



Streets and Walkways Sub (Planning and Transportation) Committee

Date: TUESDAY, 7 NOVEMBER 2023
Time: 1.45 pm
Venue: COMMITTEE ROOM 2 - 2ND FLOOR WEST WING, GUILDHALL

Members:

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

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Ian Thomas CBE
Town Clerk and Chief Executive

AGENDA

N.B. Items marked * are for information and will be taken without discussion, unless the Clerk has been informed that a Member has questions or comments prior to the start of the meeting.

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**
To agree the public minutes of the meeting held on 26 September 2023.

For Decision
(Pages 5 - 22)
4. **CITY PUBLIC REALM GUIDANCE - PUBLIC REALM DESIGN TOOLKIT - ADOPTION**
Report of the Interim Executive Director, Environment.

For Decision
(Pages 23 - 76)
5. **CLIMATE ACTION STRATEGY, COOL STREETS AND GREENING PROGRAMME - PHASE 4, SUDS (SUSTAINABLE URBAN DRAINAGE) FOR CLIMATE RESILIENCE**
Report of the Interim Executive Director, Environment.

For Decision
(Pages 77 - 92)
6. **DAUNTSEY HOUSE, FREDERICKS PLACE - PUBLIC REALM IMPROVEMENTS (S278)**
Report of the Interim Executive Director, Environment.

For Decision
(Pages 93 - 106)
7. **ENHANCING CHEAPSIDE PROGRAMME**
Report of the Interim Executive Director, Environment.

For Decision
(Pages 107 - 122)

8. **FLEET STREET AREA HEALTHY STREETS PLAN**
Report of the Interim Executive Director, Environment.

For Decision
(Pages 123 - 384)

9. **BANK JUNCTION IMPROVEMENTS: ALL CHANGE AT BANK ***
Report of the Interim Executive Director, Environment.

For Information
(Pages 385 - 414)

10. **OUTSTANDING REFERENCES***
Report of the Town Clerk.

For Information
(Pages 415 - 416)

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

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

13. **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

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

15. **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, 26 September 2023

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, 26 September 2023 at 1.45 pm

Present

Members:

Graham Packham (Chairman)
John Edwards (Deputy Chairman)
Deputy Randall Anderson
Deputy Marianne Fredericks
Deputy Alastair Moss
Alderwoman Susan Pearson

Officers:

Zoe Lewis	-	Town Clerk's Department
Melanie Charalambous	-	Environment Department
Gillian Howard	-	Environment Department
Ian Hughes	-	Environment Department
Sam Lee	-	Environment Department
Bruce McVean	-	Environment Department
Bob Roberts	-	Environment Department
Clarisse Tavin	-	Environment Department
Jake Tibbetts	-	Environment Department

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Deputy Shравan Joshi, Paul Martinelli and Ian Seaton.

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

Deputy Fredericks stated that in relation to Agenda Item 4 – 100 Minorities: 278 Highway Works (Phase 1), and Public Realm Enhancements (Crescent Phase 2), she was a resident of Tower Ward, knew the architects of the two hotels and had attended the event currently taking place in Crescent.

3. MINUTES

RESOLVED, That the public minutes of the meeting of 4 July 2023 be approved as an accurate record of the proceedings.

Matters Arising

Letter from TfL regarding the rerouting of Number 11 bus route

A Member asked if a response had been received to the letter sent to TfL. An Officer stated that a response had been received and would be circulated to Members of the Sub-Committee.

Barbican and Golden Lane Healthy Streets Plan

A Member asked about the governance of the joint project with Islington Council. An Officer stated that a working group had been established with Officers at Islington Council and the arrangements for Member level governance had been discussed. A Member working group would be set up to inform and oversee the work to develop the proposals and these proposals would be submitted to the Streets and Walkways Sub-Committee. Islington had fewer ward Members than the City so it was suggested that two or three representatives from the City sit on the working group. The Chairman had suggested these representatives should be Members of the Streets and Walkways Sub-Committee. The Officer stated that a meeting of Chairman and Deputy Chairman plus the relevant Executive Member at Islington Council would be arranged.

In response to a Member's question about when the proposals would be submitted, an Officer stated that it was anticipated they would be submitted to the Sub-Committee in the first half of 2024 and this would be followed by the consultation.

Dockless Cycles

A Member asked about the performance of Lime since the new agreement had been signed. She raised concerns about the cycles constricting the pedestrian flow on Cheapside. An Officer stated that the latest statistics from the operators had not yet been received, there had been increased usage over the summer and the City would be providing additional parking spaces. The operators had been asked to help manage the issues on Cheapside including at the junction with King Street.

In response to a question from a Member, an Officer stated that TfL and London Councils were looking into having a London-wide single dockless cycle contract. This was currently at an early stage of development. The contract should mean there would only be a set number of operators for the whole of London and there would be a consistency of parking arrangements.

4. **100 MINORIES: 278 HIGHWAY WORKS (PHASE 1), AND PUBLIC REALM ENHANCEMENTS (CRESCENT) (PHASE 2)**

Members received a report of the Interim Executive Director, Environment which outlined Phase 1 of the project which involved S278 funded highway works to integrate the hotel development at 100 Minories into the City's highway and Phase 2 of the project which involved public realm enhancements and the landscaping of Crescent.

The Chairman stated that a late public submission had been received and gave Members time to read it.

The Officer stated that there had been a delay in finalising the S278 agreement over several years and this had increased the costs. The costs had been reported to the hotel operator and the works could not proceed without payment. Any delays to the payment could result in further costs due to inflation.

The Officer stated that the design of the public realm enhancements had evolved following consultation and liaison with occupiers and TfL. She stated that TfL required 24-hour, 7 day a week access to their substation for the Circle and District Lines which was in the Crescent and they had made comments on the design which Officers had worked to address. Officers had also worked with the Destination City team to accommodate more event activities. The team had advised that the ideal space for events and activities was 100 square metres. Officers had also worked with the relevant Business Improvement Districts (BIDs) and had held a workshop to explore alternative events. She advised that Officers had held several meetings with the hotel and the hotel architects and had taken on board their comments, which had evolved over the consultation. The Officer stated that two options had been developed.

The first option was similar to that approved in January 2023 by the Sub-Committee and the second option included more space for events. The Officer stated that consultation on this option had taken place. Numbers 6-7 and 8-11 Crescent were currently empty but contact had been made with the owner's representatives and they had submitted letters of support. TfL had also submitted a letter of support and a preference for option 2. The Officer stated that the BIDs considered that Option 2 met the needs of the community and was their preferred design. She advised that, generally those in support of Option 2 were in favour of the greening and landscaping at the edges of the space. The Officer stated that Option 2 also used climate action money and incorporated sustainable urban drainage so was a better environmental and more climate resilient scheme. There was also public seating and space for events and activities. The hotel had stated that they would prefer no permanent planting. Officers considered Option 2 to be the best option for the space and had received the most letters of support.

A Member stated that the scheme had evolved since the redevelopment of 100 Minories as it had become clear that the grassed landscaping was unsuitable as there was a railway line underneath it and there were issues with load-bearing and watering, as well as the access requirements for the sub-station. The Member stated that Tower ward was not lacking space with grass, trees and benches but was lacking activity space. She stated that the Sports Strategy and Destination City had sparked the imagination of the Aldgate and EC1 Business Improvement Districts and residents. She stated that she was concerned about a lack of consultation. The Member also stated that there were a number of open spaces in the ward in need of refurbishment including Trinity Square Gardens and the fenced off play equipment in Tower Hill Gardens. The Member stated that the scheme should be paused and revisited to consult the residents who had not been consulted and stated the importance of this when the Policy Chairman had a key policy to have a reset with residents. She also stated that the padel court, although temporary, had

brought people into the area and stated that events had to be on a scale to make them viable. The Member stated that Option 2 included more space for activities but it was in the area that required constant access to the substation. She therefore raised concern that any activity equipment had to be able to move quickly if TfL required access to the substation. The Member stated that at the workshop held about the scheme, no consensus was reached and commented that the EC1 BID had concerns about the proposed trees. She suggested that a pause and deep dive would ascertain how the space could be used and during this time, funding could be put into Tower Hill Gardens to make it a welcoming entrance to the City with new play equipment, and funding could be put into Vine Street's railway bridge in order to link up with the Crescent. The Member stated that whilst the hotel might favour a quiet garden, residents were concerned that other quiet spaces had turned into beer gardens.

The Chairman stated that Tower Hill Gardens was a separate issue and advised that this was a standalone project and was included under Item 10 as a proposal to be allocated Section 106 funds.

The Chairman asked Officers to outline the engagement that had taken place with residents. The Officer stated that there were not any residents close to the site. She advised that there had been a letter drop in the local area and a workshop with businesses had been held but there had not been direct engagement with residents as they were not close to the site. She stated that this was in line with the consultations undertaken with this type of proposal. The Officer stated that if there were residents interested in the design, Officers could meet them. A Member stated there was a residential block on the other side of the Minories and also one at 100 Pepys Street and she considered that as stakeholders in the area, they should be consulted.

A Member raised concern that if the Crescent scheme was implemented and then buildings on Crescent were refurbished, there would be a cost in reinstating elements of the scheme. An Officer stated that any works could be accommodated and Numbers 6-7 had completed a refurbishment and provided a written comment that they supported the design and were keen for it to progress quickly as they considered that this would help them let their buildings. Officers had met with the managing agent of Numbers 8-11 who had advised them of the plans for refurbishment and provided written responses supporting the proposal. An Officer stated that discussions had taken place about how refurbishment works could be accommodated and Officers considered this could be done quite easily as the works were almost entirely internal so there would be limited impact on the highway.

A Member commented that there were voices against Crescent being an entertainment space and voices against the permanent greening of the space. The Member stated that the proposal was a compromise and whilst it would be possible to undertake further consultation, the key stakeholders had been consulted and the BIDs would be aware of local needs.

A Member stated that in recent years there had been a renewed emphasis on keeping fit and the City had a strategy on sports which needed to be

implemented. He stated that the proposal would provide a combination of greening and a place to undertake sport. The Member commented that some people wanted greening, shrubs and seats and others wanted sports. He also stated that children's playgrounds were lacking in Destination City and were required to get families into the City. The Member stated that he would like the surface of the central piece to be soft as this gave the ability to have events and also facilitate activities such as yoga. An Officer stated that having permeable paving on the north side of the space was an option but as the central area would be used for events, it would need to be hard wearing. The Officer stated that York Stone could take the weight of the vehicles that would need to drive across it to access the substation. The Member stated that hardwearing soft permeable paving was available.

The Chairman stated that the proposal aimed to strike a balance between providing space for events and leisure. If the greening was not included, there would be no climate resilience, biodiversity planting, trees, shade or sustainable drainage system. An Officer stated that from a policy perspective, Members of the Sub-Committee had challenged Officers several times to find more space for greening and more trees as the Climate Action Strategy was a relevant policy consideration. The Officer stated that this proposal allowed the Cool Streets and Greening money to be used and if hard landscaping was used, the money would have to be taken out of the project. There were also likely to be other areas with greater priority if some of the elements of greening could not be delivered into the space.

A Member stated that the BIDs had made it clear in the workshop that they wanted flexible space and that the EC1 BID had suggested an ice rink. The Member stated that pausing and consulting residents would enable a green element to be included but also enable flexibility and showcase the landscape design of George Dance the Younger in Crescent, which was of historical importance in the ward and in the City.

The Chairman asked Officers for more detail on the consultation. An Officer stated that there were no residents close to the site so those in the vicinity of the Crescent had been consulted. All the occupiers around the edge had been consulted, as had occupiers on Vine Street as far as America Square, as well as the two BIDS. There was a mail shot and a letter drop. Officers had undertaken research to find the owners of the empty buildings and Officers contacted them by email and letter. The Officer stated that the workshop was held in August.

An Officer stated that residents could be consulted through a letter drop. However, the design had evolved to meet every need that had been identified with event space, planting, the Crescent occupiers being satisfied, TfL being satisfied that there would not be any equipment that could not be dismantled quickly to give access to their substation and Officers did not envisage any more needs being established by doing this. Any redesign was likely to be very similar but there could be an issue of additional costs being incurred.

A Member stated that he wanted to be confident that part of the scheme would not need to be deconstructed to enable office refurbishment. An Officer stated that refurbishment works would be accommodated as part of the design development. A relationship had already been established with the managing agent for Numbers 8-11 and Officers would coordinate with them to avoid having to deconstruct any part of the scheme. She stated that this could include not planting the tree on the North side in the next planting season and planting it in the following planting season if that was in the way of the hoarding and she stated that this was the only risk that had been identified.

A Member welcomed the inclusion of trees and asked how the space would be maintained. An Officer stated that 20 years of maintenance costs were included in the project budget, the materials to be used were City palette materials so would be quite easy to maintain, the planting would be climate resilient planting so would have lower maintenance over time and the trees would be established and generally would not require watering after five years.

A Member stated that office workers had expressed concern about having active sport in front of their office. The Member stated that primarily the City was about office work and whilst sport was important, sporting facilities should be placed carefully so as not to cause issues for office workers.

A Member stated that visitors should be a main consideration as the City wanted to attract them to the City. He stated that it was difficult to ask visitors what they would like to see, so the City had to act on their behalf. The Member also stated that office workers should also be considered and attracting both groups to the City would result in more money being spent in the City. He stated that currently there were 520,000 office workers attending the City midweek and there were 20million visitors to the City each year. He also stated that there were 8000 residents which included 4000 permanent residents, and there were none living adjacent to the proposed public realm project. The Member stated that in this instance residents considerations were the least important.

A Member commented that the freeholder of the office block was in favour of activity space in front of the block. She raised concern that the activity zone in Option 2 was in the area where there had to be access for the substation. She suggested a pause to enable Officers to ensure all the design ideas had been captured.

The Chairman asked Officers to clarify the situation regarding access to the substation. The Officer stated that only activities with moveable equipment would be licensed. She advised that one of the issues with the current padel board court was that it was large-scale and the equipment would need dismantling if emergency access to the substation was required. In the future, licenses would be granted to smaller scale activities. Options had been considered with the Business Improvement Districts and all of these activities had dismantlable equipment.

An Officer commented that TfL had concerns about the padel board court. They were content for the license to be extended for the summer but were clear that they were not prepared to accept this permanently. The Officer stated that access to the substation was a constraint of the space and the area would be a flexible space with the ability to deliver events accommodate the needs of TfL plus the premises on the west side regarding their potential requirements for refurbishment. Members were informed that Officers had been working on the design over the last 12-18 months and the design had evolved over time.

A Member commented that sockets could be pre-built in the ground so sporting nets could be put up and removed quickly. An Officer stated that TfL understood the City wanted to change the nature of the space in terms of a permanent design and temporary usage. Only activities which would not put at risk other key aspects e.g., the servicing of the substation, would be licensed. If proposed equipment could not be dismantled in a reasonable time period, this would be discussed with TfL to ascertain if they were prepared to accept the use. The design of equipment would be important.

Having fully debated the application, the Sub-Committee proceeded to vote on the recommendations before them.

Votes were cast as follows: IN FAVOUR – 4 votes
OPPOSED – 1 vote
There were no abstentions.

The recommendations were therefore carried.

Deputy Fredericks asked for her vote against the recommendations to be recorded.

RESOLVED – That the Sub-Committee

1. Note the additional cost of £160,747 for Phase 1 (S278 Highway Works) to be funded in full by the owner and approve the revised total budget for Phase 1 of £705,525 (excluding costed risk);
 2. That Option 2 is approved for Phase 2 (Public Realm Enhancements to Crescent);
 3. That an additional budget of £47,000 is approved for Phase 2 to reach Gateway 5;
 4. Agree the total estimated cost of Phase 2 at £900,000 - £1,228,000 (excluding risk);
 5. Agree the funding sources for Phase 2 set out in Appendix 3 of the Officer report.
5. **CITY CLUSTER AREA - PROGRAMME UPDATE (INCLUDING LEADENHALL STREET IMPROVEMENTS)**
The Sub-Committee considered a report of the Interim Executive Director, Environment which provided an update on the delivery of the City Cluster programme.

RESOLVED – That Members of the Sub-Committee

1. Note and approve the content of this progress update;
2. Note the funding strategy in Appendix 2 of the Officer report, and the commitment of £1m from the EC Business Improvement District, subject to the outcome of the City's capital bid which has been submitted for consideration;
3. Approve funding of £35,000 from the S106 contribution of 40 Leadenhall Street for staff costs and fees for the management of the City Cluster programme including communications, for the next reporting period, as set out in Appendix 2 of the Officer report; and
4. Approve the following recommendations regarding the Leadenhall Street Improvement project, to enable the project to progress to Gateway 3:
 - i. Approve the progression of the project's design shown in Appendix 3 of the Officer report towards a more-detailed design with costed greening and public realm options for future consideration and approval by Members;
 - ii. Approve the increased and amended budget shown in Appendix 4 of the Officer report to enable the above work to take place and reach the next gateway, including the requested increase of £173,000 to a new overall budget of £391,000. (proposed to be funded by the 20 Fenchurch Street S106 monies);
 - iii. Approve the inclusion of a works budget line to accommodate trial holes to help validate potential greening locations along the street; and
 - iv. Approve the amended Risk Register in Appendix 5 that has been updated following the outcome of TfL's Bishopsgate Experimental Traffic Order to release the funding previously held in the register back into the project.

6. CREECHURCH LANE AREA IMPROVEMENTS (CITY CLUSTER PROGRAMME)

The Sub-Committee considered a report of the Interim Executive Director, Environment concerning proposed public realm and highway improvements to the Creechurch Lane, Mitre Street and Bury Street area.

RESOLVED – That Members of the Sub-Committee

1. Approve the initiation of this project;
 2. Approve the budget of £75,000 (staff costs and fees) for the project to reach the next Gateway 3/4, funded from the Section 106 agreement of 40 Leadenhall Street development;
 3. Note the total estimated cost of the project at £500,000-£780,000 (excluding risk); and
 4. Authorise officers to prepare and agree a funding letter to receive the external funding contribution from the EC Business Improvement District.
- 7. ST PAUL'S CATHEDRAL EXTERNAL RE-LIGHTING**
- The Sub-Committee considered a report of the Interim Executive Director, Environment concerning the proposal to replace the ageing external lighting

system at St Paul's Cathedral with a new innovative and energy efficient system.

The Officer stated that there would be brighter light to the dome and the upper parts of the building and this would support distant views across London. There would be softer, dimmed light to the base of the building which would contribute to the ambience of its local setting in the City. There would be an appearance of light radiating out from the main body of the cathedral to create a sense of a living building.

Members were informed that lighting tests would be carried out in the near future and the proposed lighting would be demonstrated to key stakeholders, decision makers from the City, St Paul's Cathedral, external statutory bodies and sponsors. The Officer stated that a budget of £350,000 was requested to carry out these trials, progress the design details and prepare the next gateway report which was due to be submitted in Quarter 3 of 2024. It was anticipated that the Gateway 5 report would be submitted in Quarter 1 of 2025.

The Officer stated that the report also requested approval to formalise the handover of management and maintenance of the lighting system to St Paul's Cathedral. Members were informed that the Cathedral had agreed to take on the future maintenance, running costs and management of the lighting system. It was anticipated that the new system would deliver annual savings of approximately 60% of both running costs and maintenance. It would also reduce light pollution and the carbon footprint in line with the City's Lighting Strategy, the Lighting Supplementary Planning Document (SPD) and the Climate Action Plan.

The Officer stated that project funding had now been secured through Section 106 contributions which were complementing the initial City contribution that was previously approved. In addition, discussions had taken place with nearby Business Improvement Districts (BIDs) and external high-profile partners. It was anticipated that if any further funding was required for the project, this would be secured through external sources. The Officer stated that if additional external funding was secured in excess of the project cost, the City Fund contribution could be reduced accordingly.

In response to a question from a Member, the Officer stated that the equipment to be used in the lighting tests would be returned afterwards so there would be no cost. However, the demonstration required some equipment to be purchased. If it was considered that it could meet the needs of the final project it would be stored. If it was not suitable, it would be returned and the cost of the equipment would be reimbursed.

A Member requested that Members of the Sub-Committee be invited to attend the lighting tests and demonstration.

RESOLVED - That the Sub-Committee

1. Note the updated concept design;

2. Approve the budget of an additional £350,000 to undertake the lighting tests and demonstration trials, progress the detailed design, and reach the next Gateway; funded from the £1.16m capital bid previously approved in 2021;
3. Authorise the transfer of any underspend from the previous Gateway to this Gateway budget;
4. Note the revised budget of £675,000;
5. Approve the revised project programme;
6. Approve that Officers enter into the required legal agreement with St Paul's Cathedral regarding the future maintenance and management of the lighting system; and
7. Be invited to attend the lighting tests and demonstration.

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

The Sub-Committee considered a report of the Interim Executive Director, Environment, outlining the project aims to deliver an enhanced public space through increased greening, improved seating, and accessibility improvements plus additional design objectives to maximise the delivery of climate resilience measures.

RESOLVED - That the Sub-Committee

1. Approve design option 2 to be taken forward to the next gateway;
2. Approve an additional budget of £37,600 from the 39-53 Cannon Street S106 to reach the next Gateway, thus increasing the available project budget to £177,607;
3. Note the revised total estimated cost of the project at £650,000-£780,00 excluding risk;
4. Delegate the approval of a Costed Risk Provision to the Interim Executive Director, Environment should one be sought at Gateway 5;
5. Delegate approval to undertake the statutory consultation that may be required in relation to the reviewed position of the Doctor's parking bay and disabled bays, to the Interim Executive Director, Environment.

9. **WIDEGATE STREET BARRIER AND OPERATION S278**

The Sub-Committee considered a report of the Interim Executive Director, Environment concerning the installation of a physical barrier on Widegate Street.

In response to a Member's questions about how the bollards would be removed when the street was open, an Officer stated that there would be a legal agreement between the City and the operator, Marugame Udon, a restaurant located in Widegate Street, and they would be required to remove the bollards when the street was open.

RESOLVED - That the Sub-Committee

1. Note the proposals as detailed in the Officer report; and
2. Authorise the Comptroller to enter into the S278 agreement under the Highways Act 1980, with Marugame Udon, to fund the proposals as

detailed in this report, operate the removable bollards, pay for maintenance when required and the removal of the measures should they no longer be needed.

10. ALLOCATION OF RING-FENCED S106 DEPOSITS TO PROJECTS AND PROGRAMMES

The Sub-Committee considered a report of the Interim Executive Director, Environment concerning approval for a further allocation of ring-fenced S106 funds, consistent with previous Member approvals and corporate priorities.

An Officer stated that the money was ring-fenced as all of the Section 106 funds were either geographically restricted or restricted in purpose and had therefore been allocated, or had an allocation proposed, based on these factors.

RESOLVED - That the Sub-Committee approve the allocation of £8,953,294 in S106 deposits to programmes and projects, as outlined in the Officer report.

11. COMBINED SECTION 278 PROJECT INITIATION REPORT

The Sub-Committee considered a report of the Interim Executive Director, Environment which was a gateway 1 and 2 report for 23 separate Section 278 projects.

RESOLVED - That the Sub-Committee

1. Approve project budgets for each project to reach the next gateways as set out in the tables in Section 2 of the Officer report; and
2. Authorise officers to instruct the Comptroller and City Solicitor's department to negotiate and enter into Section 278 agreements for the individual projects.

12. COMMEMORATIVE BENCHES AND TREES POLICY

The Sub-Committee considered a report of the Interim Executive Director, Environment concerning the Commemorative Benches and Trees Policy which aimed to formalise the existing offer for benches and trees in City Gardens and Public Realm.

RESOLVED - That the Sub-Committee approve the adoption of the draft Commemorative Benches and Trees Policy as set out in Appendix 1 of the Officer report.

13. 22 BISHOPSGATE PUBLIC REALM PROJECT

The Sub-Committee considered a report of the Interim Executive Director, Environment concerning the proposal to deliver new and improved public realm in Bishopsgate, Crosby Square, Great St Helen's and Undershaft under the Section 278 and Section 106 agreements associated with the development at 22 Bishopsgate.

Following a Member's comment about wind levels when exiting from Horizon 22, and asking about possible mitigation, Officers stated they would raise this with Planning Officers and report back to Members.

In response to a Member's concern that trees had been planted but one was not looking healthy, and others having been removed and not replaced, an Officer stated that under planning conditions, the trees would be replaced. He would enquire as to the species being proposed and report back to the Member. The Officer stated that the trees that had previously been planted, had been planted by the developer with TfL approval but against Officer recommendations. He further stated that the trees planted by the City in the public realm had a very high success rate.

RESOLVED - That the Sub-Committee

1. Note the delay to the completion of the S278 works associated with 22 Bishopsgate;
2. Note the 6-8 Bishopsgate S278 contribution of £105,000 towards the increased cost of the 22 Bishopsgate public realm project;
3. Approve an increase to the 22 Bishopsgate public realm project budget of £105,000 to complete the project implementation in Undershaft and note the revised total estimated project cost at £1,400,500; and
4. Approve the budget adjustment related to staff and works costs to be actioned as outlined in Table 2 Appendix 4 of the Officer report.

14. 35 VINE STREET SECTION 278 HIGHWAY WORKS

The Sub-Committee considered a report of the Interim Executive Director, Environment concerning the proposal to deliver an enhanced package of Section 278 highway and public realm improvements around the new development at 35 Vine Street, including the introduction of pedestrian priority measures in part of Vine Street, new cycle parking and ten street trees.

RESOLVED - That the Sub-Committee

1. Agree to retain £14,987 as a commuted maintenance sum for City Gardens to maintain the ten street trees;
2. Approve the budget adjustment set out in Appendix 3, Table 2 of the Officer report;
3. Approve the content of the outcome report and agree for the project to be closed;
4. Authorise the return of unspent funds to the developer.

15. CREED COURT S.278

The Sub-Committee considered a report of the Interim Executive Director, Environment concerning the proposal to deliver public realm enhancements to the area surrounding the new development at Creed Court as outlined in the Sections 106 and 278 agreements, to accommodate the projected increase in pedestrian traffic and servicing needs of the hotel.

A Member commented that when the street was partially closed, many pedestrians were unaware the street was partially open and therefore businesses that relied on passing trade, had lost business. He advised that

once Officers were informed of this, they responded quickly, putting signage on Ludgate Hill advising that the businesses were still open. He stated that this was a learning point for the future.

RESOLVED - That the Sub-Committee

1. Approve the contents of this report and agree to close this project;
2. Approve the budget adjustment related to staff costs to be actioned as outlined in Appendix 3 of the Officer report;
3. Authorise return of unused funds to the developer, including any accrued interest as per the Section 278 agreement.

16. OUTSTANDING REFERENCES

The Committee received a report of the Town Clerk setting out the list of Outstanding References.

RESOLVED – That the Beech Street Transport and Public Realm Improvements item be removed from the list of Outstanding References.

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

There were no questions.

18. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There were two items of business to be considered under 18a and 18b.

18.1 Moor Lane Environmental Enhancements

The Sub-Committee considered a report of the Interim Executive Director, Environment which provided an update on recent activity and the next steps for Area B (the Western side of Moor Lane). The Officer stated that Area A (the Eastern side of Moor Lane) had already been agreed in July 2022 and work would start on Area A in October 2023.

An Officer stated that the report followed concerns raised by local resident representatives regarding design. The design which had been approved in May 2023 had an outstanding element relating to the greening aspects for the Rain Gardens, planters and the Clean Air Garden. The Officer advised that the recent representations were outside of the elements delegated in that approval and that the issues raised were contained within the Officer report. She stated that Officers had proposed to pause delivery and undertake a review of the design for the Western pavement and look at whether a change of traffic management in the Healthy Streets Neighbourhood Plan would offer a greater opportunity for additional greening and planting. It was also proposed that independent advice would be sought to review the proposals and feed into an overall design review. The Officer stated that the aim of the review was to establish if there were any other options that would allow taller trees or greater planting that would be deliverable, sustainable and maintainable in the longer term. This information would then be presented back to interested stakeholders

at a stakeholder progress meeting and there would then be a report back to the Streets and Walkways Sub-Committee in early 2024.

In response to a Member's question, the Officer stated that the constraints of the street still remained, particularly regarding London Underground and the requirement for access to the car park and 21 Moorfields.

The Chairman asked if Officers were fully aware of any limitations under the ground. An Officer stated that Officers were confident that the exact location of the Underground structure was known and Officers were aware of the limitations of very shallow depths. She advised that extra trial holes in the Clean Air Garden on the Barbican Estate land had identified a ramp. The Officer stated that if there was an opportunity to extend the footway further, some additional trial holes could be required at each end but it was unlikely that any further trial holes would be required in the middle section where the Underground structure was located.

A Member stated that the amount of planting seemed to have decreased and there was more pavement in the latest versions of the proposal. She stated that residents understood the constraints of the site in terms of depth but it was important to define the streetscape constraints e.g., the required widths of the pavement and road to improve understanding of why certain ideas were impossible or possible. The Member commented that trees had been promised and although there were constraints about the type of trees, there should be a clear understanding of the height that plants could grow to. She stated that whilst it was acknowledged that mature plane trees could not be planted, some bushy trees and an abundance of planting would help address concerns. She stated that although residents would be disappointed in a delay, this could mean the design was future-proofed. She also stated that residents had been in discussions with the Culture Mile Business Improvement District about the possibility of additional funding to spend in the area as it was a through-route and was part of Moorgate Crossrail and she suggested that linkages should be looked at when considering public realm. The Member suggested that if the current road closure was moved along the road, the road could be divided into two as there were only five entrances in the whole street that required servicing.

The Member also stated that not all of the residents wanted to keep the Clean Air Garden (Pot Garden). Many wanted the complete project to feel like a scheme rather than a continuation of this garden. She advised that although there was a Barbican interest in the Pot Garden, it was being looked after by people who did not live there.

A Member stated that the Clean Air Garden was intended to be temporary, and the materials chosen reflected that. He considered that there should be a uniform garden along Moor Lane. Although there were very few places a tree could be planted, it might be possible to include one in the Clean Air Garden. The Member stated there were divergent views and many residents felt their voices were not being heard. He further stated that open consultation with people in the area would help to address this and their views should be

recorded and considered. The Member stated that originally, green walls that were not attached to the building, were considered and he was unclear why this was no longer possible.

The Chairman stated that although engagement with local stakeholders would lead to further delays, it was important to have a decisive majority in favour of the eventual outcome. He also stated that there were constraints of the site and expectations had to be managed.

In response to a Member's query about the ramp, an Officer stated that it was her understanding that this was an old car park ramp. A Member stated that it was underground connection between estate and buildings and was still used for utilities.

In response to a Member's question about whether there was a time limit to the funding, the Officer stated that under S106 each agreement was different and there was usually a time limit. She advised that Cool Streets and Greening funds had to be spent by 2025.

A Member commented on the presumption that the road had to be 6 metres wide to have two-way traffic as there were other places in the City with roads less than 6m where chicanes and priority signs were used. An Officer stated that potential options for traffic management would be considered as part of the design review. He advised that they might need to be phased into improvements as they would be unfunded and any traffic management changes would be undertaken as part of the Healthy Neighbourhood Plan. The Chairman commented that if there was agreement on an endpoint which was not immediately affordable, the project could be split into phases for delivery.

An Officer stated that it was important to look at opportunities to future-proof the scheme as streets changed over time. He advised that the Healthy Neighbourhoods agenda might look at the way in which traffic could be managed across the whole area and this might provide alternatives. He stated that the proposal put forward 10 years ago was more ambitious than could be delivered and it was understandable that residents were disappointed this could not be delivered. He further stated that the way the division was now structured meant this should not happen with future schemes. The Officer advised that Officers were committed to continue the engagement on this scheme. He informed Members that the City had some of the best expertise in planting and garden maintenance with the City's microclimate and there was confidence that the Gardens Team would help to deliver the best deliverable, sustainable and maintainable scheme given the constraints. He advised that climate resilient planting would be included.

The Officer stated that following a visit to the Clean Air Garden, there would be a wider meeting to consider the options. In response to a question as to who would be consulted, Officers stated that Members of the Streets and Walkways Sub-Committee, ward Members, stakeholders who had written in, such as residents of Willoughby House, Heron House, the Barbican Association and Friends of City Gardens would be consulted. The Officer stated that if Members

had any further suggestions of people to invite to the site visit and progress meeting, these could be added to the list of invitees. The Officer informed Members that after the meeting, Officers would then make recommendations to the Streets and Walkways Sub-Committee to consider.

In response to a Member's question about whether the Gardens Team should offer a consulting service to residents and businesses in relation to plants that should be planted for the City's microclimate, an Officer stated that discussions had been taking place with planning colleagues to ensure that there were resources available to provide the expertise within the Corporation.

RESOLVED - That the report be noted.

18.2 Report of Action Taken

The Sub-Committee received a report of the Town Clerk setting out the action taken since the last meeting.

In response to a Member's question as to why the continuation of the traffic and timing mix review at Bank would cost £650,000, an Officer stated that if there was a robust reason to change the traffic order, traffic modelling would be required. Much of the money was to pay for consultants' time as well as TfL's time for the auditing of a large modelled area and £150,000 was for costed risk. Therefore, £500,000 had been set aside to progress the project to conclusion if there was a change to the traffic order. An Officer stated that approximately £100,000 had been committed to studies underway on taxi availability.

A Member commented that the Court of Common Council approved the need for a review, not necessarily for a change, and that wording should reflect the words of the motion.

A Member asked for a full breakdown of the costs of revisiting the mix of traffic at Bank and raised concern that the motion was not debated in Court. She also raised concern about the amount of Officers' time and resources spent on this. She raised further concern that the mix and timings of traffic might not be approved by TfL and stated that she would like the junction closed to traffic 7am-7pm and also at weekends. She stated that the closure had calmed the whole area and suggested that the Sub-Committee should undertake a review so lessons could be learnt going forward. The Member also raised concern that the decision was taken under urgency which meant the Sub-Committee could not discuss it.

An Officer stated that an update report would be submitted to the Planning and Transportation Committee in November 2023 and then an update report would be submitted to the Court of Common Council in December. He informed Members that when updates on projects were provided, a breakdown of money spent and forecast to be spent was provided and that this would be included in this report. The Officer stated that in this instance, the spend linked to the traffic and timing mix review would be differentiated as it was part of a wider budget. The Officer stated that the report on the wider traffic order review had detailed spending and this could be provided. The Officer stated that there had been an

overall allocation of £500,000 for the review and it had not all been spent on the review. Some of the changes and opportunities identified were to amend traffic orders to bring them in line or deliver wider benefits and these were being implemented. The Member asked for details of the projects that had not been undertaken as a result of the time and resources spent on this review and commented that there would be increased costs due to inflation. She stated that there had been a knock-on cost to developers in terms of Section 278 money.

A Member asked Officers that when showing the figures, to try and split the spend money between costs incurred into money that was spent as a result of the motion and money that would have been spent anyway as there was already a plan to have a review a year later.

RESOLVED – That the report be noted.

The meeting ended at 3.40 pm

Chairman

Contact Officer: Zoe Lewis
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Committee(s): Streets and Walkways Sub - Committee	Dated: 07 November 2023
Subject: City Public Realm Guidance – Public Realm Design Toolkit - Adoption	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	1,2,3,4,9,10,11,12
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	NA
What is the source of Funding?	S106
Has this Funding Source been agreed with the Chamberlain’s Department?	NA
Report of: Interim Director Environment Department	For Decision
Report author: Maria Herrera, Environment Department	

Summary

This report provides an update on the review of the public realm design guidance and technical information, alongside the proposed adoption of the ***Public Realm Design Toolkit*** (included in Appendix 2) which is an update of and, if adopted, will replace the Public Realm Technical Manual (2016).

The work completed to date includes:

- Completion of the draft *Public Realm Vision* document: This work included a review of the public realm Supplementary Planning Document (2016) in the context of changing policy and competing demands on the public realm in the City. It identifies a number of themes and City-wide ‘transformational moves’ that are informing relevant sections of the updated Transport Strategy and the emerging Local Plan.
- A *Public Realm Design Toolkit* (Attached in Appendix 2): This work has been completed and the document is recommended for adoption as the City’s design guidance to inform changes to the public realm in the City.

Recommendation

Members are asked to:

- Agree to adopt the City Public Realm Design Toolkit as design guidance for the City’s public realm.

Main Report

Background

1. People's experience the City's built environment is in a large part influenced by the relationship between buildings and the spaces between them. In order to create a high quality City environment, it is essential to proactively manage our streets and spaces and provide a framework for the public realm to thrive. There are numerous transformative changes planned over the coming years stemming from a range of recently adopted and emerging strategies, documents, and studies, including the Climate Action Strategy (2020), the Destination City initiative, the emerging City Plan 2040, and the review of the Transport Strategy.

2. Providing a high quality and inclusive public realm where people enjoy spending time in is essential to the City's future as a global destination. There is clear demand for more vibrant and engaging spaces to attract people and businesses and offer opportunities to socialise beyond the working day. The City's community is also calling for a greener and more pleasant streets and spaces as well as action to tackle climate change.

3. This Committee agreed a report in December 2020 to initiate the review and update of public realm guidance and technical information, in order to take a proactive approach to the future design of our streets and spaces. The outputs of this initial stage included the following:

- Drafting of the Public Space and Placemaking Vision and Outcomes
- A review of the Public Space and Placemaking Supplementary Planning Document (2016).
- A review and update of the Technical Manual (2016); now promoted as "City Public Realm Toolkit".

4. A further report was approved by this Committee in July 2021 that provided a progress update including the agreement of a number of themes to be used to inform the completion of the documents. The work was structured in two stages to undertake a thorough review of the existing policy guidance and international best practice to ensure the City remains at the forefront of design standards. An outline brief was then agreed to develop stage two of the outputs, which included the development of the City Public Realm Vision and the Design Toolkit.

5. The development of the guidance document has undergone a rigorous review involving collaborations with various City teams within the Environment Department, including Highways, City Gardens and Cleansing, and Planning divisions. The work completed to date reflects a collaborative approach adopted at the outset of the process, to ensure corporate priorities are met and stakeholders have buy-in. A series of workshops were organised throughout the scoping phase and during the development stage which helped to shape the final document.

The Purpose of the Design Toolkit

6. The purpose of the Toolkit is to provide a coordinated approach to the design and management of the public realm in the City. The Toolkit promotes high quality design and sets the standards for public realm features that contribute to the experience of using the City's streets, public spaces and private but publicly accessible spaces. It provides advice for professionals and officers with a role to play in the design, construction and management of the City's streets and spaces. The design toolkit has been developed in close collaboration with Highways, City Gardens and Cleansing, Transport & Public Realm and Planning Divisions through a series of design workshops and individual meetings.
7. By applying the Toolkit, we will:
 - Ensure that the City's public realm adapts to the challenges that face high density urban environments, including by creating a high quality, accessible and resilient streetscape for people walking and wheeling, that enables people to choose to cycle and that contributes to climate change mitigation strategies.
 - Protect, maintain and enhance the quality of the City's built environment in order to make it an inclusive and attractive place in which to live, work and visit.
 - Support the City's position as a leading business and leisure destination, continually improving the street environment in order to accommodate future growth and activation.
 - Support delivery of the City Corporation's Transport Strategy, Climate Action Strategy, Destination City initiative and Sport's Strategy.

Current Position

8. A consultant was appointed to aid the development of the Public Realm Vision and Design Toolkit. An internal officers' working group was also established to guide the work and ensure cross-departmental support for the approach was established.
9. Work completed to date includes:
 - A literature review, including various corporate strategies, policy documents and external guidance in relation to public realm and its contribution to placemaking;
 - Mapping of corporate strategies and policies where they impact on the built environment design and public realm;
 - Cross-departmental workshops on key topics;
 - Identification of the key challenges and impacts of recent strategy and policy on public space;

- The consideration of design principles in response to climate change challenges.
- A thorough assessment of the carbon footprint of paving material selection and specification, see link below:
[<https://www.cityoflondon.gov.uk/assets/Services-Environment/city-of-london-materials-review-design-notes.pdf>]
- A review of street furniture specification
- Establishment of a series of themes and an outline of the City Public Realm Vision and Objectives (as reported to this committee in 2021) and a series of City-wide transformational moves to inform change;
- Incorporation of elements of the draft Public Realm Vision into the revised Transport Strategy.
- A Public Realm Toolkit (Attached in Appendix 2); An update on the previously adopted Technical Manual (2016) which reflects changes to materials specification, approach to projects, and recent corporate guidance such as the Climate Action Strategy, the Sports Strategy, Destination City and the Transport Strategy.

The Public Realm Design Toolkit

10. This Public Realm Design Toolkit is included in Appendix 2 and sets out the design and technical approach to both the delivery and management of change in the public realm. It is an update of the Technical Manual (2016) and includes recent guidance on the use of materials, street furniture and the City's design approach. It is also informed by the lessons learned at recently completed projects such as Bartholomew Close public realm, Cursitor Street enhancement, Middlesex Street – Petticoat Lane improvements, Fleet Street area, Globe View Walkway and Bevis Marks Sustainable Urban Drainage scheme.
11. The following summary highlights the key additions and changes to the Toolkit, which expand on the previous document from 2016 and reflect on recently adopted policy guidance. Please refer to Appendix 1 for a comparative list of contents which outlines the new items included in the revised Toolkit.

Surface Materials:

12. The section on surface materials outlines the various material finishes and how they are combined to ensure a distinctive identity and robust palette is established that future-proofs the City now and into the future. The update includes the consideration of:
 - Ethical sourcing principles,
 - Climate resilience measures,
 - Dimension and depth of paving materials
 - Consideration of circular economy principles
 - Bespoke paving solutions, including permeable paving and rubber crumb for areas suitable for play, recreating and exercise.

- Maintenance requirements

Street Furniture:

13. A set of guiding principles for street furniture selection and placement has been expanded to recognise the different qualities of City streets, needs and diverse user groups. The provision of street furniture within the public realm provides the opportunity to reinforce the sense of place and also to offer moments to pause and participate in City life. Selection and placement of street furniture greatly influences the perception visitors have of the City. The update includes:
- Consideration of a wider range of street furniture typologies, which promote places to enjoy, meet and play.
 - A requirement for street furniture to be built in robust materials.
 - Consideration of sustainable sources and environmental credentials.
 - Movable street furniture and free-standing planters
 - Consideration of integrated security measures where feasible to avoid street clutter.
 - Lighting in the public realm and general guidance.
 - A new section on “Play and Exercise” in response to the recently adopted Sports Strategy and Destination City initiative. Officers will work alongside the Sports Engagement Manager to identify exercise equipment and street furniture that can facilitate leisure and sport activities which are appropriate for the City’s context. The Toolkit will be updated in due course to reflect additional elements of street furniture which are required to be considered for street enhancement projects.

Trees and Planting:

14. This section reflects the objectives of the Climate Action Strategy and Biodiversity Action Plan, with a focus on climate change resilience measures, the importance of green infrastructure, including tree planting, planters and inground planting beds. The updated Toolkit includes:
- An “urban greening hierarchy” to be taken into consideration for all street enhancement projects.
 - A consideration for projects to increase natural biodiversity and improve environmental conditions such as air quality.
 - A consideration of a resilient planting palette with less maintenance and watering requirements.
 - The introduction of sustainable urban drainage and rain gardens as greening elements in the streets and public spaces.
 - A consideration of materials for raised planters
 - Guidance on contemporary and bespoke free-standing planters
15. The Toolkit is included in Appendix 2 for adoption. Please note that some of the photographs in the document are to be replaced with more recent examples before publication on the City’s website.

Corporate & Strategic Implications

Strategic Implications

16. An update of design principles and technical information in relation to the public realm will support the effective implementation of the key corporate priorities, including the updated Transport Strategy, Climate Action Strategy and Destination City initiative and objectives. This review also supports and aligns with the forthcoming draft Local Plan 2040.

Financial implications

17. This work was funded from S106 receipts. Spend to date is shown in table 1 below. Any further work is subject to additional funds being secured.

Table 1: Spend to date

Description	Approved Budget (£)	Expenditure (£)	Balance (£)*
Staff Costs	57,495	51,504	5,991
Fees	45,000	45,000	0
	102,495	96,504	5,991

Resource implications

18. Refer to financial implications for resourcing of this project.

Equalities implications

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

Climate implications

20. The document aligns with the adopted Climate Action Strategy, the following actions will be embedded into the document to ensure deliverables contribute with City's Net Zero Vision.
- Action Area 2: Resilient Streets and Greening
 - Action Area 6: Transport
 - Action Area 7: Square Mile Built Environment

Conclusion

21. This work supports the coordination and effective implementation of adopted corporate strategies and priorities where these impact on the public realm. Best practice across international cities suggests a robust strategy, presented visually, and delivered using a design-led and place-making approach creates clarity, encourages private investment, and fosters community ownership.

Appendices

Appendix 1. List of contents

Appendix 2. Public Realm Design Toolkit

Background Papers

- City Public Realm Guidance Review – progress report; 8 July 2021 - Streets and Walkways Sub committee
[City Public Realm Guidance Review.pdf](#)
- City Placemaking and Public Space Review; 1st December 2020 – Streets and Walkways Sub committee
[City Placemaking and Public Space Review.pdf](#)

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Appendix 1: City Public Realm Toolkit: List of contents

(Note: updated and new content is highlighted in italics in the table below).

Introduction

About this Toolkit

1. Surface Materials

- *Considerations for material selection*
- *Principles for streetscape composition*
- York stone paving
- Granite setts
- *Bespoke paving alternatives*
- *Resin bound surfacing*
- Asphalt
- *Kerbs & kerb upstands*
- Dropped kerbs
- Loading bays
- Courtesy crossings

- Hazard warning paving
- Inspection covers
- Drainage furniture
- Road markings
- Historic lanes

2. Street Furniture

- *Considerations for furniture selection*
- *Principles for furniture placement*
- *Bollards*
- Cycle stands
- Litterbins and recycling bins
- Drinking fountains
- *Wayfinding signs*
- Steps & handrails
- Boundary demarcation studs
- *Seating*
- *Flexible furniture*
- *Integrated security measures*
- *Lighting*
- *Play and exercise*
- Historic markers
- Heritage features

3. Trees and Planting

- *Consideration for tree and plant selection*
- *Principles for planting*
- *Trees*
- Tree grilles and surrounds
- Tree pits
- *Planting and planter beds*
- Inground planting beds
- *SUDs and rain gardens*
- *Raised fixed planters*
- Protective measures
- Mobile planters
- *Contemporary freestanding planters*
- Trellising
- *Watering & Irrigation*



City Public Realm Toolkit

November 2023

Prepared by:

growthindustry

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November 2023

Manual prepared by:

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INTRODUCTION

History has left an indelible mark on the City's public realm, composed as a rich tapestry of ancient meandering highways, intimate lanes and alleyways, cherished open spaces and hidden gardens and churchyards. These streets and spaces form the constant backdrop to city life and the ever-changing urban fabric. Since Roman times, they have provided a genuinely public place of trade, residence and ceremony. Today, this varied and dense urban realm provides an array of interconnected routes and opportunities for interaction, commerce and cultural expression.

The furnishing of the public realm, from its paved surfaces to its distinctive furniture livery to the provision of statuesque trees and green spaces, presents a harmonious and identifiable treatment extending throughout the City, reflecting its unique and intrinsic character. This Toolkit seeks to build upon the recent and ongoing public realm enhancement projects and ensure the City's public realm continues to present a safe, inclusive and welcoming sense of place, respectful of ancient heritage and befitting a rapidly evolving world-class city.





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ABOUT THIS TOOLKIT

The purpose of the document is to provide a coordinated approach to the design and management of the public realm in the City.

The Toolkit promotes high quality design and sets the standards for public realm features that contribute to the experience of using the City's streets, public spaces and private but publicly accessible spaces. It provides advice for professionals and officers with a role to play in the design, construction and management of the City's streets and spaces.

By applying the Toolkit, we will:

- Ensure that the City's public realm adapts to the challenges that face high density urban environments, including creating a high quality, accessible and resilient streetscape for people walking and wheeling, that enables people to choose to cycle and that contributes to climate change mitigation strategies.
- Protect, maintain and enhance the quality of the City's built environment in order to make it an inclusive and attractive place in which to live, work and visit.
- Support the City's position as a leading business and leisure destination, continually improving the street environment in order to accommodate future growth and activation.
- Support delivery of the City Corporation's Transport Strategy, Climate Action Strategy, Destination City initiative and Sport's Strategy.

1

SURFACE MATERIALS

- Considerations for material selection
- Principles for streetscape composition
- York stone paving
- Granite setts
- Bespoke paving alternatives
- Resin bound surfacing
- Asphalt
- Kerbs
- Kerb upstands
- Dropped kerbs
- Loading bays
- Courtesy crossings
- Hazard warning paving
- Inspection covers
- Drainage furniture
- Road markings
- Historic lanes

A connected, inclusive and intuitive pedestrian experience is key to the ongoing success of the City's public realm. There are three principal surface materials used to furnish the streets and spaces within the City - York stone, granite and asphalt.

This section on surface materials outlines the various unit sizes, material finishes and composition of such materials and how they are combined to ensure a distinctive and lasting ground plane is established for the City now and into the future.

A set of guiding principles for surface materials are outlined, supported by illustrative material composition studies. These represent the standard details and layouts expected within the City's public realm.





SURFACE MATERIALS

1

SURFACE MATERIALS

CONSIDERATIONS FOR MATERIAL SELECTION

The distinctive quality surfacing to the City's streets and spaces greatly aids in the reinforcement of the City's identity. Given the extent of the public realm and the need for longevity demanded by intense footfall, it is vital that the correct materials are sourced to ensure their lasting contribution. The following considerations are outlined below as key to successful material use and selection:

<p>ETHICAL SOURCING</p>	<p>The ethical sourcing of natural and manmade materials used to furnish the streets is a pre-requisite of responsible material selection. Transparency in the material supply chain is required as well as adherence to Ethical Trading Initiative (ETI) to ensure comfort and compliance with procurement processes</p>
<p>CLIMATE RESILIENCE</p>	<p>The colour and heat absorption/reflectivity of paved surfaces can greatly affect the comfort within outdoor spaces and can impact on surrounding local microclimate. Materials should aim for a reduction in heat storage and reflection, permeability of paved surfaces should also be considered.</p>
<p>MATERIAL PROPERTIES</p>	<p>Robust material properties such as density, durability, light reflectivity, wet slip resistance and water absorption all affect the longevity and character of surface materials. It is essential that surface material thickness is measured against function and buildup to ensure lasting value is achieved.</p>
<p>MAINTENANCE & CLEANING</p>	<p>Cleaning regimes can impact material properties and performance over time. It is important that materials can cope with regular and occasionally intense cleansing and that joints and bedding remain intact to protect the integration of the surface cover.</p>
<p>EMBODIED CARBON & VALUE FOR MONEY</p>	<p>The use of materials when applied at scale across the City has both the potential for significant carbon footprint yet may also provide an opportunity to reduce embodied carbon that will deliver real impact at scale. Material selection and use should consider comparative embodied CO2 data and impact against budget and requirement of place. Novel materials may be trialled in pilot schemes to assess suitability.</p>
<p>CIRCULAR ECONOMY</p>	<p>Opportunities for reuse of existing materials should always be explored as part of the circular economy principles</p>

1

SURFACE MATERIALS



PRINCIPLES OF STREETScape COMPOSITION

Surface treatments to streets and spaces within the City are to be informed by the following key principles as illustrated

- 1 Primary street paving runs through.
- 2 Paving is laid perpendicular to the kerb line not building line.
- 3 Raised tables provide courtesy crossings.
- 4 Dropped kerbs at regular crossing points along desire lines.
- 5 Integrated loading bays to maximise pavement widths.
- 6 Surface paving grain and kerb width may be reduced on narrow streets and alleyways.
- 7 General drainage crossfall of 1 in 40 to be observed.
- 8 Mastic infill may be needed against building edges to avoid gap formation with adjacent surface material.

SURFACE MATERIALS

York stone paving

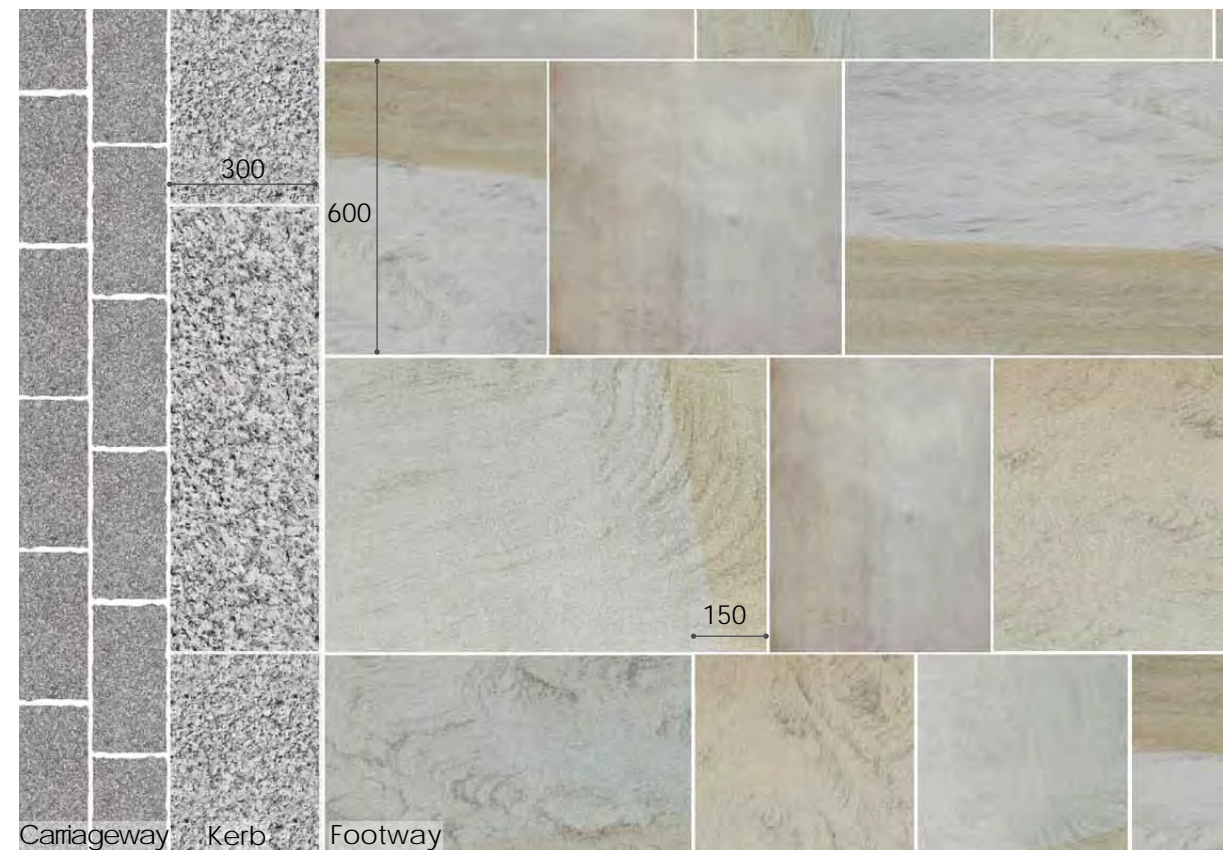


Standard Footway paving

The standard module of York stone paving to be used on the City footways is 600mm wide, cut in random lengths and 50 or 63mm thick with a diamond sawn finish. This paving is to be laid in a random course running perpendicular from the kerb line to the building.

