



Streets and Walkways Sub (Planning and Transportation) Committee

Date: TUESDAY, 17 JANUARY 2023
Time: 1.45 pm
Venue: COMMITTEE ROOM 2 - 2ND FLOOR WEST WING, GUILDHALL

Members:

Deputy Graham Packham (Chairman)	Judith Pleasance
Deputy Shravan Joshi	Alderman Susan Pearson
Deputy Randall Anderson	Ian Seaton
Deputy Marianne Fredericks	Alderman Ian David Luder
Deputy Alastair Moss	Paul Martinelli
Deputy Edward Lord	Oliver Sells KC
John Edwards (Deputy Chairman)	Deputy Edward Lord

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or by searching this page:

<https://www.youtube.com/@CityofLondonCorporation/streams>

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Michael Cogher
Acting Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**

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

3. **MINUTES**

To agree the public minutes and summary of the meeting held on 08 November 2022.

For Decision
(Pages 7 - 16)

4. **40 LEADENHALL STREET SECTION 278 HIGHWAY WORKS**

To consider the report of the Executive Director Environment.
APPENDICES IN A SEPARATE PACK

For Decision
(Pages 17 - 30)

5. **51 LIME STREET S106 PUBLIC REALM ENHANCEMENTS - OUTSTANDING WORKS**

To consider the report of the Executive Director, Environment

For Decision
(Pages 31 - 38)

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

To consider the report of the Executive Director, Environment.

For Decision
(Pages 39 - 54)

7. **CANNON STREET PEDESTRIAN CROSSING - BSCU**

To consider the report of the Executive Director, Environment

For Decision
(Pages 55 - 72)

8. **CITY GREENING AND BIODIVERSITY - PHASE 3 OF THE COOL STREETS AND GREENING PROGRAMME**
- To consider the report of the Executive Director, Environment.
APPENDICES IN A SEPARATE PACK
- For Decision**
(Pages 73 - 90)
9. **CITY CLUSTER VISION - WELL-BEING & CLIMATE CHANGE RESILIENCE PROGRAMME: JUBILEE GARDENS IMPROVEMENTS**
- To consider the report of the Executive Director, Environment.
APPENDICES IN A SEPARATE PACK
- For Decision**
(Pages 91 - 96)
10. **DOCKLESS CYCLES POLICY AND LEGAL POWERS UPDATE**
- To consider the report of the Executive Director, Environment (NB – appendices 2 and 3 are non-public)
- For Decision**
(Pages 97 - 122)
11. **FLEET STREET AREA HEALTHY STREETS PLAN**
- To consider the report of the Executive Director, Environment.
- For Decision**
(Pages 123 - 174)
12. **MUSEUM OF LONDON S278 PROJECT**
- To consider the report of the Executive Director, Environment.
- For Decision**
(Pages 175 - 190)
13. **VISION ZERO PLAN 2023 - 2028**
- To consider the report of the Executive Director, Environment.
APPENDICES IN A SEPARATE PACK
- For Decision**
(Pages 191 - 200)

14. **SPECIAL EVENTS ON THE HIGHWAY**

To consider the report of the Executive Director, Environment

For Decision
(Pages 201 - 214)

15. **OUTSTANDING REFERENCES**

Report of the Town Clerk.

For Information
(Pages 215 - 218)

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

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

18. **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

19. **NON-PUBLIC MINUTES**

To agree the non-public Minutes of the meeting held on 08 November 2022.

For Decision
(Pages 219 - 220)

20. **REPORT OF ACTION TAKEN**

To note the report of the Clerk.

For Information
(Pages 221 - 222)

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

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

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STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 8 November 2022

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Room 2 - 2nd Floor West Wing, Guildhall on Tuesday, 8 November 2022 at 10.30 am

Present

Members:

Deputy Graham Packham (Chairman)
John Edwards (Deputy Chairman)
Deputy Shravan Joshi
Deputy Randall Anderson
Deputy Edward Lord
Judith Pleasance
Ian Seaton
Paul Martinelli
Oliver Sells KC

Also present:

Deputy Marianne Fredericks (via remote link)

Officers:

Ian Hughes	- Environment Department
Gillian Howard	- Environment Department
Kristian Turner	- Environment Department
Melanie Charalambous	- Environment Department
Clarisse Tavin	- Environment Department
Tom Noble	- Environment Department
Giacomo Vecia	- Environment Department
Samantha Tharme	- Environment Department
Emmanuel Ojugo	- Environment Department
Bruce McVean	- Environment Department
Jayne Moore	- Town Clerk's Department

1. APOLOGIES FOR ABSENCE

Apologies were received from Alderman Ian David Luder.

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

There were no declarations.

3. **MINUTES**

RESOLVED, That the public minutes of the meeting of 06 September 2022 be approved as an accurate record of the proceedings.

4. **2-6 CANNON STREET PUBLIC REALM IMPROVEMENTS | PHASES 2 AND 3 - ISSUE REPORT**

The Sub-Committee considered the report of the Executive Director, Environment.

RESOLVED, That the Sub-Committee

- I. Agree the extension of the project programme from June 2022 to March 2023 to allow time to complete the project within the upcoming planting season and implement Phase 3 works;
- II. Agree that the remaining project budget of £372,163 (including any interest accrued) is revised as set out in the finance tables in Appendix E; to complete the project in accordance with the Section 106 Agreement;
- III. Approve the budget adjustment summarised in table 2 Appendix E;
- IV. Agree that the Corporate Programme Management Office, in consultation with the Chairman of the Operational Property and Projects Sub Committee and Chief Officer as necessary, is to decide whether any project issues or decisions that fall within the remit of paragraph 45 of the 'City of London Project Procedure– Oct 2018' (Changes to Projects: General), as prescribed in Appendix E of this report, are to be delegated to Chief Officer or escalated to the relevant committee(s); and
- V. Note that funding is subject to the capital programme review and that the final decision on whether to proceed will be dependent on the outcome of that review.

5. **BEECH STREET TRANSPORTATION AND PUBLIC REALM PROJECT**

The Sub-Committee considered the report of the Executive Director, Environment.

A Member asked why Golden Lane was not a school street and sought clarification on the process for achieving school street status. The meeting heard that a combination of traffic mitigation measures and restrictions would be in place, and that the process involved seeking a Traffic Order to close a specific street around school start and finish times. The meeting noted that parents with children were likely to have a view on option 1c and the increased traffic on Golden Lane, and that it was important that those voices be heard.

A Member asked what would be the cost of the consultation under option 1c, noting that many people would be unhappy with the probable rat run that would result from that option. The meeting heard that the consultation exercise would cost around £35K to £40K, noting that the City of London had been criticised in

the past for perceived inadequate consultation on Beech St, and that it was unhelpful to second-guess the outcome of any consultation.

A Member asked whether a timeframe was required in order to align with Healthy Streets and asked whether the Healthy Streets programme would encompass the school street process. The meeting heard that London Borough of Islington (LBI) was reallocating resources to the Healthy Streets programme to prioritise Healthy Streets.

A Member asked how the LBI was able to apparently dictate the consultation options to the City of London, commenting that option 1c was a narrow area of consultation and that the public was being excluded from all options. The meeting heard that LBI was unwilling to support consulting on options 1a and 1b and that LBI would not be implementing the measures set out in those options. The meeting heard that a notification in line with the Traffic Management Act 2004 was being implemented, and that any change to Beech St would need to be submitted to TfL, as Beech St traffic was assigned in line with the Strategic Road Network which would require support from the neighbouring borough.

A Member commented that option 1c was a long way from what was desired by the City of London as it did not provide a traffic-free zone, and there was a risk of a rat run being created.

A Member commented that were option 1c to go ahead following a consultation, a zero-emission street on Beech St would not be achieved but commented that stakeholders' perspectives were welcome, that the City of London was keen to progress the issue, and that future co-operation with LBI would be critical to achieving healthy streets. The meeting noted that option 1c together with making Golden Lane a school street could deliver a palatable outcome.

RESOLVED, That the Sub-Committee agree to proceed with Option 1c for public consultation for a zero-emission scheme on Beech Street that keeps the Golden Lane / Beech Street junction open to all southbound vehicles, noting that the left turn from Beech Street into Golden Lane would only be available to zero emission vehicles.

6. **CITY CLUSTER AREA - PROGRAMME UPDATE**

The Sub-Committee noted the report of the Executive Director, Environment.

On paragraph 12 of the report, a Member noted that it was critical to provide appealing public play spaces for younger children in order to credibly attract families. The meeting heard that there were a few playgrounds in the City already.

RESOLVED, That the Sub-Committee

1. Note the progress update;

2. Note that there is a funding gap for the delivery of future projects within the City Cluster programme and that a capital bid would be required as part of the funding strategy;
3. Approve an increase of funding of £27,000 from the S106 contribution of 40 Leadenhall Street for staff costs, for the management of the City Cluster programme including communications, for the next reporting period. As set out in Appendix 1; and
4. Regarding the St Mary Axe Improvements - Phase 1 project:
 - i. Note and approve that the scope of the work be amended to include widened footways on the western side of St Mary Axe at the junction with Undershaft to shorten the pedestrian crossing distance and improve accessibility.
 - ii. Increase the project's existing approved delegated authority cost limit (inclusive of CRP) to £329,229 from £270,000 (an increase of £122,229), and.
 - iii. Approve the updated funding strategy as shown in Appendix 1 to accommodate the above increase.

7. **FLEET STREET AREA HEALTHY STREETS PLAN**

The Sub-Committee received the report of the Executive Director, Environment.

A few Members commented that a greening element appeared to be lacking in the project that could include planters, and the meeting heard that there was a wish to enhance the greening in the area.

On appendix 3, a Member asked why there was no S106 money from the Salisbury Square Development. The meeting heard that the S106 money was from older developments in the area, and that a different type of contribution was expected from the Salisbury Square Development and that CIL money was expected in the future.

RESOLVED, That the Sub-Committee

1. Note the change in the project name and boundary from Gateway 2 as shown in figures 1 and 2;
2. Note the revised total estimated cost of the project of £276,254 (excluding risk) and the updated funding strategy set out in Table 3 Appendix 3, which includes a contribution from the Fleet Street Quarter BID of £35,000 that is still to be confirmed; and
3. Approve the budget increase of £154,054 from £87,200 to £241,254 to reach the next Gateway, funded from Section 106 receipts as detailed in Table 3 Appendix 3.

8. **MARK LANE PUBLIC REALM ENHANCEMENTS (PHASE 2B) | ISSUE REPORT**

The Sub-Committee considered the report of the Executive Director, Environment.

A Member asked what was being done to ensure that delays were minimised, and whether materials were being pre-purchased to avoid inflationary consequences and subsequent budget adjustments. The meeting heard that materials were purchased early on and in bulk wherever possible, and that the risks were well-understood.

RESOLVED, That the Sub-Committee

- I. Revise the remaining project budget of £244,510 as set out in the finance tables in Appendix 3; including any interest accrued to complete the project in accordance with the Section 106 Agreement;
- II. Approve the budget adjustment summarised in table 2 Appendix 3;
- III. Agree to undertake the Traffic Orders statutory consultation regarding the proposal to relocate up to four new Pay and Display parking bays in the project catchment area, as part of phase 2B public realm measures, as prescribed in Appendix 2. Subject to the outcome of the statutory consultation proceed to implement the relocated bays; and
- IV. Agree that the Corporate Programme Management Office, in consultation with the Chairman of the Operational Property and Projects Sub Committee and Chief Officer as necessary, is to decide whether any project issues or decisions that fall within the remit of paragraph 45 of the 'City of London Project Procedure – Oct 2018' (Changes to Projects: General), as prescribed in Appendix 3 of this report, is to be delegated to Chief Officer or escalated to committee(s).

9. **11 PILGRIM STREET S278**

The Sub-Committee considered the report of the Executive Director, Environment.

RESOLVED, That the Sub-Committee

- 1 Authorise officers to negotiate and enter into a S278 agreement with the developer/landowners, to implement the proposals, as detailed in this report. All costs associated with this project are to be fully funded by the developer. Note that this authority must be given by the Streets and Walkways (Sub) Committee; and
- 2 Delegate the following three decisions to the Chief Officer:
 1. Agree to the proposal as detailed in this report
 2. Approve a budget of £153,000 to reach the next Gateway

3. Note the total estimated cost of the project at £166,000 (excluding risk). All costs associated with this project are to be fully funded by the developer.

10. **TRANSPORT STRATEGY REVIEW**

The Sub-Committee considered the report of the Executive Director, Environment.

On the freight targets set out in appendix 1, a Member commented that further work needed to be done to adjust that target. The meeting heard that further consideration was expected to be given to the matter.

Members discussed whether a five-year review cycle might be more appropriate, with some suggesting that there was merit in assessing whether the review cycle was still appropriate once a consultation period had been completed.

RESOLVED, That the Sub-Committee

1. Approve the review (RAG) status of the proposals; noting that those marked 'Green – no change' are not anticipated to be amended unless evidence or views during engagement suggest a need to; and
2. Approve the engagement plan.

11. **ST BARTHOLOMEW'S HOSPITAL ENVIRONMENTAL ENHANCEMENTS ISSUE REPORT**

The Sub-Committee considered the report of the Executive Director, Environment.

A Member commented that the bollards used should be standard City of London bollards rather than being 'Culture Mile' branded. The meeting heard that the new branding was temporary.

RESOLVED, That the Sub-Committee

- I. Revise the remaining project budget of £241,288 as set out in the finance tables in Appendix 3; including any interest accrued to complete the project in accordance with the Section 106 Agreement;
- II. Approve the budget adjustment summarised in table 2 Appendix 3;
- III. Agree that the Corporate Programme Management Office, in consultation with the Chairman of the Operational Property and Projects Sub Committee and Chief Officer as necessary, is to decide whether any project issues or decisions that fall within the remit of paragraph 45 of the 'City of London Project Procedure – Oct 2018' (Changes to Projects: General), as prescribed in Appendix 3 of this report, is to be delegated to Chief Officer or escalated to committee(s);and

- IV. Note that funding is subject to the capital programme review and the final decision on whether to proceed will be dependent on the outcome of that review and approval by the Operational Property and Projects Sub-Committee.

12. TRAFFIC ORDER REVIEW - PHASE 2 DETAILED SCORING SYSTEM

The Sub-Committee considered the report of the Executive Director, Environment.

RESOLVED, That the Sub-Committee agree to the Stage 2 Scoring System as outlined in the report.

13. CLIMATE ACTION STRATEGY, COOL STREETS AND GREENING PROGRAMME - PHASE 4

The Sub-Committee considered the report of the Executive Director, Environment.

A Member asked whether SuDS measures would be used for the Moor Lane project, and the meeting heard that sustainable drainage was expecting to be incorporated into that design, though there had been some constraints around that.

The meeting noted that the use of permeable paving was an opportunity to align with the Sports Strategy.

RESOLVED, That the Sub-Committee

1. Approve Option 2 to include SuDS measures in strategically located sites, noting the locations of the proposed sites; and
2. Approve the budget of £185,000 for design and monitoring infrastructure for Phase 4 *SuDS for Climate resilience* to reach Gateway 4.

14. OUTSTANDING REFERENCES

The Sub-Committee received the list of Outstanding References.

On Dockless Vehicles, the meeting heard that existing powers were restricted to managing obstructions and dangers (as a result of vehicles left in inappropriate places) that could be difficult to define. The City of London was engaging with operators on a regular basis, though some commitments on the part of operators had not been met.

A Member asked whether there was a process to withdraw approval, and the meeting heard that operators had the right to continue operating without approval.

Members commented that the current system did not appear to be working well, and that there was merit in incentivising operators and/or users to a

greater extent to ensure bikes were returned to appropriate places. The meeting noted that fines were retained by operators.

A Member asked whether bikes could be seized if they were tantamount to litter, and the meeting heard that the City's powers were limited in that respect and that significant resources would need to be committed to remove bikes for that reason.

Beech St: the matter was discussed at that day's meeting as a separate agenda item.

TfL Experimental Scheme: This is now linked to the Bishopsgate Scheme, and the issue is being handled by the Bridge House Estates Board. The Sub-Committee agreed that there was merit in monitoring traffic displacement, and in keeping abreast of BHE discussions on the matter.

Bank Junction: An update is expected during the first quarter of 2023.

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

A Member asked when the City Walkway would be opened, and whether signage should be provided to guide people until such time as it was opened. The meeting heard that the works were delayed, mainly because of supply issues with the metalwork sub-contractor. It was hoped that the walkway would be completed by early 2023. A Member asked whether a contingency plan was in place in the event that the contractor went out of business, and the meeting heard that the issue appeared to be related to prioritising work rather than any danger of bankruptcy.

A Member commented that a pedestrian crossing and a dropped kerb at Cannon St/King William St was needed for safety, noting that the issue fell within the remit of TfL. The meeting heard that some improvements were planned at King William St that would improve the situation and that TfL were examining options around improvements at that junction.

A Member asked when Arthur St would be reopened, and the meeting heard that the shaft was still in place and therefore the street could not be reopened until agreement with TfL had been reached.

16. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There was no other business.

17. EXCLUSION OF THE PUBLIC

RESOLVED, That the public be excluded from the meeting under Section 100A(4) of the Local Government Act 1972.

18. NON-PUBLIC MINUTES

The Sub-Committee considered the non-public minutes of the meeting of 06 September 2022.

19. **REPORT OF ACTION TAKEN BETWEEN MEETINGS**
20. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
21. **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 12.00 pm

Chairman

Contact Officer: Jayne Moore
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Committees: Operational Property & Projects Sub <i>[for decision]</i> Streets & Walkways <i>[for decision]</i>	Dates: 16 January 2023 17 January 2023
Subject: 40 Leadenhall Street Section 278 highway works <i>(including deferred works from the 52-54 Lime Street S278 and 10 Fenchurch Avenue S278 projects)</i> Unique Project Identifier: 40 Leadenhall Street: 12293 52-54 Lime Street: 11551 10 Fenchurch Avenue: 11552	Gateway 3/4/5: Options Appraisal and Authority to Start Work (Regular)
Report of: Executive Director Environment Report Author: Daniel Laybourn	For Decision
<h1>PUBLIC</h1>	

1. Status updates	<p>Project Description: Undertake the required Section 278 highways works in the vicinity of the development at 40 Leadenhall Street and complete the deferred works from 52-54 Lime Street S278 and 10 Fenchurch Avenue S278.</p> <p><i>Deferred works from the 51 Lime Street Section 106 project will be undertaken at the same time and in the same area as the above projects. These are detailed in a separate report on the same agenda.</i></p> <p><u>40 Leadenhall Street S278</u></p> <p>RAG Status: Green (no status at last report)</p> <p>Risk Status: Low – project is fully reimbursable (deemed low at previous report)</p> <p>Total Estimated Cost (excluding risk and maintenance): £995,111</p> <p>Change in Total Estimated Cost (excluding risk and maintenance): None, as the total estimated project cost falls within the previous range (£0.8m - £2m)</p>
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	<p>Spend to Date (as of 7th November 2022): £43,276</p> <p>Costed Risk Provision utilised: None. CRP has not previously been requested.</p> <p>Funding Source: Section 278 contributions</p> <p>Slippage: None.</p> <p><u>52-54 Lime Street S278</u></p> <p>Gateway Stage: Post Gateway 6 (previous report - Post G6 Progress Report)</p> <p>RAG Status: Green (no status at last report)</p> <p>Risk Status: Low – project is fully reimbursable (deemed low at previous report)</p> <p>Total Estimated Cost (excluding risk and maintenance): £344,743 excluding Leadenhall Street pedestrian crossing works (£746,005 when the crossing works are included). £40,000 of which was for deferred works and is encompassed in this report.</p> <p>Change in Total Estimated Cost (excluding risk and maintenance): A overall reduction of £41,104 due to savings made earlier in the project.</p> <p>Spend to Date (as of 7th November 2022): £314,743 excluding Leadenhall Street pedestrian crossing expenditure. £706,005 when this is included.</p> <p>Costed Risk Provision utilised: N/A. Project predates the requirement for a CRP.</p> <p>Funding Source: Section 278 contributions</p> <p>Slippage: None.</p> <p><u>10 Fenchurch Avenue S278</u></p> <p>Gateway Stage: Post Gateway 6 (previous report - Post G6 Progress Report)</p> <p>RAG Status: Green (no status at last report)</p> <p>Risk Status: Low – project is fully reimbursable (deemed low at previous report)</p> <p>Total Estimated Cost (excluding risk and maintenance): £621,267. £184,405 of which was for deferred works and is encompassed in this report.</p> <p>Change in Total Estimated Cost (excluding risk and maintenance): none.</p> <p>Spend to Date (as of 7th November 2022): £436,862</p> <p>Costed Risk Provision utilised: N/A. Project predates the</p>
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	<p>requirement for a CRP.</p> <p>Funding Source: Section 278 contributions</p> <p>Slippage: None.</p>
<p>2. Next steps and requested decisions</p>	<p>Next Gateway: <i>Gateway 6: Outcome Report</i></p> <p>Next Steps: Complete the detailed design package and finalise the construction planning in advance of work commencing on site. All four projects would be delivered as a single construction scheme.</p> <p>Requested Decisions:</p> <p>It is recommended that Members of the Streets and Walkways Sub-Committee and Operation Property and Projects Sub Committee:</p> <p><u>40 Leadenhall Street S278</u></p> <ol style="list-style-type: none"> 1. Note and approve the associated contents of this report; 2. Approve an increase in the approved budget of £995,111 (an increase of £895,111, excluding costed risk and commuted maintenance) to reach Gateway 6; 3. Approve the Risk Register in Appendix 2 and the requested Costed Risk Provision of £190,000, and that the Executive Director Environment is delegated to authorise the drawdown of funds from this register; 4. Note the Commuted Maintenance sum of £47,135; 5. Note the revised total project cost of £1,232,246 inclusive of costed risk and commuted maintenance; <p><u>52-54 Lime Street and 10 Fenchurch Avenue S278 projects</u></p> <ol style="list-style-type: none"> 6. Note and approve the associated contents of this report; 7. Approve that the previously approved works from 52-54 Lime Street and 10 Fenchurch Avenue projects which were deferred (as shown in Appendix 4 and 5 respectively) will be delivered using their existing funding alongside the improvements around 40 Leadenhall Street; 8. Approve the budget adjustment for the 10 Fenchurch Avenue S278 project as shown in Appendix 6; and 9. Note that the associated remaining budget is sufficient to complete the 52-54 Lime Street S278 work. <p><u>All projects covered by this report</u></p> <ol style="list-style-type: none"> 10. Note and approve that project closure for all projects is to occur no later than Spring 2024.

Regarding 40 Leadenhall Street S278 project, it is recommended that Members of the **Streets and Walkways Sub-Committee**:

11. Approve the design option shown in **Appendix 3** for construction.

Regarding all three projects covered by this report, it is recommended that Members of the **Operation Property and Projects Sub Committee**:

12. Delegate to the Executive Director Environment authority to approve budget adjustments, above the existing authority within the project procedures and in consultation with Chamberlains, between budget lines if this is within the approved total project budget amount;
13. Delegate to the Executive Director Environment, in consultation with the Chamberlain, authority to further increase or amend the project budgets in the future (above the level of the existing delegated authority) should any increase be fully funded by the associated Developer; and
14. Agree that the Corporate Programme Management Office, in consultation with the Chairman of the Project Sub Committee and Chief Officer as necessary, is to decide whether any project issues or decisions that falls within the remit of paragraph 45 of the 'City of London Project Procedure – Oct 2018' (Changes to Projects: General), as prescribed in **Appendix 7** of this report, is to be delegated to Chief Officer or escalated to committee(s).

3. Budget

40 Leadenhall Street S278 Project: Resources required to reach Gateway 6

Item	Reason	Funds/ Source of Funding	Cost (£)
Environmental Services (Highways) Staff costs	To enable Highways staff to undertake design and supervision work to reach Gateway 6	S278 Developer funding	£96,000
Planning and Transportation (P&T) Staff costs	To enable City P&T staff to project manage the scheme to reach Gateway 6	S278 Developer funding	£32,000
Fees	To fund work by external parties required to reach Gateway 6 such as but not limited to surveys and temporary traffic orders.	S278 Developer funding	£20,000
Works	Funding for construction costs.	S278 Developer funding	£732,898
Utilities	Funding for provisional and confirmed utility alterations	S278 Developer funding	£114,213
Sub-total			£995,111
Risk	S278 Developer funded. Further details can be found in Appendix 2 – Risk Register		£190,000
Commuted Maintenance	S278 Developer funded. A chargeable amount to account for the future maintenance implications of the scheme.		£47,135
40 Leadenhall Street S278 Project Total			£1,232,246

Detailed financial information is shown in **Appendix 8**.

Environmental Services (Highways) Staff Costs

Approximately 800 hours of additional staff time has been estimated for the team to plan, manage and supervise the construction of the work.

Planning and Transportation Staff Costs

It has been estimated that an additional 250 hours, on top of that already approved, will be required to account for the work to be undertaken by a Project Manager, Principal Project Manager and Project Director to reach the next Gateway. Tasks within their remit are oversight of the construction process, stakeholder engagement and general project management tasks.

Fees

An additional £20,000 is requested to fund work by parties external to the project such as, but not limited to, highway surveys and temporary traffic orders.

Works

City Engineers have estimated that the proposed works will cost £732,898. The works themselves are shown in **Appendix 3** and detailed in section 4 of this report.

Utilities

£114,213 is requested to fund for provisional and confirmed alterations to apparatus affected by the S278 work proposals which is owned by statutory undertakers.

Commuted Maintenance

£47,135 is requested to account for the future maintenance implications of the scheme, fully funded by the developer and chargeable at the end of the project. Specifically, these are to cover maintenance uplifts for street furniture, highway areas constructed in setts and where areas which were previously paved in Mastic now being paved in Yorkstone.

Costed Risk Provision requested for this Gateway: £190,000 (as detailed in the Risk Register – **Appendix 2**)

52-54 Lime Street S278 and 10 Fenchurch Avenue S278

Whilst the overall existing budgets for these projects remain sufficient to complete the deferred works shown in **Appendix 4 and 5**, a budget adjustment is required for the 10 Fenchurch Avenue S278 project to accommodate increased construction costs. The requested amendment can be seen in **Appendix 6**. The cost increases are the result of the change in highways term contractor in 2022 and general inflationary pressures.

All the aforementioned projects are fully reimbursable as per their related S278 legal agreements. Therefore, any increases

	in project costs will be fully met by their associated developer.
4. Overview of project options	<p><u><i>40 Leadenhall Street S278 project</i></u></p> <p>The Section 278 proposals shown in Appendix 3 have been developed in conjunction with the Developer to both accommodate and complement the new building, and to comply with the City's Public Realm Supplementary Planning Document, Transport Strategy and Climate Action Plan. It also further promotes points 1 and 9 of the City's Corporate Plan. Broadly the scheme consists of, but is not limited to:</p> <ul style="list-style-type: none"> • Reconstructed footways and any widening on Fenchurch Street, Billiter Street and Fenchurch Buildings; • A reconstructed and widened footway on Leadenhall Street including works to allow for a potential future pedestrian crossing which delivers part of the City Cluster Vision to make the street a more pedestrian-focused environment; • Carriageway resurfacing and reprofiling on all affected streets where required; • Relocation of traffic signal equipment on Fenchurch Street (to be undertaken by Transport for London); • Alterations to utilities and drainage in the locality of the Development as required to meet the scope of the section 278 work; • Any security infrastructure that may be deemed necessary; and • Amended and additional street furniture and/or greening provisions around the Development. <p>Street lighting is not included with the scope of this project and is instead dealt with separately by the City Highways team in accordance with the City's Lighting Strategy.</p> <p>In terms of other design options, 'Do nothing' would be the single substantial alternative to these proposals, where the footways and carriageways are reinstated as they were previously, but this would result in drainage and levels issues around the development and would leave these areas sub-standard. Therefore, this option is not recommended.</p> <p>As part of this project, a request has been made to the Planning & Transportation Committee to adopt a section of private land to become public highway at the corner of Fenchurch Street and Fenchurch Buildings under a Section 38 agreement. This is to rationalise the highway boundary on the new receding building line so it's more relevant to the new street layout. It will also help support the City in its Highway Authority duties as it will mean that this new piece of highway</p>

	<p>is maintained to the appropriate standards. There are no upfront costs associated with this and additional public highway maintenance costs arising from this adoption have been factored into the commuted maintenance sum chargeable to the developer.</p> <p><u><i>52-54 Lime Street and 10 Fenchurch Avenue S278 projects</i></u></p> <p>The final construction elements of these approved projects were previously deferred in December 2020 due to the construction activities at 40 Leadenhall Street making it impossible for them to be completed. These works were primarily on Billiter Street and both scheme designs can be seen in Appendices 4 and 5 respectively. Recently Officers reassessed both scheme designs and found that they comply with current regulations, standards and policies. Therefore, no further options have been explored for either project.</p> <p><u><i>51 Lime Street S106 project</i></u></p> <p>The outstanding greening and seating works related to this S106 project, shown in Appendix 3, have been on hold because of the other developments in the area. This project is requested to be reactivated by a separate report on the same agenda. Regarding the greening, initial survey work has shown that approximately 15 trees around the development are possible, but planting of any trees will be confirmed by trial hole surveys during the construction phase.</p>
<p>5. Recommended option</p>	<p>It is recommended by Officers that the design proposals shown in Appendices 3, 4 and 5 and outlined in this report are progressed into construction as a single scheme.</p> <p>Whilst detailed construction planning is on-going, it's currently planned that construction would start in Spring 2023 on Fenchurch Street, following on from when the Developer has completed their works and vacated the area. Construction would then continue into Billiter Street and Fenchurch Buildings after the Developer has vacated these areas. The last phase of substantive work would be on Leadenhall Street which will include footway widening into the carriageway. In total, construction is expected to last approximately 6 months. Project closure for all projects would then occur approximately six months after this in Spring 2024.</p> <p>Regarding the 52-54 Lime Street and 10 Fenchurch Avenue projects, it is now intended to complete both projects alongside the work around the 40 Leadenhall Street development. As the designs for both schemes were determined to still be relevant by Officers, no further design approvals are being requested in this report.</p>

The work funded by 51 Lime Street project would take place towards the end of the project. The proposed seating would be installed once all the footway works are complete, and the proposed greening would be planted in the next available planting period. At the time of writing, this would be from November 2023 onwards.

To support these recommendations, Officers have undertaken City of London Streets Accessibility Tool (CoLSAT) and Healthy Streets assessments on the overall proposed design that covers all four projects. The Developer's Pedestrian Comfort Levels work has also been reviewed and were found to still be applicable.

The Healthy Streets assessments, shown in **Appendix 9**, showed an approximately 12 percentage points score increase above the existing street scores. This was driven by the proposed installation of trees, the improvements to the southern end of Billiter Street and the raised entry treatments on Billiter Street and Fenchurch Buildings.

The CoLSAT assessments, summarised overpage and detailed in **Appendix 11**, showed similar improvements. The main issue identified by the analysis relates to the footway widths in Fenchurch Buildings. However, it's impossible to rectify this due to existing building lines.

CoLSAT Summary Results Table				
	Total 0 scores* – severe accessibility issue		Total 1 scores**- significant accessibility issues	
	Before	After	Before	After
Electric Wheelchair user	2		1	1
Manual Wheelchair user	2		1	1
Mobility Scooter user	2		2	1
Walking Aid user				1
Person with a walking impairment			11	12
Long cane user	4	2		
Guide Dog user	2	2	4	
Residual Sight user			7	3
Deaf or Hearing impairment			5	5
Acquired neurological impairment			1	1
Autism/Sensory-processing diversity			5	4
Developmental Impairment	5	1	9	9
Total	17	5	46	38

* This score means most people in this segment would be excluded by the street characteristic in the selected configuration.

** This score means some people in this segment may be able to negotiate the

	<p><i>street characteristic in the selected configuration, but it would significantly deplete their levels of confidence and energy, and they would be likely to give up on the journey if they had to negotiate it more than once or twice.</i></p> <p>The Developer's Pedestrian Comfort Levels work, submitted as part of their planning application, also identified the footway width issue at Fenchurch Buildings. It also identified a couple of issues in Billiter Street which will be rectified by the proposed scheme.</p>
6. Risk	<p>The overall risk level of the 40 Leadenhall Street S278 project is estimated to be low due to the standard nature of the construction activities involved. The project is fully funded by the Developer and any reasonable costs will be met by them under the terms of the S278 agreement. Further information is available in the Appendix 2.</p> <p>However, there is a risk that the project cannot meet the 40 Leadenhall Street Developer's aspirations of a late-Summer 2023 construction completion. This is due to the relative lack of time to confirm the scheme estimate, procure resources & third-party services, where needed, and then deliver the scheme itself. To mitigate this risk and proceed at pace, provisional sums have been used in the estimate where needed in agreement with the Developer. The aforementioned provisional sums in the scheme estimate are informed by previous similar projects and are primarily for utilities. These provisional sums are reflected with a corresponding costed risk provision request. If costs exceed the estimate and risk provision, an excess payment(s) can be sought from the Developer under the Section 278 to cover any reasonable increase in costs and if recommendation 14 is approved, included in the project budget.</p> <p>The other three projects included in this report predate the requirement for a costed risk provision. Their risk levels have been assessed and are deemed to be low regardless.</p> <p><u>Traffic Implications</u></p> <p>The City is under a duty to "<i>secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)</i>" so far as practicable (S.122 Road Traffic Regulation Act 1984). The scheme proposals have no impact on the current access arrangements for vehicles and will deliver improvements for people walking.</p> <p><u>Legal Implications</u></p> <p>As stated in the G1/2 report, officers are to enter into a Section 278 agreement with the developer at 40 Leadenhall Street and will ensure payment is provided prior to the work detailed in this report being carried out. As of 21st December 2022, the S278 agreement has been finalised and the invoice for the</p>

	<p>works issued to the developer.</p> <p><u>Equalities</u></p> <p>As a Public Authority, the City must have due regard to equality considerations when exercising its functions (section 149 Equality Act 2010). Therefore, an independent Equalities Impact Assessment (EqIA) has been undertaken by WSP on the proposed overall design. This and responses to it can be seen in Appendix 10. It determined that some minor changes could be made to the design such as the addition of tactile paving and level access in certain locations and ensuring proposed street furniture and greening doesn't hinder access. Some recommendations were made such as ensuring suitable and effective street lighting is installed, minimising the impact of construction throughout the work area where possible. These issues are already dealt with during the City's existing processes.</p>
7. Procurement approach	Highway construction works will be delivered by the City's Highway Term Contractor, FM Conway. Relocation of the traffic signal infrastructure on Fenchurch Street is to be undertaken by its owner, Transport for London.
8. Design summary	<ol style="list-style-type: none"> 1. Reconstructed footways on Fenchurch Street, Billiter Street and Fenchurch Buildings; 2. A reconstructed and widened footway on Leadenhall Street; 3. Carriageway resurfacing and reprofiling where required; 4. Proposed tree planting and other planting on Fenchurch Street, Billiter Street and Leadenhall Street subject to trial hole surveys during the construction phase; 5. Seating in Billiter Street; 6. Alterations to utilities and drainage in the locality of the Development; and 7. Amended street furniture provisions around the Development including relocated traffic signal infrastructure on Fenchurch Street.
9. Delivery team	Project management will be provided by the project team within Projects & Programmes Team. Highway construction works will be delivered by the City's Highway Term Contractor, FM Conway, with construction supervision undertaken in-house by City Highway Engineers. Tree planting is to be undertaken by the City's City Gardens team.
10. Success criteria	<ol style="list-style-type: none"> 1. To create additional space for people to walk safely. 2. To increase the extent of pedestrian-priority streets, in line with the aims of the Transport Strategy. 3. To increase the amount of greenery in the area.
11. Progress reporting	Officers will report via monthly Project Vision updates. Should it be required, issues requiring further decisions by Members will be brought back as an Issue Report. Any delegated decisions

	taken will be reported back to Committee.
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Appendices

Appendix 1	Project Coversheets
Appendix 2	40 Leadenhall Street S278 Risk Register
Appendix 3	40 Leadenhall Street S278 Scheme Design
Appendix 4	52-54 Lime Street S278 Design
Appendix 5	10 Fenchurch Avenue S278 Design
Appendix 6	52-54 Lime Street S278 and 10 Fenchurch Avenue S278 scheme finances
Appendix 7	Paragraph 45 text
Appendix 8	40 Leadenhall Street S278 scheme finances
Appendix 9	Healthy Streets Assessments
Appendix 10	Equalities Impact Assessment
Appendix 11	CoLSAT assessments

Contact

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Committees: Operational Property and Projects Sub – <i>for decision</i> Streets and Walkways Sub - <i>for decision</i>	Dates: 16 January 2023 17 January 2023
Subject: 51 Lime Street S106 public realm enhancements – outstanding works <i>PV number 9561</i>	Gateway 5 Regular Issues Report
Report of: Executive Director, Environment Report Author: Melanie Charalambous	For Decision
<h1>PUBLIC</h1>	

1. Status update	Project Description: The project relates to the outstanding works from a series of public realm enhancements in the vicinity of 51 Lime Street. The scheme is fully funded through a Section 106 Agreement. RAG Status: Green Risk Status: Low Total Estimated Cost of Project (excluding risk): £225,765 (outstanding works only). Spend to Date: £29,223 (outstanding works only). Costed Risk Provision Utilised: None
2. Requested Decisions	It is recommended that Members: <ol style="list-style-type: none"> 1. Note the update on the project and the intention to complete outstanding works; 2. Approve the additional tree planting and the budget adjustment, as set out in Appendix 1 to enable the works to proceed.

3. Budget	Table 1: Spend to date (outstanding works only)			
	Description	Approved Budget (£)	Expenditure (£)	Balance (£)
	Billiter Street S106 - 16100252			
	Env Servs Staff Costs	9,000	-	9,000
	Open Spaces Staff Costs	5,000	-	5,000
	P&T Staff Costs	15,000	12,795	2,205
	P&T Fees	13,500	10,000	3,500
	P&T Works	130,065	1,567	128,498
	Total - 16100252	172,565	24,362	148,203
	51 Lime Street - Access Works - 16100260			
	Env Servs Staff Costs	4,000	-	4,000
	P&T Staff Costs	6,500	4,860	1,640
	P&T Fees	6,500	-	6,500
	Env Servs Works	36,200	-	36,200
	Total - 16100260	53,200	4,860	48,340
	TOTAL	225,765*	29,223	196,542
	*This report only relates to the outstanding works. The main 51 Lime Street S106 works were completed over 10 years ago and have already been through Gateway 6 (closedown report).			
2. Issue Description	The vast majority of the S106 funded improvement works were completed several years ago as follows:			
	<ul style="list-style-type: none"> • Fenchurch Avenue improvements (completed 2008) • Fen Court enhancements (completed 2008) • Lime Street improvements between Lloyd's building and 51 Lime Street (completed 2011) <p>The final phase – Billiter Street and vicinity, has been on-hold for several years as a result of development sites restricting access (120 Fenchurch Street and subsequently 40 Leadenhall Street). Now that the 40 Leadenhall Street development is nearing completion, it is proposed to implement the outstanding works and coordinate these with the planned S278 works in the area. Please also refer to the report on this agenda for 40 Leadenhall Street Section 278 highway works (<i>including deferred works from 52-54 Lime Street S278, 10 Fenchurch Avenue S278 and 51 Lime Street S106 projects</i>).</p>			

	<p>In order to complete the outstanding works and align them effectively with the S278 works, some changes to the extent of the works and a budget adjustment are proposed, the details of which are set out below and also in the finance tables in Appendix 1.</p>
4. Proposed Way Forward	<p>It is proposed to complete the outstanding works as follows (please also refer to plan and visual in Appendix 2):</p> <ul style="list-style-type: none"> • Billiter Street enhancements, to include: <ul style="list-style-type: none"> ○ Tree planting (subject to underground utilities); ○ Planting and seating at the southern end (which is already pedestrianised); ○ Associated paving and accessibility improvements. • The scope of the works is very similar to the scheme previously approved over 10 years ago. However, some of the re-paving works are now being carried out as part of the 40 Leadenhall Street S278 works. Furthermore, additional tree planting is now also proposed on Fenchurch Street and Leadenhall Street (subject to underground utilities) in order to maximise the greening benefits. • The increase in the amount of greening has increased the maintenance costs of the project (5 years for trees and 20 years for other planting) and these costs have also increased due to inflation. • The total estimated cost of the proposed works is £196,592 inclusive of maintenance costs, fully funded by the 51 Lime Street S106. Please see the finance tables in Appendix 1 for further details which also sets out details of the required budget adjustment. • The outstanding works listed above are to be coordinated with the adjacent S278 works for 40 Leadenhall Street and will take place in 2023/24.

