawing is to be read in conjunction with all relevant drawings
5. The Contractor will be held responsible for any damage caused to private highways and privately owned street furniture.

KEY

- Proposed sign / sign & post
- 300 x 200 fine picked silver grey granite kerb
- 150 x 300 fine picked silver grey granite kerb
- 50 x 225 Scoutmoor Yorkstone edging
- Proposed 63mm thick (600mm x varied) Scoutmoor Yorkstone paving
- Proposed 40mm thick mastic surfacing (Carriageway specification)
- Proposed 25mm thick mastic surfacing (Footway specification)
- Proposed 150mm thick (150 x 300mm) 2 Colour Mix Granite Setts with Mid-Grey boarder
- Proposed HRA Carriageway surfacing
- Proposed Flexi Pave (Installed by Open Spaces)
- Proposed 63mm thick (400mm x 400mm) Scoutmoor Tactile Paving
- Proposed 63mm thick (300mm x 600mm) Scoutmoor Yorkstone paving channel
- Proposed 450 x 450mm cycle friendly gully
- Proposed City of London C3 Bollard (Static)
- Proposed City of London Lamp Column
- Proposed Belisha Beacon with Halo Feature
- Proposed 'Keep Left' Hoop Bollard

Rev No.	Date	Description	By
D	05.10.21	Re-introduction of the Brackley Street entry treatment works	SR
C	28.07.21	Removal of the Brackley Street entry treatment works	SR
B	06.07.21	Various revisions as a result of additional entry treatment & raised table works	SR
A	10.05.21	Various revisions as a result of discussions with Project Manager	SR
Revision			

TITLE:

Bernard Morgan House S278

TITLE:

General Arrangement

CLIENT:

HIGHWAY DESIGN AND CONSTRUCTION

DEPARTMENT OF THE BUILT ENVIRONMENT
PO BOX 270
GUILDHALL
LONDON
EC2P 2EJ
TEL: 020 7606 3030

CITY OF LONDON

Sheet: **SHEET 1 of 1**

Date: **Oct 2021**

Designed by: **SR**

Checked by: **BM**

Scale & Drawing Size: **N.T.S.@A1**

Revision: **D**

Drawing No: **100/16100410/GA**

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FOR CONSTRUCTION

Issued By:

Signed:

Date:

Appendix 4

Table 1: Expenditure to Date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Bernard Morgan House S278 - 16800410			
Env Servs Staff Cost	2,570	2,568	2
P&T Staff Costs	18,000	18,000	-
P&T Fees	385	385	-
Total - 16800410	20,955	20,953	2
Bernard Morgan House S278 - 16100410			
Env Servs Staff Costs	78,833	80,855	(2,022)
Legal Staff Costs	2,500	722	1,778
Open Spaces Staff Costs	866	-	866
P&T Staff Costs	103,000	89,679	13,321
Legal Fees	2,500	-	2,500
P&T Fees	27,045	16,200	10,845
Surveys	6,500	5,733	768
Env Servs Works	278,533	255,437	23,096
Open Spaces Works	2,233	-	2,233
Utilities	90,000	22,200	67,800
Total - 16100410	592,010	470,826	121,184
TOTAL	612,965	491,779	121,186

Table 2: Budget Adjustment Required			
Description	Approved Budget (£)	Adjustment Required (£)	Revised Budget (£)
Bernard Morgan House S278 - 16800410			
Env Servs Staff Cost	2,570	-	2,570
P&T Staff Costs	18,000	-	18,000
P&T Fees	385	-	385
Total - 16800410	20,955	-	20,955
Bernard Morgan House S278 - 16100410			
Env Servs Staff Costs	78,833	2,023	80,856
Legal Staff Costs	2,500	-	2,500
Open Spaces Staff Costs	866	-	866
P&T Staff Costs	103,000	(2,023)	100,977
Legal Fees	2,500	-	2,500
P&T Fees	27,045	-	27,045
Surveys	6,500	-	6,500
Env Servs Works	278,533	-	278,533
Open Spaces Works	2,233	-	2,233
Utilities	90,000	-	90,000
Total - 16100410	592,010	-	592,010
TOTAL	612,965	-	612,965

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 15 Feb 2022 03 May 2022 31 May 2022	<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 Feb 2022	Lime and HumanForest were given approval to operate dockless bike schemes in the City. A procurement exercise to select operators for rental e-scooters was concluded and three operators were selected. The e-scooter trial 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. Feedback is expected during summer 2022. The TfL scheme has been extended to November 2022, an update is expected in July 2022.
3 December 2019 25 February 2020 7 July 2020 15 October 2020 1 December 2021 18 February 2021 08 July 2021 10 Sep 2021 15 Feb 2022 31 May 2022	<u>Beech Street Transport and Public Realm Improvements</u> The project will address air quality issues by reducing traffic that pass through the tunnel. At the same time, it aims to deliver a vibrant street with a high-quality public realm at the centre of the Culture Mile, which will also provide the opportunity to realise property outcomes.	Director of the Built Environment	December 2020 February 2021 April 2021 July 2021	<p>The experimental traffic restrictions went live on 18 March 2020. With the second national lockdown in place for November 2020 the traffic counts for monitoring were delayed until January 2021.</p> <p>To compensate for the COVID delay, the public consultation and scheme monitoring windows were extended and kept under review.</p> <p>The Sub Committee considered a Gateway 5 Issues report, approving the continuation of the Experimental Traffic Order until September 2021 with the changes to the central reservation.</p> <p>Officers provided a verbal update at the meeting.</p> <p>Monitoring and consultation tasks on the Experimental Traffic Order are set to resume following a judicial review on 29-30 June 2021. The commitment to the improvement of air</p>