Key Criteria

Material	Scoutmoor
Appearance	Diamond sawn all sides
Unit Sizes	600mm width x varying length x 63/50 mm deep
Jointing	6 mm
Sealant	surface sealant to be applied



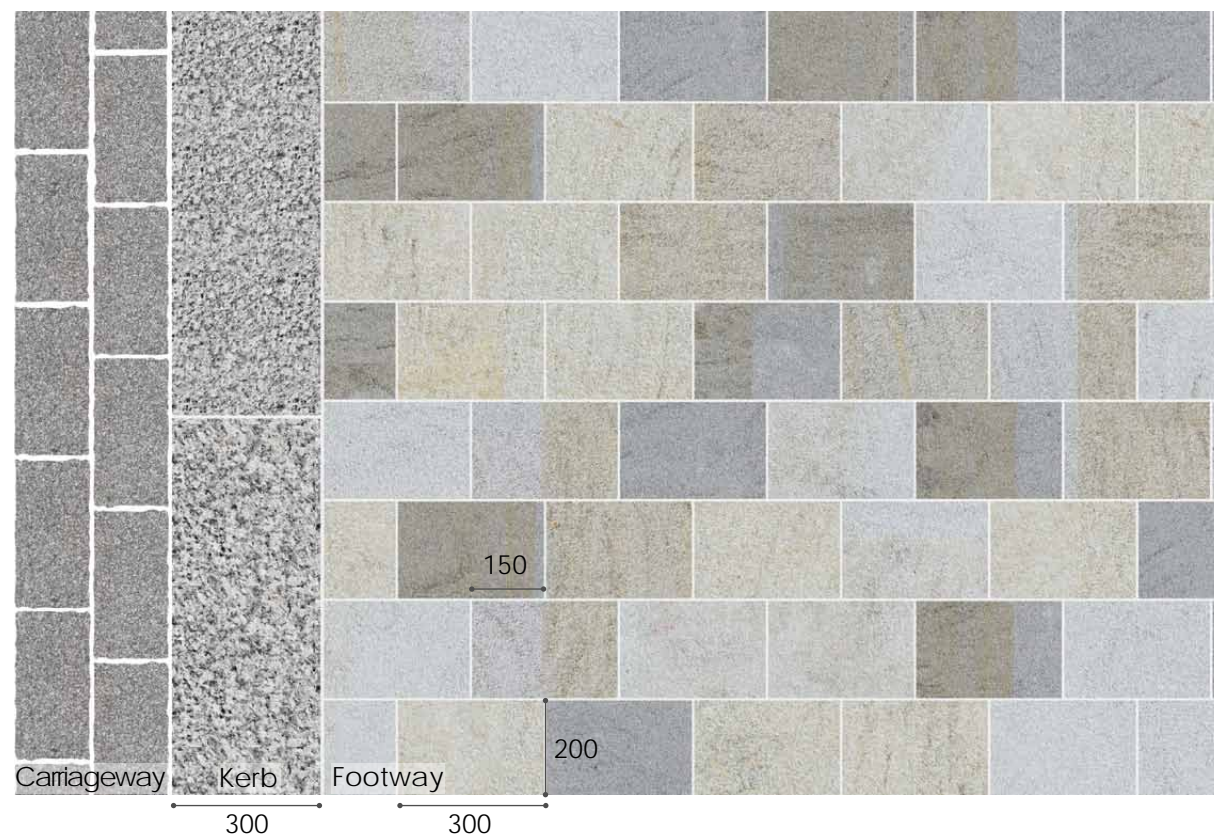
York stone paving



York stone Setts

Smaller unit York stone paving is to be laid only in narrow footways (less than 1500mm wide) where heavy vehicles often mount the footway or in central pedestrian island crossings where paved space is at a premium. Alternate sett proportions of 150 x 300mm may be considered in consultation with the Environment Department.

Key Criteria	
Material	Scoutmoor
Appearance	Diamond sawn all sides
Unit Sizes	200 x 300 x 63/50 mm
Laying pattern	Half-lap(staggered)
Jointing	6 mm
Sealant	surface sealant to be applied



York stone paving



Manchester bond

The use of the more intricate and tessellating Manchester bond may only be considered in special or unique heritage circumstances with agreement from the Environment Department and may include historic streetscapes, landscaped areas or in smaller spaces that are irregular in shape .

Key Criteria	
Material	Scoutmoor
Appearance	Diamond sawn all sides
Unit Sizes	300x300 / 300x600 / 600x600 / 600x900 x 63/50 mm deep
Jointing	6 mm
Sealant	surface sealant to be applied



SURFACE MATERIALS

Granite Setts



2 Colour mix

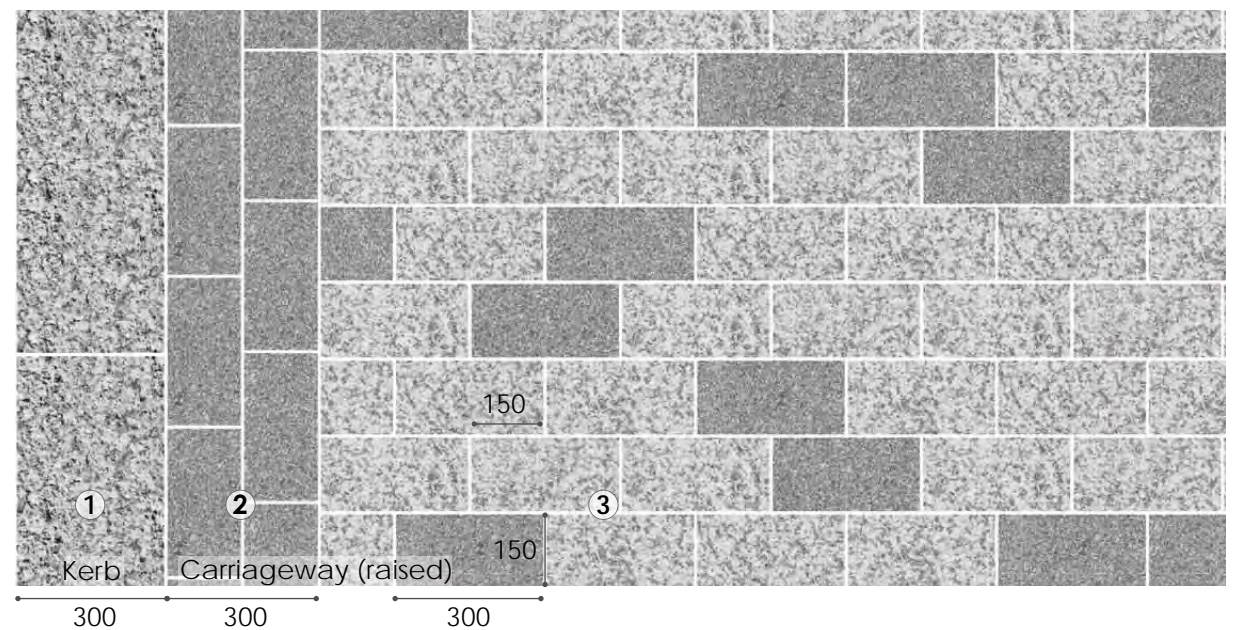
Granite setts are to be laid as carriageway surfacing in historic streetscapes where appropriate and for courtesy crossings. The two colour mix of light and mid grey granite is to be laid in a random pattern, with a double mid grey channel against all kerb edges.

Key Criteria

Material	Granite
Appearance	Flamed top surface Diamond sawn all sides
Unit Sizes	300 x 150 x 100/150 mm thick
Jointing	6-8 mm wide, 3mm recessed
Colour	30 % mid-grey / 70% silver grey
Illustrative plan	<ul style="list-style-type: none"> ① Silver Grey Granite Kerb ② Double Mid Grey channel (300 x 150mm) ③ 2 Colour Granite sett mix (300 x 150mm)

30%

70%



Page 70

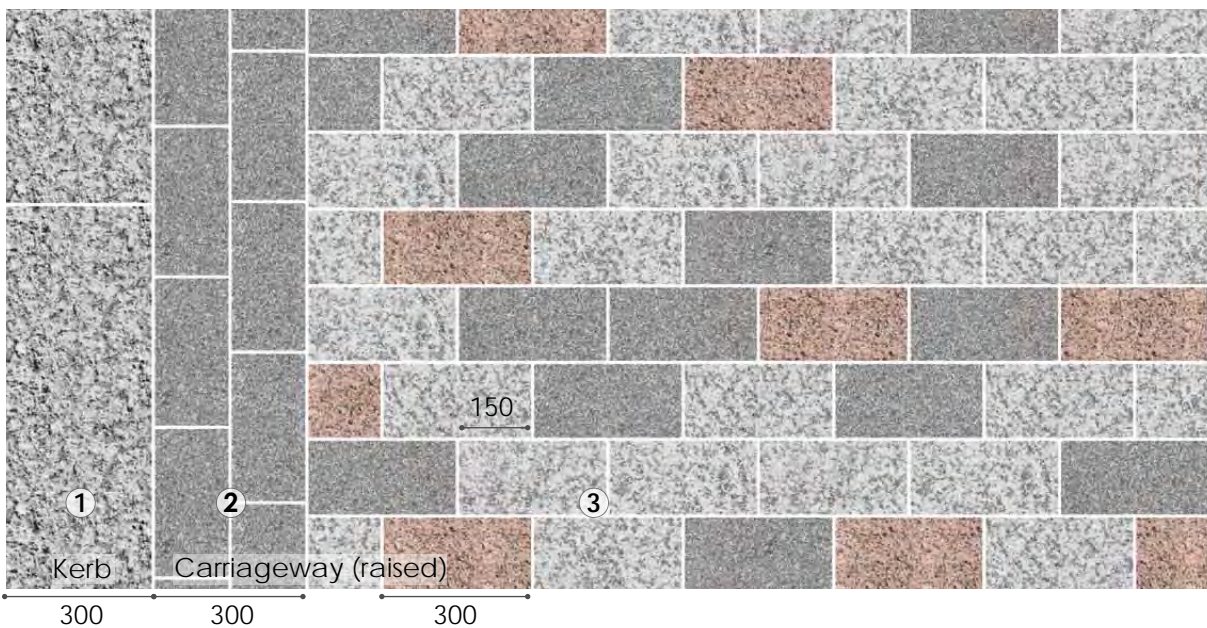
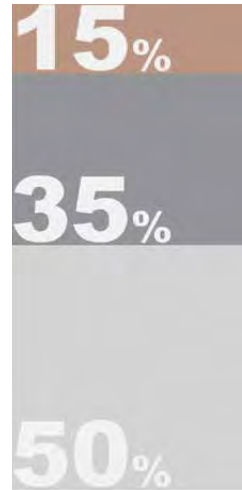
Granite Setts



3 Colour mix

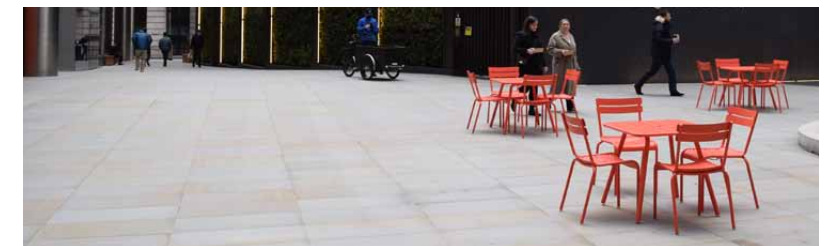
The three colour granite mix introduces a pink toned granite to accompany the light and mid grey colours and is to be used in historic settings including conservation areas. To be laid in a random pattern, with a double mid grey channel against all kerb edges.

Key Criteria	
Material	Granite
Appearance	Flamed top surface Diamond sawn all sides
Unit Sizes	300 x 150 x 100/150 mm thick
Jointing	6-8 mm wide, 3mm recessed
Colour	15% pink 35% mid-grey 50% silver grey
Illustrative plan	<ol style="list-style-type: none"> Silver Grey Granite Kerb Double Mid Grey channel (300 x 150mm) 3 Colour Granite sett mix (300 x 150mm)



Bespoke paving alternatives

Certain spaces within the City offer the chance for greater and more distinctive treatments, building upon and extending the rich history of change. In such instances, there may be exceptional opportunities to vary the baseline guidance on material selection and introduce more tailored and bespoke design solutions extending the sense of quality place making within the City. Considerations may include deviations in size and proportion from the normal York stone palette or selection of harder wearing granite paving to cater for envisaged activities. All bespoke paving alternatives must maintain a consistency, continuity, quality and character associated with City of London. Such exceptional circumstances are to be discussed with the Environment Department. The use of flexible, soft rubber crumb or similar materials will also be considered as a paving alternative at appropriate locations to enable play and exercise.

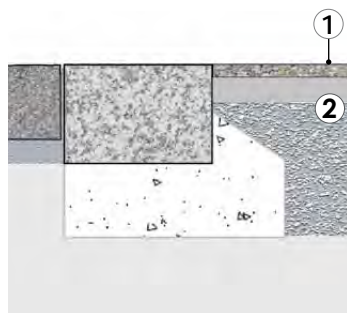


Resin bound surfacing



Resin bound gravel surfacing provides an alternative surface to be used in public spaces and locations with occasional vehicle overrun. The use of bound aggregates ranging from 2-6mm creates a simple, expansive surface which, with appropriate subbase, can create a permeable surface to passively drain surface water as part of a strategic SUDs approach. Localised channels or trims of porous resin bound surfacing may also act as discrete linear drainage channels.

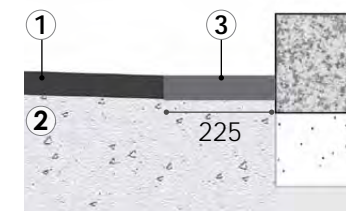
Key Criteria	Asphalt Footway
Surface course	① Resinbound gravel surfacing
Surface thickness	18-24 mm thick
Base	② Subbase varies according to pedestrian or vehicular function to include: Porous asphalt AC20 (for permeable paving) over MOT Type 3



Asphalt

Asphalt is used as the principal carriageway surfacing material throughout the City. It is also used along footways as an alternative surface to York stone. The City of London Highways department should be consulted over its use and full specification with particular consideration given to the management and disturbance caused by service utilities disruption and repair.

Key Criteria	Asphalt Carriageway
Surface course	① Hot Rolled Asphalt with 0-10 mm chippings or high stone content
Surface thickness	50 mm thick
Base	② 300 mm thick concrete base to Highways standard
Mastic channel	③ 225 mm wide 50mm thick mastic asphalt channel beside kerb



Key Criteria	Asphalt Footway
Surface course	④ Mastic Asphalt
Surface thickness	25 mm thick (minimum)
Base	⑤ 100 mm thick concrete base to Highways standard



Kerbs

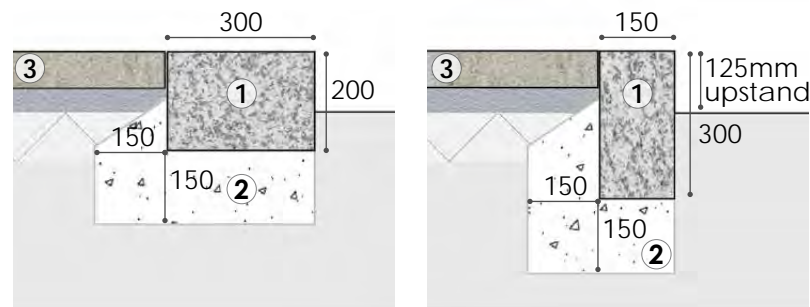


Silver grey granite is to be used for all kerb edges. Kerb width is dependent upon the overall scale of the street but 300mm wide kerb is the predominant width for newly installed kerbs. A narrower 150mm wide kerb may be used for narrow lanes and alleyways as well as for courtesy crossings.

Additionally, narrow York stone edging kerbs (50 x 225mm) may be placed at the rear of footpaths or planted areas to provide a flush transition. These edge kerbs may also be used to mark a change in York stone paving direction.

Key Criteria

Key Criteria	Wide kerb	Narrow kerb
Kerb type	Wide kerb	Narrow kerb
Material	Granite	Granite
Colour	Silver grey	Silver grey
Appearance	Flamed finish front and top face, sawn all sides	Flamed finish front and top face, sawn all sides
Dimensions	300 x 200 x 900 mm Straight lengths / radial units	150 x 300 x 900 mm Straight lengths / radial units



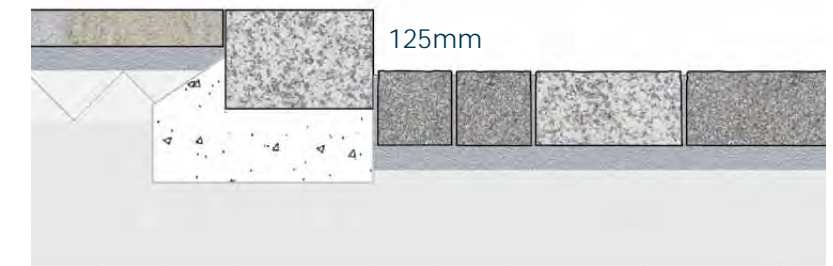
- ① Granite Kerb
- ② Concrete bed & haunch
- ③ Adjacent footway



Kerb upstands

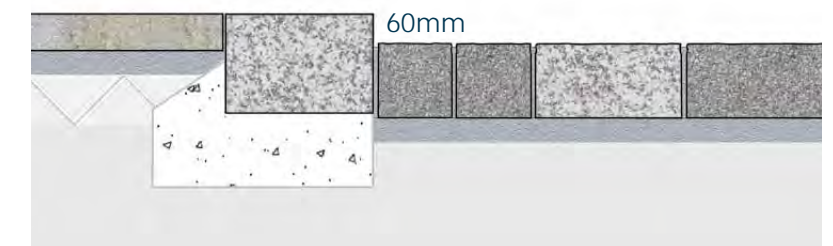
Whilst a standard 125mm kerb upstand is most common within the City's streetscapes, there are instances in pedestrian priority or historic settings where a lesser or no kerb upstand may be considered. Any reduced kerb height will be subject to inclusive design assessment and appropriate detailing undertaken as part of the City's Access and Inclusivity assessment tool CoLSAT (City of London Streets Accessibility Tool).

Standard raised kerb



60mm raised kerb

A reduced kerb of 60mm may be considered in pedestrian priority schemes or where highways movement are considered low.



Raised Carriageway

Flush kerb arrangements may be considered in fully pedestrian priority schemes, to aid surface drainage and to retain historic kerb alignments.



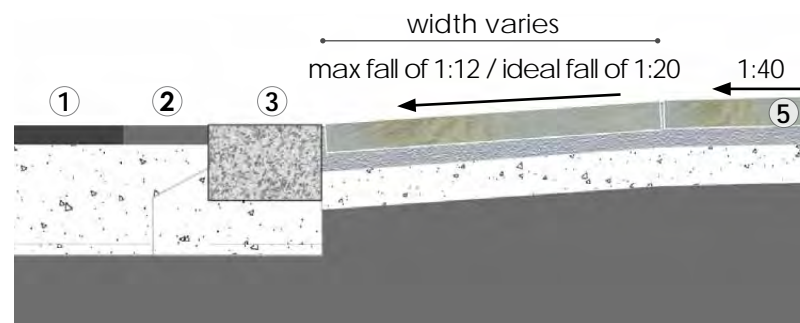
Dropped kerbs



Dropped kerbs, whereby the pedestrian footway is lowered to meet adjacent carriageway, may be used at both controlled crossings and informal, uncontrolled crossings along pedestrian desire lines where raised tables are not feasible. The creation of accessible gradients to the sloped surface should be constructed as a continuation of the surrounding pavement materials, establishing a seamless integration and maintaining pavement continuity. The dropped kerb is generally to be laid flush with carriageway surfacing, with a maximum upstand of 15mm permissible.

Illustrative plan & section

- ① Hot Rolled Asphalt Carriageway
- ② Mastic channel 225mm
- ③ Wide 300mm Granite Kerb
- ④ Transition Granite kerb
- ⑤ York stone footway



Loading bays

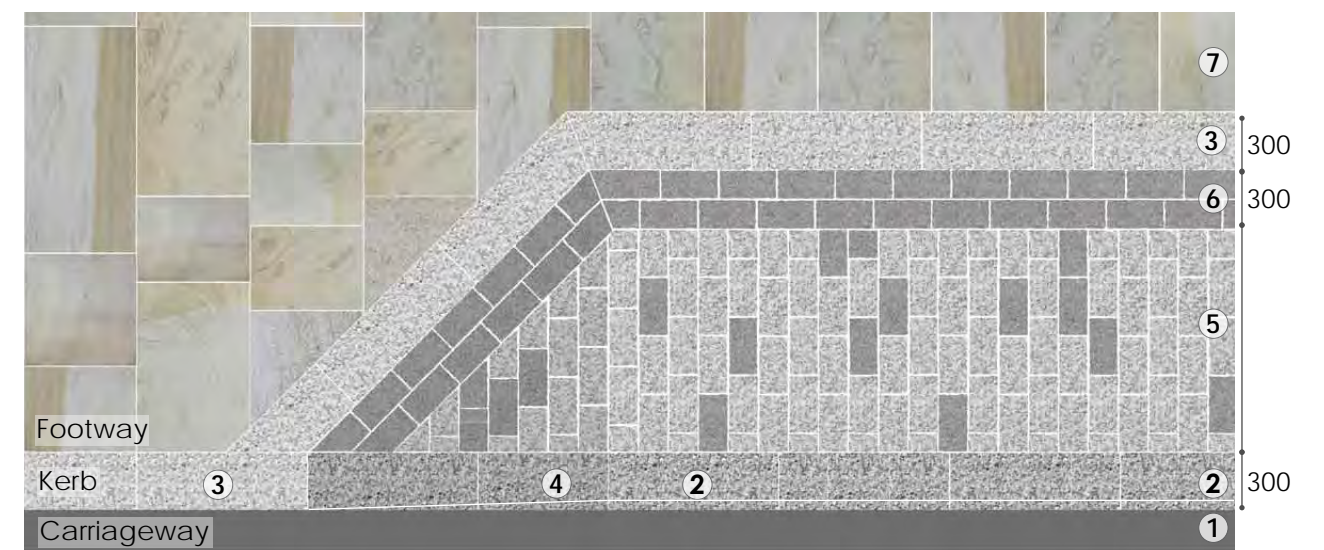
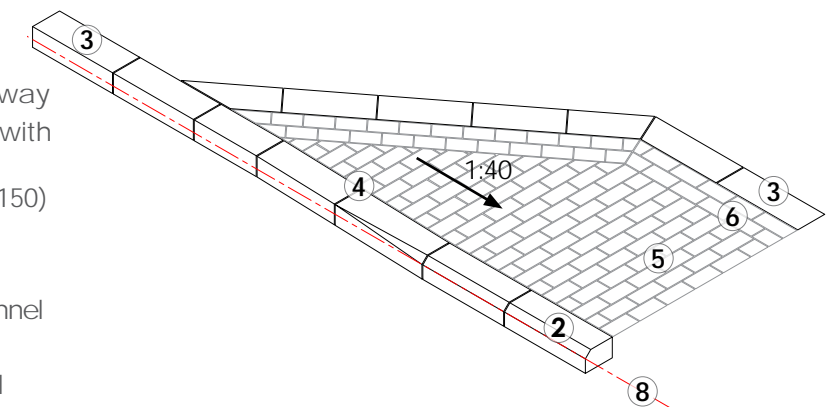


Loading bays incorporated into the pedestrian footway provide a defined area for the delivery of goods, where streetside loading and unloading is necessary. The location, capacity and management of such bays are subject to the Corporation Transportation Team's approval.

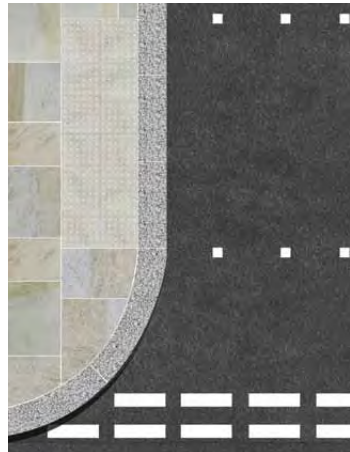
Loading bays are to be constructed of granite setts running perpendicular to the kerblines and sloped towards the carriageway held by a 60mm roadside chamfered kerb upstand. When not occupied by delivery vehicles, inset loading bays can provide a step free continuous pavement to accommodate pedestrian flow at peak times. The inclusion of bollards for vehicle control should be considered.

Illustrative plan & diagram

- ① Hot Rolled Asphalt Carriageway
- ② Wide 300mm Granite Kerb with 60mm chamfered edge
- ③ Standard granite kerb (300x150)
- ④ Dropper Granite kerbs
- ⑤ Granite sett mix (300x150)
- ⑥ Double Mid Grey Granite channel
- ⑦ York stone footway
- ⑧ Carriageway channel level



Courtesy crossings



Pedestrian priority over vehicles should be extended through the introduction of raised courtesy crossings where appropriate. Easily negotiable street crossing points consisting of a raised area of carriageway between footways effectively makes the footway continuous and can significantly enhance the walking experience. People should be able to cross streets frequently and in a direct, inclusive and uncomplicated manner.

Granite setts and asphalt surfacing are the principal materials to be used for courtesy crossings within the City. On occasion small unit York stone setts have also been used.



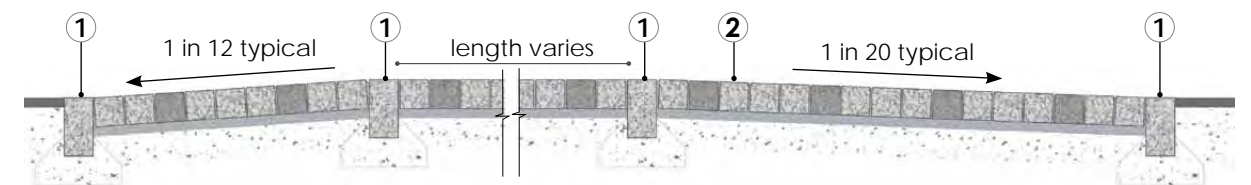
Granite setted courtesy crossing

Courtesy crossings

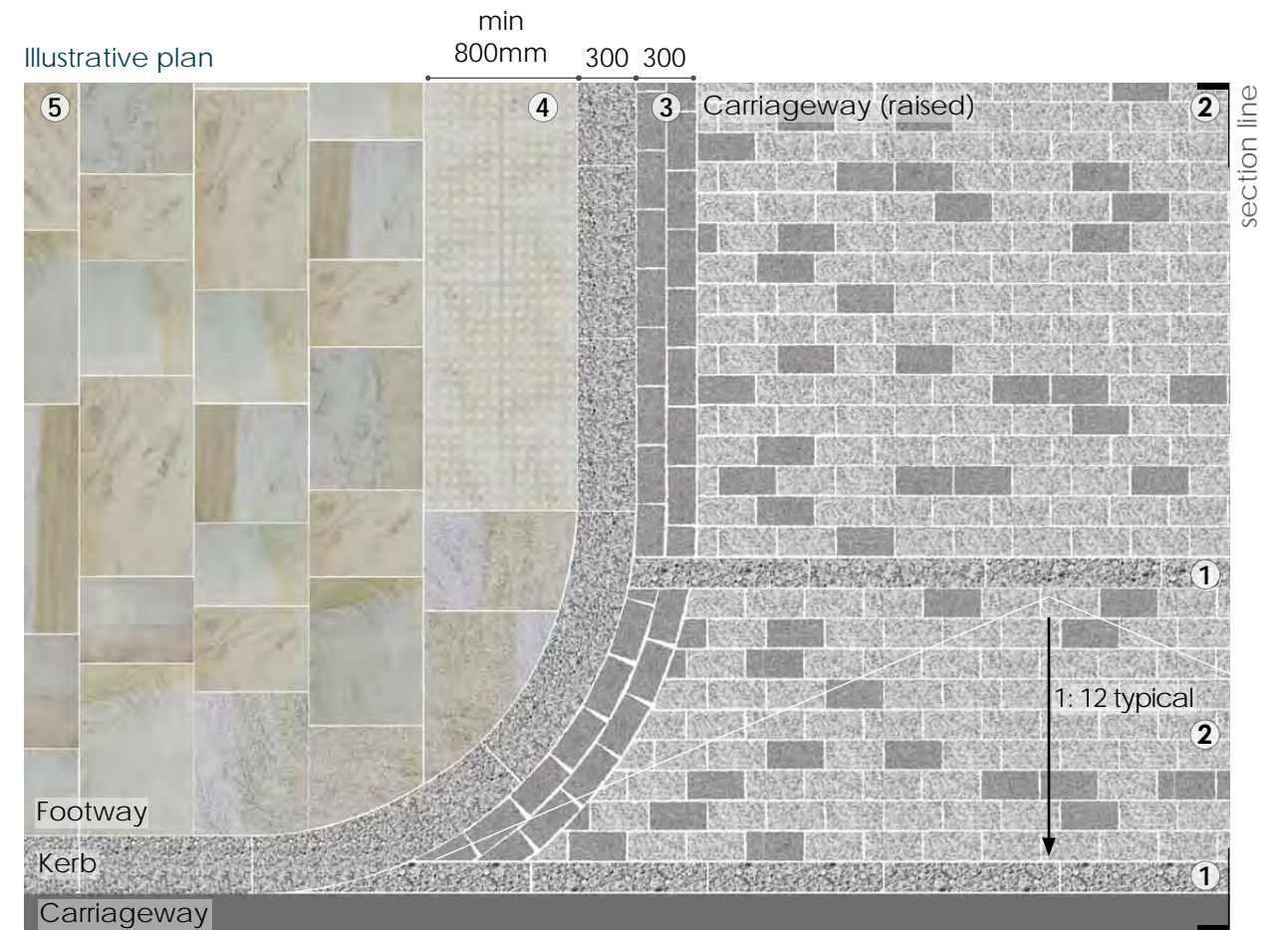
- ① Narrow flush granite 150mm Granite kerb
- ② Granite sett mix (300x150)
- ③ Double Mid Grey Granite channel
- ④ York stone blister tactile slabs
- ⑤ York stone footway

Raised crossings must provide appropriate tactile hazard warning paving in the form of blister paving slabs on approach. Granite setted courtesy crossings maintain the double mid grey channel beside kerbs, with standard narrow granite kerbs at the top and bottom of the sloped gradient.

Illustrative section



Illustrative plan



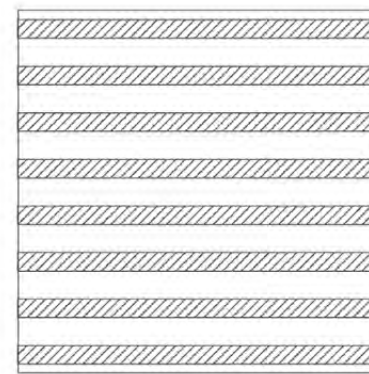
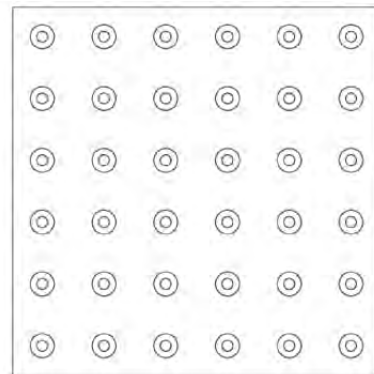
Hazard warning paving



Tactile or hazard warning paving is to be used where pedestrian users will potentially encounter a change in surface continuity or free movement, such as interacting with vehicle cross movements or defined level changes in the form of steps. In general, tactile paving should be formed out of York stone to maintain a continuity with footway materials. The tactile nature of blister or corduroy paving units are described below. The Corporation's Access Team should be consulted on all street enhancement schemes.

Key Criteria

Paving type	Blister paving	Corduroy paving
Description	Blister tactile paving is to be used at controlled crossings and where there is an uncontrolled crossing point across a vehicular route, such as a raised table, to warn users of the danger and minimise risk of inadvertently walking into a vehicle route.	Corduroy tactile paving is used in association with steps or where visually impaired people need to be warned of a hazard and advised to proceed with caution. Corduroy paving should be supplied in the same material as the surrounding paving to provide visual integration.
Unit Size	400 x 400 x 63mm thick	400 x 400 x 63mm thick
Material	Scoutmoor York stone	to match surrounding material
Laying pattern	Stack bond to national guidelines	Stack bond to national guidelines
Appearance	Raised circular blisters to meet technical access standards	Grooved stone to meet technical access standards



Inspection covers



The integration of access and inspection covers within the streetscene will follow the principle to recess the covers and infill to match adjacent paving materials, where possible aligned to the general grain of paving slabs, for both existing and newly placed covers as part of streetscape improvements.



The insertion of recessed manhole covers within the footway will ensure continuity of paving surface material with the expectation that paving joints will run through the recessed cover. Not all covers allow for recessed material, such as fire hydrants and sewer covers, but where applicable 100mm deep inset covers to loading class B125/C250/D400 (location dependent) will be encouraged. The Environment Department is to be consulted for appropriate specification.



Drainage furniture



Drainage Channels

Linear drainage channels are to be used to collect surface water where gullies are not suitable. **The width of channel depends upon the drainage capacity needed and two standard cross grooved channel cover widths of either 149mm for pedestrian or 199mm for carriageway may be used.** The narrower channel may be used on footways for private boundary definition and localised drainage points. **Bespoke drainage channels may only be considered by exception.**

Key Criteria	
Product	Hauraton SW100/6 'Heelguard' grating
Supplier	Hauraton
Class	C250 for footways / D400 for carriageway/vehicle crossovers
Channel type	Faserfix Super KS100 channel
Material	Galvanised steel
Dimensions	149 / 199 mm in width with 10mm spacing crosshatch grip

Gully Covers

Gully covers are to be integrated into both footway and carriageway pavement design with detailed consideration given to surface falls and gradients as part of the drainage design.

Key Criteria		
Cover location	Footway	Carriageway
Product	Hauraton City (Class C250)	City (Cycle friendly DU5801M) (Class D400)
Supplier	Hauraton	Durey Castings
Material	Stainless Steel grating & frame, Straight bar, 10mm spacing	Ductile Iron Black painted
Dimensions	300 x 300 x100 mm	450 x 400 x100 mm

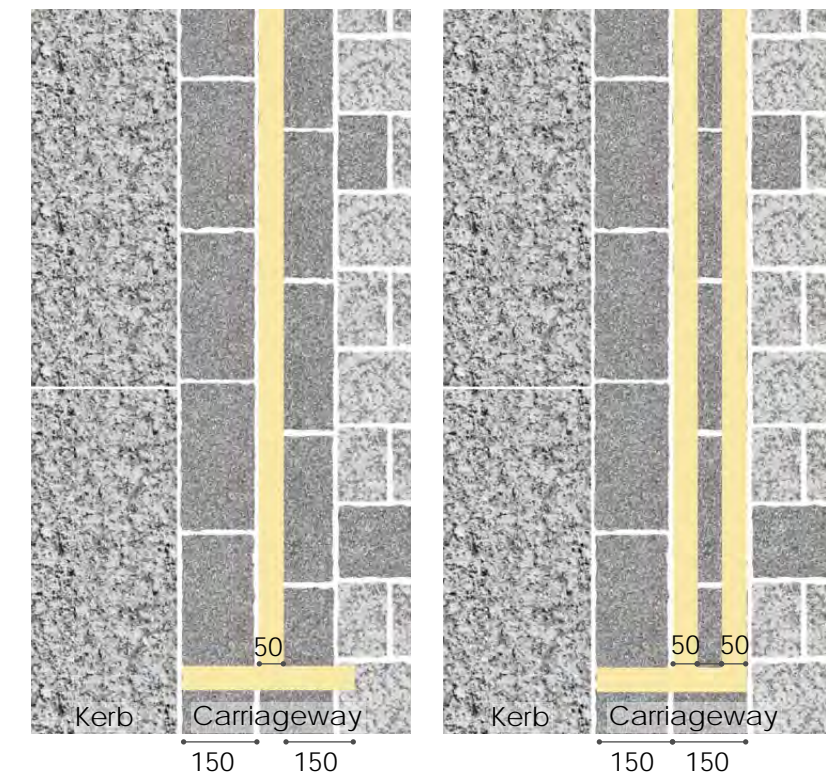


Road markings



Road markings should be designed and laid so as to minimise their visual impact, while still conforming fully to the relevant legal requirements set down in The Traffic Signs Regulations and General Directions 2016 and clearly demonstrating the requirements of the relevant Traffic Management Orders to road users. This can be achieved through using the narrowest line widths, the shortest kerb mark lengths and the smallest wording permissible under the Regulations; and by omitting all unnecessary optional markings. Where road markings are required to be in yellow, the Deep Cream colour should be used. These principles should be applied throughout the City to ensure a consistent approach. **Additional markings required on the carriageway, such as the definition of bays for scooters or cycle hire schemes, should be carried out in consultation with City of London Highways department.**

Key Criteria			
Colour	Deep Cream		
Material	Thermoplastic paint		
Line width	50mm		
Illustrative plans	<table border="0"> <tr> <td>Single line marking</td> <td>Double line marking</td> </tr> </table>	Single line marking	Double line marking
Single line marking	Double line marking		



Historic lanes



The fine grain of historic lanes and alleyways offer a significant and particularly characteristic contribution to the public realm network of the City.

The alignment, connectivity and often narrow proportions of these routes, allied with historic place names, provide an intricate and important canvas for public realm enhancement. Considerations influencing any design enhancement works and material arrangements should include;

- The individual character and history of each location
- The historic alignment of the street or space
- The level of intensity of pedestrian or vehicle movements
- The available width and proportion of street or space e.g. sufficient safe inclusive width of footway

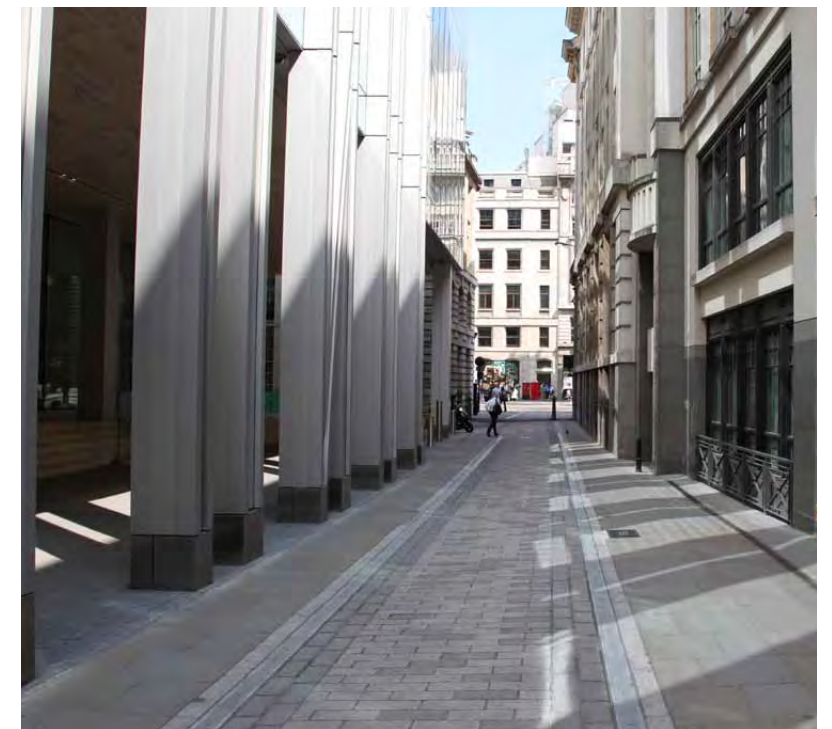
The above factors should determine the most appropriate design response, in particular the decision whether to lower or raise the carriageway and also the appropriate detailing of carriageway and footway surfaces, such as historic kerb retention and the use of granite setts.



Historic lanes



Retained raised kerb to carriageway



Raised carriageway with flush kerbline

2

STREET FURNITURE

- Considerations for furniture selection
- Principles for furniture placement
- Bollards
- Cycle stands
- Litterbins & recycling bins
- Drinking fountains
- Wayfinding signs
- Steps & handrails
- Boundary demarcation studs
- Seating
- Flexible furniture
- Integrated security measures
- Lighting
- Play and recreation
- Historic markers
- Heritage features

Street furniture provides a range of opportunities to guide, inform, pause and participate with the public realm of the City. This section identifies the elements of furniture that contribute to the street scene and considers their placement and distribution. It is the intention that such items provide a high quality, convenient and comfortable experience to all users who engage with them and do not clutter the public realm or impede movement and activities.

A set of guiding principles for furniture placement is outlined, supported by descriptions of furniture elements and key criteria for specification.





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2

STREET FURNITURE

CONSIDERATIONS FOR FURNITURE SELECTION

The provision of street furniture within the public realm provides the opportunity to reinforce the sense of place and also to offer moments to pause and participate in City life. Selection and placement of street furniture greatly influence the perception offered by the City. The following are a number of key considerations to inform furniture selection.

<p>ETHICAL SOURCING</p>	<p>Many of the materials that make furniture items distinctive, robust and comfortable, such as metal and timber, should be subject to rigorous assessment in terms of responsible and ethical sourcing, extraction, fabrication and transportation.</p>
<p>EMBODIED CARBON</p>	<p>An understanding of the environmental impact of furniture items, captured as an EPD (Environmental Product Declaration), should be gained to ensure all efforts to source products that offer a reduced embodied carbon are promoted.</p>
<p>LONGEVITY & CONSISTENCY</p>	<p>Longevity, consistency of finish and materials that are of high quality are hallmarks of the City and furniture selection should adhere to these goals at all times.</p>
<p>FLEXIBILITY & MODULARITY</p>	<p>Adaptive, responsive, and multi-functional street furniture items can provide a practical response with aesthetic appeal to the public realm. Such items can deliver creative solutions to security and control, whilst offering increased capacity to support the life and activities of the City.</p>
<p>INCLUSIVITY & COMFORT</p>	<p>The provision of a range of seating opportunities of different typologies should be maintained, offering choice and variety in height, width and multi-purpose uses. Comfort criteria for placement should also consider areas of sun and shade.</p>

2

STREET FURNITURE



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PRINCIPLES FOR STREET FURNITURE PLACEMENT

Street furniture opportunities within the City are to be informed by the following key principles as illustrated

- 1 A clear pedestrian width to be maintained along the street and public spaces, free of obstacles and clutter.
- 2 Street furniture should be located in a zone adjacent to the kerbline to maintain unobstructed access to building frontages.
- 3 Where space allows, groupings of street furniture such as seating clusters, may be positioned to reinforce sense of place and destination.
- 4 Items such as wayfinding signage should offer a clear space for gathering around and avoid obscuring the vision and visibility of users when crossing the carriageway.
- 5 The City has unique powers to affix lighting onto buildings. Lighting columns are only considered in exceptional circumstances and historic settings.
- 6 Cycle stands should be located beside kerb lines.
- 7 Traffic Signs should be mounted onto buildings where appropriate to reduce street clutter.
- 8 Bollard placement should be informed by definite need and carefully considered in response to context, security requirements and movement patterns.
- 9 Inlaid boundary demarcation studs to denote ownership.
- 10 Consider kerbside areas for exploring opportunities for temporary uses, including parklets, streetside dining and to provide designated demarcated cycle lanes as part of public realm enhancement trials.

Bollards

Bollards provide protection to both paving and buildings and offer safety for pedestrians. There are two principal bollard types to be used; the C3 and D3 Type bollards. They should be used where there is a definite need and their placement should be carefully considered to avoid overcluttering the streetscene.

Options exist for either demountable bollards, where required, or upgrading to become crash rated bollards where vehicles may overrun footway eg. C3 bollards. The management of removable bollards should be agreed with Environment Department.

Narrower stick bollards may be used in narrow streets to maximise pedestrian space or where below ground utilities present unavoidable obstruction.

In addition, there are a wide range of historic bollards throughout the city which should be retained and restored wherever possible as they reinforce local character. Historic bollards can also be re-cast for use in street enhancement schemes.

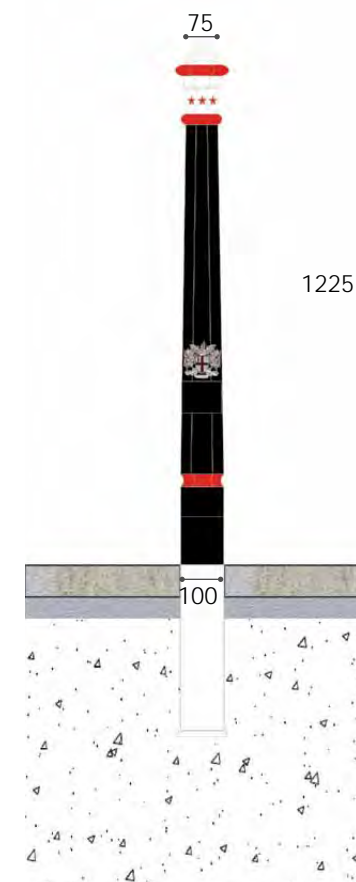


Historic bollard example



Bollard line with C3 demountable bollards

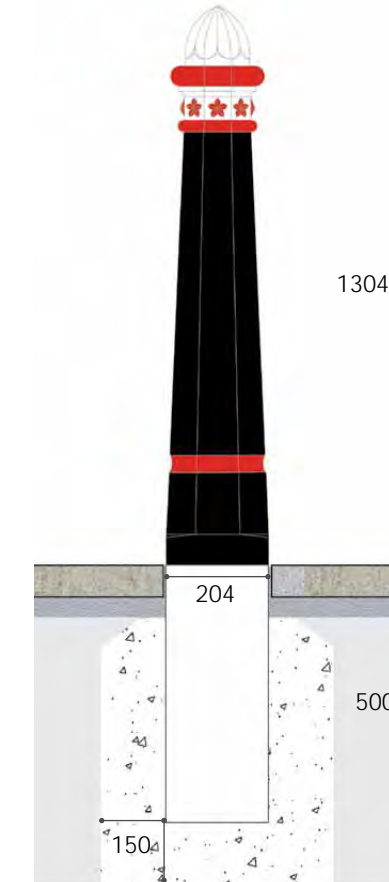
Bollards



Stick Bollard



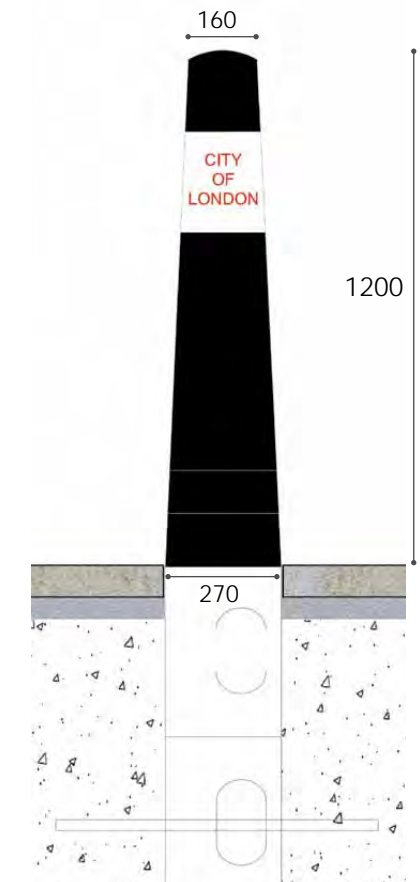
Stick Bollard



C3 Bollard



C3 Bollard



D3 Bollard



D3 Bollard

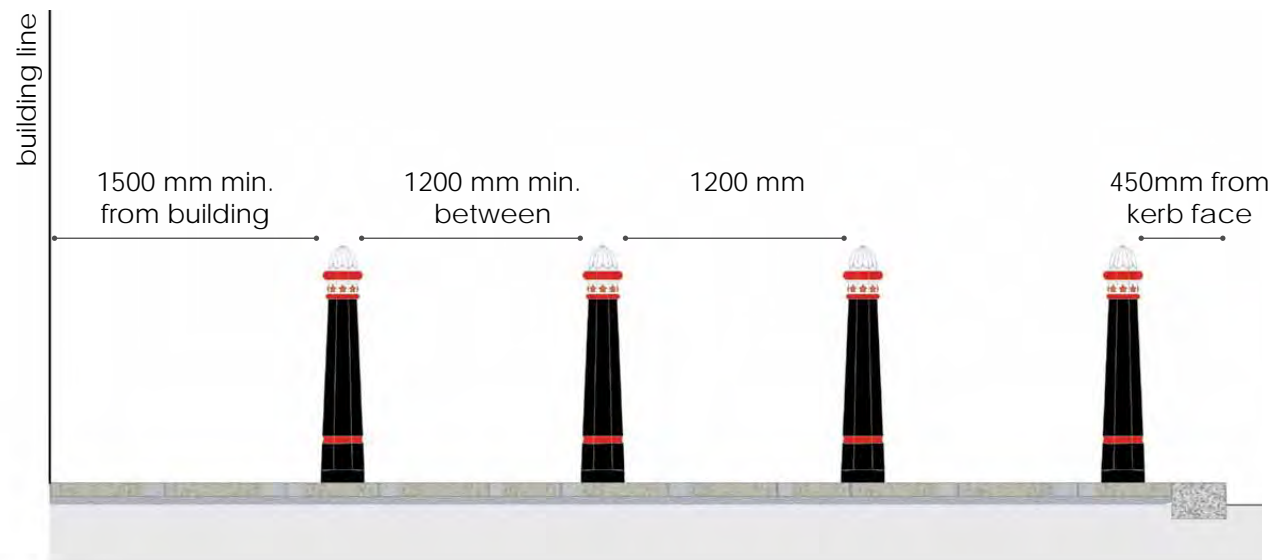
Bollards

Where required, the placement of bollards should follow the minimum spacings between bollards outlined below when placed adjacent to buildings and kerbs.



Placement Criteria

Bollard to Building	1500 mm preferred minimum
Bollard to Bollard	1200 mm clear between bollards
Bollard to Kerb	450 mm minimum from the front face of kerb



Footway cross-section

Cycle stands

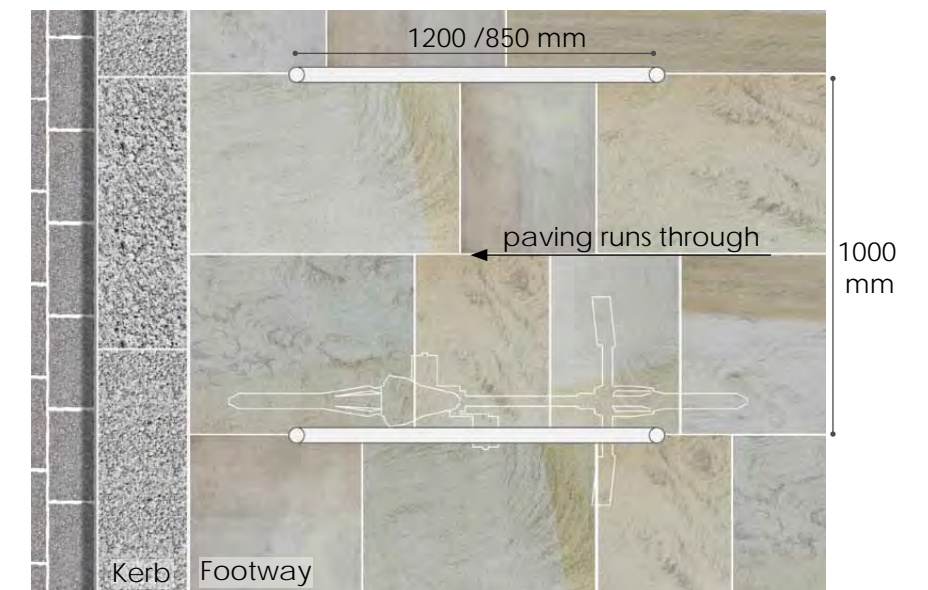
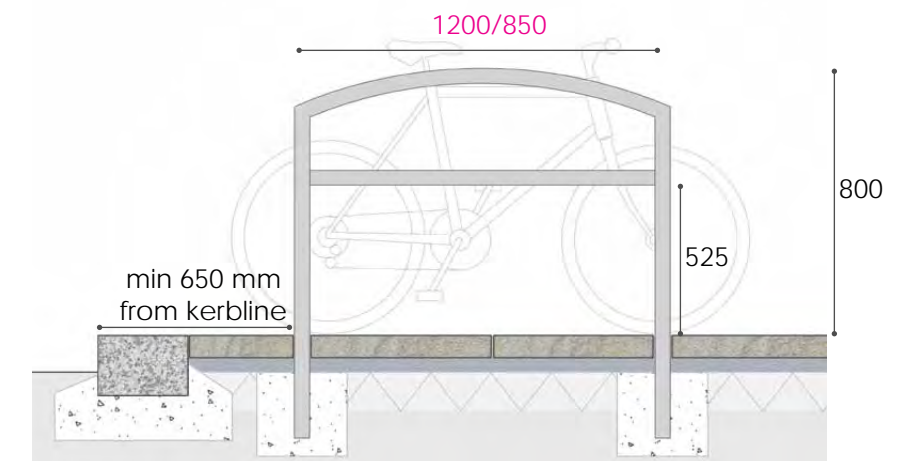
Cycle stands are to be located in safe, well surveilled and convenient locations in response to an existing or anticipated need for cycle parking. 'A' frame stand groupings generally range from 3 to 12 in number, spaced to accommodate two cycles per stand with additional secure fixing provided by the crossbar. Cycle paths within pedestrian priority spaces may be marked with an inlaid natural stone marker slab.

Key Criteria

Product	Arc Cycle stand
Supplier	Kent Stainless
Appearance	48 mm Ø brushed tubular stainless steel



Inlaid natural stone cycle lane marker slab



Litterbins and recycling bins

Litterbins should be placed where they do not obstruct pedestrian desire lines and the visibility of users, are carefully positioned to reduce clutter and visual impact and are in keeping with the surrounding built environment.

Key Criteria	
Product	Big Belly Solar Compactor bin
Supplier	570 litres
Material	Galvanised sheet metal steel interior and exterior construction
Appearance	Black painted with City of London logo



Cigarette butt bin

Cigarette butt bins may be post mounted, bollard mounted or floor-mounted on freestanding bases. The intention is to provide a convenient and accessible way to manage the challenge of cigarette butt and chewing gum collection to avoid littering the streets of the City.

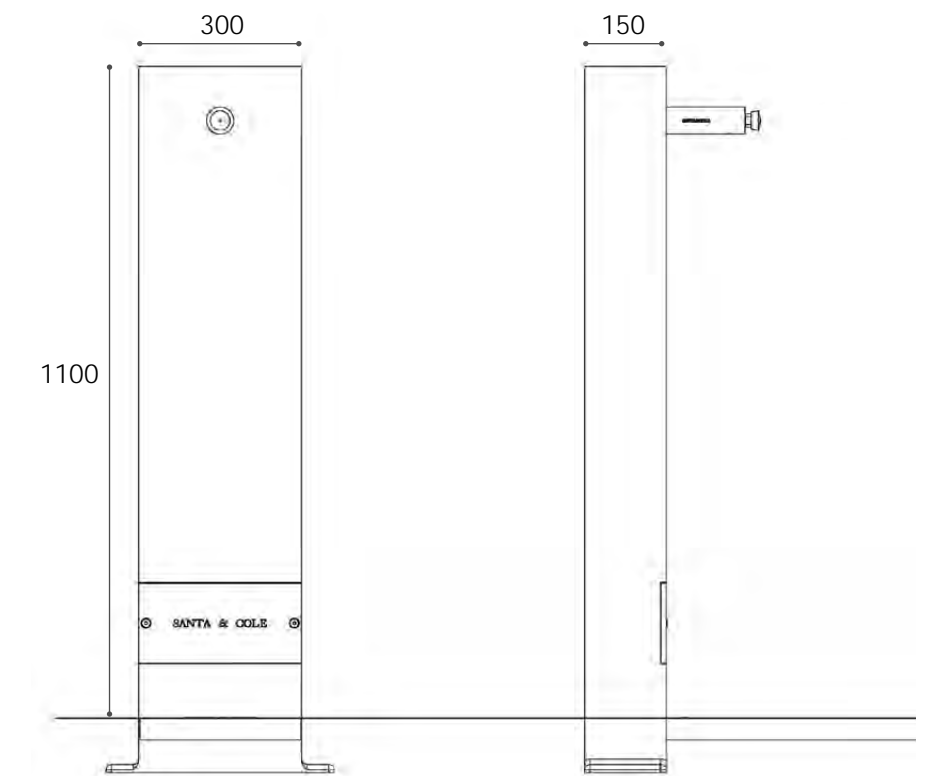


Drinking fountains

The provision and distribution of public drinking fountains is determined by need brought about by high pedestrian footfall and visitor demand. Such fountains are generally only located in larger public gathering spaces associated with visitor attractions and locations are subject to further consultation with the Environment Department.



Key Criteria	
Supplier	Santa & Cole
Material	Black painted, Bronze tap
Dimensions	1200 x 300 x 150 mm



Wayfinding signs



The group of wayfinding signs within the City includes map totems, fingerposts and wall-mounted directional signs as part of the Legible London wayfinding system. Each individual sign provides unique mapping of the surrounding area, travel information and a description of the local geography and distances.