Appendices

Appendix 1	Finance Tables
Appendix 2	Plan and visuals of proposals

Contact

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Appendix 1: Finance Tables (outstanding works only)

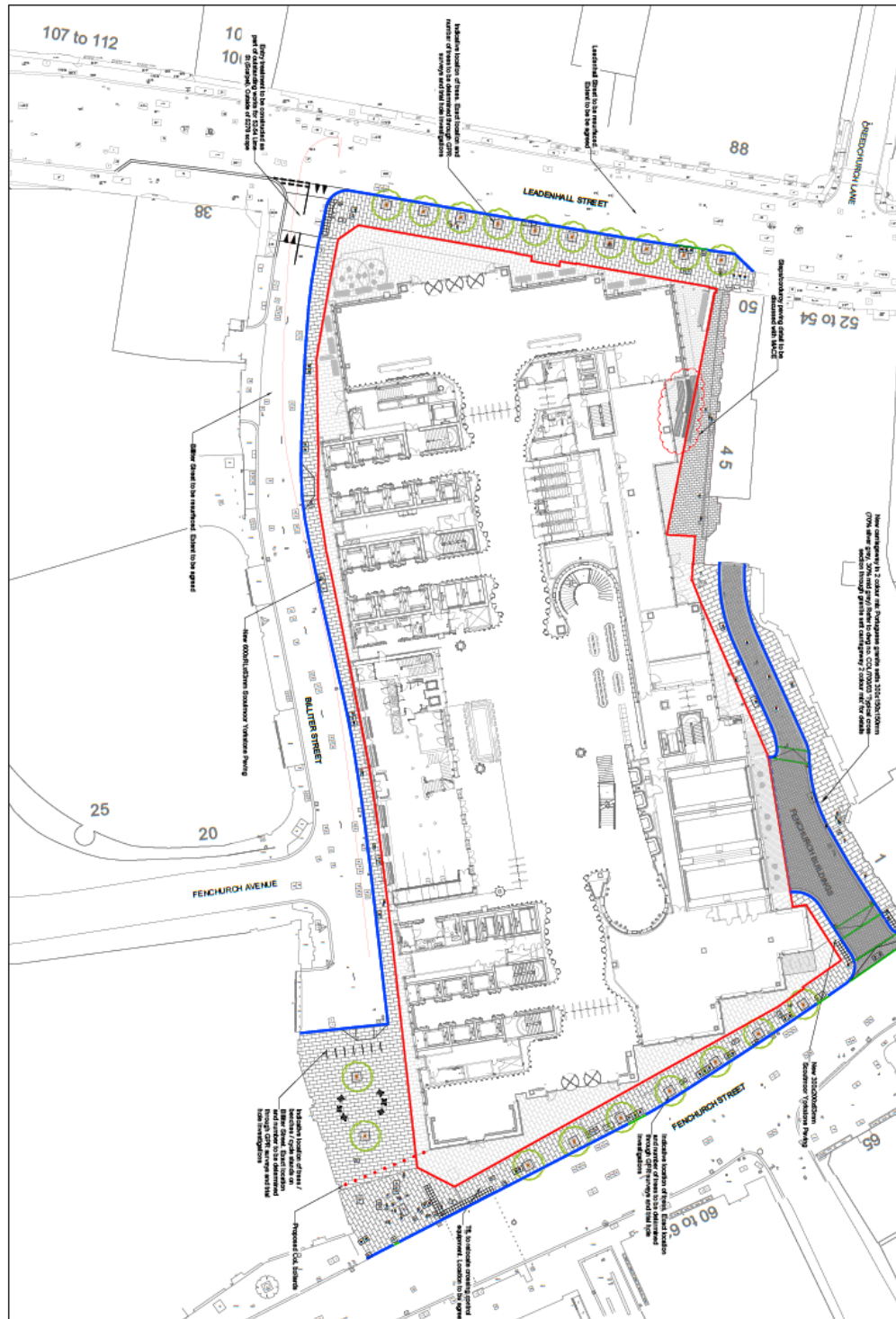
Table 1: Spend to date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Billiter Street S106 - 16100252			
Env Servs Staff Costs	9,000	-	9,000
Open Spaces Staff Costs	5,000	-	5,000
P&T Staff Costs	15,000	12,795	2,205
P&T Fees	13,500	10,000	3,500
P&T Works	130,065	1,567	128,498
Total - 16100252	172,565	24,362	148,203
51 Lime Street - Access Works - 16100260			
Env Servs Staff Costs	4,000	-	4,000
P&T Staff Costs	6,500	4,860	1,640
P&T Fees	6,500	-	6,500
Env Servs Works	36,200	-	36,200
Total - 16100260	53,200	4,860	48,340
TOTAL	225,765	29,223	196,542

Table 2: Resources Required to reach the next Gateway			
Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
Billiter Street S106 - 16100252			
Env Servs Staff Costs	9,000	(6,500)	2,500
Open Spaces Staff Costs	5,000	(2,000)	3,000
P&T Staff Costs	15,000	3,295	18,295
P&T Fees	13,500	2,500	16,000
P&T Works	130,065	(76,848)	53,217
Open Spaces Works	-	20,892	20,892
Highways Maintenance	-	5,000	5,000
Open Spaces Maintenance	-	102,000	102,000
Total - 16100252	172,565	48,339	220,904

51 Lime Street - Access Works - 16100260			
Env Servs Staff Costs	4,000	(4,000)	-
P&T Staff Costs	6,500	(1,639)	4,861
P&T Fees	6,500	(6,500)	-
Env Servs Works	36,200	(36,200)	-
Total - 16100260	53,200	(48,339)	4,861
TOTAL	225,765	-	225,765

Table 3: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
S106 - 51 Lime Street - 04/00878/FULEIA - LCEIW (allocated to 16100252)	172,565	48,339	220,904
S106 - 51 Lime Street - 04/00878/FULEIA - LCEIW (allocated to 16100260)	53,200	(48,339)	4,861
Total Funding Drawdown	225,765	-	225,765

Plans and Visuals





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Committees: Operational Property and Projects Sub <i>[for decision]</i> Streets and Walkways Sub <i>[for decision]</i>	Dates: 16 January 2023 17 January 2023
Subject: 100 Minorities Phase Two: Public Realm enhancements Unique Project Identifier: 11695	Gateway 4: Detailed Design (Regular)
Report of: Executive Director, Environment Report Author: Leila Ben-Hassel	For Decision
<h1>PUBLIC</h1>	

1. Status update	<p>Project Description: This project (100 Minorities Phase 2) involves public realm enhancements and the landscaping of Crescent to create a new green public space in place of carriageway, along with associated seating, lighting, climate adaptation and sustainability measures. This Phase also includes traffic management changes and adjustments to parking bays.</p> <p>There is a separate project (Phase 1) that involves S278 funded highway works around the new hotel development at 100 Minorities. This includes levels and kerb adjustments and new paving to create pedestrian priority look and feel. This project has Gateway 5 approval and works are scheduled to commence in summer 2023, following completion of the construction drawings and receipt of developer payment.</p> <p>RAG Status: Amber (Amber at last report to Committee – Issues’ Report in October 2021)</p> <p>Risk Status: Medium (Medium at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £900,000 - £1,150,000 excluding Costed Risk Provision.</p> <p>Change in Total Estimated Cost of Project (excluding risk): Increase of £71,261 - £321,260 since last report to Committee in October 2021 (which was £828,739). The cost increase is as a result of inflation (materials and labour costs) and an increased allowance for maintenance costs. The cost increase will be funded from S106 receipts (including interest) from developments in the area.</p>
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	<p>Spend to Date: £132,510</p> <p>Costed Risk Provision Utilised: None</p> <p>Slippage: The project has been delayed by approximately 6 months as a result of on-going negotiations with the developer in relation to Phase 1 and delays in getting responses to the design from the TfL structures team</p>											
<p>2. Next steps and requested decisions</p>	<p>Next Gateway: Gateway 5 Authority to Start Work</p> <p>Next Steps:</p> <p>The next steps are as follows:</p> <ul style="list-style-type: none">• Additional traffic surveys and analysis (Jan - March 2023)• Design finalisation and traffic order statutory consultation (Feb - April 2023)• Ongoing local consultation, including liaison with Aldgate Connect BID in relation to progression of art, historic interpretation, activation and lighting design elements that are to be coordinated with the project• Gateway 5 (May 2023)• Start on site summer 2023 (Ph1- S278 works, Ph2- Public Realm) with April 2024 anticipated completion date on site (construction programme to be agreed with Term Contractor ahead of Gateway 5). <p>Requested Decisions:</p> <ol style="list-style-type: none">1. Approve the additional budget of £49,500 to reach Gateway 5 – Authority to Start Work, funded from S106 receipts as detailed in Appendix 2.2. Approve the revised total estimated cost range (excluding risk) of £900,00 - £1,150,000, with the additional costs to be funded from S106 receipts, as detailed in Appendix 2;3. Delegate approval of Costed Risk Provision to Chief Officer if one is sought at Gateway 5;4. Approve the statutory consultation on proposed traffic management changes as set out in Appendix 6.											
<p>3. Resource requirements to reach next Gateway</p>	<table><tr><th>Item</th><th>Reason</th><th>Source of Funding</th><th>Cost (£)</th></tr><tr><td>Staff costs – P&T and Env Services</td><td>Project Management, Design development to the design to the next gateway, stakeholder engagement, liaison with London Underground, traffic surveys and analysis</td><td>S106</td><td>34,500</td></tr></table>				Item	Reason	Source of Funding	Cost (£)	Staff costs – P&T and Env Services	Project Management, Design development to the design to the next gateway, stakeholder engagement, liaison with London Underground, traffic surveys and analysis	S106	34,500
Item	Reason	Source of Funding	Cost (£)									
Staff costs – P&T and Env Services	Project Management, Design development to the design to the next gateway, stakeholder engagement, liaison with London Underground, traffic surveys and analysis	S106	34,500									

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	P&T fees	Landscape, lighting, and historic interpretation design services; Structural and environmental engineering services; Traffic surveys	S106	15,000
	Total			49,500
<p>Note: monitoring costs are covered by the Cool Streets Greening programme.</p> <p>Costed Risk Provision requested for this Gateway: None. A costed Risk Register will be developed at Gateway 5 if required.</p> <p>Please also refer to finance tables in Appendix 2.</p>				
4. Design summary	<p><u>Background</u></p> <p>This project already has Gateway 3/4 approval, but due to the change in scope agreed in October 2021 to include more climate resilient measures, the design has been reviewed and is presented as a revised Gateway 4. This report provides further detail of the proposals rather than assessing the options for the overall project.</p> <p><u>Design</u></p> <p>The project will create a substantial new green public space in place of existing carriageway. This is greatly needed in this area of public space and greening deficiency.</p> <p>In October 2021, Members approved a change in scope of the project to include climate resilience measures, funded from the Cool Streets and Greening Programme (part of the Climate Action Strategy). In order to maximise environmental benefits, it is proposed to plant climate resilient species that will provide interest all year round, require minimal irrigation and deliver a significant biodiversity net gain. Several trees are proposed and designs for an innovative Sustainable Urban Drainage system (SUDs) have been developed.</p> <p>In summary, the proposed design will deliver:</p> <ul style="list-style-type: none"> • An enhanced public realm and walking routes in accordance with the aims of the Transport Strategy and in keeping with the character of the conservation area; • A well-functioning and pedestrian priority street environment; • Improved accessibility for all, particularly for those with mobility difficulties. 			

- Climate resilient, biodiverse planting that requires less maintenance;
- Additional trees to provide more shade and absorb rainwater run off;
- Inclusion of Sustainable Urban Drainage system (SuDs) and permeable paving where feasible to provide rainwater drainage attenuation;
- Existing York stone paving will be retained or reused. Consideration of carbon impact through locally sourced materials and adapted construction methods where possible.

The design has been reviewed to achieve a layout that responds to the changing needs of the area and supports post-covid recovery (please refer to the proposed General Arrangement Drawing in Appendix 4). It provides more flexible seating arrangements for people to sit individually or in small groups and an area for tables and chairs for businesses (subject to licensing). The design further delivers a layout that is versatile to accommodate a wide range of activities/events including public art and cultural events – please refer to Appendix 5 for visuals.

There are several associated elements that are being taken forward separately which are subject to funding being confirmed. This includes art and/or historic interpretation, feature lighting under the rail bridge at Vine Street and area activation. Officers are working with the Aldgate Connect BID to progress these elements, including providing advice on design and costs.

Proposed traffic management changes

It is proposed to introduce the below traffic management changes as part of 100 Minorities – Phase 2: Public Realm enhancements to support the north-south pedestrian route from Aldgate to Tower Gardens and contribute to the delivery of the City's Transport Strategy aims to improve conditions for people cycling. Please also refer to the traffic management plan in Appendix 6.

Existing	Proposed
Two-way traffic along Hammett St and Vine St and pinch point on Vine St making it difficult for 2 vehicles to pass	One-way North bound traffic and contra-flow cycling South bound on Vine Street
2 disabled parking bays in Crescent	Relocation of 2 disabled parking bays from Crescent – 1 bay on Hammett St, 2 nd bay in vicinity (location to be confirmed)

	One motorcycle bay on Hammett St	Relocation of motorcycle bay in vicinity (location to be confirmed)
5. Confirmation that design solution will meet SMART objectives	<ul style="list-style-type: none"> • Increased sq m of greening; • Biodiversity net gain; • Number of additional trees; • Increased surface of permeable paving; • Increased highway drainage capacity to cope with anticipated adverse weather events; • Increased seating capacity; • Minimisation of project carbon footprint through sourcing materials locally as possible and adapted construction methods; • Increased use of Crescent for a wide range of leisure and cultural activities, supporting the City's post-covid recovery and Destination City <p>The project evaluation will be undertaken under the Cool Streets and Greening Programme Monitoring Framework.</p>	
6. Risks	<p>The overall risk level is medium and key risks are outlined below. The risk register included in Appendix 3 will be updated and fully costed ahead of Gateway 5.</p> <p>Works costs exceed budget due to underground utilities and structures: The circle line runs under Crescent approximately 1.5m beneath the surface. Site investigations including surveys and trial holes have been undertaken and liaison with TfL has been positive. Utilities' fees and implementation costs have increased significantly over the past year. These have informed the design development and cost estimation. The project manager will monitor costs closely in liaison with the construction manager and design changes would be considered if required to ensure the project stays within the approved budget.</p> <p>Implementation works estimate exceeds budget available and additional funding isn't secured Considering the current volatile economic context, materials and labour costs may increase. If this occurs, officers will in the first instance undertake a value engineering exercise to design to the available budget whilst ensuring the delivery of key benefits isn't compromised. If such an approach is not sufficient, officers would draw from a specific allocation in the costed risk provision to be approved at the next gateway.</p> <p>Archaeology impact on programme The site area is identified in the Local Plan as an area of archaeological significance. Significant excavation has been undertaken during the construction of the hotel and archaeological finds have been appropriately documented. Officers therefore anticipate the risk of archaeological finds to be low.</p>	

	<p>The cost of an archaeology watching brief will be included in the Implementation Fees Budget. Should any find be uncovered during excavation works lead to a cost increase, further funding may be needed. These costs will be met by a costed risk provision to be established at the next gateway.</p> <p>Programme delays due to sourcing of materials This is out of the City's control. However, the project team will identify and engage with suppliers as early as possible as well as ensuring multiple quotes are explored to ensure value for money.</p> <p>Programme delays due to objections to proposed traffic changes Consultation with local occupiers is ongoing and Ward Members have been engaged. The initial feedback shows support for the proposals, particularly the new green space which brings wide-ranging benefits to the area.</p> <p>Active stakeholder engagement will continue along with traffic analysis as the design is finalised.</p> <p>Programme delays due to TfL Structures Team Officers have liaised with TfL Structures Team and will continue to throughout the design development. Regular meetings will be set up to ensure they stay engaged in the project.</p>
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Appendices

Appendix 1	Project Coversheet
Appendix 2	Finance Tables
Appendix 3	Risk Register
Appendix 4	General Arrangement Drawing
Appendix 5	Artist impressions of revised Crescent design proposal
Appendix 6	Plan of proposed traffic management changes

Contact

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Appendix 1: Project Coversheet

[1] Ownership & Status

UPI: 11695

Core Project Name: 100 Minorities (Phase 2) public realm enhancements in Crescent

Project Manager: Leila Ben-Hassel

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

Expected timeframe for the project delivery: The originally reported programme has slipped due to development delays and delays to Phase1. The revised programme is to start on site late 2023 (estimated 5 month works programme)

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

Programme and scope were reset through this issues report approved in October 2021. However due to the Corporate Capital review, 3 months' delay was incurred.

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

No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

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

Phases One and Two

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

Scope/Design Change and Impact: N/A

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

Phase Two

Total Estimated Cost (excluding risk):

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

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

Scope/Design Change and Impact: preferred design option for phase 2

Issues' report approved at October 2021 Committees

Total Estimated Cost (excluding risk):

Phase 2 estimated implementation cost: £828,739

- Spend to date: £95,417 (evaluation costs both phases)
 - Costed Risk Against the Project: 0

- CRP Requested: 0
- CRP Drawn Down: 0
- Estimated Programme Dates: start on site late 2022. Programme has been however delayed due to Phase 1 S278 agreement not yet signed off by 100 Minorities Hotel owner.

Scope/Design Change and Impact: Design change was approved as part of the October 2021 Issues' report. Upon the site being identified as an ideal project to include in the Cool Street and Greening Programme (CSG), Climate Action funding was allocated to the project. The approval of the revised funding strategy (incl. £346,777 of CSG funding) and initiation of a design review to maximise the delivery of environmental measures, were approved at October 2021 committees.

Appendix 2: Finance Tables

Table 1: Expenditure to Date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
16800347: 100 Minorities S106 (SRP)			
P&T Staff Costs	30,000	30,000	-
P&T Fees	21,819	21,819	-
Total 16800347	51,819	51,819	-
16100347: 100 Minorities S106 (CAP)			
Env Servs Staff Cost	16,541	14,302	2,239
Open Spaces Staff Costs	2,500	-	2,500
P&T Staff Costs	43,539	42,453	1,086
P&T Fees	38,115	23,935	14,180
Total 16100347	100,695	80,691	20,005
GRAND TOTAL	152,514	132,510	20,005

Table 2: Resources Required to reach the next Gateway			
Description	Approved Budget (£)	Additional Resources Required (£)	Revised Budget (£)
16800347: 100 Minorities S106 (SRP)			
P&T Staff Costs	30,000	-	30,000
P&T Fees	21,819	-	21,819
Total 16800347	51,819	-	51,819
16100347: 100 Minorities S106 (CAP)			
Env Servs Staff Cost	16,541	16,500	33,041
Open Spaces Staff Costs	2,500	-	2,500
P&T Staff Costs	43,539	18,000	61,539
P&T Fees	38,115	15,000	53,115
Total 16100347	100,695	49,500	150,195
GRAND TOTAL	152,514	49,500	202,014

Table 5: Revised Funding Strategy	
Funding Source	Amount (£)
TfL LIP - FY 2017/18	41,077
TfL LIP - FY 2018/19	7,154
TfL LIP - FY 2019/20	3,242
S106 - 100 Minorities - 12/00263/FULMAJ - LCE	399,619
S106 - 52 Minorities - 08/00738/FULMAJ - LCE	30,870
CAS - Cool Streets & Greening	346,777*
S106 – receipts from developments in the area including interest**	321,261
TOTAL	1,150,000

* Approved as part of last Issue Report October 2021

** S106 funds have been identified by the Chamberlain and they will provide confirmation ahead of Gateway 5.

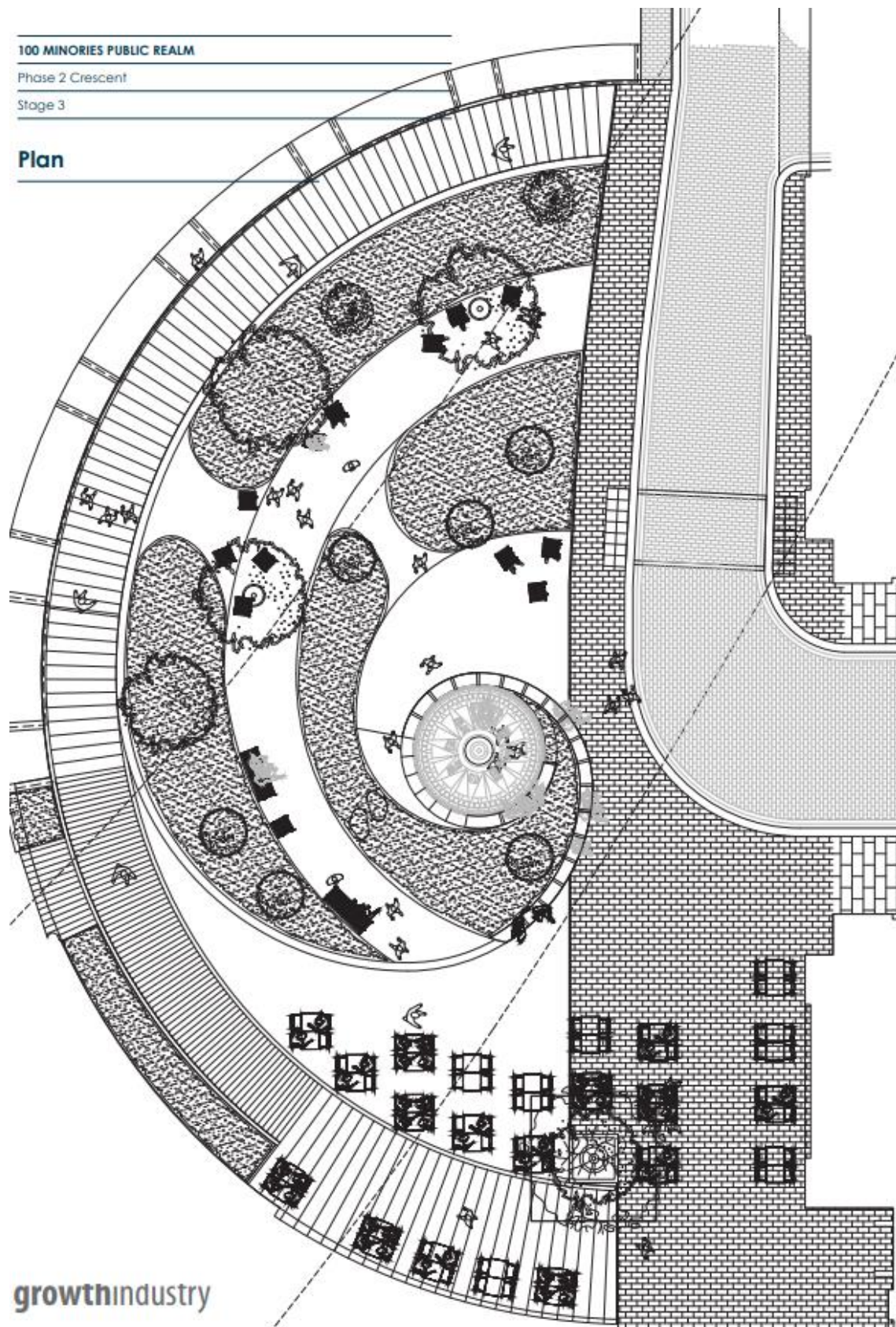
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Project Name:		100 Minories - Ph2 Public Realm Enhancements (161							PM's overall risk rating:	Medium		CRP requested this gateway		Average unmitigated risk		6.1		Open Risks		7	
Unique project identifier:		11695							Total estimated cost (exc risk):			Total CRP used to date	£ -	Average mitigated risk score		4.5		Closed Risks		0	

General risk classification												Mitigation actions								Ownership & Action				Comment(s)
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation		Mitigating actions	Mitigation cost (£)	Likelihood Classification on post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/Realised & moved to Issues	
R1	5	(2) Financial	London Underground advised the City that the construction exclusion zone requiring hand tools only may be applied to the whole of the construction site	This would impact the project costs in terms of higher supervision cost (staff time) and construction costs. It would also impact the programme requiring extended hours to minimise programme impact	Likely	Serious	8					Working closely with TfL Structures Team		Possible	Serious		6	£0.00	Evidence from TfL will be provided to request CRP and will be signed off by DBE chief officer and head of finance	01/12/2022	Leila Ben-Hassel	Neil Blackson		Once officers know the extend of hand dig area, a costed will be evaluated based on possible need for additiona man hours.
R2	5	(2) Financial	Archaeological finds	This would require a watching brief and impact cost and lengthen the programme	Unlikely	Minor	2					All information on the site have been sought from developer who undertook extensive excavation - the works will not be in depth so the risk is minor of finding archaeology but because previous excavations did find some, it is best to factor this risk	£0.00	Unlikely	Minor	£12,000.00	2	£0.00	Appointment of archeologist to undertake watchin brief	01/12/2022	Leila Ben-Hassel	Leila Ben-Hassel		the funds would cover the cost of archaeology watching brief and additional staff costs that may be required if any archaeology is found on site
R3	5	(4) Contractual/Partnership	Developer does not agree S278	The new owner is currently in breach of planning conditions as they started occupying parts of the building without the S278 agreement being completed which affects Phase 1 works delivery. Further delay to the agreement could impact the project's programme. Officers are liaising weekly for updates from the legal owner	Possible	Major	12	£0.00				Officers continue to liaise closely with the owner. Officers are confident that the owner will sign the agreement.		Unlikely	Major	£0.00	8	£0.00		29/01/2021	Leila Ben-Hassel	Leila Ben-Hassel		
R4	5	(2) Financial	Works costs exceed budget due to underground utilities	Undergrouhnd utilities' costs could escalate and impact the overall budget	Possible	Serious	6	£0.00				Investigations and surveys have been undertaken and a lot of information on underground structures (gathered during construction) from the owner's project team has been shared with City officers. These have informed the design development and cost estimation. The project manager will monitor cost closely in liaison with the construction manager to ensure the project stays within budget.	£0.00	Unlikely	Minor	£0.00	2	£0.00		15/12/2022	Leila Ben-Hassel	Leila Ben-Hassel		
R5	5	(2) Financial	Cost escalation due uncontrolled inflation	Increase cost of materials impact the project's budget	Possible	Serious	6	£0.00				The City's term contractor will seek various quotes to ensure competitive prices are secured - risk will be monitored closely with Term Contractor	£0.00	Possible	Serious	£0.00	6	£0.00		15/12/2022	Leila Ben-Hassel	Leila Ben-Hassel		
R6		(2) Financial	Programme delays due to sourcing of materials	Programme delays due to sourcing of materials incurs leading to cost increase (additional prelims / labour costs / staff costs)	Possible	Serious	6	£0.00				This is out of the City's control. However, the project team will identify and engage with suppliers as early as possible as well as ensuring multiple quotes are explored to ensure value for money	£0.00	Possible	Minor	£0.00	3	£0.00		15/12/2022	Leila Ben-Hassel	Leila Ben-Hassel		
R7		(1) Compliance/Regulatory	Too many objections to proposed traffic order changes	Objections to statutory consultation on proposed TMO lead to design review, delays and cost increase	Possible	Minor	3	£0.00				Consultation with local occupiers is ongoing and Ward Members have been engaged. The initial feedback shows support for the proposals, particularly the new green space which brings wide-ranging benefits to the area. Active stakeholder engagement will continue along with traffic analysis as the design is finalised.	£0.00			£0.00		£0.00		11/12/2022	Leila Ben-Hassel	Leila Ben-Hassel		
R8								£0.00					£0.00				£0.00		£0.00					
R9								£0.00					£0.00				£0.00		£0.00					
R10								£0.00					£0.00				£0.00		£0.00					
R11								£0.00					£0.00				£0.00		£0.00					
R12								£0.00					£0.00				£0.00		£0.00					
R13								£0.00					£0.00				£0.00		£0.00					
R14								£0.00					£0.00				£0.00		£0.00					
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R18								£0.00					£0.00				£0.00		£0.00					
R19								£0.00					£0.00				£0.00		£0.00					
R20								£0.00					£0.00				£0.00		£0.00					
R21								£0.00					£0.00				£0.00		£0.00					
R22								£0.00					£0.00				£0.00		£0.00					
R23								£0.00					£0.00				£0.00		£0.00					
R24								£0.00					£0.00				£0.00		£0.00					
R25								£0.00					£0.00				£0.00		£0.00					

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Appendix 4: General arrangement drawing of revised Crescent design proposal



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Appendix 5: Artist impressions of revised Crescent design proposal

- Bird's eye view of Crescent:



- Indication of possible activation in new public space:

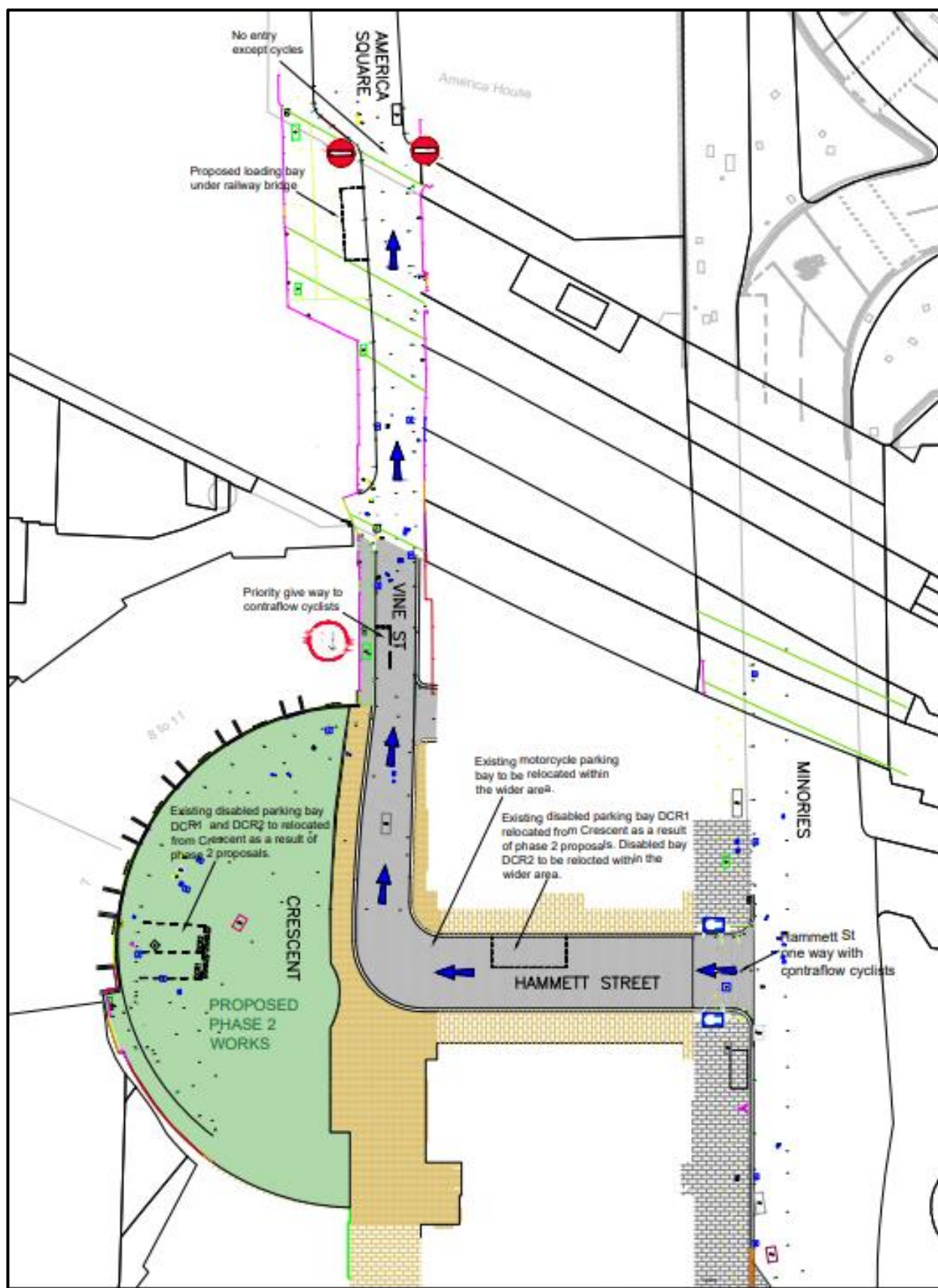


Activation

- Post-Covid City Recovery
- Destination City
- Public art
- Aldgate Connect (BID)
- Tower Suite – business events

Appendix 6: Proposed traffic changes along Hammett St and Vine St

The proposed traffic changes are to be undertaken as part of 100 Minorities – Phase 2: Public Realm Works to support the new Aldgate – Tower Hill pedestrian link.



Agenda Item 7

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Committees:	Dates:
Streets & Walkways Sub-committee – For decision Chief Officer (Delegated) – for decision	17 January 2023
Subject: Cannon Street Pedestrian Crossing – BSCU Unique Project Identifier: TBC	Gateway 2-5 Authority to Start Work Light
Report of: Executive Director Environment Report Author: Albert Cheung	For Decision
PUBLIC	

Recommendations

1. Approval track, next steps and requested decisions	<p>Project Description: To deliver a new pedestrian crossing on Cannon Street outside the new Bank Station entrance.</p> <p>As part of London Underground's Bank Station Capacity Upgrade, Transport for London (TfL) is delivering a new station entrance on Cannon Street. This is expected to open imminently (if not already open by the time Members meet).</p> <p>As part of the development requirements, TfL, in partnership with CoL has completed a pedestrian crossing assessment and has concluded that a new signalised pedestrian crossing outside the new station entrance is necessary.</p> <p>This is a combined Gateway 2 to 5 report as this is a very small project with both the objective and outcome predefined through a legal development obligation.</p> <p>Approval of the project itself is delegated to Chief Officer, however authorisation to enter into a S278 agreement is required from the Streets and Walkways Sub-committee (however, Committee approval is being sought to authorise Officers to enter a Section 278 agreement in early 2023)</p> <p>Next Gateway: Gateway 6 Outcome Report</p> <p>Next Steps:</p> <ol style="list-style-type: none">1. Enter into a S278 agreement (Highways Act 1980) with the TfL.
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	Highways Staff	Design & site supervision	S.278	20,000
	Legal Staff	Technical advice	S.278	1,000
	Fees	TMO, safety audit, surveys, etc.	S.278	30,000
	Works	Traffic signal delivery, civil works	S.278	104,000
	Total			175,000
<p>Funding to deliver the project will be fully met by TfL through an agreement under Section 278 Highways Act 1980.</p> <p>The legal cost of £5,000 associated with the making of the S.278 is not included in the total cost as this will be charged to TfL directly as normal.</p> <p>P&T staff cost allocation – £20,000 Approximately 200 hours of Policy and Projects officer staff costs associated with initial project planning, negotiating the terms of the legal agreements, undertaking the preliminary design, facilitating the detail design discussions, securing the necessary approvals from key stakeholders and project management.</p> <p>Highways staff cost allocation – £20,000 Approximately 220 hours of Highways officer staff costs associated with detail design, including traffic signal ducting, liaison with utility companies and securing permits, and arranging and supervising implementation.</p> <p>Legal staff cost allocation – £1,000 An allowance for City legal officer staff costs associated with any legal queries related to the project or for subsequent legal input after the S278 agreement has been signed.</p> <p>Professional fees allocation - £30,000 This will cover the procurement of technical assessments, including surveys, utility enquiries and the Public Notices and Traffic Management Orders.</p> <p>Works cost allocation – £104,000</p>				

	<p>This will cover the estimated cost for the installation of the crossing's traffic signal equipment and carrying out associated footway and carriageway works.</p> <p>Costed Risk Provision requested for this Gateway: £15,000 for the works. This would be included as part of the S.278 with TfL. (as detailed in the Risk Register – Appendix 2)</p> <p>These estimated costs take into account the latest cost rises and cost pressures.</p>
3. Governance arrangements	<ul style="list-style-type: none"> • Service Committee: Streets and Walkways Sub-committee • Name of Senior Responsible Officer: Sam Lee, Head of Network Performance, Policy & Projects. • Due to the limited scope of this project a project board is not required. • Authority for officers to enter into a S278 agreement with the developer must be given by the Streets and Walkways Sub-committee. All other decisions concerning this project are delegated to the Chief Officer.
4. Progress reporting	<p>This is a very minor scheme. No progress report would be necessary. Any project changes will be sought by exception via an Issues Report to Streets and Walkways Committee or delegated to the Director of City Operations Division as appropriate.</p>

Project Summary

5. Context	<p>5.1 In 2015, London Underground (LU) were granted a Transport Works Act Order (TWAo). This authorised LU to deliver works at Bank Station to create additional passenger access capacity and reconstruct the public highway. A transport assessment was submitted as part of the TWAo and concluded the entrance would add substantial demand for a pedestrian crossing and that a crossing may be warranted. Further to this, the TfL-CoL Global Legal Agreement (2015) included the following obligation:</p> <p><i>“LU shall consult and work in partnership with CoL in respect of the need for an additional pedestrian crossing on Cannon Street and, if a need is identified,</i></p>
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	<p><i>with regard to its design and specification. LU will fund the cost of the construction of the crossing....”</i></p> <p>5.2 A new Bank (Underground) Station entrance on Cannon Street is expected to open imminently (if not already opened by the time Members consider this paper). TfL has carried out a technical assessment and in partnership with CoL, have concluded that a pedestrian crossing outside the station is needed to accommodate the increase in people expected to cross the road outside the station.</p> <p>5.3 City officers have reviewed TfL’s technical assessment and agree that a new crossing is necessary, as it will provide significant benefits in helping people cross the road and this would also reduce road danger risk.</p>
6. Brief description of project	<p>6.1 This project would deliver a signalised pedestrian crossing outside the new Bank (Underground) Station entrance on Cannon Street. This will cater for the pedestrian crossing demand generated from the new underground station entrance.</p>
7. Consequences if project not approved	<p>7.1 TfL’s technical assessment has identified that there is a high pedestrian crossing demand at this location. If a new signalised crossing was not introduced, pedestrians crossing at this location would need to do so without any facilities. This would increase the risk of a road collisions.</p> <p>7.2 Alternatively, users may need to use alternative crossings but these are inappropriate as they are quite far from the new entrance. The nearest crossing facilities on Cannon Street is almost 100 metres in the westward direction at Bush Lane and 70 metres in the eastward direction at the Monument Junction, however, there is also no green man crossing facility here.</p>
8. SMART project objectives	<p>8.1 The pedestrian crossing is delivered within 12 months (but, if possible, sooner) following the opening of the new station entrance on Cannon Street.</p> <p>8.2 The pedestrian crossing does not unreasonably impact overall traffic journey times.</p>
9. Key Benefits	<p>9.1 The new station entrance on Cannon Street is expected to substantially increase the volume of people crossing Cannon Street. The introduction of a new signalised crossing outside the station entrance would provide an appropriate and inclusive crossing where it’s most</p>

	<p>needed to facilitate pedestrian movements to and from the station.</p> <p>9.2 A signalised crossings would provide clear understanding to both vehicle traffic and people crossing the road which can make the street safer for all users, particularly for people with impairments as it can aid crossing the road. The traffic signals timings can also be coordinated with adjacent traffic signals to minimise any delay to traffic.</p>
10. Project category	4a. Fully reimbursable
11. Project priority	B. Advisable
12. Notable exclusions	None

Options Appraisal

13. Overview of options	<p>13.1 The provision of introducing a green man crossing facility at the Cannon Street crossing of Monument junction was investigated. But the upgrade of any crossing provision at Monument junction would require significant changes to the existing control of the junction in its entirety. More importantly, works of this scale are not included in the scope of the BSCU project and also did not form part of the evidence base for the original transport assessment and TWAO. However, officers will continue to engage with TfL and to support them in delivering improvements to Monument Junction as soon as practicable.</p> <p>13.2 Crossings such as standalone pedestrian refuge islands or a zebra crossing are not appropriate options and do not cater for people with impairments. An informal crossing would also be an inadequate facility for the high volumes of people expected to use the crossing. A zebra crossing would also unreasonably delay traffic on Cannon Street due to the high volumes of people crossing continuously.</p> <p>13.3 A signalised pedestrian crossing is therefore the most appropriate and only option considered suitable. Therefore, this is the only option being taken forward. A scheme layout plan is shown in Appendix 1.</p>
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	<p>13.4 As part of this project's S.278 negotiations, officers will seek for TfL to fund the crossing to be raised to footway level. This would improve pedestrian accessibility particularly for people with push chairs or mobility impairments and would also be consistent with other crossings on Cannon Street.</p>
14. Risk	<p>Overall project risk: Low</p> <ul style="list-style-type: none"> TfL traffic signal costs may change following detailed design. Delivery of the crossing may take longer than expected due to TfL approvals / lead-in times. <p>Further information available within the Risk Register (Appendix 2) and Options Appraisal.</p>

Resource Implications

15. Total estimated cost	For recommended option 1 Total estimated cost (excluding risk): £175,000 Total estimated cost (including risk): £190,000									
16. Funding strategy	<div>Is the funding confirmed: No funding confirmed</div> <div>Recommended option<table><tr><th>Funds/Sources of Funding</th><th>Cost (£)</th></tr><tr><td>S.278</td><td>190,000</td></tr><tr><td></td><td></td></tr><tr><td>Total</td><td>190,000</td></tr></table></div> <div>A Section 278 Highways Act 1980 agreement between TfL and the City Corporation would be the funding mechanism to deliver this project. The S.278 agreement with TfL is expected to be completed by early 2023.</div>	Funds/Sources of Funding	Cost (£)	S.278	190,000			Total	190,000	<div>Who is providing funding: External - Funded wholly by contributions from external third parties</div>
Funds/Sources of Funding	Cost (£)									
S.278	190,000									
Total	190,000									

Appendices

Appendix 1	Scheme Layout Plan
Appendix 2	Risk Register

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Contact

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Options appraisal table.