			Sep. 2021	<p>quality in the public realm remains.</p> <p>The experiment concluded on the 18th September. All measures have been removed and Beech St is now open to all vehicles. The gaps in the central reservation have been maintained, and as per the Road Safety Audit some safety measures in the form of “wands” have been implemented to protect cyclists from vehicles encroaching into the cycle lanes.</p> <p>The restriction on Fortune Street was removed by Islington on the 24th September.</p> <p>There are no initial analyses of traffic counts as these have been affected by southbound traffic on Aldersgate Street being diverted onto Beech Street due to utilities work. But the ANPR cameras are capturing the raw data.</p> <p>Traffic and noise surveys were successfully carried out in the last ten days of the experiment. This data is just being received for analysis. Air quality will be assessed over the coming months.</p> <p>The Project team are meeting regularly with the working group from the Barbican Association to consider options for the new phase of Beech St. A report setting out an approach for next Options for Beech Street will be submitted for December Committee. This will include traffic analysis and other monitoring data, along with the consultation results from the experiment.</p> <p>A comprehensive 6-week public consultation is expected to begin in late March 2022 (after the elections, in line with CoL legal advice), with the intention of a permanent scheme in summer</p>
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			May 2022	<p>2022.</p> <p>Beech Street: At the meeting of Streets and Walkways on 3rd May officers informed Members of the public consultation timescales for Beech Street and the delay at the request of Islington to defer the public consultation until after local elections. Members will recall that officers meet regularly with their Islington counterparts, data on the experiment has been shared and Islington have shared feedback on the Fortune Street experiment. In these meetings Islington's position has been that the management of the Fortune Street traffic restriction was impractical and this was conveyed to Members on 3rd May.</p> <p>Whilst Islington had expressed a preference that the issues on Beech Street are dealt with through a joint area wide approach, i.e. over the medium term, City officers explained the December decision of City Members to consult on the Beech Street zero emission scheme as a permanent measure to address the air quality issues. We deferred our consultation at Islington's request until after local elections, but in a recent meeting Islington's Director of Climate Change and Transport expressed his view that the public consultation on Beech Street did not have Islington's support. Arrangements are being made for City Members to meet with Islington's Executive Member for Climate Change and Transport.</p> <p>Officers do not believe it is possible to proceed without Islington's support. There remains a significant risk that consultation cannot begin until after the summer.</p> <p>In terms of the current situation on Beech Street,</p>
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				surveys show that over 80% of the traffic has returned to Beech Street and 70%+ on Golden Lane. On Beech Street, nitrogen dioxide levels have increased to the edge of the legal limits of 40 mg, these vary with seasonal conditions and reflect other changes in background NO2 from across London where many variables affect air quality.
15 Feb 2022 03 May 2022	<u>TfL London Bridge Experimental Scheme</u>	Executive Director, Environment	May 2022	An update has been provided on data relating to the London Bridge Experimental Scheme (including enforcement and traffic volumes): data suggested that around four overweight vehicles were travelling over the bridge per day. TfL is considering other approaches, including street design and greater penalties. The Corporation has expressed its concern to TfL around heavy traffic on Tower Bridge

31 May 2022	Bank Junction Traffic & Timings Review	Executive Director, Environment		
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Committees: Streets and Walkways	Dates: 05 July 2022
Subject: Delegated decisions of the Executive Director Environment and Director of City Operations	Public
Report of: Executive Director Environment and Director of City Operations	For Information

Summary

For your information, this report lists decisions which have been determined by the Executive Director Environment and the Director of City Operations or those so authorised under their delegated powers since the last Committee meeting.

Project Name	Project description	Gateway	Decision and date of decision
Cycling Programme	Bevis Marks protected cycle lane	BAU	Approved 21/02/2022
1-5 London Wall	Section s278 funded project initiation to include footway renewal works and potential changes to London Wall and Bloomfield St junctions	G 1/2	Approved 29 March 2022
Leadenhall Street	Proposals for undertaking work to inform future design of Leadenhall Street transformation	Issues Report	Approved 29 March 2022
Greening Cheapside – Sunken Garden (Phase 1B)	Re-landscaping, accessibility improvements, historic interpretation and climate resilience measures	Gateway 4/5	Approved 6 June 2022
Mark Lane	Phase 3 Transportation Measures	Gateway 3/4/5	Approved 10/05/2022
City Cluster programme – Well-	Bevis Marks Sustainable Urban Drainage system	Gateway 5	Approved May 2022

being and Climate Change	trial project (funded via Climate Action Strategy)		
Bank Station Upgrade highways works	Footway improvements along Cannon Street and timed closure of Nicholas Lane and raising of carriageway to footway level	Gateway 5	Approved 7 April 2022

The following reports were approved to be delegated to the Town Clerk at the February Committee meeting due to the gap in Committee meeting related to the local elections.

Project Name	Project description	Gateway	Decision and date of decision
1-5 London Wall	Section s278 funded project initiation to include footway renewal works and potential changes to London Wall and Bloomfield St junctions	G 1/2	Approved 29 March 2022
Leadenhall Street	Proposals for undertaking work to inform future design of Leadenhall Street transformation	Issues Report	Approved 29 March 2022
Moorgate Station Links project	Change of project scope to incorporate s278 works for 101 Moorgate	Issues Report	Approved 29 March 2022

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

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