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Signage suite



Minilith Totem

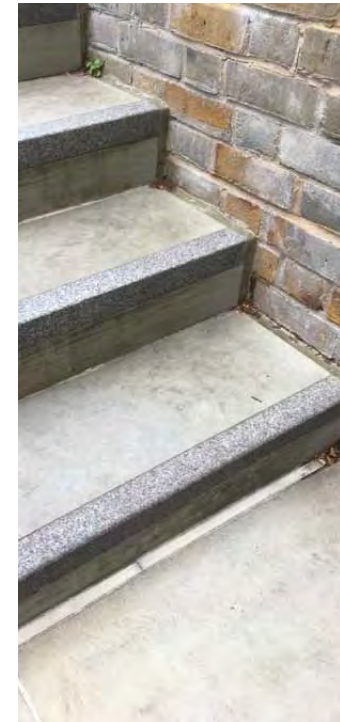


Monolith Totem



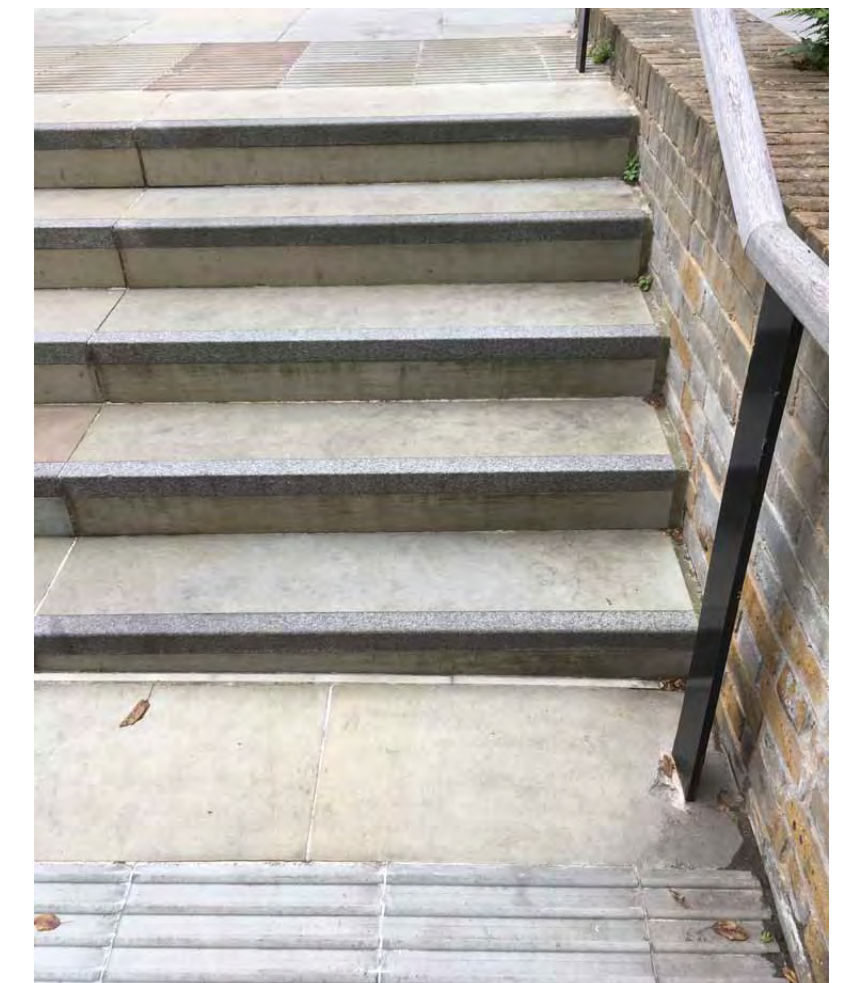
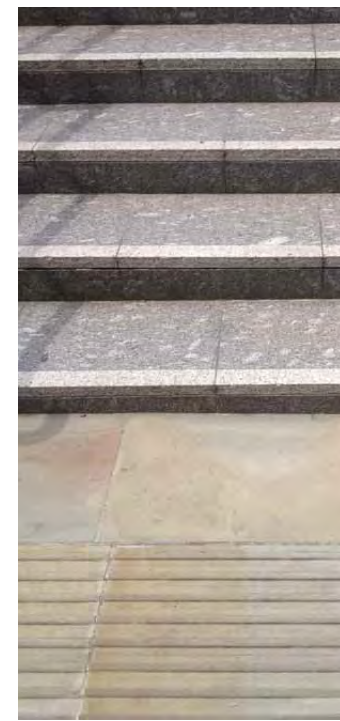
Finger post

Steps and handrails



Steps and handrails are required where immediate level changes occur along footways, within urban spaces or on approach to buildings that cannot be resolved in an inclusive manner by using surface gradients and slopes. The preferred approach to step design is to use natural stone, either York stone or granite, with the appropriate colour contrast applied to step nosing. Tactile corduroy paving to match the surrounding surface materials is required.

Handrail design must accord with relevant access guidance in terms of material choice, profile, placement and integrated protective detail to resist damage and misuse. The Corporation's Access team is to be consulted on step requirements and design.



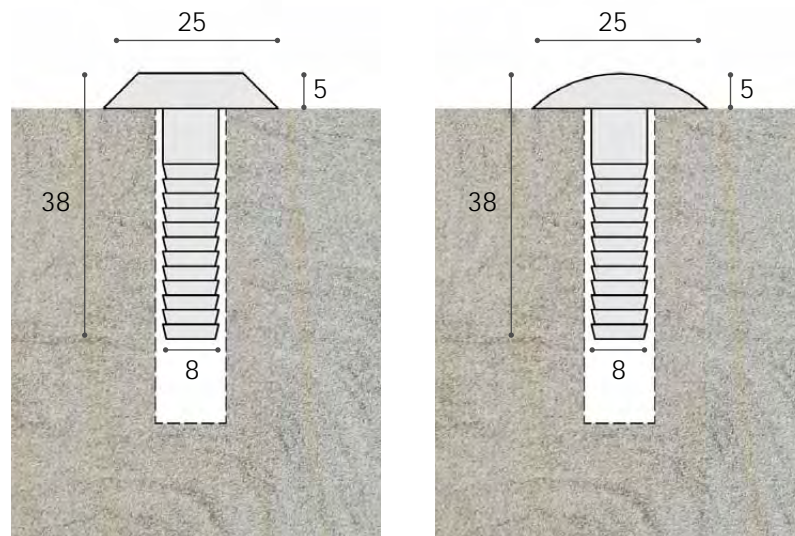
Boundary demarcation studs



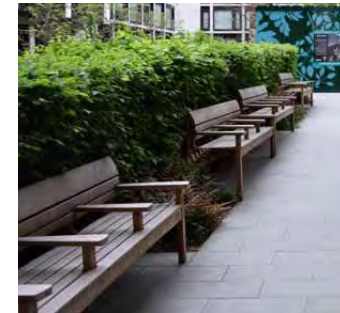
Inlaid metal boundary studs are to be provided within footway surfacing to demark ownership boundaries within the City. The delineation of ownership does not mean surface materials should be changed and continuity of material to unify the street scene will be encouraged.

The circular studs are installed with a 5 mm upstand and may be either domed or bevel edged.

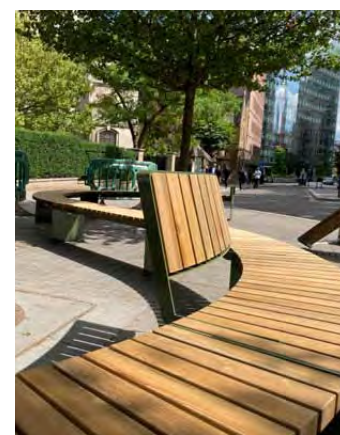
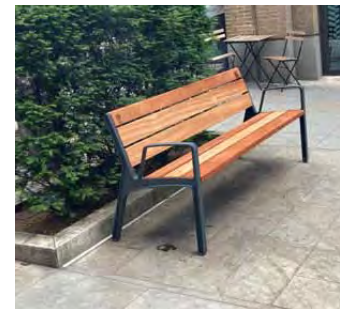
Key Criteria	
Material	Brass or Stainless steel (subject to location)
Supplier	Kent Stainless
Dimensions	25 mm Ø with 5 mm upstand and 38 mm deep thread
Spacing	1500 mm centres along straights and 300 mm centres when changing direction
Fixing	Core drill 10 mm Ø hole to depth 45 mm filled with epoxy resin



Seating



Traditional timber backed benches



Contemporary timber seats

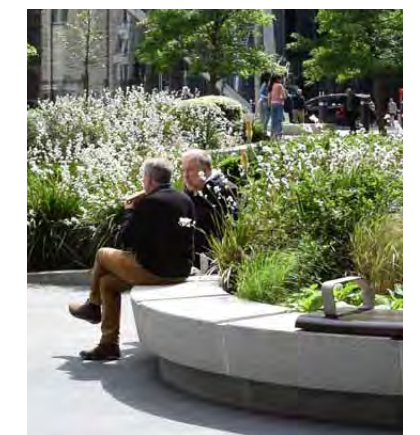
Seating is a vital component of the City's environment. A range of seating options exist to create opportunities for pause, in either individual groups or on larger capacity benches. Traditional backed benches should preferably be constructed in timber with metal legs, and fixed to the ground.

Contemporary modular benches or individual seats, informally arranged in groups can provide more flexible and sociable arrangements and often fit easier into public realm schemes to provide further enjoyment of the street scene. Utilising timber slats set within a robust metal frame, these seating clusters can provide visible contemporary additions to the street scene with powder coated metalwork providing feature accent.

Stone seating fits well in more contemporary streetscapes, often in conjunction with planting beds, and forms attractive and robust multi-functional seating elements that should include integrated edge protection measures. Maintenance and cleansing between timber slats is a key consideration with any furniture selection.



Stone seating



Integrated seating & planting

STREET FURNITURE

Seating



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STREET FURNITURE

Flexible Furniture



The introduction of modular, temporary furniture presents a unique way to enliven public spaces and test out capacity for changes within the streets. Positioning of such furniture may utilise kerbside space or occupy road closures and invite the public to establish a new relationship with the street and public spaces. Multi-functional furniture such as contemporary parklet designs provide vibrant and animated outdoor areas and a range of seating options that respond to the increasing demand for flexible, multi-use public space within the City. Urban greening is also promoted with the provision of either integrated planting or planters to provide attractive and distinctive spaces.



Moveable furniture, such as folding chairs and tables, have been also introduced within urban spaces. They provide occasional seating opportunities and introduce further flexibility to outdoor seating provision. Opportunities for such temporary furniture should be discussed with the Environment Department.





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STREET FURNITURE

Integrated security measures



There is a requirement to provide safe public spaces for all users. Whilst buildings themselves should have their own inbuilt security measures, there is nonetheless a need to provide attractive and integrated security features to protect crowded places within the public realm. Opportunities exist to integrate such measures within the street scene via multi-functional, integrated street furniture comprising seating, planters and bollards. Opportunities for innovative, modular furniture can provide informal obstacle and activation of spaces.



Lighting



Lighting within the public realm plays an important role in creating safe, welcoming and inviting spaces into the evening and nighttime. Whilst the City has unique powers to affix lighting onto buildings for general street lighting which greatly reduces clutter in the streetscape, there are instances where illumination of public realm and streetscape elements can provide a distinctive and artistic response to scale and place, aiding in wayfinding and reinforcing character.

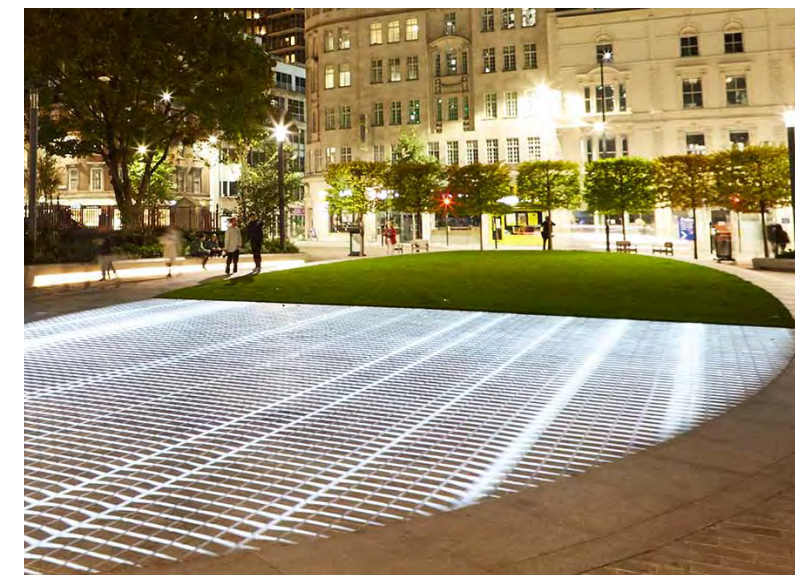
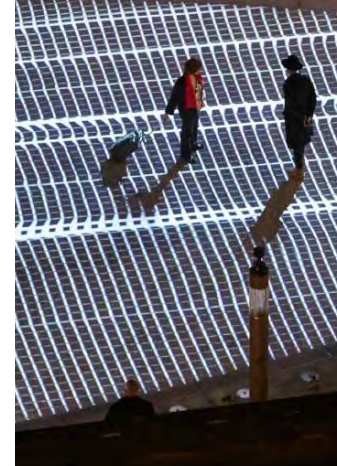
Integrated lighting opportunities may consider illuminated handrails, steps, planters or seating edges as well as localised pole or bollard lighting within specific public spaces.

Lighting as artwork within public spaces can greatly assist in animation and exploration of place. Uplighting of trees or lighting within trees is to be avoided and reduction in lighting levels nearer to wildlife areas is a requirement.

Further guidance on lighting is provided in the City of London Lighting Strategy (2021).



Lighting

**Integrated power and technology**

The integration of power and technologies within the public realm must respond to the requirements of the space and future needs. The provision of technology and utilities such as water supply, electrical power and data connection is an increasing requirement. It is the expectation that key public spaces are therefore primed with such facilities to support public events, arts performance and streetside activities. Subtle integration of power units within the groundplane, should be carefully integrated with street furniture items such as benches and bollards.

Play and exercise

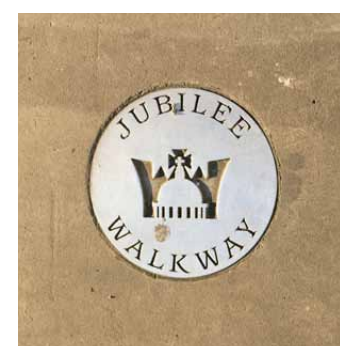


Opportunities exist within the public realm including its riverside walkway, to provide spaces and routes for play and exercise. These can include formal play areas, features that facilitate incidental play, outdoor exercise equipment and multi-purpose street furniture or exercise areas. For dedicated play and exercise areas, rubber crumb surfacing should be considered. All play and exercise opportunities are to be discussed with the Environment Department.

We are currently identifying outdoor exercise equipment and street furniture that will be appropriate for the City's context. This Toolkit will be updated in due course to include details of how exercise equipment and multi-use furniture that can be incorporated in the City's public realm.



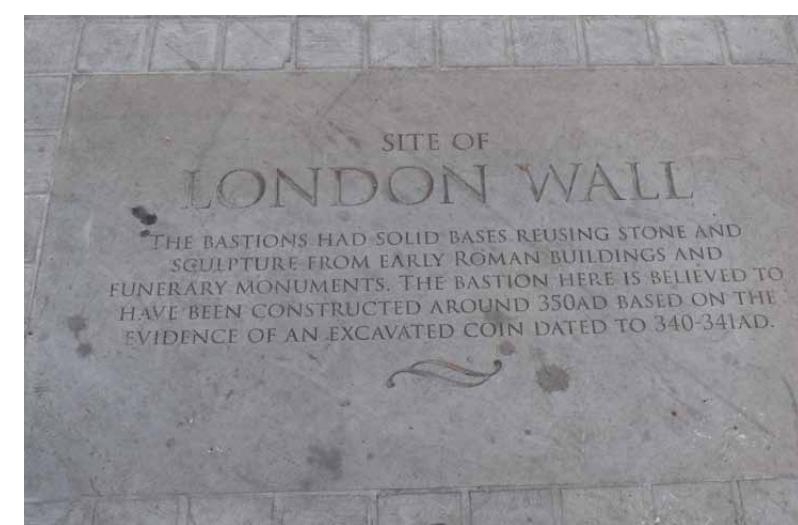
Historic markers



The streets and spaces that make up the City's public realm have provided both a constancy and setting in observing the rich history of change experienced over many centuries. Opportunities exist to celebrate such spaces, mark key events and interpret our social, collective histories.

Interpretation signs may be installed within the public realm to reinforce sense of place and may contain information about the history of an area or refer to historic facts and events.

Examples include the engraving of historic features, interpretative maps or commemorative text within natural stone or bronze inlaid plaques in the form of in ground markers or panels often set within the ground plane.



Heritage features

Areas of historic paving and street furniture make a significant contribution to the public realm and their ongoing contribution to the street scene as part of any enhancement proposals should be considered carefully. When evaluating existing heritage features, the following criteria should be considered;

Key Criteria	
Condition	<p>The material asset is still structurally sound and provides a lasting contribution to the street or space</p> <p>The material asset is safe and does not provide access challenges in terms of safety, slip resistance, visual contrast as well as not being an obstacle to required movement</p>
Contribution	Where assets reinforce a historic composition, alignment or make an aesthetically valuable contribution to the streetscene such that the retention and/or replication of the asset will extend the uniqueness of place
Historic value	This requires an assessment to determine heritage value based on the age, condition, contribution and any relevant heritage listings. This will allow for discussion of retention, potential reuse, replication or removal.



Listed Telephone Kiosk

In the case of removal of an asset, enhancement schemes should seek opportunities to re-interpret the history of a place with a modern intervention, extending the historic character in terms of proportions, detailing and composition of new material elements. Enhancements schemes within Conservation Areas or adjacent to listed buildings should be designed to take account of the specific characteristics of the area and features of these buildings.

Heritage features

A range of heritage assets may be found within the surface ground plane, as unique objects of street furniture or fixed to buildings as follows:

Historic paving materials

Surface materials such as Purbeck stone, Caithness and granite setts found throughout the City add local charm and distinctiveness to an area. Retention where possible is to be encouraged to maintain their imbued history, characterful patina, individual scale and contribution to the distinctiveness of place.



Historic Purbeck stone



Granite cobbles



Historic Purbeck and granite

Historic street furniture elements

Significant heritage furniture assets may include:

- Coal hole/manhole covers
- Bollards
- Edge bollards (protection from stagecoaches)
- Foot/boot scrapers
- Historic benches, kiosks and post boxes
- Traditional lamp stands
- Parish markers, plaques, milestones, boundary markers (affixed to buildings)
- Drinking fountains
- Listed Telephone kiosks



Drinking fountain



Ward boundary markers



Coal hole covers

3

TREES & PLANTING

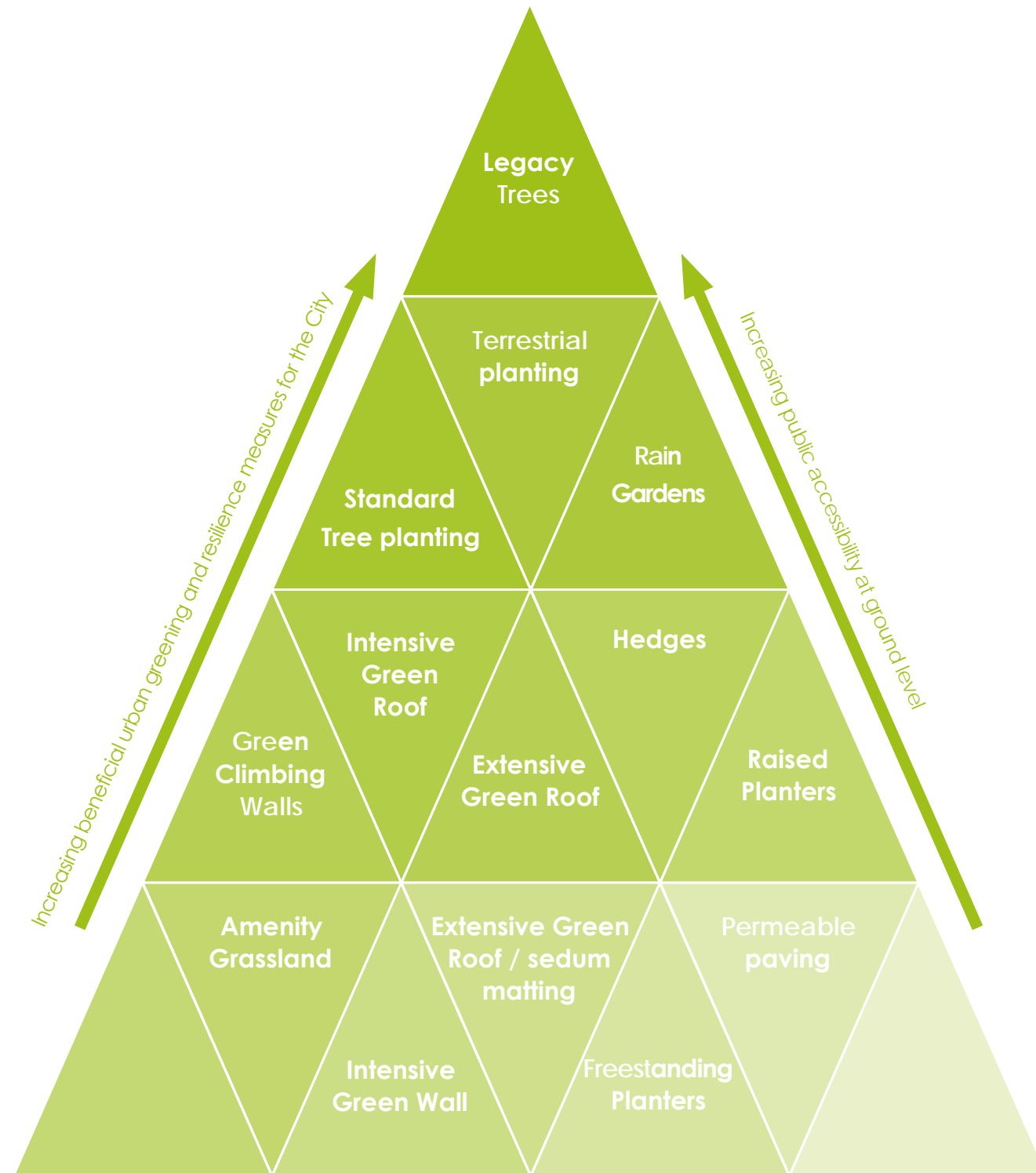
- Consideration for tree and plant selection
- Principles for planting
- Trees
- Tree grilles and surrounds
- Tree pits
- Planting and planter beds
- Inground planting beds
- SUDs and rain gardens
- Raised fixed planters
- Protective measures
- Mobile planters
- Contemporary freestanding planters
- Trellising
- Watering & Irrigation

The public realm provides a number of opportunities to introduce trees, planting and other natural elements. The City of London supports schemes that seek to increase natural biodiversity, improve environmental conditions such as air quality and safeguard the contribution of the natural environment over the coming decades as climatic factors continue to change.

Whilst much emphasis is rightly placed on the significant contribution of green infrastructure to the character of the public realm within the City, successful planting that will contribute in the long term is not without its challenges. Below ground conditions, often rich in archaeology and an array of service utilities, present a considerable challenge to attaining appropriate root volumes for planting, particularly for trees. Careful tree species selection focussing on growth habit, vigour and irrigation demand is critical in achieving long term success.

This section identifies the technical requirements and considerations for successful plant selection and implementation.





3

TREES & PLANTING

CONSIDERATIONS FOR TREE & PLANT SELECTION

An hierarchy has been developed to consider greening interventions that will offer greatest lasting impact for the City. It establishes a layered approach to urban greening and identifies beneficial greening measures to be targeted as part of the City of London Local Plan and Climate Action Strategy. Key target interventions, to be made increasingly publicly accessible at ground level and ideally within natural ground, include legacy tree planting, climate-resilient terrestrial planting, rain gardens, sustainable urban drainage systems and the promotion of sustainable and lasting green walls and green roofs (both intensive and extensive). The following considerations are outlined below to inform tree and plant species selection for our changing climate and contribution to the City's urban greening hierarchy:

CLIMATE RESILIENCE & BIODIVERSITY	The establishment of a species-diverse and mixed native/non-native plant palette will ensure that bioversity is supported within the City. Such a varied palette will ensure planting has the capacity to absorb any diseases and provide a natural resilience.
REDUCED IRRIGATION & WATER DEMAND	Plant species will be increasingly required to become more drought tolerant and require less irrigation in the face of hotter and drier summer conditions in the City.
ABSORPTIVE	The vast amount of hardstanding and developed land within the City amplifies the impact of sudden stormflow events, predicted to become increasingly more frequent and intense over the coming yeras. As part of a combined SUD's approach within the City, certain species of trees and plants that can cope with temporary inundation will help to reduce demands on the sewer system.
MICROCLIMATIC IMPROVEMENTS	Tree and shrub species can offer adaptations in their plant structure and growth habit which can aid in the capture and filtration of airborne pollutants and air flow in general to offer microclimatic improvements to air quality, pollution mitigation, acoustic and wind mitigation and localised temperature moderation.
MAINTENANCE REQUIREMENTS	Species selection to consider vigour and growth habits to plants that require less maintenance. Small lawns in particular are to be discouraged.

3

TREES & PLANTING



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PRINCIPLES FOR PLANTING

Planting opportunities within the City are to be informed by the following key principles as illustrated:

- 1 Appropriate space for root and canopy growth to be ensured around existing heritage trees retained or newly planted feature trees.
- 2 Street tree planting at 8 m centres between avenue trees to also consider below ground archeological and utility constraints, proximity to buildings and carriageway movement.
- 3 Clear stem to street trees to be minimum 2.5-2.75m.
- 4 Planting beds within natural ground are preferred to allow for successful planting and less intensive maintenance.
- 5 Introduction of above ground planters (fixed or moveable) where protection is desired or below ground constraints determine.
- 6 Explore opportunities for Sustainable Urban Drainage measures, in the form of rain gardens, buildouts, permeable paving and SUDs tree pits.
- 7 Green climbing walls should stem from inground planting beds with appropriate wire trained trellising system
- 8 Rooftops should exploit the potential for extensive biodiverse green roofs and intensive, accessible roof terraces and gardens to extend urban greening and connectivity.



TREES & PLANTING

Trees



Trees provide many benefits in the urban environment. Their mass can not only create a balance with the density of buildings and establish an enhanced sense of place but also offer a proven contribution to the climate challenge. Over the coming decades establishing and ensuring a mature canopy cover of climate resilience tree species tolerant of a demanding and hot urban City environment will be crucial if the environmental benefits of shade provision, air cooling, improved air quality, biodiversity and general well being are to be achieved. Many of the City streets are greatly enhanced by tree planting and all major public realm enhancement schemes should address the question of whether it is possible to include trees.

Key challenges include the presence of basements, tunnels, building overhangs and the proliferation of underground utility ducts and pipes in the footway often making it difficult to locate suitable sites for the sustainable long term growth of trees. Suitable locations for trees must also take account protected views, vehicle and building sight lines, space for the crown of the tree to develop without conflicting with buildings or high vehicles and to allow sufficient distance between the trees themselves. Species selection should also consider all maintenance implications associated with location, vigour and form.



As well as the limitations to the use of trees, consideration should be given to the positive use of the size, shape, form, texture, colour and seasonal interest that trees can provide, such as flowering trees and those offering striking autumnal colour.

Water demand is crucial beyond establishment. Whilst automated irrigation to tree pits remains an option, opportunities for SUDs tree pits, whereby surface water is directed into structural tree pits that offer appropriate soil volume to achieve mature canopy growth and to allow for infiltration and self-irrigation, should be encouraged whilst at the same time delaying stormflow to the sewer. The use of 'treegators' during the initial establishment of trees should be considered.

Treegators, as manual tree pit watering provision during establishment

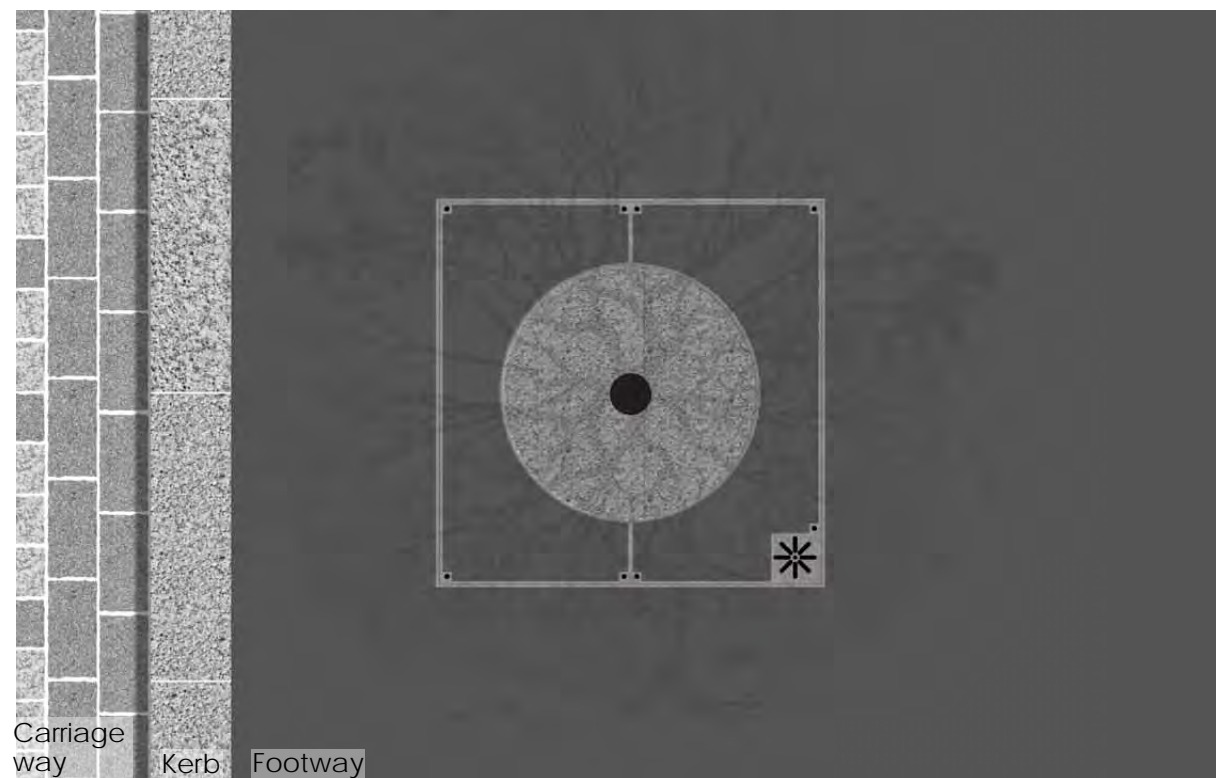
Standard tree grille



The standard tree grille for new street tree planting is a 1206 x 1206 mm recessed steel frame. This grille is to be infilled with the two footway surfacing options of either York stone or asphalt. With the use of York stone infill, paving joints should align and continue the paving joint pattern.

The circular opening at the centre of the grille is to be infilled with a porous flexi-pave material, composed of 50% recycled rubber and 50% silver grey stone aggregate. Laid flush, this infill will enable pedestrian overrun whilst allowing a flexible finish for tree trunk expansion and growth. The standard tree grille offers two removable trays for tree pit access and an integrated hinged watering point. Bespoke tree grilles may be used in exceptional circumstances to fit with the particular paving pattern of a specific location or to accommodate large existing trees.

Illustrative plan with asphalt surrounds



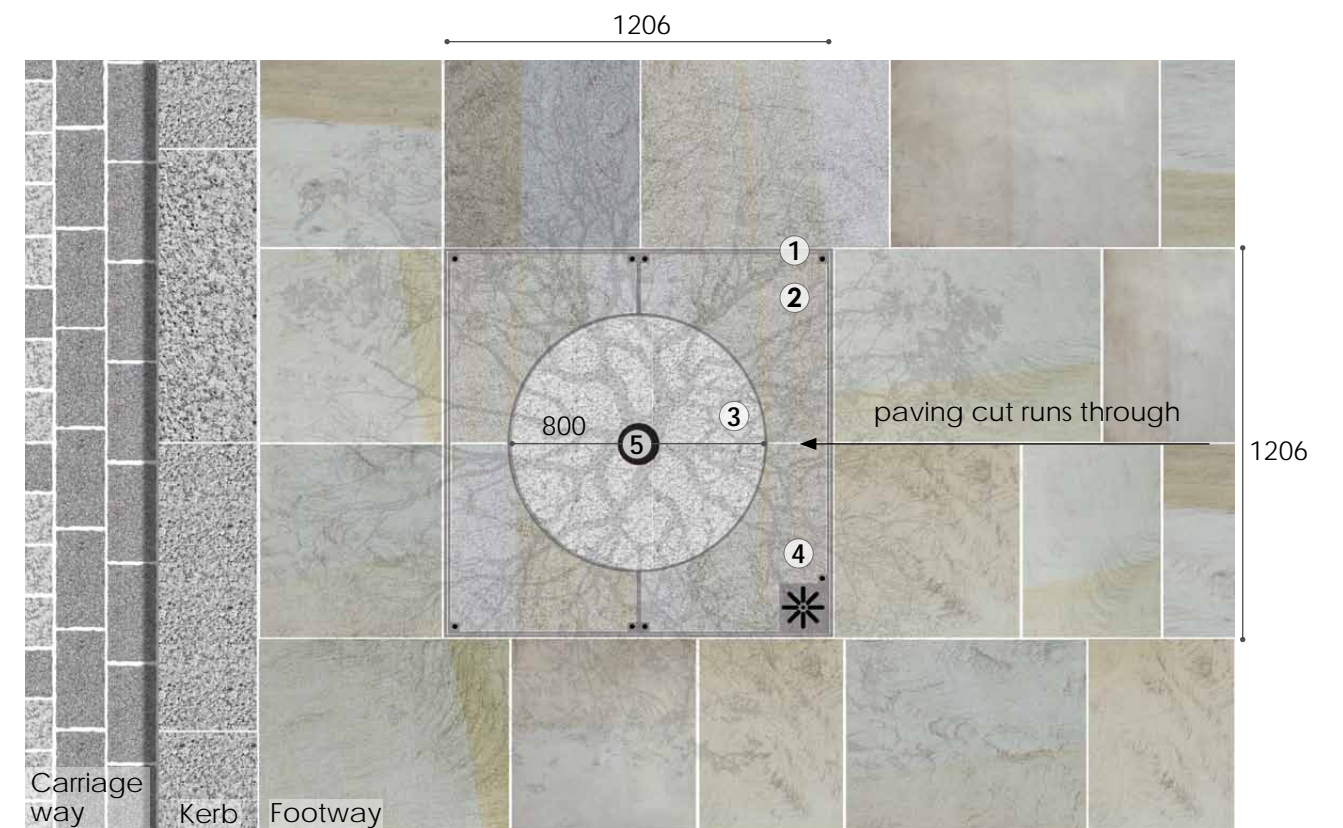
Carriage way Kerb Footway

Standard tree grille

Key Criteria	Recessed cover with York stone infill
Product	Urban Forest Tree Surround (twin tray)
Supplier	SFH Maintenance Ltd
Dimensions	1206 x 1206 mm with 800 mm Ø circular opening
Finish	Hot dipped galvanised
Circular opening infill	KBI Flexi-pave colour 'London Grey'

Illustrative plan and section

- ① Recessed steel frame
- ② York stone infill paving
- ③ Flexi-pave porous infill
- ④ Watering point with hinged self closing cover
- ⑤ Tree trunk



Carriage way Kerb Footway

Tree surround for existing trees



A flexible surfacing of recycled rubber granules and stone aggregate is to be used as porous infill to recessed tree grilles and around the base of existing street trees. Poured flush with adjacent surfaces, this infill not only provides a continuity of footway surfacing but also assists in sustainable urban drainage infiltration. The Flexi-pave material has been developed to compliment the granite and York stone materials palette.

Key Criteria

Product	KBI Flexi-pave 3-6 mm granule
Supplier	KBI UK Ltd
Colour	London Grey
Thickness	50 mm thick laid on 50mm porous stone base to make up levels



- ① Flexi-pave
- ② York stone paving
- ③ Granite kerb

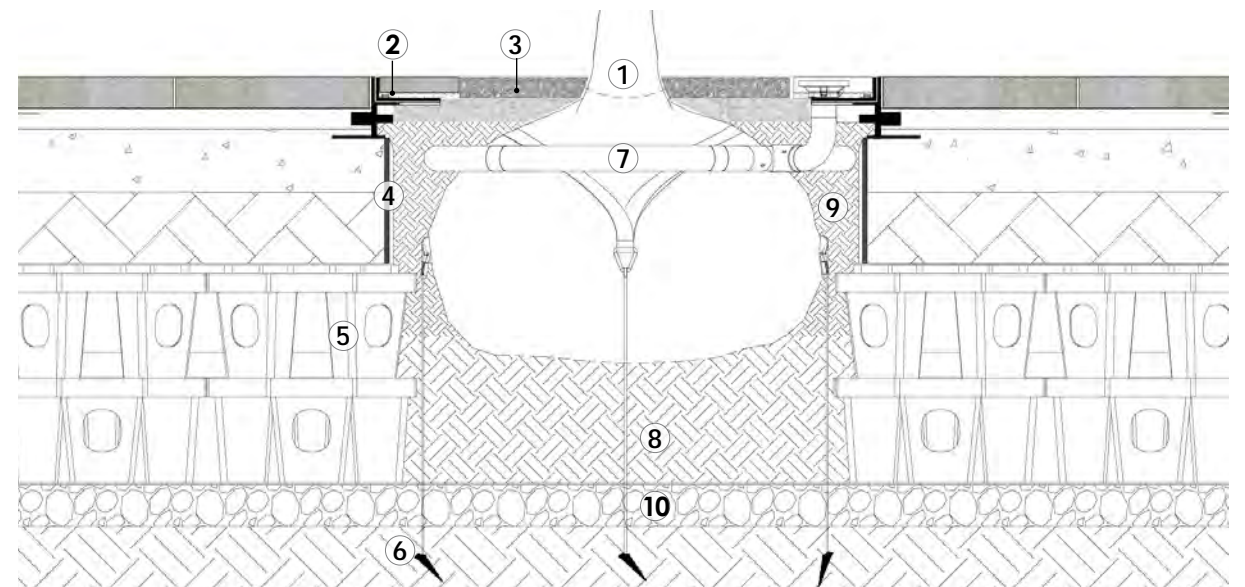


Standard tree pit construction

The standard detail for newly planted trees should utilise the following components, composition of which may be varied in proportion to suit the specific requirements of tree planting location. Tree pit depth should be a minimum of 800mm, ideally to provide 1 cubic metre of substrate.

Key Components

Tree planting	1	Newly planted tree to be planted level with nursery line
Tree surround	2	Tree surround with inlaid paving material
Infill material	3	Flexi-pave porous infill on porous stone base to make up levels
Root barrier	4	Root barrier where necessary in consultation with Open Spaces
Structural soil cells	5	Stratacell, or similar approved in consultation with the Open Spaces Department, to maximise width and depth of supported root zone infilled with topsoil (BS 3882 sandy loam)
Stabilisation	6	Subsurface guying to deadmen or ground anchors
Irrigation and aeration	7	60 mm Ø irrigation and aeration pipe immediately around the rootball linked to grille inset hinged watering point cover
Structural soil substrate	8	Rootball supported on structural tree soil
Soil substrate	9	Imported topsoil to BS 3882 (sandy loam)
Drainage layer	10	100 mm drainage layer of clean gravel beneath geonett membrane

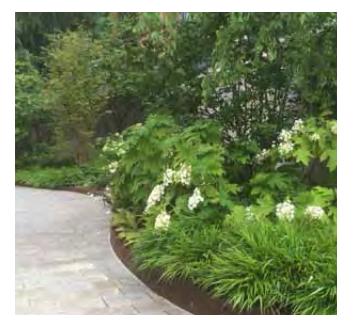




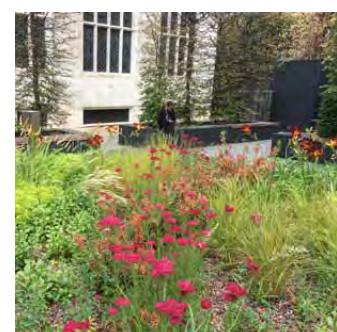
Planting and planter beds



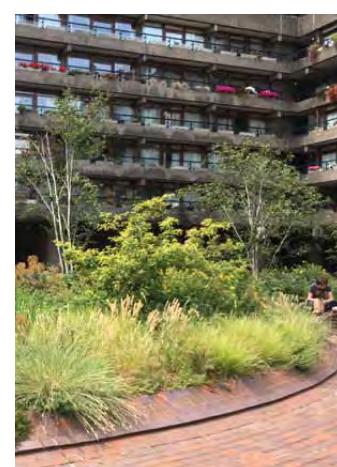
Careful choice of plants and planting elements can greatly enliven and soften the built environment. They can bring seasonal colour and biodiverse natural interest as well as providing green structure within the public realm.



One of the distinguishing characteristics of the City's external spaces is the green appeal particularly evident in the array of gardens and churchyards dotted throughout its historic fabric. Seasonal bedding displays and high maintenance lawned areas are to be discouraged, as more sustainable urban greening measures are increasingly required to improve the natural appeal and resilience of the City's public realm as part of the response to the climate challenge.



Sustainable urban drainage measures installed on rooftop, and streetscape environs are to be encouraged and all have the ability to contribute to a greener City. Such measures act as natural sponges to moderate local environmental effects associated with urban heat island effect through cleansing, cooling, and critically absorbing surface runoff to help mitigate stormflow into the River Thames.



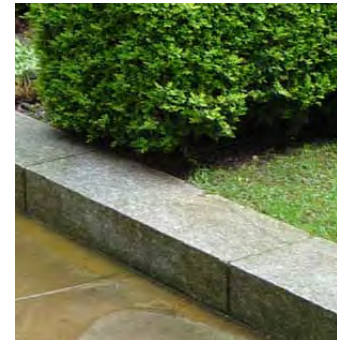
Plant species are to be carefully selected to respond to each unique locality, climatic and seasonal fluctuations balanced with strong visual aesthetics, biodiverse considerations and reduced maintenance demands. There is an increasing expectation for plants to provide multiple benefits to all users, natural and human and choice of plants should be developed in consultation with the City Gardens. Water demand in particular, for planting maintenance, is an increasing pressure and a key consideration over the coming years. The availability of an adjacent water source is vital for all planted areas in the initial years to aid successful establishment but thereafter there is an expectation for planting schemes to be of a drought tolerant, self-irrigating nature. Consideration should be given at an early stage as to how this is to be achieved.

TREES & PLANTING

In ground planting beds



Narrow granite edging



Wide granite edging

The preferred approach to implementing long lasting planting schemes is to establish at grade planting in the form of low retained planting beds. Such beds support the ability for plant roots to extend into natural ground conditions, to establish good drainage conditions and allow ease of access for maintenance to the benefit and vitality of the planting.

Planting beds are to be retained by a low raised natural stone kerb of either granite or York stone to reduce litter collection demands and protect planting from pedestrian overrun. **Lower metal edging provides a contemporary and more flexible edging solution where space is tight or more sinuous planting beds are required.**

Minimum topsoil depths and soil composition for planting within ground level beds are subject to the specification or approval of the City Gardens Section.

Key Criteria	Minimum topsoil depths required
Lawn	300 mm
General planting	450 mm
Large shrubs	up to 600 mm
Small trees	up to 800 mm



Low metal edging



York stone edging as upstand to planter bed



TREES & PLANTING



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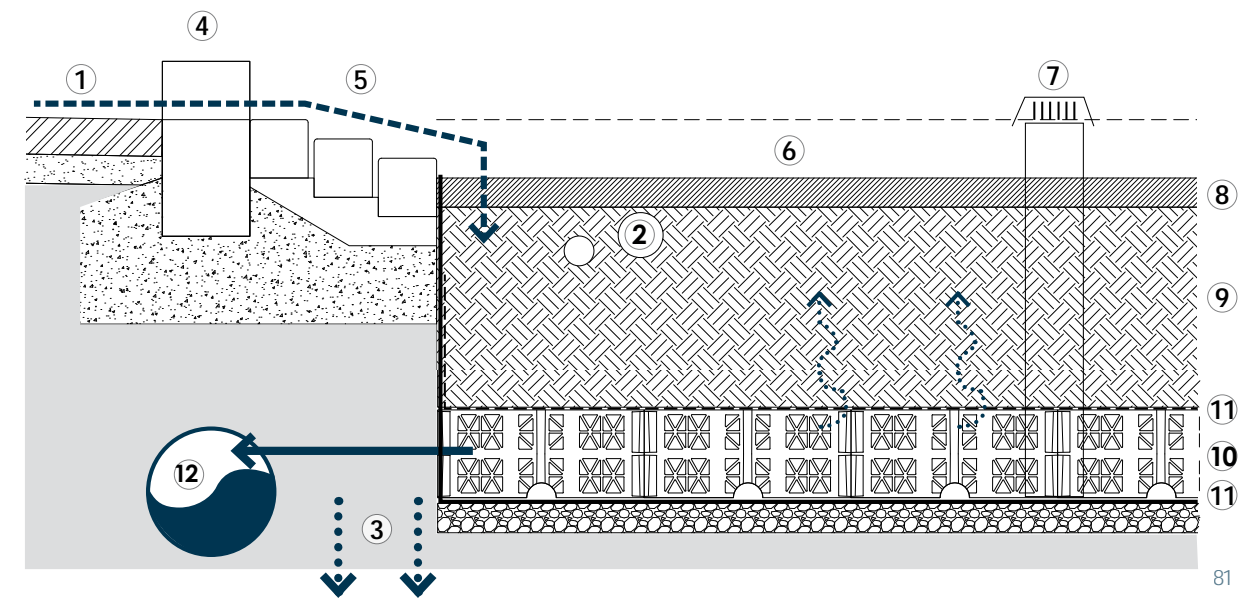
SUDs and rain gardens



The incorporation of planting beds as an integral part of the sustainable urban drainage system is to be encouraged where ground conditions permit. Rain gardens will increasingly form an important feature in the City as a key component of the urban greening measures, designed as formalised planted beds that can receive roof and surface water runoff close to source. These features act as vegetated filters within the drainage chain, offering functional drainage improvements water flow and quality whilst also providing both visual amenity and biodiversity enhancements.

Successful rain garden implementation must consider the following factors:

- ① Surface water catchment affecting volume storage capacity
- ② Below ground constraints such as utilities
- ③ Establish natural ground infiltration capacity
- ④ Install raised kerb edges (with hit & miss gaps where appropriate)
- ⑤ Provide appropriate drainage inlets and velocity trap
- ⑥ Create a freeboard of minimum 100mm for surface flood waters
- ⑦ Install overflow pipe (for inundation events)
- ⑧ Introduce a mulch layer
- ⑨ Introduce a suitable bioretention substrate with good permeability
- ⑩ Install a water retention and storage layer such as a permavoid with options for geotextile wicking membrane to allow for ongoing vertical uptake and absorption of water in to the growing medium to self-irrigate the planting
- ⑪ Geotextile membrane for impermeable or permeable infiltration ground conditions
- ⑫ Provide onward drainage connection to piped system via orifice outlet or through natural ground infiltration



Raised fixed planters



Raised beds provide a means of getting trees and vegetation into areas where there is not a significant soil depth available. These fixed structures can provide high quality architectural and sculptural elements and often can incorporate seating elements. **Raised planters may be constructed as either clad or solid stone structures or from modular metal, as either straight or sinuous sections. A number of finishes may be applied depending on material and appropriate to their setting and maintenance demand.**

Raised planters should have adequate drainage with consideration given to the sub-base and its drainage capability. Raised beds are to be filled to the specification or approval of the **City Gardens. Automatic irrigation should be included in permanent planters to reduce maintenance costs.**

The volume of soil provided within fixed planters will determine the most suitable plant species to be grown for long term impact, vigour and reduced maintenance demands.



Protective measures



Stone upstands and armrests



Groove cut into stone

Street furniture elements are exposed to general wear and tear and activities such as skateboarding often resulting in damage. Furniture elements that may be affected are planters, walls, steps and benches, and in particular long exposed lengths of seating and walling.

It is important to consider potential measures to restrict damage at an early stage in the design process. Considerations over the positioning of street furniture elements, their height and material choice may all influence the exposure and risk of damage. Protective measures should be 'designed-in' to all street enhancement schemes where vulnerable features or exposed edges are included.

In the case of stone furniture and edges, the insertion of grooves cut into stone elements add a 'break' to a continuous edge. Similarly the surface treatment of the stone finish, such as cropping or rustic finish, may also provide deterrent.



Mobile planters

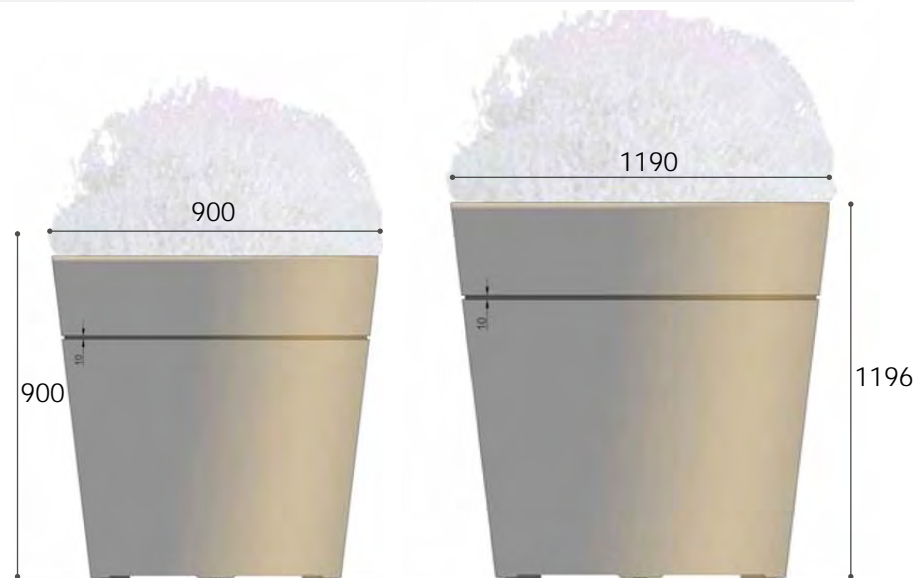


Mobile planters are used to demarcate entrances and thresholds to key buildings and spaces, extending the history of using lead cisterns in similar locations around the City. They may also be used to introduce temporary greenery where the proximity of underground services or access requirements restrict the creation of permanent planting beds.

As a minimum within each planter, a drainage layer of Lightweight Expanded Aggregate (LECA 4-10mm round) over the drainage holes and a filter membrane material such as Terram 1000 or equivalent should be installed to prevent fine soil particles from washing out on to the paving. The appropriate soil mix, planting species and irrigation demand is to developed in consultation with City Gardens.

A simple, cone shaped, bronze design is the preferred planter within the City, offering two different planter capacities.

Key Criteria	Small solid bronze planter	Large bronze clad planter
Style	Cone shaped planter	Cone shaped planter
Supplier	refer to City Public Realm	IOTA
Dimensions	900mm high	1196mm high
Diameter	Top 900mm	Top 1190mm / Bottom 990mm
Construction/Finish	Solid bronze	3mm thick Zintec Steel, clad with 1.2mm Bronze



Contemporary freestanding planters

Opportunities exist to install multi-functional contemporary arrangements of freestanding planters which can be useful in providing impact, animation, seating and temporary greening either as part of trial streetscape works and also where below ground constraints will not allow inground planters.



Trellising



A trellis can provide an attractive vertical display of plants where trees would not be appropriate. A stainless steel wire system, installed vertically, provides a low maintenance strong support for a range of twining climbers. This should be appropriately specified according to the height of trellis, location, plant loading and risk of vandalism or abuse.

For ease of maintenance and access, trellises should generally not exceed 2.5m in height otherwise mechanical lifting equipment will be needed to maintain. Consideration must be given to width of planting bed at the foot of the trellising also affecting means of access for maintenance and inspection.

Key Criteria	
Supplier	Jakob® INOX LINE or equivalent.
Material	Stainless steel wire
Wire dimensions	4 mm



Watering and irrigation



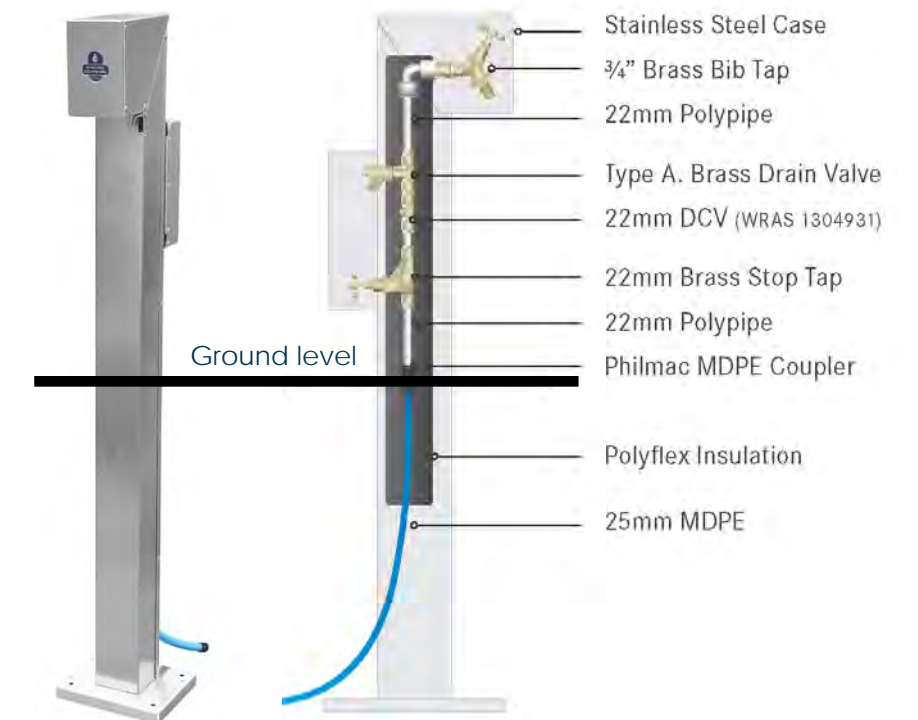
Standpipes

On certain projects, standpipes for hose connection may be installed, particularly to aid in early plant establishment. The requirement for standpipes are determined by site location, spatial demands, access and other constraints in consultation with City Gardens. These standpipes are to be located sensitively within the planting scheme, with consideration given to ease of access and extent of hosepipe connection to avoid crossing of pedestrian routes. In exceptional circumstances, irrigation tanks may be considered.

Key Criteria	
Product	Tower standpipe with 3/4" bib tap
Supplier	Edwards Standpipes
Material	Stainless Steel Grade 304 – 1.5mm thick
Dimensions	106 x 106 x 1470mm (720mm above ground, 750mm below ground)
Fixing	Stabilising base plate 255 x 255mm



Treegators, as manual tree pit watering provision during establishment



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Agenda Item 5

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<p>Committees: Projects and Procurement Sub (for information) Streets and Walkways Sub (for decision) Natural Environment Board (for information)</p>	<p>Dates: 06 November 2023 07 November 2023 04 December 2023</p>
<p>Subject: Climate Action Strategy, Cool Streets and Greening Programme – Phase 4 SuDS (Sustainable Urban Drainage) for Climate Resilience Unique Project Identifier: <i>PV Project ID 12267</i></p>	<p>Gateway 4: Detailed Design (Regular)</p>
<p>Report of: Interim Executive Director, Environment Report Author: Melanie Charalambous</p>	<p>For Decision</p>
<h1>PUBLIC</h1>	

<p>1. Status update</p>	<p>Project Description: Cool Streets and Greening is a £6.8m Climate Action Strategy programme to pilot climate resilient streets and open spaces in the Square Mile. Phases 1, 2 and 3 of this programme are underway. This report seeks approval to progress Phase 4 <i>SuDS (Sustainable Urban Drainage) for Climate Resilience</i> workstream.</p> <p>RAG Status: Amber (Green at last report to Committee)</p> <p>Risk Status: Amber (Low at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £1.4m - £1.7m</p> <p>Change in Total Estimated Cost of Project (excluding risk): Decrease of £700,000 since last report to Committee.</p> <p>Spend to Date: £93,495.</p> <p>Costed Risk Provision Utilised: None</p> <p>Slippage: It was originally intended to identify up to ten suitable sites for SuDS interventions. However, it has only been possible to identify six so far, due to the extensive presence of underground utilities</p>
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	<p>across the City. Site surveys and investigations have also taken longer than expected which has delayed the project programme. The revised end date for this Phase is March 2025.</p>
<p>2. Next steps and requested decisions</p>	<p>Next Gateway: Gateway 5: Authority to Start Work for four of the sites detailed in this report and Gateway 4: design reports for Lloyds Avenue and Ludgate Broadway</p> <p>Next Steps:</p> <ul style="list-style-type: none"> • Ongoing engagement with local occupiers • Further detailed design development • Carry out trial holes and develop construction drawings • Traffic order process to relocate parking bays as required • Other approvals to be sought as required <p>Requested Decisions:</p> <p>It is recommended that the Streets and Walkways Sub-Committee:</p> <ol style="list-style-type: none"> 1. Approve the additional budget of £95,000 to reach the next Gateway, funded from the Cool Streets and Greening Programme (OSPR); 2. Approve the revised total estimated cost range for this Phase (excluding risk) of £1.4m - £1.7m; 3. Delegate approval of the Costed Risk Provision to the Chief Officer if one is sought at Gateway 5; 4. Approve the statutory consultation on the proposed relocation of parking bays as set out in this report; 5. Authorise officers to enter into an agreement with the Church to enable the St Andrew Undershaft churchyard works to proceed. 6. Note that two of the sites (Ludgate Broadway and St Andrew Undershaft) include additional repaving and public realm enhancements that are to be funded by ring-fenced S106 funds that have been allocated to the projects and this will be detailed in future Gateway reports. 7. Note that the sites at Ludgate Broadway and Lloyds Avenue will require further design work and will be the subject of a future Gateway 4 report in early 2024. 8. Note that the underspend from this Phase will be redirected to Phase 3 of the programme to further progress tree planting, relandscaping for climate resilience and climate resilient planting. This will be formalised in a forthcoming programme update report in early 2024.