	<i>Option 1</i>
1. Design Summary	Option 1 proposes to deliver a new signalised crossing on Cannon Street between Laurence Pountney Lane and Abchurch Lane.
2. Scope and exclusions	<p><u>Scope</u></p> <ul style="list-style-type: none"> To introduce a new crossing facility to service the expected high volumes of people wishing to cross the carriageway outside the new station entrance. <p><u>Exclusions</u></p> <ul style="list-style-type: none"> TfL in partnership with CoL has carried out a station entrance pedestrian crossing assessment which has modelled pedestrian volumes and has ascertained that a new crossing facility outside the new station would be very beneficial to people accessing and exiting the station.
<i>Project Planning</i>	
3. Programme and key dates	<p>Overall project: Delivery of the Cannon Street pedestrian crossing is expected to be within 6-12 months of the new station opening.</p> <p>Key dates:</p> <ul style="list-style-type: none"> Project Approvals – Early 2023 S.278 Agreement signed – Spring 2023 Detailed design – Spring / Summer 2023 Works – Summer / Autumn 2023 G6 Report – Early 2024
4. Delivery Team	<p>Project Manager: Policy & Projects Officer</p> <p>Design Team: TfL Engineers and CoL Highway Engineers</p>

	Option 1
	Works: TfL's Traffic Signal Sub-contractors and CoL's Highway Term Contractor
5. Risk implications	<p>Overall project option risk: Low</p> <ul style="list-style-type: none"> • Traffic signal cost may change. TfL cost estimate is based on a concept design and may change as the design detail develops. • The delivery of the new crossing may be delayed due to delays with TfL's delivery timeframes for various stage review and approval processes. <p>Further information available within the Risk Register (Appendix 2).</p>
6. Benefits	<ul style="list-style-type: none"> • The crossing would provide a safer and direct crossing point for the expected high volumes of people wishing to cross the road outside the new station entrance. • The crossing would provide a valuable crossing provision for people with impairments • The new crossing would ease the pressure on existing crossings which are already crowded at peak times. In particular, the crossing at Monument junction which does not have a 'green man' signal stage for pedestrians. • The new crossing would provide street users with clear understanding which would reduce the road collision risk between people crossing the street and vehicles
7. Disbenefits	The crossing would require maintenance. However, maintenance is expected to be reasonably low and would be covered under BAU activities.
8. Stakeholders and consultees	<ul style="list-style-type: none"> • TfL – throughout the life of the project • Local occupiers – statutory notifications and construction

	Option 1
	<ul style="list-style-type: none"> • Statutory consultees – statutory notifications • Highways Team – throughout the life of the project • Comptroller – Legal consents / agreements
Resource Implications	
9. Total estimated cost	<p>Total estimated cost: £175,000 (excluding risk)</p> <p>Total estimated cost: £190,000 (including risk)</p>
10. Funding strategy	This option would be fully funded through a S.278 agreement Highways Act 1980
11. Estimated capital value/return	None
12. Ongoing revenue implications	Maintenance of the crossing is expected to be low, however, as part of the S.278 negotiations CoL would seek a commuted maintenance sum from TfL
13. Investment appraisal	None. An assessment has been carried out and concluded there is a need for a new crossing facility.
14. Affordability	This option would be fully funded by an external third party via S.278 agreement
15. Procurement strategy/route to market	<p>TfL as the traffic (signal) authority would carry out the traffic signal detailed design and delivery of the traffic signal works.</p> <p>The civil works will be carried out by the City's Term Contractor.</p>
16. Legal implications	16.1 In carrying out its traffic functions, the City must have regard, inter alia, to its duty to secure the expeditious, convenient and safe movement of vehicular traffic and other traffic (which includes pedestrians) - s.122 Road

	Option 1
	<p>Traffic Regulation Act 1984; and its duty to secure the efficient use of the road network (s.16 Traffic Management Act 2004).</p> <p>16.2 The City Corporation would exercise its powers under Section 23 of the Road Traffic Regulation Act 1984 propose to introduce a signal-controlled pedestrian crossing.</p> <p>16.3 A Section 278 Highways Act 1980 agreement between TfL and the City Corporation would be the funding mechanism to deliver this project.</p>
17. Corporate property implications	None
18. Traffic implications	No significant traffic implications are envisaged.
19. Sustainability and energy implications	None
20. IS implications	None
21. Equality Impact Assessment	An Equalities Impact Assessment (EQIA) screening has been carried out for this option is not envisaged to negatively impact any groups of people. A full EQIA assessment is therefore not required for this project
22. Data Protection Impact Assessment	The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken

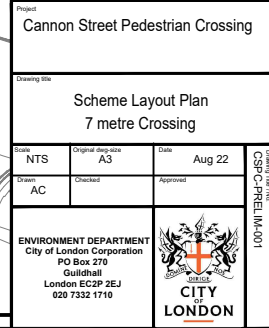
This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.

	Option 1
23. Recommendation	Recommended

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Page 69



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APPENDIX 2

City of London: Projects Procedure Corporate Risks Register

Project Name:			Cannon Street Crossing BSCU					PM's overall risk rating:	Low	CRP requested this gateway	£	15,000	Average unmitigated risk		2.5		Open Risks		4					
Unique project identifier:			TBC					Total estimated cost (exc risk):	£	175,000	Total CRP used to date	£	-	Average mitigated		2.3		Closed Risks		0				
General risk classification																								
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed Impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions		Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed Impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date closed OR/Realised & moved to issues	Comment(s)
R1	2	(2) Financial	The works cost is based on a preliminary design and the actual works cost could be significantly smaller or greater than estimated.	Additional funding may be required to cover costs or monies returned to TfL.	Unlikely	Minor	2	£10,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	Update cost estimates as detailed design is carried out		£0.00	Possible	Minor	£10,000.00	3			25/11/2022	Environment	A Cheung		
R2	2	(3) Reputation	Delivery of the controlled crossing may be delayed due to external party approvals which are outside of TfL's control.	A crossing is not provided outside the station longer than expected.	Possible	Minor	3	£0.00	N	B - Fairly Confident	Hold regular meeting with TfL to ensure the crossing is delivered to programme		£0.00	Possible	Minor	£0.00	3			25/11/2022	Environment	A Cheung		
R3	2	(1) Compliance/Regulatory	Objection received from the statutory consultation	Additional time will be required to address the objection appropriately	Unlikely	Serious	4	£0.00	N	B - Fairly Confident	Ensure all necessary information is available to provide adequate understanding of the proposal.		£0.00	Rare	Serious	£0.00	2			25/11/2022	Environment	A Cheung		
R4	2	(9) Environmental	The crossing may impact network capacity	vehicles would experience traffic delays	Rare	Minor	1	£0.00	N	A - Very Confident	TfL has assessed the proposal and do not believe any significant delay would be incurred.		£0.00	Rare	Minor	£0.00	1			25/11/2022	Environment	A Cheung		

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Committees: Open Spaces and City Gardens Committee <i>[for decision]</i> Operational Property and Projects Sub <i>[for decision]</i> Streets and Walkways Sub <i>[for decision]</i>	Dates: 05 December 2022 16 January 2023 17 January 2023
Subject: City Greening and Biodiversity – Phase 3 of the Cool Streets and Greening Programme Unique Project Identifier: 12332	Gateway 3/4: Options Appraisal (Regular)
Report of: Executive Director, Environment Report Author: Melanie Charalambous	For Decision
<h2>PUBLIC</h2>	

1. Status update	<p>Project Description: This project (City Greening and Biodiversity) forms Phase 3 of the Cool Streets and Greening programme. The project aims to introduce more trees and planting in the public realm across the City and enhance biodiversity.</p> <p>RAG Status: Green (as at last report to Committee)</p> <p>Risk Status: Medium (low at last report to committee). Risk status has increased largely as a result of inflation.</p> <p>Total Estimated Cost of Project (excluding risk): £2.5m</p> <p>Change in Total Estimated Cost of Project (excluding risk): None</p> <p>Spend to Date: £49,804</p> <p>Costed Risk Provision Utilised: None</p> <p>Funding Source: OSPR (Climate Action Strategy)</p> <p>Slippage: The project has been delayed by 2 months as a result of the capital projects review. The project is anticipated to be implemented across 2023-2025.</p>
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2. Next steps and requested decisions	<p>Next Gateway: Gateway 5: Authority to Start Work</p> <p>Next Steps:</p> <ul style="list-style-type: none">• Undertake local stakeholder engagement• Finalise detailed designs and construction information• Prepare detailed cost estimates and programme• Prepare Gateway 5 reports <p>Requested Decisions:</p> <ol style="list-style-type: none">1. That the proposals for re-landscaping and re-planting strategically located sites in the City are approved to reach Gateway 5 as described in this report;2. That additional budget of £95,000 for design development of the re-landscaping and re-planting proposals is approved to reach the next Gateway, funded from the On Street Parking Reserve (OSPR) Climate Action Strategy funding agreed for the Cool Streets and Greening programme;3. Note that the tree planting proposals have already been approved at Gateway 5 at a total estimated cost of £755,000 (excluding risk) and are to be implemented across the next two planting seasons;4. Note the total estimated cost of the project (Phase 3) at £2.5m (excluding risk).																				
3. Resource requirements to reach next Gateway	<table><tr><th colspan="4">Table 1: Resources required to reach the next gateway (Re-planting and Re-landscaping)*</th></tr><tr><th>Item</th><th>Reason</th><th>Funds/ Source of Funding</th><th>Cost (£)</th></tr><tr><td>Fees</td><td>Surveys, design development, engineering input</td><td>CAS-OSPR</td><td>45,000</td></tr><tr><td>Staff costs</td><td>Project management, design development, consultation</td><td>CAS-OSPR</td><td>50,000</td></tr><tr><td>Total</td><td></td><td></td><td>95,000</td></tr></table> <p>*Tree planting proposals have been separately approved at Gateway 5</p>	Table 1: Resources required to reach the next gateway (Re-planting and Re-landscaping)*				Item	Reason	Funds/ Source of Funding	Cost (£)	Fees	Surveys, design development, engineering input	CAS-OSPR	45,000	Staff costs	Project management, design development, consultation	CAS-OSPR	50,000	Total			95,000
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Total			95,000																		

	Costed Risk Provision requested for this Gateway: None
4. Overview of proposals	<p><u>Context</u></p> <p>4.1 The Cool Streets and Greening Programme was approved by Committees in 2021 as part of the Climate Action Strategy. It is a £6.8m four-year programme to create resilient streets and open spaces in the Square Mile. Please also refer to the Programme summary in Appendix 5.</p> <p>4.2 Natural urban greening measures such as trees, planting beds and vertical greening aid in softening the built environment and have the potential to improve environmental conditions. They improve resilience against overheating through shade and evaporation of stored moisture, improve habitats to protect against biodiversity loss, and also filter air pollutants and reduce greenhouse gas emissions. A more varied, species-rich natural environment can not only reinforce existing habitats within the City but also provide a natural resilience to the challenges of projected future climate change.</p> <p>4.3 The Climate Action Strategy acknowledges that access to green space and nature is linked to improving the health and wellbeing of individuals. There is also significant evidence of the economic benefits of introducing trees and planting into the public realm.</p> <p>4.4 Urban biodiversity gain and resilience relies on ecological corridors and stepping stones for the movement and distribution of species and genetic diversity. Connection of existing open spaces, Sites of Importance for Nature Conservation (SINCs) and addition of new soft landscaping within the Square Mile and beyond into the Green Grid will conserve and enhance biodiversity.</p> <p><u>City Greening and Biodiversity project</u></p> <p>4.5 This project was initiated in May 2022 and forms Phase 3 of the Cool Streets and Greening Programme. Following Members' feedback when the project was initiated, officers have undertaken a detailed assessment of greening opportunities across the City and have prepared a project <i>Masterplan</i> document (attached as Appendix 3). This approach differs from Phase 1 and Phase 2 of the Programme, where existing highway and public realm projects were identified, and funding provided to enhance the climate resilience of the proposals.</p> <p>This project is divided into three elements:</p> <ul style="list-style-type: none"> • <i>Tree planting</i> across the City with a target to plant at least 100 new trees. Members agreed at Gateway 2 that this element of the project should proceed directly to

	<p>Gateway 5, in order to maximise the planting opportunities within the tree planting season (November to March). This Gateway 5 report was approved by Chief Officer in November 2022.</p> <ul style="list-style-type: none"> • Re-planting a number of green spaces, planting beds and planters in the City with a more climate resilient palette and biodiversity enhancements. • Re-landscaping a number of strategically selected sites in the City, to enhance climate resilience and biodiversity. <p>4.6 The preparation of the project Masterplan involved a prioritisation exercise which has been used to identify the proposals and locations that result in the greatest impact and benefits.</p> <p>4.7 The objective is to plant trees, re-plant existing sites for climate resilience and re-landscape sites, focussing on three strategic 'green corridors'. These corridors have been identified to improve connectivity between the City's Sites of Importance for Nature Conservation (SINCs) and areas close to them, as well as providing routes across the City for pedestrians and cyclists with increased shade/canopy cover. These routes are illustrated in Figure 1 and are:</p> <ul style="list-style-type: none"> • The Thames corridor • Millennium Bridge to Barbican • Barbican to the Tower <p>4.8 Sites along these routes have been prioritised by considering a range of parameters, including proximity to SINCs, presence of Biodiversity Action Plan target species and habitats, air quality, thermal comfort and pedestrian flows.</p> <p>4.9 Additional locations have been identified because of a deficiency of greening in the area. For these locations, tree planting will be the priority, alongside the creation of at least one new pocket park. There is further scope in the future to add more greenery to these areas through the delivery of projects from Healthy Streets Plans, subject to future funding.</p>
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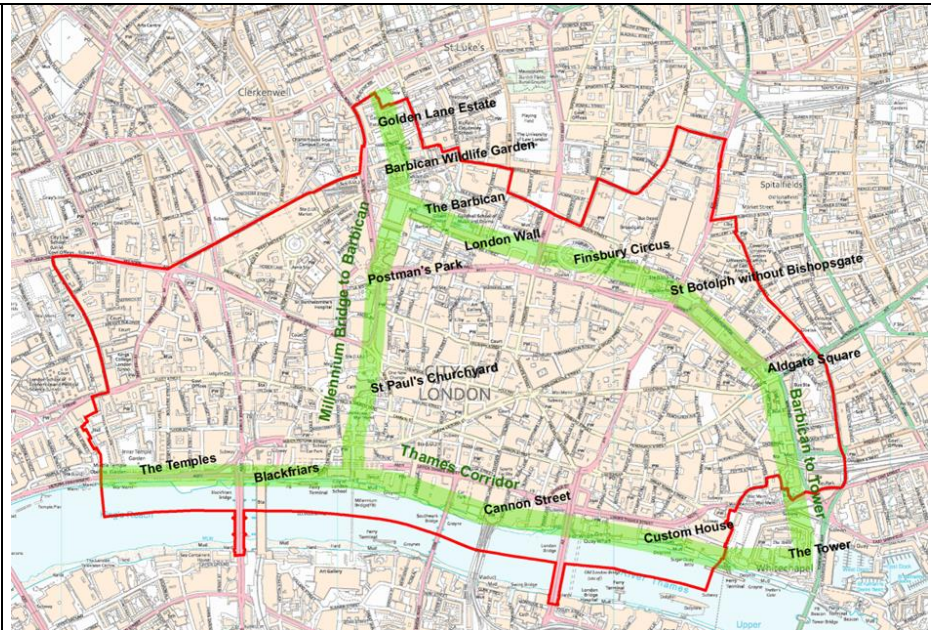


Figure 1: Indicative cool routes and biodiversity green corridors through the City

5. Risk

For the re-planting and re-landscaping elements, the main risks include:

- Planting restrictions as a result of utilities and underground structures;
 - *Mitigation: carry out site assessments and surveys (including assessing existing data) to identify locations for planting and undertake trial holes.*
- Affordability of the proposals and cost increases as a result of inflation;
 - *Mitigation: The project scope may need to be adjusted to ensure that it remains affordable within the programme budget. This risk will impact the re-landscaping projects the most and could result in one or two of the sites having to be omitted in order to stay within budget. Officer's will also review the scope of Phase 4 (which is at an earlier stage) to assess if some of this funding can be transferred to Phase 3 if appropriate, to cover increased costs.*
- Maintenance costs limit proposals;
 - *The project will increase the amount of greening in the City which will have implications for maintenance costs. It is proposed that these costs are covered by the project budget where possible which will redirect funding away from the improvements.*
- Development sites and other projects impact programme;

	<ul style="list-style-type: none"> ○ <i>Mitigation: coordinate proposals with other projects and construction sites. Phased approach to delivery will assist.</i> • Objections to proposals from stakeholders or local occupiers; <ul style="list-style-type: none"> ○ <i>Mitigation: Engage with occupiers and stakeholders and identify alternative sites if necessary</i> <p>Costed Risk Provision Utilised at Last Gateway: None Change in Costed Risk: None</p> <p>Further information available in the Risk Register (Appendix 2) and Options Appraisal. Please note that a separate risk register has been produced for the tree planting element which has passed gateway 5.</p>
6. Procurement approach	<p>It is proposed that most of the design work is carried out in-house by officers in the Environment Department. Some consultancy input will be required for the larger scale projects, and it is proposed to appoint landscape architects and engineers following approved procurement processes.</p> <p>The civil works (excavation, construction and paving) will be carried out by the City's Highway Term Contractor (FM Conway). The planting and soil works will be carried out by The City Gardens Team and their contractors.</p> <p>The project management and construction management will be undertaken by the Environment Department (Policy and Projects, City Gardens and Highways).</p>

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register (for recommended option)
Appendix 3	Project Masterplan
Appendix 4	Finance Tables
Appendix 5	Cool Streets and Greening Programme - overview of Phases 1-4

Contact

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Email Address	Melanie.charalambous@cityoflondon.gov.uk
Telephone Number	020 7332 3155

Options Appraisal Matrix

Due to the masterplan approach to project development, only one option is proposed, as described below and set out in the project masterplan in Appendix 3.

Masterplan in Appendix 3

Project Overview													
1. Brief description of option	This project (City Greening and Biodiversity) forms Phase 3 of the Cool Streets and Greening programme. The project aims to introduce more trees, improve planting and re-landscape areas of the public realm across the City to improve climate resilience and enhance biodiversity.												
2. Scope and exclusions	<ul style="list-style-type: none">Tree planting is proposed to plant street trees across the City with a target of at least 100 new trees. Members have agreed that this element of the project should proceed directly to Gateway 5 in order to maximise the planting opportunities within the tree planting season (November to March). This Gateway 5 report was approved by Chief Officer in November 2022. Further details are set out in the masterplan in Appendix 3.Re-planting: 14 sites have been identified to be either fully or partially re-planted with a more climate resilient palette and biodiversity enhancements. These are described in the table below: <table><tr><th>Re-planting Sites</th><th>Proposals</th><th>Green corridor</th></tr><tr><td>All Hallows on the Wall</td><td><ul style="list-style-type: none">Shrub planting with access to historic wallNectar/pollen rich perennial planting in western bed</td><td>Barbican - Tower</td></tr><tr><td>St Dunstan's on the Hill</td><td><ul style="list-style-type: none">Climate resilient 'dry' plantingScope tree/shrub potentialImprove drainage</td><td>SINC between two routes</td></tr><tr><td>St Dunstan's in the East Churchyard</td><td><ul style="list-style-type: none">Addition of permeable surfacingDead woodNew bed with nectar/pollen rich perennial upper lawn</td><td>SINC between two routes</td></tr></table>	Re-planting Sites	Proposals	Green corridor	All Hallows on the Wall	<ul style="list-style-type: none">Shrub planting with access to historic wallNectar/pollen rich perennial planting in western bed	Barbican - Tower	St Dunstan's on the Hill	<ul style="list-style-type: none">Climate resilient 'dry' plantingScope tree/shrub potentialImprove drainage	SINC between two routes	St Dunstan's in the East Churchyard	<ul style="list-style-type: none">Addition of permeable surfacingDead woodNew bed with nectar/pollen rich perennial upper lawn	SINC between two routes
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Project Overview				
		<ul style="list-style-type: none"> Improve lower lawn drainage create bog style rain garden in recess 		
	Queen Street Place	<ul style="list-style-type: none"> Replace some plants with climate resilient plants Improve soil 	Thames	
	Whittington Gardens	<ul style="list-style-type: none"> Decompaction of soil Soil improvements Mulching Invertebrate measures 	Thames	
	Angel Lane	<ul style="list-style-type: none"> Replace hedging with resilient species Dead wood Nectar/pollen rich shade tolerant planting 	Thames	
	Grants Quay	<ul style="list-style-type: none"> Soft landscaping of circular lawn with perennials and shrubs 	Thames	
	Dark House Walk	<ul style="list-style-type: none"> Extend riverside climate resilient planting scheme Trial different substrates Replace shrubs and perennials with resilient species Invertebrate measures 	Thames	
	St Annes and St Agnes Churchyard	<ul style="list-style-type: none"> Nectar/pollen rich shade tolerant perennial planting Tree removal for resilient understory tree Replace/build up shrubs with fruiting species Deadwood area Introduce low/ground cover planting in high ASB area 	Millennium Bridge - Barbican	

Project Overview			
	St Olave Silver Street	<ul style="list-style-type: none"> Dense wild hedging 2 – 3 rows Nectar/pollen rich shade tolerant bedding planting Replenish ground cover planting beneath trees 	Millennium Bridge - Barbican
	John Carpenter Street	<ul style="list-style-type: none"> Replace failing box hedging with more resilient planting 	Thames
	St Botolph's without Bishopsgate	<ul style="list-style-type: none"> Create wildlife strip behind netball court Introduce low/ground cover planting in high ASB area Raise canopy to increase visibility (tree planting) Improve management plan for enclosed shrubbery for wildlife Investigate redesign of water feature for pond Replant annual bedding area with nectar/pollen rich perennials and grasses 	Barbican - Tower
	St Mary Staining	<ul style="list-style-type: none"> Create pond in raised bed New bed beneath established tree with understory planting and fruiting shrubs Mulch new bed area Improve species mix in raised beds 	Millennium Bridge - Barbican
	St Mary Aldermanbury	<ul style="list-style-type: none"> Replace box hedging with resilient species Improve planting across site with mix of shrubs, perennials and grasses 	Millennium Bridge - Barbican

Project Overview															
	<ul style="list-style-type: none">Re-landscaping: Strategically selected sites have been identified to be re-landscaped to unseal existing paved areas, enhance climate resilience and biodiversity and provide amenity space. These sites vary in scale and proposals are summarised below with further details set out in the masterplan in the Appendix. The project funding will be focussed on delivering greening and biodiversity benefits in the first instance. Paving improvements, seating and other street furniture will be secondary priorities and will only be included in scope if funding is available.														
	<table><tr><th>Re-landscaping Sites (listed in priority order)</th><th>Proposals</th><th>Green corridor</th></tr><tr><td>London Wall/Moorgate (significant corner space)</td><td><ul style="list-style-type: none">Additional planters and trees and improved layout to reflect pedestrian movementReplacement of lawn with raised planting bed and attractive resilient planting. Protection of existing mature oak treeSustainable drainage (SuDS)Seating (including re-positioning existing seats)</td><td>Barbican to Tower</td></tr><tr><td>Finsbury Circus Western Arm (existing carriageway space that has been closed to vehicles) – significant new green route</td><td><ul style="list-style-type: none">Creation of new green public space with trees and planting bedsComplements the enhancement of Finsbury CircusThis project will only fund the greening elements of this scheme (the main paving , seating and drainage works are already funded by the Moorgate Crossrail project)</td><td>Barbican to Tower</td></tr><tr><td>Fetter Lane (north)</td><td><ul style="list-style-type: none">Existing asphalt carriageway space that has been closed to vehicles for several years</td><td>Area of greening deficiency</td></tr></table>	Re-landscaping Sites (listed in priority order)	Proposals	Green corridor	London Wall/Moorgate (significant corner space)	<ul style="list-style-type: none">Additional planters and trees and improved layout to reflect pedestrian movementReplacement of lawn with raised planting bed and attractive resilient planting. Protection of existing mature oak treeSustainable drainage (SuDS)Seating (including re-positioning existing seats)	Barbican to Tower	Finsbury Circus Western Arm (existing carriageway space that has been closed to vehicles) – significant new green route	<ul style="list-style-type: none">Creation of new green public space with trees and planting bedsComplements the enhancement of Finsbury CircusThis project will only fund the greening elements of this scheme (the main paving , seating and drainage works are already funded by the Moorgate Crossrail project)	Barbican to Tower	Fetter Lane (north)	<ul style="list-style-type: none">Existing asphalt carriageway space that has been closed to vehicles for several years	Area of greening deficiency		
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Fetter Lane (north)	<ul style="list-style-type: none">Existing asphalt carriageway space that has been closed to vehicles for several years	Area of greening deficiency													

Project Overview				
		<ul style="list-style-type: none">• Creation of new green pocket park with trees and planting• Retention of cycle route through space• Also potential for new permeable paving and SuDS as part of Phase 4, subject to underground investigations• This could link with improvements to other green spaces in the area identified through the Fleet Street Healthy Streets Plan		
	St Peter Westcheap	<ul style="list-style-type: none">• Explore opportunities to adjust layout to increase space for resilient planting and ensure the existing mature plane tree is protected	Millennium Bridge to Barbican	
	Fann Street west	<ul style="list-style-type: none">• Replacing existing concrete planters at western end with more appropriate landscape design	Millennium Bridge to Barbican	
	Playhouse Yard	<ul style="list-style-type: none">• This site has been selected as a 'contingency' site to be taken forward if site constraints restrict the implementation of the above sites• There is scope to widen footways and plant trees with under-planting• There is also potential for SuDS as part of Phase 4• This could link with improvements to other green spaces in the area identified through the Fleet Street Healthy Streets Plan	Area of greening deficiency	

Project Overview																			
	<p>Biodiversity Enhancements will be critical in delivering on the key ecosystem service areas: biodiversity value, microclimate management, water management and wellbeing. The following enhancements will be considered (see table below) within the scope of the sites to maximise the opportunity for wildlife and increase the resilience of these spaces. The aims of these measures include creation/restoration of relevant habitat types, increasing breeding opportunities and to ensure an adequate level of redundancy in planting schemes to create ecological continuity.</p> <table border="1" data-bbox="566 580 1966 1115"> <thead> <tr> <th data-bbox="566 580 1048 619">Biodiversity Measures</th><th data-bbox="1048 580 1966 619">Benefits</th></tr> </thead> <tbody> <tr> <td data-bbox="566 619 1048 655">Nesting infrastructure</td><td data-bbox="1048 619 1966 655">Bird breeding/distribution</td></tr> <tr> <td data-bbox="566 655 1048 692">Roosting infrastructure</td><td data-bbox="1048 655 1966 692">Bat breeding/seasonal roosting</td></tr> <tr> <td data-bbox="566 692 1048 729">Bee posts/bug hotels/bee pots</td><td data-bbox="1048 692 1966 729">Increase pollinator/invertebrate nesting/abundance</td></tr> <tr> <td data-bbox="566 729 1048 766">Bare/exposed ground/rock piles</td><td data-bbox="1048 729 1966 766">Provision of habitat for ground nesting invertebrates</td></tr> <tr> <td data-bbox="566 766 1048 802">Loggeries (deadwood features)</td><td data-bbox="1048 766 1966 802">Provision of habitat for saproxylic species</td></tr> <tr> <td data-bbox="566 802 1048 938">Species rich native planting types (trees, understory, shrubs, hedging, climbing/trailing and mid – low ground cover)</td><td data-bbox="1048 802 1966 938">Increase flowering/fruiting season, provision of larval food plants, increase habitat types, thermal comfort, air quality</td></tr> <tr> <td data-bbox="566 938 1048 1043">Standing water (ponds and rain/bog gardens)</td><td data-bbox="1048 938 1966 1043">Increase available habitat parcel types, reduce water flow into surface water drains, provision of habitat for semi aquatic macro invertebrates</td></tr> <tr> <td data-bbox="566 1043 1048 1115">Monitoring and field equipment</td><td data-bbox="1048 1043 1966 1115">Collect data on species distribution and abundance, assess plants and soil viability/durability/quality</td></tr> </tbody> </table> <p>Further details are set out in the project masterplan in Appendix 3.</p> <p>All proposals relate to either public highway or open spaces that the City already maintains. Private land is excluded from the scope of this project.</p>	Biodiversity Measures	Benefits	Nesting infrastructure	Bird breeding/distribution	Roosting infrastructure	Bat breeding/seasonal roosting	Bee posts/bug hotels/bee pots	Increase pollinator/invertebrate nesting/abundance	Bare/exposed ground/rock piles	Provision of habitat for ground nesting invertebrates	Loggeries (deadwood features)	Provision of habitat for saproxylic species	Species rich native planting types (trees, understory, shrubs, hedging, climbing/trailing and mid – low ground cover)	Increase flowering/fruiting season, provision of larval food plants, increase habitat types, thermal comfort, air quality	Standing water (ponds and rain/bog gardens)	Increase available habitat parcel types, reduce water flow into surface water drains, provision of habitat for semi aquatic macro invertebrates	Monitoring and field equipment	Collect data on species distribution and abundance, assess plants and soil viability/durability/quality
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Monitoring and field equipment	Collect data on species distribution and abundance, assess plants and soil viability/durability/quality																		

Project Overview	
Project Planning	
3. Programme and key dates	<p><i>Overall project: 2022- 2025</i></p> <p><i>Key dates:</i></p> <ul style="list-style-type: none"> • Undertake local stakeholder engagement (Jan 23 – June 23) • Finalise detailed designs and construction information (Jan 23 – July 23) • Prepare detailed cost estimates and programme (Jan 23 – July 23) • Prepare Gateway 5 reports: <ul style="list-style-type: none"> ○ (Tree planting Nov 22) ○ Re-planting spring/summer 23 ○ Re-landscaping summer 23 • Implementation of works – 2023-2025 (timing is restricted by planting season: tree planting season is Nov-March, perennial planting is in spring and autumn).
4. Risk implications	<p>Overall project option risk: medium</p> <p>Please refer to risk section in main report. Further information available within the Risk Register (Appendix 2).</p>
5. Stakeholders and consultees	<ul style="list-style-type: none"> • Local occupiers • BIDs • Local interest groups • Ward Members • Churches • Local Residents

Project Overview													
6. Benefits of option	<ul style="list-style-type: none"> The recommended option will allow for trees, planting and landscaping schemes to be strategically located. This will provide maximum benefits to biodiversity by improving connectivity between Sites of Importance for Nature Conservation (SINCs). Previous phases of the Cool Streets and Greening programme have identified existing highway/public realm schemes and re-designed these to incorporate climate resilience measures. The recommended option means that proposed schemes are not constrained by design work that has previously taken place. Maximum cost-benefits for climate resilience can be achieved and designed in from the start. The designation of Green Corridors allows limited resources to be focused where maximum benefits can be achieved for biodiversity, as supported by the City of London SINC Review (2016) and the Biodiversity Action Plan. A priority of the Cool Streets and Greening programme is to monitor the effectiveness of such schemes. The recommended option allows monitoring scheme/equipment to be designed in, rather than retrofitted. The schemes will be monitored as part of the wider programme. 												
7. Disbenefits of option	The recommended option does not target all areas of greening deficiency due to the prioritisation of the green corridors approach and funding restrictions. It is recommended that these deficient areas are addressed through future projects (subject to funding).												
Resource Implications													
8. Total estimated cost	<p>Total estimated cost (excluding risk): £2.5m (inclusive of maintenance).</p> <p>Table 2: City Greening and Biodiversity – estimated cost</p> <table> <tr> <th>Item</th><th>Estimated Cost (excluding risk)</th></tr> <tr> <td>Evaluation and Design</td><td>175,000</td></tr> <tr> <td>Tree planting (100 trees)</td><td>755,000</td></tr> <tr> <td>Re-planting (14 sites)</td><td>400,000</td></tr> <tr> <td>Re-landscaping (up to 4 sites)*</td><td>1,170,000</td></tr> <tr> <td>TOTAL</td><td>2,500,000</td></tr> </table> <p>*subject to detailed cost estimates ahead of Gateway 5 – see site prioritisation in table above</p>	Item	Estimated Cost (excluding risk)	Evaluation and Design	175,000	Tree planting (100 trees)	755,000	Re-planting (14 sites)	400,000	Re-landscaping (up to 4 sites)*	1,170,000	TOTAL	2,500,000
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TOTAL	2,500,000												

<i>Project Overview</i>	
	Please also refer to finance tables in Appendix 4. More detailed cost estimates will be prepared ahead of the Gateway 5 reports.
9. Funding strategy	OSPR funding as part of the Climate Action Strategy
10. Investment appraisal	N/A <i>Asset enhancement</i>
11. Estimated capital value/return	N/A <i>Asset enhancement</i>
12. Ongoing revenue implications	The detailed project costs will be developed at the next stage and will include an allowance for the establishment and maintenance of the trees and planting.
13. Affordability	Funding fully allocated as part of CAS
14. Legal implications	<i>None</i>
15. Corporate property implications	<i>None.</i>
16. Traffic implications	Some of the sites will need to be designed to accommodate existing cycle routes through.
17. Sustainability and energy implications	<p>The project will achieve best practice/ industry leading standards</p> <p>The project will meet the following Climate Action Strategy Objectives:</p> <ul style="list-style-type: none"> • The Square Mile's buildings, public spaces and infrastructure are resilient to climate change • People in the Square Mile and beyond benefit from a clean, green and safe environment

Project Overview	
	<p>Relevant Climate Action Strategy Action:</p> <ul style="list-style-type: none"> • Make the Square Mile public realm more climate change ready through adding in more green spaces, urban greening, flood resistant road surfaces, adaptable planting regimes and heat resistant materials <p>The Biodiversity Action Plan (2021-26), Tree Strategy SPD (2012) and City Gardens Management Plan are also relevant as well as the Climate resilient planting catalogue that is currently being prepared.</p> <p>In addition, this project helps to deliver towards proposals 7 to 10 of the City's Transport Strategy in delivering the strategy outcome of "The Square Mile's streets are great places to walk and spend time"</p>
18. IS implications	<i>None</i>
19. Equality Impact Assessment	An EQIA will be undertaken and the City's COLSAT tool will be used where appropriate to inform the design before the Gateway 5 report is submitted (for some of the relandscaping sites). Healthy streets checks will also be undertaken on these sites.
20. Data Protection Impact Assessment	<i>N/A</i>
21. Recommendation	Recommended

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Committees: <i>Streets and Walkways Sub Committee (For Decision)</i> <i>Open Spaces and City Gardens (For Decision)</i> Operational Property Projects Sub Committee	Dates: 17 January 2023 13 February 2023 Delegated
Subject: City Cluster Vision - Well-being & Climate Change resilience programme: Jubilee Gardens Improvements Unique Project Identifier: PV Project ID: To be issued at Gateway 5 stage	Gateway 5: Regular/ Authority to start work
Report of: Executive Director Environment Report Author: Emmanuel Ojugo, City Operations	For Decision
<h2>PUBLIC</h2>	

1. Status Update	<p>Project Description: Jubilee Gardens is one of the high priority projects of the City Cluster's Wellbeing and Climate Resilience programme. It is one of the few green spaces in the area. The project involves the relandscaping of the Gardens to create a more useable, pleasant, greener, and more resilient space. It is being developed in close collaboration with local stakeholders and the City Gardens team.</p> <p>RAG Status: Amber (Green at last report to Committee)</p> <p>Risk Status: Medium (Low at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £680,000</p> <p>Change in Total Estimated Cost of Project (excluding risk): There has been a cost increase of £80K as a result of the impacts of inflation.</p> <p>Spend to Date: £148,972.57 (as part of a 7-project programme. See Appendix 2: City Cluster – Well Being and Climate Resilience Programme).</p> <p>Costed Risk Provision Utilised: £0 (no CRP was specified in the previous report to Committee).</p> <p>Funding Source: 60-70 St Mary Axe (S106), 40 Leadenhall Street (S106 LCEIW), Cool Streets & Greening Programme (OSPR). The funding breakdown is detailed in Appendix 5.</p>
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	<p>Slippage: A progress report was submitted for information in April 2022 in which it was stated that a subsequent Gateway 5 report was to follow in the summer of 2022. This target slipped because the project was subject to the Corporations' capital programme review that was concluded in late October 2022. Following the conclusion of that exercise, the project is proposed to progress, subject to the conclusion of the legal agreement with the UK Power Networks (UKPN asset holder). Following discussions with UKPN in November/December 2022 it is believed this agreement will be concluded by January 2023.</p>
<p>2. Requested decisions</p>	<p>Next Gateway: <i>Gateway 6: Outcome Report</i></p> <p>Next Steps:</p> <p>2.1 The design has been developed to an advanced level. However, to finalise the construction package, the agreement with UKPN requires the inclusion of a schedule detailing the build methodology to ensure the integrity of the adjacent substation. This is a standard APA (Asset Protection Agreement) for enabling works adjacent to infrastructure assets on leased land, to which the City of London is the freeholder. The next steps are below:</p> <ul style="list-style-type: none"> A. Finalise agreement with UKPN services to carry out improvements adjacent to their infrastructure. B. Finalise construction package produced in collaboration with external consultants. C. Develop construction programme with City's Highways Term contractor. D. Construction – start on site summer 2023, utilising City's Highways Term contractor. <p>Requested Decisions:</p> <p>Members of Streets and Walkways Sub Committee and Open Spaces and City Gardens:</p> <ul style="list-style-type: none"> I. Agree authorisation to implement the Jubilee Gardens relandscaping works as set out in Appendix 3. <p>Members of Streets and Walkways and Operational Property Project Sub Committee:</p> <ul style="list-style-type: none"> II. Approve an increase in project budget of £80,000 to a total cost of £680,000 (excluding risk) to be funded from 60-70 St Mary Axe (S106), 40 Leadenhall Street (S106 LCEIW), Cool Streets & Greening Programme (OSPR). Funding breakdown is set out in Appendix 5. III. That a Costed Risk Provision of £95,000 is approved (to be drawn down via delegation to Chief Officer) funded 40 Leadenhall Street (S106 LCEIW), taking the total budget (including risk) to £775,000.