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<p>3. Resource requirement to reach next Gateway</p>	<table border="1" data-bbox="443 344 1305 1099"> <thead> <tr> <th data-bbox="443 344 678 488">Item</th> <th data-bbox="678 344 925 488">Reason</th> <th data-bbox="925 344 1114 488">Funds/ Source of Funding</th> <th data-bbox="1114 344 1305 488">Cost (£)</th> </tr> </thead> <tbody> <tr> <td data-bbox="443 488 678 703">Fees</td> <td data-bbox="678 488 925 703">Surveys, design fees, traffic order fees and trial holes</td> <td data-bbox="925 488 1114 703">OSPR</td> <td data-bbox="1114 488 1305 703">30,000</td> </tr> <tr> <td data-bbox="443 703 678 884">Staff Costs (P+T)</td> <td data-bbox="678 703 925 884">Project management and public engagement</td> <td data-bbox="925 703 1114 884">OSPR</td> <td data-bbox="1114 703 1305 884">30,000</td> </tr> <tr> <td data-bbox="443 884 678 1028">Staff Costs (Highways)</td> <td data-bbox="678 884 925 1028">Design and utility investigations</td> <td data-bbox="925 884 1114 1028">OSPR</td> <td data-bbox="1114 884 1305 1028">35,000</td> </tr> <tr> <td data-bbox="443 1028 678 1099">Total</td> <td data-bbox="678 1028 925 1099"></td> <td data-bbox="925 1028 1114 1099">OSPR</td> <td data-bbox="1114 1028 1305 1099">95,000</td> </tr> </tbody> </table> <p data-bbox="443 1137 1305 1173">Costed Risk Provision requested for this Gateway: None</p>				Item	Reason	Funds/ Source of Funding	Cost (£)	Fees	Surveys, design fees, traffic order fees and trial holes	OSPR	30,000	Staff Costs (P+T)	Project management and public engagement	OSPR	30,000	Staff Costs (Highways)	Design and utility investigations	OSPR	35,000	Total		OSPR	95,000
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Staff Costs (Highways)	Design and utility investigations	OSPR	35,000																					
Total		OSPR	95,000																					
<p>4. Design summary</p>	<p data-bbox="443 1267 1437 1411">4.1 The Climate Action Strategy Cool Streets & Greening programme is introducing climate resilience measures into the City’s public realm to avoid future disruption from climate risks. Phases 1, 2 and 3 of this programme are underway and this report relates to Phase 4.</p> <p data-bbox="443 1431 1390 1610">4.2 This phase seeks to introduce SuDS for Climate Resilience, strategically across the Square Mile at several sites. This strategic approach will result in wider climate resilience benefits such as protection from surface water and sewer surcharge flood risk resulting from extreme rainfall events, across the City.</p> <p data-bbox="443 1630 1437 1845">4.3 Since the approval of the Gateway 2/3 report in November 2022, officers have carried out extensive site investigations and surveys in order to confirm locations where SuDS can be installed in the public realm. As expected, the main constraint has been the presence of underground utilities. This has meant that fewer sites have been identified than originally planned.</p> <p data-bbox="443 1888 1437 2024">4.4 The table below sets out the sites that have been confirmed as locations for SuDS installations where designs have been developed. Please see plans and sketch views in Appendix 3. Officers will continue to carry out site investigations and surveys at other potential</p>																							

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sites and these will be subject to a future Gateway 4 report in early 2024 if feasibility is confirmed.		
Site	Proposal	Notes/Dependencies
St Andrew Undershaft Churchyard	Rainwater harvesting from Church roof run-off to serve new planters and planting beds	Re-paving, new benches and reconfigured steps to be separately funded by S106 receipts that have been allocated to the delivery of the City Cluster Programme
St Andrews Hill	Rain garden and tree planting	Cycle racks to be relocated nearby. There is potential to extend this rain garden further north and relocate a parking bay to provide additional improvements. If this is feasible, Members will be updated in the new year.
Bread Street (south)	Rain garden and tree planting	Cycle racks to be relocated nearby
Knightrider Court	Extend pavement in front of café and add rain garden	Disabled parking bays are to be relocated nearby. Surveys indicate these 2 existing bays are not well used and more accessible locations have been identified nearby for their relocation. This is subject to further survey work ahead of Gateway 5.
Ludgate Broadway	Rain garden and tree planting with associated pavement and carriageway works. Replacing temporary 'parklet' with permanent design.	Further feasibility, design work and consultation is required ahead of a further Gateway 4 report in the new year. Raised sections of carriageway, widened pavements and some carriageway re-surfacing in granite setts are to be separately funded by S106 receipts that have been allocated to the delivery of the Fleet Street Healthy Streets Plan

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	Lloyds Avenue	Rain gardens and tree planting	Further feasibility, design work and consultation is required ahead of a further Gateway 4 report in the new year. Parking bays and cycle/scooter bays will need to be relocated.
<p>4.4 The majority of the SuDS interventions are rain gardens which are shallow planting beds, designed to collect rainwater run-off from adjacent paved areas and thereby slow the movement of rainwater into the sewer system. The added benefits of these gardens are that they also soften the urban environment, enhance the public realm and support biodiversity. At some of the sites, areas of permeable paving will also be possible, as well as tree planting and associated public realm improvements.</p> <p>4.5 The St Andrews Undershaft Churchyard scheme aims to improve the space and introduce a series of climate resilience measures. A key component underpinning the redesign has been the incorporation of sustainable drainage measures. The system is designed not only to capture water to help irrigate the new planting beds but also to attenuate and cleanse any roof and surface water runoff before entering the already pressurised combined sewer system. A sustainable drainage strategy introduces downpipe diversions, rainwater planters, permeable paving and below-ground attenuation to improve the quality and quantity of the water attenuated whilst also providing benefits to both the amenity and biodiversity on offer. The scheme also includes additional seating, a more accessible space and increased greenery.</p> <p>4.6 A number of the interventions listed above have dependencies that will either enable them to be delivered or will lead to a more successful scheme. Several are kerbside locations that require the reclamation of carriageway space and the relocation of parking bays or street furniture. The proposal for Ludgate Broadway incorporates widened pavements, raised sections of carriageway and re-surfacing to improve accessibility and create an enhanced public realm, in keeping with the conservation area location. This project received a high degree of support from the recent consultation on the Fleet Street area healthy streets plan.</p> <p>4.7 These SuDS schemes will help to establish a new way of designing the City's public realm whereby environmental resilience measures including SuDS and planting are a high priority and therefore become more prevalent, enabling the City to better adapt to climate change.</p>			

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	<p>4.8 Initial engagement with local occupiers has been undertaken with positive responses received. The next steps include trial holes and further engagement on the detailed designs ahead of Gateway 5 reports to be submitted to the Chief Officer for approval. St Andrew Undershaft will have an individual Gateway 5 report due to its complex nature and different funding sources. The other smaller scale interventions will be covered by one Gateway 5 report. Lloyds Avenue and Ludgate Broadway require further design work and a Gateway 4 report for these sites will be submitted in the new year.</p> <p>4.9 The impacts of the SuDS schemes will be assessed as part of the Cool Streets and Greening programme's lessons learnt. The possibility of including a gully sensor in one of the schemes as part of the Climate Sensor's Network is currently being reviewed. This would provide data to quantify the impact of the schemes.</p> <p>4.10 The previous Gateway 2/3 report listed a number of sites which have been investigated but are not able to be progressed; typically due to utility congestion. These include sites at Lambeth Hill, St Martin-le-Grande, Godliman Street, Toaks Court, Houndsditch and Swan Lane. Some of the sites showed potential for tree planting which will be progressed as part of Phase 3 of the programme.</p>
<p>5. Confirmation that design solution will meet our SMART objectives</p>	<p>Climate Action Strategy Objectives:</p> <ul style="list-style-type: none"> • The City of London Corporation and its assets are resilient to climate change • 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 and job creation <p>This project will reduce the risks of flooding from the increased and more intense rainfall which we are already experiencing as a result of climate change.</p> <p>The strategically located SuDS schemes will not only reduce surface water flood risk at individual sites but will reduce rainwater run-off into the drainage network and subsequent risk of sewer surcharge flooding elsewhere in the City.</p> <p>The design of raingardens and the planting palette used will efficiently use water, introducing greening whilst avoiding the need for irrigation. This will help to counter the Urban Heat Island and provide opportunities for biodiversity.</p>
<p>6. Risks</p>	<p>The main risks are as follows:</p> <ul style="list-style-type: none"> • Utilities and underground structures restrict the ability to implement the schemes.

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	<p>Response: Ground investigations including radar surveys have been carried out for all sites. Further trial holes are needed to confirm underground conditions.</p> <ul style="list-style-type: none"> • Objections from local occupiers Response: Initial consultation has been undertaken with local occupiers with positive responses and further engagement is planned as the designs are developed. • Cost escalation as a result of inflation or other factors Response: initial cost estimates have been produced and the proposed cost range is sufficient to cover the project costs including maintenance of planting. <p>Further information available in the Risk Register (Appendix 2).</p>
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Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	Plans and Sketch designs

Contact

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Email Address	Melanie.charalambous@cityoflondon.gov.uk
Telephone Number	Via MS Teams

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Project Coversheet

[1] Ownership & Status
<p>UPI: 12267</p> <p>Core Project Name: Climate Action Strategy, Cool Streets and Greening Programme – Phase 4</p> <p>Programme Affiliation (if applicable): Climate Action Strategy, Cool Streets and Greening Programme</p> <p>Project Manager: Melanie Charalambous</p> <p>Definition of need: The Climate Action Strategy Cool Streets & Greening programme is introducing climate resilience measures into the City’s public realm to avoid future disruption from climate risks.</p> <p>Key measures of success: Installation of SuDS and climate resilience measures at up to 10 strategically located sites across the City.</p> <p>Expected timeframe for the project delivery: 2022-2025</p> <p>Key Milestones:</p> <ul style="list-style-type: none">• GW2/3 – November 2022• GW 4 – Summer 2023 (delayed to Nov 2023 as a result of survey delays and site constraints)• GW5 – early - mid 2024• Implementation 2024/25 <p>Are we on track for completing the project against the expected timeframe for project delivery? N</p> <p>Project has been delayed as a result of survey delays and site constraints</p> <p>Has this project generated public or media impact and response which the City of London has needed to manage or is managing?</p> <p>No</p>

[2] Finance and Costed Risk		
<p>Headline Financial, Scope and Design Changes:</p> <table border="1"><tr><td><p>‘Project Briefing’ G1 report (as approved by Chief Officer 30/09/20):</p><ul style="list-style-type: none">• Total Estimated Cost (excluding risk): Cool Streets and Greening Programme approved at total cost of £6.8m (all Phases)• Costed Risk Against the Project: none• Estimated Programme Dates: 2021-2025<p><i>Scope/Design Change and Impact:</i></p></td></tr><tr><td><p>‘Project Proposal’ G2/3 report (as approved by PSC 23/11/23):</p><ul style="list-style-type: none">• Total Estimated Cost (excluding risk): £2.4m for Phase 4• Resources to reach next Gateway (excluding risk): £185K• Spend to date: N/A• Costed Risk Against the Project: None• CRP Requested: None• CRP Drawn Down: None• Estimated Programme Dates: 2023-2024</td></tr></table>	<p>‘Project Briefing’ G1 report (as approved by Chief Officer 30/09/20):</p> <ul style="list-style-type: none">• Total Estimated Cost (excluding risk): Cool Streets and Greening Programme approved at total cost of £6.8m (all Phases)• Costed Risk Against the Project: none• Estimated Programme Dates: 2021-2025 <p><i>Scope/Design Change and Impact:</i></p>	<p>‘Project Proposal’ G2/3 report (as approved by PSC 23/11/23):</p> <ul style="list-style-type: none">• Total Estimated Cost (excluding risk): £2.4m for Phase 4• Resources to reach next Gateway (excluding risk): £185K• Spend to date: N/A• Costed Risk Against the Project: None• CRP Requested: None• CRP Drawn Down: None• Estimated Programme Dates: 2023-2024
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<p><i>Scope/Design Change and Impact: N/A</i></p>
<p>Detailed Design' G4 report (this report):</p> <ul style="list-style-type: none">• Total Estimated Cost (excluding risk): £1.4m - £1.7m• Resources to reach next Gateway (excluding risk): £95K• Spend to date: £93,495.• Costed Risk Against the Project: None• CRP Requested: None• CRP Drawn Down: None• Estimated Programme Dates: 2024-2025
<p><i>Scope/Design Change and Impact: Reduced number of sites and extended programme due to utilities constraints and survey delays</i></p>
<p>Total anticipated on-going commitment post-delivery [£]: Included in the project cost range</p> <p>Programme Affiliation [£]: Cool Streets and Greening £6.8m programme</p>

City of London: Projects Procedure Corporate Risks Register

Project Name: Cool Streets & Greening		PM's overall risk rating: Medium	CRP requested this gateway: £ -	Average unmitigated risk: 4.8	Open Risks: 8
Unique project identifier: PV12267		Total estimated cost (exc risk): £ 1,700,000	Total CRP used to date: £ -		

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	(2) Financial	Funding not available	Project will not progress	Rare	Minor	1	£0.00	N	A - Very Confident	Climate Action Strategy funding identified	£0.00	Rare	Minor	£0.00	1	£0.00		01/10/2023	DBE	Gordon Roy			
R2	2	(1) Compliance/Regulatory	Delays due to governance & sign off procedures	Project will be delayed	Possible	Minor	3	£0.00	N	A - Very Confident	Steering Group governance structure	£0.00	Rare	Minor	£0.00	1	£0.00		01/10/2023	DBE	Gordon Roy			
R3	2	(4) Contractual/Partnership	Contract or partnership problems	Project will be delayed	Rare	Minor	1	£0.00	N	A - Very Confident	Procurement and controllers will oversee contracts and partnership arrangements	£0.00	Rare	Minor	£0.00	1	£0.00		01/10/2023	DBE	Gordon Roy			
R4	2	(4) Contractual/Partnership	Skills shortage	Project delayed	Possible	Serious	6	£0.00	N	A - Very Confident	Skills available for this phase, but key officers left/being recruited. Use consultants if needed	£0.00	Rare	Minor	£0.00	1	£0.00		03/07/2023	DBE	Gordon Roy			
R5	2	(9) Environmental	Minimal opportunities for resilience measures due to utilities	Find alternative sites and liaise with engineers	Likely	Serious	8	£0.00	N	A - Very Confident	Carry out the phase as preparation avoiding costly design for individual sites	£0.00	Rare	Minor	£0.00	1	£0.00		03/07/2023	DBE	Gordon Roy			
R6	3	(9) Environmental	Minimal opportunities for resilience measures due to environmental constraints	It may not be possible to implement resilience measures due to unforeseen underground structures	Unlikely	Serious	4	£0.00	N	A - Very Confident	Close liaison with project managers will enable early redesign before costs are incurred	£0.00	Rare	Minor	£0.00	1	£0.00		03/07/2023	DBE	Gordon Roy			
R7	4	(3) Reputation	Objections from local occupiers	Design adaptations may be needed	Possible	Minor	3	£0.00	N	B - Fairly Confident	Consult with local occupiers	£0.00	Rare	Minor	£0.00	1	£0.00		04/09/2023	DBE	Gordon Roy			
R8	4	(2) Financial	Unexpected cost increases	Review of scope may be required and identification of additional funding	Possible	Major	12	£0.00	N	B - Fairly Confident	Avoid project delays, regular meetings with contractors, regular cost reviews	£0.00	Possible	Serious	£0.00	6	£0.00		04/09/2023	DBE	Gordon Roy			
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							
R15							£0.00					£0.00			£0.00		£0.00							
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R69							£0.00					£0.00			£0.00		£0.00							
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R72							£0.00					£0.00			£0.00		£0.00							
R73							£0.00					£0.00			£0.00		£0.00							

Appendix 3 – Plans and sketches

1. St Andrews Hill



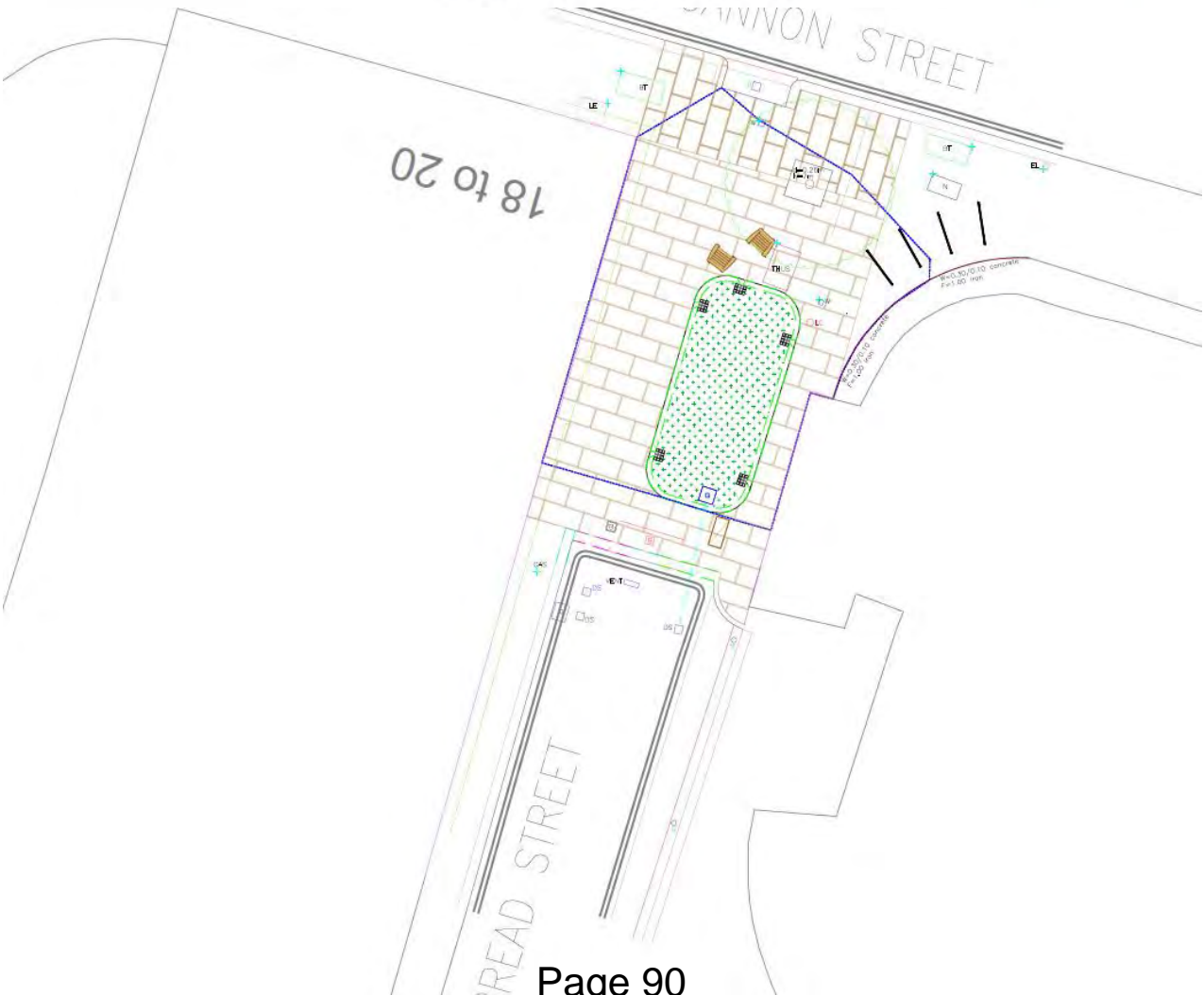
St Andrews Hill looking south



2. Bread Street



Bread Street looking south



Bread Street - Plan view

3. Knightrider Court - subject to relocation of the disabled bays



Knightrider looking north



Existing Disabled parking bays to be relocated

4. St Andrew Undershaft Churchyard



St Andrew Undershaft Churchyard view from St Mary Axe



Committees: Streets and Walkways Sub Committee - for decision	Dates: 07 November 2023
Subject: Dauntsey House, Frederick’s Place - Public Realm Improvements (S278)	Gateway 2: Project Proposal Light
Unique Project Identifier: <i>TBC at the next reporting stage</i>	
Report of: Interim Executive Director Environment	For Decision
Report Author: Emmanuel Ojugo	
<h1 style="margin: 0;">PUBLIC</h1>	

Recommendations

1. Next steps and requested decisions	<p>Project Description: Public realm improvements related to the redevelopment of Dauntsey House, 4A & 4B Frederick’s Place, to improve pedestrian movement, including, but not restricted to:</p> <ul style="list-style-type: none"> - Raising sections of public highway, - Improving lighting coverage, - Introducing greenery and seating, - Introducing measures to maintain the performance of local highway network. <p>Next Gateway: Gateway 3/4 - Options Appraisal (Regular)</p> <p>Next Steps:</p> <p><u>Evaluation and Design to reach the next gateway:</u></p> <ul style="list-style-type: none"> ○ Carry out site location surveys to establish conditions, subject to access. ○ Appoint consultants if necessary ○ Develop design with the City Highways Team to reach the next reporting stage ○ Develop an outline design for consultation. ○ Draft the Section 278 Agreement in accordance with the legal obligation stated in the Section 106 Deed of Agreement. <p>Requested Decisions:</p> <ul style="list-style-type: none"> i. That budget of £25,000 is approved for Evaluation and Design to reach the next Gateway;
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	<p>ii. Note the total estimated cost of the project £350K - £600K (excluding risk), funded from the Section 106 and Section 278;</p> <p>iii. Permission to enter into a Section 278 Agreement in accordance with the completed Section 106 Deed of Agreement related to the redevelopment of Dauntsey House, 4A & 4B Frederick's Place.</p>																				
<p>2. Resource requirements to reach next Gateway</p>	<table border="1"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Funds/ Source of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Staff Costs (P&T)</td> <td>Project Management, Design Development, Section 278 scope</td> <td>Section 106</td> <td>12,000</td> </tr> <tr> <td>Staff Costs (DES - Engineer)</td> <td>Civils, Design Development</td> <td>Section 106</td> <td>8,000</td> </tr> <tr> <td>Fees</td> <td>Survey information</td> <td>Section 106</td> <td>5,000</td> </tr> <tr> <td>Total</td> <td></td> <td></td> <td>25,000</td> </tr> </tbody> </table>	Item	Reason	Funds/ Source of Funding	Cost (£)	Staff Costs (P&T)	Project Management, Design Development, Section 278 scope	Section 106	12,000	Staff Costs (DES - Engineer)	Civils, Design Development	Section 106	8,000	Fees	Survey information	Section 106	5,000	Total			25,000
	Item	Reason	Funds/ Source of Funding	Cost (£)																	
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	Fees	Survey information	Section 106	5,000																	
	Total			25,000																	
<p>Costed Risk Provision requested for this Gateway: X (Cost Risk Provision is not deemed necessary at this stage).</p>																					
<p>3. Governance arrangements</p>	<ul style="list-style-type: none"> • Streets and Walkways Sub-Committee of Planning and Transportation Committee. • Senior Responsible Officer: Brue McVean. • At this stage it is not deemed necessary to form a project board to manage governance. 																				

Project Summary

<p>4. Context</p>	<p>4.1. There is a legal obligation to mitigate the effects of the Dauntsey House, 4A & 4B Frederick's Place development as stated in the completed Section 106 Agreement.</p>
<p>5. Brief description of project</p>	<p>5.1. According to Schedule 9 of the completed Section 106 Agreement that provides the mechanism for entering into a Section 278 Agreement; the works may include but will not be limited to:</p>

	<ul style="list-style-type: none"> • Works to Ironmonger Lane, including new paving and raised section of carriageway or raised table to cater for new and existing pedestrian movement between Frederick's Place, St Olave's Court and Prudent Passage, • Other improvements may include new lighting works to accommodate pedestrian movement immediately south of the development around private loading areas; an increase in greenery subject to site conditions, seating and historical interpretation.
6. Consequences if project not approved	<p>6.1. If this project is not approved the City would not fulfil its legal obligation to enter into a Section 278 Agreement to mitigate the effects of the development. There will be no mechanism through which the highway changes required to accommodate the new building can be delivered without investment.</p> <p>6.2. The developer will be in breach of their Section 106 covenant if they are unable to enter into a Section 278 agreement to enable highway improvement work unless the City waives or varies the covenant.</p> <p>6.3. The City would need to fund any increases in maintenance liability costs made necessary by the development.</p>
7. SMART project objectives	<p>7.1. Improve pedestrian accessibility particularly between Ironmonger Lane, Frederick's Place and Old Jewry.</p> <p>7.2. Increase greenery in the area subject to site conditions.</p> <p>7.3. Improved lighting around the development and provision of seating in the area.</p> <p>7.4. Include local historic interpretation in the design/potential for public art.</p>
8. Key benefits	<p>8.1. An increased public perception of safety is expected due to improved lighting and the quality of materials used.</p> <p>8.2. An increase in greening and seating coverage in the area.</p> <p>8.3. The developer's aspirations and requirements met, by ensuring the surrounding highways work is completed in alignment with the developer's programme.</p>
9. Project category	4a. Fully reimbursable
10. Project priority	C. Desirable
11. Notable exclusions	11.1. No notable exclusions at this stage

Options Appraisal

<p>12. Overview of options</p>	<p>12.1. It is proposed to develop options and present them at the next reporting stage in accordance with the Transport Strategy objectives and in collaboration with key stakeholders including the Cheapside Business Alliance.</p> <p>12.2. Options will focus mainly on how works are to be phased accord with existing development and highways activity in the area.</p>
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Project Planning

<p>13. Delivery period and key dates</p>	<p>Overall project: Public realm works are expected to be completed within approx. 6-8 months of approval to start works (Gateway 5) – subject to the developer's programme.</p> <p>Key dates:</p> <ul style="list-style-type: none"> - Streets and Walkways Committee approval to initiate the project - Nov 2023 - Produce design brief - Q1 2024 Carry out site surveys - Q2 2024 - Outline design for local consultation - Q3 2024 - Gateway 3/4 – Q4 2024 <p>Other works dates to coordinate: Project manager to maintained regular communication with developer and local stakeholders.</p>
<p>14. Risk implications</p>	<p>Overall project risk: Low</p> <p>Post Gateway 3/4, it is proposed to request that a Gateway 5 report is delegated provided costs identified at Gateway 3/4 are not exceeded.</p> <ul style="list-style-type: none"> • Full cost of works unknown <i>Risk response: accept</i> As the design develops, the likely cost of the scheme will be established.. • Costs of the work prove excessive <i>Risk response: reduce</i> The scheme will be designed efficiently with options and associated costs will be agreed as part of the Section 278 Agreement which will contain a standard mechanism for seeking reasonable excess funds, should they be required. • Project not delivered to programme <i>Risk response: accept</i> Access to carry out the public realm improvement works are subject to the developer's programme. Any excessive

	changes to the project programme will be subject to the Gateway reporting process.
15. Stakeholders and consultees	<p>15.1. Developer of 9 Dauntsey House, 4A & 4B Frederick's Place</p> <p>15.2. Owners/occupiers of adjacent buildings to Dauntsey House, 4A & 4B Frederick's Place</p> <p>15.3. Local Ward Members</p> <p>15.4. Cheapside Business Alliance</p> <p>15.5. Internal City teams including Highway, City Garden, and the Access Team.</p>

Resource Implications

16. Total estimated cost	<p>Likely cost range (excluding risk): <i>Anticipated lifetime cost to deliver this project (excluding risk).</i></p> <p>Note: £350K-£600K. Costed risk will be determined at the next reporting gateway.</p>									
17. Funding strategy	<p>Choose 1:</p> <p>Partial funding confirmed</p>	<p>Choose 1:</p> <p>External - Funded wholly by contributions from external third parties</p> <table border="1" data-bbox="531 1050 1401 1451"> <thead> <tr> <th>Funds/Sources of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>S106 related to the redevelopment of Dauntsey House, 4A & 4B Frederick's Place</td> <td>25K</td> </tr> <tr> <td>S278 related to the redevelopment of Dauntsey House, 4A & 4B Frederick's Place</td> <td>325K – 575K</td> </tr> <tr> <td style="text-align: right;">Total</td> <td>350K – 600K</td> </tr> </tbody> </table> <p>Note: The £25,000 funding is identified here is a requirement of the approved Section 106 Design and Evaluation obligation.</p> <p>It is further noted that funding required to carry out implementation is to be established entering into a legal Section 278 Agreement to be agreed prior to Gateway 5.</p>	Funds/Sources of Funding	Cost (£)	S106 related to the redevelopment of Dauntsey House, 4A & 4B Frederick's Place	25K	S278 related to the redevelopment of Dauntsey House, 4A & 4B Frederick's Place	325K – 575K	Total	350K – 600K
Funds/Sources of Funding	Cost (£)									
S106 related to the redevelopment of Dauntsey House, 4A & 4B Frederick's Place	25K									
S278 related to the redevelopment of Dauntsey House, 4A & 4B Frederick's Place	325K – 575K									
Total	350K – 600K									
18. Investment appraisal	<p>Not applicable.</p> <p>On-going revenue implications</p> <p>18.1. Revenue implications for highways maintenance are anticipated to be of minimum impact and will be confirmed at Gateway 5 when the detailed design will be finalised.</p>									

	18.2. These costs will be assessed and covered by the developer under a Section 278 agreement, thereby mitigating the impact on local risk budgets.
19. Procurement strategy/route to market	<p>19.1. It is anticipated that all works will be undertaken by the City's Highways term contractor, FM Conway. This will be confirmed at Gateway 5.</p> <p>19.2. A design brief seeking expressions of interest will be drafted to develop the full scope of the Section 278 works area, following procurement rules.</p> <p>19.3. The Construction Design will be overseen by the City of London Highways Team.</p> <p>19.4. The materials and specification of the design will be the City's standard specification, in accordance with the City Public Realm Supplementary Planning Document.</p>
20. Legal implications	20.1. A Section 106 Agreement has been approved and provides the mechanism to enter into a subsequent Section 278 Agreement is being negotiated with the developer. This is to be finalised prior to the submission of a Gateway 5 report.
21. Corporate property implications	None.
22. Traffic implications	22.1. The proposed adjacent works are unlikely to have any long-term impact on vehicular traffic and will improve pedestrian flows.
23. Sustainability and energy implications	<p>23.1. It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for construction purposes.</p> <p>23.2. The project will seek to introduce greenery in the local area.</p>
24. IS implications	None
25. Equality Impact Assessment	<p>An equality impact assessment (scoping exercise) will be undertaken as part of the pre evaluation process. Should a more fulsome assessment be required this will be carried out as part of the design development process.</p> <p>The City of London's Street Accessibility Tool (COLSAT) will also be used to establish the existing issues and for the progressing design to improve on this situation.</p>
26. Data Protection Impact Assessment	None

Appendices

Appendix 1	Project Briefing
Appendix 2	Site Location Plan

Contact

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Email Address	emmanuel.ojugo@cityoflondon.gov.uk
Telephone Number	020 73321158

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Project Briefing

Project identifier			
[1a] Unique Project Identifier	TBC	[1b] Departmental Reference Number	N/A
[2] Core Project Name	Dauntsey House, Frederick’s Place - Public Realm Improvements (S278)		
[3] Programme Affiliation (if applicable)	N/A		

Ownership	
[4] Chief Officer has signed off on this document	TBC
[5] Senior Responsible Officer	Bruce McVean, Assistant Director Policy & Projects
[6] Project Manager	Emmanuel Ojugo

Description and purpose
<p>[7] Project Description</p> <p>The project seeks to deliver changes to areas of public highway in the vicinity of the development at Dauntsey House, 4A & 4B Frederick’s Place. The project is to be fully funded by the developer through a Section 278 agreement.</p> <p>The scope of the project is referred to in the associated Section 106 agreement and includes but is not limited to the following inclusive of relandscaping, greening, tree planting, resurfacing and wayfinding:</p> <ul style="list-style-type: none"> • Works to Ironmonger Lane, including new paving and raised section of carriageway or raised table to cater for new and existing pedestrian movement between Frederick’s Place, St Olave’s Court and Prudent Passage, • Other improvements may include new lighting works to accommodate waiting and loading restrictions, any works necessary to accommodate pedestrian movement immediately south of the Development around the private loading area; an increase in greenery subject to site conditions, seating and historical interpretation. <p>A sum of £25,000 has been identified to cover the City’s reasonable costs to undertake evaluation and design of the S278 works.</p> <p>Other Considerations</p>

It should be noted that proposals must consider planned improvements to Old Jewry as part of the ongoing Healthy Streets programme and other areas of highway activity in the wider Guildhall/Bank area.

[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)?

The redevelopment of Dauntsey House is one of a number of redevelopments and activities in the Bank area that will facilitate public realm and highway improvements. Whilst Bank junction is the most prominent project, Members will be aware that prior to the Dauntsey House development currently under construction, Frederick's Place saw the refurbishment of Listed Buildings within this 18th Century Georgian enclave. The Dauntsey House development will create a new pedestrian link between Ironmonger Lane to the north of the site and Frederick's Place to the south.

Old Jewry is partially restricted to motor vehicles particularly at its junction with Cheapside and this has supported an increase in retail activity and footfall. There is therefore a need to ensure the integrity of the street network to accommodate an increase in pedestrian footfall and other sustainable forms of transport, whilst accommodating the servicing/maintenance needs of local occupiers and businesses. The Section 106 agreement requires the developer to enter into a Section 278 agreement to fund works to the public highway which are considered necessary to make development acceptable; it is therefore necessary for the City to work closely with local stakeholders to ensure the needs of the area are met due to expected increases in visitors to the local catchment and wider Guildhall/Bank area.

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

- [1] People are safe and feel safe.
- [2] People enjoy good health and wellbeing.
- [9] Our spaces are secure, resilient and well-maintained.
- [10] Our physical spaces have clean air, land and water and support a thriving and sustainable natural environment.
- [11] Our spaces are digitally and physically well-connected and responsive.
- [12] Our spaces inspire excellence, enterprise, creativity, and collaboration.

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

Providing an enhanced environment for all users.

[11] Note all which apply:

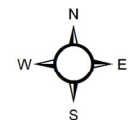
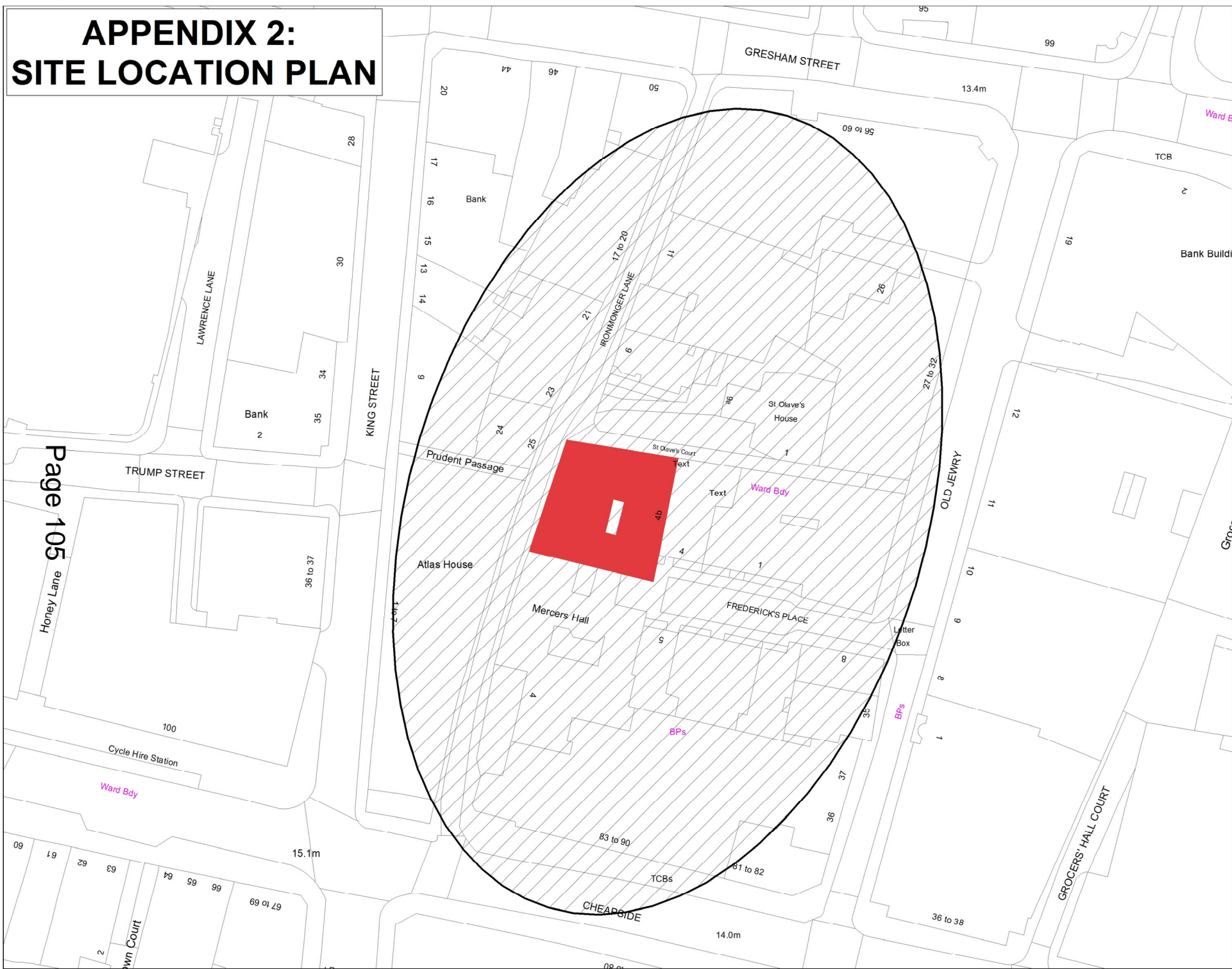
Officer: Project developed from Officer initiation	N	Member: Project developed from Member initiation	N	Corporate: Project developed as a large scale Corporate initiative	N
Mandatory: Compliance with legislation, policy and audit	Y	Sustainability: Essential for business continuity	N	Improvement: New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

Project Benchmarking:	
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?	
1) Improvements to walking and cycling conditions to streets and spaces in the vicinity of the development.	
2) Integration of new pedestrian routes with the surrounding public highway	
3) Improved greening, and opportunities to increase local biodiversity in keeping with City's policies to respond to Climate Change.	
[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.)	
No	
[14] What is the expected delivery cost of this project (range values)[£]?	
Lower Range estimate: £350,000 Upper Range estimate: £600,000	
The broad cost range reflects the options for the redesign of the area described in paragraph 7: Project Description .	
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:	
Commuted sums to maintain upgraded sections of the highway and greenery will be presented at future Gateways, and will be covered for a period of 20 years as per Section 278 projects' standard.	
[16] What are the expected sources of funding for this project?	
The project will be fully funded by the developer through Section 106/278 agreement.	
[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?	
Lower Range estimate: to be confirmed with developer's programme Upper Range estimate: to be confirmed with developer's programme	

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?	
No	
[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	N/A
Communications	Officer Name: TBC
External	N/A
[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	Gateway stage: N/A <Before Project Proposal>, <Post Project Proposal>, <Post Options Appraisal>, <Post Detailed design>, <Post Authority to start work>

APPENDIX 2: SITE LOCATION PLAN



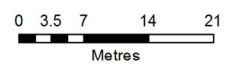
**Dautsey House,
Frederick's Place -
Public Realm
Improvements (S278)**

Legend

-  REDEVELOPMENT SITE
-  INDICATIVE PROJECT AREA

Created by:
E Ojugo

Date Created:
28 Sep 2023



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Agenda Item 7

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<p>Committees: Streets and Walkways - for decision</p> <p>Projects & Procurement Sub – for information</p>	<p>Dates: 07 November 2023</p> <p>06 November 2023</p>
<p>Subject: Enhancing Cheapside Programme</p> <p>Unique Project Identifier: 12405</p>	<p>Gateway 2: Project Proposal Regular</p>
<p>Report of: Interim Executive Director Environment</p>	<p>For Decision</p>
<p>Report Author: Marta Woloszczuk</p>	
<h1>PUBLIC</h1>	

Recommendations

<p>1. Next steps and requested decisions</p>	<p>Project Description: Public realm and highways improvements to enhance Cheapside, the City’s ‘high street’. The programme will focus on the area along the length of Cheapside (between New Change and Bank), Bow Churchyard and at the Cheapside Bus Gate (east of Bread Street). The programme aims to deliver enhancements to complement existing projects developed in the area by decluttering and rationalising the street furniture along Cheapside; more greening and low maintenance planting, improved pedestrian movement through a change of road layout, enhanced lighting and wayfinding, new seating as well as supporting activation and events.</p> <p>Next Gateway: Gateway 3/4</p> <p>Next Steps:</p> <ul style="list-style-type: none"> - Evaluation and Design to reach the next gateway: <ul style="list-style-type: none"> o Undertake site surveys o Appoint design consultants o Develop design with the project Design Team including the City Highways Team, City Gardens and external consultants o Undertaken engagement with local stakeholders
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	<ul style="list-style-type: none"> ○ Submit design for consultation ○ Prepare the next Gateway report <p>Funding Source: CIL funding</p> <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. That budget of £125,000 is approved for Evaluation and Design to reach the next Gateway; 2. Note the total estimated cost of the project up to £1m(excluding risk); 																				
<p>2. Resource requirements to reach next Gateway</p>	<table border="1" data-bbox="528 714 1390 1288"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Funds/ Source of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Staff Cost P&T</td> <td>Project management evaluation</td> <td>CIL&OSP R</td> <td>40,000</td> </tr> <tr> <td>Staff Cost (Env)</td> <td>Design</td> <td>CIL&OSP R</td> <td>25,000</td> </tr> <tr> <td>Fees</td> <td>Design, survey, utilities</td> <td>CIL&OSP R</td> <td>60,000</td> </tr> <tr> <td>Total</td> <td></td> <td></td> <td>125,000*</td> </tr> </tbody> </table> <p>*£125,000 is sought to carry out evaluation and design as summarised in the table above. Please note the breakdown for the full funding allocation (£1,000,000) to implement the programme will be provided at the next Gateway.</p> <p>Costed Risk Provision requested for this Gateway: Not required at this stage as summarised in paragraph 14 risk implications.</p>	Item	Reason	Funds/ Source of Funding	Cost (£)	Staff Cost P&T	Project management evaluation	CIL&OSP R	40,000	Staff Cost (Env)	Design	CIL&OSP R	25,000	Fees	Design, survey, utilities	CIL&OSP R	60,000	Total			125,000*
Item	Reason	Funds/ Source of Funding	Cost (£)																		
Staff Cost P&T	Project management evaluation	CIL&OSP R	40,000																		
Staff Cost (Env)	Design	CIL&OSP R	25,000																		
Fees	Design, survey, utilities	CIL&OSP R	60,000																		
Total			125,000*																		
<p>3. Governance arrangements</p>	<ul style="list-style-type: none"> • Streets and Walkways Sub Committee • Project to be overseen by a Group Manager and managed by a Project Manager from the Transport and Public Realm team on a day-to-day basis • Senior Responsible Officer: Bruce McVean • Regular meetings with key stakeholders including local Ward Members, local businesses and landowners, St Mary Le Bow representatives, and the Cheapside Business Alliance. 																				

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	<ul style="list-style-type: none"> • The programme will be delivered through a phased approach to align with the different timelines required.
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Project Summary

<p>4. Context</p>	<p>4.1 A £1m bid to seek funding to deliver improvements in the Cheapside area was approved by Resource Allocation Sub Committee on 5 September 2023 and Policy and Resources Committee on 21 September 2023.</p> <p>4.2 The bid covers enhancements to the wider Cheapside area, Bow Churchyard and permanent improvements to the Bus Gate (east of Bread Street), where temporary changes were delivered as part of the Pedestrian Priority Project (see location plan in Appendix 2).</p> <p>4.3 The Pedestrian Priority Programme has three projects in the Cheapside Area:</p> <ul style="list-style-type: none"> • King Street – street enhancements including footway widening, one-way street with contra-flow cycling • Cheapside Bus Gate and public realm enhancements • Old Jewry – road closure and public realm enhancements <p>4.4 Following consultation and Committee approval, a permanent traffic order on Cheapside came into effect in July 2023. The Bus Gate on Cheapside limits access to buses and cycles. In November 2023, a further experimental traffic order is scheduled to commence at this location allowing taxis access through the restriction.</p> <p>4.5 Following the need to enhance Bow Churchyard, a preliminary concept design and associated stakeholder engagement were initiated in 2023, funded by the Cheapside Business Alliance.</p> <p>4.6 The Enhancing Cheapside Programme includes projects to be delivered in a phased approach. Key areas for improvement have been identified as follows:</p> <ul style="list-style-type: none"> ▪ Provide more greening and low maintenance planting to support
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	<p>biodiversity in Bow Churchyard and at the Bus Gate</p> <ul style="list-style-type: none"> ▪ Deliver enhanced lighting ▪ Support activation and provide additional seating ▪ Improve pedestrian movement and better wayfinding ▪ Provide pavement widening and traffic calming measures in line with the experimental traffic order ▪ Declutter and rationalise street furniture along Cheapside and review accessibility to align with the Healthy Street approach
<p>5. Brief description of project</p>	<p>5.1 The programme seeks to enhance the Cheapside area to make it a greener and a more welcoming environment and support the recovery of the City's principal shopping street and Destination City initiative.</p> <p>5.2 The most significant improvements will be delivered in Bow Churchyard and on Cheapside in the vicinity of the Bus Gate (east of Bread Street). These enhancements will include increased greenery using low maintenance and sustainable planting, new accessible and flexible seating, enhanced lighting and provision of power points. Other improvements along Cheapside will include a decluttering exercise and provision for seating to align with the Healthy Street approach.</p> <p>5.3 The project will complement improvements in the area such as the Greening Cheapside project which delivered enhancements to the area outside St Paul tube station and in the sunken garden (works scheduled to be implemented in Q1 2024); the Pedestrian Priority Programme and associated traffic orders which provided opportunity for a permanent design for the Bus Gate in Cheapside.</p> <p>5.4 The project will be developed with key stakeholders including local businesses and landowners, the Cheapside Business Alliance and Destination City.</p>
<p>6. Consequences if project not approved</p>	<p>6.1 The City would miss the opportunity to complement efforts to activate the Cheapside area and Shopping Centre as identified in the Local Plan, and encourage an increase in visitors to the area.</p> <p>6.2 The City would miss the opportunity to increase greenery and provide more places to seat and rest.</p>

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	<p>6.3 The programme supports the delivery of numerous Transport Strategy objectives and the Biodiversity Action Plan. Without this programme it would be difficult for these targets to be realised without significant investment.</p> <p>6.4 There would likely be reputational damage, as there has already been financial contributions from the Cheapside Business Alliance towards the initial design in Bow Churchyard and the temporary planters and seating at the Bus Gate in Cheapside.</p>
<p>7. SMART project objectives</p>	<p>7.1 Encourage and enable people to spend more time on Cheapside and in the surrounding area</p> <p>7.2 Improve perceptions of the look and feel of Cheapside area and Bow Churchyard</p> <p>7.3 Improve accessibility through the provision of new and improved seating</p> <p>7.4 Increase greenery, biodiversity and climate resilience</p> <p>7.5 Enhance wayfinding to Bow Lane and visibility of the desired line from Cheapside across Bow Churchyard</p>
<p>8. Key benefits</p>	<p>8.1 More welcoming and vibrant space including space for events</p> <p>8.2 Support Destination City initiative and dynamism of the City's primary retail destination</p> <p>8.3 Increased greenery and sustainable planting</p> <p>8.4 Introduction of accessible and flexible seating</p> <p>8.5 Enhanced lighting and provision of power points</p> <p>8.6 Increase the number of kilometres of new pedestrian-priority streets</p> <p>8.7 Improved pedestrian crossing</p>

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	<p>8.8 Increase the length of City streets with pedestrian comfort level of A+ in line with criteria within the Climate Action Strategy and Transport Strategy targets.</p> <p>8.9 Increase the percentage of people rating the experience of walking in the City as pleasant (Transport Strategy target and measured through the City Streets survey)</p>
9. Project category	4a. Fully reimbursable
10. Project priority	B. Advisable
11. Notable exclusions	N/A

Options Appraisal

12. Overview of options	Further information to be presented at the next Gateway.
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Project Planning

13. Delivery period and key dates	<p>Overall project: The estimated project completion Q4 2025 / Q1 2026</p> <p>Key dates:</p> <ul style="list-style-type: none"> - Streets and Walkways Committee approval for initiation of the programme: 7 November 2023 - Procurement and appointment of external consultants: Q1 2024 - Review of concept design and detailed design development: Q2 2024 - Design consultation: Q2/Q3 2024 - Gateway 3 /4: Q4 2024 - Gateway 5 estimated Q1/2 2025 <p>Other works dates to coordinate: Project manager to maintain regular communication with local stakeholders.</p>
14. Risk implications	<p>Overall project risk: Low</p> <p>Overall project risk: Low</p> <ul style="list-style-type: none"> • Full cost of works unknown <i>Risk response: accept</i>

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	<p>As the design develops, the likely cost of the scheme will be established. The scope of the project will be tailored to ensure the current approved budget is able to cover the costs.</p> <ul style="list-style-type: none"> • Costs of the work prove excessive <i>Risk response: reduce</i> The scheme will be redesigned to fit the budget • Project not delivered to the programme <i>Risk response: accept</i> Access to carry out the public realm improvement works is subject to the developer's programme • Stakeholders not supportive of the design <i>Risk Response: reduce</i> Carry out the consultation process to develop options and maintain regular communication with stakeholders. • Reputational risk if the programme doesn't go ahead given the initial external investment <i>Risk response: reduce</i> Maintain regular communication with stakeholders regarding the programme. Establish a programme board to oversee programme governance and manage engagement with stakeholders. <p>The programme is at an early stage and the aforementioned have been identified as headline risks. A more comprehensive risk register will be reported at the next gateway when the evaluation stage has progressed.</p>
<p>15. Stakeholders and consultees</p>	<ul style="list-style-type: none"> • Local businesses, occupiers and landowners • St Mary-le-Bow Church • Local Ward Members • Cheapside Business Alliance • City internal teams including Highway, City Garden, Destination City and Access Group

Resource Implications

<p>16. Total estimated cost</p>	<p>Likely cost range (excluding risk): The total estimated cost of the project at £850K - £1m</p>
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17. Funding strategy	Choose 1: All funding fully guaranteed	Choose 1: Internal - Funded wholly by City's own resource				
	<table border="1"> <thead> <tr> <th>Funds/Sources of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>CIL&OSPR</td> <td>£1m</td> </tr> </tbody> </table>		Funds/Sources of Funding	Cost (£)	CIL&OSPR	£1m
	Funds/Sources of Funding	Cost (£)				
CIL&OSPR	£1m					
18. Investment appraisal	None					
19. Procurement strategy/route to market	<p>19.1 The design work is proposed to be carried out externally by appointing relevant consultants to develop RIBA stage 2 -4.</p> <p>19.2 It is anticipated that the construction package will be undertaken in-house by the Highways team subject by recourses being available.</p> <p>19.3 It is anticipated that all works will be undertaken by the City's Highways term contractor, FM Conway. This will be confirmed at Gateway 5.</p> <p>19.4 The materials and specification of the design will be the City's standard specification, in accordance with the City Public Realm Supplementary Planning Document.</p>					
20. Legal implications	20.1 None					
21. Corporate property implications	21.1 None					
22. Traffic implications	<p>22.1 The proposed works to Bow Churchyard will have no impact on vehicular traffic but will improve pedestrian movements.</p> <p>22.2 As part of the Pedestrian Priority Programme, a permanent traffic order on Cheapside came into effect in July 2023 which limits access to buses and cycles. A further experimental traffic order is scheduled to commence in November allowing taxis access through the restriction to be progressed.</p>					

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<p>23. Sustainability and energy implications</p>	<p>23.1 The project will achieve sustainability standards that are above legal or regulatory requirements</p> <p>23.2 It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for construction purposes.</p> <p>23.3 The project will introduce low-maintenance greenery in the local area.</p>
<p>24. IS implications</p>	<p>24.1 None</p>
<p>25. Equality Impact Assessment</p>	<p>25.1 An equality impact assessment will be undertaken prior to Gateway 5.</p>
<p>26. Data Protection Impact Assessment</p>	<p>26.1 None.</p>

Appendices

<p>Appendix 1</p>	<p>Project Briefing</p>
<p>Appendix 2</p>	<p>Location plan</p>

Contact

<p>Report Author</p>	<p>Marta Woloszczuk</p>
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Appendix 1 – project briefing

Project Briefing

Project identifier			
[1a] Unique Project Identifier	12405	[1b] Departmental Reference Number	TBC
[2] Core Project Name	Enhancing Cheapside Programme		
[3] Programme Affiliation (if applicable)	N/A		

Ownership	
[4] Chief Officer has signed off on this document	Ian Hughes
[5] Senior Responsible Officer	Clarisse Tavin
[6] Project Manager	Marta Woloszczuk

Description and purpose
[7] Project Description
<p>The programme seeks to undertake public realm and highways improvements to enhance Cheapside, the City's 'high street'. The programme will focus on the area along the length of Cheapside (between New Change and Bank), Bow Churchyard and at the Cheapside bus gate (east of Bread Street). The programme aims to deliver enhancements to complement existing projects developed in the area by decluttering and rationalising the street furniture along Cheapside; more greening and low maintenance planting, improved pedestrian movement through a change of road layout, enhanced lighting and wayfinding, new seating as well as support activation and events.</p> <p>deliver</p> <p>The most significant improvements will be delivered on Cheapside east of Bread Street (enabled by the traffic restriction at this location, which is developed through the Pedestrian Priority Programme) and at Bow Churchyard. These will include new accessible and flexible seating, increased greenery using low maintenance and sustainable planting, and enhanced lighting and provision of power points.</p> <p>Other improvements along Cheapside will include a decluttering exercise and provision for seating to align with the Healthy Street approach. The project is to be developed with key stakeholders including the Cheapside Business Alliance. The project will complement improvements delivered through Greening Cheapside Phase 1a (outside St Paul tube station) and Phase 1b (improvements to the sunken garden which is scheduled to be delivered in Winter 2023/24), as well as the pedestrian priority proposal and associated Traffic order to create the Bus Gate in Cheapside.</p>
[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)?
<p>The last few years have seen an economic downturn, largely due to the effects of the pandemic and related restrictions from about March 2020 to March 2022. Cheapside is a designated City Shopping Centre as stated in the Local Plan. The Cheapside area has suffered as a result of a significant reduction in pedestrian footfall and there is a need to attract visitors to the area. There has already been some investment in the area from the Cheapside Business Alliance BID to activate retail and encourage more visitors to return to the area. The City needs to match these efforts by making the necessary public realm and highway improvements to keep pace with the changing environment.</p>

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<p>The programme also aims to support the Destination City initiative and to attract more people in the City by activating outdoor spaces and improving the area.</p> <p>It is important that efforts already made to invest in the area continue this momentum or risk reputational damage, given the City of London's reputation as a world City.</p>					
<p>[9] What is the link to the City of London Corporate plan outcomes?</p>					
<p>[1] People are safe and feel safe. [2] People enjoy good health and wellbeing. [3] People have equal opportunities to enrich their lives and those of others and reach their full potential. [5] Businesses are trusted and socially and environmentally responsible. [9] Our spaces are secure, resilient and well-maintained. [10] Our physical spaces have clean air, land and water and support a thriving and sustainable natural environment. [11] Our spaces are digitally and physically well-connected and responsive. [13 COLP] To make the City of London the safest city area in the world. [16 COLP] To build new ethical economic partnerships.</p>					
<p>[10] What is the link to the departmental business plan objectives?</p>					
<p>[1] Advancing a flexible infrastructure that adapts to increasing capacity and changing demands. [5] Creating an accessible city which is stimulating, safe and easy to move around in [7] Improving quality of life for workers, residents and visitors.</p>					
<p>[11] Note all which apply:</p>					
<p>Officer: Project developed from Officer initiation</p>	Y	<p>Member: Project developed from Member initiation</p>	N	<p>Corporate: Project developed as a large scale Corporate initiative</p>	N
<p>Mandatory: Compliance with legislation, policy and audit</p>	N	<p>Sustainability: Essential for business continuity</p>	Y	<p>Improvement: New opportunity/ idea that leads to improvement</p>	Y

<p>Project Benchmarking:</p>					
<p>[12] What are the top 3 measures of success which will indicate that the project has achieved its aims? <These should be impacts of the activity to complete the aim/objective, rather than 'finishes on time and on budget'>></p>					
<p>2) Improved amenity space, lighting, greening and high-quality materials.</p>					
<p>2) Improved pedestrian comfort level, access and movement</p>					
<p>3) Increased seating and declutter of the street to align with the Healthy Street approach</p>					
<p>[13] Will this project have any measurable legacy benefits/outcome that we will need to track after the end of the 'delivery' phase? If so, what are they and how will you track them? (E.g. cost savings, quality etc.)</p>					
<ul style="list-style-type: none"> • Increase number of people using the space on daily basis and for events • Increase quantity of greening • Increase the number of kilometres of new pedestrian priority streets and total length of pedestrian priority streets • Increase the length of City streets with pedestrian comfort level of A+, and lengths of street with pedestrian comfort level of at least B+ 					

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<ul style="list-style-type: none"> Increase the percentage of people rating the experience of walking in the City as pleasant
[14] What is the expected delivery cost of this project (range values)[£]?
Lower Range estimate: £800,000 Upper Range estimate: £1000,000
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:
Revenue implications for highways maintenance are anticipated to be determined at Gateway 5 when the detailed design is finalised. These costs will be assessed and covered by the funding strategy at the next stage.
[16] What are the expected sources of funding for this project?
The sources of funding come from CIL.
[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 programme will be developed and the delivery of the project phased accordingly. It is anticipated that works will commence between Q3 2025 – Q1 2026

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?	
The programme and subsequent projects in the area will likely generate public interest due to possible changes in the wider area. The programme board will manage communication both internally and externally.	
[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: Simon Owen
Chamberlains: Procurement	Officer Name: N/A
IT	Officer Name: N/A
HR	Officer Name: N/A
Communications	Officer Name: N/A
Corporate Property	Officer Name: N/A
External	Cheapside Business Alliance and Ward Members
[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	Gateway stage: <Before Project Proposal>, <Post Project Proposal>, <Post Options Appraisal>, <Post Detailed design>, <Post Authority to start work>

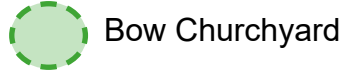
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Appendix 2 - Location Plan

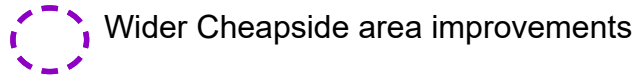
Key:



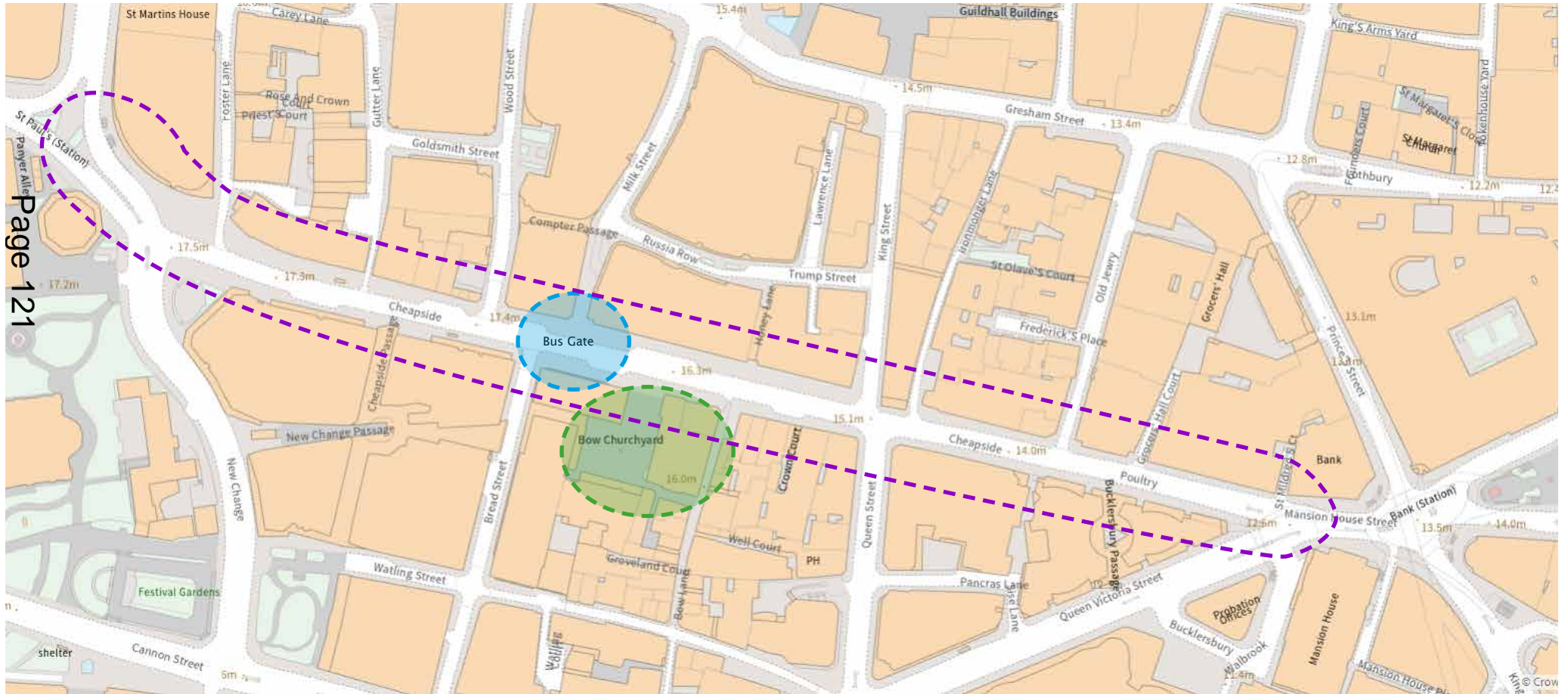
Bus Gate



Bow Churchyard



Wider Cheapside area improvements



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Agenda Item 8

<p>Committees:</p> <p>Streets and Walkways Sub Committee <i>[for decision]</i> Projects and Procurement Sub Committee Planning and Transportation Committee <i>[for decision]</i></p>	<p>Dates:</p> <p>07 November 2023 Delegated 21st November 2023</p>
<p>Subject: Fleet Street Area Healthy Streets Plan</p> <p>.</p> <p>Unique Project Identifier: PV ID 12240</p>	<p>Gateway 5: Light/ Authority to start work.</p>
<p>Report of: Interim Executive Director Environment</p> <p>Report Author: Stephen Oliver</p>	<p>For Decision</p>
<p style="text-align: center;">PUBLIC</p>	

<p>1. Status Update</p>	<p>Project Description:</p> <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 Business Improvement District (BID), and the opportunities arising from development.</p> <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): No change.</p> <p>Spend to Date: £219,026.</p> <p>Costed Risk Provision Utilised: None</p> <p>Slippage: The Healthy Streets Plan was originally programmed to be presented to Streets and Walkways Sub-Committee in September 2023. It has been held back to ensure the proposals align with those of the BID in their</p>
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	Fleet Street Quarter- Placemaking and Public Realm Strategy which is programmed for approval in November 2023.
2. Requested decisions	<p>Next Steps:</p> <p>A Working Group will be established to guide the implementation of the plan. Priority projects will be agreed and taken forward in accordance with the project procedure.</p> <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. That Streets and Walkways Sub-Committee approve the Fleet Street Area Healthy Streets Plan in Appendix 4. 2. That the budget adjustment in Appendix 2 is approved. 3. That the establishment of a Fleet Street Area Programme Working Group to guide and manage the delivery of projects in the Plan area is agreed, including staff costs of £ 57,434 to manage this process for the next 12 months, funded from the Plan development underspend. 4. Note the allocation of £1,126,145 of S106 funds towards the delivery of projects in the Plan (as approved by this Committee on 26 September 2023). 5. That Planning and Transportation Committee approve the Fleet Street Area Healthy Streets Plan in Appendix 4.
3. Budget	See Appendix 2 Finance Table

<p>1.1 Design summary</p>	<p>2 Project Update</p> <p>2.1 The Healthy Streets Plan sets out an integrated approach to improving the public realm and managing traffic to support delivery of the following Transport Strategy outcomes:</p> <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. • 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>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>2.2 Since the Gateway 4 Report was presented to Committee in January 2023 a consultation exercise on the draft Healthy Streets Plan has been completed. Further traffic data and feasibility studies have been carried out for Fleet Street and the Whitefriars Neighbourhood. The project team have continued to work closely with the Fleet Street Quarter BID (BID) to ensure that the proposals in the plan align with their proposals and aspirations.</p> <p>3 Consultation</p> <p>3.1 A public consultation was carried out over a six-week period in May and June 2023. The consultation was via an on-line portal supplied by a consultancy, Commonplace. On street publicity posters and a leaflet drop extending beyond the wider project area promoting the consultation were undertaken. Five in-person drop-in sessions were also held at different times and locations in the area. The consultation was publicised on social media by Commonplace and the City’s Communication Team. The BID also publicised the consultation to its members.</p> <p>3.2 The consultation was open to anyone (group or individual) and whether a resident, business owner,</p>
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worker or visitor, with an interest in the area. It was designed to gain an understanding of public opinion on the proposals, capturing valuable feedback on the possible measures being considered in the draft Healthy Streets Plan.

3.3 The consultation portal received 597 responses. Additional emails to the project team brought responses to over 600. The adjoining Boroughs of Westminster and Camden also responded.

3.4 The consultation portal requested comments on the five neighbourhoods. Respondents had the choice to comment on an individual or on multiple neighbourhoods. For each neighbourhood there were questions on:

- Pedestrian Priority Improvements: giving more priority to people walking and wheeling and improving their safety.
- Public realm improvements: to make streets and spaces more attractive, comfortable and enjoyable to spend time in.
- Cycling improvements: to improve the comfort and safety for people cycling.

There were also questions about proposals that were particular to a street or the neighbourhood. Consultees could add written comments about the proposals or add comments on a map of the area. The summary of overall support for proposals are attached as Appendix 3.

3.5 The majority of respondents were male (71%) and the most common age group was 25-34. Walking was the most common mode of moving around the area with 40% of respondents choosing this as their usual mode whilst people cycling represented 29%.

3.6 The City of Westminster expressed support for the draft Healthy Streets Plan. Camden Council advised that they intend to carry out an engagement on the Holborn Liveable Neighbourhood early next year. These proposals have been discussed with the City, and both boroughs will continue the liaison as the proposals continue to progress.

3.7 The London Cycling Campaign expressed support for the Plan, but caveated this with concerns that segregated cycle facilities may not be installed on all the City's Access streets in the plan area.

3.8 The full consultation report is attached in Appendix 5.

4 Fleet Street Area Healthy Streets Plan

4.1 The Healthy Streets plan has been refined since the draft plan presented to Committee in January 2023. The plan has responded to the consultation findings and undertaken further design and feasibility studies for Fleet Street and the Whitefriars Neighbourhood. It has also included proposals identified in the Fleet Street Quarter BID Placemaking and Public Realm Strategy. (The BID is programmed to approve their Strategy in November 2023). Similar to the draft plan, it is structured around five neighbourhoods that are separated by City and London Access Streets (as defined by the City of London Street Hierarchy).

4.2 The proposals in the plan aim to improve the safety and comfort for people walking, wheeling and cycling within and between these neighbourhoods. The plan provides a framework for improvements and individual projects will be subject to funding and the usual project processes and approvals.

4.3 A timeframe has been assigned to each project. These timeframes reflect the level of complexity of projects and interdependencies with other projects and developments in the area. The draft final Fleet Street Healthy Streets Plan is attached in Appendix 4 and this report seeks members approval to adopt the plan. (Track changes have been included in order to make the post-consultation changes more legible).

4.4 On going area wide projects

Some of the proposals in the plan are encompassed in existing programmes and initiatives. These include:

- Tree planting as part of Streets and Greening Programme
- Seating which the BID has funded, and the City is managing the installation of.
- Raised junction and continuous footway proposals funded from the Healthy Streets Minor Schemes.
- Cycle, Dockless cycle and E-scooter hire parking from Cycle parking programme externally funded by TfL and revenue created by e-scooter/e-cycle hire.

- The Plan also identifies a number of Section 278 funded public realm improvements in the area, and these have been integrated with other proposals.

4.5 In the sections below the main proposals for each neighbourhood and the level of support they received at consultation are summarised. From the consultation responses possible priority projects are identified but these will be agreed by the Fleet Street Area Programme Working Group before being reported back to this Committee.

5 Chancery Lane Neighbourhood Proposals and Consultation Responses.

5.1 Pedestrian priority improvements to be explored include raised carriageways, crossing points and vehicle cross overs, improved crossing facilities on New Fetter Lane and timed vehicle closures at the junction of Breams Buildings and Fetter Lane (north).

For these proposals the consultation had 82 supportive responses (78% of responses) and 18 non supportive responses, 2 of which were from business owners concerned about local access being restricted.

5.2 Public realm improvements to be explored include new public spaces on Tooks Court, the western end of Breems Buildings and the northern end of Fetter Lane and new planting and seating where possible and additional Legible London signage.

For these proposals the consultation had 82 supportive responses (83% of responses) and 13 non supportive responses (these were predominantly questioning the merits of spending public money on such improvements).

5.3 Cycling improvements to be explored include improving the Chancery Lane cycle contraflow and improving the comfort and safety for people cycling on Holborn and the Fetter Lane New Fetter Lane corridor.

For these proposals the consultation had 88 supportive responses (83% of responses) and 20 non supportive responses (these predominantly questioned the need for additional cycle infrastructure).

5.4 Changes to Kerbside Parking and Loading to be explored include relocating kerbside parking on Tooks Court and the northern of Fetter Lane to create new public spaces.

For these proposals the consultation had 67 supportive responses (66% of responses) and 15 non supportive responses, 3 of which were from local businesses. Comments were received requesting more motorcycle parking.

5.5 Chancery Lane local traffic restriction and permanent public realm improvements. If consultation on the existing experimental traffic scheme on Chancery Lane has support to be made permanent, public realm improvements including pavement widening, seating and greening will be explored, and kerbside parking will be formalised.

For these proposals the consultation had 76 supportive responses (82% of responses) and 10 non supportive responses (of these 4 were from taxi drivers, but 6 taxi drivers did support the proposal). Other concerns were about traffic displacement.

5.6 Chancery Lane Neighbourhood Priority Projects

It is considered that consultation responses identified the following as priorities to be developed:

- Breems Buildings new public space. Tooks Court new public space. Fetter Lane (north) new public space.

5.7 From the Healthy Streets Minor Schemes Programme the following projects have already commenced:

- Junction of Furnival Street and Holborn, the carriageway will be raised to pavement level.
- Junction improvements at Fetter Lane and New Fetter Lane to create a raised table.

6 Fleet Street and the Lanes Neighbourhood

6.1 Pedestrian priority improvements to be explored comprise a timed traffic restriction on Shoe Lane south of Little New Street at lunchtimes and weekends to enable on street activities.

For this proposal the consultation had 101 supportive responses (76% of responses) and 24 non supportive responses (these were predominantly questioning the merits of spending public money).

- 6.2 Public realm improvements to be explored include more planting, trees, seating and Legible London signage in the neighbourhood. In response to the BID's Placemaking and Public Realm Strategy, feature lighting under Holborn Viaduct has been added to the proposals and increasing lighting levels in the Lanes will be investigated.

For these proposals the consultation had 99 supportive responses (81% of responses) and 16 non supportive responses (these were predominantly questioning the merits of spending public money).

- 6.3 Cycling improvements to be explored include dedicated space on Holborn Viaduct and Newgate Street, maximising the traffic signal priorities for cyclists at the junctions with Holborn Circus and Old Bailey and Giltspur Street and Warwick Lane. For Fleet Street the Plan recognises the ability to provide dedicated space for people cycling may be limited by the need to widen pavements and accommodate bus stops and loading. Reducing traffic levels will be explored as an alternative approach to improve the environment for cyclists.

For these proposals the consultation had 100 supportive responses (73% of responses) and 31 non supportive responses (these were predominantly concerns about cyclists already having sufficient facilities and impacts on taxis).

- 6.4 Improvements to Fleet Street to be explored include widening paving to improve pedestrian comfort levels and enable new planting, seating and improved bus stop waiting areas. The introduction on inset loading bays and a new crossing facility between Salisbury Court and Shoe Lane.

For these proposals the consultation had 100 supportive responses (83% of responses) and 17 non supportive responses (these were predominantly concerns about increasing congestion and resulting air quality issues).

6.5 The project team have consulted TFL about the proposals for Fleet Street and discussed the results of modelling carried out to date. TFL have indicated that they will resist any changes that negatively impact on bus performance on Fleet Street. The consultants, NRP, have therefore developed some initial options to meet the objectives of improving Fleet Street whilst meeting TFL criteria. These are not included in the plan as they are still at the early stages of development. Improvements to Fleet Street have been identified as a priority project for the BID.

6.6 Fleet Street and Lanes Neighbourhood Priority Project

- It is considered that the consultation responses and the objectives of the BID identify further design, optioneering and feasibility investigation to improve the comfort and safety for people walking and cycling on Fleet Street as a priority for the neighbourhood.

7 Old Bailey Neighbourhood

7.1 Pedestrian priority improvements to be explored include restricting motor vehicles on Old Bailey, south of the junction with Limeburner Lane. Raising the carriageway to pavement level on Limeburner Lane at the junction with Fleet Place. Improving where people cross on Ludgate Hill between Pageantmaster Court and Old Bailey.

For these proposals the consultation had 68 supportive responses (78% of responses) and 14 non supportive responses (these were predominantly concerns about restricting motor vehicle movements).

7.2 Public realm improvements to be explored include widened pavements on Old Bailey south of the junction with Limeburner Lane and on Ludgate Hill and new trees, greening and seating and additional Legible London signage.

For these proposals the consultation had 65 supportive responses (86% of responses) and 10 non supportive responses (these were predominantly concerns about reducing carriageway space).

7.3 Cycling improvements to be explored include dedicated space on Ludgate Hill and improving facilities on Old Bailey and Limeburner Lane.

For these proposals the consultation had 59 supportive responses (70% of responses) and 20 non supportive responses (these were predominantly questioning the need for additional cycle facilities).

Feasibility and optioneering for changes to traffic priorities on Limeburner Lane have already commenced. These will partly determine options for Old Bailey and changes to Ludgate Hill.

7.4 Old Bailey Neighbourhood Priority Project

- It is considered that consultation responses to the proposals indicate that further design, optioneering and feasibility for traffic priorities changes on Limeburner Lane should be prioritised.

8 Carter Lane and Ludgate Neighbourhood

8.1 Pedestrian priority improvements to be explored include changes to permitted traffic movements on Addle Hill, St Andrew's Hill and Deans Court, extending the existing Carter Lane timed motor vehicle traffic restriction to include Ludgate Broadway and raise the carriageway to pavement levels on Pilgrim Street and at the side street junctions with Carter Lane and at loading bay entrances.

For these proposals the consultation had 68 supportive responses (78% of responses) and 4 non supportive responses (these were predominantly concerns about restricting vehicular movements).

8.2 Public realm improvements to be explored include introducing small public spaces on Ludgate Broadway, St Andrew's Hill and Playhouse Yard with additional Legible London signage and more trees, planting, seating. Where feasible additional trees, planting and seating will be introduced on Queen Victoria Street. In response to the BID's Placemaking and Public Realm Strategy, feature lighting under the railway viaduct over Queen Victoria Street has been added to the proposals.

For these proposals the consultation had 62 supportive responses (92% of responses) and 3 non supportive

responses (these were predominantly concerns about restricting vehicular movements).

- 8.3 Cycling improvements to be explored include dedicated space on Queen Victoria Street and maximising the traffic signal priorities for cyclists at the junctions with New Bridge Street and Puddledock.

For these proposals the consultation had 67 supportive responses (81% of responses) and 8 non supportive responses (these were predominantly questioning the need for additional cycle facilities).

- 8.4 Carter Lane and Ludgate Neighbourhood Priority Projects

It is considered that consultation responses identified the following as the priorities to be developed:

- Ludgate Broadway- design has commenced for this project.
- Addle Hill, St Andrew's Hill and Deans Court, changes to permitted traffic movements. Detailed design and implementation.

From the Healthy Streets Minor Schemes Programme the following projects have already commenced:

- Junction of Furnival Street and Holborn, raising the carriageway to pavement levels.

9 Whitefriars Neighbourhood

- 9.1 Pedestrian priority improvements to be explored include raising pavement levels at junctions with side streets and at loading bay entrances in the neighbourhood. Improving where people cross on Tudor Street and restricting motor vehicles travelling north on Dorset Rise and Salisbury Rise between the junctions with Hutton Street and Fleet Street.

For these proposals the consultation had 75 supportive responses (81% of responses) and 16 non supportive responses (4 of these were concerns about restricting vehicular movements and access to the Temples).

9.2 Public realm improvements to be explored include widening the pavements on Tudor Street, the introduction of trees, planting, seating and Legible London signage where possible; and improving paving. These improvements would not restrict access on Tudor Street. On Bridewell Place the introduction of a small public space.

For these proposals the consultation had 75 supportive responses (84% of responses) and 9 non supportive responses (these were predominantly concerns about reducing carriageway space, cellars under Tudor Street and if the proposals were ambitious enough).

9.3 Changes to kerbside parking and loading will be explored to allow greater pedestrian priority and space for public realm improvements.

For this proposal the consultation had 79 supportive responses (73% of responses) and 26 non supportive responses (these were predominantly concerns about parking for delivery vehicles and access to the Temples. Of the 9 business owners who responded to the consultation 3 supported the proposal and 4 did not support the proposal).

9.4 Cycling improvements to be explored include a new cycle contraflow on Dorset Rise and Salisbury Court and improvements to the existing cycle contraflows on Bouverie and Whitecross Street.

For these proposals the consultation had 71 supportive responses (71% of responses) and 23 non supportive responses (these were predominantly questioning the need for additional cycle facilities).

9.5 The draft Healthy Street Plan included exploring existing access into the neighbourhood and a potential public space at the junction of Temple Avenue and The Victoria Embankment. Three binary questions were included in the consultation on these issues.

9.6 Existing access into the Whitefriars Neighbourhood. The consultation asked if existing access into the Whitefriars Neighbourhood for motor vehicles was sufficient for residents and businesses.

This question had 64 responses stating that existing access is sufficient (74% of responses) and 11 responses

stating it was not sufficient. Most residents stated that existing access was sufficient and some residents who responded commented upon the 60 flats on Temple Avenue and felt increased traffic on this street would be contrary to the overall objectives of Healthy Streets. Of the 9 business owners who responded 5 felt it was sufficient and 4 did not.

- 9.7 Through traffic into the Whitefriars Neighbourhood. The consultation asked if through traffic in the Whitefriars Neighbourhood was considered a problem and needed restricting.

This question had 55 responses stating that through traffic was a problem (60% of responses) and 23 stated it was not a problem. Most residents stated that through traffic was a problem whilst of the 9 business owners who responded 2 supported traffic restrictions and 7 did not.

- 9.8 Potential Small Public Space on Temple Avenue. The consultation asked if a small public space should be prioritised over direct vehicle access into the neighbourhood from the Victoria Embankment.

This question had 71 responses supporting the public space (78% of responses) and 20 responses prioritised the direct access. Of the 8 business owners who responded 5 supported the direct access and 3 the public space.

- 9.9 Whitefriars Traffic Study June 2023

Funding secured under Section 106 for the Salisbury Courts development have enabled a detailed traffic study for the Whitefriars Neighbourhood. The traffic consultancy NRP were appointed to carry out traffic counts in March 2023 to inform the project team on traffic movements in the neighbourhood. (See Appendix 6). The data was also compared to vehicle counts in January 2018.

The study identified the following traffic flows in the neighbourhood:

- The journey time results for all survey days (Wednesday, Thursday and Saturday), show that over 80% vehicles pass through the area within 2 minutes. This suggests most vehicles move through the Whitefriars area without having a purpose within the area. The movement with the highest motor vehicle flow is from Fleet Street to New Bridge Street. The main

reason for this is likely to be because the right-turn from Fleet Street eastbound to New Bridge Street southbound at Ludgate Circus is prohibited.

- Motor vehicle flows entering the Whitefriars area in March 2023 have reduced by 25% in the AM peak hour and by 16% in the PM peak hour compared to the January 2018 survey data.
- The highest 2-way flow on Tudor Street is 176 motor vehicles in the AM peak hour and 201 in the PM peak hour.
- Bouverie Street has a southbound flow of 141 motor vehicles in the AM peak hour and 138 in the PM peak hour.
- No other street has a motor vehicle flow of more than 70 vehicles an hour. The streets to the south of Tudor Street have very low motor vehicles flows, with less than 30 vehicles in the AM and PM peak hours.

The study identified origin and destination movements from The Victoria Embankment into the neighbourhood:

- The survey data suggests there is not significant demand to access Whitefriars from the south of the area, with 46, 25 and 4 vehicles going from Victoria Embankment to the Whitefriars area across the 8-hours surveyed for each of the Wednesday, Thursday and Saturday survey days, respectively.

The study recorded kerbside parking usage and potential new parking locations:

- The survey data suggested the existing marked kerbside bays are all well used with little spare capacity.
- The survey identified new kerbside parking locations on Tallis Street and Carmelite Street and Bouverie Street and on Bridewell Place and opportunities to rationalise disabled bays on Tudor Street.

The NRP report recommends:

- Maintaining existing access arrangements between Temple Avenue, Carmelite Street and John Carpenter Street and Victoria Embankment.
- Monitoring traffic flows on Tudor Street. If they increase to greater than 2,000 motor vehicles per day, review options to restrict traffic movement on Tudor Street.

The proposals in the Healthy Streets Plan reflect these recommendations. New vehicle ingress and egress between the Victoria Embankment and the neighbourhood

	<p>is not included as a proposal. At present the requirements for vehicular access from the south for the Salisbury Courts development have not been finalised. If access is required for particular vehicles, changes may be required at the junction of Carmelite Street and the Victoria Embankment. Through traffic will be monitored for significant changes in volumes.</p> <p>9.10 Whitefriars Neighbourhood Priority Projects</p> <p>It is considered that consultation responses identified the following as the priorities to be developed:</p> <ul style="list-style-type: none"> • Tudor Street – Design, optioneering and feasibility to widen pavements and make public realm improvements. • St Brides Place new public space – Design, optioneering and feasibility. • Temple Avenue new public space – Design, optioneering and feasibility. <p>From the Healthy Streets Minor Schemes Programme the following project have already been commenced.</p> <ul style="list-style-type: none"> • Junction of Tallis Street with Temple Avenue raising the carriageway to pavement levels. <p>10 Cost Estimate Range and Funding Sources.</p> <p>The programme of estimated projects is between £20m - £30m. Going forward funding for projects will be from:</p> <ul style="list-style-type: none"> • Section 106 developer contributions • CIL • Section 278 developer contributions • O.S.P.R. • The BID • Other external funding sources • Cool Streets and Greening.
4. Delivery team	The project will have a delivery team comprising the Transport and Public Realm Projects Team supported by Highways and City Gardens.
5. Programme and key dates	The Fleet Street Area Programme Working Group will be formed by January 2024. The Programme Working Group will identify the projects that will be taken forward as priorities. Individual projects will then be initiated as required that form the overall programme.
6. Risks	As this report is for the adoption of the Healthy Streets Plan, the identification of Risks and a Risk Register are not required.
7. Success criteria	Key measures of success:

	<ul style="list-style-type: none"> • A tested and recommended phasing schedule for the projects that will comprise the Fleet Street Area 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.
8. Progress reporting	The Working Group will recommend how progress is reported on the programme and the frequency.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Finance Tables
Appendix 3	Summary of overall consultation responses.
Appendix 4	Draft Final Healthy Streets Plan with track changes.
Appendix 5	Fleet Street Healthy Streets Plan Consultation Report
Appendix 6	Whitefriars Traffic Study June 2023

Contact

Report Author	Stephen Oliver
Email Address	Stephen.Oliver@cityoflondon.gov.uk

Project Coversheet

[1] Ownership & Status

UPI: PV ID 12240

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 September 2023
- Gateway 5 report to committee – ~~Feb 2023 July 2023–~~ November 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?

No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'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
- Resources to reach next Gateway (excluding risk) £154,054
- Spend to date: £94,392
- Costed Risk Against the Project: None requested

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- CRP Requested: None
- CRP Drawn Down: None
- Estimated Programme Dates: January 2021 - May 2023

Scope/Design Change and Impact:

'Outline Options Appraisal' G4 (as approved by S&W 17/01/2023):

- Total Estimated Cost (excluding risk): £276,254
- Resources to reach next Gateway (excluding risk) £154,054
- Spend to date: £112,771
- Costed Risk Against the Project: None requested
- CRP Requested: None
- CRP Drawn Down: None
- Estimated Programme Dates: January 2021 - November 2023

Scope/Design Change and Impact:

'Authority to start Work' G5 report (as approved):

- Total Estimated Cost (excluding risk):
- Resources to reach next Gateway (excluding risk)
- Spend to date:
- Costed Risk Against the Project: None requested
- CRP Requested: None
- CRP Drawn Down: None
- 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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Table 1: Spend to date - Fleet Street and Temple Healthy Streets Plan - 16800440			
Description	Approved Budget (£)*	Expenditure (£)	Balance (£)
P&T Staff Costs	120,218	130,424	(10,206)
P&T Fees	156,036	88,602	67,434
TOTAL	276,254	219,026	57,228

Table 2: Adjustment Required to reach the next Gateway			
Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
P&T Staff Costs	120,218	57,434	177,652
P&T Fees	156,036	(57,434)	98,602
TOTAL	276,254	-	276,254

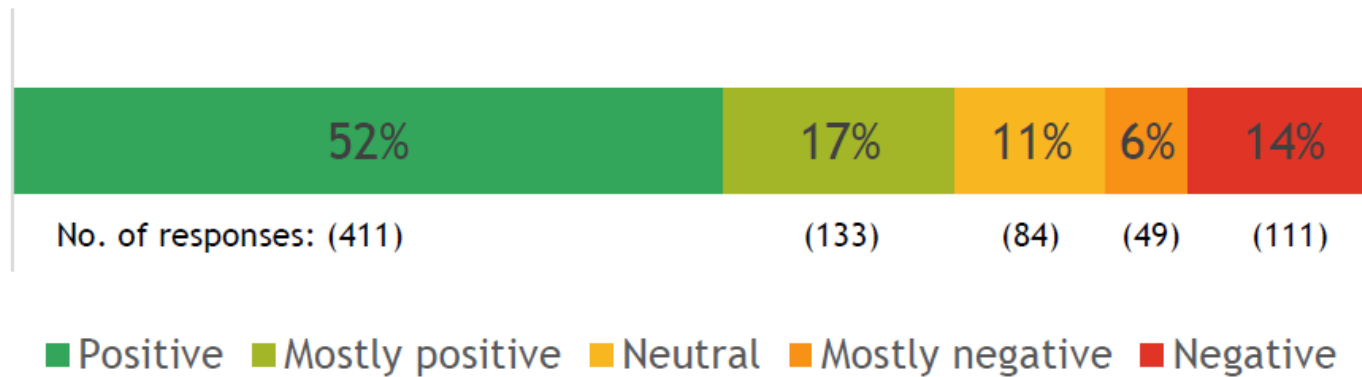
Table 3: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
S106 - Fleetway House - 06/00613/FULL - LCEIW	30,413	-	30,413
S106 - Fleetway House - 06/00613/FULL - Air Quality	1,613	-	1,613
S106 - Fleetway House - 06/00613/FULL - 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	276,254	-	276,254

*Funding not currently available as agreement has expired

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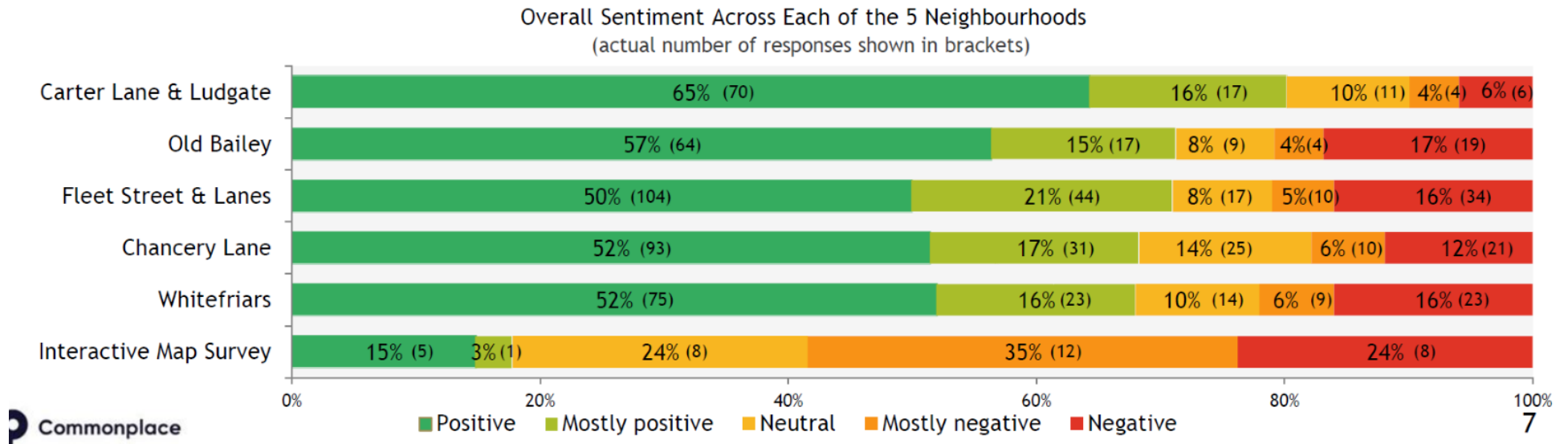
Overall Sentiment Across All 5 Neighbourhoods

Overall Sentiment Across All 5 Neighbourhoods



Overall Sentiment Across All 5 Neighbourhoods

52% Positive (411 responses) / 17% Mostly positive (133 responses) / 11% Neutral (84% responses) / 6% Mostly negative (49 responses) / 14% Negative (111)



Overall Sentiment Across Each of the Neighbourhoods (actual number of responses shown in brackets)

Carter Lane and Ludgate

65% Positive (70 responses) / 16% Positive (17 responses) / 10% Neutral (11 responses) / 4% Mostly negative (4 responses) / 6% Negative (6 responses)

Old Bailey

57% Positive (64 responses) / 15% Positive (17 responses) / 8% Neutral (9 responses) / 4% Mostly negative (4 responses) / 17% Negative (19 responses)

Fleet Street & the Lanes

50% Positive (104 responses) / 21% Positive (44 responses) / 8% Neutral (17responses) / 5% Mostly negative (10 responses)/ 16% Negative (34 responses)

Chancery Lane

52% Positive (93 responses) / 17% Positive (31 responses) / 14% Neutral (25 responses) / 6% Mostly negative (10 responses)/ 12% Negative (21 responses)

Whitefriars

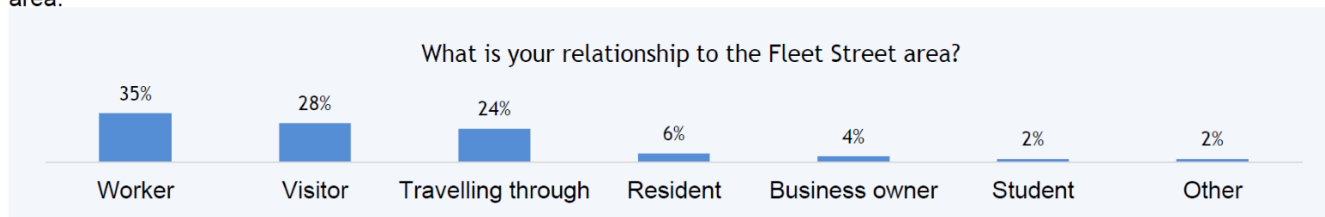
52% Positive (75 responses) / 16% Positive (23 responses) / 10% Neutral (14 responses) / 6% Mostly negative (9 responses)/ 16% Negative (23 responses)

Interactive Map Survey

15% Positive (5 responses) / 3% Positive (1 response) / 24% Neutral (8 responses) / 35% Mostly negative (12 responses)/ 24% Negative (8 responses)

Overall: Area Relationship

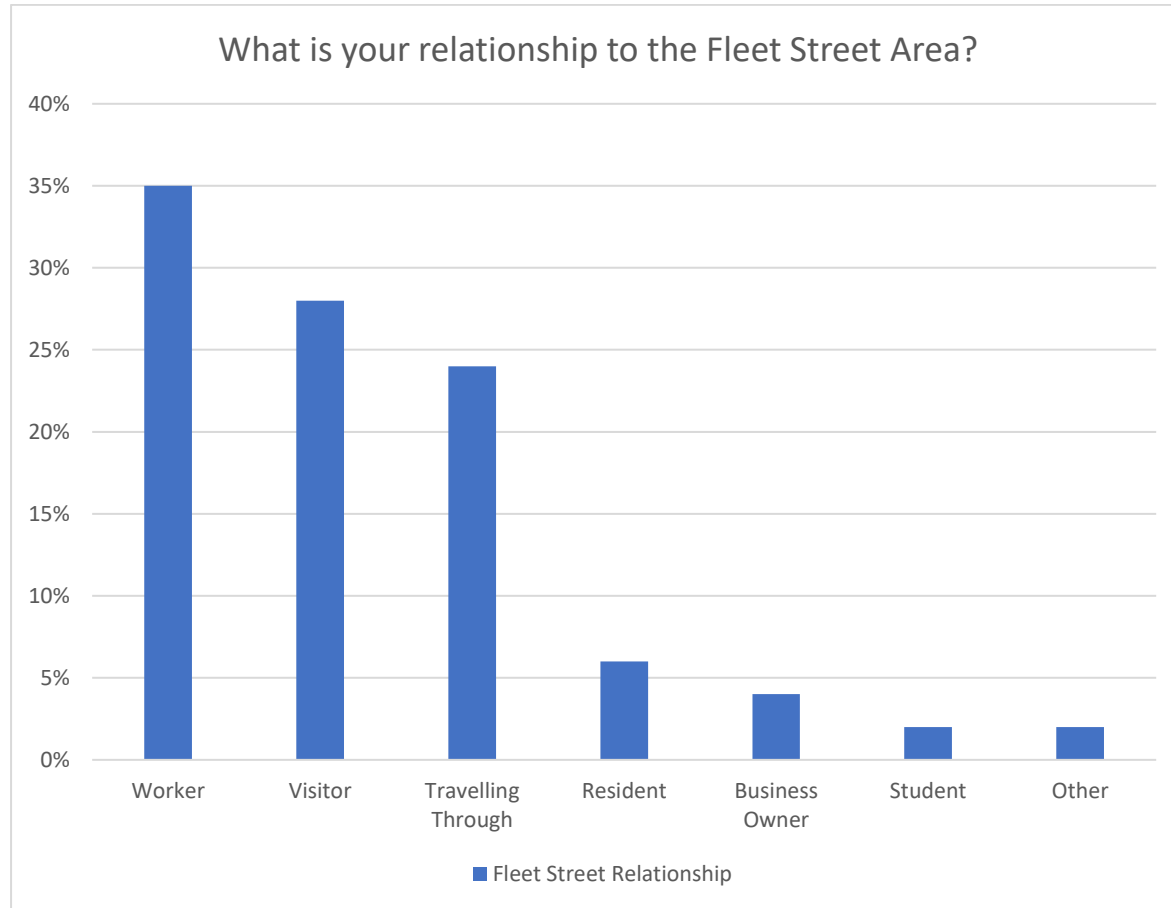
Workers (35%), visitors (28%) and those travelling through the area (24%) were the three main relationship types to the area.



Overall: Area Relationship

Workers (35%), visitors (28%) and those travelling through the area (24%) were the three main relationship types to the area.

35% Worker / 28% Visitor / 24% Travelling through / 6% Resident / 4% Business owner / 2% Student / 2% Other



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1. Introduction

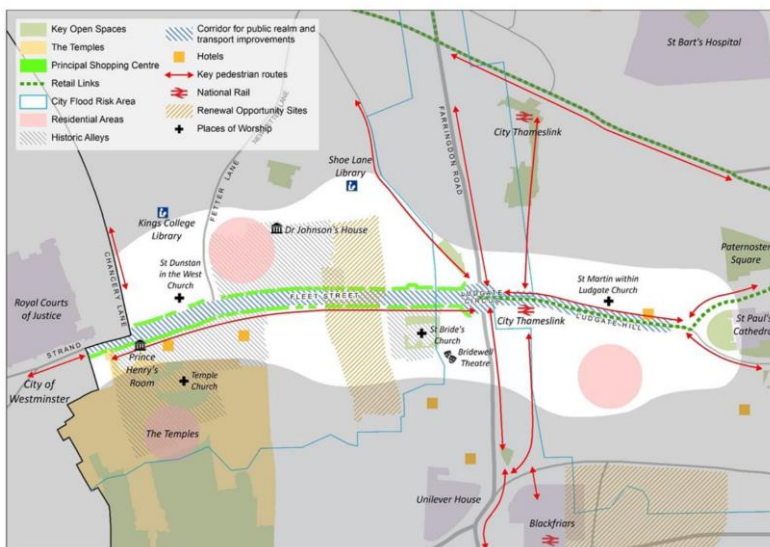
This Healthy Streets Plan for the Fleet Street area sets out an integrated approach to improving the public realm and managing traffic to support delivery of the following City of London Transport Strategy outcomes:

- 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 draft City 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 Placemaking and Public Realm Strategy**. The BID will be a key partner as we develop and deliver the proposals in the plan. This Healthy Streets Plan does not include proposals for privately owned spaces but we will explore opportunities to support private land owners and the BID in their efforts to improve publicly accessible spaces.

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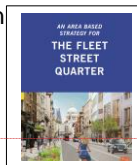
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Fleet Street Quarter- Placemaking and Public Realm Strategy An area based strategy for the Fleet Street Quarter

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

- Enhancing connections for people walking and cycling.
- Nurturing the public realm to make it safer, more vibrant and inclusive.
- Improving the public realmEnhancing Biodiversity.
- Encouraging activation. Driving activity to create a lively environment to attract visitors.
 - Connecting to surrounding neighbourhoods.



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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

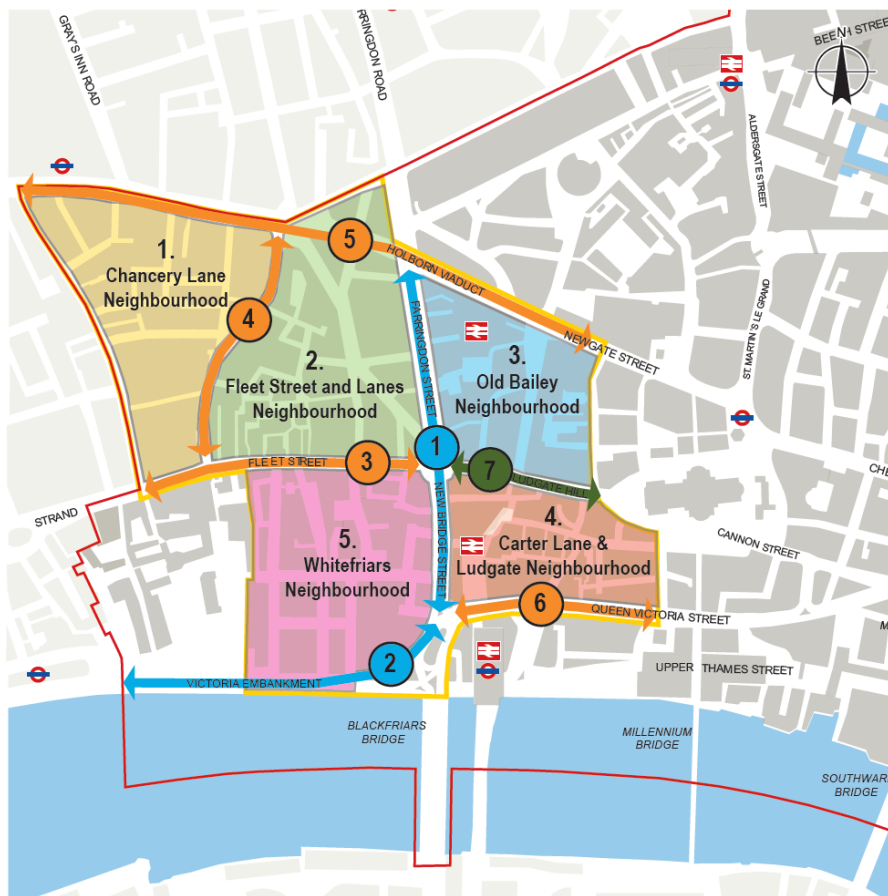
Each of these is bounded by streets that are defined by the street hierarchy set out in the Transport Strategy as London access and City access streets. The London access streets are New Bridge Street, Farringdon Street and Victoria Embankment. These are streets that need to accommodate motor vehicles 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.

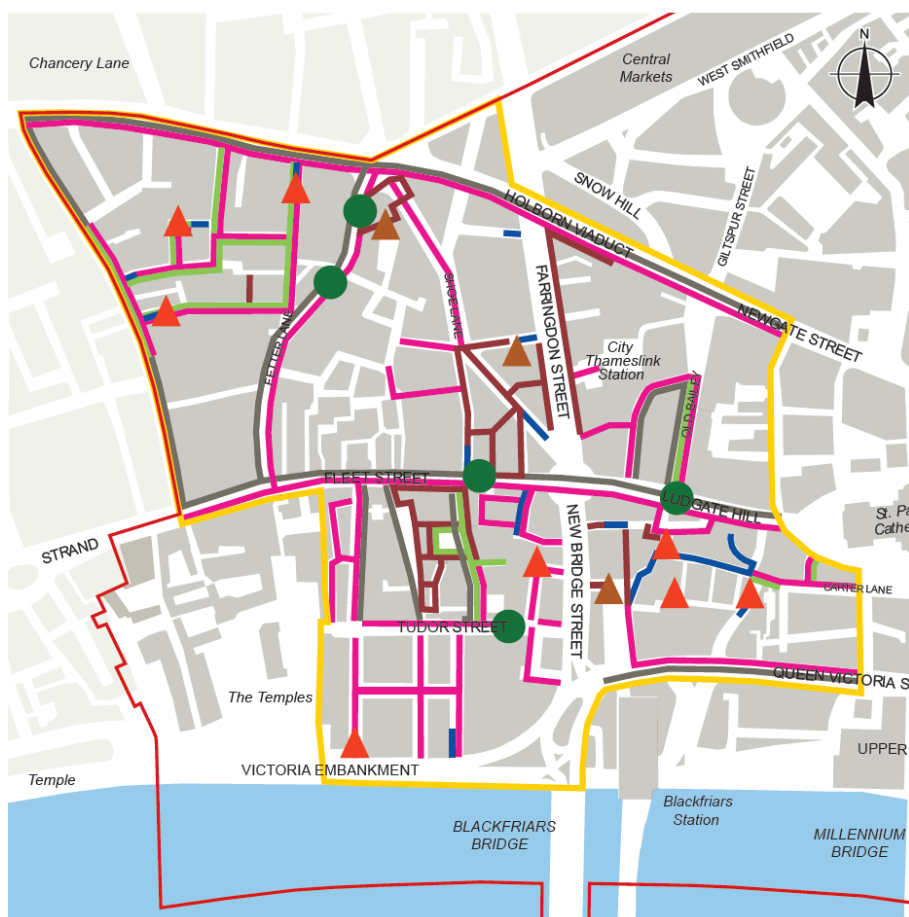
Figure 2 - The Fleet Street Area Healthy Streets five neighbourhoods and London and City Access:



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

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



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- | | |
|---|---|
| <p>Key</p> <ul style="list-style-type: none"> — Proposed pedestrian priority streets with restricted access to vehicles — Streets with existing filters to vehicles or time restricted access. — Streets proposed for public realm improvements
(Including pavement widening, raised carriageway, junction or crossing treatments, new seating, SUDs, planting & trees, and cycle parking). | <ul style="list-style-type: none"> — Cycle route improvement — Streets with approved planning applications with public realm improvements. — Healthy Streets Plan area ▲ New or improved public spaces ● Improved crossing facility ▲ New public space created from approved planning application |
|---|---|

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 Dunstan in the West Burial Grounds](#) also provides a valuable open space. [A new pocket park with planting and seating has been installed at the western end of Cursitor Street.](#) ~~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:

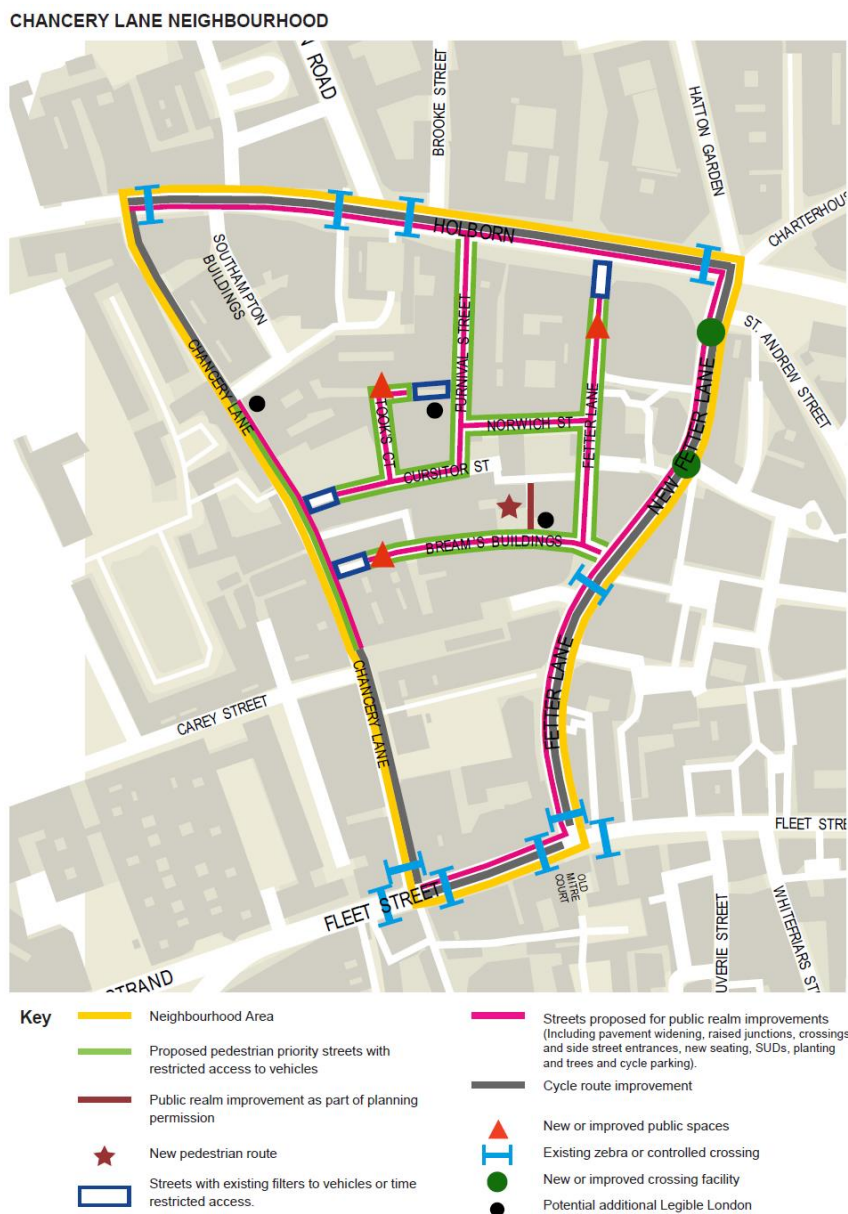
- Improve any areas of poor-quality paving, reduce clutter by removing any unnecessary street furniture and signage, and install additional Legible London maps and signs to make it easier for people to find their way around.
- Provide additional cycle parking and dockless cycle and e-scooter hire bays.
- 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, Tooks Court and Breams Buildings explore the opportunities to create small public spaces that include seating, planting and trees.
- Refresh the planting and seating in the St Dunstan in the West Burial Ground.
- On the northern part of Fetter Lane, Breams Buildings, Norwich Street, Furnival Street and Cursitor Street ~~introduce~~ we will explore a timed restriction for motor vehicles during the busiest times of day when people are walking.
- Review existing on street parking.
- 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.

During the consultation some respondents noted concerns about low lighting levels contributing to negative perceptions of personnel security in some of the laneways north of Fleet Street. in some of the laneways north of Fleet Street

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.

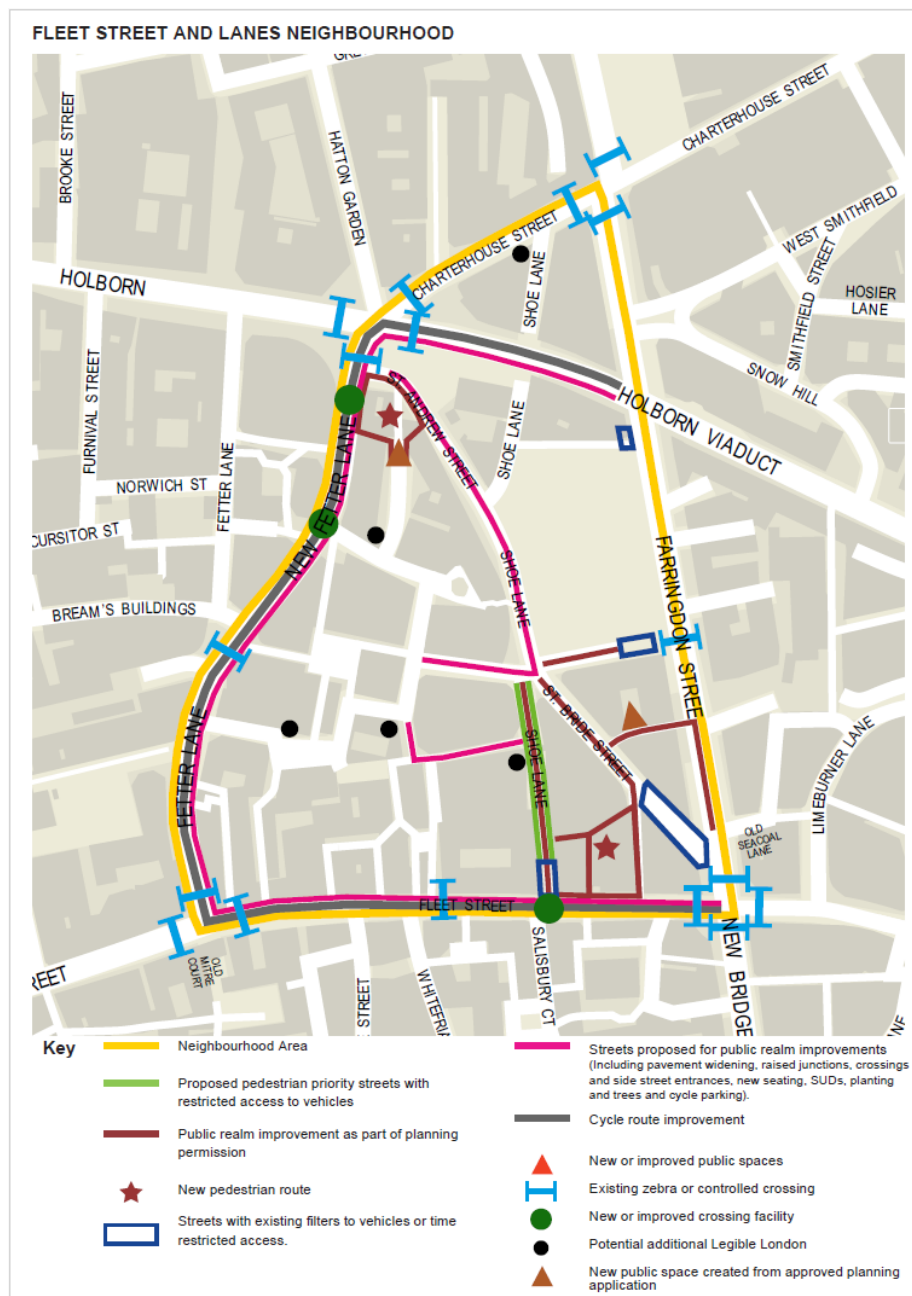
Within the Fleet Street and Lanes Neighbourhood we will explore the potential to:

- 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 (SuD's), ~~greening or in ground planting~~ and trees.
- Refresh the planting and seating in the garden of St Andrew Church Holborn.
- 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.
- Improve lighting levels in the laneways.
- Provide additional cycle parking and dockless cycle and e-scooter hire bays.
- Restricting motor traffic between Little New Street and Shoe Lane if traffic changes on Fleet Street are expected to increase potential for through traffic.
- Introduce a pay and display parking space in Gough Square.