	<p>IV. Agree that the Comptroller and City Solicitors Department are permitted to finalise all necessary legal agreement amendments to facilitate the implementation of relandscaping works to Jubilee Gardens.</p> <p>V. Delegated authority be given to the Executive Director of Environment and Chamberlain, to adjust the project budget between staff costs, fees and works, providing the overall budget is not exceeded beyond standard tolerances (inclusive of interest accrued to date).</p>
3. Budget	<p>3.1. The Jubilee Gardens project is part of the City Cluster's Well-being and Climate Change resilience programme. The resources required to deliver this scheme are detailed further in Tables 1 and 2 in Appendix 5.</p> <p>3.2. The total cost of the project is £680,000, which is an increase of £80K from the previously reported range of between £500,000 - £600,000. The increase is largely due to the impacts of inflation since the last project estimate in April 2022.</p> <p>Costed Risk Provision requested for this Gateway:</p> <p>3.3. A Cost Risk Provision (CRP) of £95,000, is requested. CRP is required to manage some identified risks related to the implementation stage (as detailed in the Risk Register – Appendix 6). The total cost of the project inclusive of the CRP is £775,000. Resources required for authority to start works are detailed in Appendix 5: Finance tables.</p>
4. Design summary	<p>4.1. Jubilee Gardens is currently a secluded but dated, uninviting space. The new design seeks to rejuvenate it as an exemplary, inviting garden, showcasing the City of London's priorities of: accessibility, biodiversity and habitat provision, circular economy principles and material reuse, climate resilient planting, equality and inclusion by design.</p> <p>4.2. The design will see a change in the existing layout of the garden that has poor permeability and can be perceived as uninviting. This is typified by a bulky stone clad perimeter wall over a meter in height, inset with railings and stone clad piers together with high brick planters that further increase the sense of enclosure.</p> <p>4.3. The recommended design has been developed collaboratively with the City Gardens Team, City Engineers and specialist landscape/structural consultants. Proposals include re-landscaping and replacing the existing dated design to create a greener, more attractive space. The main elements are summarised as follows:</p>

	<ul style="list-style-type: none"> • The new garden design increases access points and pathways to and around the garden. It reduces the boundary wall bulk/height making it more inviting. The main entrance to the garden, on the southern border, will be shifted a few metres westwards to maximise opportunity for access incorporating an additional point of entry within the garden perimeter. • The design re-uses the existing Purbeck stone pavements in the main paths in the gardens. The City's approved palette of materials, such as Yorkstone with a combination of aggregate and bound gravel to be utilised in the secondary arterial routes off of the main Purbeck stone paths. • The design considers climate resilience measures including a sustainable drainage system (SuDs) and maximising greenery. The existing high-sided planters are to be replaced with more open in-ground planters that incorporate a resilient planting palette. At least 15 new trees are proposed, which improves local biodiversity by increasing the planting palette variety that is currently dominated by box hedging and low order trees. be incorporated. • Additional seating is planned to complement the new accessible pathways throughout the garden and provide opportunities to rest. Seating will utilise the City's standard palette which includes arms and backs to provide greater support for the physically impaired. • Signage will be upgraded to improve legibility. Existing signage will be upgraded to accord with City Gardens' current guidance for designated open spaces and the City's ongoing wayfinding improvements, particularly in areas of significant change. <p>Equalities:</p> <ul style="list-style-type: none"> • A Test of Relevance: Equalities Analysis was undertaken and a full analysis was not required. The design improves on the existing amenity with an emphasis on inclusivity. The proposals are considered an improvement on the existing garden providing benefits to all users, with particular benefits for the elderly and those visitors with physical impairments.
5. Delivery team	<p>5.1 Works will be delivered by the City of London's Highways Term Contractor (FM Conway) and any nominated sub-contractor or utilities provider as necessary, under the</p>

	supervision of the Environment Department. Soft landscaping works will be overseen by the City Gardens team.
6. Programme and key dates	<ul style="list-style-type: none"> • Finalise construction package produced in collaboration with external consultants - (February 2023). • Finalise agreement with UKPN services to carry out improvements adjacent to infrastructure and any other approvals as required - (February 2023). • Instigate procurement of materials – (March 2023) • Undertake targeted stakeholder liaison to inform local users on upcoming works - (April 2023). • Construction (including site prep)– start on site utilising City's Highways Term contractor – Summer 2023 (6 month programme). • Gateway 6 – May 2024
7. Risks	<p>Key Risks</p> <p>A. <u>Delays in concluding the Asset Protection Agreement with UKPN</u> This would delay the project programme Mitigation: maintain regular contact with the UKPN and associated legal team, manage delivery team to produce the schedule and notify local stakeholders.</p> <p>B. <u>Site conditions affect the build</u> Due to the presence of a UKPN asset and utilities the parameters of the build are restricted but not unknown. Mitigation: Work closely with UKPN to carry out necessary site appraisals to complete the APA and conclude the construction design package.</p> <p>C. <u>Increase in material costs</u> Materials costs may increase costs beyond the current budget tolerance. Mitigation: Factor in the projected RPI (retail price index) increases and design to budget.</p> <p>D. <u>Delays in the supply chain</u> Delays in obtaining materials and planting may increase the programme and impact costs. Mitigation: Term Contractor has agreed to store a minimum quantity of standard material. Order materials by March 2023 to avoid the RPI uplift in April 2023.</p> <p>Further information is available in the Risk Register (Appendix 6).</p>

	<p>Costed Risk Provision Utilised at Last Gateway: (N/A) Change in Costed Risk: +/- (£95,000 has been requested following the identification of additional risk factors during implementation). Please see further details within the risk register in Appendix 6.</p>
8. Success criteria	<p>8.1. Increase the amount of greenery to help mitigate the impacts of climate change, noise and air pollution and soften the urban environment.</p> <p>8.2. Deliver more accessible and attractive spaces to rest and spend time in.</p> <p>8.3. Improve thermal comfort in the area</p> <p>8.4. The creation of 'green corridors' along busy pedestrian routes.</p> <p>8.5. Deliver sustainable urban drainage systems (SuDs) in line with the City's Climate Action Strategy.</p>
9. Progress reporting	<p>9.1. Monthly updates to be provided via Project Vision with minor design change elements deferred to the Director of City Operations Division.</p> <p>9.2. More substantial project changes will be sought by exception via Issue Report to Spending and OPP Sub Committees should there be a fundamental change to the project scope.</p>

Appendices

Appendix 1	Project Coversheet
Appendix 2	City Cluster Programme Overview, Well Being and Climate Change Resilience Programme,
Appendix 3	Site Plan, Existing, Draft Proposed General Arrangement Plan
Appendix 4	Photomontage of Proposal
Appendix 5	Finance Tables
Appendix 6	Risk Register
Appendix 7	Test of Relevance: Equality Analysis

Contact

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Committee: Streets & Walkways Sub Committee	Dated: 17/01/23
Subject: Dockless Cycles Policy and Legal Powers Update	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	9
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£
What is the source of Funding?	n/a
Has this Funding Source been agreed with the Chamberlain's Department?	Y/N
Report of: Executive Director Environment	For Decision
Report author: Giacomo Vecia, Senior Strategic Transportation Officer	

Summary

In 2019 Freebike and Beryl ended their dockless schemes in the City and in 2020 new operators Lime and HumanForest were given approval to operate. Since then, City workers, residents and visitors have made over half a million trips using dockless cycles.

In autumn 2022 a review of Lime and HumanForest's operations was undertaken following concerns raised by officers and Members and external complaints regarding dockless cycle hire in the City. Formal review meetings were held with operators and data and metrics were requested to inform the review.

Following these review meetings with operators a series of actions were agreed to further improve parking compliance rates and behaviours. These included enhanced end-of-ride parking image verification processes, revised and enhanced user and in-app messaging and improved clarity and language around warning, fining and banning processes.

Dockless cycle hire schemes fall outside the existing legislative framework and the City Corporation does not have powers to prevent dockless cycle hire schemes from operating in the City.

The Government has stated its plans to introduce controls to enable the regulation of the dockless rental market. This would extend to rental bikes and e-bikes as well as e-scooters. The timetable for the legislative process as not yet been confirmed, but it is expected that new regulations governing the whole micromobility rental market in London could come into force during 2024 or 2025.

Efforts to adopt the pan-London dockless vehicle byelaw are not being progressed. It is therefore recommended to continue formalising individual agreements with

operators to improve dockless cycle hire in the City until the Government introduces planned legislation. This would include reapproving HumanForest's approval status and extending the review period on Lime's approval status until May 2023.

The City Corporation is seeking to install an additional 11 mixed-use rental e-scooter and dockless bike parking bays across the Square Mile alongside considering the allocation of additional resource to undertake a study to identify further sites. All planned bays are located in under-utilised locations on carriageway and no loss of parking space is planned as part of these works. These additional sites will help accommodate the increase in demand for dockless cycle hire across the City and Central London and are expected to help improve parking compliance rates.

Recommendation(s)

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

1. Agree to continue to approve dockless cycle hire operators in the City, renewing HumanForest's status and extending the review period on Lime's approval status until May 2023 (Option 2, paragraphs 39 to 45).
2. Delegate powers to change the structure of voluntary financial contributions from dockless cycle hire operators to the Executive Director Environment in consultation with the Chairmen and Deputy Chairmen of the Planning & Transportation Committee and the Streets & Walkways Sub-Committee.

Main Report

Background

1. 'Dockless cycle hire' is a generic term for a short-term cycle hire scheme, similar to Santander Cycles, but with no on-street docking infrastructure. Dockless cycle hire has been operating in London since autumn 2017.
2. The fact that no on-street docking infrastructure is required offers users more flexibility and avoids the risk of not being able to end a ride due to a docking station being full. It also represents a challenge, as users of dockless cycle hire can leave bikes anywhere, potentially obstructing pavements.
3. Dockless cycle hire schemes fall outside the existing legislative framework and the City Corporation does not have powers to prevent dockless cycle hire schemes from operating in the City.
4. Following the departure of Freebike from the City in 2019 Members approved a refresh to the City's dockless cycle hire policy to allow operators who satisfied the following conditions to apply to operate in the City:
 - a. Agreement to meet certain SLAs, including but not limited to removing inappropriately parked bikes within agreed time limits and limiting overall fleet size among other requirements
 - b. Evidence of ongoing operations in an adjacent London borough with agreement from the borough

- c. Agreement to an upfront payment of funds and ongoing maintenance transfers to support dockless-related expenditures in the City
 - d. Evidence of good financial standing and sufficient insurance and indemnity coverage
5. While meeting these criteria makes an operator eligible to apply for approval to operate a scheme in the City it is not a guarantee of operational approval. Consideration is given to the amount of available dockless vehicle parking in the City not currently allocated to other dockless cycle and rental e-scooter operators and the standing of the eligible operator with the City and other London Boroughs.
 6. In 2019 Beryl also ended their dockless hire scheme in the City and in 2020 new operators Lime and HumanForest were given approval to operate schemes in the City following a competitive selection exercise and formal agreement of the criteria listed above.
 7. Since approval statuses were granted Lime and HumanForest dockless bikes have been used for over half a million trips by City residents, workers and visitors and demand continues to grow. This has contributed to both an increase in cycling observed in the City over the last three years and to challenges around inappropriately parked dockless bikes on City streets.
 8. Four operators are now active across London – Lime, HumanForest, Dott and Tier. Table 1 below summarises the agreements operators have with boroughs in Central London.

Table 1 – Dockless cycle hire operator-borough agreements in Central London

	Camden	Hackney	Islington	Lambeth	Southwark
Lime	Formal	Formal	Formal	Informal	Informal
HumanForest			Formal	Informal	Informal
Dott				Informal	Informal
Tier			Formal	Informal	Informal

9. Efforts to adopt the pan-London dockless vehicle byelaw are not being progressed and are unlikely to proceed while new national legislation is awaited. Until the Government introduces planned controls, it has therefore been necessary to continue individual agreements with operators to manage dockless cycle hire in the City.

Current parking compliance issues and concerns

10. A number of complaints were received from Members, businesses and members of the public regarding dockless bike schemes in the City in 2022. These complaints included:
 - dockless bikes partially or fully obstructing pavements,
 - dockless bikes parked in front of fire escapes and loading bays,
 - overcapacity dockless parking bays or messily parked bikes,

- inappropriately parked or abandoned dockless bikes on private property,
 - inappropriate riding behaviours and anti-social behaviour
11. Officers also reported inappropriately parked dockless bikes approximately 50 times and informed operators about all complaints received.
12. Audits of approved dockless parking areas were also undertaken to identify parking compliance rates and capacity issues. Multiple audits over the spring and summer months found several approved parking areas were significantly overcapacity and dozens of bikes inappropriately parked or abandoned well outside of bays.

City of London approved dockless cycle hire schemes review

13. In autumn 2022 a review of Lime and HumanForest's operations was undertaken. Formal review meetings were held with operators and data and metrics requested to inform the review.
14. Internal consultation with impacted divisions including City Cleansing and City Solicitors was also undertaken to gather additional data and feedback on dockless scheme operations and viability.

Dockless cycle hire scheme operations and compliance data

15. Lime and HumanForest were asked to provide parking compliance data for their dockless bike schemes in the City. Responses and data analysis can be found in Appendix 2.
16. Overall dockless cycle hire parking compliance rates were lower than those observed in the pan-London e-scooter trial (approximately 90-95% depending on season), highlighting operational differences between cycle and e-scooter schemes and the impact of regulatory powers for e-scooters (and their absence for dockless cycles).
17. Parking compliance data also suggests that thousands of dockless cycles are being parked outside of bays each month, although not all of these will be parked in such a way as to cause an obstruction. The scale of parking outside of bays is due to oversaturation of existing parking places and increased demand for dockless cycle hire services across Central London.

Appraisal of the benefits and drawbacks of dockless cycle hire schemes

18. Dockless cycle hire schemes have been active in the City since 2017. They have created various challenges but opportunities for the City Corporation and Londoners more widely. An appraisal of these challenges and opportunities are presented below:

Table 2 – Summary of key challenges and opportunities associated with dockless cycle hire in the Square Mile

Key challenges	Frequency	Impact	Mitigations
Dockless cycles obstruct pavements and carriageways when parked inappropriately, posing significant trip hazards and blocking journey routes for street users	Very High	High	Requesting operators ensure their dockless vehicles end journeys in approved parking areas and educate their users accordingly. Ensuring operators respond promptly to requests to remove bikes parked outside of approved parking areas. Improving bay infrastructure to make locations more visible to users
Poorly parked or fallen-over dockless cycles, even when parked in an approved parking area, appear unsightly and do not meet the City Corporation's cleansing standards	High	Moderate	Requesting operators staff regularly patrol dockless parking areas to rebalance and tidy the bays. Investigating the potential to procure and install dockless cycle parking stands, which contain the areas and are more visible to users
Poor management of dockless cycle hire operations add additional unplanned and unfunded work for the City Corporation's cleansing teams	Moderate	High	Asking operators to make financial contributions while operating in the City to help cover our costs
Poor screening of users leading to inappropriate usage of hire cycles, including unsafe and antisocial behaviours	Low	Very high	Requesting operators monitor user sign-ups and behaviours and ensure account review, warning and banning processes are in place
Dockless cycles obstruct fire escapes and other critical infrastructure when parked dangerously , creating illegal barriers and increasing risk of harm during potential incidents	Low	Very high	Warning operators of illegal obstructions. Prompt responses by operators to remove bikes. Suspending or relocating any nearby approved parking areas.

Key opportunities	Impact	Realisation
Dockless cycles increase travel choices for City residents, workers, students and visitors by providing a novel green, accessible and active mode that complements the TfL Cycle Hire network	High	Cycling rates (including use of TfL Cycle Hire) have been increasing in the City since dockless cycle hire schemes were introduced in London
Dockless cycles provide additional network capacity during planned closures and incidents such as strikes	High	Dockless cycle hire activity increases significantly during periods of network disruption
Financial contributions from dockless operators	Moderate	Dockless cycle hire financial contributions from operators have totalled £25,000 and will continue to increase
Visitors to the City that use dockless cycle hire in other parts of London or in other cities nationally and internationally benefit from also having easy access to schemes in the Square Mile, particularly for users of Lime which operates schemes in more than 30 countries	Moderate	Operators report users from other boroughs and cities also use dockless cycles in the City

Summary of the review of statutory duties and powers to deal with dockless cycles on the highway

19. At the last meeting of the Streets and Walkways Sub-Committee in November Members asked Officers to seek legal advice on the powers available to the City Corporation to manage and enforce against obstructions and dangers caused by inappropriate parking of dockless vehicles on City streets and public thoroughfares.
20. Legal advice on our statutory powers was provided in 2019 and published as an appendix to a dockless policy report to Planning and Transportation Committee. That review can be found [here](#). An update to this advice has been provided by the Comptroller and City Solicitor and is presented in Appendix 1.
21. This advice confirms the City has a number of duties under relevant legislation to:
 - a. Assert and protect the rights of the public to the use and enjoyment of any highway for which we are the authority

- b. Manage our road network with a view to, so far as may be reasonably practical having regard to our other obligations, policies and objectives, securing the expeditious movement of traffic
 - c. Exercise functions conferred to us so far as practicable, to secure the expeditious, safe and convenient movement of traffic, including pedestrians
 - d. Ensure due regard to the need to advance the equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it, including through removing or minimising disadvantages suffered by people due to their protected characteristics
22. It has been stressed by Members and confirmed by the Comptroller and City Solicitor that an unmanaged proliferation of bikes on the highway arising from dockless cycle hire schemes may compromise compliance with the above statutory duties.
23. As noted previously, dockless cycle hire schemes which do not necessitate any infrastructure being placed on the highway fall outside the existing legislative framework and do not need the City Corporation's consent to operate in the City. However, there are some existing statutory powers available where bikes are left so as to cause an obstruction, nuisance or danger.
24. Of particular relevance are powers under Section 149 of the Highways Act 1980 that states "if anything is so deposited on a highway as to constitute a nuisance, the highway authority for the highway may by notice require the person who deposited there to remove it forthwith. In the event of non-compliance, a court order may be obtained authorising the removal and disposal of the offending item. If the highway authority has reasonable grounds for considering the item constitutes a danger (including a danger caused by obstructing the view) to users of the highway and ought to be removed without the delay of seeking a court order it can remove the item forthwith and, ultimately, seek a court order for its disposal."
25. The existing legislative framework and powers listed above present some obvious challenges for enforcing against dockless cycles left outside of approved parking areas given dealing with obstructions requires notice periods and court orders and that only items that constitute a clear danger on City streets can be legally removed with immediate effect.

Recently agreed improvements to dockless cycle hire schemes in the City

26. Following formal performance and compliance review meetings with Lime and HumanForest a series of actions were agreed to further improve parking compliance rates and behaviours.
27. Operators recognised the need for improved operational standards following issues and complaints raised over the summer period and committed to working with the City to ensure they meet the terms and requirements of their operational agreements.

28. Operators were already committed to the following parking compliance actions:
- a. Ensuring all City of London approved dockless vehicle parking areas are marked and highlighted in their apps
 - b. Notifying, warning and/or fining users when they attempt to end a ride outside of an approved parking area
 - c. Reminding users every few rides or days about parking requirements in the Square Mile
 - d. Rebalancing parked dockless cycles to mitigate issues around overcapacity bays and potential impacts on appropriate parking behaviours
 - e. Banning users that repeatedly park inappropriately
29. Operators have also committed to exploring or implementing the following improvements to their schemes as part of the review process:
- a. Enhanced end-of-ride parking image verification processes
 - b. Revised and enhanced user and in-app messaging reminding users of appropriate parking locations and behaviours in the City
 - c. Temporary clean stencilling installed in the City at non-compliance hotspots
 - d. Media activations in neighbouring boroughs to improve London-wide compliance
 - e. Additional behavioural campaigns over the coming months
 - f. Improved clarity around warning, fining and banning processes for inappropriate parking and riding behaviours
 - g. Dynamic parking bay statuses enabling them to prevent users from ending their trips in fully occupied parking areas
30. We are working with Lime and HumanForest to ensure that best practice and innovation introduced by one operator are adopted by the other. We are also working closely with TfL and London boroughs who have agreement with Lime, HumanForest or other dockless cycle hire scheme operators active in London to ensure industry best practice is adopted in the City.

Dockless cycle hire scheme approval status recommendations

31. Three options for dockless cycle hire operations in the City have been considered and are presented below. Officers recommend Option 2.

Option 1: Revoke operational approval statuses for Lime and HumanForest and commence enhanced enforcement of inappropriately parked bikes that pose a danger on our streets

32. Option 1 acknowledges that HumanForest and Lime have performed below expectations in several key areas of concern and would involve the revocation of their approval statuses.
33. While dockless cycle hire scheme operators would no longer have the approval of the City Corporation to operate in the Square Mile, as noted

previously, operators do not require the consent of the relevant highways authority to lawfully operate a dockless cycle hire scheme. It is anticipated that these operators may choose to continue to operate in the City after their approval statuses have been revoked.

34. As part of this option Members could instruct Officers to begin enhanced enforcement against inappropriately parked bikes that pose a danger on our streets to further disincentivise dockless cycle hire scheme operations in the City. Additional clarification has been sought from City Solicitors around what scenarios dockless cycles obstructing pavements or carriageways may constitute a danger. This is presented in Appendix 1.

35. It is noted however that considerable resource would be required to support enforcement activities, namely: additional Cleansing Team resource to identify, attend, remove and store dangerously parked bikes; additional City Solicitor resource to support any legal challenges and court orders and additional Policy Team resource to oversee and manage enforcement activities and relationships with operators.

36. This approach would also open the City Corporation to legal challenges, likely requiring additional resource to detail and agree a sufficiently robust process for considering and identifying dangerously parked dockless cycles.

37. It is also acknowledged that constructive engagement with operators is better than a fully adversarial position, allowing us to raise issues and discuss potential solutions with them as opposed to complete disengagement. A breakdown in our relationship with operators would also limit our ability to request voluntary financial contributions from operators which to date have generated an additional £25,000 in funding for the wider cycling and dockless portfolio.

38. Given the recent announcement from the Secretary of State for Transport that forthcoming legislation on regulation and additional powers to manage dockless cycle hire has been delayed until at least the 2023 legislative session, it is likely that, should this approach be taken, additional enforcement resource will be required until at least late 2024 or 2025.

Option 2 (recommended): Continue to approve dockless cycle hire operators in the City, renewing HumanForest's status and extending the review period on Lime's approval status until May 2023

39. The approach outlined in Option 2 acknowledges current concerns with cycle hire operations while recognising the need for continued engagement and collaboration with the dockless cycle hire industry.

40. HumanForest would have their approval status renewed unconditionally. Lime would have their review period extended until May 2023. Lime will be asked to develop a plan for ongoing operational improvements and provide monthly compliance data updates with an aim of demonstrating a clear improvement in their parking compliance and maximum fleet size metrics.

41. A long-term goal of bringing dockless cycle compliance rates in line with those observed in the pan-London rental e-scooter trial would also be set for both Lime and HumanForest.
42. Should a clear improvement not be achieved by the end Lime's extended review period a recommendation to end Lime's approval status will be brought to this Committee.
43. It is proposed that both operators will be asked to make new voluntary financial contributions in January following the finalisation of a new structure for determining the level of these contribution.
44. This approach continues our formal relationships with operators, allowing us to continue to work constructively with them to raise issues and discuss potential solutions while recouping some of the costs associated with mitigating the impacts of dockless cycle hire in the City.
45. The City Corporation is also seen as an important dockless vehicle policy knowledge base both within London and nationally. Continuing our engagement with operators in London and the dockless industry more widely will help us maintain and elevate that status and the leverage it affords the City Corporation in influencing wider policy and legislation.

Option 3: Continue to approve dockless cycle hire operators in the City, renewing HumanForest's status and revoking Lime's status, alongside initiating a new procurement exercise to potentially award approval status to a new operator in place of Lime

46. The approach outlined in Option 3 takes elements from both Options 1 and 2 to permit dockless cycle hire operations in the City while revoking Lime's approval status in light of their review results.
47. As stated in Option 1, while Lime would no longer have the approval of the City Corporation to operate in the Square Mile they do not require our consent to lawfully operate a dockless cycle hire scheme. It is anticipated that Lime may choose to continue to operate in the City after their approval statuses have been revoked.
48. Lime also operates in several neighbouring boroughs, including areas not covered by TfL Cycle Hire. As such they maximise the availability of dockless cycles for City workers, residents and visitors.
49. Thus, given the challenges and reasons outlined in Option 1 this option is not recommended by Officers.

Cleansing and enforcement arrangements

50. Our current approach to enforcing against inappropriately parked dockless bikes consists of reporting issues and incidents directly to operators and, if

possible, immediately moving or relocating bikes to more appropriate locations. We do not currently undertake significant legal enforcement action against dockless cycle hire schemes.

51. While City Corporation staff are unable to unlock dockless cycles to relocate them to approved parking areas, they will attempt to lift bikes (which can weigh up to 20kg) while they are locked to move them to more appropriate nearby locations. The relocation is limited to the nearest safe location, as bikes are heavy and locked, needing two people to move them. These bikes are then reported immediately to the responsible operator to attend to.
52. As detailed in Appendix 1 the City Corporation has limited powers to enforce against dockless cycles that pose nuisances, obstructions or dangers on City streets.
53. Enforcing against dockless cycles that pose an obstruction involves notifying operators of any obstructions and providing them a reasonable timeframe for removing the obstruction. If the obstruction is not removed in a reasonable timeframe the City Corporation can seek a court order to enable us to remove the obstruction ourselves.
54. Any dockless cycles that pose a danger on our streets may be removed immediately. While no standard definition of how dockless cycles may constitute a danger on UK highways exists, potential scenarios have been identified as part of the legal advice in Appendix 1.
55. Officers have not regularly enforced against bikes that pose a danger due to:
 - a. Limited secure storage for removed bikes due to changes at Walbrook Wharf
 - b. Updated costs associated with enabling the IDOX cleansing system to facilitate dockless cycles removals
 - c. Limited cleansing staff resource
 - d. A lack of formal legal and policy guidance on how to appraise whether an inappropriately parked dockless bike constitutes a danger or an obstruction
 - e. Concerns around legal challenges should operators wish to challenge our definition of dangerously parked dockless bikes
 - f. Awareness that most bikes are re-hired or removed before City cleansing staff are able to attend to sites with inappropriately parked bikes with the necessary removal vehicle and teams
56. Given these reasons we are not recommending commencing enhanced enforcement activities against dockless bike providers and instead continue to report inappropriately parked bikes to operators, move those bikes ourselves when possible and work with operators to improve their compliance and response times.
57. Should Members wish to instruct City officers to commence enhanced enforcement it is likely that considerable additional resource and budget

would need to be identified to resolve the challenges and limitations listed in above.

Future legislation

58. The Government has stated its plans to introduce controls to enable the regulation of the dockless vehicle rental market. This would extend to rental bikes and e-bikes as well as e-scooters.
59. The Secretary of State for Transport confirmed in early December that legislation on e-scooters and micromobility would not be introduced this session (before May) and a timetable for the legislative process has not yet been confirmed. It is hoped that new regulations governing the whole micromobility rental market in London could come into force during 2024 or 2025.
60. Until then it will likely be necessary to continue individual agreements with operators to manage dockless cycle hire schemes in the City given our limited powers and controls over dockless cycle hire operations.
61. While awaiting future legislation we intend to intensify discussions with neighbouring boroughs to seek further alignment on dockless cycle hire policy and operations, including on potential future dockless scheme operator selection and/or procurement exercises, enforcement and equality impact assessments and mitigations.
62. We will also continue to support and lobby for the updating of the London Dockless Cycle Hire Code of Practice to include lessons learned since the last version was published in 2018. We will also seek to engage with TfL and the DfT on the drafting and development of future micromobility regulations and legislation.

Funding arrangements for dockless hire scheme infrastructure and maintenance

63. Dockless cycle hire operators were asked to make a voluntary one-off financial contribution to the City Corporation in 2020 ahead of formally launching in the City to aid in the delivery of the dockless vehicle policy portfolio. Those contributions totalled £25,000.
64. Operators were also notified that additional voluntary financial contributions may be requested in future years.
65. It is proposed that the structure of any voluntary financial contributions be changed to better align with the charging structure used in the pan-London rental e-scooter trial. A quarterly request for contributions is being considered where an operator will be asked to contribute a set amount dependent on the size of their permitted fleet in the City. Both Lime and HumanForest currently have a permitted fleet size of 150.

66. It is proposed that powers to permit changes to the structure of voluntary financial contributions by dockless cycle hire operators be delegated to the Executive Director Environment, in consultation with the Chairmen and Deputy Chairmen of the Planning & Transportation Committee and the Streets & Walkways Sub Committee.

New dockless vehicle parking bays

67. Should Option 2 as recommended above be adopted by Members the City Corporation will seek to install an additional 11 mixed-use rental e-scooter and dockless cycle parking bays across the Square Mile (this provides additional capacity for approximately 75 dockless/e-scooters to park). All planned bays are located in under-utilised locations on carriageway in accordance with our current policy for locating new dockless parking bays. No loss of paid parking space is planned as part of these works.

68. A map of these locations is shown in Figure 1 below.

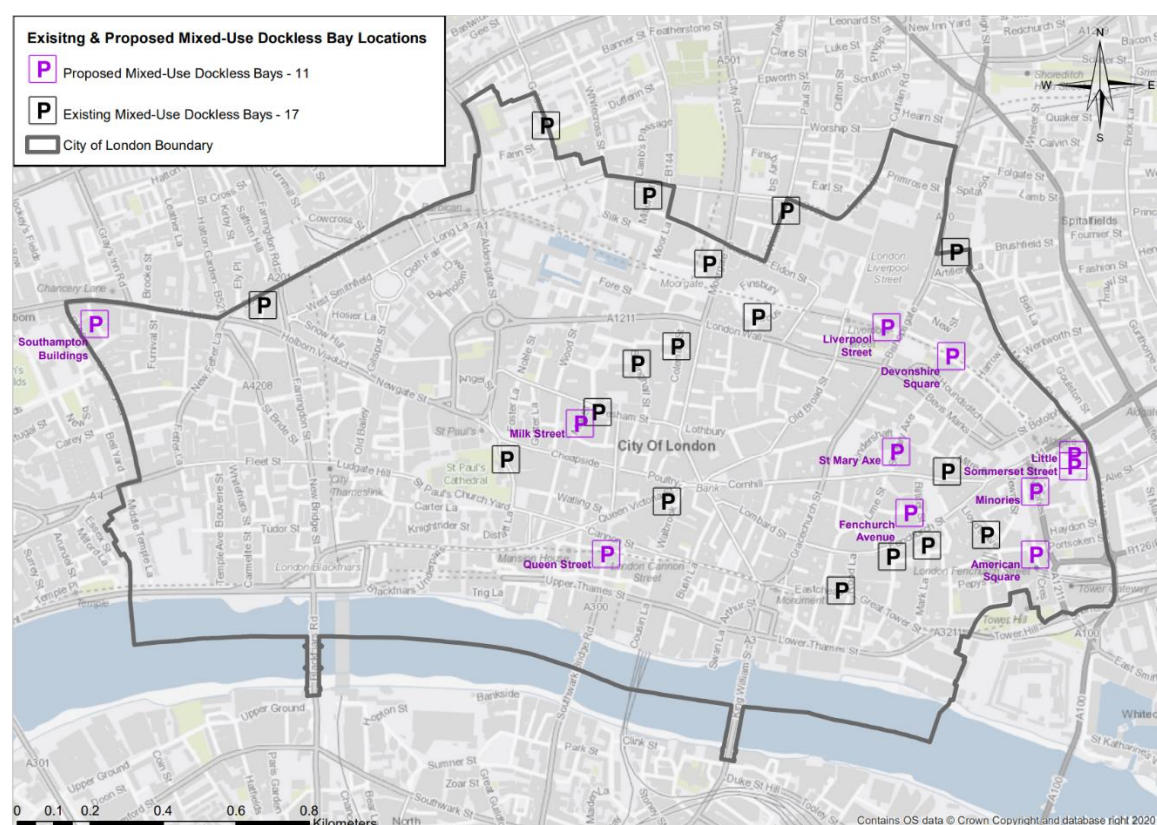


Figure 1 – Existing and proposed mixed-use dockless vehicle bay locations

69. As part of these works we will also seek resource to undertake a study to identify additional potential dockless parking bay sites across the City. These sites will help accommodate the increase in demand for dockless cycle hire across the City and Central London and are expected to help improve parking compliance rates. We are also investigating improvements to bay markings and wayfinding.

Corporate & Strategic Implications

- 70. Dockless cycle hire supports the delivery of Corporate Plan Outcome 9: We are digitally and physically well-connected.
- 71. The City of London Transport Strategy (Proposal 28) sets out our approach to improving cycle hire in the Square Mile. The need for designated parking areas is also included in Proposal 17: Keep pavements free of obstructions.
- 72. Dockless cycle hire and other forms of innovative micromobility help inform the Future City Streets Programme (Proposal 42).
- 73. Dockless cycle hire also supports our Climate Action Strategy through providing a potentially zero emission alternative to short car, private hire and taxi trips.
- 74. Dockless cycle hire contributes to activities to deliver the Recovery Taskforce recommendation to pilot and scale innovative solutions.
- 75. There is a possible reputational risk to the City Corporation if innovative approaches to increasing sustainable and healthy transport modes are not carefully considered. There are also possible reputational risks if potential adverse impacts of dockless cycle hire operations are not carefully managed.

Legal implications

- 76. The City Corporation has no jurisdiction over the legality of dockless cycle hire schemes.
- 77. Data collected from dockless cycle hire operations will help inform Corporation policy and possible representations on and consultations to future legislation to regulate the dockless hire market.

Financial implications

- 78. It is proposed that approved dockless cycle hire operators be asked to make voluntary financial contributions to support the dockless policy portfolio and enable works to implement additional parking bays, reducing the impact on internal budgets.
- 79. Additional costs will be incurred if the City Corporation has to relocate or remove dockless bikes deemed to be causing a danger from the streets in default of the operator removing them. Removal and storage costs would be incurred in these circumstances and will be recovered through charging operators for removal.
- 80. There will be some additional impact on cleansing teams as in some locations when dockless parking areas are full it is more difficult for cleansing team to access the area. This is an issue for any vehicle parked areas if occupied whilst cleansing operatives are carrying out work.

Health Implications

- 81. Well managed dockless cycle hire schemes have the potential to reduce the number of car journeys within central London, and potentially shift journeys from short car, taxi, private hire and public transport trips, with associated benefits to air quality and public health.

Equality Implications

82. A detailed Equalities Impact Assessment has been undertaken in consultation with internal and external stakeholders on a similar scheme – the City of London’s rental e-scooter trial. Lessons and mitigations from that EQIA have been taken into consideration wherever appropriate and related to dockless cycle hire.
83. Dockless cycle hire activity in the City is being monitored to understand impacts on vulnerable road users (e.g. visually impaired, wheelchair users). This is consistent with the public sector equality duty.
84. The City of London rental e-scooter trial EQIA identifies a number of issues, particularly around safety of e-scooter users and other road users, which can help better understand and develop mitigations for dockless cycle hire schemes, including:
- Speeding and irresponsible riding behaviours
 - Irresponsible parking leading to dockless cycles being abandoned and becoming street litter that could causing obstructions or injury
 - Increased fears for people’s safety and wellbeing on the City’s Streets
 - Increased risk of collisions for those riding dockless cycles
 - Increased risk to people walking on our streets, due to dockless cycles not being seen or heard, dockless cycles speeding in shared use areas, and/or illegal or poor rider behaviour
85. Engagement and enforcement against illegal and unsafe use of dockless cycles will be undertaken in partnership with City of London Police.
86. In summary we have concluded that the application of mitigation measures and the benefits from safe use of a dockless cycles outweigh the negative impacts, or potential impacts of those in protected characteristics groups.

Conclusion

87. Dockless cycle hire expands the range of zero emission and space efficient travel options available to City residents, workers and visitors. Despite the City Corporation’s longstanding requirement for bikes to be parked in designated bays, there are significant issues with bikes being left outside of designated parking areas, which can result in an obstruction.
88. Dockless cycle hire schemes fall outside the existing legislative framework and the City Corporation does not have powers to prevent dockless cycle hire schemes from operating in the City.
89. It is recommended that the City Corporation continue to approve dockless cycle hire operators in the City, renewing HumanForest’s status and extending the review period on Lime’s approval status until May 2023, to allow them time to improve levels of parking compliance (Option 2).
90. The approach acknowledges current concerns while recognising the need for continued engagement and collaboration with the dockless cycle hire industry. It allows us to continue to work constructively with operators to raise issues and discuss potential solutions while recouping some of the costs associated with mitigating the impacts of dockless cycle hire in the City.

91. Irrespective of the option selected by Members in this report we will continue to engage with Lime, HumanForest and all other active dockless cycle hire operators in London to raise issues and seek solutions regarding their operations in the City.

Background Papers

- [London rental e-scooter trial and dockless vehicle update -19 July 2022](#)
- [Pan-London rental e-scooter trial extension – 1 November 2022](#)

Appendices

Appendix 1 – Legal advice on obstructions/dangers

Appendix 2 – Dockless cycle hire operator compliance data (Non-public)

Appendix 3 – Dockless cycle hire operator review findings (Non-public)

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Appendix 1 – Legal implications: Advice from the Comptroller and City Solicitor

Statutory duties

The City Corporation has a duty under s.130 of the HA 1980 to assert and protect the rights of the public to the use and enjoyment of any highway for which they are the highway authority.

It also has a network management duty under s.16 of the Traffic Management Act 2004. This requires it to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

- a. securing the expeditious movement of traffic on the authority's road network; and
- b. facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

Under section 122 of the Road Traffic Regulation Act 1984 local authorities are under a duty to exercise functions conferred on them under that Act so far as practicable, having regard to matters specified in subsection (2), to secure the expeditious, safe and convenient movement of traffic (including pedestrians).

The City Corporation is also subject to the public sector equality duty under section 149 of the Equalities Act 2010. This means that in the exercise of its functions it must have due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it. This includes removing or minimising disadvantages suffered by people due to their protected characteristics (such as visual or mobility disabilities).

An unmanaged proliferation of bikes on the highway arising from dockless bike hire schemes may compromise compliance with the above statutory duties.

Statutory powers to deal with bikes on highway

Dockless cycle hire schemes which do not necessitate any infrastructure being placed on the highway fall outside the existing legislative framework and do not need the City Corporation's consent to operate in the City. However, there are some existing statutory powers available where bikes are left so as to cause an obstruction, nuisance or danger.

1. Section 137 HA 1980 – If a person, without lawful authority or excuse, in any way wilfully obstructs the free passage along a highway he is guilty of an offence and liable to a fine not exceeding Level 3 on the standard scale (currently up to £1000.00.)
2. Section 148(c) HA 1980– if, without lawful authority or excuse a person deposits anything whatsoever on a highway to the interruption of any user of

the highway he is guilty of an offence and liable to a fine not exceeding Level 3 on the standard scale.

3. Section 149 HA 1980 – if anything is so deposited on a highway as to constitute a nuisance, the highway authority for the highway may by notice require the person who deposited there to remove it forthwith. In the event of non-compliance, a court order may be obtained authorising the removal and disposal of the offending item. If the highway authority has reasonable grounds for considering the item constitutes a danger (including a danger caused by obstructing the view) to users of the highway and ought to be removed without the delay of seeking a court order it can remove the item forthwith and, ultimately, seek a court order for its disposal.

A highway nuisance can be defined as ‘any wrongful act or omission upon or near a highway, whereby the public are prevented from freely, safely and conveniently passing along the highway’. So it is something that causes an interference with the public right of way along a highway.

Obstructions are defined in TfL’s ‘Dockless Bike Share Code Of Practice For Operators In London 2018’ *as a situation arising from the deposit of a bike or bikes (whether by reason of its or their position, their number, or otherwise) so as to adversely affect the free use of a highway (including a footway or a carriageway), or adversely affect the free use of any other public or private land (including river, canal and park environments which is not specifically assigned for the purposes of dockless bikes, without lawful authority or excuse*. (This is not a legal definition but it provides a useful guide).

What constitutes a danger will need to be considered on the facts of each situation but a number of dockless vehicles left fallen across a footway so as to cause a trip hazard may be considered to be a danger. Where a substantial part of the footway is blocked that may also constitute a danger if pedestrians could be forced into the street. Location specific reasons may also be a factor as to whether left vehicles are a danger such as the width of the footpath and the level of footfall.

Street trading and ‘waste’

Consideration has been given to whether the provision of dockless cycles for hire is caught by local legislation which makes it unlawful for any person to engage in unauthorised street trading in the City. “Street trading” is defined in the City of London (Various Powers) Act 1987 to mean the selling or exposing or offering for sale of any article or thing in a street. However, dockless cycle hire schemes involve bikes being available on the highway (or on private land with the consent of the owner) for temporary hire by members of the public, with payment being made via an App, and no person in the street engaged in the hiring out of the bikes. As the 1987 Act prohibits a person from selling etc. items in the street, not the temporary hiring of bikes in the way proposed which is more in the nature of a service (and not dissimilar to the existing Santander cycle hire scheme except that there are no docking

stations), the activity would not amount to unauthorised street trading.

Consideration has been given to whether definitions of “waste” or “litter” in legislation apply. It is considered that these terms are not intended to cover bicycles left temporarily on the highway and which are in use for the benefit of the operators and their customers and officers are not aware of any decisions on this point. It is not considered that this adds significantly to the City’s statutory powers to deal with bikes on the highway.

Regulation by making byelaws

Government guidance states that byelaws are considered measures of last resort after a local council has tried to address the local issue the byelaw applies to through other means. A byelaw cannot be made where alternative legislative measures already exist that could be used to address the problem. Byelaws should always be proportionate and reasonable.

It follows that there is a risk that the case for making a byelaw to regulate dockless bike hire could be undermined if all bikes on City streets were to be classed as obstructions and removed under existing powers.

It is understood that action proposed to establish a regulatory framework for dockless vehicle schemes by way of a London-wide byelaw has been deferred as the Government has indicated that it intends to introduce controls to regulate the market. These regulations have been pushed back to at the earliest the next parliamentary session in 2023.

Liabilities

In the event of loss, injury or damage being caused by the cycles, the person responsible would depend on the circumstances of each case. For example, if a cycle had remained in a dangerous position for days without the highway authority taking steps despite complaints, some liability would be likely to rest with the highway authority. If an accident occurred a few moments after the cycle was left in a dangerous position and the highway authority had no reasonable opportunity to identify and remedy the danger, it is unlikely any liability would rest with the highway authority, and therefore would be more likely to rest with the user and/or operator. In addition, the steps proposed to secure the co-operation of operators in ensuring safe practises would help demonstrate that the City is taking reasonable measures consistent with its responsibilities.

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of the Local Government Act 1972.

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Committees: Streets and Walkways Sub Committee <i>[for decision]</i> Operational Property and Projects Sub Committee <i>[for decision]</i>	Dates: 17 January 2023 Delegated
Subject: Fleet Street Area Healthy Streets Plan. Unique Project Identifier: PV ID 12240	Gateway 4: Detailed Options Appraisal (Regular)
Report of: Executive Director Environment Report Author: Stephen Oliver	For Decision
<h1>PUBLIC</h1>	

1. Status update	Background <p>The Fleet Street Area Healthy Streets Plan (HSP) will provide a framework for improvements to streets and public realm in the area. The proposals will reflect the aspirations of stakeholders, including the Fleet Street Quarter BID, and the opportunities arising from development. Developing the plan will include testing the feasibility of any proposals which will include traffic management changes. The first phase of work is to prepare a draft set of proposals for consultation.</p> <p>Subject to approval, the draft plan will form the basis for consultation starting in February 2023. The responses from the consultation and the traffic and pedestrian modelling will enable a final plan to be prepared for Committees in July 2023. The final Plan will include a series of proposed projects and a programme for implementation. Subsequently funding bids will be submitted for projects, which once initiated will be subject to additional consultation and approvals as detailed proposals are developed.</p> <p>The purpose of this report is to:</p>
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	<ul style="list-style-type: none"> • Update members on funding from the Fleet Street Quarter BID (BID). • Seek Member approval to consult on the draft Fleet Street Area Healthy Streets Plan. • Seek Member approval to delegate authority to the Director of City Operations (in consultation with the Chairman of Streets and Walkways Sub-Committee, to approve the (non-statutory) public consultation content and then proceed with the consultation <p>RAG Status: Green, as at last report to Committee</p> <p>Risk Status: Low, as at last report to committee</p> <p>Total Estimated Cost of Project (excluding risk): (£276,254)</p> <p>Change in Total Estimated Cost of Project (excluding risk): Since the last report to Committee, the Fleet Street Quarter Business Improvement District (BID) have approved a contribution of £35,000 towards the public consultation. The BID funding brings the estimated cost of project to £276,254.</p> <p>Spend to Date: £112,771</p> <p>Costed Risk Provision Utilised: None</p> <p>Funding Source: S106 contributions and a contribution from the Fleet Street Quarter BID.</p>
<p>2. Next steps and requested decisions</p>	<p>Next Steps: The next steps are:</p> <ul style="list-style-type: none"> • Public and stakeholder consultation on the draft Plan. • Analysis of feedback to further inform the proposals and the prioritisation of projects. • Appointment of a traffic modelling consultancy to provide technical advice on the area around and to the south of the Salisbury Square development • Development of a delivery plan <p>Requested Decisions: Members of Streets and Walkways and Operational Property and Projects Sub Committee:</p> <ol style="list-style-type: none"> 1. Approve that the budget is increased by £35,000 to £276,254 (excluding risk) as set out in Appendix 3, following the receipt of the funding from the Fleet Street Quarter BID.

	<ol style="list-style-type: none"> Note the total estimated cost of the project at £276,254 (excluding risk). Approve the draft Healthy Streets plan for public consultation. Delegate authority to the Director of City Operations, in consultation with the Chairman of Streets and Walkways Sub-Committee, to approve the (non-statutory) public consultation content and then proceed with the consultation.
3. Resource requirements to reach next Gateway	<p>The £35,000 funding contribution has been confirmed and received from the Fleet Street Quarter Bid since the Gateway 3 report in November and it is requested to be included in the project budget.</p> <p>This will increase the available project budget from the approved £241,254 to the estimated cost of the project of £276,254.</p> <p>The finance tables are set out in Appendix 3.</p> <p>This money is a contribution towards the cost of the consultation exercise</p>
4. Overview of project	<p>Project update:</p> <ol style="list-style-type: none"> Since the Gateway 3 Report was presented to Committee in November 2022, further traffic and pedestrian data has been collected on the Fleet Street and Ludgate Hill corridor. A consultant has been appointed to model options for public realm changes and the impacts on traffic. An online engagement portal provider has also been appointed for stakeholder consultation in February 2023. Discussions with the City of Westminster on a partnership pilot project to investigate servicing requirements for businesses on the Strand and Fleet Street is currently being scoped. A presentation to the BID Project Board on the draft HSP was well received and the requested funding contribution of £35,000 from the BID towards the consultation exercise was approved. <p>The draft Healthy Streets Plan</p> <ol style="list-style-type: none"> The draft Plan sets out an integrated approach to improving the public realm and managing traffic to support delivery of the following Transport Strategy outcomes: <ul style="list-style-type: none"> The Square Mile's streets are great places to walk and spend time. Street space is used more efficiently and effectively.

	<ul style="list-style-type: none"> • The Square Mile is accessible to all. • People using our streets and public spaces are safe and feel safe. • More people choose to cycle. • The Square Mile's air and streets are cleaner and quieter. • Delivery and servicing are more efficient, and impacts are minimised. • Our street network is resilient to changing circumstances. <p>4. The proposals will support delivery of the City Corporation's Climate Action Strategy and the Destination City initiative. The proposals also support the BID's Area Based Strategy and the objectives of the Fleet Street Key Area of Change.</p> <p>5. The draft plan is structured around five neighbourhoods that are separated by City and London Access Streets (as defined by the City of London Street Hierarchy). The proposals in the plan aim to improve the safety and comfort for people walking and cycling within and between these neighbourhoods. Potential improvements include making some streets pedestrian priority with timed restrictions for motor vehicles, improved crossings and public realm improvements including widened pavements, tree planting, Sustainable Urban Drainage, and places for people to rest. Proposals will integrate with new developments in the area and public realm changes secured as part of Section 106 and Section 278 agreements.</p> <p>Public consultation</p> <p>6. The consultation will present these opportunities for change and gather feedback from people who live, work and visit the area, as well as businesses and other stakeholders.</p> <p>7. It is proposed to have an on-line portal where the public can comment on the proposals and highlight issues and opportunities. The consultation will be promoted via a letter to all businesses and residents in the area along with online and on-street promotion publicising the consultation and a series of drop-in engagement sessions. Ward Members and the BID will continue to be engaged as the detail develops. The BID will also be notifying their members of the consultation. Consultation materials will recognise the BID as a consultation partner.</p> <p>8. Engagement with TfL will also be undertaken on the proposed changes. This is to complement the traffic modelling work to understand the feasibility of some of the possible opportunities on these corridors as well as</p>
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	<p>understand more fully the challenges of addressing competing demands for streets, including bus priority.</p> <p>9. The feedback from the consultation will help to establish the likely support for the various interventions and identify further changes that people might like to see in the area. The intention is to establish the framework to inform a delivery plan of proposed changes for the area. This will provide an improvement plan for the area that the City and the BID can work towards, that can form the basis for future funding bids and inform discussions with developers.</p> <p>After consultation</p> <p>10. The feedback from the consultation will be considered and the Plan will be amended accordingly and presented to Members for final approval. Future reports will feedback the consultation and engagement findings and identify what has been amended within the plan to address these points.</p> <p>11. The final Plan will propose a prioritised programme of projects. Further funding will be sought to initiate these projects from both external and internal funding streams, such as any new Section 106 Agreements, CIL, and On Street Parking Reserve or where practical to include projects in any new S278 schemes. In addition, working in partnership with the BID and local businesses all other opportunities for partner funding opportunities will be explored.</p>
5. Sustainability and energy implications	<p>a/ Meets Regulated Requirements</p> <p>12. There are no regulated requirements for a Healthy Streets Plan. The Plan will create a framework of projects that will give the opportunity to meet the objectives of making the Square Mile public realm more climate change resilient by adding in more green spaces, urban greening, flood resistant road surfaces, adaptable planting regimes and heat resistant materials.</p>
6. Recommendation	<p>13. It is recommended that the details of the draft Healthy Streets Plan in Appendix 4 is taken forward to public consultation to seek views of the local communities as the next step of the plans development.</p>
7. Risk	<p>18. Risks identified are.</p> <ul style="list-style-type: none"> • The results of the early traffic modelling and what is feasible to implement do not align with the aspirations of

	<p>the Fleet Street Area Healthy Street Plan and the Transport Strategy.</p> <ul style="list-style-type: none"> Public Consultation response does not support the Plan and/or proposed interventions requiring more time and further consultation to be undertaken. The proposals that are identified in the Healthy Streets Plan may not be affordable. <p>19. Further information is available in the Risk Register (Appendix 2).</p>
8. Procurement strategy	<p>20. For traffic and pedestrian data collection, traffic modelling, consultation support and design the Transport and Public Realm Framework will be used. Where not appropriate standard procurement processes will be used.</p>

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	Finance Tables
Appendix 4	draft Fleet Street Area Healthy Streets Plan

Contact

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Project Coversheet

[1] Ownership & Status

UPI:

Core Project Name: Fleet Street and Temples Healthy Streets Plan

Programme Affiliation (if applicable):

Project Manager: Stephen Oliver

Definition of need:

The Fleet Street and Temple Healthy Streets Plan is a key deliverable of the City's Transport Strategy and further supports the Climate Action Strategy in developing spaces that are climate resilient. The Healthy Streets Plan also aligns with the ambitions for the area, as set out in the Draft City Plan 2040 . The Fleet Street and Temples area has seen significant change and will continue to experience significant increases in the number of people walking and cycling in the area and was therefore identified to need a Healthy Streets Plan.

In December 2020, a Gateway 2 report approved the Fleet Street and Temples Healthy Streets project area and funding for Project Management and Consultancy Fees. However, unlike the City Cluster Healthy Streets Plan, there was not an approved Project Vision to establish principles and objectives to form a framework. The draft Project Vision attached in Appendix 4 will establish the framework for the Healthy Streets Plan.

The Healthy Streets Plan will identify and develop proposals for schemes, outlining the required network changes and creating a high-quality public realm for all those who live, work, and visit the area.

The Healthy Streets Plan forms the first phase of delivery and will identify temporary and interim changes to the function of the highway network. The proceeding phases will deliver the required infrastructure changes to achieve the medium and long-term objectives of the proposals. These proceeding phases will be set-up as individual Healthy Streets Plan projects, following the completion of the first phase.

Due to the forthcoming changes within the Fleet Street and Temple area, the Healthy Streets Plan provides the opportunity to support the Fleet Street Estate programme and engage with local stakeholders.

Key measures of success:

- A tested and recommended phasing schedule for the projects that will comprise the Fleet Street and Temples Healthy Street Plan.
- The identification of the number of pedestrian priority streets that can be delivered (measured by length) in the area
- An indication of the reduction in traffic volumes that can be achieved in the area

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Expected timeframe for the project delivery: 2 years (Jan 2021 to Feb 2023).
Extended to May 2023 following delay.

- **Key Milestones:** Revised-
- Gateway 3/4 – ~~March 2022~~ November 2022
- Traffic and pedestrian data collection – ~~Feb-March 2024~~ September 2022
- Stakeholder Consultation – ~~April-August 2024~~ February 2023 (6 weeks)
- Plan preparation April – ~~Sept-November 2022~~ June 2023
- Gateway 5 report to committee – ~~Feb 2023~~ July 2023.

Are we on track for completing the project against the expected timeframe for project delivery? No

COVID19 lock down resulted in the collection of traffic and pedestrian data to be delayed until movements could be recorded at realistic levels. Stakeholder engagement was also difficult to satisfactorily achieve.

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

<If so what and how?>

No

[2] Finance and Costed Risk

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

'Project Briefing' G1 report (as approved by Chief Officer 05/11/2020):

- Total Estimated Cost (excluding risk): £255,000
- Costed Risk Against the Project: None
- Estimated Programme Dates: January 2021 – February 2023

Scope/Design Change and Impact:

'Project Proposal' G2 report (as approved by PSC 17/12/2020):

- Total Estimated Cost (excluding risk): £255,006.20
- Resources to reach next Gateway (excluding risk) £87,200
- Spend to date: N/A
- Costed Risk Against the Project: None requested
- CRP Requested: None
- CRP Drawn Down: None
- Estimated Programme Dates: January 2021 – February 2023

Scope/Design Change and Impact:

'Outline Options Appraisal' G3 (as approved by PSC 08/11/2022):

- Total Estimated Cost (excluding risk): £241,254

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- Resources to reach next Gateway (excluding risk) £154,054
- Spend to date: £94,392
- Costed Risk Against the Project: None requested
- CRP Requested: None
- CRP Drawn Down: None
- Estimated Programme Dates: January 2021 - May 2023

Scope/Design Change and Impact:

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

Scope/Design Change and Impact:

Total anticipated on-going commitment post-delivery [£]: Individual projects would be initiated following the adoption of the HSP and delivery plan. <Current Range> Programme Affiliation [£]:N/A

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City of London: Projects Procedure Corporate Risks Register

 Project name: *Fleet Street Area Healthy Streets Plan*

Unique project identifier: -

Total est cost (exc risk) £276254

PM's overall risk rating

Low
6.0
4.4
0
6
4

Avg risk pre-mitigation

Avg risk post-mitigation

Red risks (open)

Amber risks (open)

Green risks (open)

Corporate Risk Matrix score table

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

Costed risks identified (All)

£0.00	0%
£0.00	0%
£0.00	0%
£0.00	0%

Costed risk as % of total estimated cost of project

" "

" "

Costed risk pre-mitigation (open)

Costed risk post-mitigation (open)

Costed Risk Provision requested

CRP as % of total estimated cost of project

- (1) Compliance/Regulatory
- (2) Financial
- (3) Reputation
- (4) Contractual/Partnership
- (5) H&S/Wellbeing
- (6) Safeguarding
- (7) Innovation
- (8) Technology
- (9) Environmental
- (10) Physical

Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
3	6.0	£0.00	0	2	1
2	4.5	£0.00	0	1	1
0	0.0	£0.00	0	0	0
4	6.3	£0.00	0	2	2
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
1	8.0	£0.00	0	1	0

Issues (open)

0

All Issues

0

Open Issues

0

All Issues

0

Extreme	Major	Serious	Minor
0	0	0	0
0	0	0	0

 Cost to resolve all issues
(on completion)

£0.00

Total CRP used to date

£0.00

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Project Name:			Fleet Street Area Healthy Streets Plan				PM's overall risk rating:				Low		CRP requested this gateway				Average unmitigated risk		6.0		Open Risks		10			
Unique project identifier:			-		Total estimated cost (exc risk):				£		276,254		Total CRP used to date		£		-		Average mitigated risk score		4.4		Closed Risks		1	
General risk classification											Mitigation actions								Ownership & Action							
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/Realised & moved to Issues	Comment(s)			
R1	2	(4) Contractual/Partnership	Some or all of the data collection exercise cannot be completed due to survey companies having no available capacity at this time	Delay and possible increased cost to project programme	Unlikely	Serious	4	£0.00			Procure the surveys as an open tender to increase the possibility of a company able to undertake the surveys, and complete the procurement exercise as early as possible to increase the likelihood of companies having spare capacity	£0.00	Unlikely	Serious	£0.00	4	£0.00		24/07/2020	Gillian Howard	Stephen Oliver		Consideration needs to be give to the impacts of Covid-19, which may change traffic and pedestrian flows			
R2	2	(4) Contractual/Partnership	Issues or delays in required consent from TfL on the traffic and pedestrian modelling	Delay and possible increased cost to project programme	Possible	Serious	6	£0.00			Early and regular meetings with TfL to fully understand their consent requirements	£0.00	Unlikely	Serious	£0.00	4	£0.00		24/07/2020	Gillian Howard	Stephen Oliver	18/10/2022	Consideration needs to be given re TfL's response to Covid-19 impacts on staffing, etc.			
R3	2	(1) Compliance/Regulatory	Modelling issues (results and implications, issues with the delivery, buy-in, required re-runs etc)	Modelling will play a major role in defining this project and delivering the project's outcomes. Any issues could have many different and combined outcomes where additional resource may be required to rectify	Possible	Serious	6	£0.00			Regular contact between the traffic model consultants, TfL and City of London to ensure early notification of any arising issues or implications	£0.00	Unlikely	Serious	£0.00	4	£0.00		24/07/2020	Gillian Howard	Stephen Oliver					
R5	2	(1) Compliance/Regulatory	Change in political leadership within TfL or City Corporation	The project is no longer supported or withdrawn	Unlikely	Major	8	£0.00			Informing City of London members of progress and benefits of the project and identifying in Transport Strategy delivery plan	£0.00	Rare	Major	£0.00	4	£0.00		24/07/2020	Gillian Howard	Stephen Oliver					
R6	2	(2) Financial	Insufficient funds to progress HSP or the project loses a funding source	Will delay HSP progression or result in the cancellation of the project	Possible	Serious	6	£0.00			Work closely with City's Planning Team to understand/identify upcoming developments within the project area	£0.00	Unlikely	Serious	£0.00	4	£0.00		24/07/2020	Gillian Howard	Stephen Oliver					
R7	2	(1) Compliance/Regulatory	Brexit or external factors affect labour costs	Higher or lower costs of traffic surveys and traffic modelling than estimated	Unlikely	Serious	4	£0.00			Review costs at each stage of HSP developemnt	£0.00	Unlikely	Minor	£0.00	2	£0.00		24/07/2020	Gillian Howard	Stephen Oliver					
R8	3	(4) Contractual/Partnership	TfL do not agree to the principle of carriageway or traffic managment changes on main transport corridors	The plan is not supported by TfL	Possible	Major	12				The project team will engage closely with TfL		Unlikely	Serious	£0.00	4	£0.00		24/07/2020	Gillian Howard	Stephen Oliver					

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Appendix 3 Funding Tables

Table 1: Spend to date - Fleet Street and Temple Healthy Streets Plan - 16800440			
Description	Approved Budget (£)*	Expenditure (£)	Balance (£)
P&T Staff Costs	110,218	90,500	19,718
P&T Fees	131,036	22,271	108,765
TOTAL	241,254	112,771	128,483

*Budget as per recently approved Gateway 3 report.

Table 2: Resources Required to reach the next Gateway			
Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
P&T Staff Costs	110,218	10,000	120,218
P&T Fees	131,036	25,000	156,036
TOTAL	241,254	35,000	276,254

Table 3: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
S106 - Fleetway House - 06/00613/FULL - LCEIW	30,413	-	30,413
S106 - Fleetway House - 06/00613/FULL - Air Quality	1,613	-	1,613
S106 - Fleetway House - 06/00613/FULL - Transportation	11,601	-	11,601
S106 - Rolls and Arnold Buildings - 06/01060/FULL - Transportation*	-	-	-
S106 - New Fetter Lane 12-14 - 08/00778/FULMAJ - Transportation	145,606	-	145,606
Contribution from Salisbury Square development	52,021	-	52,021
Fleet Street Quarter BID Contribution	-	35,000	35,000
Total Funding Drawdown	241,254	35,000	276,254

*Funding not currently available as agreement has expired

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1. Introduction

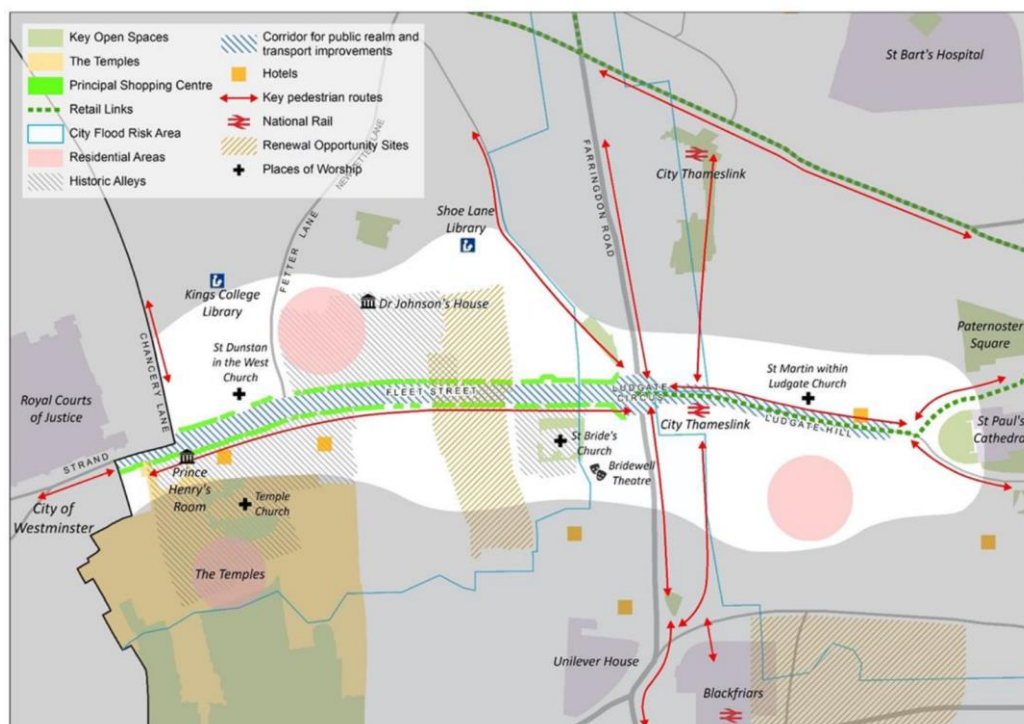
This Healthy Streets Plan for the Fleet Street area sets out an integrated approach to improving the public realm and managing traffic to support delivery of the following City of London Transport Strategy outcomes:

- The Square Mile's streets are great places to walk and spend time.
- Street space is used more efficiently and effectively.
- The Square Mile is accessible to all.
- People using our streets and public spaces are safe and feel safe.
- More people choose to cycle.
- The Square Mile's air and streets are cleaner and quieter.
- Delivery and servicing are more efficient, and impacts are minimised.
- Our street network is resilient to changing circumstances.

The Plan supports delivery of the City Corporation's Climate Action Strategy and Destination City initiative. The proposals will transform the quality of streets and public spaces and, alongside new developments, they will help create a vibrant area of the Square Mile that is a great place to work and a thriving leisure destination, including at night-time and weekends.

The area covered by the plan incorporates the Fleet Street and Ludgate Key Area of Change identified in the emerging Local Plan 2040 and responds to the significant development underway and planned in the area.

Figure 1 The Fleet Street and Ludgate Key Area



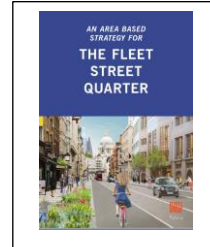
The plan sets out a framework of investment and improvement including public realm improvements. This includes supporting and facilitating the Fleet Street Quarter BID's aspirations for the enhancement of the area contained in their Area Based Strategy. The BID will be a key partner as we develop and deliver the proposals in the plan.

An area based strategy for the Fleet Street Quarter

The Fleet Street Quarter BID's vision for the area is based on:

- Improving the public realm.
- Encouraging activation.
- Connecting to surrounding neighbourhoods.

It aims to re-invigorate the area into becoming a memorable, sustainable and vibrant part of London that is welcoming, inclusive, supportive of a variety of uses, while providing a high-quality public realm for the area's remarkable history and future.



2. The Healthy Streets Approach

The Healthy Streets Approach is a human-centred framework for embedding public health in transport, public realm, and planning. The Approach is based on 10 evidence-based Healthy Streets Indicators that capture the elements that are essential for making streets attractive and accessible places to walk, cycle and spend time, and for supporting social and economic activity.



The Healthy Streets Approach will be applied across the street network with the aim of making all streets accessible, engaging and safe places for people to walk, cycle and spend time. The approach to achieving this may vary depending on the type of street and local context.

3. Fleet Street Area Healthy Streets Plan area

The plan area has been divided into five neighbourhoods:

- 1/ Chancery Lane neighbourhood
- 2/ Fleet Street and the Lanes neighbourhood
- 3/ Old Bailey neighbourhood
- 4/ Carter Lane and Ludgate neighbourhood
- 5/ Whitefriars neighbourhood

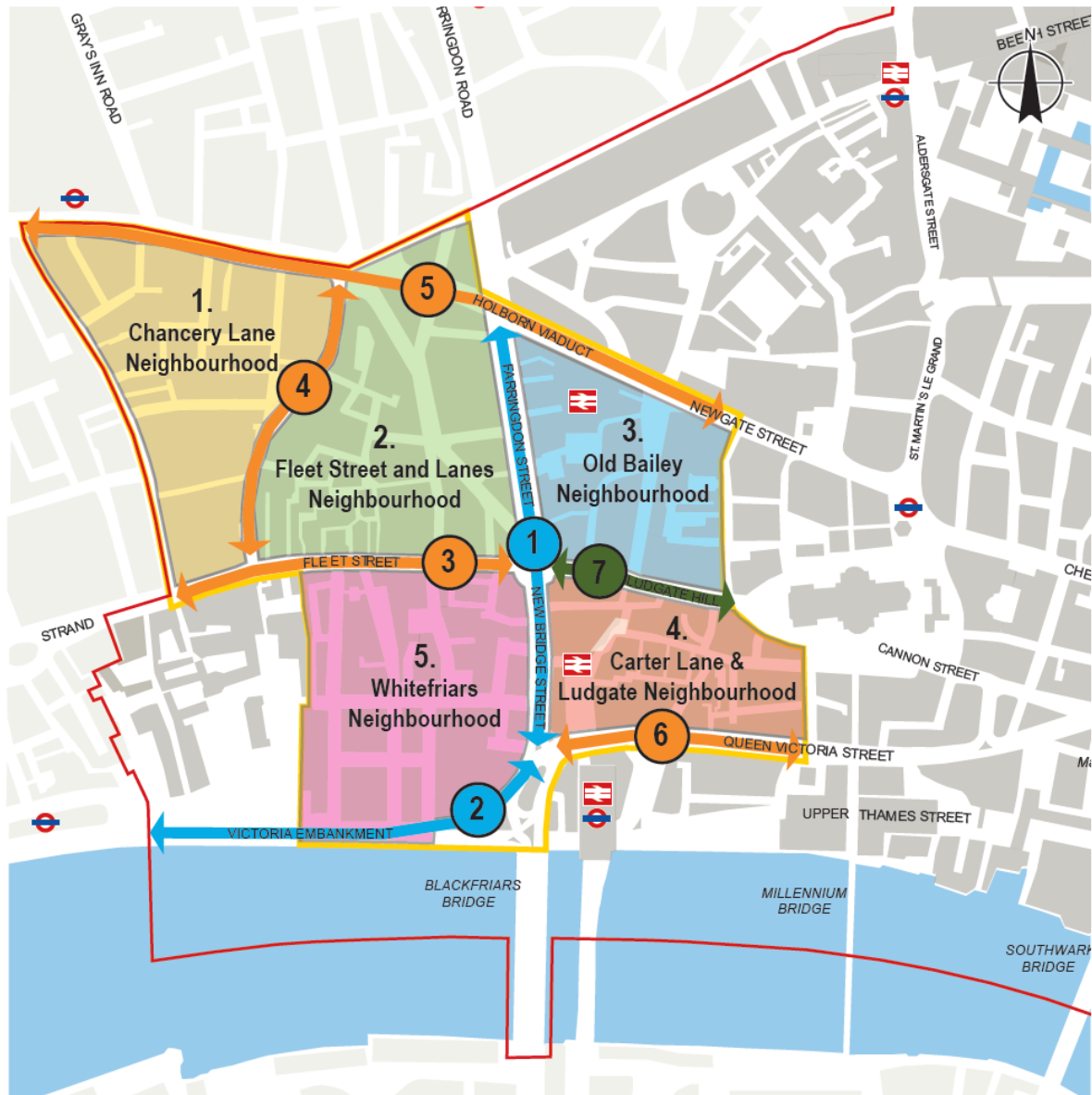
Each of these is bounded by streets that are defined by the street hierarchy set out in the Transport Strategy as London access and City access streets. The London access streets are New Bridge Street, Farringdon Street and Victoria Embankment. These are streets that need to accommodate motor vehicles that do not have a destination in or immediately adjacent to the Square Mile. These streets are managed by Transport for London (TfL). The City access streets are Fleet Street, Fetter Lane/New Fetter Lane, Queen Victoria Street and High Holborn. These are streets that are intended to be used by motor vehicles travelling around but not through the Square Mile or to destinations that are immediately adjacent.

All streets within the five neighbourhoods are classified as Local access streets. These are streets primarily used for the first or final part of a journey, providing access for motor vehicles to properties.

In each of the five neighbourhoods there are opportunities to make walking easier, more comfortable and safer, and to create pedestrian priority by redesigning streets and managing motor vehicle access. The plan also considers the opportunities created by new spaces and walking routes proposed as part of developments.

Improvements to existing streets and spaces and the changes to be created as part of new developments will encourage people to explore the neighbourhoods and their unique characters. This will help people discover existing public spaces and businesses and encourage further activation and investment in these neighbourhoods.

Figure 2 - The Fleet Street Area Healthy Streets five neighbourhoods and London and City Access:

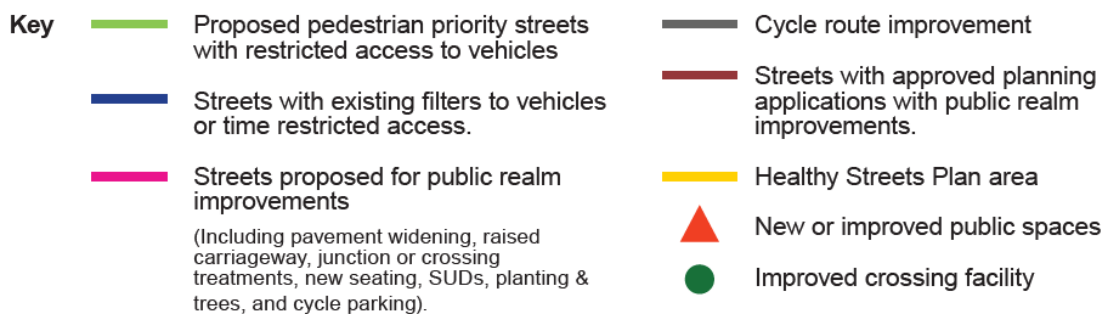
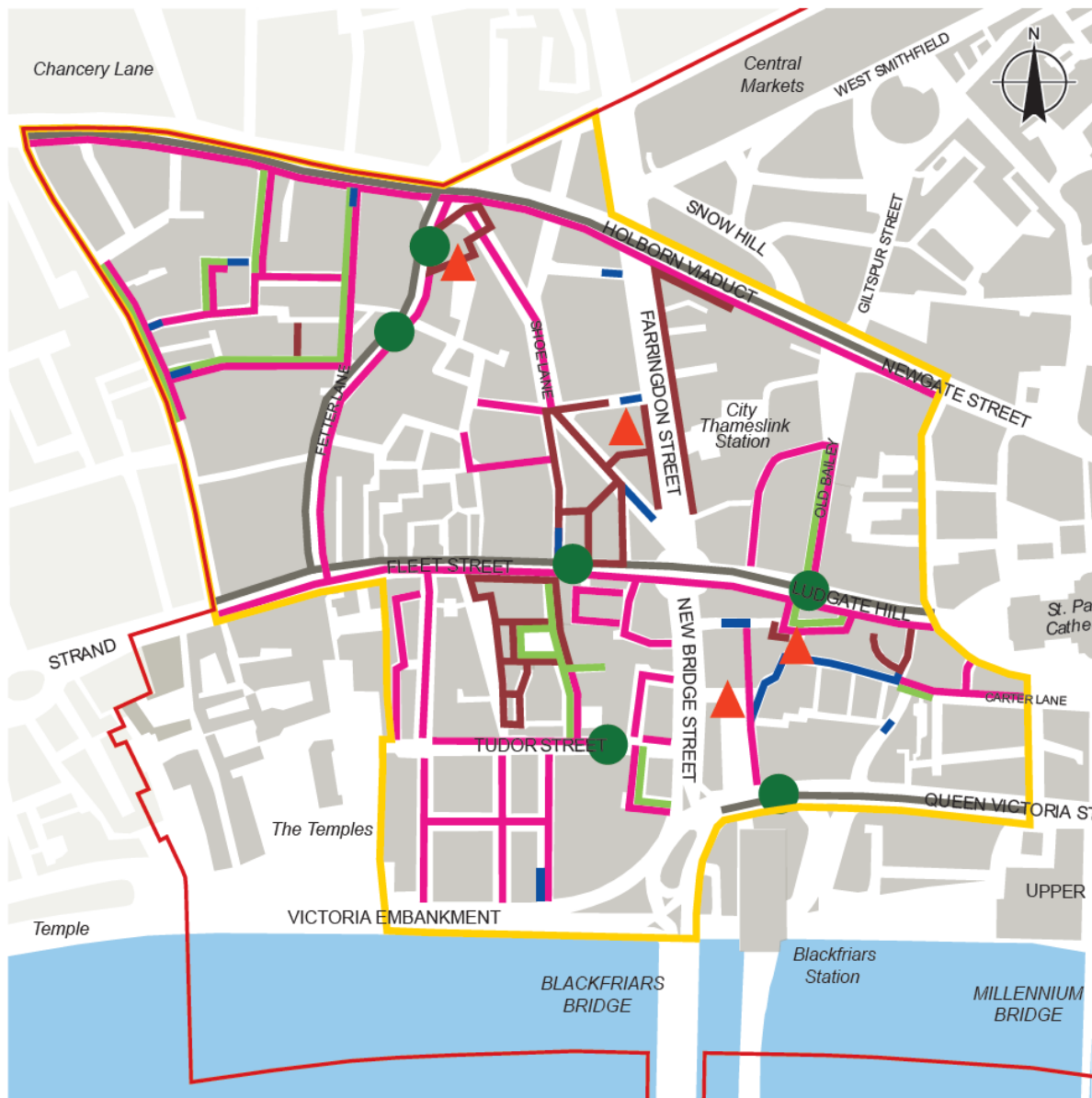


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Key

- | | |
|--|--|
| London Access Streets
(as identified by the City Corporation Transport Strategy) | |
| ① New Bridge Street and Farringdon Street corridor | ⑤ Holborn and Holborn Viaduct corridor |
| ② The Embankment | ⑥ Queen Victoria Street |
| City Access Streets
(as identified by the City Corporation Transport Strategy) | |
| ③ Fleet Street | ⑦ Ludgate Hill |
| ④ New Fetter Lane and Fetter Lane (south) | |

Figure 3 – The Fleet Street Area Proposed Improvements Within the Five Neighbourhoods.



4. Proposals

This section sets out the potential improvements that we will seek to deliver, and, where necessary, the changes to traffic movement, parking and loading that might be required to deliver these improvements. We will work with TfL, the Fleet Street Quarter BID, and other stakeholders and partners to develop and deliver these changes. Individual projects will be subject to feasibility, detailed design and consultation and the City Corporation's approval processes.

4.1. Chancery Lane Neighbourhood

Walking and public spaces: The area has a variety of routes available for people walking between Holborn and Fleet Street and between Chancery Lane and New Fetter Lane. Within the neighbourhood some pavements are narrow, and many streets do not perform well against the Healthy Streets indicators due to pavement quality and a lack of trees and seating. On the northern part of Fetter Lane in particular, there are high numbers of people walking at peak times.

The neighbourhood has high quality public spaces at Plough Place and at the Rolls Buildings fronting New Fetter Lane and the church yard of St Dunstons also provides a valuable open space. Temporary seating and planting have been installed at the eastern end of Cursitor Street, initially as part of the City Corporation's Covid-19 response.