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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 facilities on Old Bailey and a contraflow on 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: Old Bailey at the junction with Limeburner Lane has a point closure restricting south bound traffic movements 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.

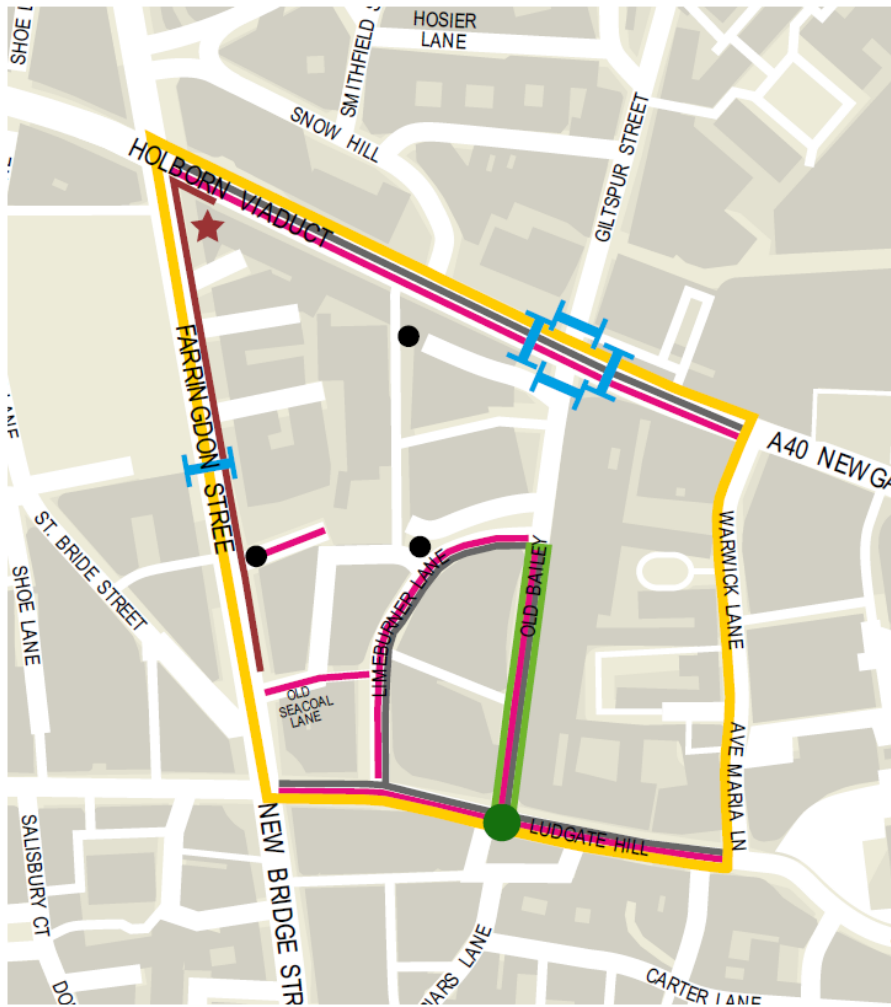
Within the Old Bailey Neighbourhood, we will explore the potential to:

- 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, ~~- SuD's or in ground planting 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 facilities 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.
- Install a feature lighting installation under Holborn Viaduct.

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

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OLD BAILEY NEIGHBOURHOOD



- | | | |
|---|---|---|
| Key | Neighbourhood Area | 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). |
| Proposed pedestrian priority streets with restricted access to vehicles | Public realm improvement as part of planning permission | Cycle route improvement |
| New pedestrian route | New or improved public spaces | Existing zebra or controlled crossing |
| Streets with existing filters to vehicles or time restricted access. | New or improved crossing facility | Potential additional Legible London |

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. Step free access between the neighbourhood and New Bridge Street is possible with a public lift on Pilgrim Street but is not well sign posted-. The lack of active frontages on Waithman Street and Pilgrim Street may mean that these streets do not always feel safe paces 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-will be improved with seating and planting as part of a development in the area.

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, SuDSuDSuDS or in ground planting, ~~planting~~ and trees where space permits and installing feature lighting, for example on Ludgate Broadway, Blackfriars Lane, St Andrew's Hill and Playhouse Yard and Waithman Street.
- Install a public realm art intervention on the wall on Blackfriars Lane between Queen Victoria Street and Playhouse Yard.

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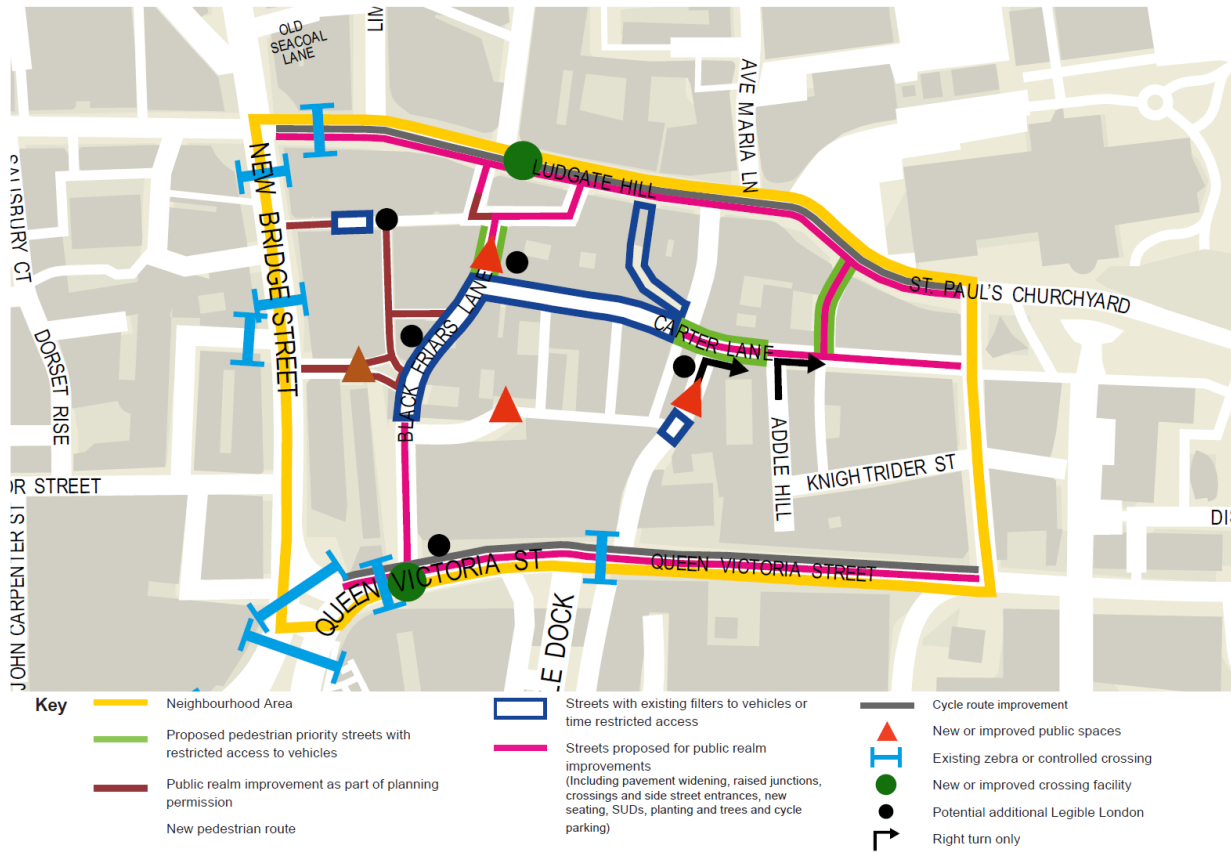
- Improve signage to make it easier to find the pedestrian lift on Pilgrim Street.
- Refresh the planting and seating in the churchyard of St Anne Blackfriars and St Anne Blackfriars Ireland Yard.
- ~~Install seating on the platform over the railway at Apothecary Street.~~
- Additional cycle parking 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 Ludgate Broadway.
- Introduce additional restricted turns on Addle Hill, St Andrew's Hill and Dean's Court to reduce through traffic in the area.
- 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.

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Figure 7 – Carter Lane and Ludgate Neighbourhood Proposed Changes

CARTER LANE AND LUDGATE NEIGHBOURHOOD



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.

4.5.1. ———

~~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, ~~SuUDs or in-ground new~~ planting and trees. This would include reviewing the need for or change to the City of

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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 Pleydell Court and Bride Lane.
- Upgrade the paving and raise crossings, junctions and loading bay entrances on Bouverie Street.
- On Bridewell Place explore the opportunities to create a small public space that includes seating, planting and trees.
- Install seating, ~~SuDs~~SuD's or in ground, planting and trees on Temple Avenue, Tallis Street, Carmelite Street, John Carpenter Street, and ~~replant~~ refresh the planting and seating in 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 to ensure appropriate provision and the potential for changes to support the provision of more space for people walking and public realm improvements.
- Continue to monitor and review motor traffic passing through the neighbourhood.

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

Figure 9 - Whitefriars Neighbourhood Proposed Changes

WHITEFRIARS NEIGHBOURHOOD



- | | | | |
|------------|---|--|---------------------------------------|
| 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 | | 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 some 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, SuDeSuD's or in ground 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.
- [Continue to work with TfL to improve the comfort and safety of people crossing at Ludgate Circus.](#)

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, [SuDSuSD's and-or in ground](#) 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 [42](#) cycle network improvements by ~~2030~~[2035](#).

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.

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, [SuDSuSD's and-or in ground](#) 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 Street has been identified in the Transport Strategy for Phase 1 cycle network improvements by 2030/2028.

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, ~~SuDeSuD's~~ and-or in ground 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	Expected Implementation	Dependencies
CL1 -Chancery Lane	<p>Widened pavement between Carey Street and Southampton Buildings. New seating, SuDs <u>or in ground planting</u> and trees. Removal of redundant street clutter. Continuous pavement treatment at the junction with Southampton Buildings.</p> <p><u>Extend the cycle contraflow between Holborn and Fleet Street.</u> Additional short stay cycle and dockless parking and parking for e-scooters.</p>	<p>Timed restriction for motor traffic. Exemptions: local access, cycles, emergency vehicles and taxis. Formalised kerbside loading.</p> <p>Camera enforcement at Carey Street and north of Southampton Buildings The existing cycle contraflow will be retained and improved.</p>	Formalise loading	<u>By 2026</u>	Chancery Lane Experimental Traffic Changes.
CL2 <u>Junction of Bream's Buildings and Fetter Lane (north)</u>	<p>Introduction of a time restriction for motor vehicles at the junction of Fetter Lane and Bream's Buildings.</p> <p><u>Continuous pavement crossing at the junction of Fetter Lane, New Fetter Lane and Breams Buildings</u></p>	<p><u>(ii) Introduction of a time restriction for motor vehicles at the junction of Fetter Lane and Bream's Buildings.</u> Restrictions could apply to: Fetter Lane (north of Bream's Buildings), Breams Buildings, Norwich Street, Took's Court, -Furnival Street and Cursitor Street. Exemptions: local access, cycles, emergency vehicles and taxis.</p>	Review on street parking.	<p><u>(i) By 2024</u></p> <p><u>(ii) By 2026</u></p>	
CL3 -Fetter Lane (North section)	<p><u>New small public space including seating, and planters at the northern end.</u></p> <p>Localised pedestrian priority interventions including raised junctions and crossing points Continuous pavement treatment and tactile paving over loading bay entrances. and new paving where required. Removal of redundant street clutter.</p>		Relocation of motorcycle parking to create public space.	<u>By 2025</u>	

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Expected Implementation	Dependencies
	Additional short stay cycle and dockless parking and parking for e-scooters				
CL4 -Norwich Street	Localised pedestrian priority interventions including raised junctions and crossing points Continuous pavement treatment and tactile paving over loading bay entrances. and new paving where required Removal of redundant street clutter-			By 2026	
CL5 -Furnival Street	Localised pedestrian priority interventions including raised junctions and crossing points Continuous pavement treatment and tactile paving over loading bay entrances. and new paving where required Removal of redundant street clutter.			By 2024	
CL6 -Beam's Buildings	(i) <u>New small public space including seating, and planters at the western end.</u> (ii) Localised pedestrian priority interventions including raised junctions and crossing points Continuous pavement treatment and tactile paving over loading bay entrances. and new paving where required Removal of redundant street clutter		Possible small relocation of disabled parking .	(i) By 2025 (ii) By 2026	
CL7 -Took's Court	<u>New small public space including seating, and planters. New seating, SuUDs or in ground , planting and trees to create a pocket park.</u>		Explore relocation of motorcycle parking.	By 2025	The new public space is dependent on relocating the motorcycle parking.
CL8 - Southampton Buildings	Additional Legible London.		Possible additional motorcycle parking.	By 2025	

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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	Expected Implementation	Dependency	Formatted Table
FSL1 Shoe Lane	New seating, SuDs <u>or in ground</u> - planting and trees.	(i) Potential for timed restriction for motor traffic at lunchtimes and weekends. Changes to traffic management on Fleet Street and (ii) Traffic restriction between Shoe Lane and Little New Street. New Fetter Lane may require additional restrictions on Shoe Lane between Charterhouse Street and St Andrew Street.	None	(i) <u>By 2028</u> (ii) <u>By 2026</u>	CA1 – <u>Changes to traffic management on Fleet Street and New Fetter Lane may require additional restrictions on Shoe Lane at the junction with Little New Street. Completion of major developments in the area and reduction in construction traffic.</u>	Formatted: Underline

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FSL2 -Little New Street	New seating, <u>SuDs or in ground</u> , planting and trees.			<u>By 2028</u>	<u>Completion of major developments in the area and reduction in construction traffic.</u>
FSL3 -St Andrew Street	New seating, <u>SuDs or in ground</u> , planting and trees.			<u>By 2028</u>	<u>Completion of major developments in the area and reduction in construction traffic.</u>
FSL4 -Wine Office Court	New seating and Legible <u>London</u>			<u>By 2028</u>	<u>Anticipated developments the area will include improving this site.</u>
FSL5 -Sun Powder Square	Additional planting.			<u>By 2028</u>	<u>Anticipated developments in the area will include improving this site</u>
FSL6 -East Harding Street	Additional Legible London			<u>By 2025</u>	
FSL7 -West Harding Street	Additional Legible London			<u>By 2025</u>	
FSL8 -Thavies Inn	Additional Legible London			<u>By 2025</u>	
FSL9 -Gough Square	<u>Additional pay and display parking</u>			<u>By 2025</u>	

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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	Expected Implementation	Dependencies
OB1 -Old Bailey (south of Limeburner Lane)	(i) Widened pavements or raised carriageway and new paving. New seating, SuDs, or in planting and trees. In ground infrastructure for on street activation. (ii) Additional on street short stay and dockless cycle and e-scooter parking.	Measures to reduce traffic south of Limeburner Lane including <u>filtering north bound traffic to restrict it to local access only restricting vehicles to local access only.</u> Retain and improve the cycle facility on the southern part of Old Bailey.		(i) Feasibility and design by 2025 (i) Implementation by 2027 (ii) By 2026	OB2 and OB3 – if alternative north and south traffic movements are feasible on Limeburner Lane and Warwick Lane.
OB2 -Junction of Warwick Lane and Newgate Street		Explore changes to permitted traffic turning movements <u>and required junction improvements.</u>		(i) Feasibility and design by 2025 (i) Implementation by 2027	OB1 and OB3 – changes to the junction only required if OB1 and OB2 are implemented.
OB3 -Limeburner Lane	(i) Raised junction and crossing point. Additional on street short stay and dockless cycle and e-scooter parking. (ii) Additional Legible London.	<u>Explore changes to traffic priorities.</u> Retain and improve the cycle contraflow on the southern part of and Limeburner Lane <u>or possible change to the direction of the cycle contraflow subject to traffic management options.</u>		(i) Feasibility and design by 2025 (i) Implementation by 2027 (ii) By 2026	OB2 – Warwick Lane.
OB4 -Old Fleet Lane	(i) Additional Legible London. (ii) <u>Continuous pavement treatment and tactile paving over entrance.</u>			(i) By 2026 (ii) By 2027	
OB5 -Old Seacoal Lane	<u>Raised carriageway and new surfacing</u>			By 2027	
OB6 -Fleet Place	Additional Legible London.			By 2026	
OB7-Farringdon Street / Holborn Viaduct	<u>Feature lighting under viaduct</u>			By 2026	

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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	Expected Implementation	Dependent	Commented [OS3]: S278 100 NB Sttake out Formatted Table
CL1 -Carter Lane (Between Burgon Street and Godliman Street)	(i) 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. (ii) New seating, SuDs <u>or in ground</u> , planting, and trees. Removal of redundant street clutter. New short stay and dockless cycle parking and e-scooter parking.			(i) By 2026 (ii) By 2025		
CL2 St Andrew's Hill and Playhouse Yard	New seating, SuDs, planting and trees to create a pocket park. New tree planting			(i) By 2024		
CL3 Addle Hill and St Andrew's Hill.		Left turn ban. Enforced by signage.		(i) By 2024		
CL4 -Dean's Court	(i) Raised carriageway and new surfacing.	(ii) No entry from St Paul's Churchyard. Enforced by signage.		(i) By 2026 (ii) By 2024		
CL5 -Ludgate Broadway	New public space including Raised-raised <u>carriageway and new surfacing.</u> New seating, SuDs <u>or in ground</u> , planting, and trees. Removal of redundant street clutter.	Potential for the Carter Lane timed restriction for motor traffic extended to include Ludgate Broadway. Exemptions: local access, cycles, emergency vehicles, taxis, access for disabled drop-off/pick-up and disabled parking. Enforced by signage.		By 2025		
CL6 - Pageantmaster	(i) Raised carriageway and new surfacing or a raised junction.			(i) By 2025 (ii) By 2026		

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Expected Implementation	Dependent	Commented [OS3]: S278 100 NB Sttake out Formatted Table
Court and Pilgrim Street	<u>(ii) Additional signage to the Pilgrim Street lift.</u>					
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					
CL7 -Blackfriars Lane Page 181	<u>(i) Widened paving or raised carriageway</u> Art installation on the wall adjoining the railway lines on Blackfriars Lane between Queen Victoria Street and Playhouse Yard or from Playhouse Yard to the service entrance on building on the eastern side of Blackfriars Lane. <u>SUDs and in ground planting if feasible.</u> Raised crossing at southern end. Removal of redundant street clutter Additional Legible London. <u>(ii) Continuous pavement treatment at the southern end.</u>		Explore the possible relocation of payment and blue badge parking.	<u>(i) By 2026</u> <u>(ii) By 2024</u>		
CL8 -St Anne Blackfriars and St Anne Blackfriars Ireland Yard.	Refresh planting and seating.			By 2025		Formatted: Font: 10 pt, Bold
CL9 -Underside of railway bridge over Queen Victoria Street	Feature lighting to illuminate under the bridge.			By 2026		
CL10.- Blackfriars Court	Refresh planting and seating. Close underpass entrance and find alternative use.			By 2026		

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	Expected Implementation	Dependencies
The Victoria Embankment at the junctions with Temple Avenue and Carmelite Avenue.		Vehicle access into the Whitefriars Neighbourhood			
W1 - Watergate and Kingscote	Improvements including <u>SuUDs</u> , <u>or in ground</u> planting and trees at the junction of Watergate with New Bridge Street. Legible London.		Explore the possible removal of payment parking (1-2 spaces).	<u>By 2026</u>	<u>Public realm improvements are dependent on relocating parking.</u>
W2 - Tudor Street	New crossing facility to link between Kingscote Street and Dorset Rise. <u>Continuous paving, raised crossing treatments over all side street junctions.</u> <u>Review of the City of London Police check point facilities.</u> Pavement widening to enable new seating, <u>SuUDs or in ground</u> , new planting and street trees. <u>New short stay and dockless cycle parking and e-scooter parking.</u>		Explore the possible relocation of 6 payment parking spaces and 3 taxi waiting spaces.	<u>Design, optioneering and feasibility 2024</u> <u>Implementation by 2026</u>	<u>Public realm improvements are dependent on relocating parking.</u>
W3 - 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, <u>SuUDs or</u> , new planting and street trees. <u>New short stay and dockless</u>	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	<u>By 2026</u>	

Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Expected Implementation	Dependencies
	<u>cycle parking and e-scooter parking.</u> Legible London.		reallocation as a loading bay.		
W4 Bouverie Street	Pavement improvements, continuous pavement treatments on side roads and removal redundant of street clutter.	Cycle contraflow retained and improvements investigated.		<u>By 2026</u>	
W5 Temple Avenue	Potential new open space at the southern end with new seating, <u>SuUDs or in ground and new</u> planting and trees. <u>New short stay and dockless cycle parking and e-scooter parking.</u> <u>new short stay cycling and dockless parking and e-scooter parking.</u> Legible London.		Explore the possible relocation of blue badge parking.	<u>By 2025</u>	
W6 Bridewell Place	<u>New public space including n</u> <u>SuUDs or in ground</u> <u>planting and trees to create a pocket park.</u> New seating,			<u>By 2025</u>	
W7 Tallis Street	(i) <u>Continuous pavement treatment.</u> (ii) <u>New seating, planting and trees, SuUDs or in ground planting. New short stay and dockless cycle parking and e-scooter parking.</u>	<u>Changes to traffic direction priorities.</u>	Explore the introduction of further payment and blue badge parking.	(i) <u>By 2024</u> (ii) <u>By 2026</u>	
W8 Carmelite Street	<u>Continuous pavement treatment.</u> <u>New seating, planting and trees, SuUDs or in ground planting. New short stay and dockless cycle parking and e-scooter parking.</u> <u>new short and dockless cycle cycling parking and e-scooter parking.</u>	<u>Possible changes to traffic direction priorities and introduction of a cycle contraflow between Tallis Street and Tudor Street</u>	Explore the introduction of further payment and blue badge parking.	<u>By 2026</u>	
W9 John Carpenter Street	<u>Continuous pavement treatment.</u> <u>New seating, planting and trees, SuUDs or in ground planting, trees.</u> <u>new short stay and dockless cycling parking and e-scooter parking.</u>		Explore the possible loss of payment parking.	<u>By 2026</u>	<u>Relocation of payment parking.</u>

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Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Expected Implementation	Dependencies
W10 - Temple Lane and Lombard Lane	Raised carriageway and new surfacing.			<u>By 2027</u>	
W11 -Bride Lane	Raised carriageway and new surfacing.			<u>Implementation by 2026</u>	
W12 - St Brides Avenue and Churchyard	Improved planting and seating.			<u>Implementation by 2025</u>	
Bouverie Street / Whitefriars Street / Tudor Street / Bridewell Place / Carmelite Street / Watersgate and Salisbury Court		Possible timed restricted closure with enforcement cameras. Cycle contraflow retained on Whitefriars Street and improvements investigated.	On Whitefriars 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	Dependencies
CA1 -Fleet Street	Widened and improved pavements, new seating, SUD's , <u>or in ground planting, planting</u> and trees. Removal of redundant street clutter. <u>Installation of additional short stay cycle and dockless cycle parking</u>	<u>Removal of east bound bus lane.</u> Protected space for people cycling. Improved signal priorities for cyclists at the junctions with Fetter Lane Whitefriars Street. <u>Installation of additional short stay cycle and dockless cycle parking.</u>	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.	<u>Feasibility and design 2024,</u> <u>Implementation by 2026</u>	<u>Removal of t</u> <u>Police check points.</u>
CA2 -Ludgate Hill Primary Reference Network Street).	Widened and improved pavements, new seating, SUD's, planting and trees. Removal of redundant street clutter. <u>Installation of additional short stay cycle and dockless cycle parking</u>	Protected space for people cycling. <u>Installation of additional short stay cycle and dockless cycle parking.</u>	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. <u>A review of collision locations identified in the Vision Zero Action Plan.</u>	<u>Feasibility and design 2024</u> <u>Implementation by 2026</u>	<u>OB1 Old Bailey and OB3 Limehouse Lane. The crossing between Pageantmaster Court and Old Bailey may require fewer turning movements into Old Bailey.</u>
CA3- New Fetter Lane	Improved pavements, new seating, SUD's <u>Sud's, or in ground</u> planting and trees.	<u>Protected space for people cycling.</u>	Review of the City of London Police check point facilities.	New pedestrian crossing facilities between Plough Place	<u>Feasibility and design 2025</u>	

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Street	Potential public realm improvements	Potential changes to traffic management and access.	Potential changes to loading and parking	Programme for Improvement	Programme of Improvements	Dependencies
	Removal of redundant street clutter.	Improved signal priorities for cyclists at the junctions with Holborn Circus and Fleet Street. Installation of additional short stay cycle and dockless cycle parking.		and Bartlett Court; and between Bartlett Passage and Thavies Inn House. A review of collision locations identified in the Vision Zero Action Plan.	Implementation by 2030	
CA4 - Holborn Viaduct	Improved pavements, new seating, SuD's, or in ground planting and trees. Removal of redundant street clutter.	Protected space for people cycling. Improved signal priorities for cyclists at the junctions with Holborn Circus and Old Bailey and Giltspur Street and Warwick Lane. Installation of additional short stay cycle and dockless cycle parking.	Review of the City of London Police check point facilities.	A review of collision locations identified in the Vision Zero Action Plan.	Implementation by 2035	CA1 -Fleet Street. Changes to east bound traffic movements may increase traffic at Holborn Circus.
CA5 - Queen Victoria Street	New seating, SuD's or in ground and and planting and trees. Removal of redundant street clutter.	Protected space for people cycling. Improved signal priorities for cyclists at the junctions with New Bridge Street and Puddleduck. 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.	Feasibility and design 2026 Implementation by 2028	

Fleet Street Area - Healthy Streets Plan: Consultation Findings

Independently Compiled by Commonplace for the City of London

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The Healthy Streets Plan

About the Project

The Healthy Streets Approach is a framework for embedding public health in transport, public realm, and planning. It is based on 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 Fleet Street Area Healthy Streets Plan will apply this approach across the neighbourhoods adjoining Fleet Street and Ludgate Hill and make the streets accessible, engaging and safe places for people to walk, cycle and spend time.

The Fleet Street Area Healthy Streets Plan

The Healthy Streets Plan for the Fleet Street area sets out an integrated approach to improving the public realm and managing traffic to support the delivery of many outcomes identified in:

- The City of London Transport Strategy.
- **The City Corporation's Climate Action Strategy and Destination City initiative.**
- The Fleet Street & Ludgate Key Area of Change identified in the emerging Local Plan 2040.
- **The Fleet Street Quarter BID's aspirations for the enhancement of the area.**



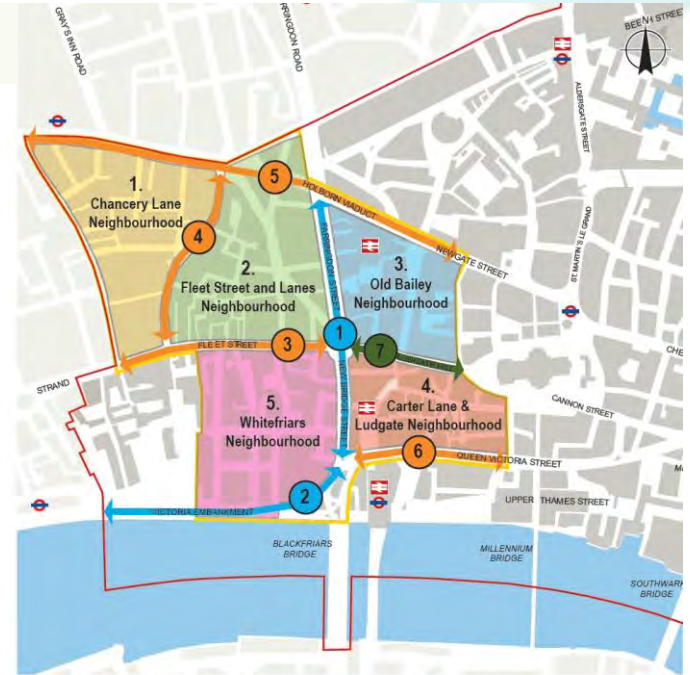
Where is the Healthy Streets Plan?

The plan divides the area into five neighbourhoods:

- Chancery Lane
- Fleet Street & Lanes
- Old Bailey
- Carter Lane & Ludgate
- Whitefriars.

Each has individual character and opportunities for improvement and each is bounded by streets that accommodate motor vehicles that have a destination not in the immediate vicinity.

Within the five neighbourhoods the streets are primarily used for the first or final part of a journey, providing access for motor vehicles to properties.



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

What Does the Healthy Streets Plan Comprise?

The plan identifies in these five neighbourhoods' opportunities to make walking and cycling 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 negotiated by the Corporation as part of developments. These changes and improvements will interlink and encourage people to explore the neighbourhoods and help discover existing public spaces and businesses and encourage further activation and investment in these neighbourhoods.

Within the plan there are a series of proposals which include:

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- Pedestrian Priority Improvements
- Public Realm Improvements
- Cycle Improvements
- Loading and Servicing



Further details of these proposals can be found in each of the [neighbourhood sections](#) of this report.

Consultation Methodology

A six week consultation on the Fleet Street Area Healthy Streets Plan ran from Tuesday 9th May 2023 to Tuesday 20th June 2023 (inclusive).

The consultation was open to anyone (group or individual) and whether a resident, business owner, worker or visitor, with an interest in the area.

This consultation was designed to gain a detailed understanding of public opinion on the proposals, capturing valuable feedback on the possible measures currently being considered. The consultation was not intended to be a referendum or 'vote' of any kind, but rather a process for exploring perceptions.

Those interested could also use the Commonplace online platform, which invited people to view and comment on the five sets of neighbourhood proposals. Participants could leave feedback and comments on as many neighbourhoods as they wished, with the choice of providing feedback by responding to the questions asked, and/or leaving comments as necessary. **They could alternatively, or additionally, 'agree' with comments already submitted and publicly visible. This was done by simply liking a comment by clicking a 'thumbs up' icon.**

Participants could also click on a particular neighbourhood within an interactive map, with the ability to drop a pin within the project area and leave comments relating to this particular location.

This report presents the findings of the consultation.

Executive Summary

The Fleet Street Area Healthy Streets proposals have been designed to make the streets within neighbourhoods adjoining Fleet Street and Ludgate Hill more accessible, engaging and safer places for people to walk, cycle and spend time.

A six week consultation was hosted via the online Commonplace engagement platform, across May/June 2023, gathering over 800 comments and agreements from over 600 participants. These participants included a wide and diverse variety of workers, business owners, visitors, residents and others - all of whom were interested in the area and the proposed improvements.

Overall views on the proposals were notably positive, with support eclipsing criticism by a ratio of more than 3:1. Across each of the five neighbourhoods in focus, a majority of consultation participants gave positive/mostly positive feedback about the proposals. This positive feedback peaked in relation to the Carter Lane & Ludgate neighbourhood proposals (81% positive overall feedback). However, high levels of positivity (68%-72%) were also evident in relation to the proposals for each of the other four neighbourhoods. This positivity is underpinned by a number of common themes, including views that the proposals will increase pedestrian and cyclist priority, improve safety and the ambience of neighbourhoods, encourage active and sustainable travel and improve air quality.

It's important to note that some concerns were expressed. Some business owners in the Chancery Lane, Carter Lane & Ludgate, and Whitefriars neighbourhoods have issues with proposed pedestrian priority improvements, parking and loading changes, changes to kerbside parking, restrictions to through traffic, and public space potentially being prioritised over direct motor access. Note also, that some taxi users disagree with the permanency of experimental/potential changes in the Chancery Lane and Fleet Street & Lanes neighbourhoods. Further concerns question the need for changes, the potential impact on accessibility for businesses, workers and those with health/mobility issues, and traffic displacement and congestion.

However, these are concerns set in the wider context of notable applause for the proposals.

Headline Findings

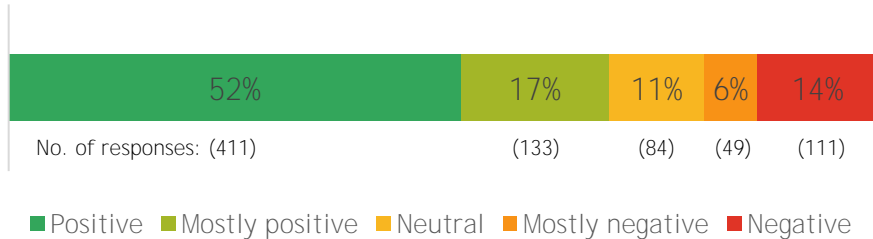
The consultation received a total of more than 820 Commonplace comments and agreements with comments.

597 respondents
598 comments
224 agreements

An additional 5 responses were received via email.

Overall Sentiment Across All 5 Neighbourhoods

Overall Sentiment Across All 5 Neighbourhoods



Proposals for the Fleet Street & Lanes neighbourhood attracted the highest number of comments.

- Fleet Street & Lanes: 126 comments
- Chancery Lane: 113 comments
- Whitefriars: 105 comments
- Old Bailey: 86 comments
- Carter Lane & Ludgate: 78 comments

For a detailed look at the demographic, area relationship and travel profile of consultation participants, [please click here.](#)

Almost 70% of consultation participants expressed a **POSITIVE** opinion on the proposed improvements and changes to the 5 neighbourhoods.

In contrast, just 20% expressed a **NEGATIVE** opinion.

On the following page, we see how overall sentiment varied across each of the five neighbourhoods.

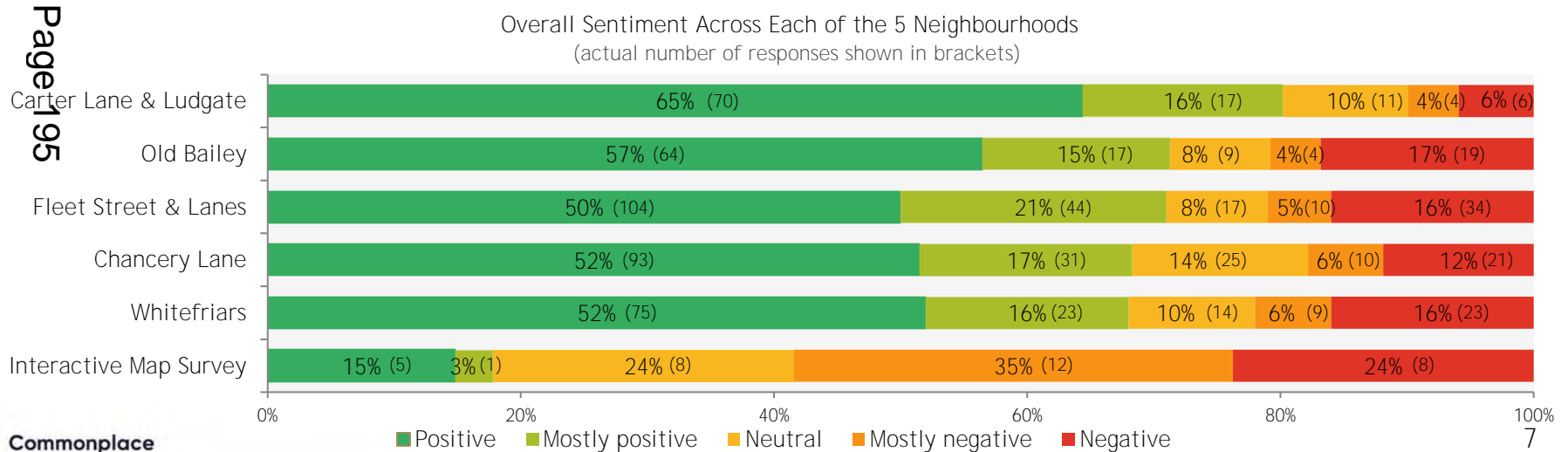
Sentiment Across Each of the Five Neighbourhoods

Across each of the five neighbourhoods, *a majority of consultation participants expressed a positive/mostly positive sentiment* about the Healthy Streets proposals. The most positive response was received in relation to the Carter Lane & Ludgate proposals, with 81% expressing a positive/mostly positive sentiment, and just 8% expressing a negative/mostly negative sentiment.

High levels of positivity were also evident in relation to each of the other four proposals - including Old Bailey proposals (72%), the Fleet Street & Lanes proposals (71%), the Chancery Lane proposals (69%) and the Whitefriars proposals (68%).

In sharp contrast, the interactive map survey recorded a much lower level of positive opinion (18%).

Overall Sentiment Across Each of the 5 Neighbourhoods
(actual number of responses shown in brackets)



Headline Findings Across Each of the Five Neighbourhoods

Chancery Lane



Strong levels of agreement with the proposed improvements for pedestrian priority (78% agree), public realm (83% agree), cycling (78% agree) and permanency of experimental changes (82% agree). Slightly lower levels of agreement (though still a majority) in relation to the parking and loading changes (66% agree).
Some key pockets of disagreement - some business owners disagree with pedestrian priority improvements, while half disagree with parking and loading changes. Disagreement and uncertainty from some taxi users is evident in relation to the permanency of experimental changes.

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Similarly strong levels of agreement with the proposed improvements for pedestrian priority (76% agree), public realm (81% agree), cycling (73% agree) and potential changes (83% agree). Slightly lower levels of agreement (though still a majority) in relation to the parking and loading changes (66% agree).
Just one key pocket of disagreement - some taxi users disagree with potential changes in this neighbourhood.



Fleet Street & Lanes

Old Bailey



Again, strong levels of agreement with the proposed improvements for pedestrian priority (78% agree), public realm (86% agree) and cycling (70% agree).
No key pockets of disagreement.

Headline Findings Across Each of the Five Neighbourhoods

Carter Lane & Ludgate



Notably strong levels of agreement with the proposed improvements for pedestrian priority (86% agree), public realm (92% agree) and cycling (81% agree).

Just one key pocket of disagreement - opinion among business owners split in relation to pedestrian priority improvements.

Strong levels of agreement with the proposed improvements for pedestrian priority (78% agree), public realm (84% agree), changes to kerbside parking (67%-73% agree) and cycling improvements (67% agree).

70% feel that there is currently sufficient motor vehicle access in the neighbourhood for businesses and residents. 60% would like to see restrictions to through traffic, with almost 80% requesting public space take priority over direct motor access.

Some key pockets of disagreement - some business owners disagree with, or express uncertainty about, pedestrian priority improvements, and changes to kerbside parking (including restricting permitted traffic movements on Tallis Street/Carmelite Street).

Some business owners also feel that motor vehicle access is definitely or possibly lacking for businesses and residents, and have accompanying concerns about a potential restriction of through traffic, with a majority preferring direct motor access over public space.



Whitefriars

Chancery Lane Neighbourhood

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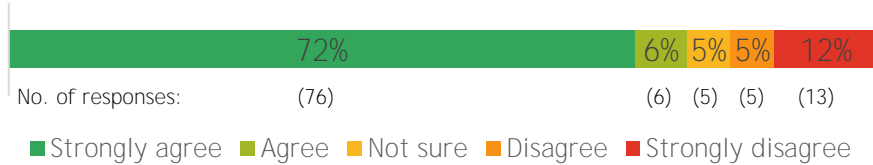
Chancery Lane Neighbourhood Pedestrian Priority Improvements

We will improve the priority, comfort and safety of people walking in the neighbourhood. We will explore opportunities to:

- Raise the carriageway to pavement levels at junctions with side streets and at loading bay entrances.
- Restrict some motor vehicles during the morning, lunchtime and evening peak times to improve the priority of people walking.
- Restrictions could be on streets accessed from the junction of Fetter Lane and Breams Buildings. This could include **Fetter Lane (north of Bream's Buildings), Breams Buildings, Norwich Street, Tooks Court, Furnival Street and Cursitor Street.**
- Improve where people cross on New Fetter Lane between Plough Place and Bartlett Court: and between Bartlett Passage and Thavies Inn House.

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Chancery Lane Neighbourhood
Pedestrian Priority Improvements
How do you feel about this proposal?



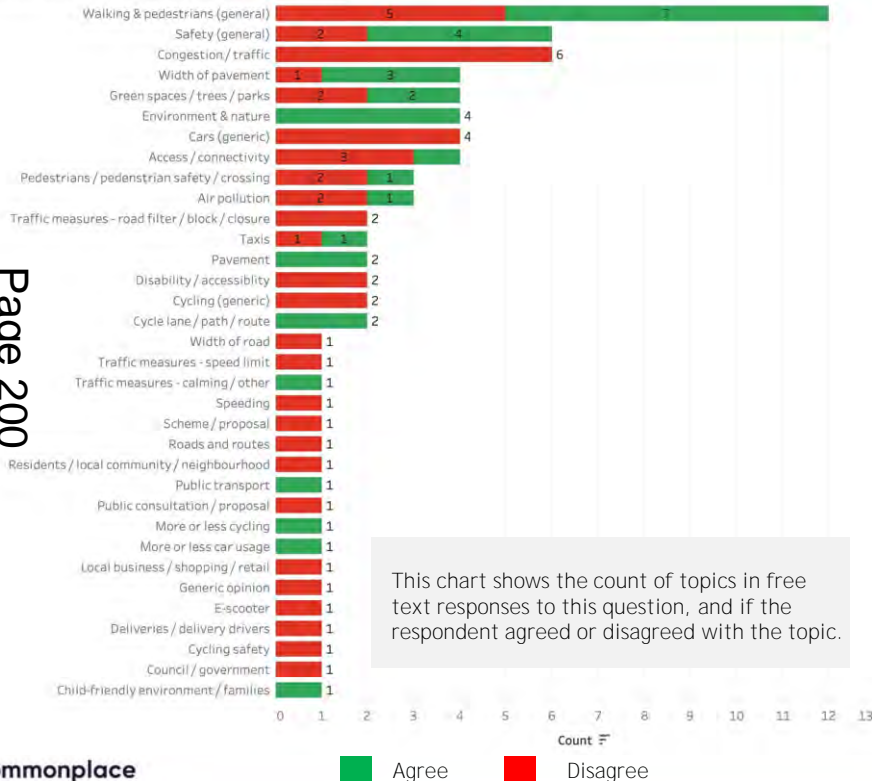
Almost 80% of consultation participants **AGREED** with the proposed pedestrian priority improvements for the Chancery Lane neighbourhood.

Note: business owners were a little more critical of these improvements, with just 40% who **AGREED**, compared to 60% who **DISAGREED**.

Chancery Lane Neighbourhood Pedestrian Priority Improvements

Why do you agree / disagree with the measures?

Pedestrian priority, Chancery Lane Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

The Themes Underpinning Views



- Creating a more accessible, pleasant, safer and liveable/usable environment.
- Creating an improved working environment.
- **Enhancing the area's aesthetics via greenery.**
- Optimising the pedestrian experience, minimising motor dominance.
- Improving air quality.



- Creating a less safe environment.
- Impeding those with mobility issues reliant on transport.
- Displacing traffic to surrounding routes/roads.
- Impeding workers, businesses and deliveries.
- Neglecting the issue of dangerous cyclists.

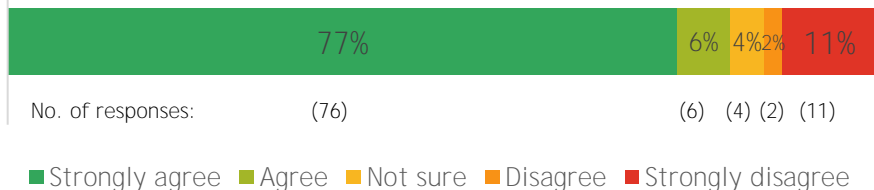
Chancery Lane Neighbourhood Public Realm Improvements

We will improve the streets and spaces by making them more attractive, comfortable and enjoyable to spend time in.
We will explore opportunities to:

- Introduce more trees, planting, seating and Legible London signs and maps where possible; and improve paving.
- Introduce new or improved small public spaces at Tooks Court, the northern end of Fetter Lane and Breems Buildings.

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Chancery Lane Neighbourhood
Public Realm Improvements
How do you feel about this proposal?



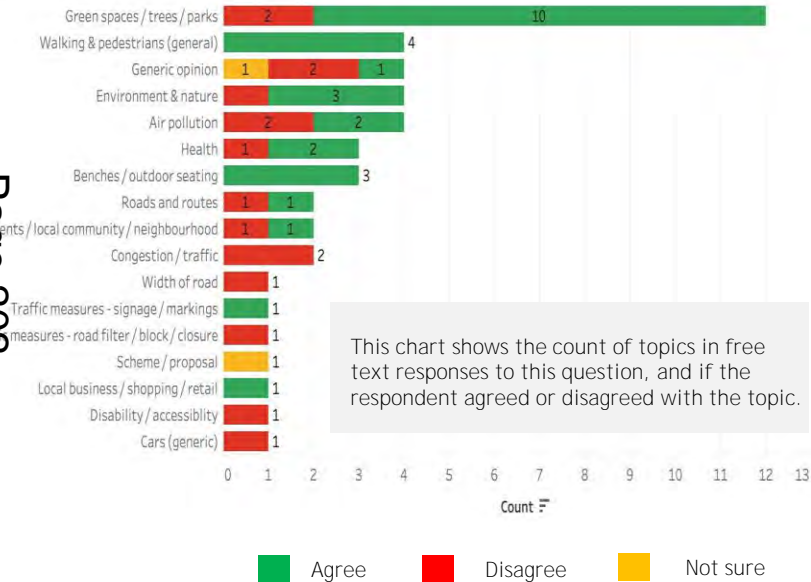
Over 80% of consultation participants **AGREED** with the proposed public realm improvements for the Chancery Lane neighbourhood.

Chancery Lane Neighbourhood Public Realm Improvements

Why do you agree / disagree with the measures?

Public Realm Improvements, Chancery Lane Neighbourhood

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The Themes Underpinning Views



- Improving mental health and well-being via increased greenery and spaces/seating to pause.
- Improving air quality.
- **Improving the area's aesthetics.**
- Increasing foot traffic to local businesses.
- Improving safety.
- Encouraging active travel.
- Improving biodiversity.



- Making unnecessary changes.
- Impeding disabled access.
- Restricting courier access.
- Making changes at the expense of drivers - at the core of **the city's economy.**

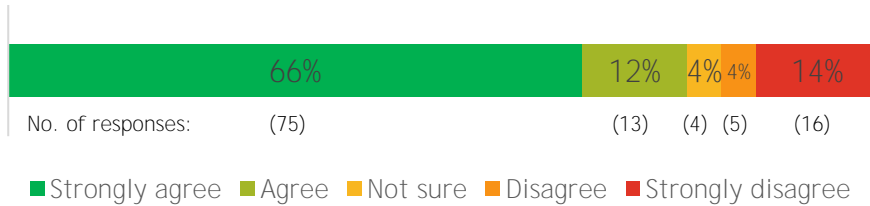
Chancery Lane Neighbourhood Cycling Improvements

We will improve the comfort and safety of people cycling. We will explore opportunities to:

- Extend the existing cycle contraflow on Chancery Lane south to Fleet Street.
- Maximise the traffic signal priorities for cyclists on Fetter Lane and New Fetter Lane at the junctions with Fleet Street and Holborn Circus.
- Introduce protected space for cyclists on Holborn.
- Introduce additional cycle parking and dockless cycle and e-scooter hire bays.

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Chancery Lane Neighbourhood
Cycling Improvements
How do you feel about this proposal?

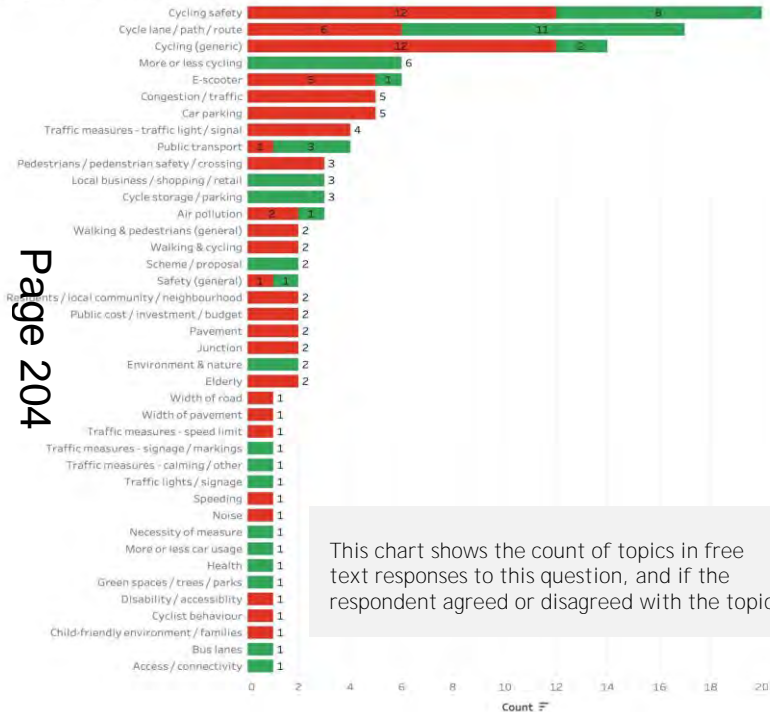


Again, there was a high level of support for these proposed improvements, with almost 80% of consultation participants who **AGREED** with the proposed cycling improvements for the Chancery Lane neighbourhood.

Chancery Lane Neighbourhood Cycling Improvements

Why do you agree / disagree with the measures?

Cycling Improvements, Chancery Lane Neighbourhood



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This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

Agree Disagree

The Themes Underpinning Views



- Increasing cycling safety and appeal.
- Promoting a people-friendly, liveable city.
- Improving access to local businesses.
- Protecting and segregating cyclist space.
- Promoting sustainable transport.
- Consider more cycling improvements.



- Neglecting the issue of irresponsible/unsafe cyclists.
- Impeding essential motor vehicle business travel.
- Displacing motor traffic to neighbouring roads/routes.
- Prioritising cycling to the detriment of non-cyclists.
- Introducing unnecessary/unjustifiable changes.

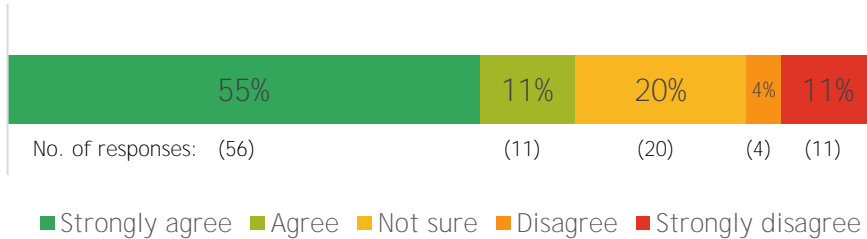
Chancery Lane Neighbourhood Parking and Loading Changes

To enable greater pedestrian priority, wider pavements and more trees, planting and seating; the relocation of some kerbside parking may be required. We will explore:

- Relocating motorcycle and blue badge parking on Fetter Lane (north of Bream's Buildings), and Tooks Court.

Page 205

Chancery Lane Neighbourhood
Parking & Loading Changes
How do you feel about this proposal?



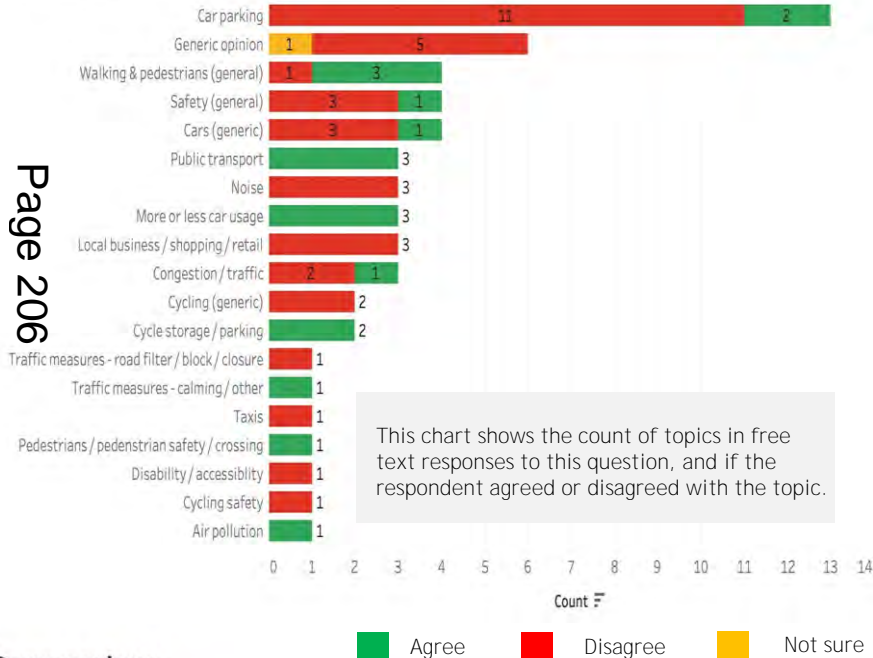
Around two-thirds (66%) of consultation participants **AGREED** with these proposed changes.
Just 15% **DISAGREED**.

Note: business owners were a little more divided in their opinion. 5 business owners responded and 3 **DISAGREED** with the proposal.

Chancery Lane Neighbourhood Parking and Loading Changes

Why do you agree / disagree with the measures?

Parking and Loading, Chancery Lane Neighbourhood



Page 206

The Themes Underpinning Views



- Creating people-oriented, pleasant streets.
- Reducing traffic.
- Reducing parking space.
- Promoting/prioritising walking and cycling.
- Retaining Blue Badge provision.
- Increasing pedestrian/cyclist safety.
- Improving air quality.



- Reducing car parking space.
- Impeding local business/trade/deliveries.
- Making unnecessary changes.
- Displacing motor traffic to neighbouring roads/routes.

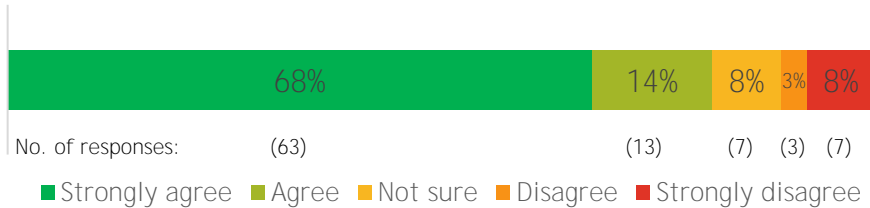
Chancery Lane Neighbourhood Potential Changes

Chancery Lane has had experimental changes introduced. We are exploring opportunities to make permanent changes that could include:

- Retaining the timed restriction for motor vehicles.
- Widening the pavement on the eastern side and installing more seating.
- Formalising kerbside loading arrangements.

Page 207

Chancery Lane Neighbourhood
Potential Changes
How do you feel about this proposal?



Again, over 80% of consultation participants **AGREED** with these proposed permanent changes.

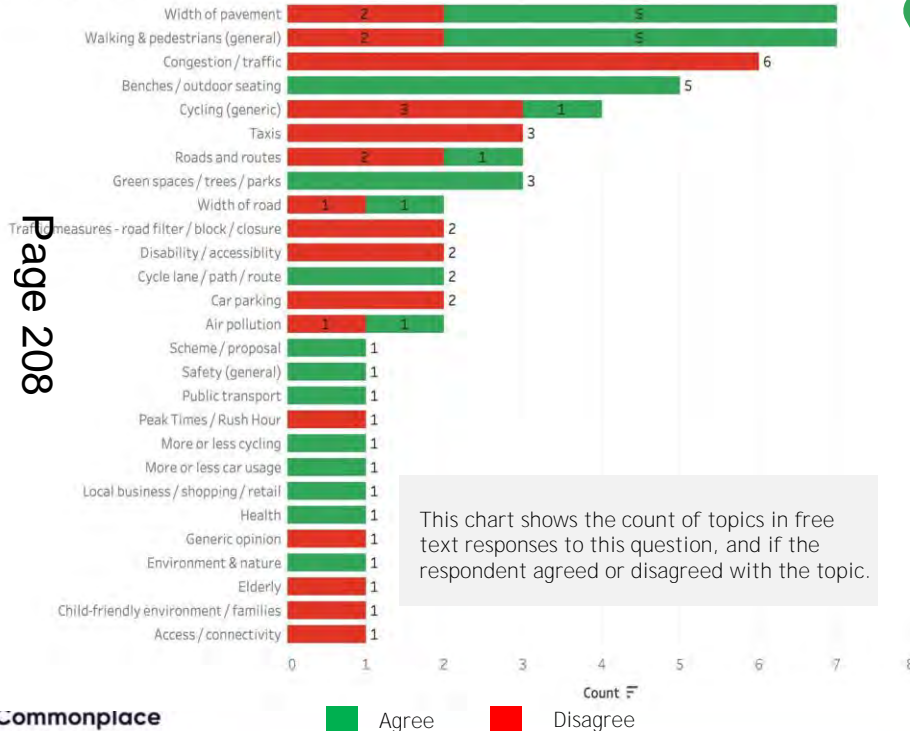
Note: there was also majority agreement among *all* three business owners who responded.