Traffic management: The central area of the Chancery Lane neighbourhood is already largely closed to through traffic. Motor vehicles can only enter the area from Fetter Lane and exit via Fetter Lane and Furnival Street.

Cycling: On the Local access streets low traffic levels make the neighbourhood a safe and comfortable environment for people cycling.

Cycle and scooter hire and parking: Existing short stay cycle parking appears well used. There are two TfL cycle hire docks in the neighbourhood but there are limited facilities for dockless cycle parking or e-scooters hire.

4.1.1. Proposals to be explored.

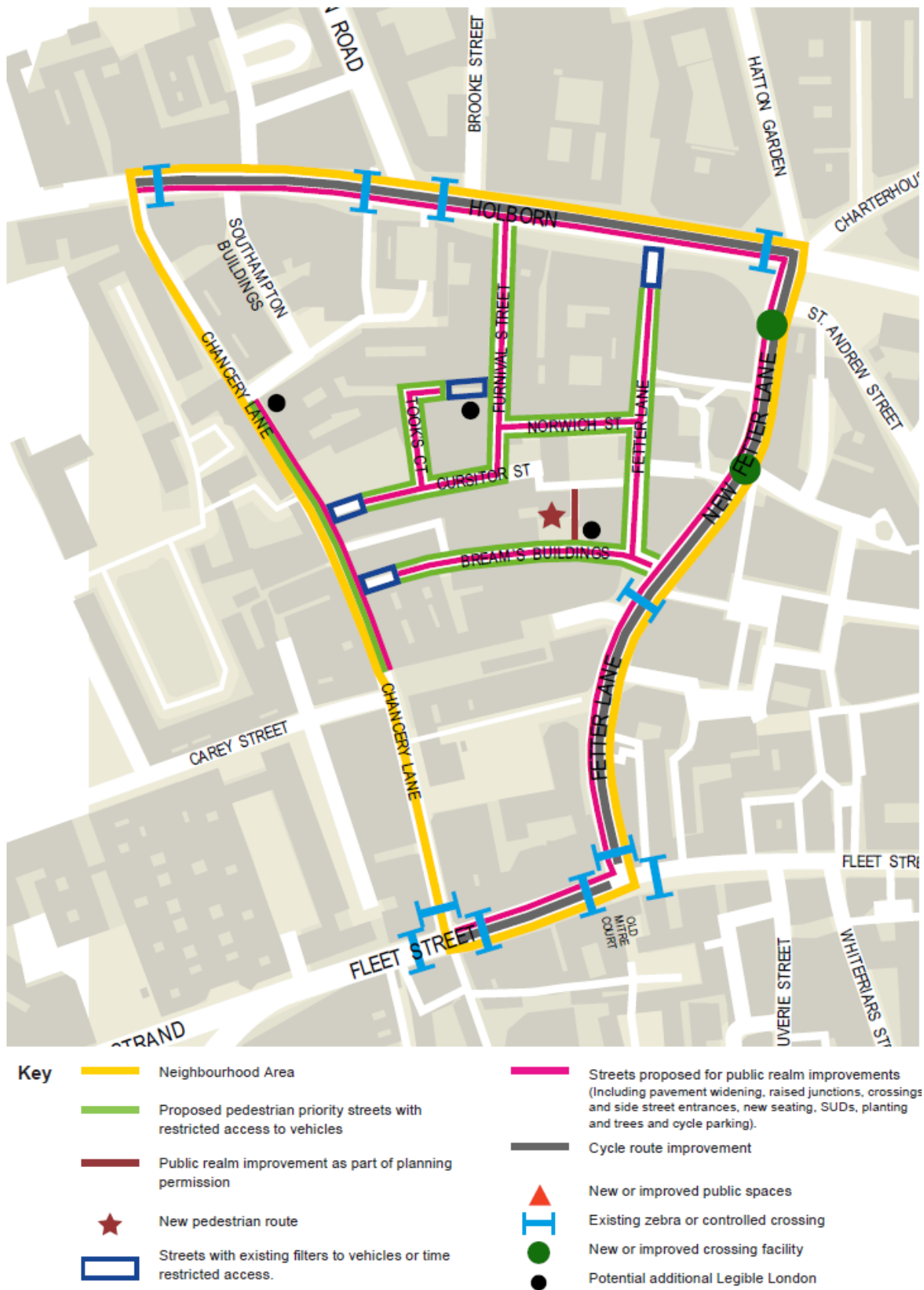
Within the Chancery Lane neighbourhood, we will explore the potential to:

- Improve any areas of poor-quality paving, reduce clutter by removing any unnecessary street furniture and signage, and install additional Legible London maps and signs to make it easier for people to find their way around.
- Provide additional cycle parking and dockless cycle and e-scooter hire bays.
- Provide more priority and space for people walking and improve accessibility on the northern part of Fetter Lane, Breems Buildings, Norwich Street, Furnival Street and Cursitor Street by raising junctions, side streets and loading bay entrances and raising carriageway on streets with very narrow pavements.

- On Cursitor Street, Fetter Lane, Took's Court and Breems Buildings explore the opportunities to create small public spaces that include seating, planting and trees.
- Liaise with the City of Westminster and LB Camden on the potential to improve the experience of walking, cycling and spending time on Chancery Lane by:
 - Introducing a timed restriction for motor vehicles.
 - Improving the existing cycle contraflow on Chancery Lane and exploring extending this to Fleet Street.
 - Widening pavements and installing more seating, planting and trees.
 - Formalising kerbside loading arrangements.

Details of all the proposals can be found in Table 1 –Chancery Lane Neighbourhood proposals to be explored.

Figure 4 - Chancery Lane Neighbourhood Proposed Changes



4.2. Fleet Street and Lanes Neighbourhood

Walking and public spaces: Pavements and carriageway have recently been substantially upgraded with high quality materials and raised carriageway treatments. However, there are few trees and limited seating.

High-quality public spaces have been created at the western end of St Brides Street, and in the New Street Square development. The laneways off Fleet Street provide several intimate public spaces.

Consented major developments at Thavies Inn Court and Stonecutter Lane will create new high-quality spaces and improve the walking experience on St Andrews Street, the southern section of Shoe Lane and St Brides Street. These improvements will also create opportunities for activation such as lunchtime and weekend events.

Cycling: Within the neighbourhood low traffic levels provide a safe and comfortable environment for people cycling.

Cycle and scooter hire and parking: Existing short stay cycle parking is mainly located on the periphery of the neighbourhood and appears well used. There are two TfL cycle hire docks in the neighbourhood but there are few facilities for parking dockless cycles or e-scooters.

Traffic management: Traffic access is limited to streets off New Fetter Lane with associated low traffic levels for access and servicing.

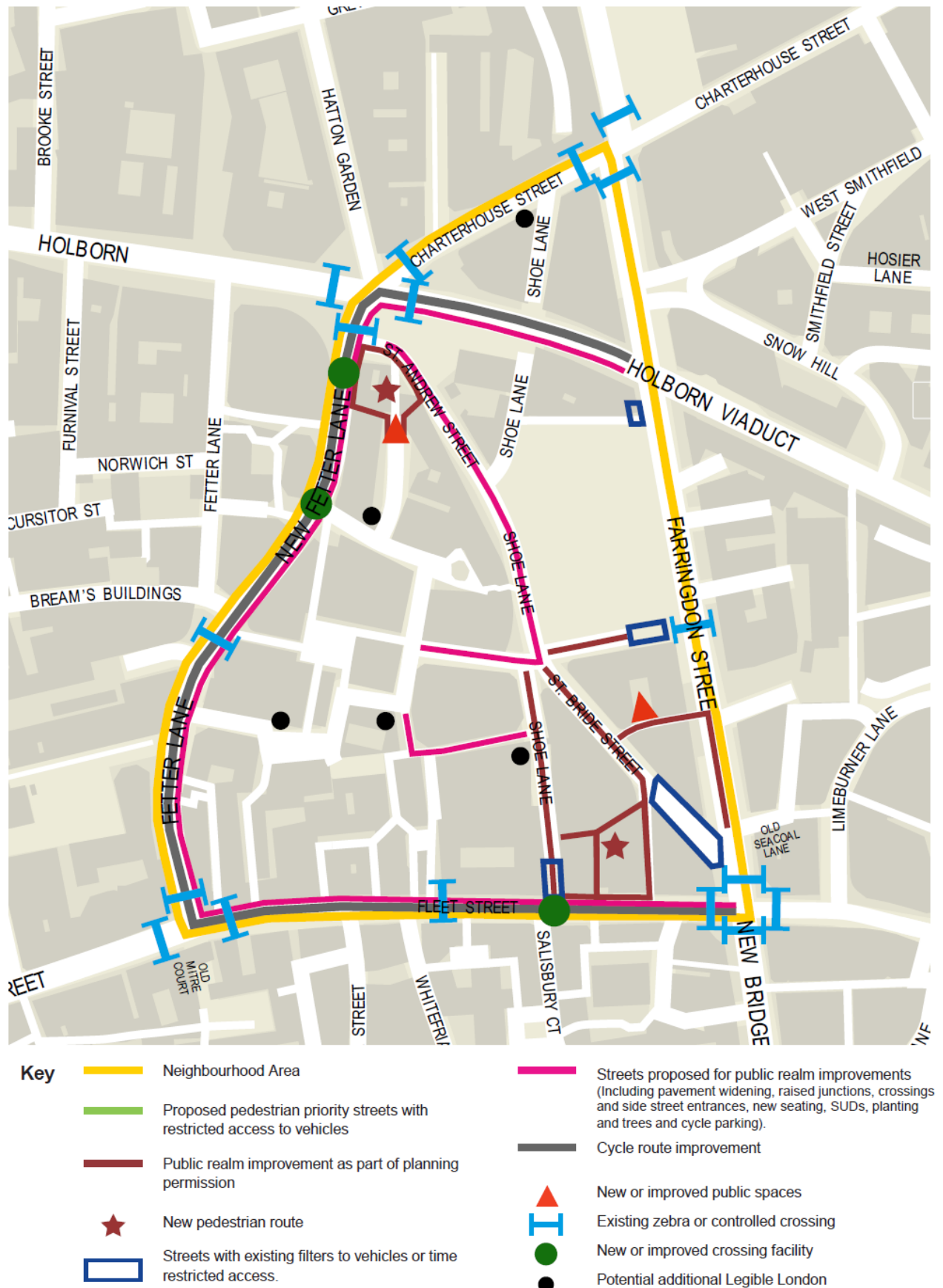
4.2.1. Proposals to be explored.

Within the Fleet Street and Lanes Neighbourhood we will explore the potential to:

- Improve the public realm and experience of spending time on Shoe Lane, Little New Street, St Andrews Street, Wine Court and Gunpowder Square by installing new seating, sustainable drainage (SuDs), greening and trees
- Make the area easier to navigate by installing additional Legible London maps and signs on Shoe Lane, Little New Street, St Andrews Street and Wine Court.
- Give more priority to people walking and support activations by introducing timed restrictions for motor traffic at lunchtimes and weekends on Shoe Lane.
- Provide additional cycle parking and dockless cycle and e-scooter hire bays.

Details of all the proposals can be found in Table 2—Fleet Street and the Lanes Neighbourhood proposals to be explored.

Figure 5 - Fleet Street and Lanes Neighbourhood Proposed Changes



4.3. Old Bailey Neighbourhood

Walking and public spaces: Old Bailey is the route for people walking north-south, but in places on its eastern side has a narrow pavement. The western side includes new and improved public spaces, but relatively few trees. People can walk east-west via the private Fleet Place development which has a publicly accessible lift to Farringdon Street near to Old Fleet Lane. The Fleet Place development also provides laneways north and south and a valuable public space, although poor wayfinding means that its full potential is not obvious to people unfamiliar with the area. A consented major development on Farringdon Street and Holborn Viaduct will provide a publicly accessible lift which will create an accessible connection between these two streets.

Cycling: Cycle contraflows on Old Bailey and Limeburner Lane ensure the area is accessible to people cycling.

Cycle and scooter hire and parking: Cycle parking is limited to locations to the periphery of the area. There is no TfL cycle hire docking stations and limited parking for dockless cycles and e-scooters.

Traffic management: The southern half of Old Bailey (south of Limeburner Lane) is one-way north bound and Limeburner Lane is one-way south bound. Despite this, both streets, which are classified as local access streets, are currently used by through traffic.

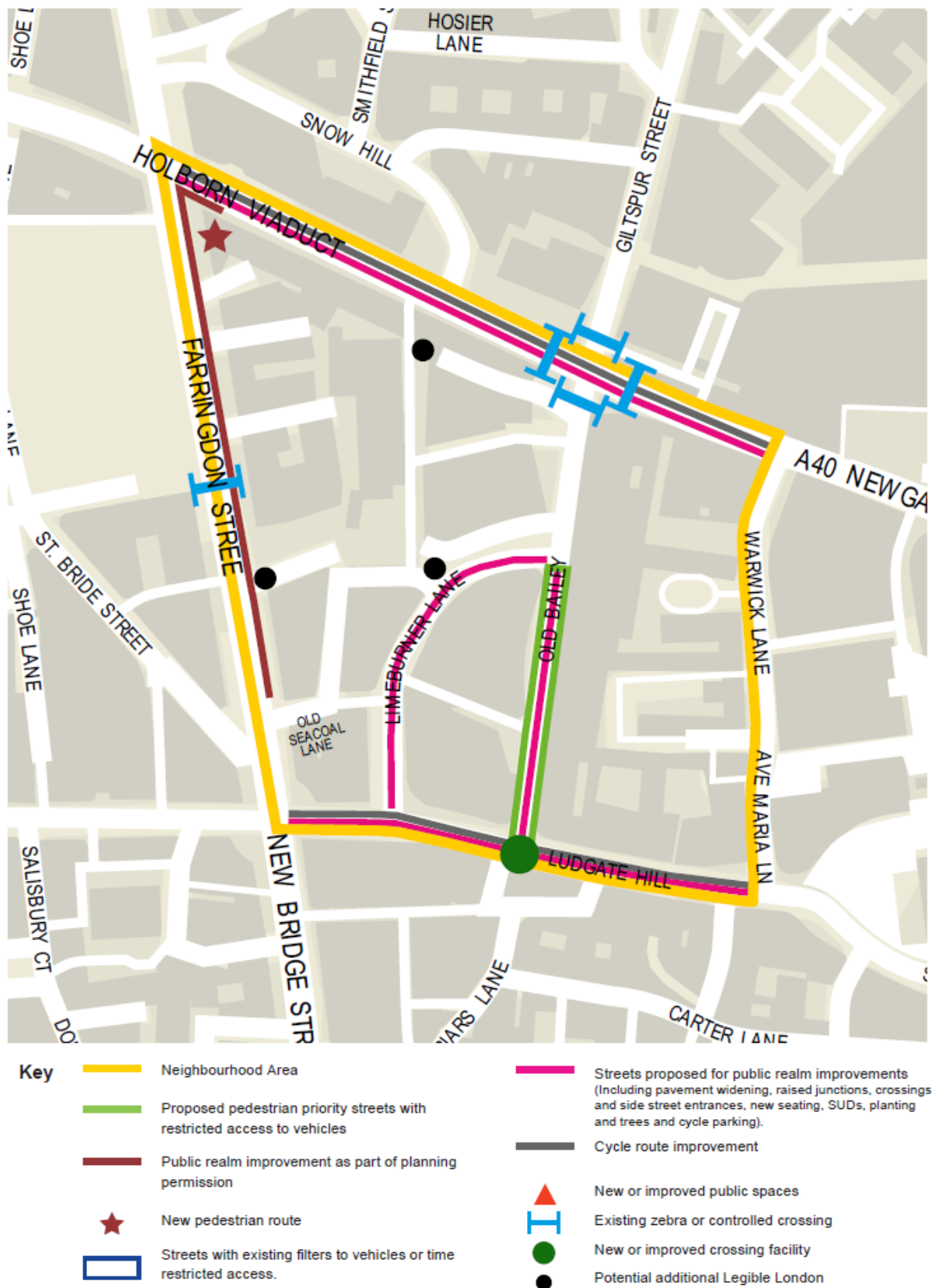
4.3.1. Proposals to be explored.

Within the Old Bailey Neighbourhood, we will explore the potential to:

- Improve accessibility and give more priority to people walking on Old Bailey south of the junction with Limeburner Lane by:
 - Reducing through traffic or restricting vehicles to local access only.
 - Widening pavements or by raising the carriageway, and new greening and tree planting including SuDS and additional seating.
- Improve accessibility on Limeburner Lane at the junction with Fleet Place by raising the crossing point.
- Make the area easier to navigate by installing additional Legible London maps and signs.
- Retain and improve the cycle contraflows on the southern part of Old Bailey and Limeburner Lane.
- Provide additional cycle parking and dockless cycle and e-scooter hire bays in the area.

Details of all the proposals can be found in Table 3 –Old Bailey Neighbourhood proposals to be explored.

Figure 6 - Old Bailey Neighbourhood Proposed Changes



4.4. Carter Lane and Ludgate Neighbourhood

Walking and public spaces: Blackfriars Lane, Ludgate Broadway and Pageantmaster Court provide walking links from Blackfriars Station but crossing facilities on Queen Victoria Street and Ludgate Hill are limited and require improvement. Carter Lane west of Burgon Street is a pedestrian zone and is closed to vehicles between 9am and 6pm. There is no step free access between the neighbourhood and New Bridge Street. Access is only possible by using two flights of steps at Apothecary Street or steps at Pilgrim Street both of which link with Waithman Street. The lack of active frontages on Waithman Street and Pilgrim Street may mean that these streets do not always feel safe places to walk. Blackfriars Lane south of Playhouse Yard provides a poor-quality environment for people walking and does not encourage the use of this as a route from Queen Victoria Street.

Ludgate Broadway has temporary seating and planting installed as part of the City Corporation's Covid-19 response. The platform over the Thameslink railway lines between the two flights of stairs at Apothecary Street is in the sun for most of the daylight hours and is used at lunch times by workers in the area to eat lunch despite not having any formal seating.

Cycling: Existing traffic restrictions make the neighbourhood comfortable for cycling although the people walking and cycling may compete for space on narrow lanes.

Cycle and scooter hire and parking: Cycle parking is limited to locations on the periphery of the area. There is one TfL cycle hire docking station, but no dockless cycle and e-scooter hire parking.

Traffic Management: Existing traffic management and permanent traffic restrictions restrict all vehicle movements in the neighbourhood to local access only.

4.4.1. Proposals to be explored

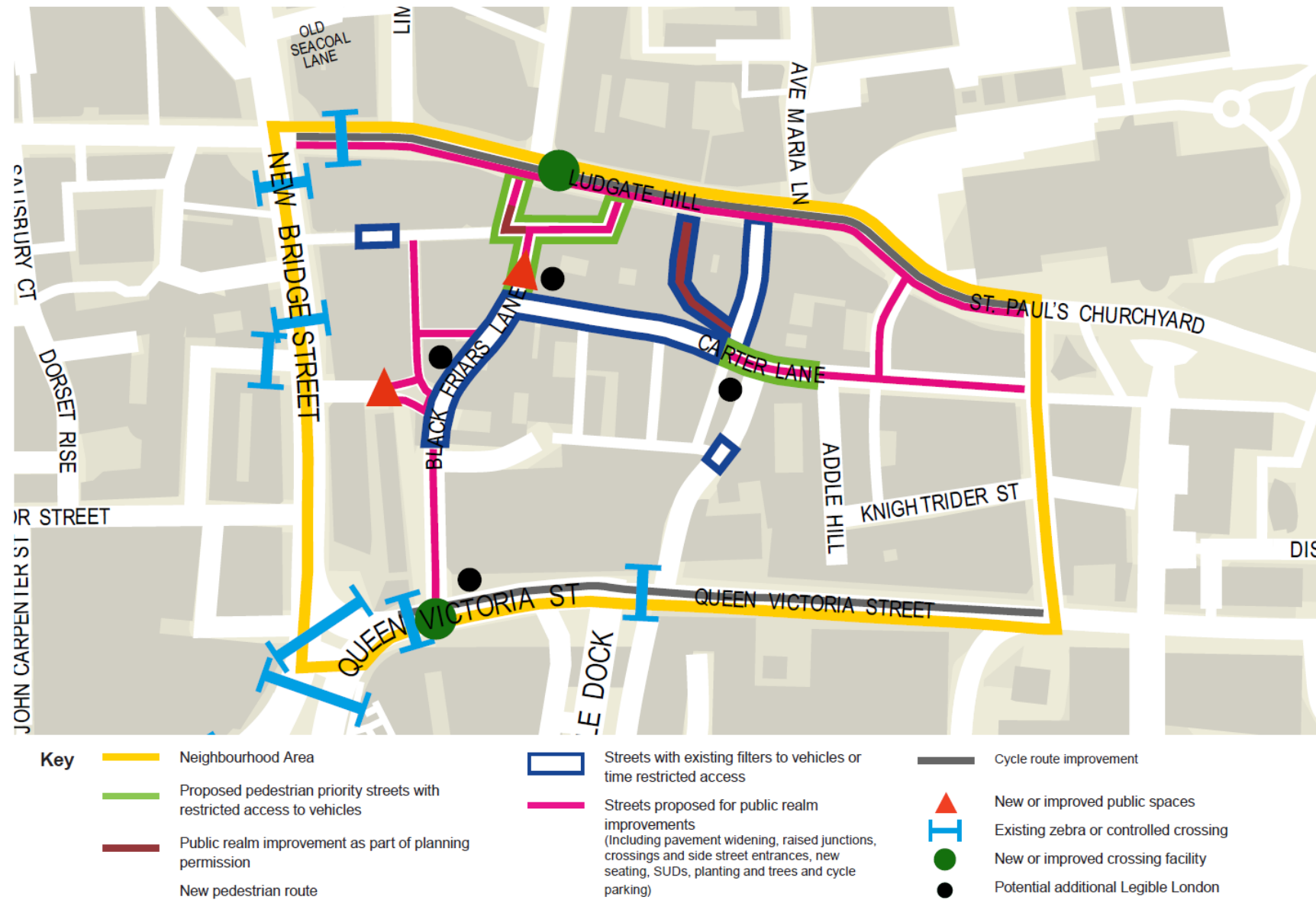
Within the Carter Lane and Ludgate Neighbourhood we will explore the potential to:

- Improve accessibility and give more priority to people walking by raising the carriageway on streets with very narrow pavements and low traffic levels, including Carter Lane, Pageantmaster Court, Pilgrim Street, Blackfriars Lane and Ludgate Broadway. Where raising the carriageway is not possible or appropriate junctions and crossing will be raised to pavement level.
- Improve the public realm and the experience of spending time on streets by installing seating, SuDS, planting and trees where space permits and installing feature lighting, for example on Ludgate Broadway, Blackfriars Lane and Waithman Street.
- Install seating on the platform over the railway at Apothecary Street.
- Install a lift to provide step free access between Pilgrim Street and New Bridge Street as part of a future redevelopment.
- Additional cycle parking on Blackfriars Lane and, Ludgate Broadway and cycle parking and dockless cycle and e-scooter hire parking on the eastern part of Carter Lane.

- Extend the timed traffic restrictions for motor vehicles on Carter Lane to cover and introduce restrictions on Ludgate Broadway, Pageantmaster Court and Pilgrim Street.
- Introduce additional restricted turns on Addle Hill and Dean's Court to reduce the use of these streets to through traffic.
- Review and formalise on-street loading to support proposals to provide more space for people walking and public realm improvements.

Details of all the proposals can be found in Table 4 – Carter Lane and Ludgate Neighbourhood proposals to be explored.

Figure 7 – Carter Lane and Ludgate Neighbourhood Proposed Changes



4.5. Whitefriars Neighbourhood

Walking and public spaces: The neighbourhood's grid of streets provides a range of options for people walking through the area. There has been very little public realm improvement in the area in recent years. However, the Salisbury Court development will create new step free laneways between Whitefriars Streets and Salisbury Court and improve the quality of the public realm on surrounding streets.

Generally, streets currently lack raised side-street entrances and junctions and Bouverie Street and Whitefriars Street have narrow pavements in some places. There is limited planting and few trees. St Brides Churchyard is the main public space along with the recently created public space at the southern end of John Carpenter Street.

Cycling: The neighbourhood is bordered by cycleways on Victoria Embankment and New Bridge Street, with Tudor Street providing a connection between these routes. Both Bouverie and Whitecross Street have cycle contraflows which are also well used. There is a generally good environment for cycling due to low vehicle levels and speeds.

Cycle and scooter hire and parking: Cycle parking in the area is well used. There are two TfL cycle hire docking stations in the neighbourhood but few bays for dockless cycle or e-scooter hire.

Traffic Management: While access is limited neighbourhood is permeable to through traffic and currently need to remain so due to there being no right turn at the junction of Fleet Street and New Bridge Street. There is no vehicular access into the area from the Embankment but from 2024 vehicles exiting via Carmelite Street will be able to head both east and west.

4.5.1. Proposals to be explored

We are currently reviewing access for vehicles travelling into and through the Whitefriars area to assess options against the access needs of local stakeholders and the potential to support walking and public realm improvements. This includes assessing the potential for direct motor vehicle access and the creation of a new public space on Temple Avenue.

We will also explore the potential to deliver the changes below that are not dependent on any changes to access arrangements:

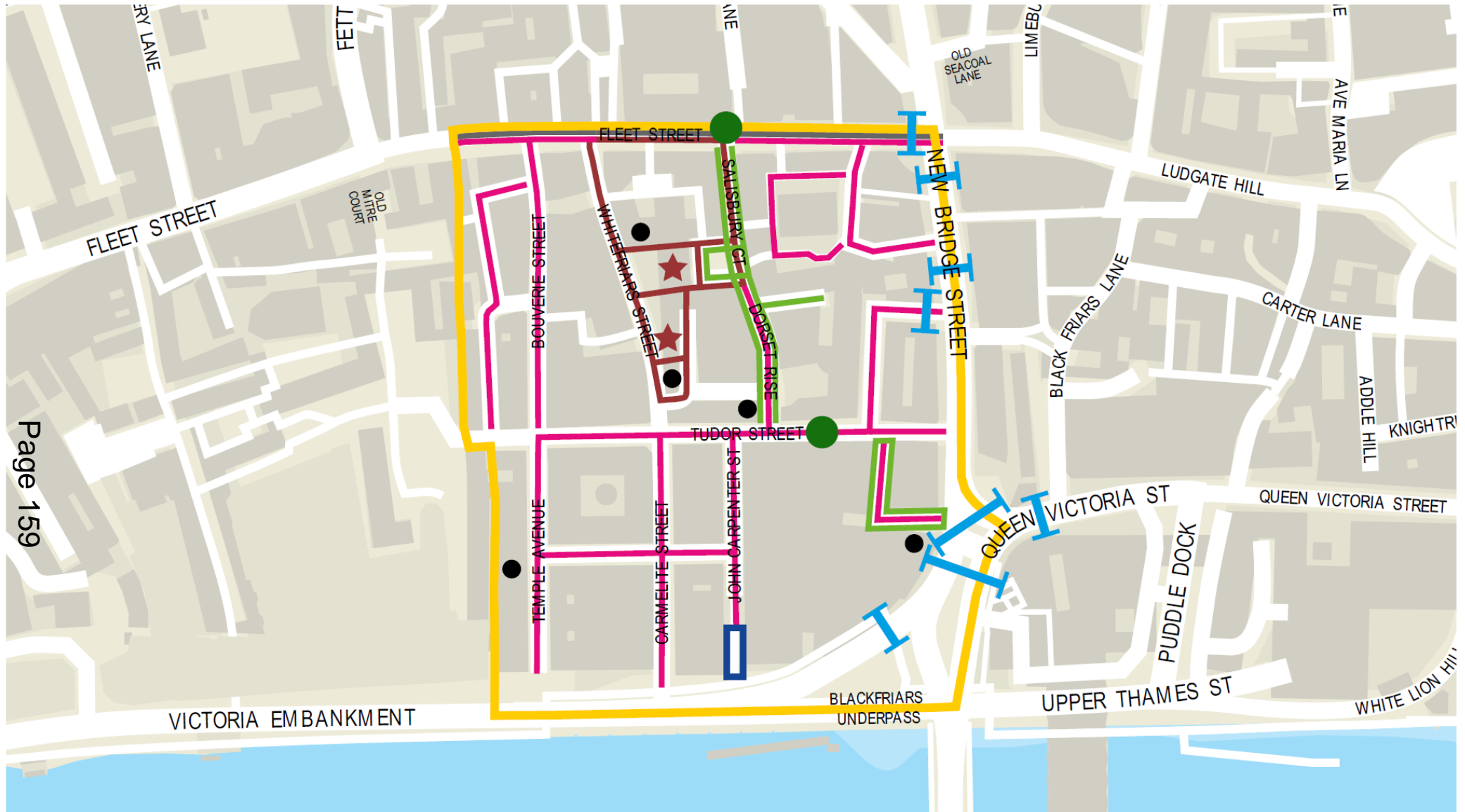
- Improve the quality and accessibility of the walking route between Blackfriars Station and Fleet Street and Shoe Lane by raising junctions and crossings to pavement level and installing trees, planting seating and additional Legible London on Watergate, Kingscote Street, Tudor Street, Dorset Rise and Salisbury Court improvements. This improved route would link with a potential new crossing on Fleet Street to connect with Shoe Lane.
- Improve the experience of walking and spending time on Tudor Street by widening pavements, raising junctions, crossings and loading bay entrances to pavement level and installing seating, SUDs, new planting and trees. This would include reviewing the need for or change to the City of London Police check point to support improvements for people walking and cycling.

- Improve accessibility and give more priority to people walking by raising the carriageway on Temples Lane, Lombard Lane and Playdell Court and Bride Lane.
- Upgrade the paving and raise crossings, junctions and loading bay entrances on Bouverie Street.
- Install seating, SuDs, planting and trees on Temple Avenue, Tallis Street, Carmelite Street, John Carpenter Street and Bridewell Place, and replant St Brides Churchyard.
- Provide additional cycle parking and dockless cycle and e-scooter hire bays, including on Tudor Street, Temple Avenue, John Carpenter Street, Carmelite Street, Tallis Street and Dorset Rise.
- Retain and improve existing cycle contraflows on Bouverie and Whitecross Street and introduce cycle contraflow on Dorset Rise and Salisbury Court.
- Review the amount and location of payment, disabled and motorcycle parking locations to ensure appropriate provision and the potential for changes to support the provision of more space for people walking and public realm improvements.

Details of all the proposals can be found in Table 4 – Whitefriars Neighbourhood proposals to be explored.

Figure 9 - Whitefriars Neighbourhood Proposed Changes

Appendix 4 draft Fleet Street HS Plan



Key

- | | | | | | |
|---------------------------------------|---|---|--|--------------------------------------|---------------------------------------|
| — | Neighbourhood Area | | Streets with existing filters to vehicles or time restricted access | — | Cycle route improvement |
| — | Proposed pedestrian priority streets with restricted access to vehicles | — | Streets proposed for public realm improvements (Including pavement widening, raised junctions, crossings and side street entrances, new seating, SUDs, planting and trees and cycle parking) | ▲ | New or improved public spaces |
| — | Public realm improvement as part of planning permission | | | I | Existing zebra or controlled crossing |
| ★ | New pedestrian route | | | ● | New or improved crossing facility |
| | | | | ● | Potential additional Legible London |

5. Streets between neighbourhoods

The streets between the various neighbourhoods are classified as London access and City access in the City of London Transport Strategy. The extent of change possible on these streets will be dependent on the need to accommodate vehicle movement, including for buses. It is accepted that the need to improve the comfort and safety of people walking and cycling and enhance the public realm may impact on motor traffic.

5.1. Fleet Street and Ludgate Hill

Strategic policy: Fleet Street and Ludgate Hill are identified in the Transport Strategy for walking improvements (2019-2030), proposed Phase 2 cycle network improvements, and a potential bus priority corridor. The corridor forms part of the Lord Mayor's Show processional route and has planning controls protecting views of St Pauls Cathedral. The Fleet Street and Ludgate Key Area of Change also identifies Fleet Street as a Principal Shopping Centre.

Walking and public spaces: Pedestrian comfort levels in several locations along the corridor are below B+ and peak time overcrowding will increase when consented developments in the area are completed. There is no planting, few places to sit, and the bus stops do not have shelters. Pavement conditions are poor in places. There are several formal crossing points at the main junctions. However, a well-used crossing point between Salisbury Court and Shoe Lane has no facilities.

Cycling: There are no dedicated cycling facilities on Fleet Street and on Ludgate Hill there are advisory cycle lanes. The junctions have advanced stop lines. In many places the carriageway is in poor condition. Pavement widths preclude cycle parking along the corridor.

Kerbside loading: Kerbside loading and servicing is time restricted. There are no inset loading bays.

Police check points: There are Police check points at both ends of Fleet Street and on Ludgate Hill, west of Limeburner Lane.

Collison locations: Collison 'hotspots' have been identified at the junctions of Fleet Street with Bouverie Street and Chancery Lane, with New Bridge Street and the junction of Ludgate Hill and Old Bailey.

5.1.1. Proposals to be explored.

On Fleet Street and Ludgate Hill, we will explore the potential to:

- Widen pavements to provide more space for people walking and to achieve a minimum pedestrian comfort level of B+, based on current and future demand.
- Install seating, SuDs, planting and trees (where they do not impact on the processional route and views of St Pauls Cathedral) and reduce clutter by rationalising signage and removing any redundant signage.

- Install new crossings on Fleet Street to link Salisbury Court and Shoe Lane and on Ludgate Hill between Pageantmaster Court and Old Bailey.
- Improve the existing crossing at the junction of Fetter Lane and Fleet Street.
- Improve the cycling experience and safety, recognising the ability to provide dedicated space for people cycling may be limited by the need to widen pavements and accommodate bus stops and loading.
- Retain and improve existing bus stops. Maximise opportunities for bus priority and journey time improvements without the bus lanes which would need to be removed to facilitate pavement widening.
- Review the City of London Police check point facilities on Fleet Street and Ludgate Hill to support improvements for people walking and cycling.
- Review and address collision clusters and hotspots identified in the Vision Zero Action Plan.
- Formalise loading arrangements with timed restrictions and loading bays set into the pavement to maximise space for people walking when not in use.

5.2. New Fetter Lane and Fetter Lane

Strategic policy: The New Fetter Lane and Fetter Lane corridor is identified in the Transport Strategy for proposed Phase 2 cycle network improvements by 2035.

Walking and public spaces: The pavements of New Fetter Lane and Fetter Lane corridor are generally wide but there are few trees and places to rest. There is only one formal crossing point but at peak times popular crossing points are between Plough Place and Bartlett Court and between Bartlett Passage and Thavies Inn House.

Cycling: People cycling have no protected space, and there are no bus routes on this corridor. There is advanced cycle stop lines at the junctions with Holborn Circus and Fleet Street. There is limited dockless cycle parking at Rolls Building.

Kerbside loading: Kerbside loading and servicing is time restricted. Businesses at the southern end of Fetter Lane have kerbside servicing during the day.

Police check points: There is a Police check points at the northern end of New Fetter Lane.

Collision locations: Collision 'hotspots' have been identified at the junction of New Fetter Lane and Bartlett Court.

5.2.1. Proposals to be explored

On New Fetter Lane and Fetter Lane we will explore the potential to:

- Improve the walking experience and public realm by installing seating, SuDs and planting and trees where space permits and removing redundant signage to reduce clutter.
- Raise all side streets and loading bay entrances to give more priority to people walking and improve accessibility.

- Improve crossing points between Plough Place and Bartlett Court and between Bartlett Passage and Thavies Inn House.
- Improve the cycling experience and safety including reviewing signal priorities for cyclists at the junctions with Holborn Circus and Fleet Street.
- Review of the City of London Police check point facilities to support improvements for people walking and cycling.
- Review and address collision clusters and hotspots identified in the Vision Zero Action Plan.

5.3. Holborn, Holborn Viaduct

Strategic policy: Holborn is a shared boundary street with the LB Camden and improvements will be identified and carried out in partnership with them. The Holborn and Holborn Viaduct corridor has been identified in the Transport Strategy for Phase 1 cycle network improvements by 2030.

Walking and public spaces: At the junction with New Fetter Lane high quality public spaces have been created. The pavements on the rest of Holborn and Holborn Viaduct lacks this quality with no trees and only bus stop shelters provide the opportunity to rest. Not all the side roads have continuous pavement treatments.

Cycling: There is no dedicated or protected space for people cycling although they can use bus lanes. On the south side of Holborn and Holborn Viaduct these incorporate with an advisory cycle lane. All arms of Holborn Circus have advanced cycle stop lines. Considerable cycle parking is available on the central island of Holborn, but none is available for dockless cycles and e-scooter hire parking. There is no dedicated or protected space for people cycling although they can use bus lanes

Kerbside loading: Kerbside loading and servicing is time restricted. There are no inset loading bays.

Police check points: There is a Police check point on Holborn Viaduct.

Collision locations: Collision 'hotspots' have been identified at Holborn Circus and New Gate Street with Warwick Lane.

5.3.1. Proposals to be explored

On Holborn and Holborn Viaduct we will explore the potential to:

- Improve the walking experience and public realm by widening pavements, installing seating, SuDs and planting and trees and removing redundant signage to reduce clutter.
- Raise all side streets and loading bay entrances to give more priority to people walking and improve accessibility.
- Improve the cycling experience and safety by introducing protected space for people cycling. Improve signal priorities for people cycling at the junctions with Holborn Circus and Old Bailey and Giltspur Street and Warwick Lane.

- Provide additional short stay and dockless cycle and e-scooter hire parking.
- Review of the City of London Police check point facilities to support improvements for people walking and cycling.
- Review and address collision clusters and hotspots identified in the Vision Zero Action Plan.
- Formalising loading arrangements with timed restrictions and loading bays set into the pavement to maximise space for people walking when not in use
- Retain and improve existing bus stops.

5.4. Queen Victoria Street

Strategic policy: Queen Victoria has been identified in the Transport Strategy for Phase 1 cycle network improvements by 2030.

Walking and public spaces: The pavements on both sides of Queen Victoria are wide and generally have high quality paving. There are some street trees but no places to rest. Although there are several formal crossing points there are no formal crossing facilities between Blackfriars Lane and the south side of Queen Victoria Street. Not all the side roads have continuous pavement treatments.

Cycling: There are only short advisory cycling lanes at the west end of Queen Victoria Street. There is a TfL cycle hire docking stations and some cycle parking.

Kerbside loading: Commercial uses fronting Queen Victoria do not appear to require kerbside servicing.

Collision locations: A collision ‘hotspots’ have been identified at the junction of Queen Victoria Street and New Bridge Street.

5.4.1. Proposals to be explored

On Queen Victoria Street we will explore the potential to:

- Improve the walking experience and public realm by installing seating, SuDs and planting and trees where space permits and removing redundant signage to reduce clutter.
- Install a new crossing facility at the junction with Blackfriars Lane.
- Raise all side streets and loading bay entrances to give more priority to people walking and improve accessibility.
- Improve the safety and experience of people cycling by providing protected space for people cycling. Install additional cycle parking and dockless cycle and e-scooter hire parking.
- Review and address collision clusters and hotspots identified in the Vision Zero Action Plan.

Details of all the proposals can be found in Table 6 –City Access Streets - proposals to be explored.

5.5. London Access Streets

New Bridge Street and Farringdon Street corridor and the Victoria Embankment Street are part of the Transport for London Road Network (TLRN) and are managed by TfL. On these streets the Corporation will work in partnership with TfL to identify opportunities for improvements, including addressing collision hotspots identified in the Vision Zero Action Plan.

Table 1 –Chancery Lane Neighbourhood - proposals to be explored

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Programme for Improvement
Chancery Lane	Widened pavements between Carey Street and Southampton Buildings. New seating, SUDs, planting and trees. Removal of redundant street clutter. Continuous pavement treatment at the junction with Southampton Buildings. Additional short stay cycle and dockless parking and parking for e-scooters.	Timed restriction for motor traffic. Exemptions: local access cycles, emergency vehicles, taxis, access for disabled drop-off/pick-up and disabled parking. Formalised kerbside loading. Camera enforcement at Carey Street and north of Southampton Buildings The existing cycle contraflow will be retained and improved.	Formalise loading	
Fetter Lane	Localised pedestrian priority interventions including raised junctions and crossing points and new paving where required. Removal of redundant street clutter. New seating, SUDs, planting and trees at the northern end to create a pocket park. Continuous pavement treatment and tactile paving over Norwich Street and loading bay entrances. Additional short stay cycle and dockless parking and parking for e-scooters.	Fetter Lane north of Bream's Buildings restricted access to some vehicles at peak times.	Relocation of motorcycle parking to create public space.	
Norwich Street	Localised pedestrian priority interventions including raised junctions and crossing points and new paving where required. Continuous pavement treatment and tactile paving over loading bay entrances. Removal of redundant street clutter.			
Furnival Street	Localised pedestrian priority interventions including raised junctions and crossing points and new paving			

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Programme for Improvement
<p>Bream's Buildings</p> <p>Took's Court</p> <p>Southampton Buildings</p>	<p>where required. Removal of redundant street clutter. New seating, SUDs planting and trees at the northern end to create a pocket park. Continuous pavement treatment and tactile paving over loading bay entrances. Additional Legible London. Additional short stay and dockless cycle parking and parking for scooters. Additional Legible London.</p> <p>Localised pedestrian priority intervention including raised junctions and crossing points and new paving where required. Continuous pavement treatment and tactile paving over loading bay entrances. Removal of redundant street clutter Additional Legible London. New seating, planting and trees at the western end to create a pocket park. Additional Legible London.</p> <p>New seating, SUDs, planting and trees.</p> <p>Additional Legible London.</p>		<p>Possible small relocation of Blue Badge Parking on Breams Building.</p> <p>Explore relocation of motorcycle parking</p> <p>Possible additional motorcycle parking.</p>	

Table 2 - Fleet Street and the Lanes Neighbourhood - proposals to be explored

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Programme for Improvement
Shoe Lane	New seating, SUDs, planting and trees.	Potential for timed restriction for motor traffic at lunchtimes and weekends. Changes to traffic management on Fleet Street and New Fetter Lane may require additional restrictions on Shoe Lane between Charterhouse Street and St Andrew Street.	None	
Little New Street	New seating, SUDs, planting and trees.			
St Andrew Street	New seating, SUDs, planting and trees.			
Wine Office Court	New seating and Legible London			
Gun Powder Square	Additional planting.			
East Harding Street	Additional Legible London			
West Harding Street	Additional Legible London			
The Savies Inn	Additional Legible London			

Table 3 - Old Bailey Neighbourhood - proposals to be explored

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Programme for Improvement
Old Bailey (south of Limeburner Lane)	Widened pavements or raised carriageway and new paving. New seating, SUDs, planting and trees. In ground infrastructure for on street activation. Additional on street short stay and dockless cycle and e-scooter parking.	Measures to reduce traffic south of Limeburner Lane including restricting vehicles to local access only.		
Junction of Warwick Lane and Newgate Street		Explore changes to permitted traffic turning movements.		
Limeburner Lane	Raised junction and crossing point. Additional on street short stay and dockless cycle and e-scooter parking. Additional Legible London			
Old Fleet Lane	Additional Legible London			
Fleet Place	Additional Legible London			

Table 4 Carter Lane and Ludgate Neighbourhood - proposals to be explored

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Programme for Improvement
Carter Lane (Between Burgon Street and Godliman Street)	Potential raised carriageway and new surfacing in keeping with Carter Lane east of Burgon Street or localised pedestrian priority intervention including raised junctions or crossing points. New seating, SUDs, planting, and trees. Removal of redundant street clutter. New short stay and dockless cycle parking and e-scooter parking.	Potential for the Carter Lane timed restriction for motor traffic extended from Burgon Street to Addle Hill. Exemptions: local access, cycles, emergency vehicles, taxis, access for disabled drop-off/pick-up and disabled parking. Enforced by signage.		
Addle Hill		Left turn ban. Enforced by signage.		
Dean's Court	Raised carriageway and new surfacing.	No entry from St Paul's Churchyard. Enforced by signage.		
Ludgate Broadway	Raised carriageway and new surfacing. New seating, SUDs, planting, and trees. Removal of redundant street clutter.	Potential timed restriction for motor traffic. Exemptions: cycles, emergency vehicles, taxis, access for disabled drop-off/pick-up and disabled parking. Additional wayfinding. Enforced by signage.		
Pageantmaster Court and Pilgrim Street	Raised carriageway and new surfacing or a raised junction.	Potential timed restriction for motor traffic. Exemptions: cycles, local servicing, emergency vehicles, taxis, access for disabled drop-off/pick-up and disabled parking. Enforced by signage.		
Waithman Street	New surfacing, and feature lighting. New seating and short stay cycle parking at junction with Blackfriars Lane.			
Platform over the railway at Apothecary Street.	New seating and potential for creation of mini raised park subject to development contribution			
Blackfriars Lane	Widened paving or raised carriageway between Queen Victoria Street and Playhouse Yard or from Playhouse Yard to the service entrance on building on the eastern side of Blackfriars Lane.		Explore the possible relocation of payment and blue badge parking.	

Appendix 4 draft Fleet Street HS Plan

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Programme for Improvement
	SUDs and planting if feasible. Raised crossing at southern end. Removal of redundant street clutter Additional Legible London.			
Pilgrim Street and New Bridge Street	Potential pedestrian lift to provide step free access to New Bridge Street as part of a developer contribution	.		

Table 5 –Whitefriars Neighbourhood - proposals to be explored

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Programme for Improvement
The Victoria Embankment		Vehicle access into the Whitefriars Neighbourhood		
Watergate and Kingscote	Gateway improvements including SUDs, planting and trees at the junction of Watergate with New Bridge Street. Legible London.	.	Explore the possible removal of payment parking (2-4 spaces).	
Tudor Street	New crossing facility to link between Kingscote Street and Dorset Rise. Pavement widening to enable new seating, SUDs, new planting and street trees, and new short stay cycling parking and scooter parking. Continuous paving raised crossing treatments over all side street junctions. Review of the City of London Police check point facilities.		Explore the possible relocation of 6 payment parking spaces and 3 taxi waiting spaces.	
Dorset Rise and Salisbury Court	Between Hutton Street and Tudor Street, a raised junction or crossing point. Or, a raised carriageway and new surfacing between Tudor Street and the raised carriageway treatment for the Salisbury Court development. New seating, SUD, new planting and street trees, and new short stay cycling and dockless parking and e-scooter parking. Legible London.	North bound traffic restriction north of Hutton Street. Cycle contraflow	Explore the relocation of motorcycle parking opposite Dorset Buildings and near the junction with Tudor Street. On Salisbury Court removal of doctors parking bay and reallocation as a loading bay.	
Bouverie Street	Pavement improvements, continuous pavement treatments on side roads and removal redundant of street clutter.	Cycle contraflow retained and improvements investigated.		

Appendix 4 draft Fleet Street HS Plan

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Programme for Improvement
Temple Avenue	Potential new open space at the southern end with new seating, SUDs and new planting and trees, new short stay cycling and dockless parking and e-scooter parking. Legible London.		Explore the possible relocation of blue badge parking.	
Tallis Street	New seating, planting and trees, SUDs, new short stay cycling and dockless parking and e-scooter parking.	Changes to traffic direction priorities.	Explore the introduction of further payment and blue badge parking.	
Carmelite Street	New seating, planting and trees, SUDs, new short stay and dockless cycle cycling parking and e-scooter parking.	Possible changes to traffic direction priorities and introduction of a cycle contraflow between Tallis Street and Tudor Street	Explore the introduction of further payment and blue badge parking.	
John Carpenter Street	New seating, planting and trees, SUDs, new short stay and dockless cycling parking and e-scooter parking.		Explore the possible loss of payment parking.	
Temple Lane and Lombard Lane	Raised carriageway and new surfacing.			
Bride Lane	Raised carriageway and new surfacing.			
St Brides Avenue and Churchyard	Improved planting and seating.			
Bouverie Street / Whitecross Street / Tudor Street / Bridewell Place / Carmelite Street / Watergate and Salisbury Court		Possible timed restricted closure with enforcement cameras. Cycle contraflow retained on Whitecross Street and improvements investigated.	On Whitecross Street explore changing police parking bays to loading bays.	

Table 6 –City Access Streets - proposals to be explored

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Programme for Improvement	Programme of Improvements
Fleet Street	Widened and improved pavements, new seating, SUD's, planting and trees. Removal of redundant street clutter.	Protected space for people cycling. Installation of additional short stay cycle and dockless cycle parking.	Formalising loading arrangements with timed restrictions and loading bays set into the pavement to maximise space for people walking when not in use. Changes to traffic priorities at the junctions with Fetter Lane and Ludgate Circus to benefit bus performance. Review of the east and west City of London Police check point facilities.	A new pedestrian crossing between Salisbury Court and Shoe Lane. Safety improvements at the junction of Fleet Street and Fetter Lane. A review of collision locations identified in the Vision Zero Action Plan.	
Ludgate Hill (Primary Resilience Network Street).	Widened and improved pavements, new seating, SUD's, planting and trees. Removal of redundant street clutter.	Protected space for people cycling. Installation of additional short stay cycle and dockless cycle parking.	Formalising loading arrangements with timed restrictions and loading bays set into the pavement to maximise space for people walking when not in use. Changes to traffic priorities at the junctions with Ludgate Circus to benefit bus performance. Review of the City of London Police check point facilities.	A new pedestrian crossing facility between Pageantmaster Court and Old Bailey.	
New Fetter Lane	Improved pavements, new seating, SUD's, planting and trees. Removal of redundant street clutter.	Protected space for people cycling. Installation of additional short stay cycle and dockless cycle parking.	Improved signal priorities for cyclists at the junctions with Holborn Circus and Fleet Street. Review of the City of London Police check point facilities.	New pedestrian crossing facilities between Plough Place and Bartlett Court; and between Bartlett Passage and Thavies Inn House.	

Appendix 4 draft Fleet Street HS Plan

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Programme for Improvement	Programme of Improvements
				A review of collision locations identified in the Vision Zero Action Plan.	
Holborn / Holborn Viaduct	Improved pavements, new seating, SUD's, planting and trees. Removal of redundant street clutter.	Protected space for people cycling. Installation of additional short stay cycle and dockless cycle parking.	Improved signal priorities for cyclists at the junctions with Holborn Circus and Old Bailey and Giltspur Street and Warwick Lane. Review of the City of London Police check point facilities.	A review of collision locations identified in the Vision Zero Action Plan.	
Queen Victoria Street		Protected space for people cycling. Installation of additional short stay cycle and dockless cycle parking.		New pedestrian crossing facilities at Blackfriars Lane. A review of collision locations identified in the Vision Zero Action Plan.	

Committees: Operational Property and Projects Sub - for decision Streets & Walkways Sub – for decision	Dates: 16 January 2023 17 January 2023
Subject: Museum of London S278 project Unique Project Identifier: <i>tbc</i>	Gateway 2: Project Proposal Complex
Report of: Executive Director – Environment Report Author: Clarisse Tavin	For Decision
PUBLIC	

Recommendations

1. Next steps and requested decisions	<p><u>Project Description:</u> Highway and Public Realm improvement works in the vicinity of the new Museum of London development in West Smithfield associated with required change for the development.</p> <p><u>Next Gateway:</u> Gateway 3 - Outline Options Appraisal (Complex)</p> <p><u>Next Steps:</u></p> <ul style="list-style-type: none"> • Evaluate the scope of the Section 278 agreement and scheme of highway works with the developers. • Evaluation and Design development including baseline pedestrian modelling and traffic assessments • Stakeholder engagement prior to the outline options appraisal and GW 3. <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. That a budget of £100,000 is approved to reach the next Gateway, when received from the developer; 2. Note the total estimated cost of the project at £5-£10M (excluding risk) at this preliminary stage; 3. Authorise officers to enter into a Section 278 agreement with the developer at the appropriate time. 4. Delegate authority to Chief Officer, in consultation with the Chamberlain to increase and or adjust the project budget for the Design and Evaluation phase, if following initial Design and Evaluation work, further investigation
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	is deemed necessary to complete the phase (to be carried out at the Developer's cost).			
2. Resource requirements to reach next Gateway	Item	Reason	Funds/ Source of Funding	Cost (£)
	Staff costs	Project Management, and Stakeholder Engagement	S.278 (Design & Evaluation Fee (receipted))	£30,000
	Staff costs	City of London Highways Engineer	S.278 (Design & Evaluation Fee (receipted))	£10,000
	Fees	Surveys and consultants	S.278 Design & Evaluation Fee	£60,000
	Total			£100,000
	Costed Risk Provision requested for this Gateway: £0			
3. Governance arrangements	<ul style="list-style-type: none"> • Service Committee: Streets and Walkways Committee • Senior Responsible Officer: Bruce McVean, Assistant Director, Policy & Projects Team, City Operations 			

Project Summary

4. Context	<ol style="list-style-type: none"> 1. The Planning Applications Sub-committee resolved to grant planning permission for the the new Museum of London in West Smithfield (19/01343/FULEIA) on 22 November 2022. The new activities attracted to the development necessitates improvements to the street environment ensuring enhanced safety and attractiveness, as well as creating the setting for a new Museum of international renown.
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	<ol style="list-style-type: none"> 2. The changes to the highway to facilitate the development will form the scheme of highway works around the site. To align with the tight programme for the new Museum and its soft launch, currently planned in 2025, it is necessary to progress the scheme of highway works and the S278 promptly. 3. It is therefore requested that the project be initiated now in advance of receipt of funds to ensure that there is not a delay once the payment is made. 4. At the current time it is likely that the part of the site known as the Annexe Site, will be delivered by the City Corporation itself as landowner. In this situation the City Corporation as landowner are likely to be responsible for those highway works necessary to make the Annexe Site acceptable. In respect of any works that the City Corporation are responsible for as landowner, these cannot be secured through a s278 agreement because the City cannot enter into a legal agreement with itself. These works will be need to be approved pursuant to the condition which will be attached to the planning permission, and the cost of these works will be met by the City Corporation as landowner. 5. It is likley, at the time of writing, that the signing of the S106, which would normally release the payment for the design and evaluation fee for the S278, may be a little way off. It is therefore proposed to progress with an exchange of letters between the City of London and the Developers to intiate the Design and Evaluation payment, in advance of the S106 being signed. Which ever process activates the receipt of funds first will allow the project to commence. 6. In parallel to the works required to faciliate the the Museum and Annexe Site development through the S278 project, the existing Smithfield Public Realm project will continue to be developed to ensure the public realm in the vicinity of the development delivers a world class visitor destination in line with Destination City. 7. Whilst there are two projects , the design team will be coordinated in its approach and delivery.
5. Brief description of project	The S278 project aims to deliver the necessary highway, transport, security and public realm works in the vicinity of the new Museum of London (including the Annexe Site). The S278 project will focus on the works required for the operation of the

	<p>new museum and the Annexe Site in terms of safety and function. The enhancements (specified in conditions which will be included on the planning permission) may include but are not limited to:-</p> <ul style="list-style-type: none"> • Widening and making good of footways surrounding the Development Site; • Improvements to existing crossings and provision of new crossing facilities; • Any other safety measures to ensure safe pedestrian passage to, from and between the General Market, the Poultry Market and the Annexe Site; • Any changes to the highway to accommodate servicing of the Annexe Site and the General Market; • Provision of security measures on the highway if necessary to protect the Buildings and members of the public; • Provision of a coach drop-off and pick up facility; • Provision of suitable space for taxi pick-ups and drop-offs; • Provision of accessible parking spaces on the highway; • Provision of short stay cycle parking on the highway; • Changes to the kerbside function including market loading bays and hours of operation, waiting and loading restrictions; • Introduction of wayfinding measures on the highway. <p>The Section 278 agreement will also capture the requirement for the Museum of London as developer to meet the cost of any remedial highway works required following the completion of the development.</p> <p>For the avoidance of doubt, for convenience in this report, the term 'Section 278 project' is used to refer to the works required to make both the Museum and Annexe parts of the development site, acceptable in planning terms.</p>
6. Consequences if project not approved	<ol style="list-style-type: none"> 1. There would be no mechanism through which the highway changes required to accommodate the development can be delivered and the developer will be in breach of a planning condition if they are unable to enter into a Section 278 agreement providing for the works necessary for the Museum to open.

	<p>2. Insufficient access requirements to new commercial activities provided by the new development would disadvantage road users with mobility impairments.</p> <p>3. The public realm / materials surrounding the new development would not meet the requirements of the CoL Local Plan and supplementary planning documents.</p> <p>4. Lack of cycling/pedestrian upgrades would not encourage shift to sustainable transport modes.</p> <p>5. Highways that are not maintainable to agreed CoL standards.</p>
7. SMART project objectives	<p>1) Improvements for walking and cycling in the proximity of the development</p> <p>2) Improved safety for all road users</p>
8. Key benefits	<p>Improvements to the surrounding highways and crossings to the Museum site will improve the site for people walking to the museum from public transport or other cultural attractions, encouraging shifts to more sustainable modes of transport.</p> <p>Public realm improvements will increase visitors to the area and promote the new commercial activities at the new development and will support the functional changes required by the Museum to facilitate their new development</p> <p>The area should be accessible to all, promoting inclusivity of the public realm as well as within the Museum.</p> <p>Following the initial evaluation of what is required around the site, the key benefits will be able to be better articulated at the next reporting stage.</p>
9. Project category	4a. Fully reimbursable
10. Project priority	A. Essential
11. Notable exclusions	<i>None</i>

Options Appraisal

12. Overview of options	<p>At this stage there is significant unknowns about the requirements of the S278 work. It is proposed that initial evaluation is undertaken following the receipt of the funding and an update report submitted setting out more detail on what will need to be included as part of the S278 investigations.</p>
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Project Planning

13. Delivery period and key dates	<p>Overall project: The programme is influenced by the evaluation and design stage with three factors likely to determine the complexity of the project:</p> <ul style="list-style-type: none">• Road safety and any identified requirement to close a street (such as West Smithfield)• The scope of security infrastructure required• Any changes required to Farringdon Street which is a TfL managed street <p>The developer has indicated an opening date of 2026 with a soft opening in 2025. The initial estimate is that this will be a challenging timeline to meet, hence the early request to initiate the project</p> <p>Key dates: *following receipt of funds indicative timeline</p> <ul style="list-style-type: none">• January 2023 – development works begin• Dec 2023 - highway design finalised following outline options appraisal (Gateway 3)• June 2024– Gateway 4 report to be finalised and submitted for approval• May 2025– Gateway 5 report to be finalised and submitted for approval• late 2025 – development works finish and public realm construction works to start on site. <p>Other works dates to coordinate: TBC with highways/transport works programme and TfL.</p>
14. Risk implications	<p>Overall project risk: Medium</p> <ul style="list-style-type: none">• The level of change required to facilitate the development requires external and statutory approvals which do not align with the Developers timeline• Delays to the developer programme owing to changing market forces or engineering difficulties during construction delays the ability for the highway work to be undertaken in time• Linkages to the continued use of the operational market requiring different highway needs to that of the museum meaning that the phasing of work does not meet the Developers aspirations

15. Stakeholders and consultees	<ol style="list-style-type: none"> 1. Local Ward Members 2. Owners/occupiers of adjacent buildings (including the development site) 3. Statutory consultees 4. TfL 5. Local residents 6. Neighbouring local authorities 7. Project Dependencies 8. Local stakeholders <p>An equality impact assessment will be undertaken prior to Gateway 4.</p>
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Resource Implications

16. Total estimated cost	Likely cost range (excluding risk): £5-10m Likely cost range (including risk): £5-10m									
17. Funding strategy	Choose 1: All funding fully guaranteed	Choose 1: Mixture - some internal and some external funding								
	<table><tr><th>Funds/Sources of Funding</th><th>Cost (£)</th></tr><tr><td>Section 106 (Section 278 Design & Evaluation fee)</td><td>£100k</td></tr><tr><td>Section 278</td><td>£4.9 – £9.9m</td></tr><tr><td>Total</td><td>£5 - £10 m</td></tr></table>		Funds/Sources of Funding	Cost (£)	Section 106 (Section 278 Design & Evaluation fee)	£100k	Section 278	£4.9 – £9.9m	Total	£5 - £10 m
	Funds/Sources of Funding	Cost (£)								
	Section 106 (Section 278 Design & Evaluation fee)	£100k								
	Section 278	£4.9 – £9.9m								
Total	£5 - £10 m									
18. Investment appraisal	Not applicable.									
19. Procurement strategy/route to market	The design and construction drawings are to be undertaken by City of London officers and CoL framework consultants. The construction work is to be carried out by the City of London's Term Highways Contractor.									
20. Legal implications	Where the City Corporation are satisfied it will be of benefit to the public, Section 278 of the Highways Act 1980 allows the City Corporation as highway authority to enter into an agreement with any person for the execution of works by the									

	<p>authority on terms that that person pays the whole or such part of the costs of the works as may be specified.</p> <p>The proposed works are considered to be of benefit to the public. Conditions on the planning permission will require the developers to enter into a Section 278 agreement with the City. The Section 278 agreement will be finalised before the Gateway 5 report is submitted for approval. The City Corporation as landowner are likely to be responsible for those part of the highway works which are necessary to make the Annexe part of the development acceptable in planning terms. The City Corporation cannot enter into a S278 agreement with itself, and as such the necessary works will be agreed pursuant to a planning condition which will require a scheme of highway works to be approved.</p>
21. Corporate property implications	<p>The existing Smithfield Public Realm project, developed with architects Hawkins/Brown and their subcontractors, was intended to develop a holistic plan for the public realm across the wider Smithfield area, which could then be delivered in stages to align with the different major developments, i.e. New Museum in West Smithfield followed by the East and West Markets.</p> <p>This was to allow a joined up and visually seamless vision to be delivered at different times. The S278 highway, security, and public realm improvements will need to work with both an operational Meat Market until c.2028 and then support the aspirations for the Grade II* listed East and West Market Buildings and Grade II Rotunda to become an exciting new international cultural and commercial destination. Therefore, as the S278 proposals evolve, the City Environment Team will continue to work closely with City Surveyors to ensure any physical changes at West Smithfield complement the wider area vision and future of the Meat Market buildings.</p>
22. Traffic implications	<p>Possible road closures and disruption to vehicle traffic during the construction phase. Other traffic implications will be assessed as part of the project evaluation. Pedestrian access on the public highway will be maintained at all times.</p>
23. Sustainability and energy implications	<p>2. There are relevant sustainability impacts associated with this project but they have not been considered to date</p> <p>The materials and working practises will be as per the sustainability criterion of the City of London's Term Highways Contract. The design will seek to integrate sustainable measures in line with the Climate Action Strategy. The level of sustainability impact associated with the project will be determined as the project is started to be fully scoped out, and impacts will be fully considered as the design develops.</p>

24. IS implications	None
25. Equality Impact Assessment	An equality impact assessment will be undertaken as part of the design process.
26. Data Protection Impact Assessment	The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken.

Appendices

Appendix 1	Project Briefing
Appendix 2	Site location plans
Appendix 3	Risk Register

Contact

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Telephone Number	02073323634

Appendix 1 : Project Briefing

Project identifier			
[1a] Unique Project Identifier	tbc	[1b] Departmental Reference Number	N/A
[2] Core Project Name	Museum of London Section 278 project		
[3] Programme Affiliation (if applicable)	Markets Colocation Programme; Museum of London;		
Ownership			
[4] Chief Officer has signed off on this document			
[5] Senior Responsible Officer	Bruce McVean – Assistant Director		
[6] Project Manager	Clarisse Tavin – Group Manager		
Description and purpose			
[7] Project Description			
The Project will provide highway and Public Realm improvement works in the vicinity of the new Museum of London.			
[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)?			
<ul style="list-style-type: none"> • Local Plan • City Transport Strategy /Barbican and Smithfield 'Healthy Streets Plan' • Climate Action Strategy • Culture Mile Look and Feel Strategy • Destination City <p>The project is required to support the of the new Museum of London and Annexe building.</p>			
[9] What is the link to the City of London Corporate plan outcomes?			
<p>[1] People are safe and feel safe.</p> <p>[2] People enjoy good health and wellbeing.</p> <p>[9] Our spaces are secure, resilient and well-maintained.</p>			
[10] What is the link to the departmental business plan objectives?			
<p>3. Creating a welcoming seven-day City that is inclusive, clean, secure and accessible</p> <p>4. Improving the quality and safety of the environment for businesses, workers, residents and visitors</p> <p>5. Ensuring the built environment, businesses and people take action on and are resilient to climate change.</p>			

The Climate Action Strategy identifies pedestrian priority and improve pedestrian comfort as necessary conditions for Net Zero by 2050.

[11] Note all which apply:

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

Project Benchmarking:

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

- 1) Increased high-quality public realm, e.g. materials to meet SPD, greater capacity for people, improved accessibility, increased historic interpretation elements
- 2) Increased quantity of greenery and planting in the area; improved flood risk mitigation measures
- 3) Improved air quality
- 4) Radical reduction in vehicle movement in line with aims of the transport strategy; and improved road safety
- 5) Number of visitors increases
- 6) Healthy Streets Indicators improve for each space in the project area

[13] Will this project have any measurable legacy benefits/outcome that we will need to track after the end of the 'delivery' phase? If so, what are they and how will you track them? (E.g. cost savings, quality etc.)

The project will mitigate two of the Corporate Risks. Wider footways and less traffic in the area will likely result in fewer road collisions contributing to the mitigation of CR20. Reduction in vehicle traffic is also likely to improve local air quality contributing to the mitigation of CR21. Benefits and outcomes will be measured and reported as part of the Transport Strategy Monitoring and reporting.

[14] What is the expected delivery cost of this project (range values)[£]?

£5-10m

[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:

TBC

[16] What are the expected sources of funding for this project?

Mixture - some internal and some external funding

Mixture of funding sources – some external funding from the Museum of London and some internal funding from the City as land owner.

[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?

The Developer has indicated an opening date of 2026 with a soft opening in 2025. The initial estimate is that this will be a challenging timeline to meet, hence the early request to initiate the project.

Key dates: *following receipt of funds indicative timeline

- January 2023 – development works begin
- Dec 2023 - highway design finalised following outline options appraisal (Gateway 3)
- June 2024– Gateway 4 report to be finalised and submitted for approval
- May 2025– Gateway 5 report to be finalised and submitted for approval
- late 2025 – development works finish and public realm construction works to start on site.

Project Impact:

[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?

Yes- the wider Museum of London project, the Markets Consolidation Programme, initiatives are generating public interest and have media/ comms strategies in place.

[19] Who has been actively consulted to develop this project to this stage?

<(Add additional internal or external stakeholders where required) >

Chamberlains: Finance	Officer Name: tbc
Chamberlains: Procurement	Officer Name: tbc
IT	Officer Name: N/A
HR	Officer Name: N/A
Communications	Officer Name: tbc
Corporate Property	Officer Name: N/A
External	

[20] Is this project being delivered internally on behalf of another department? If not ignore this question. If so:

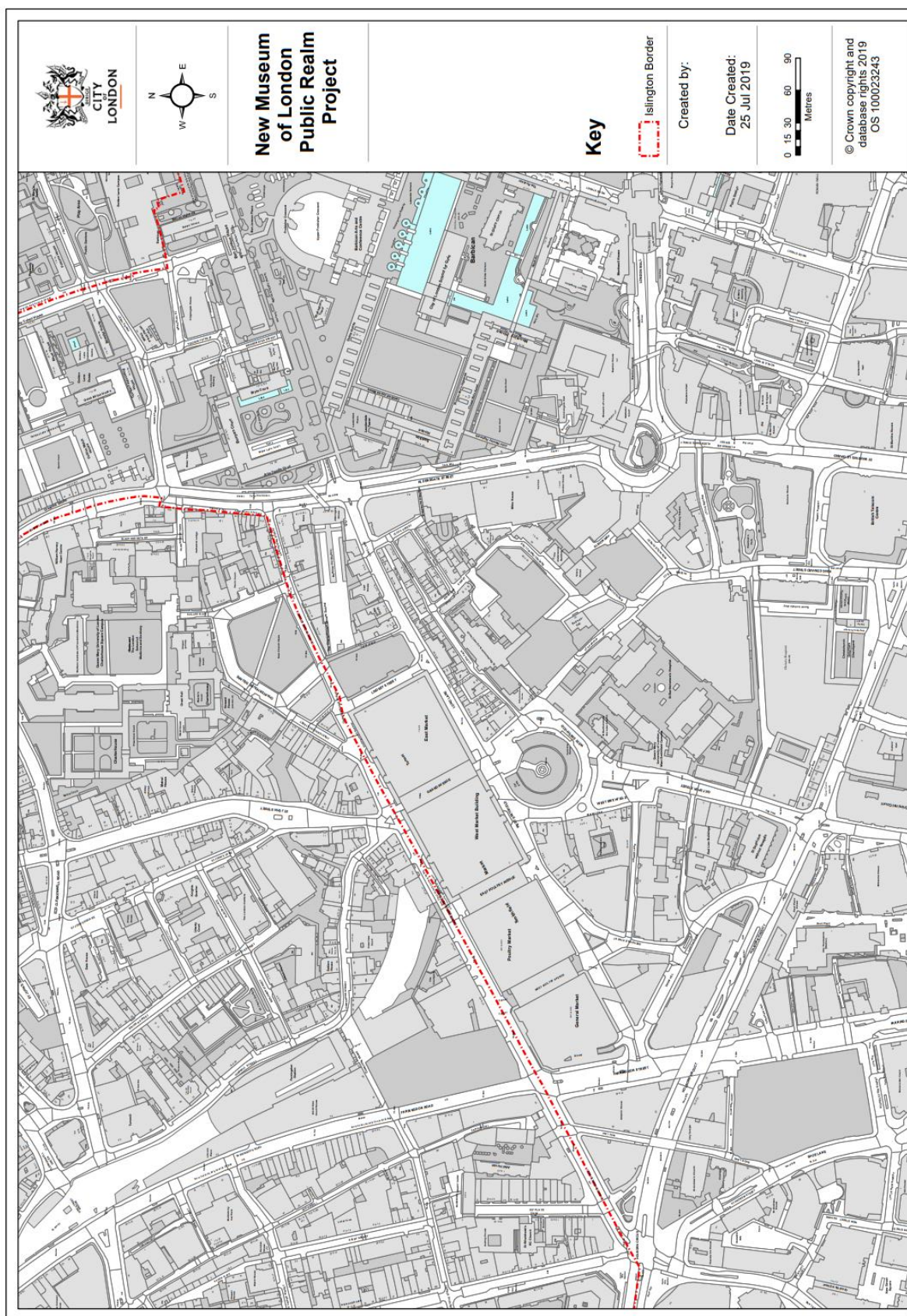
Please note the Client supplier departments.

Who will be the Officer responsible for the designing of the project?

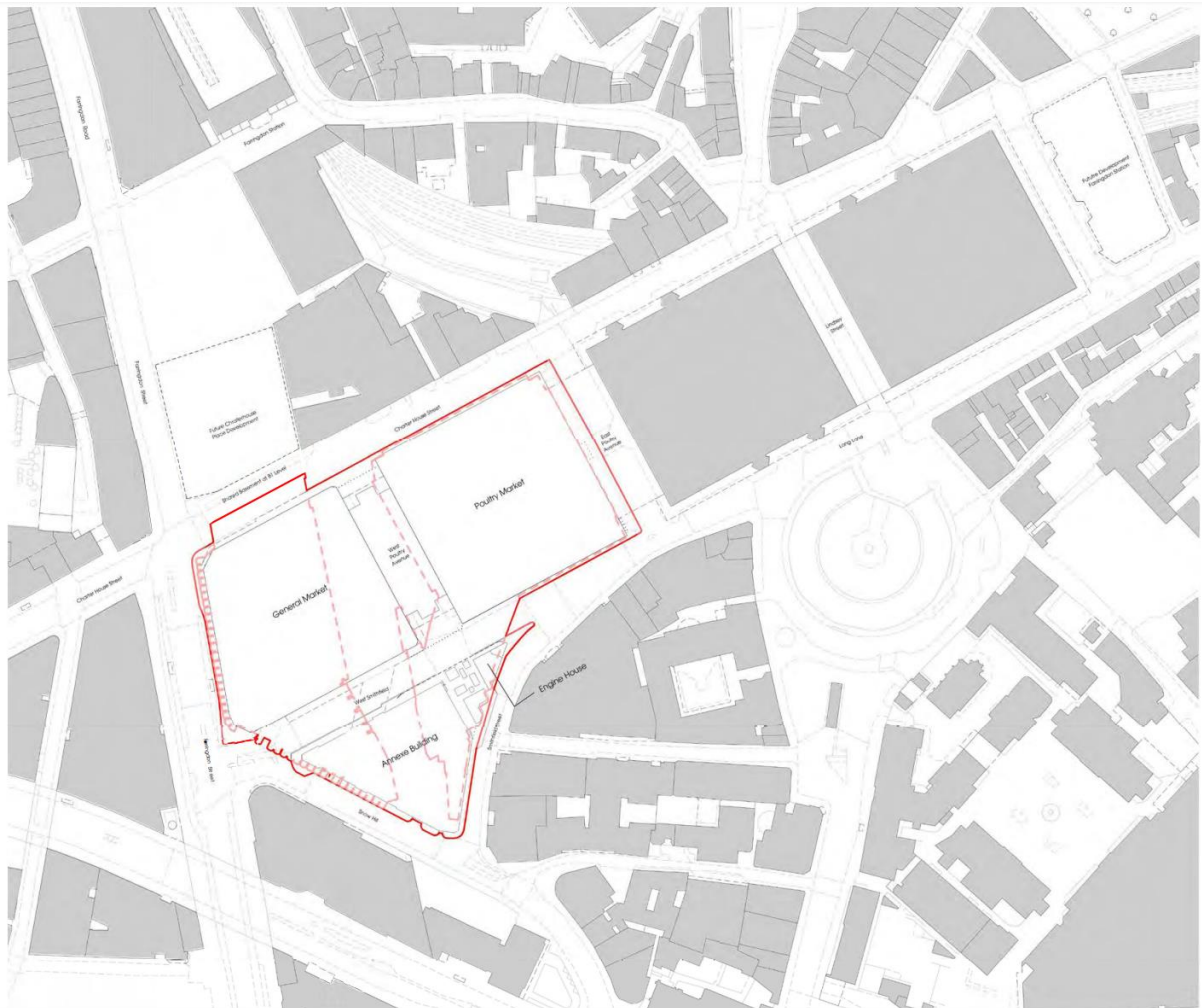
If the supplier department will take over the day-to-day responsibility for the project, when will this occur in its design and delivery?

Client	Department: N/A
Supplier	Department: N/A
Supplier	Department: N/A
Project Design Manager	Department: N/A
Design/Delivery handover to Supplier	N/A

Appendix 2 : Site location plans



Museum of London - Location plan



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Committee(s): Streets & Walkways Sub-Committee Police Authority Board Planning and Transportation Committee	Dated: 17 January 2023 15 February 2023 7 March 2023
Subject: Vision Zero Plan 2023 – 2028	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	Outcome 1: People are safe and feel safe
Does this proposal require extra revenue and/or capital spending?	Y
If so, how much?	£2-3m
What is the source of Funding?	CIL, OSPR, TfL
Has this Funding Source been agreed with the Chamberlain’s Department?	N (see paragraphs 29-32)
Report of: Juliemma McLoughlin, Executive Director Environment	For Decision
Report author: Simon Bradbury, Strategic Transport Officer, Environment Department	

Summary

The City of London Corporation has made the commitment that by 2040, all transport related deaths and serious injuries will be eliminated from the streets of the Square Mile. This commitment is known as Vision Zero. The Vision Zero Plan (Appendix 1) covers the period 2023 to 2028, with longer-term interim targets, and has been written to bring the City back on track to achieve this ambition.

The Transport Strategy sets the strategic direction for achieving Vision Zero, and a range of ambitious road danger reduction measures have been delivered in the period since. However, the City Corporation is currently not on track to achieve the interim targets it set for fewer deaths and serious injuries.

This Vision Zero Plan includes a number of additional infrastructure, engineering, enforcement and behaviour change initiatives that aim to reduce road risk at source. These are structured using the Safe Systems themes of:

- Safe Speeds – action to encourage speeds appropriate to the street
- Safe Streets – to ensure streets are forgiving and do not contribute to risk to street users
- Safe Vehicles – concentrating on the vehicles that pose the greatest risk, whilst discouraging motor vehicle use where possible
- Safe Behaviours – improving the behaviour of streets users and minimising harm posed by the highest risk behaviours, and
- Post Collision Response – learning from serious collisions and improving care available for victims of road trauma.

The Vision Zero Plan sets out new targets for the reduction of fatal and serious injuries in the City. While the overall aim of eradicating fatal and serious injuries by 2040 remains, the trajectory to reach that goal has been revised, with new targets for 2026

and 2030. The full draft plan is provided in Appendix 1 and the actions and commitments are summarised in Appendix 2.

If approved, the plan will be a joint document with the City of London Police. Subject to review and approval we also expect Transport for London to be co-signatories.

Most transport projects already include measures to reduce road danger, however it is expected that an initial £2-3 million of additional capital funding will be required to deliver the Vision Zero Plan. This includes funding for feasibility and initial design work on the Safe Streets elements of the Plan. The additional funding required has not yet been agreed with the Chamberlain as this relates to the wider review of Community Infrastructure Levy (CIL) and On Street Parking Reserve (OSPR) funding that is currently underway.

The City Corporation has a statutory duty to deliver improvements that prevent road traffic collisions. The 1988 Road Traffic Act, Section 39, puts a duty on the local authority to undertake studies into road traffic collisions, and to take steps both to reduce and prevent them.

Recommendation(s)

Members of the **Streets & Walkways Sub-Committee** are asked to:

- Approve the draft Vision Zero Plan for onward progression to the Police Authority Board and the Planning & Transportation Committee for final approval, subject to the incorporation of any changes requested.

Members of the **Police Authority Board** and the **Planning & Transportation Committee** are asked to:

- Approve the Vision Zero Plan 2023 – 2028.

Main Report

Background

1. The City Corporation's current Road Danger Reduction and Active Travel Plan covers the period 2018 - 2023. This adopted the Vision Zero ambition of eliminating deaths and serious injuries from the City's streets by 2040. This core ambition was subsequently included in the Transport Strategy, which was adopted in 2019.
2. The Transport Strategy sets the strategic direction for achieving Vision Zero, and a range of ambitious road danger reduction measures have been delivered in the period since. However, the City Corporation is currently not on track to achieve the interim targets it set for fewer deaths and serious injuries.
3. This Vision Zero Plan has been developed to follow on the 2018 Road Danger Reduction and Active Travel Plan and includes proposals to get the City Corporation back on track to achieve its targets.
4. TfL published its own Vision Zero action plan in 2018, which was then updated in November 2021 with a Vision Zero progress report.
5. The goal of achieving Vision Zero is in line with the Mayor of London's own ambition and is consistent with international best practice. Whilst a goal to eradicate deaths and serious injuries is extremely ambitious and challenging to meet, the adoption of this goal reflects the belief that death and serious injuries are not inevitable or acceptable and should never be the price to pay for travelling around the Square Mile.