In contrast, opinion among taxi users was more divided. Of the 11 taxi users who responded, 6 **AGREED** with the permanent changes, 4 **DISAGREED** and 1 was **UNCERTAIN**.

Chancery Lane Neighbourhood Potential Changes

Why do you agree / disagree with the measures?

Potential changes to Chancery Lane Neighbourhood



Page 208

The Themes Underpinning Views



- Widening of pavements.
- Increasing area hospitality/trade.
- Providing area seating.
- Enhancing cycling experience.
- Improving pedestrian priority.
- Preventing flood damage.
- Improving air quality.
- Reducing motor traffic and its dominance.
- Making the area more liveable/pleasant.



- Displacing traffic to nearby neighbourhoods/routes.
- Impedes taxis/loading vehicles.
- Increasing taxi journey lengths/fares for passengers.
- Impeding local trade/commerce/deliveries.

Selected Comments About Chancery Lane Neighbourhood Proposals



Supporting Comments

“Taking back motor dominance is always a good thing”.

“The area will become safer, greener and an altogether more liveable neighbourhood”.

“As someone who walks through this area regularly, I think this is a great idea”.

“It’s great to see imaginative improvements in the public realm and new green spaces”.

“More active transport is a good thing!”.

“Let’s reduce car usage to a minimum”.



“The closure of Chancery Lane would be seriously damaging to the road network”.

“Restricting motor vehicles from relatively quiet roads creates more congestion on the surrounding roads, where people are more likely to walk, shop and cycle”.

“There are now fewer cyclists on the streets and prioritising traffic lights for them will cause more congestion for motor vehicles who need to go about their working business”.

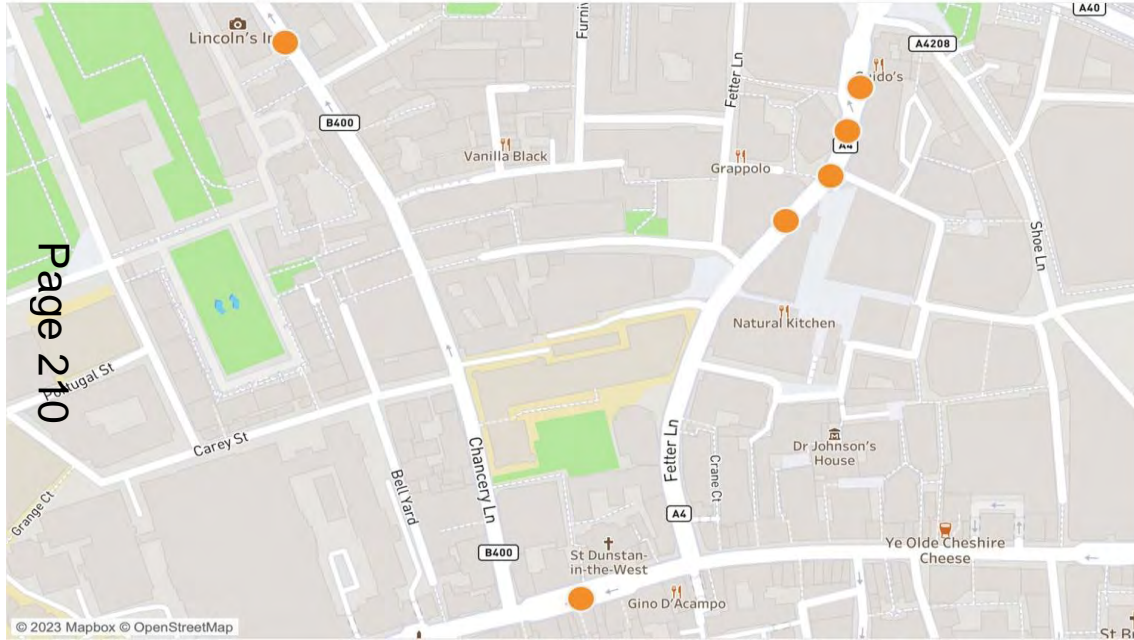
Opposing Comments



Chancery Lane Neighbourhood - Interactive Map Comments

Where have you dropped your pin?

Chancery Lane Neighbourhood



Page 2/10

There were 6 comments made about the Chancery Lane neighbourhood via the interactive map.

These focused on the areas highlighted with orange pins on this map.

Comments related to walking (3), cycling (3) and traffic (2).

They included a mix of positive (1), neutral (2) and negative (3) comments.

Fleet Street & Lanes Neighbourhood



Fleet Street & Lanes Neighbourhood Pedestrian Priority Improvements

We will explore introducing motor vehicle restrictions on Shoe Lane south of the junction with Little New Street at lunchtimes and weekends to enable on street activities.

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Fleet Street & Lanes Neighbourhood
Pedestrian Priority Improvements
How do you feel about this proposal?



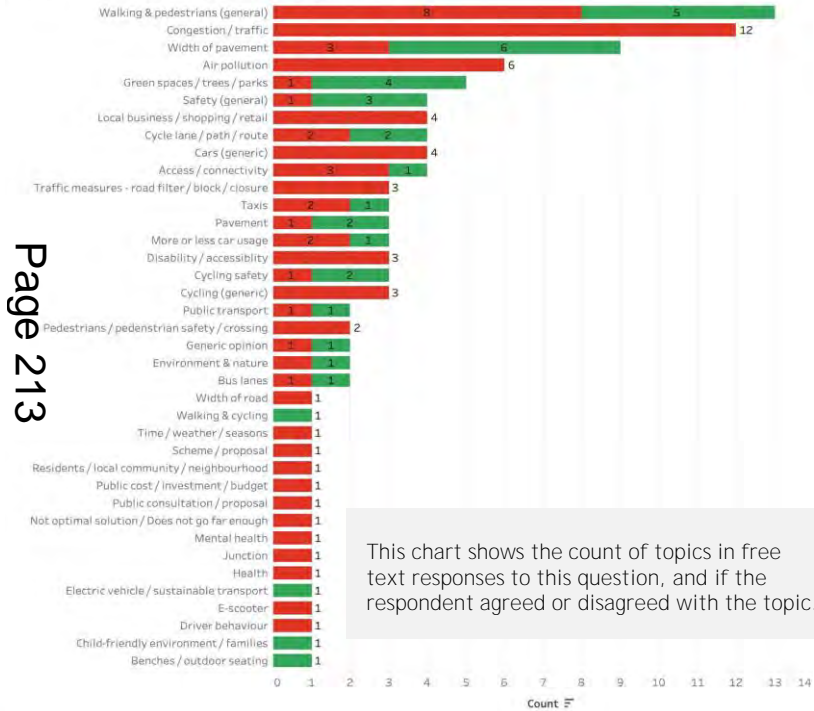
■ Strongly agree ■ Agree ■ Not sure ■ Disagree ■ Strongly disagree

Over three-quarters (76%) of consultation participants **AGREED** with the proposed pedestrian priority improvements for the Fleet Street & Lanes neighbourhood.

Fleet Street & Lanes Neighbourhood Pedestrian Priority Improvements

Why do you agree / disagree with the measures?

Pedestrian priority, Fleet Street and Lanes Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

The Themes Underpinning Views



- Improving pedestrian space, safety and priority.
- Increasing footfall for local businesses.
- Encouraging more street-life.
- Promoting active travel.
- Improving public health and well-being.
- Reducing motor traffic/dominance.
- Improving the visitor and worker experience.
- Improving air quality.
- Consider further improvements.



- Generally impeding access.
- Increasing traffic congestion/air pollution.
- Impeding disabled accessibility.
- Impeding local business/trade.
- Damaging to bus routes.
- Making unnecessary changes.

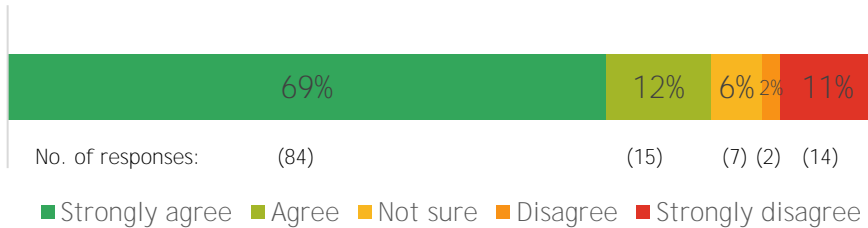
Fleet Street & Lanes Neighbourhood Public Realm Improvements

We will improve the streets and spaces by making them more attractive, comfortable and enjoyable to spend time in. We will explore opportunities to:

- Introduce more trees, planting, seating and Legible London signs and maps where possible; and improve paving.

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Fleet Street & Lanes Neighbourhood
Public Realm Improvements
How do you feel about this proposal?



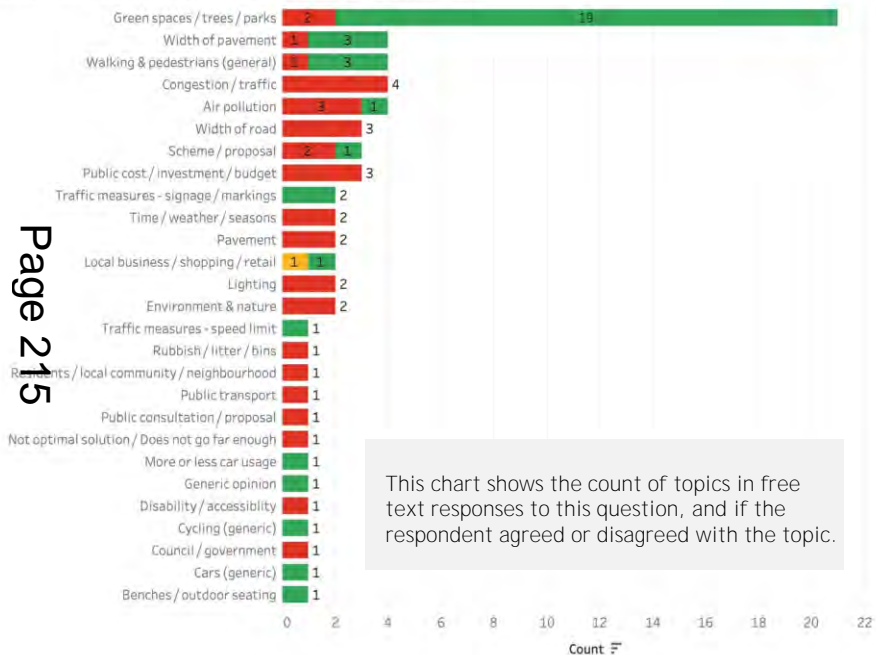
Over 80% of consultation participants **AGREED** with the proposed public realm improvements for the Fleet Street & Lanes neighbourhood.

Fleet Street & Lanes Neighbourhood Public Realm Improvements

Why do you agree / disagree with the measures?

Public Realm Improvements, Fleet Street and Lanes Neighbourhood

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This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

■ Agree
 ■ Disagree
 ■ Not sure

The Themes Underpinning Views



- Increasing greenery in the area.
- Enhancing area aesthetics and enjoyment.
- Improving air quality.
- Widening pedestrian space.
- Encouraging footfall to local businesses.
- Addressing climate change issues.
- Creating a people, not car-dominated neighbourhood.
- Consider widening/increasing scope of improvements.



- Making unnecessary changes.
- Narrowing space for road users.
- Increasing congestion and air pollution.
- Wasting public monies.
- Providing insufficient information on proposals.

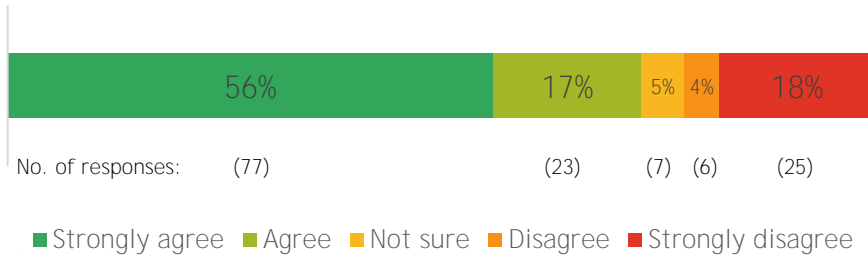
Fleet Street & Lanes Neighbourhood **Cycling** Improvements

We will improve the comfort and safety of people cycling. We will explore opportunities to:

- Introduce dedicated space on Holborn Viaduct and Newgate Street for people cycling and maximise the traffic signal priorities for cyclists at the junctions with Holborn Circus and Old Bailey and Giltspur Street and Warwick Lane.
- Introduce dedicated space, and maximise traffic signal priorities for people cycling on Fleet Street.
- Introduce additional cycle parking and dockless cycle and e-scooter hire bays.

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Fleet Street & Lanes Neighbourhood
Cycling Improvements
How do you feel about this proposal?

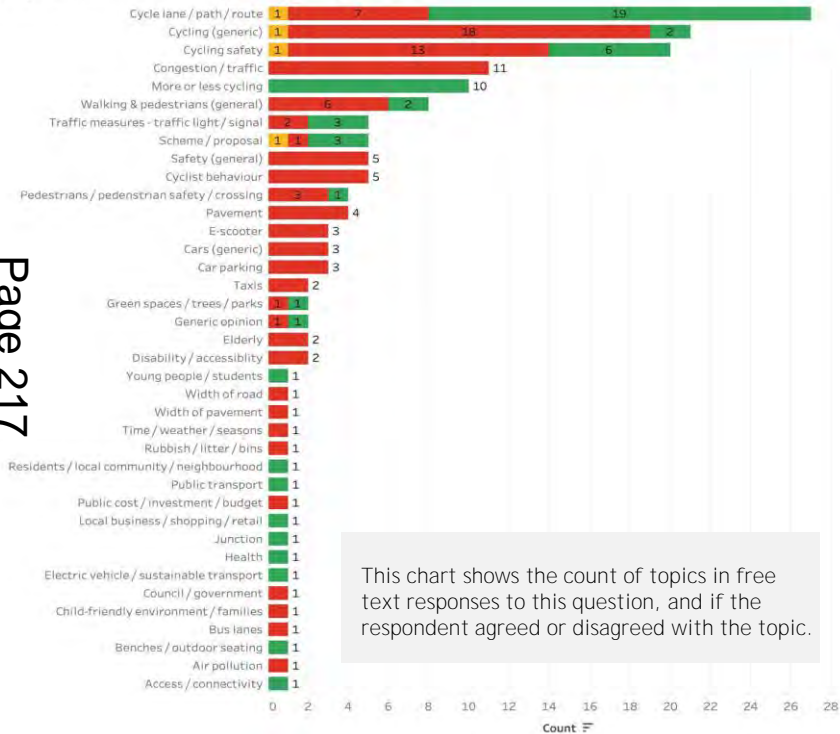


Almost three-quarters (73%) of consultation participants **AGREED** with the proposed cycling improvements for the Fleet Street & Lanes neighbourhood.

Fleet Street & Lanes Neighbourhood **Cycling** Improvements

Why do you agree / disagree with the measures?

Cycling Improvements, Fleet Street and Lanes Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

Agree Disagree Not sure

The Themes Underpinning Views



- Prioritising cycling.
- Providing a safer/easier/protected cycling experience.
- Encouraging more sustainable/active travel.
- Addressing climate change issues.
- Consider widening/increasing the scope of improvements.



- Prioritising cycling to the detriment of other road users.
- Displacing traffic to neighbouring roads/routes.
- Congesting traffic.
- Neglecting the issue of dangerous cyclists.
- Making unnecessary changes.

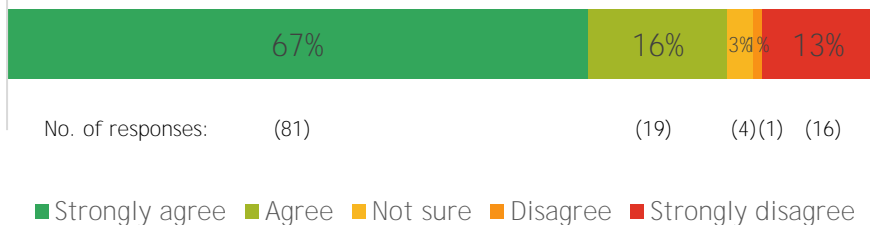
Fleet Street Neighbourhood Potential Changes

We will make Fleet Street a more comfortable and attractive street for people walking and make changes that support the local businesses. We will explore opportunities to:

- Maximise pavement space where possible and introduce new planting and seating.
- Introduce new on street loading facilities for businesses.
- Improve where people cross on Fleet Street between Salisbury Court and Shoe Lane.

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Fleet Street & Lanes Neighbourhood
Potential Changes
How do you feel about this proposal?



Over 80% of consultation participants **AGREED** with the potential changes for the Fleet Street & Lanes neighbourhood.

Note: pedestrians were in **STRONG AGREEMENT** with these potential changes, with the vast majority indicating support.

AGREEMENT was also evident from business owners. 4 of the 6 business owners who responded **AGREED** with the potential changes.

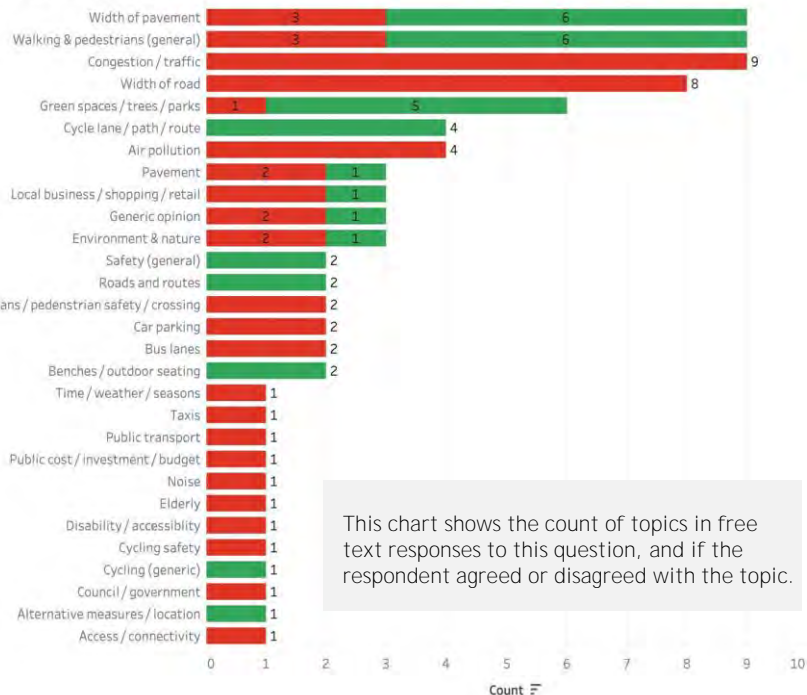
In contrast, there was more opposition from taxi users, with 9 **DISAGREEING** with the potential changes, compared to 5 who **AGREED**. 2 were **UNCERTAIN**.

Fleet Street & Lanes Neighbourhood Potential Changes

Why do you agree / disagree with the measures?

Potential changes to Fleet Street

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This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

Agree Disagree

The Themes Underpinning Views



- Improving the pedestrian experience/accessibility/safety.
- Advantages from pavement widening.
- Consider widening the scope of changes.
- Increasing air quality.
- Improving area aesthetics.
- Increasing greenery.
- Protecting vulnerable users of the neighbourhood.
- Increasing footfall to local businesses.



- Unnecessary widening of pavements.
- Increasing congestion.
- Increasing air pollution.
- Wasting public monies.
- Neglecting to acknowledge that Fleet Street is a thoroughfare not a destination.
- Making unnecessary changes.

Selected Comments About Fleet Street & Lanes Neighbourhood Proposals

Supporting Comments

“Let’s promote active travel and discourage the use of ever larger and more dangerous private vehicles”.

“There are too many motor vehicles in this area and too little pedestrian priority”.

“Trees and greenery will make the area much nicer to be in”.

“Why on earth would I not want a “more attractive, comfortable and enjoyable” public realm? I feel like it’s a battleground with the motor vehicle at the moment”.

“We have to respond to the climate emergency and make our city more liveable at the same time”.



*“Public realm improvements **NARROW** the space available for pedestrians. This is not an improvement! Narrow space available to vehicles, **don’t force pedestrians into conflict with cyclists!**”.*

“I’m not in favour of prioritising cycling to the detriment of other road users”.

*“All these proposals will do is slow traffic to a crawl. What is the point of improving pedestrian space when the environment will be so unpleasant because of the permanent traffic jam. Fleet Street is not a destination - **it’s a thoroughfare and should be treated as such**”.*

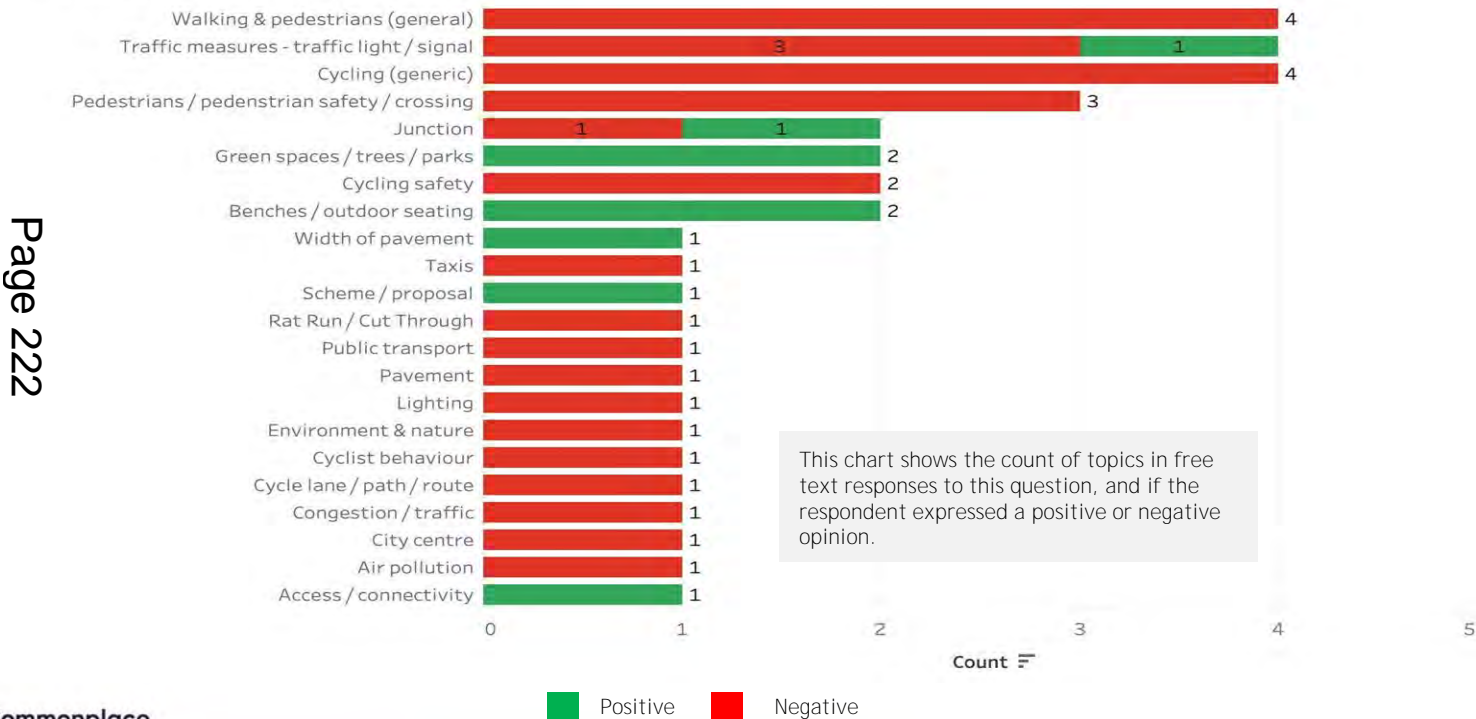
Opposing Comments



Fleet Street & Lanes Neighbourhood Experience Improvements

What will improve your experience in the area?

Fleet Street and Lanes Neighbourhood



Old Bailey Neighbourhood

Page 223



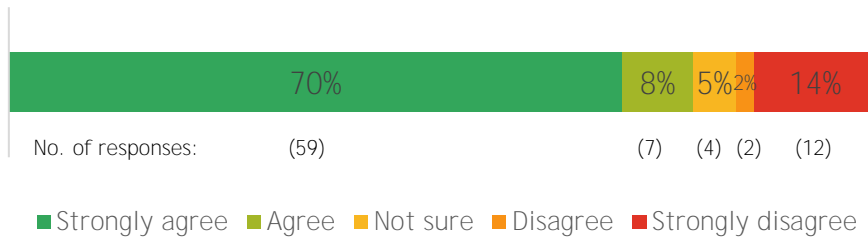
Old Bailey Neighbourhood Pedestrian Priority Improvements

We will improve the priority, comfort and safety of people walking in the neighbourhood. We will explore opportunities to:

- Restrict some motor vehicles on Old Bailey, south of the junction with Limeburner Lane during the morning, lunchtime and evening peak times.
- Access would be maintained for emergency vehicles, local access to the Central Criminal Court, the City of London Coroners Court and local businesses, access for taxis drop-off/pick-up's and bicycles.
- Raise the carriageway to pavement level on Limeburner Lane at the junction with Fleet Place.
- Improve where people cross on Ludgate Hill between Pageantmaster Court and Old Bailey.

Page 224

Old Bailey Neighbourhood
Pedestrian Priority Improvements
How do you feel about this proposal?

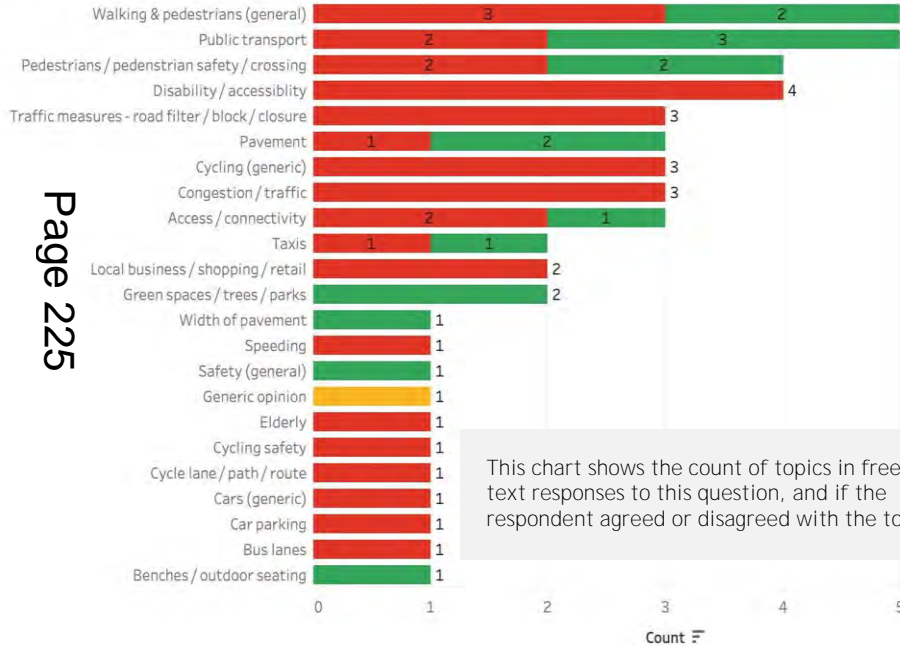


Over three-quarters (78%) of consultation participants **AGREED** with the proposed pedestrian priority improvements for the Old Bailey neighbourhood.

Old Bailey Neighbourhood Pedestrian Priority Improvements

Why do you agree / disagree with the measures?

Pedestrian priority, Old Bailey Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

■ Agree
 ■ Disagree
 ■ Not sure

The Themes Underpinning Views



- Improving pedestrian space/safety.
- Giving pedestrians/cyclists priority.
- Making the area more vibrant/interesting.
- Promoting active travel.
- Increasing footfall for local businesses.
- Reducing motor traffic.
- Consider widening the scope of improvements.
- Returning the area to people.



- Impeding local business/trade/collections/deliveries.
- Increasing congestion and air pollution.
- Making unnecessary changes.
- Displacing traffic onto neighbouring roads/routes.
- Damaging bus routes.
- Impeding those with mobility issues/disabilities.

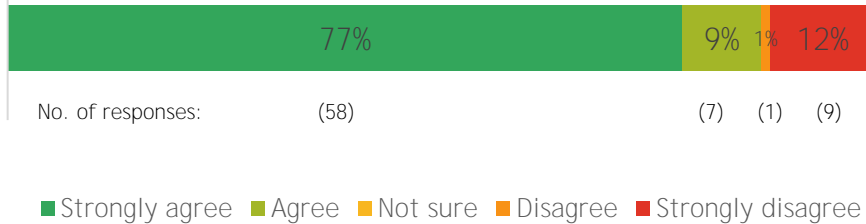
Old Bailey Neighbourhood Public Realm Improvements

We will improve the streets and spaces by making them more attractive, comfortable and enjoyable to spend time in.
We will explore opportunities to:

- Introduce more trees, planting, seating and Legible London signs and maps where possible on Old Bailey.
- Reallocating carriageway to widened pavements where possible, on Ludgate Hill and on Old Bailey south of Limeburner Lane.

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Old Bailey Neighbourhood
Public Realm Improvements
How do you feel about this proposal?

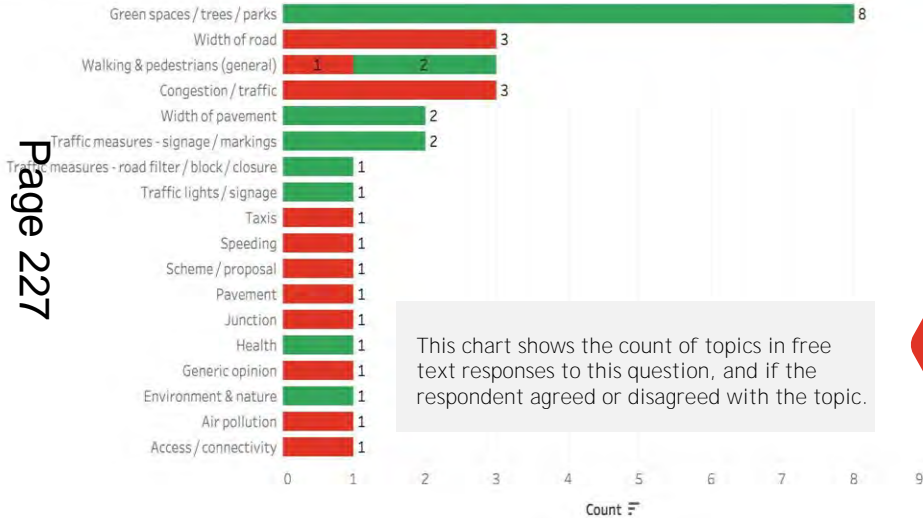


Over 80% of consultation participants **AGREED** with the proposed public realm improvements for the Old Bailey neighbourhood.

Old Bailey Neighbourhood Public Realm Improvements

Why do you agree / disagree with the measures?

Public Realm Improvements, Old Bailey Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

■ Agree
 ■ Disagree

The Themes Underpinning Views



- Increasing area greenery.
- Improving area aesthetics.
- Giving pedestrians priority.
- Widening of pavements.
- Reducing car dominance.
- Increasing area enjoyment.



- Narrowing the roads.
- Limiting road access for cars/taxis.
- Making unnecessary changes.

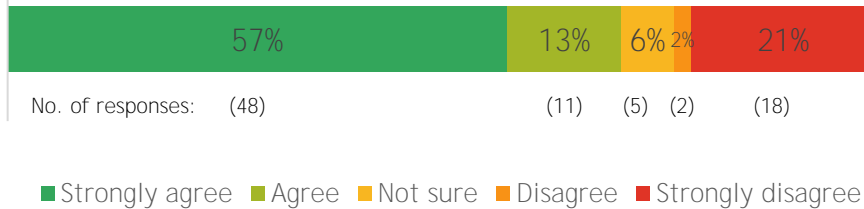
Old Bailey Neighbourhood **Cycling** Improvements

We will improve the comfort and safety of people cycling. We will explore opportunities to:

- Introduce dedicated space for people cycling on Ludgate Hill.
- Improve the existing cycle facilities on Old Bailey and the cycle contraflow on Limeburner Lane.
- Introduce additional cycle parking and dockless cycle and e-scooter hire bays.

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Old Bailey Neighbourhood
Cycling Improvements
How do you feel about this proposal?

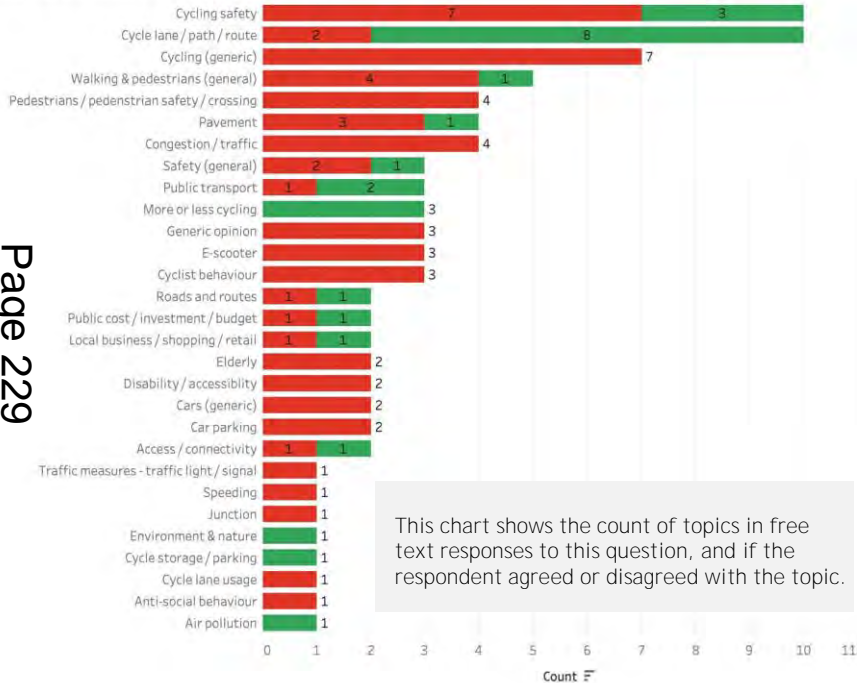


70% of consultation participants **AGREED** with the proposed cycling improvements for the Old Bailey neighbourhood.

Old Bailey Neighbourhood **Cycling** Improvements

Why do you agree / disagree with the measures?

Cycling Improvements, Old Bailey Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

■ Agree ■ Disagree

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The Themes Underpinning Views



- Prioritising/protecting cyclist safety.
- Rebalancing car domination.
- Improving footfall to local businesses.
- Encouraging cycling.



- Displacing traffic to neighbouring roads/routes.
- Congesting bus travel.
- Impeding business/trade/commerce.
- Making unnecessary changes.
- Encouraging idling cars.
- Insufficient information on proposals.

Selected Comments About Old Bailey Neighbourhood Proposals



Supporting Comments

“Reducing car dominance will make the area safer to travel through and more pleasant to visit”.

“The street is fairly drab at the moment. More plants would help improve the look and feel of the area”.

“Private cars should be kept out of the city as much as possible. Space should be dedicated to pedestrians, cyclists, buses and finally black cabs, where necessary”.

“Improvements for pedestrian safety are welcome”.

“Anything that reduces the weight of cars is good.”



“Roads need to be kept open to cars and taxis. There are schools nearby and closing the roads will hamper pick ups by grandparents who are disabled”.

“When will anyone ever learn that not everyone can cycle or walk or is willing to. Trips to the airport or home to South London are in a taxi, not by walking or cycling”.

“Will shift traffic elsewhere, pushing pollution onto other people”.

“Less space for traffic means idling cars!!!”.

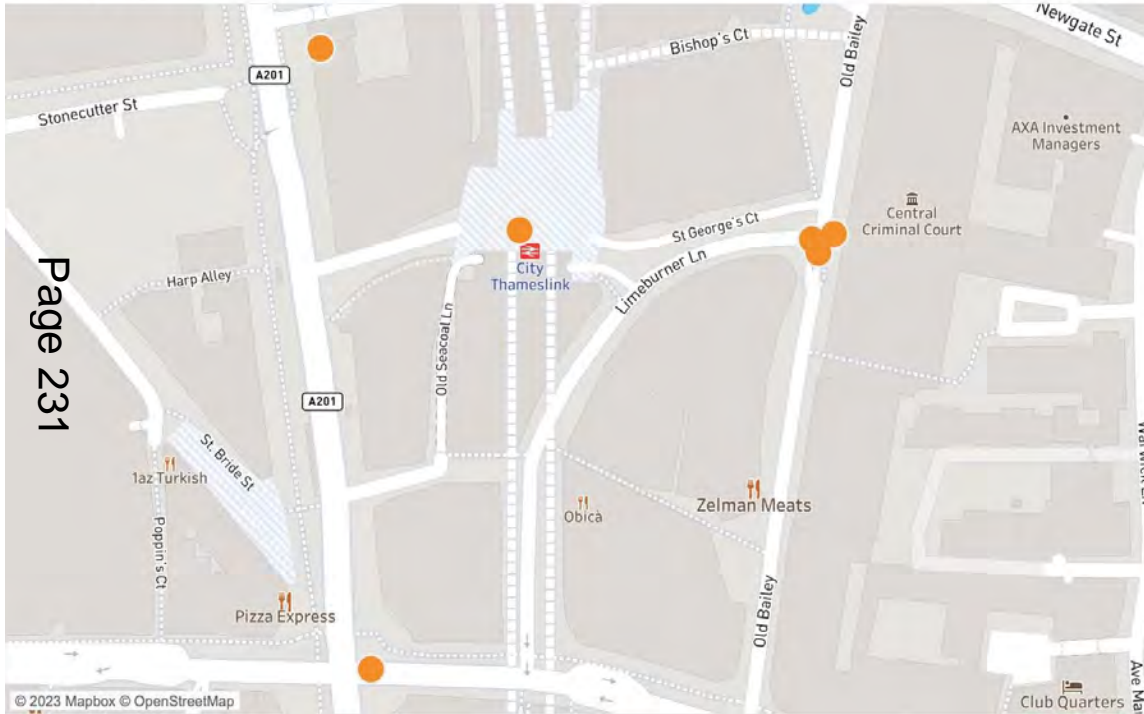
Opposing Comments



Old Bailey Neighbourhood - Interactive Map Comments

Where have you dropped your pin?

Old Bailey Neighbourhood



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There were 7 comments made about the Old Bailey neighbourhood via the interactive map.

These focused on the areas highlighted with orange pins on this map.

Comments on a range of subjects were recorded. These included walking (3), traffic (2), personal safety (2) and cycling (2).

They included a mix of positive (2), neutral (1) and negative (4) comments.

Old Bailey Neighbourhood Experience Improvements

What will improve your experience in the area?

Old Bailey Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent expressed a positive or negative opinion.

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Carter Lane and Ludgate Neighbourhood

Page 233



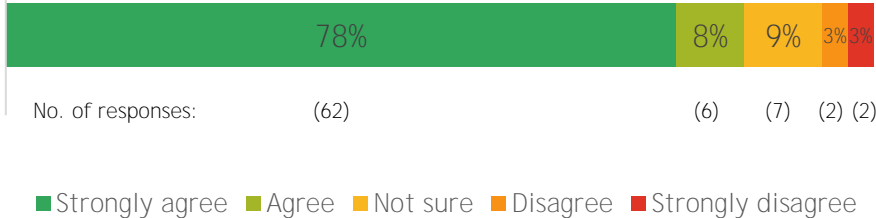
Carter Lane and Ludgate Neighbourhood Pedestrian Priority Improvements

We will improve the priority, comfort and safety of people walking in the neighbourhood. We will explore opportunities to:

- Change permitted traffic movements on Addle Hill, St Andrew's Hill and Deans Court.
- Extend the existing Carter Lane timed motor vehicle traffic restriction to include Ludgate Broadway.
- Raise the carriageway to pavement levels on Pilgrim Street and at the side street junctions with Carter Lane with and at loading bay entrances.
- Improve where people cross on Victoria Street at the junction with Blackfriars Lane.

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Carter Lane & Ludgate Neighbourhood
Pedestrian Priority Improvements
How do you feel about this proposal?



Over 80% of consultation participants **AGREED** with the proposed pedestrian priority improvements for the Carter Lane & Ludgate neighbourhood.

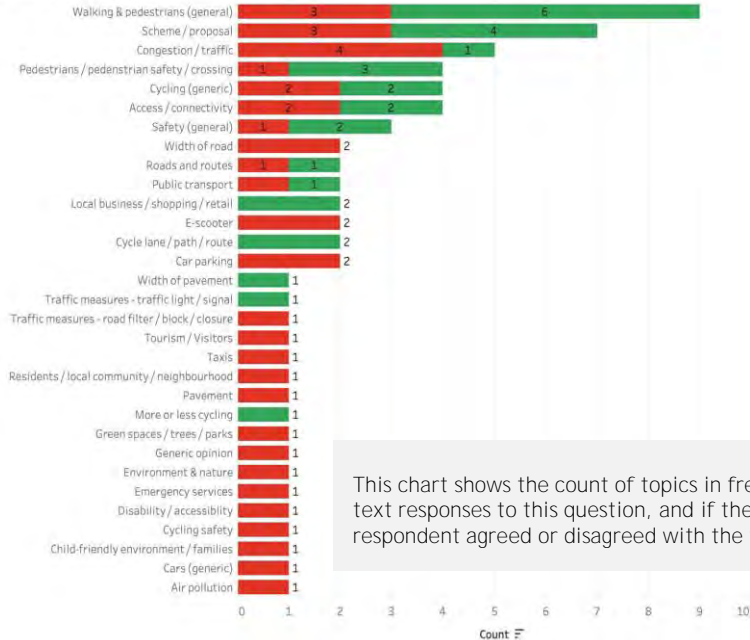
Note: Opinion among the 3 business owners who responded was more evenly divided, with equal proportions split between **AGREEMENT**, **DISAGREEMENT** and **UNCERTAINTY**.

Carter Lane and Ludgate Neighbourhood Pedestrian Priority Improvements

The Themes Underpinning Views

Why do you agree / disagree with the measures?

Pedestrian priority, Carter Lane and Ludgate Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

Agree

Disagree



- Reducing motor traffic.
- Making the area more welcoming.
- Giving pedestrians/cyclists priority.
- Improving pedestrian safety.



- Displacing traffic to neighbouring roads/routes.
- Making unnecessary changes.
- Impeding trade deliveries.
- Impeding driver and taxi accessibility.

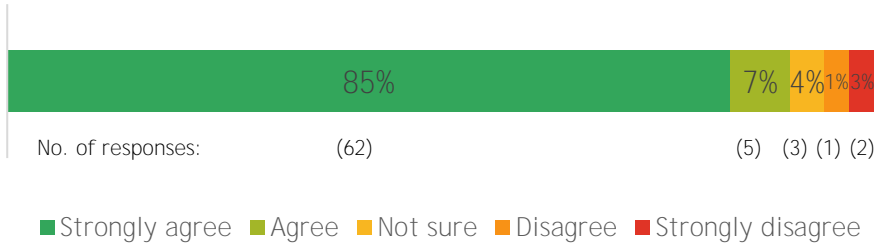
Carter Lane and Ludgate Neighbourhood Public Realm Improvements

We will improve the streets and spaces by making them more attractive, comfortable and enjoyable to spend time in. We will explore opportunities to:

- Introduce more trees, planting, seating and Legible London signs and maps where possible; and improve paving.
- Introduce small public spaces on Ludgate Broadway, St Andrew's Hill, Playhouse Yard and the platform over the railway at Apothecary Street.

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Carter Lane & Ludgate Neighbourhood
Public Realm Improvements
How do you feel about this proposal?



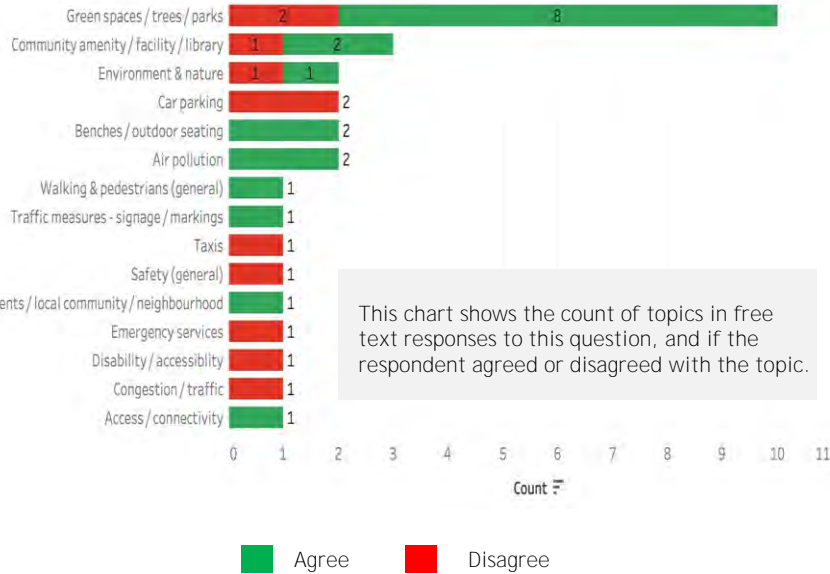
Over 90% of consultation participants **AGREED** with the proposed public realm improvements for the Carter Lane & Ludgate neighbourhood.

Carter Lane and Ludgate Neighbourhood Public Realm Improvements

Why do you agree / disagree with the measures?

Public Realm Improvements, Carter Lane and Ludgate Neighbourhood

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This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

The Themes Underpinning Views



- Increasing greenery.
- Consider widening scope of proposals.
- Attracting increased area usage - encouraging a **'destination' rather than a 'thoroughfare' feel.**
- Improving area enjoyment for residents, workers and visitors.
- Improving mental well-being.
- Improving air quality.



- Removing parking spaces.
- Impeding business.
- Potentially impeding emergency services access.
- Potentially impeding wheelchair users and those with visual impairments.

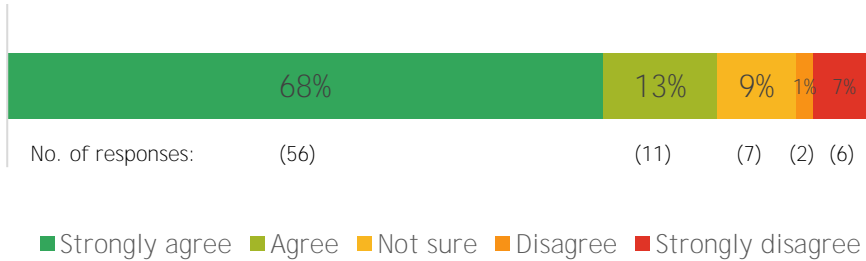
Carter Lane and Ludgate Neighbourhood **Cycling** Improvements

We will improve the comfort and safety of people cycling. We will explore opportunities to:

- Introduce dedicated space for people cycling on Queen Victoria Street and maximise the traffic signal priorities for cyclists at the junctions with New Bridge Street and Puddleduck.
- Introduce additional cycle parking and dockless cycle and e-scooter hire bays.

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Carter Lane & Ludgate Neighbourhood
Cycling Improvements
How do you feel about this proposal?

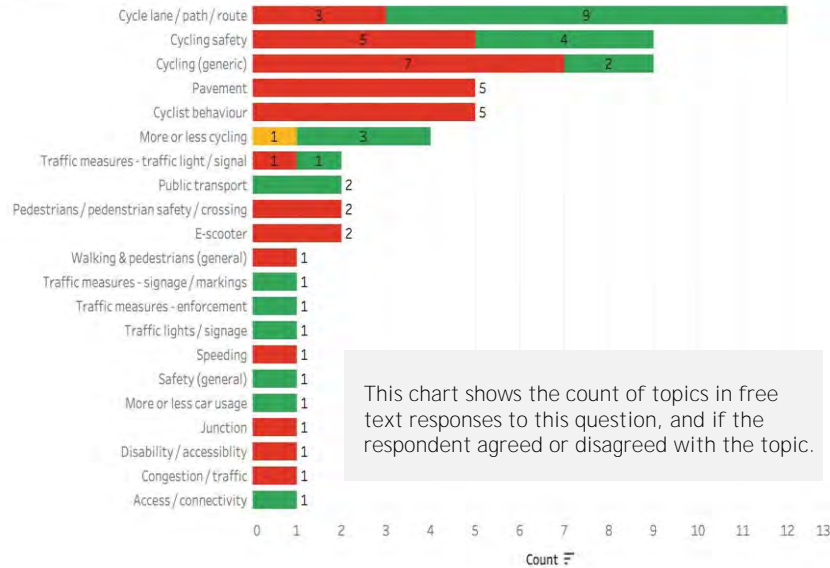


Over 80% of consultation participants **AGREED** with the proposed cycling improvements for the Carter Lane & Ludgate neighbourhood.

Carter Lane and Ludgate Neighbourhood Cycling Improvements

Why do you agree / disagree with the measures?

Cycling Improvements, Carter Lane and Ludgate Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

■ Agree
 ■ Disagree
 ■ Not sure

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The Themes Underpinning Views



- Creating and connecting a cycle super highway.
- Prioritising cyclist safety.
- Creating dedicated, protected spaces for cyclists.
- Encouraging/diversifying cycling.



- Giving cyclists excessive priority to the detriment of drivers.
- Unnecessary changes.
- Risking pedestrian safety with the potential encouragement of more cyclists.
- Displacing traffic to neighbouring roads/routes.

Selected Comments About Carter Lane & Ludgate Neighbourhood Proposals

Supporting Comments

“The area has far more pedestrians than motorists”.

“I’m sick of nearly being run over!”.

I’m a resident in Carter Lane with young children. I strongly agree with prioritising the comfort and safety of pedestrians - a fantastic proposal!”.

“These improvements will be wonderful for the enjoyment not only of residents, but workers and visitors too. I can only hope they are implemented ASAP!”.

“More active transport and less cars are needed in London!”.

“The proposals follow others around the country, so many of which have completely destroyed the historic character of the places in which they’ve been imposed”.

“The proposals affect my job. There is already less places to load and unload as a courier. I am also disabled and struggling enough with walking long distances”.

“Will just shift traffic elsewhere...pushing pollution onto other people”.

Opposing Comments



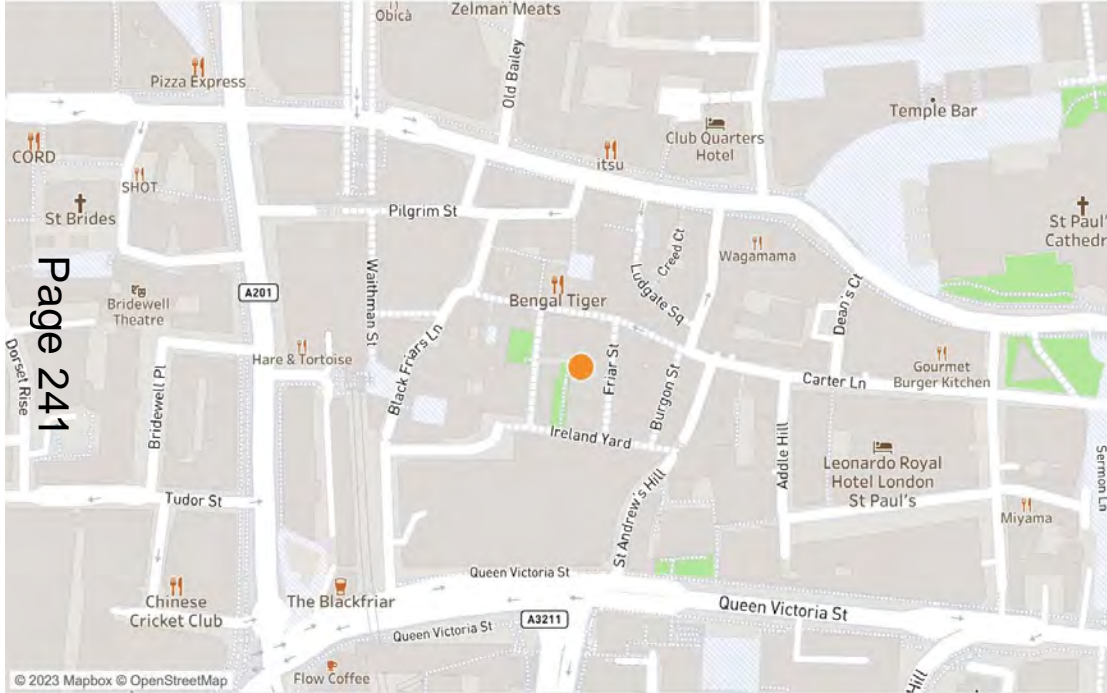
Page 240



Carter Lane & Ludgate Neighbourhood - Interactive Map Comments

Where have you dropped your pin?

Carter Lane and Ludgate Neighbourhood



There was 1 comment made about the Carter Lane & Ludgate neighbourhood via the interactive map.

This focused on the area highlighted with an orange pin on this map.

This comment related to local businesses, shopping and retail (1), walking (1), street trees and planting (1), seating and benches (1) and air quality (1).

The sentiment of the comment was neutral.

Whitefriars Neighbourhood

Page 242



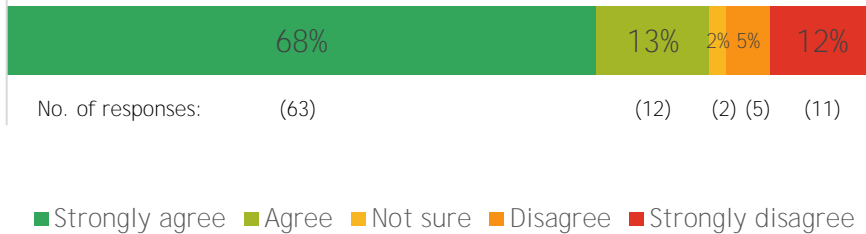
Whitefriars Neighbourhood Pedestrian Priority Improvements

We will improve the priority, comfort and safety of people walking in the neighbourhood. We will explore opportunities to:

- Raise the carriageway to pavement levels at junctions with side streets and at loading bay entrances.
- Improve where people cross on Tudor Street.
- Restrict motor vehicles travelling north on Dorset Rise and Salisbury Rise between the junctions with Hutton Street and Fleet Street.

Page 243

Whitefriars Neighbourhood
Pedestrian Priority Improvements
How do you feel about this proposal?



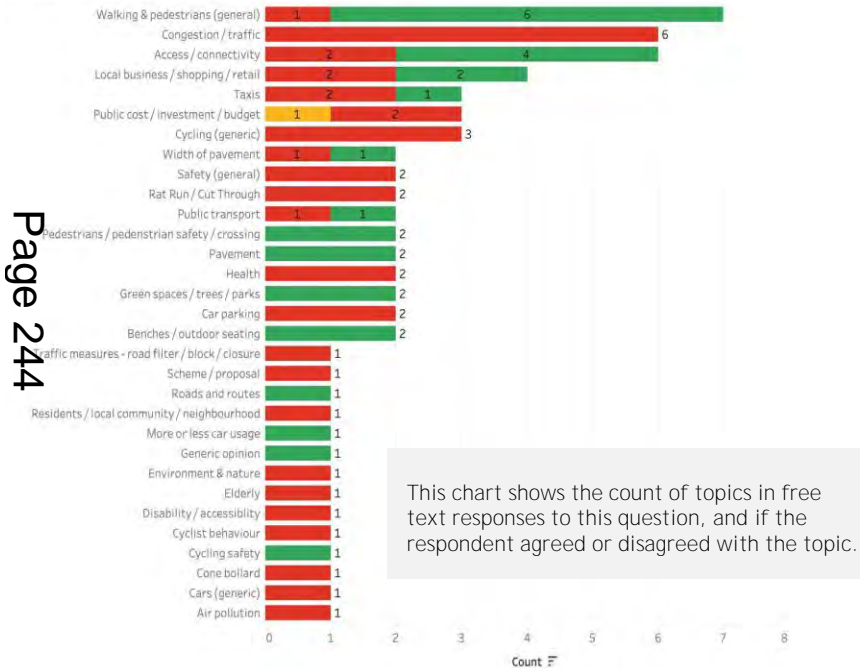
Over 80% of consultation participants **AGREED** with the proposed pedestrian priority improvements for the Whitefriars neighbourhood.

Note: While a majority of residents **AGREED** with the pedestrian priority improvement, opinion expressed by the 9 business owners who responded was more divided. 3 **AGREED**, 5 **DISAGREED** and 1 was **UNCERTAIN**.

Whitefriars Neighbourhood Pedestrian Priority Improvements

Why do you agree / disagree with the measures?

Pedestrian priority, Whitefriars Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

Page 244

■ Agree
 ■ Disagree
 ■ Not sure

The Themes Underpinning Views



- Rebalancing/reducing car dominance.
- Prioritising pedestrians.
- Improving pedestrian safety.
- Improving area ambience.
- Improving air quality.
- Increasing area footfall and trade.
- Promotes active travel.