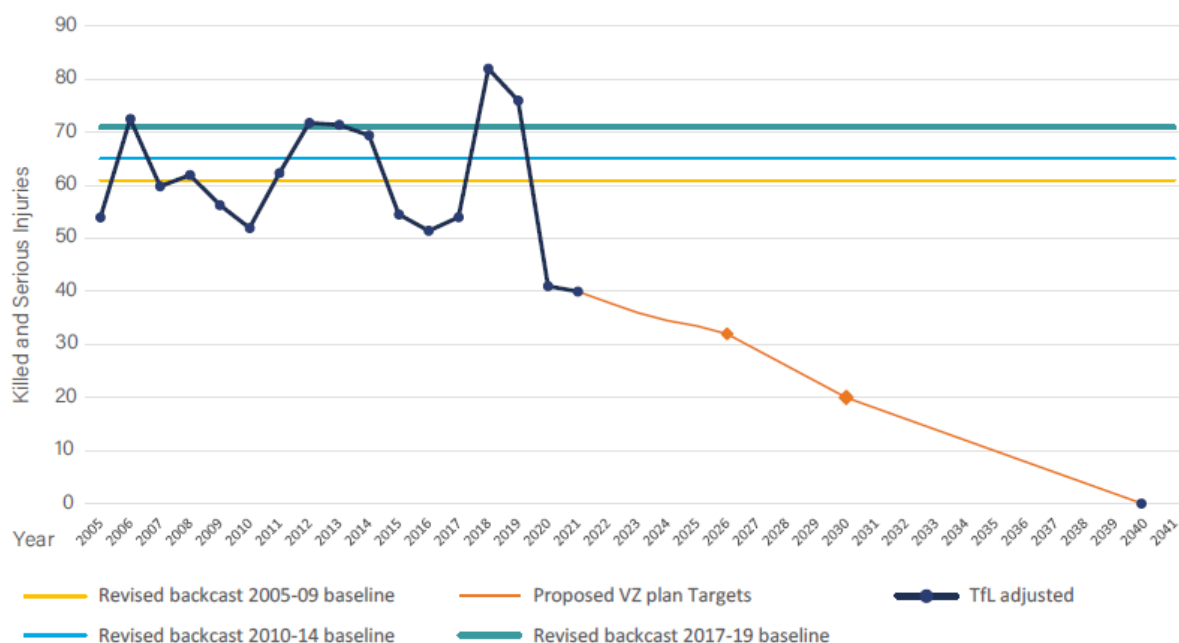
Current Position

6. Between the period 2005-2019, the City saw a general plateauing in the numbers of people killed and seriously injured on its streets (between 50-80 serious injuries and one to four fatal injuries a year). Considering the significant increase in the numbers of people walking and cycling over this period, the fact that there was not a concurrent increase in fatal and serious injuries was an indication of reduced risk overall. The next two years, 2020 and 2021, saw significantly reduced numbers as a result of the Covid-19 pandemic, with 41 and 40 fatal and serious injuries respectively (with one fatal injury in 2021 and none in 2020).
7. However, discounting the pandemic-related reduction in fatal and serious injuries in 2020 and 2021, the City does not appear to be on track to achieve the ambitious trajectory to achieve zero by 2040. More needs to be done, and the new Vision Zero Plan affords the opportunity for the City Corporation and its partners to redouble efforts to reduce road danger and prevent deaths and serious injuries.

Revised targets to achieve Vision Zero

8. In the development of the Vision Zero Plan the City Corporation has refreshed its analysis of collision and casualty data back to the start of 2017.

9. The analysis showed that in 2021, there were 152 casualties in the City, of which 39 were serious and one fatal.
10. To monitor progress and underline the commitment to eradicating deaths and serious injuries, the following interim targets have been included within the draft plan:
 - By 2026, fewer than 32 deaths and serious injuries each year in the City
 - By 2030, fewer than 20 deaths and serious injuries
 - By 2040, zero fatal and serious injuries each year



Area of focus for the plan

11. The collision and casualty data analysis described above revealed the following insights and areas of focus for reducing road danger and casualties:
 - People walking, cycling and riding motorcycles are the most vulnerable users of the City's streets, and efforts should be prioritised towards reducing the risk that they experience.
 - Junctions are the highest-risk locations, with complex turning manoeuvres presenting greater potential for conflict. The focus of the City Corporation and TfL's engineering programme should be on these locations.
 - With over half of all deaths and serious injuries occurring on streets that are managed by TfL, a strong and effective partnership with TfL will be essential in reducing risk and casualties in the City.
 - Certain vehicles, notably motorcycles, buses/coaches and heavy good vehicles pose greater risk to people walking and cycling, and significant gains in the reduction of road danger and prevention of injuries can be achieved by mitigating the risk they pose.

- Whilst the above vehicles pose the greatest risk, efforts to reduce fatal and serious injuries to zero also need to focus on cars, taxis and private hire vehicles, as the vehicles involved in most serious collisions by number.
- People riding motorcycles are disproportionately involved in serious injury of both themselves and others, and conflict between people riding cycles and people walking is an issue that needs to be addressed to reduce danger to both parties.

The Vision Zero Programme

12. The Vision Zero Plan is structured using the Safe Systems approach. The Safe Systems framework improves upon the traditional approach of categorising activity by engineering, education or enforcement, and sees a death or serious injury as a failure of a 'system'.
13. All elements of the street 'system' need to work in combination to prevent the tragic events. As such, the framework of this plan is structured around five key themes:
 - Safe Speeds – action to encourage speeds appropriate to the street
 - Safe Streets – to ensure streets are forgiving and do not contribute to risk to street users
 - Safe Vehicles – concentrating on the vehicles that pose the greatest risk, whilst discouraging motor vehicle use where possible
 - Safe Behaviours – improving the behaviour of streets users and minimising harm posed by the highest risk behaviours, and
 - Post Collision Response – learning from serious collisions and improving care available for victims of road trauma.
14. Key commitments under each of these themes are as set out below, with a single overarching objective for road danger reduction to be made central to the design and delivery of all initiatives, through strengthening and building the Vision Zero safety culture in the City Corporation, City Police and other partners.
15. Working in partnership with the City Police is an essential element for successful delivery of the Vision Zero plan, and integral to the delivery of all five themes of the Safe System Approach. This draft plan has therefore been prepared with the City Police and Transport for London, and is to be seen as a joint document with these key partners¹.
16. The key actions and commitments from the plan are summarised in the spreadsheet in Appendix 2.

Safe Speeds

17. The Safe Speeds theme includes action to:

¹ Subject to review and approval of the final plan by TfL

- Introduce advisory speed limits below 20 mph (likely either 15mph or 10mph) on streets where people often need to walk in the carriageway and where there is the greatest risk of interaction between people walking and people cycling and driving
- Introduce telematics and intelligent speed assistance (ISA) across the City Corporation's vehicle fleet to improve driver behaviour and promote speed compliance
- Increase high profile, high visibility speed enforcement methods targeted at the locations identified as being highest risk.

Safe Streets

18. Under the theme of Safe Streets, actions and commitments include:
- Develop a City of London Vision Zero design audit that will be applied to all engineering schemes, to ensure that guidance and best practice has been applied.
 - Deliver a prioritised programme to re-design and de-risk the junction locations where the risk of serious collisions is the greatest.

Safe Vehicles

19. The Safe Vehicles theme includes the following actions:
- In line with the commitments made in the City Corporation's Transport Strategy, deliver a range of initiatives to reduce the number of motor vehicle trips in the City, with private vehicle use particularly discouraged.
 - Take a risk-based approach to improve the design, maintenance and operation of vehicles that travel on the City's streets e.g. work with TfL and partners to support the development of a motorcycle fleet accreditation standard
 - The City of London Police commit to educate, engage and enforce against users of the City streets that drive or ride vehicles in a way that puts themselves or others at risk.

Safe Behaviours

20. Under Safe Behaviours, actions include:
- To engage with TfL to inform and apply their courier and professional powered two-wheeler engagement in the City and help develop an industry standard for rider training and safe riding practices
 - Investigating the potential to strengthen the Fleet Operator Recognition Scheme (FORS) requirement for suppliers in the City Corporation's supply chain
 - The City Police broadening their enforcement and engagement to include anti-social and road danger offences e.g. cyclist close pass,

careless and dangerous driving, and errant cycling behaviour, including red light jumping.

- To ensure a consistent message, and to avoid additional development costs, the City Corporation and Police will support and amplify TfL's campaigns and marketing activity, along with the DfT's Think! campaigns through its own channels.

Post Collision Response and Monitoring & Evaluation

21. Lastly, the Post Collision Response and Monitoring & Evaluation theme covers actions to support the victims of road trauma and learn from collisions when they happen, including:
 - The City Corporation and City Police will work together to apply new and emerging collision investigation practices to ensure that learnings from serious collisions can be gathered as quickly and efficiently as possible.
 - The City Police will ensure that it signposts and refers individuals to the specialist services that exist to aid and support those bereaved or seriously injured at the most difficult of times.

Development of the Vision Zero Plan

22. The Vision Zero plan and the actions and commitments contained within it were developed through extensive engagement and collaboration, both within and external to the City Corporation.
23. Data and insight from the refreshed collision data analysis, along with a junction prioritisation tool led to the drafting of actions oriented towards the key themes.
24. Safe System thematic workshops were then held with colleagues across the City Corporation, City Police and TfL, as well as separate engagement workshops for transport stakeholders and business / resident groups. Engagement sessions included workshops and one-to-ones with transport representative groups and campaign organisations, including Motorcycle Action Group, Logistics UK, the Brewery Logistics Group, London Cycling Campaign and the Licenced Taxi Drivers Association.
25. Finally, actions have been circulated across the City Corporation, City Police TfL and emergency service partners to gather final input and clarification.

Corporate & Strategic Implications

Strategic implications

26. The Vision Zero Plan supports the delivery of Corporate Plan outcomes 1, 2, 3, and 12.
27. The City Corporation's Transport Strategy includes the ambition to deliver Vision Zero, and the Vision Action Plan will help in delivering the casualty reduction targets set within the Strategy.

28. Delivery of the Vision Zero Plan will mitigate departmental risk ENV-CO-TR 001 – Road Safety.

Financial / resource implications

29. Most transport projects already include measures to reduce road danger, however it is expected that an initial £2-3 million of additional capital funding will be required to deliver the Vision Zero Plan. This includes funding for feasibility and initial design work on the priority junctions, which is the major capital Safe Streets element of the Plan. This initial funding will allow us to develop accurate cost estimates for these projects and prioritise delivery to inform future capital bids.
30. The additional funding required has not yet been agreed with the Chamberlain as this relates to the wider review of CIL and OSPR funding that is currently underway. Capital funding proposals for the delivery of the Vision Zero Plan will be included as part of future submissions for consideration by the Corporate Priorities Board and RASC.
31. We are proposing adopting the Vision Zero Plan in advance of this additional capital funding being agreed so that any funding bids are informed by policy commitments and to avoid delaying the delivery of other elements of the Plan.
32. Smaller scale interventions, strategic measures and behaviour change campaigns will be funded through local risk, officer time and annual Local Implementation Plan (LIP) funding.

Legal implications

33. The City Corporation has a statutory duty to deliver improvements that prevent road traffic collisions. The 1988 Road Traffic Act, Section 39, puts a duty on the local authority to undertake studies into road traffic collisions, and to take steps both to reduce and prevent them.
34. The pertinent wording from the Act is:
39.2 Each local authority must prepare and carry out a programme of measures designed to promote road safety and may make contributions towards the cost of measures for promoting road safety taken by other authorities or bodies.

Equalities implications

35. A Test of Relevance for an Equalities Impact Assessment (EqIA) has been completed for the Vision Zero Plan. It concluded that there were no negative impacts on people with protected characteristics, and that the impacts of the Vision Zero plan and its actions were only positive.

Climate implications

36. Delivery of some of the actions in the Vision Zero Plan support the objectives of the City Corporation's Climate Action Strategy to reduce the use of motor vehicles and enable more walking and cycling.

Security implications

37. None

Conclusion

38. Road danger reduction measures delivered over the last five to ten years have been successful in preventing an increase in fatal and serious injuries in the City, despite increasing numbers of people walking and cycling.
39. 2020 and 2021 saw significant reductions in numbers of fatal and serious injuries as a result of reductions in the numbers of people travelling in the City due to Covid-19 related public health measures and increased home-working.
40. As the number of people returning to the City increases the challenge for the City Corporation, City Police and TfL will be to prevent a concurrent increase in the numbers of people killed and seriously injured on the streets. The achievement of the 2030 target of fewer than 30 people killed or seriously injured each year already looks to be challenging.
41. The Vision Zero Plan 2023-2028 seeks to reassert the City Corporation and City Police's commitment to eradicate deaths and serious injuries, with a programme of action oriented towards the areas of focus seen in the latest collision data.
42. Progress towards the achievement of actions and commitments in the Vision Zero action plan will be monitored and reported to the Planning and Transportation Committee through the Transport Strategy Annual Report, and through updates on departmental risk ENV-CO-TR 001 – Road Safety.

Appendices

- Appendix 1: Draft Vision Zero plan.
- Appendix 2: Draft Vision Zero action and commitments log

Background Papers

- [City of London Transport Strategy](#)
- [City of London Road Danger Reduction and Active Travel Plan 2018-2023](#)

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Committee(s)	Dated:
Streets & Walkways Sub Committee Culture, Heritage & Libraries Committee	17 January 2023 23 January 2023
Subject: Special Events on the Highway	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	3, 10
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Executive Director of the Environment	For Decision
Report author: Ian Hughes, Director City Operations, Environment Department	

Summary

This report outlines the major special events planned for 2023 and provides Members with an opportunity to consider & comment on the appropriateness of those events, taking into account their nature, scale, impact and benefits.

There continues to be a relative stable core of 12 regular sporting, ceremonial or celebratory events likely to take place on the City's streets in 2023. These core events are highly professional and extremely well-run, generating a range of charitable, reputational & promotional benefits to the City and delivered with the minimum of fuss or complaint.

Around that core programme is a variety of one-off events that aim to support the City's cultural, visitor and transport agendas such as Destination City and the City's emerging Sports Strategy, as well as the aims & objectives of key City partner organisations and community groups.

Last year saw the overall number of events return to pre-pandemic levels with key events returning to their traditional timeslots in the year, but 2022 was also exceptional in that the City saw several ceremonial events of national importance, including celebrations for Her Majesty the Queen's Platinum Jubilee, commemorations of her sad passing and the proclamation of the accession of His Majesty Charles III outside the Royal Exchange.

Finally, this report also notes for Streets & Walkways Sub Committee the event-related 'benefits in kind' granted to charitable & other organisations in 2022.

Recommendation(s)

Members of Streets & Walkways Sub Committee and Culture, Heritage and Libraries Committee are recommended to:

- Agree to support the regular core events programme listed in paragraph 7 and detailed in Appendix 1.
- Agree to support the additional one-off events outlined in paragraphs 14-22, subject to final assessment regarding safety, licencing, traffic orders (where required) and impact on local stakeholders.

Members of Streets & Walkways Sub Committee are also recommended to:

- note the Benefits in Kind listed in Appendix 4.

Main Report

Background

1. This report provides an update to Members on the programme of on-street special events currently planned to take place in 2023. Although some events are more commercial than others, most are organised with the intention of raising money for charitable causes or promoting specific City strategies and Mayoral initiatives. Each event aims to deliver some form of social, financial or community benefit, but the City's long-term approach has been to ensure that the impact on residents, businesses and traffic must not be disproportionate.
2. Planning for each major event takes place well in advance in order to minimise their impact on others and to co-ordinate them into the wider programme of works taking place on the City's streets. Officers from the Environment Department lead this process with the assistance of a variety of departments including Town Clerks, Remembrancers and the City Police.
3. The Executive Director, Environment Department has delegated authority to write traffic orders for roads to be closed for special events, so Member approval for each major event is not required. However, there are established guidelines for officers to follow in determining the suitability of events (including the process for appropriate political oversight), enabling the provision of advice for organisers and setting out the procedure for consents & approvals.

Events from 2022

4. During 2022, the general events programme began to return to normality post-Covid, with events typically reverting back to their usual pre-Covid slots in the calendar, albeit London Marathon decided to stay with an autumn slot for one more year, only reverting back to their usual April date in 2023.
5. Last year also saw a change to the London Marathon event with a mini marathon being separated from the main event and taking place the day before, allowing it to become more inclusive with more children taking part across a wider age

range. This new format saw a series of 2.6 mile and one-mile races for 5-17 year olds, with each race finishing at the London Marathon finish line on the Mall and with £10 per finisher paid to their school for sports or computer equipment. It is anticipated the number of participants will increase each year with a target of 50,000 by 2031.

6. However, the events of 2022 were clearly dominated by matters connected to national celebration and commemoration, with the City of London and St Paul's Cathedral hosting services to mark both Her Majesty the Queen's Platinum Jubilee and her sad passing later in the year, whilst the City's historic role in national events was demonstrated by the formal proclamation of the accession of His Majesty King Charles III at the Royal Exchange. Plans had been prepared well in advance to enable the City to host these multi-agency events with appropriate dignity despite the short notice and international spotlight.

Events Calendar 2023

7. The City's on-street event programme has developed a consistent rhythm (Covid notwithstanding), with a core programme of 12 substantial, well-run and popular events becoming established over time. Full details behind each of these events can be found in Appendix 1, but they can be separated into three distinct categories:

Sporting

- Winter Run – Sunday 5 February
- London Landmarks Half Marathon – Sunday 2 April
- London Mini Marathon & Marathon – Saturday 22 & Sunday 23 April
- Ride London Cycling – Sunday 28 May
- Vitality 10k Race – Sat 23 or Sun 24 June (TBC)
- Great City Race – Tuesday 18 July
- London Triathlon – Sunday 6 August
- Bloomberg Square Mile Run – Thursday 13 September
- Royal Parks Half Marathon – Sunday 8 October

Ceremonial

- Cart Marking – (Weekend TBC)
- Lord Mayor's Show – Saturday 11 November

Celebratory

- New Year's Eve – 31 December

8. This core group of events is organised by experienced and professional event management companies with well-established routes, detailed communication plans and effective working relationships built up over time with the three key highway authorities for Central London, namely the City of London, Transport for London and Westminster City Council.

9. The success of events such as the London Marathon, the Great City Race and the London Landmarks Half-Marathon mean that the City remains an attractive location for mass participation charitable 'fun run' type events. These events generally remain popular with the public & participants, they are safely managed, and they provide the City with a range of secondary benefits, including publicity & footfall, visibility on the international stage, connections to the charitable sector and (in some cases) help promote the City's own events and programmes.
10. Event organisers are aware that they do not have a permanent agreement to hold their events on City streets, but as can be seen in Appendix 3 (which sets out the established events assessment matrix), these events are typically considered 'Green' in terms of delivering a positive balance between the benefits they bring against the impact they cause.
11. As Members & officers have noted before, with 12 such events now on the City's calendar, there is always the potential for diminishing returns from adding similar events and there can be 'event fatigue' from residential groups given the same streets are often used for more than one event. In addition, there are limited officer resources to help deliver these events and sufficient room must be maintained in the calendar to ensure business as usual activities such as utility street works, resurfacing and crane operations can still be accommodated that can't otherwise take place during the week.

One-Off Events in 2023

12. Away from the core event programme outlined above, there is usually a degree of year-on-year fluctuation in terms of the number and extent of additional one-off special events. Due to their one-off nature, these events typically require a much greater degree of effort to facilitate & enable without the benefit of previous experience or necessarily a well-structured learning curve.
13. In previous years, these sorts of events have included:
 - International sporting events such as the Tour de France (2014) and the International Association of Athletics Federations marathon (2017)
 - City-led events such as the Smithfield 150 celebrations (2018), Lunchtime streets initiatives and various cultural activities & promotions
 - Events coordinated with key partners such as the Afghanistan Commemoration at St Paul's Cathedral (2015), the Commonwealth Heads of Government Visit (2018) and Car Free Day (2019)
 - State events such as those related to Her Majesty the Queen's Platinum Jubilee and the Proclamation of His Majesty the King (2022)

London Landmarks Skyscraper Challenge: 9-10 Sept

14. This event is the first event of its kind and is being planned by the same event team behind the London Landmarks Half Marathon. It involves a combination of activities, starting with a run up the 42 floors of the Leadenhall Building at 122 Leadenhall Street, followed by either an abseil down that building or a zipwire from the roof across to 30 St Mary Axe (The Gherkin).

15. Discussions with the City are on-going to finalise the safety provisions for such an event (including the closure of St Mary Axe), with an appropriate degree of scrutiny being applied to the associated method statements and risk assessments. However, if successful, it is proposed the event will become a multi-year event, with the potential to raise £4.93 million over 3 years across all charitable funding partners.

Destination City

16. Destination City launched in May 2022, following an independent review which set out a renewed vision for the City to be a leading destination for workers, visitors and residents. Strong progress has been made since establishing Destination City including the recruitment of the new Destination Director and Programme Curator in September. October saw the launch of its first large scale event which attracted mass media traction and audience engagement.
17. Destination City will seek to create exceptional experiences that are distinctively for residents, workers and visitors through a seasonal programme of major and mini activations and an Always On world class leisure offering.
18. Underpinned by sustainability, inclusivity and innovation, Destination City's activation programme will seek to encompass with the below themes:
- **History and heritage.** A City dripping in treasures and stories of the past, present and future. A City founded on a spirit of enterprise and innovation, open to discovery and excited to share its story with the world.
 - **Culture and creativity.** A City as comfortable with the roof top concert, as the conservatoire; the pop-up, pop-art as the gallery. A City that continues to inspire invention, making and design – and the talent who want to excel.
 - **Shopping and socialising.** A City of fun, colour and lightness. With vibrant clusters and a destination retail-hospitality offer that entices people to stay.
 - **Wellness.** A City where everyone is welcomed and included. A City of community and connections, education and enrichment, relaxation and renewal.
19. Destination City will establish a seasonal structure of animating the City, by leveraging cultural partners and BID level activity as well as commissioning, programming and producing in house events and activations. High impact seasonal activity will 1) generate global profile, 2) attract sponsorship and 3) drive footfall and sales. The objective is for seasonal programming in conjunction with cultural partners and attractions to create multiple events over a durational period under the umbrella of Destination City. The festival concept will maximize footfall and durational consumer engagement.
20. Provisional timings for 2023 Major Activations are:
- Major Activation 1 – May - June
 - Major Activation 2 – September - October

21. The detailed planning for these activations is underway and will be carried out in close collaboration with the relevant internal departments including Highways to ensure that the need for any road closures and special event applications are completed within the necessary timeframe. The Mini activation programme is being developed and will consist of small to medium scale events and programmes that are repeated regularly on an annual basis.

Sports Strategy

22. The Sport Engagement Manager is currently leading a review of the City Corporation's sport provision and, working with external consultants, will be preparing a new sport strategy for the Square Mile in the new year. This will cover aspects such as facilities, public realm, mass participation events and business engagement. It is anticipated that the new strategy will have a number of ambitious targets for the organisation on sport and, subject to resources, will ensure sport is properly prioritised going forward. Given this Sub Committee's role in approving road events in the Square Mile, it is intended that the new strategy will be submitted to Members for consideration at your meeting in May 2023.

Financial Implications: Benefits in Kind

23. The City Corporation has typically sought to facilitate certain charitable activities by waiving particular administrative fees & charges as a benefit in kind. The Director has delegated authority to do this on a case-by-case basis in accordance with the Member-approved guidance that sets out the likely circumstances where this can be done.
24. In particular, the need to ensure appropriate cost recovery to offset wider budget constraints has ensured a significant degree of challenge is applied to requests to waive fees, whilst officers are also aware they must seek to ensure parity and even-handedness in providing benefits in kind to similar types of events.
25. For some time, the Environment Department has summarised this information for the Finance Grants & Oversight Committee, but to improve transparency of the decision making behind this process, that Committee now recommends that all current benefits in kind with no identifiable end date should be reviewed by the relevant department or Committee, and a recommendation made as to the on-going provision of each benefit.
26. Therefore, for the purposes of transparency, Members of Streets & Walkways Sub Committee (as the spending Committee for special event management) are asked to note the Benefits in Kind provided under this protocol and set out in Appendix 4.

Security Implications

27. The use of the City's Anti-Terrorism Traffic Regulation Order (ATTRO) in relation to special events will be covered in more detail by a separate report to Streets & Walkways Committee. Nevertheless, it can be noted here that the ATTRO was

used in conjunction with the events related to Her Majesty's Platinum Jubilee, her subsequent passing and the Proclamation of His Majesty the King, as well as the New Year's Eve celebrations.

Corporate & Strategic Risk Implications

28. The events outlined in this report aligns with a number of corporate strategies including:

- Provide inclusive access to facilities for physical activity and recreation
- Cultivate excellence in sport and creative & performing arts
- Preserve and promote the City as the world-leading global centre for culture
- Protect, curate and promote world-class heritage assets, cultural experiences and events

29. In addition, enabling events to take place on the City's streets (when safe to do so) will drive visitors to, and animate, the City in a safe and managed way as part of long-term recovery plans.

Legal, Resource, Climate & Equalities Implications

30. None

Conclusion

31. This report summarises the major events planned for 2023, including a series of on-street cultural and transport-strategy related activities to supplement the core established major events. The vast majority of events continue to be delivered successfully and safely, whilst City officers work with organisers to ensure the disruption they cause is minimised wherever possible.

Appendices

- Appendix 1 – Core Event Programme for 2023
- Appendix 2 – Core Event Timeline for 2023
- Appendix 3 – Summary Event Assessment for 2023
- Appendix 4 – Benefits in Kind for 2022

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APPENDIX 1 – Core Event Programme for 2023

EVENT	DAY & DATE	TIMES	ORGANISER	APPROVAL AUTHORITY	BENEFIT OF EVENT	NO.	EVENT HISTORY	CITY OF LONDON ROUTE
Winter Run	Sunday 5 February	7.30 am – 4 pm	Human Race Ltd	City of London	Community event raising money for charity	18,000	7 th year	City Streets, and Westminster (WCC)
London Landmarks Half Marathon	Sunday 2 April	6.30 am – 4 pm	Tommy's (with The Great Run Company)	City of London & City of Westminster	Community & Charitable Event	16,000	5th Year	Iconic sites within the City
London Mini Marathon	Saturday 22 April	7.30am – 11.3am	London Marathon Limited	Transport for London	Significant charity fund raising for schools	10,000	2 nd Year	Embankment & Upper Thames St
London Marathon	Sunday 23 April	7am-8.30pm	London Marathon Limited	Transport for London	Significant charity fund raising, plus surplus used to support specific sporting projects.	50,000	Established event of more than 20 years	Embankment & Upper / Lower Thames St
Vitality 10K Race	Saturday 23 or Sunday 24 June (TBC)	10am-12.30pm	London Marathon	Westminster / City of London	Funds from this race promote sporting initiatives to the City's resident and workforce population	15,000	More than 10 years	WCC, Holborn, Holborn Viaduct, Cheapside to

								Bank area and back to WCC
RideLondon	Sunday 28 May	4.30am-7.30pm	TfL (with London & Essex & London Marathon Trust Ltd)	Transport for London, City of London & other highway authorities	Mass participation event to promote cycling, inc Mayoral initiatives.	75,000	9 th year	Central CoL & Holborn, Holborn Viaduct
Cart Marking	Saturday TBC	7 am – 2 pm	Worshipful Company of Carmen	City of London	Historical City event to mark trade vehicles	200	Annual event	London Wall, Gresham St, Guildhall area
Standard Chartered Great City Race	Tuesday evening 18 July	6.30pm-10.30pm	London Marathon Ltd	City of London	Popular with City institutions & sponsored by a City company. Funds also help promote sporting initiatives to the City's resident and workforce population	6,000	More than 10 years	City Road, London Wall, Bank area & Cheapside.
London Triathlon	Sunday 6 August	5 am – 1 pm	Limelight Sports	TfL, Westminster City Council	Sporting Event	15,000	Annual event	Lower route (Victoria Embankment)
Bloomberg Square Mile	Thursday evening	7 pm – 9pm	Square Mile Sport	City of London	Fun Run raising money for charity	1,500,	More than 10 years	Gresham Street

	13 September							
Royal Parks Half Marathon	Sunday 8 October	7.30am-8.30pm	Limelight Sport	Royal Parks and Transport for London	Charitable event for Royal Parks Foundation.	15,000	More than 10 years	Victoria Embankment west of Blackfriars.
Lord Mayor's Show	Saturday 11 November	7am-7pm	City of London	City of London / Westminster and Transport for London	Procession to facilitate the Lord Mayor's obligations to the Sovereign.	6,000	Ceremonial event	City area west of Bishopsgate.
New Year's Eve Fireworks	Saturday 31 December	From b/w 2-10pm until after midnight	GLA	Transport for London, Westminster & City of London	Focus of the UK's End of Year celebrations	120,000	Annual celebratory event	Blackfriars area & Westminster near London Eye

APPENDIX 2 – Core Event Timeline for 2023

2023 Timeline: Core events		
Date	Event	Disruption
05/02/2023	Winter Run	-2
02/04/2023	London Landmarks Half M.	-3
22 & 23/04/23	London Marathon	-3
28/05/2023	RideLondon	-3
23 or 24/06/23	Vitality 10k Race	-2
TBC (June)	Cart Marking	-1
18/07/2023	Great City Race	-5
06/08/2023	London Triathlon	-2
13/09/2023	Bloomberg Sq Mile	-1
08/10/2023	Royal Parks Marathon	-2
11/11/2023	Lord Mayor's Show	-4
31/12/2023	New Years Eve	-6

Month	Week	Cumulative Disruption									
		1	2	3	4	5	6	7	8	9	10
Dec / Jan	52	New Year's Eve									
Jan	1										
	2										
	3										
	4										
Feb	5	Winter Run									
	6										
	7										
	8										
Mar	9										
	10										
	11										
	12										
Apr	13	London Landmarks									
	14										
	15										
	16	London Marathon									
May	17										
	18										
	19										
	20										
June	21	RideLondon									
	22										
	23										
	24										
July	25	Vitality 10k									
	26										
	27										
	28	Great City Race									
Aug	29										
	30										
	31	Triathlon									
	32										
Sept	33										
	34										
	35										
	36	Sq Mile									
Sept / Oct	37										
	38										
	39										
	40	Royal Parks									
Nov	41										
	42										
	43										
	44										
Dec	45	Lord Mayor's Show									
	46										
	47										
	48										
	49										
	50										
	51										
	52	New Year's Eve									

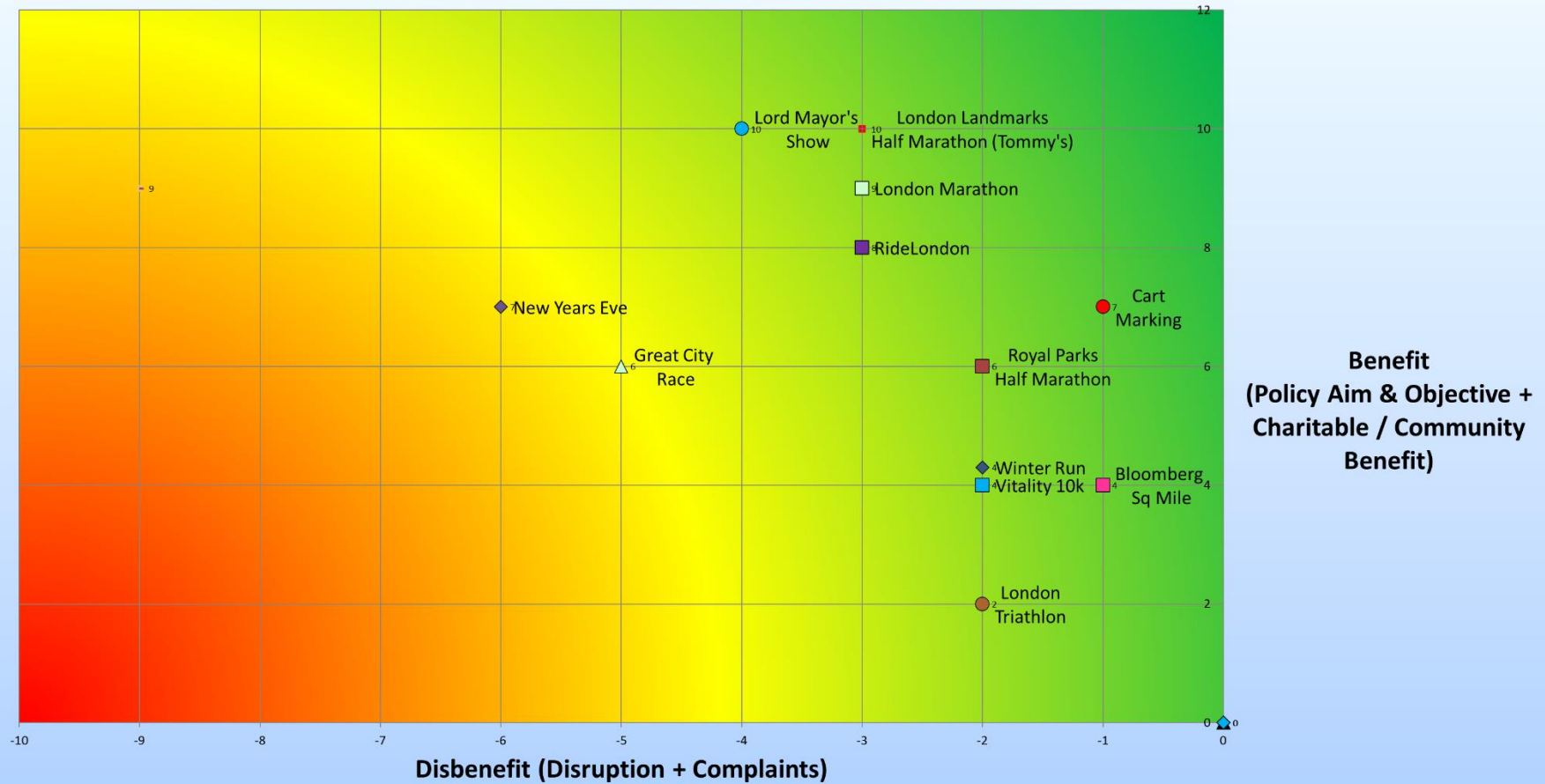
APPENDIX 3 – Summary Event Assessment for 2023

An Event Assessment Matrix is applied to each event to determine its benefits and dis-benefits, and it remains a highly useful tool to determine the merits (or otherwise) of any proposed event. Members approved the framework for the assessment matrix, which is summarised below:

Disbenefit		Benefit	
Disruption & Impact	Past / Likely Complaints	Policy Aims & Objectives	Charitable / Community Support
Daytime major road closures / Major impact (-5)	Serious, numerous & political (-5)	City heritage / cultural 'difference' / Corporate Plan (inc visitor & cultural strategies) (5)	Not for Profit' / Large charitable contribution / Overwhelming stakeholder support (5)
Evening major road closures (-4)	Numerous & political (-4)	London / National / International significance (4)	Charitable contribution (4)
Extensive weekend road closures / Medium impact (-3)	Numerous non-political (-3)	CoL Partner / City stakeholder (3)	Significant City community non-charitable benefit (3)
Limited weekend road closures (-2)	Some political (-2)	CoL Community Strategy (2)	Small charitable contribution (2)
Traffic holds / bubble / minor road closures (-1)	Small number (-1)	Member-only support (1)	Small community benefit (1)
No road closures No impact (0)	None (0)	No policy objective / No Member support (0)	Fully commercial (0)

Using these criteria, the relative assessment for the planned known events in 2023 is represented on are currently as follows:

CORE EVENT ASSESSMENT (2022)



APPENDIX 4 – Benefits in Kind 2022

Date	Event Name	Application Fee	Temporary Traffic Order	Hoarding Licence	Parking Suspension	Dispensation	Total
February							
13.02.2022	London Winter Run				1,740		1,740
April							
03.04.2022	London Landmarks Half Marathon				5,400		5,400
May							
02.05.2022	Vitality 10K				630		630
29.05.2022	Ride London 2022				1,680		1,680
June							
03.06.2022	Church Service	400	1,500		21,610		23,510
16.07.2022	Cart Marking				3,420		3,420
September							
04.09.2022	Merchant Navy Memorial Day	400	1,500		2,220		4,120
25.09.2022	Sheep Drive				600		600
October							
06.10.2022	Christ Hospital School St Matthew's Day Parade				65,315	136	256
28.10.2022	Sheriffs Ride	100					100
November							
12.11.2022	Lord Mayor's Show	400	1,500	270	65,315	216	67,701
13.11.2022	Remembrance Sunday	400	1,500				1,900
20.11.2022 - 08.01.2023	EC Christmas in The City			45			45
05.12.2022	Drapers Christmas Fayre				2,350		2,350
TOTALS		1,700	6,000	315	105,085	352	113,452

<i>Date</i>	<i>Action</i>	<i>Officer responsible</i>	<i>To be completed/ progressed to next stage</i>	<i>Notes/Progress to date</i>
15 October 2020 1 December 2021 18 February 2021 08 July 2021 10 Sep 2021 15 Feb 2022 03 May 2022 31 May 2022 05 July 2022 08 Nov 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.	Executive Director, Environment	April 2021 Sep 2021 Dec 2021 Feb 2022 Sep 2022 Nov 2022	<p>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. The TfL scheme has been extended to November 2022. Further reports on proposed developments in legislation were expected to be submitted to the Planning & Transportation Committee.</p> <p>Vehicles were being left in the wrong places, and operators were being engaged with on the matter. The Department for Transport (DfT) has confirmed that all authorities with e-scooter trials may apply to extend their trials until May 2024. Transport for London has confirmed the Pan-London E-Scooter Trial Term will be extended for a further 18 months in line with the DfT extension. A report has been submitted for decision to the Planning and Transportation Committee on 1 November requesting permission to extend the City of London's participation in the pan-London e-scooter trial.</p> <p>We are aware of significant issues regarding dockless bike operations in the Square Mile particularly with bikes left outside of designated parking areas. Officers have met with our currently approved operators, Lime and HumanForest, to discuss parking compliance</p>

				<p>and develop compliance improvement plans. Above the existing charges and fines they levy against users who park or behave inappropriately dockless bike scheme operators have committed to introducing AI-supported end-of-ride parking photo recognition and fining, increased staff presence in the City and improving the effectiveness of their warning, fining and banning processes as well as general communications with users.</p> <p>Additional compliance improvement and review meetings have been planned to inform a report for this Committee to be submitted in January 2023. Recommendations on the approval statuses of our currently approved operators and our dockless bike operations policy will be included in this report.</p>
<p>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 05 July 2022 08 Nov 2022</p>	<p><u>Beech Street Transport and Public Realm Improvements</u></p> <p>The project will address air quality issues by reducing traffic that pass through the tunnel. At the same time, it aims to deliver a vibrant street with a high-quality public realm at the centre of the Culture Mile, which will also provide the opportunity to realise property outcomes.</p>	<p>Executive Director Environment</p>	<p>May 2022 Nov 2022</p>	<p>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. 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</p>

			Nov 2022	<p>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. 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. In terms of the current situation on Beech Street, Page 211 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</p> <p>Discussions with LBI are ongoing, and the matter was discussed as a separate agenda item at the meeting of 08 November 2022.</p>
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15 Feb 2022 03 May 2022 05 July 2022	<u>TfL London Bridge Experimental Scheme</u>	Executive Director, Environment	May 2022 Sep 2022 Nov 2022	<p>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</p> <p>Response was agreed at Committee, with Delegated Authority granted for wording.</p> <p>The Scheme is now linked to Bishopsgate Scheme, traffic displacement to be monitored. Issue being handled by BHE Board, Committee to be informed of progress.</p>
31 May 2022	Bank Junction Traffic & Timings Review	Executive Director, Environment	Sep 2022 Nov 2022	<p>Issue discussed at meeting of Sep 2022, further reports expected.</p> <p>Update is expected during the first quarter of 2023.</p>

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of the Local Government Act 1972.

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