- Increasing congestion and standstill traffic.
- Increasing air pollution.
- Impeding those with health/mobility issues.
- Restricting worker access.
- Making unnecessary changes.
- Wasting public monies.

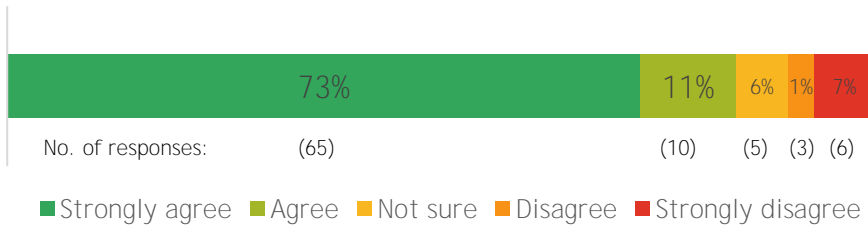
Whitefriars Neighbourhood Public Realm Improvements

We will improve the streets and spaces by making them more attractive, comfortable and enjoyable to spend time in. We will explore opportunities to:

- Widen the pavements on Tudor Street .
- Introduce more trees, planting, seating and Legible London signs and maps where possible; and improve paving.
- Introduce a small public space on Bridewell Place.

Page 245

Whitefriars Neighbourhood
Public Realm Improvements
How do you feel about this proposal?



Over 80% of consultation participants **AGREED** with the proposed public realm improvements for the Whitefriars neighbourhood.

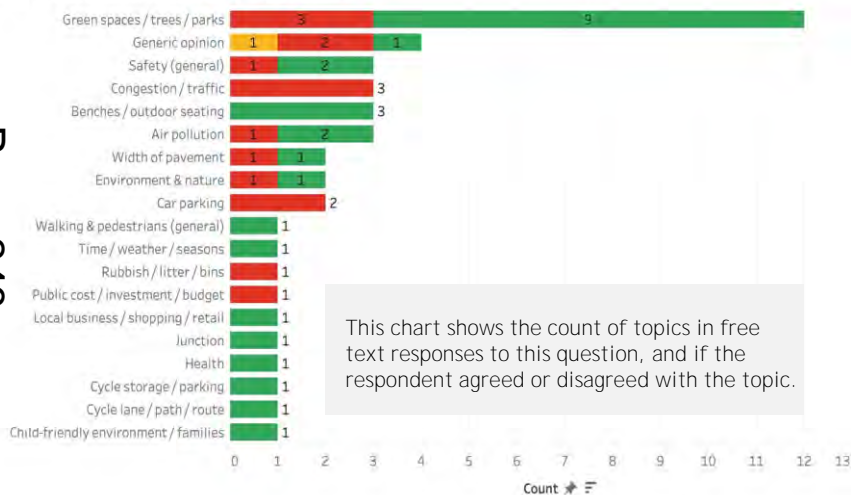
Note: A similarly high percentage (over 70%) of residents **AGREED** with the proposed public realm improvements.

Whitefriars Neighbourhood Public Realm Improvements

The Themes Underpinning Views

Why do you agree / disagree with the measures?

Public Realm Improvements, Whitefriars Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

■ Agree
 ■ Disagree
 ■ Not sure



- Increasing greenery.
- Enhancing area ambience.
- Improving air quality.
- Providing social areas.
- Improving air quality.
- Promoting active travel.
- Addressing climate change issues.
- Increasing pedestrian safety.



- Wasting public monies.
- Making unnecessary changes.
- Displaying a lack of vision.
- Impeding worker access.
- Requiring more detail.

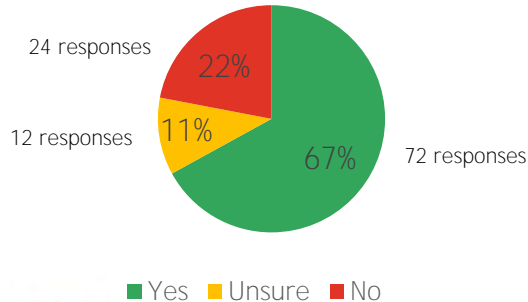
Whitefriars Neighbourhood Changes to Kerbside Parking

Changes to kerbside parking and some vehicle movements could allow greater pedestrian priority and public realm improvements. We will explore:

- One directional motor traffic on Tallis Street and Carmelite Street between Tallis Street and Tudor Street to enable kerbside parking to be relocated from other streets.

Page 247

Whitefriars Neighbourhood
Changes to Kerbside Parking
Do you support changes to permitted traffic
movements on Tallis Street and Carmelite Street?



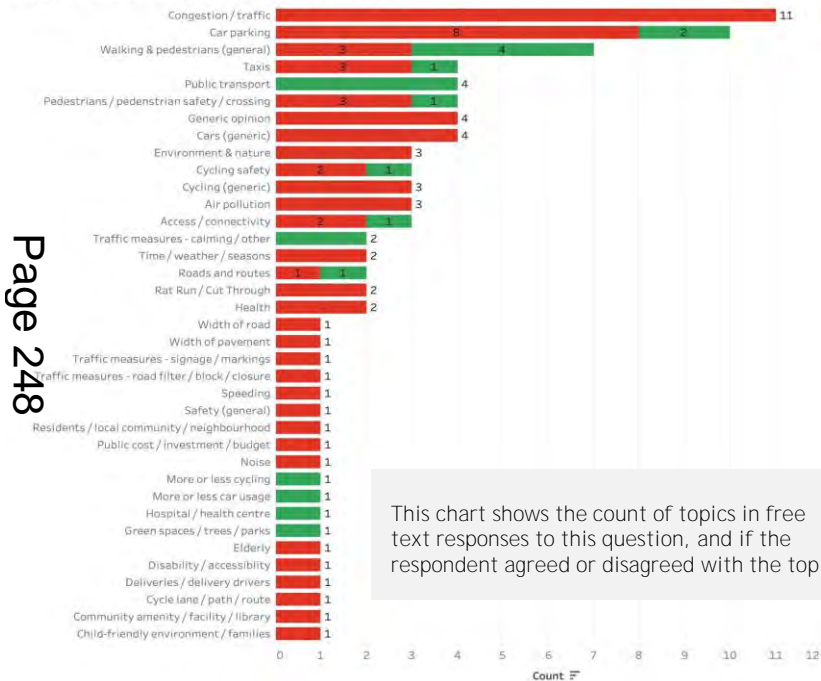
Two out of every three consultation participants (67%) **SUPPORTED** changes to permitted traffic movements on Tallis Street and Carmelite Street.

Note: Residents were more likely than business owners to **SUPPORT** these changes. Among the 9 business owners who responded, 3 **SUPPORTED** the changes, 4 **OPPOSED** the changes and 2 were **UNCERTAIN**.

Whitefriars Neighbourhood Changes to Kerbside Parking

Why do you agree / disagree with the measures?

Changes to Kerbside Parking, Whitefriars Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

Page 248

Agree Disagree

The Themes Underpinning Views



- Rebalancing car dominance and giving pedestrians priority.
- Addressing climate change issues.
- Improving pedestrian/cyclist safety.
- Improving pedestrian/cyclist access/movement.
- Improving air quality.
- Encouraging cycling.



- Reducing car parking space.
- Displacing traffic to neighbouring roads/routes.
- Making unnecessary changes.
- Increasing congestion.
- Impeding worker access.

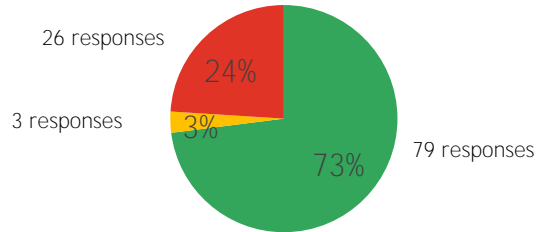
Whitefriars Neighbourhood Changes to Kerbside Parking

Changes to kerbside parking and some vehicle movements could allow greater pedestrian priority and public realm improvements. We will explore:

- Reducing kerbside parking in the area to enable greater pedestrian priority, wider pavements and more trees, planting and seating to be introduced.

Page 249

Whitefriars Neighbourhood
Changes to Kerbside Parking
Do you support reducing kerbside parking to
enable greater pedestrian priority and other
improvements?



Just under three-quarters (73%) of consultation participants **SUPPORTED** the reduction of kerbside parking to enable greater pedestrian priority and other improvements.

Note: A majority of residents were highly supportive of this proposed kerbside parking reduction. Of the 9 business owners who responded, 3 expressed **SUPPORT** for these changes, 5 **OPPOSED** the changes and 1 was **UNCERTAIN**.

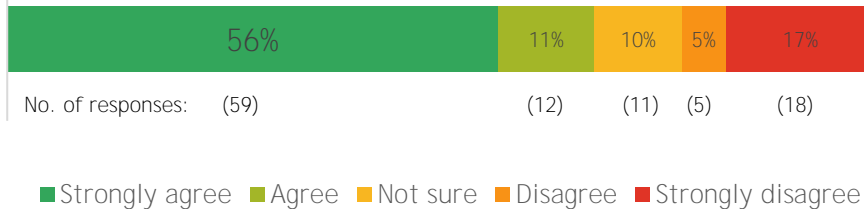
Whitefriars Neighbourhood Cycling Improvements

We will improve the comfort and safety of people cycling. We will explore opportunities to:

- Introduce a new cycle contraflow on Dorset Rise and Salisbury Court.
- Improve the existing cycle contraflows on Bouverie and Whitecross Street.
- Introduce additional cycle parking and dockless cycle and e-scooter hire bays.

Page 250

Whitefriars Neighbourhood
Cycling Improvements
How do you feel about this proposal?

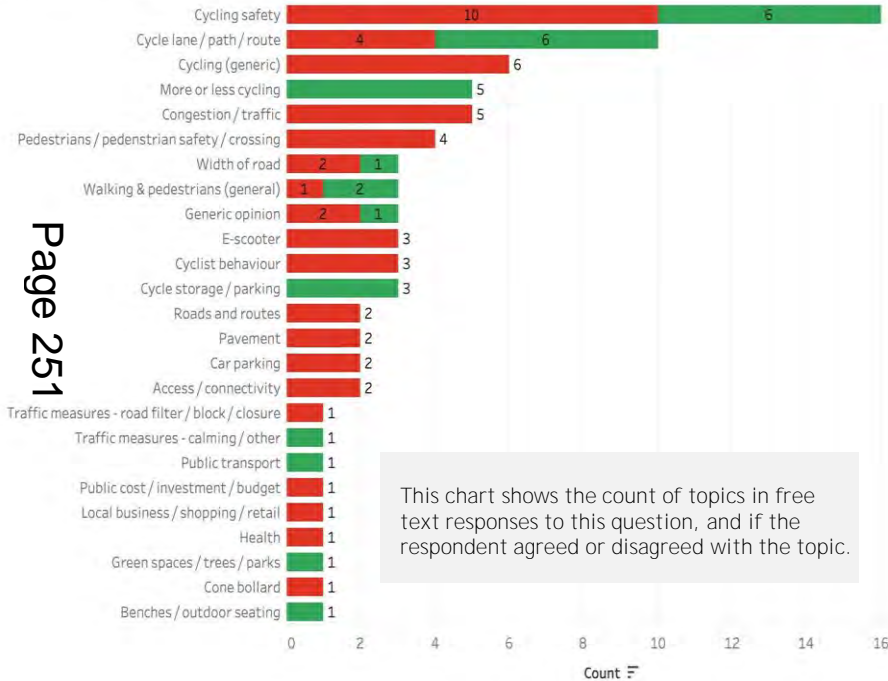


Around two-thirds (67%) of consultation participants **AGREED** with the proposed cycling improvements for the Whitefriars neighbourhood.

Whitefriars Neighbourhood Cycling Improvements

Why do you agree / disagree with the measures?

Cycling Improvements, Whitefriars Neighbourhood



This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

Reasons Underpinning Views



- Increasing cyclist safety.
- Increasing cycling movement/accessibility/protection.
- Prioritising cyclists.
- Encouraging cycling and active transport.
- Rebalancing car domination.
- Consider widening the scope of proposals.



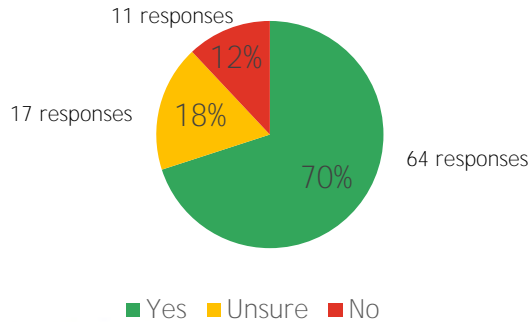
- Further eroding road space.
- Increasing congestion.
- Displacing traffic to neighbouring roads/routes.
- Wasting public monies.
- Neglecting to address the issue of dangerous cycling.
- Making unnecessary changes.

Whitefriars Neighbourhood - Access

We are currently investigating access into the Whitefriars Neighbourhood for motor vehicles to make sure it is sufficient for businesses and residents in the neighbourhood. To help inform our investigations do you consider:

- Access into the neighbourhood for motor vehicles is sufficient for businesses and residents in the area?

Page 252
Whitefriars Neighbourhood Access
access into the neighbourhood for motor
vehicles sufficient for businesses and residents in
the area?



70% of consultation participants currently felt that there was sufficient motor vehicle access into the neighbourhood for both businesses and residents.

Note: The vast majority of residents felt that this access was sufficient.

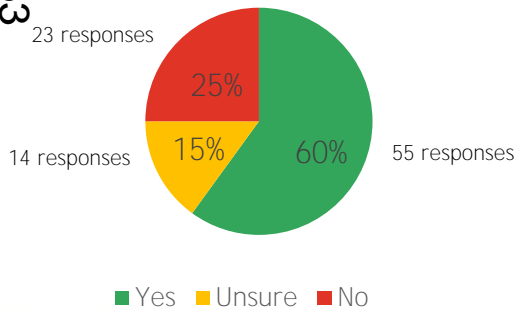
Of the 9 business owners who responded, 5 felt that this access was sufficient, and 4 felt that it was not sufficient.

Whitefriars Neighbourhood - Access

We are currently investigating access into the Whitefriars Neighbourhood for motor vehicles to make sure it is sufficient for businesses and residents in the neighbourhood. To help inform our investigations do you consider:

- That through traffic in the area is a problem and think restrictions should be introduced to reduce it?

Page 253
Whitefriars Neighbourhood Access
Is through traffic in the area a problem requiring the introduction of restrictions to reduce it?



A majority (60%) of consultation participants felt that through traffic in the area was a problem, requiring reduction via restrictions.

Note: A majority of residents **SUPPORTED** through traffic restrictions.

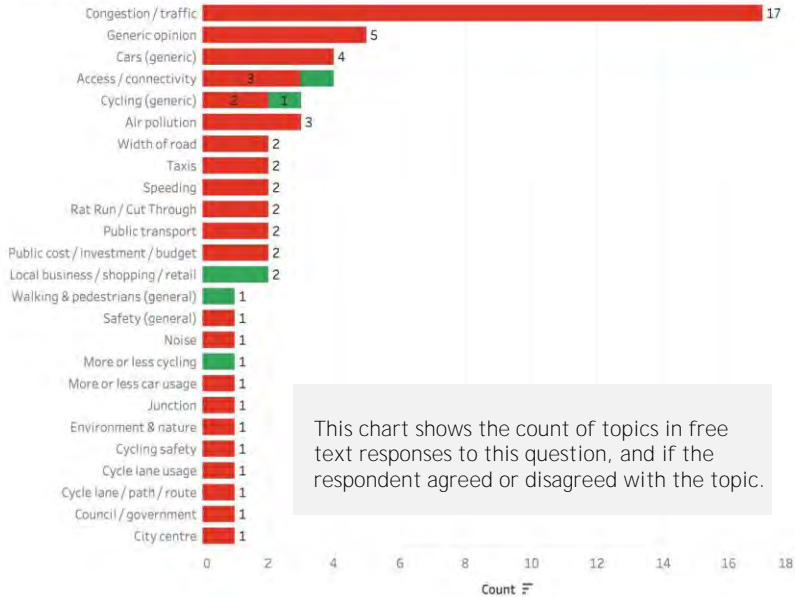
Of the 9 business owners who responded, 2 **SUPPORTED** through traffic restrictions and 7 **OPPOSED** them.

Whitefriars Neighbourhood Access

Why do you agree / disagree with the measures?

Access into and out of the Whitefriars Neighbourhood

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This chart shows the count of topics in free text responses to this question, and if the respondent agreed or disagreed with the topic.

Agree Disagree

The Themes Underpinning Views



- Reducing motor traffic and car dominance.
- Restricting through traffic to main roads.
- Very little traffic currently evident.
- Improving air quality.



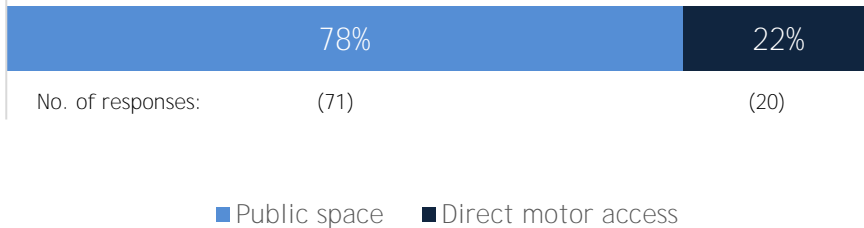
- Creating congestion.
- Making unnecessary changes.
- Impeding essential thoroughfare traffic and parking.

Whitefriars Neighbourhood - Potential Small Public Space

At the southern end of Temple Avenue, a small public space could be created. Temple Avenue, however, may be required to enable direct vehicle access into the neighbourhood from the Victoria Embankment.

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Whitefriars Neighbourhood
Based on the above, what should be prioritised?



Almost 80% of consultation participants felt that public space should take priority over direct motor access in this area.

Note: this feeling was particularly strong among residents and workers.

Of the 8 business owners who responded, 3 felt that public space should be prioritised, while 5 felt that direct motor access should be prioritised.

Selected Comments About Whitefriars Neighbourhood Proposals

Supporting Comments

“The area is very busy and some roads attract more vehicular traffic than others so prioritising pedestrians here is important”.

“We have a climate emergency and a need to get people out of cars and into active travel options whether possible”.

“I support these changes as pedestrians should be a priority - especially with the need to increase active transport in addition to the use of public transport”.

“More needs done to support safe cycling”.

“I think that street tree planting should be maximised”.

“Cars and drivers have had it their way far too long. Reclaim the streets”.



“We are losing too much road space. London was built for the horse and cart”.

“We have lost enough road space as it is. Why don't you just ban all motor vehicles altogether then see all business leave London and people losing jobs?”.

“Not everyone can walk or cycle. By taking more road space it will mean more standstill traffic - not very wise for one of the financial capitals of the world”.

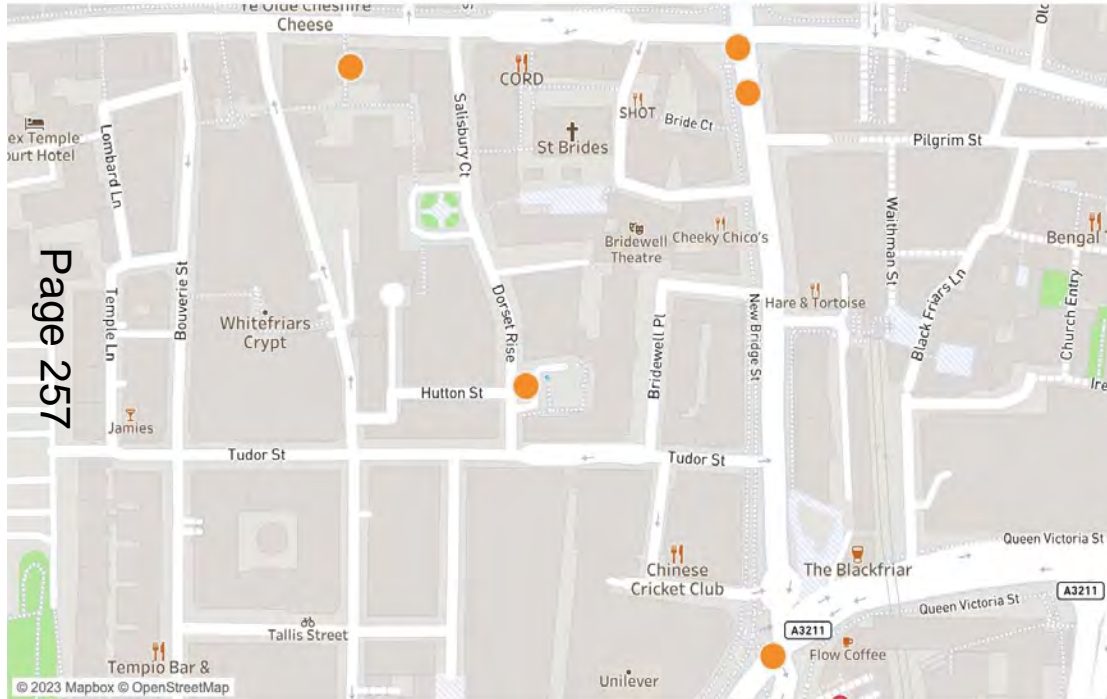
Opposing Comments



Whitefriars Neighbourhood - Interactive Map Comments

Where have you dropped your pin?

Whitefriars Neighbourhood



Page 257

There were 5 comments made about the Whitefriars neighbourhood via the interactive map.

These focused on the areas highlighted with orange pins on this map.

Comments related to walking (3), cycling (3), traffic (2) and other subjects (3, each just 1 comment).

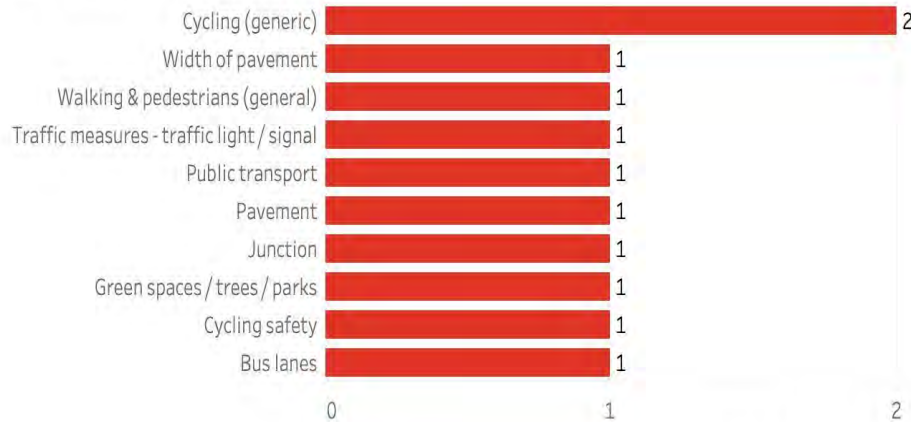
They included 1 positive and 4 negative comments.

Whitefriars Neighbourhood - Experience Improvements

What will improve your experience in the area?

Whitefriars Neighbourhood

Page 258



Count

■ Negative

This chart shows the count of topics in free text responses to this question, and if the respondent expressed a positive or negative opinion.

Email Responses

In addition to the Commonplace survey feedback, a total of 5 emails were received.

These included:

2 responses from the London Cycling Campaign. These responses demonstrated general support for the proposals, particularly for dedicated space for cycling on City Access Streets:

- The Chancery Lane Neighbourhood - support for proposals but concern about no protected space on Fetter Lane.
- Fleet Street and Lanes Neighbourhood - support for proposals but concern about no protective space on Fleet Street. If space is not available a bus gate should be considered as an alternative.
- Old Bailey Neighbourhood - support for proposals but concern about traffic speeds on Limeburner Lane - require protected space for cyclists or changes to the carriageway to restrict vehicle speeds.
- Carter Lane and Ludgate Neighbourhood - support for proposals, particularly Queen Victoria Street.
- Whitefriars Neighbourhood - support for proposals.

1 response received from London Living Streets. They support the proposals but recommend:

- Investigating Old Bailey north of Limeburner Lane having traffic restrictions.
- Fleet Street having a bus gate to restrict through traffic.

Email Responses

2 email responses were also received from individuals:

#1

- **The project area should be extended to include St Paul's cathedral, Blackfriars and their child's school.**
- Blackfriars Station needs internal cycle storage.
- Cycle improvements on Queen Victoria should be prioritised.
- A pedestrian crossing on Upper Thames Street should be installed (outside project area).

#2

- The Healthy Streets Plan should not be produced before the new Transport Strategy is published.
- **Increased walking and cycling will not improve people's health.**
- Cyclists are more of a threat to pedestrians than motor vehicles.
- Priorities of the plan should be street maintenance and carriageway and pavement space not be given temporary road closures for building work and street clutter.
- Changes should be made at the junction of Temple Avenue and New Bridge Street.
- Bouverie Street should have seating introduced for people queuing at the Polish Consulate. Cyclists should be made to use Temple Avenue.
- Cycle lanes are not required, and cyclists should not have any priority over other forms of traffic.
- Pavements should not be widened if they are going to accommodate trees, seating and cycle stands.

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Acknowledgements and Next Steps

Grateful acknowledgments are extended to all those who took the time to participate in the consultation.

How the Consultation Findings Will Be Used

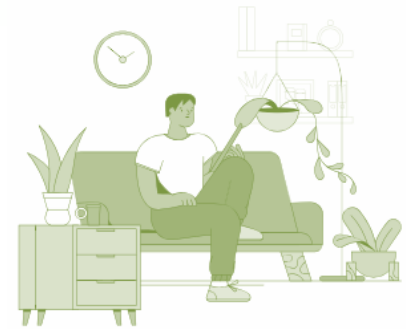
There will be additional engagement and consultation opportunities in the future, as the plan and individual projects are developed.

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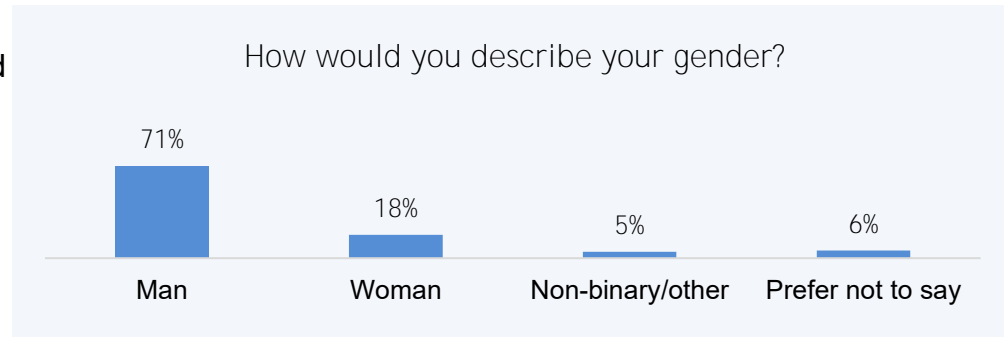
Appendix: Consultation Participants

Page 262



Overall: Gender

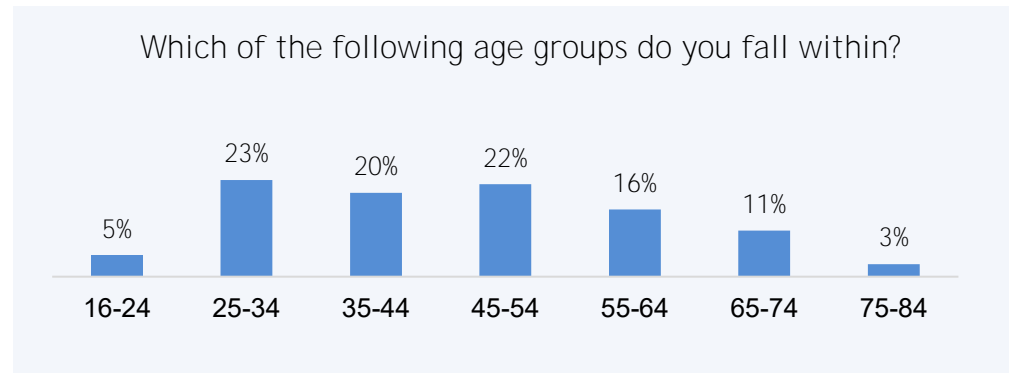
A majority of consultation participants (71%) described themselves as a man.



Page 263

Overall: Age Group

The age of consultation participants ranged from 16 to 75+, with a wide spread of ages represented – typically aged 25-54.



Overall: Disability

24% of consultation participants indicated that they had a long-term health problem or a disability which limited their daily activities or travel.

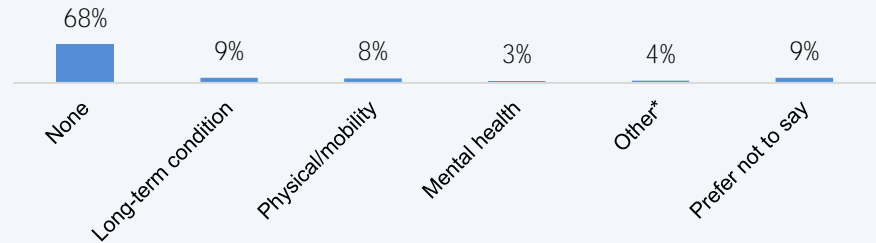
Page 264

Overall: Ethnicity

66% of consultation participants described their ethnicity as White British, with 35% of another, different ethnicity.

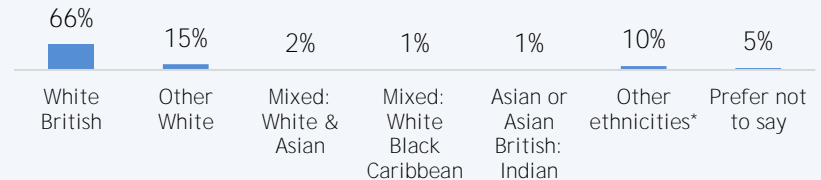
13 different other ethnicities were specified, giving the consultation a rich diversity of participation.

Do you have long-term health problems or a disability that limits daily activities or travel?



* Other included hearing/vision, learning disabilities and others unspecified.

Which of the following best describes your ethnicity?

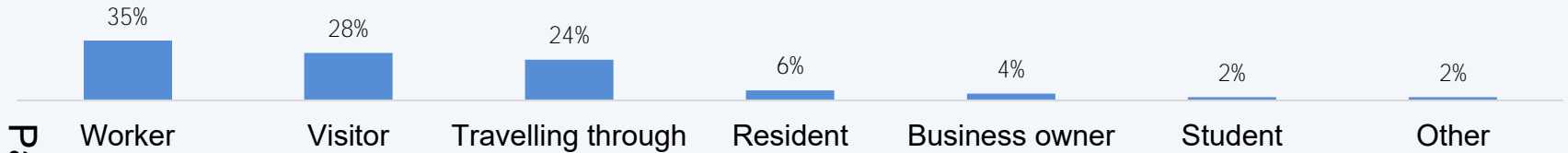


* Other included White Irish, Other Asian, Arab, Bangladeshi, Chinese, Pakistani, African, Other Black and Other mixed ethnicity.

Overall: Area Relationship

Workers (35%), visitors (28%) and those travelling through the area (24%) were the three main relationship types to the area.

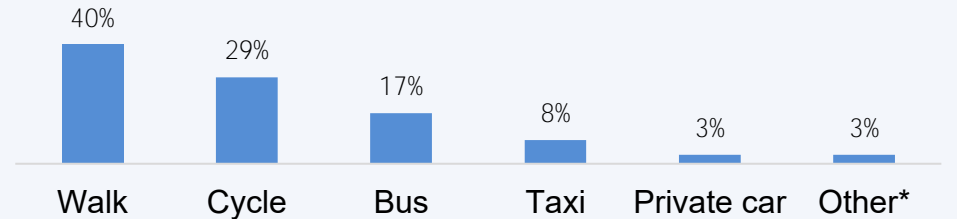
What is your relationship to the Fleet Street area?



Overall: Usual Travel

Walking (40%) and cycling (29%) were the most frequent travel modes in, or through, the area.

How do you usually travel in, or through, this area?

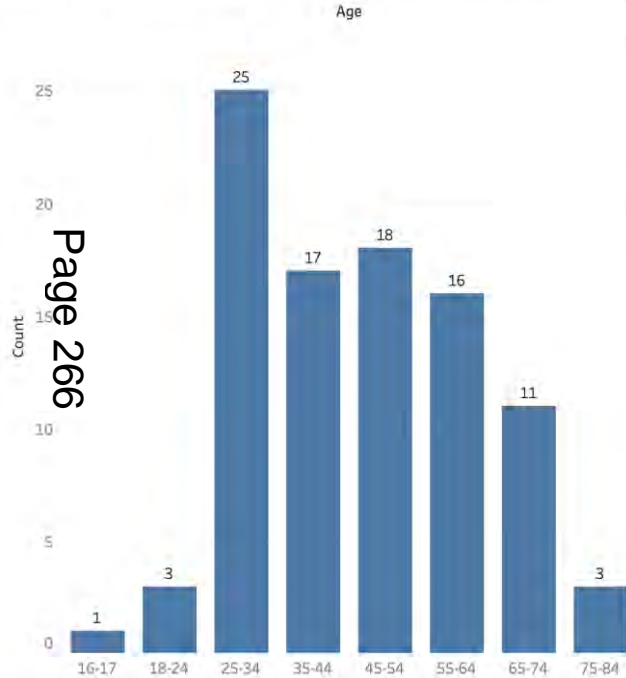


* Other included powered two-wheeler, commercial vehicle, motorcycle, wheelchair, tube and train.

Chancery Lane Neighbourhood - Consultation Participants

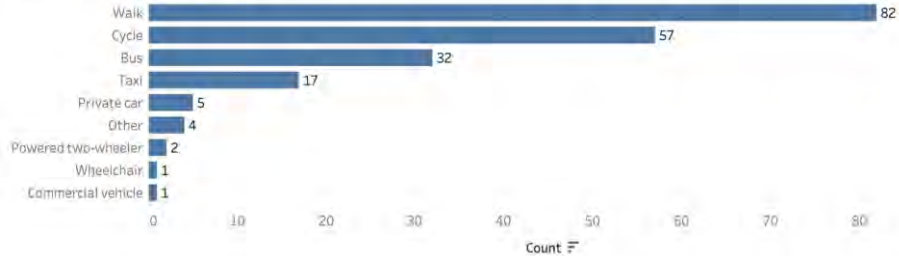
Which of the following age groups do you fall within?

Chancery Lane Neighbourhood

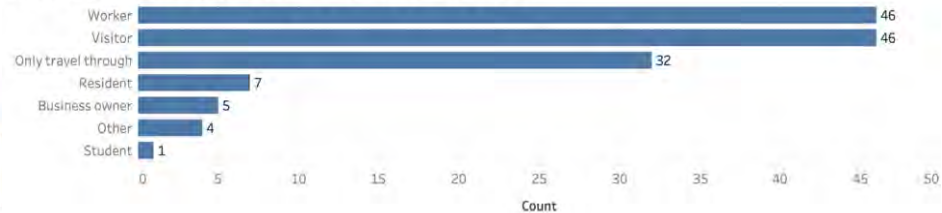


How do you usually travel in or through this area? (Select all that apply)

Chancery Lane Neighbourhood



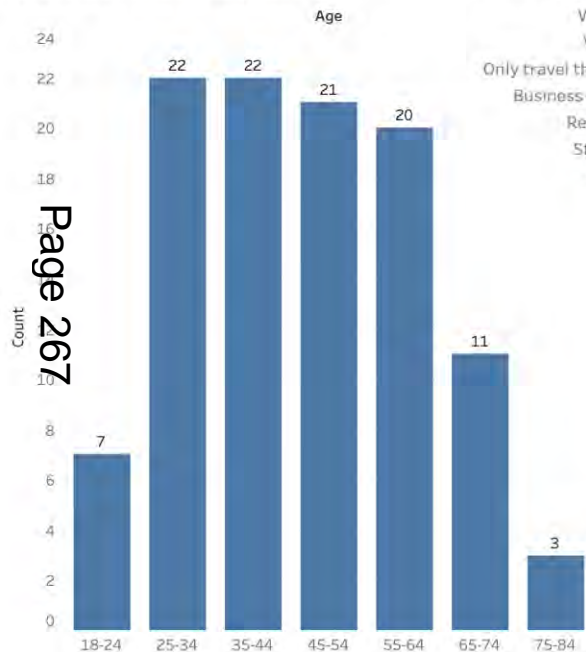
What is your relationship to the Chancery Lane area?



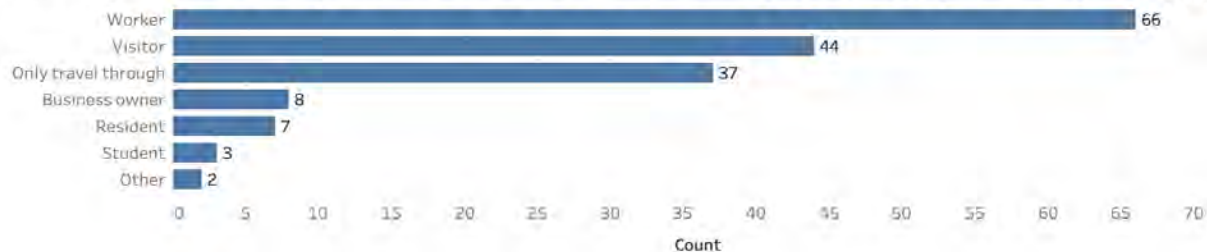
Fleet Street and Lanes Neighbourhood - Consultation Participants

Which of the following age groups do you fall within?

Fleet Street and Lanes Neighbourhood

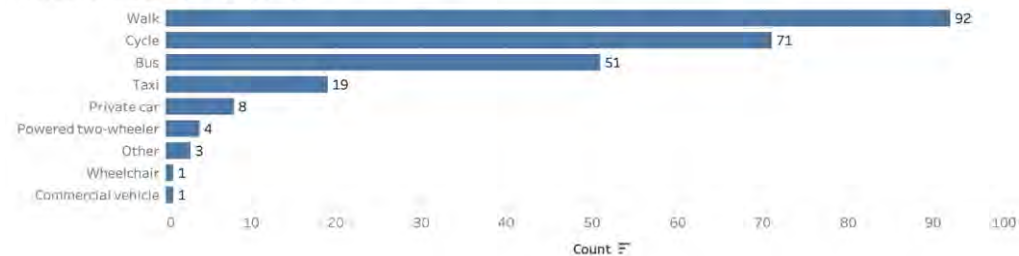


What is your relationship to the Fleet Street and Lanes neighbourhood? (Select all that apply)



How do you usually travel in or through this area? (Select all that apply)

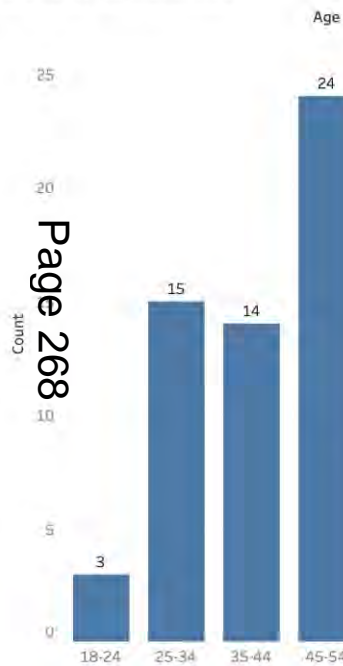
Fleet Street and Lanes Neighbourhood



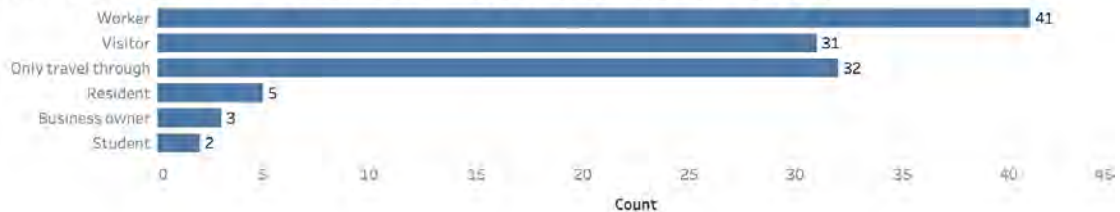
Old Bailey Consultation Neighbourhood - Participants

Which of the following age groups do you fall within?

Old Bailey Neighbourhood

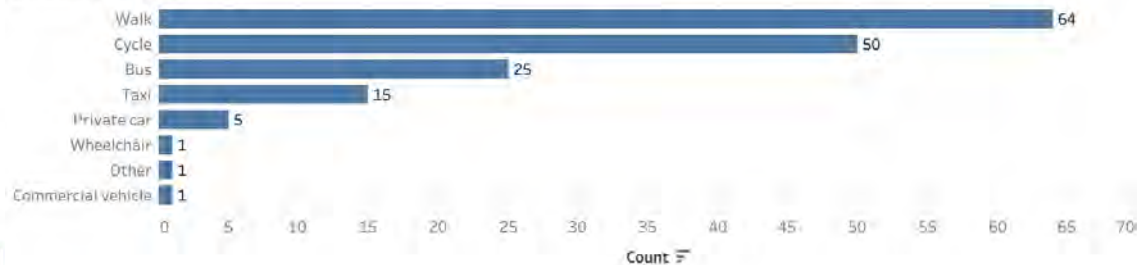


What is your relationship to the Old Bailey area? (Select all that apply)



How do you usually travel in or through this area? (Select all that apply)

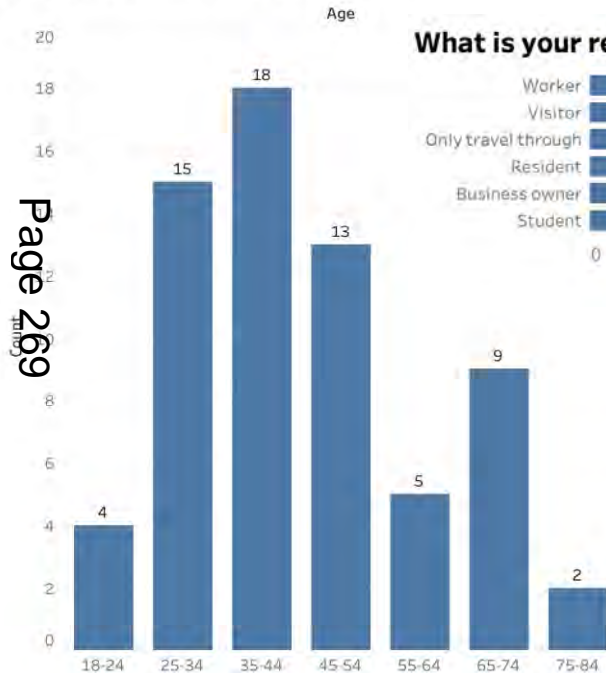
Old Bailey Neighbourhood



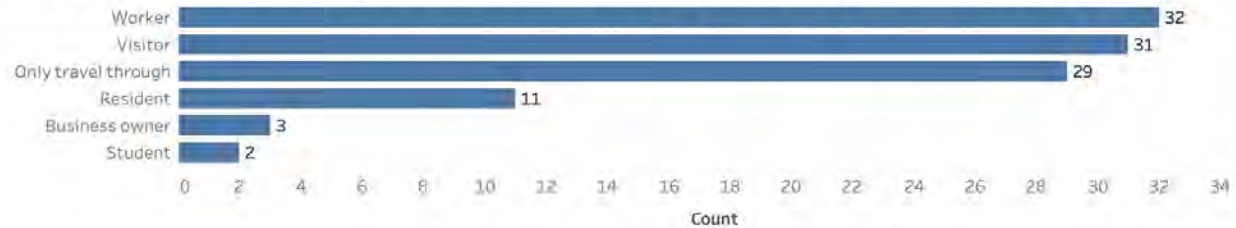
Carter Lane & Ludgate Neighbourhood - Consultation Participants

Which of the following age groups do you fall within?

Carter Lane and Ludgate Neighbourhood

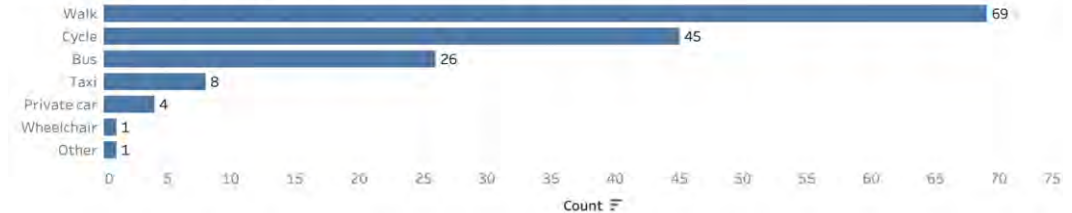


What is your relationship to the Carter Lane and Ludgate area? (Select all that apply)



How do you usually travel in or through this area? (Select all that apply)

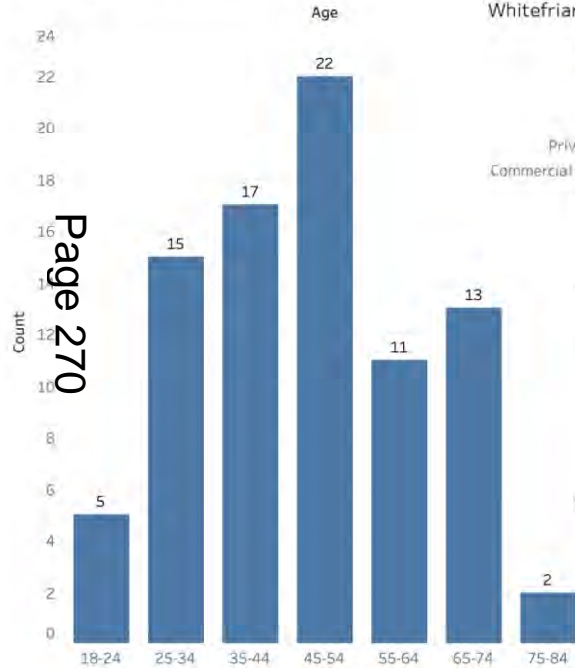
Carter Lane and Ludgate Neighbourhood



Whitefriars Neighbourhood - Consultation Participants

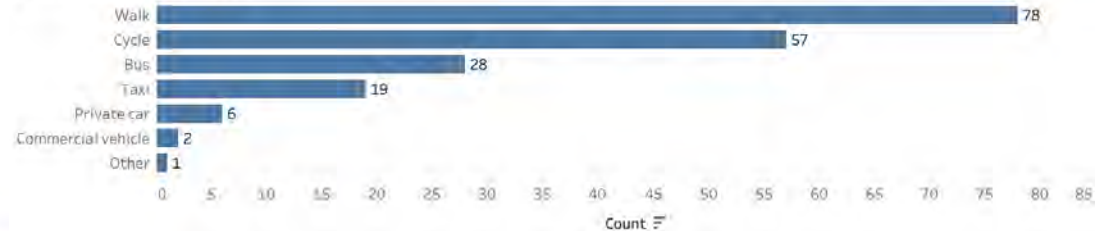
Which of the following age groups do you fall within?

Whitefriars Neighbourhood

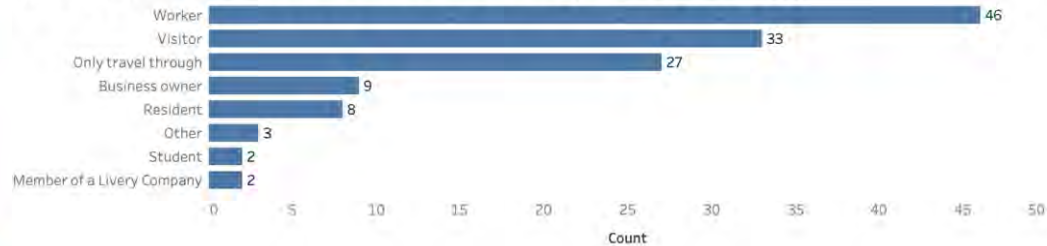


How do you usually travel in or through this area? (Select all that apply)

Whitefriars Neighbourhood



What is your relationship to the Whitefriars area? (Select all that apply)



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WHITEFRIARS ACCESS AND PARKING ANALYSIS

WHITEFRIARS TRAFFIC STUDY

CITY OF LONDON



WHITEFRIARS TRAFFIC STUDY

CITY OF LONDON

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Appendix A: Traffic flows and routes analysis

Appendix B: Kerbside activity analysis

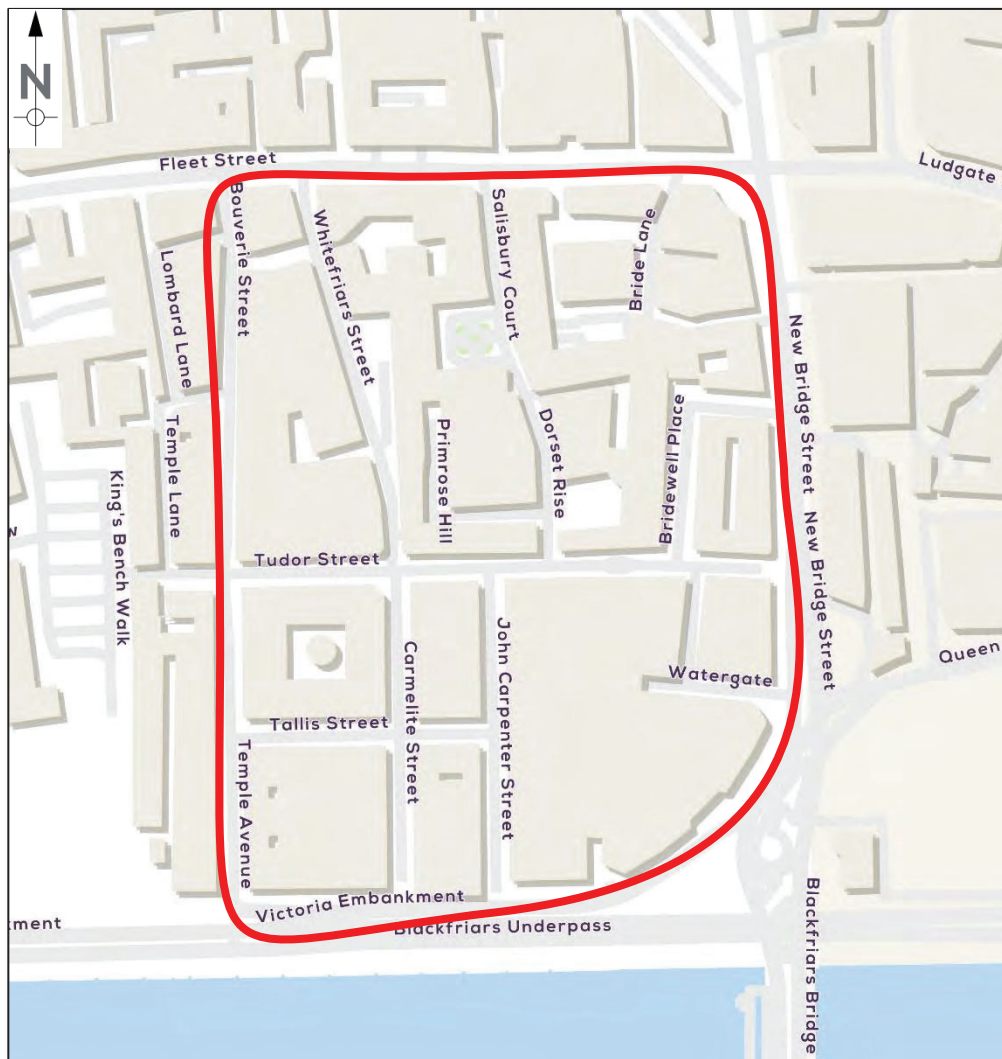
1 INTRODUCTION

1.1 Brief

1.1.1 NRP has been commissioned by City of London (CoL) to undertake a traffic study of the Whitefriars area to understand existing conditions and to identify opportunities for public realm improvements that would support the City's Healthy Street Strategy for the Fleet Street area.

1.1.2 The study area for the traffic analysis is shown in Figure 1-1.

Figure 1-1: Whitefriars study area



2 TRAFFIC FLOWS

2.1 Traffic survey

2.1.1 NDC were commissioned by NRP/ CoL to undertake surveys to record traffic flows at a number of junctions within the Whitefriars study area. The survey dates and times were as follows:

- Wednesday 22nd March, Thursday 23rd March and Saturday 25th March 2023
- 07:00-10:00, 12:00-14:00, 16:00-19:00

2.1.2 The surveys were required to ascertain the number of vehicles within the Whitefriars area, and derive the volume of traffic using the streets as a through route, with no apparent purpose within the area.

2.1.3 Junction counts were undertaken at the following locations:

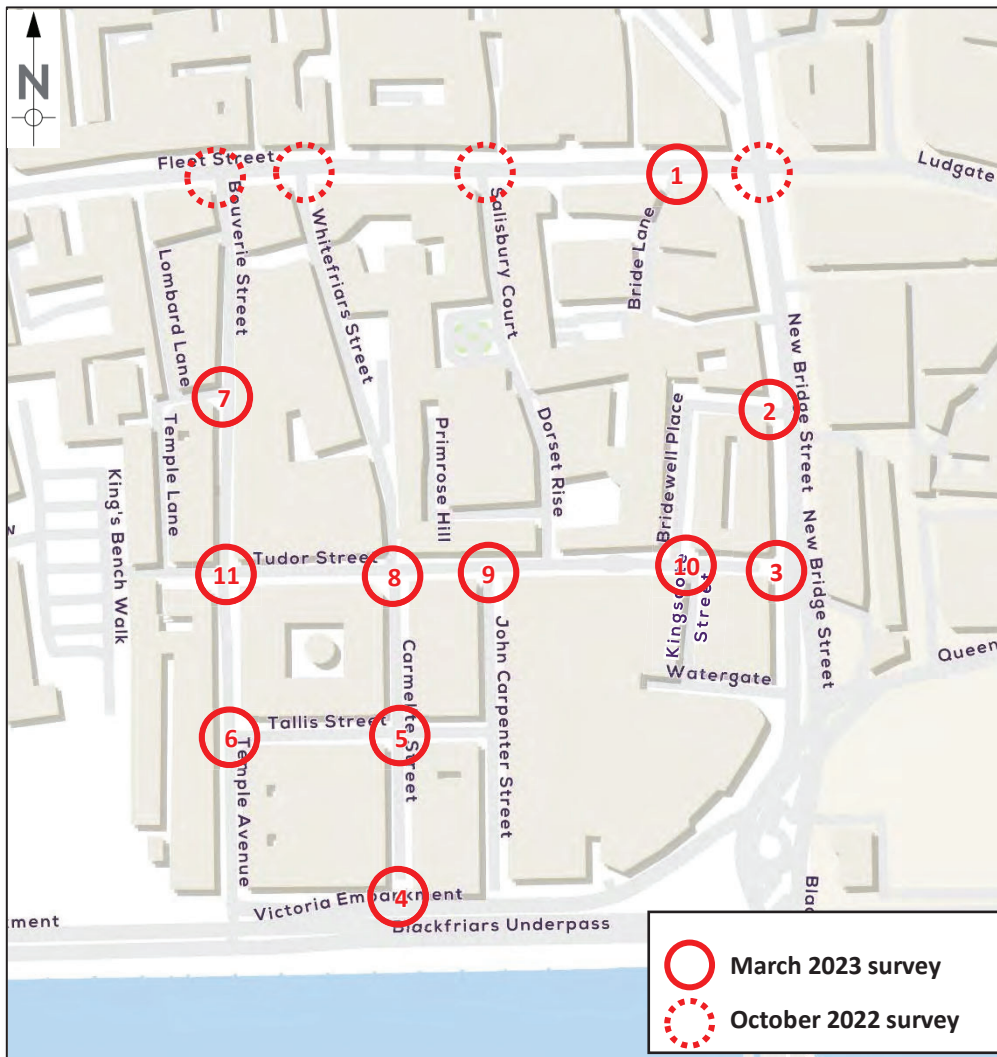
- Fleet Street/ Bride Lane
- New Bridge Street/ Bridewell Place
- New Bridge Street/ Tudor Street
- Carmelite Street/ Victoria Embankment
- Carmelite Street/ Tallis Street
- Temple Avenue/ Tallis Street
- Bouverie Street/ Temple Lane
- Tudor Street/ Carmelite Street/ Whitefriars Street
- Tudor Street/ John Carpenter Street
- Tudor Street/ Bridewell Place/ Kingscote Street
- Temple Avenue/ Tudor Street/ Bouverie Street

2.1.4 The following junctions were previously surveyed in October 2022

- Fleet Street/ Bouverie Street
- Fleet Street/ Whitefriars Street
- Fleet Street/ Salisbury Court
- Fleet Street/ Farringdon Street/ Ludgate Hill/ New Bridge Street

2.1.5 Figure 2-1 shows the locations of the junction counts.

Figure 2-1: Junction count locations



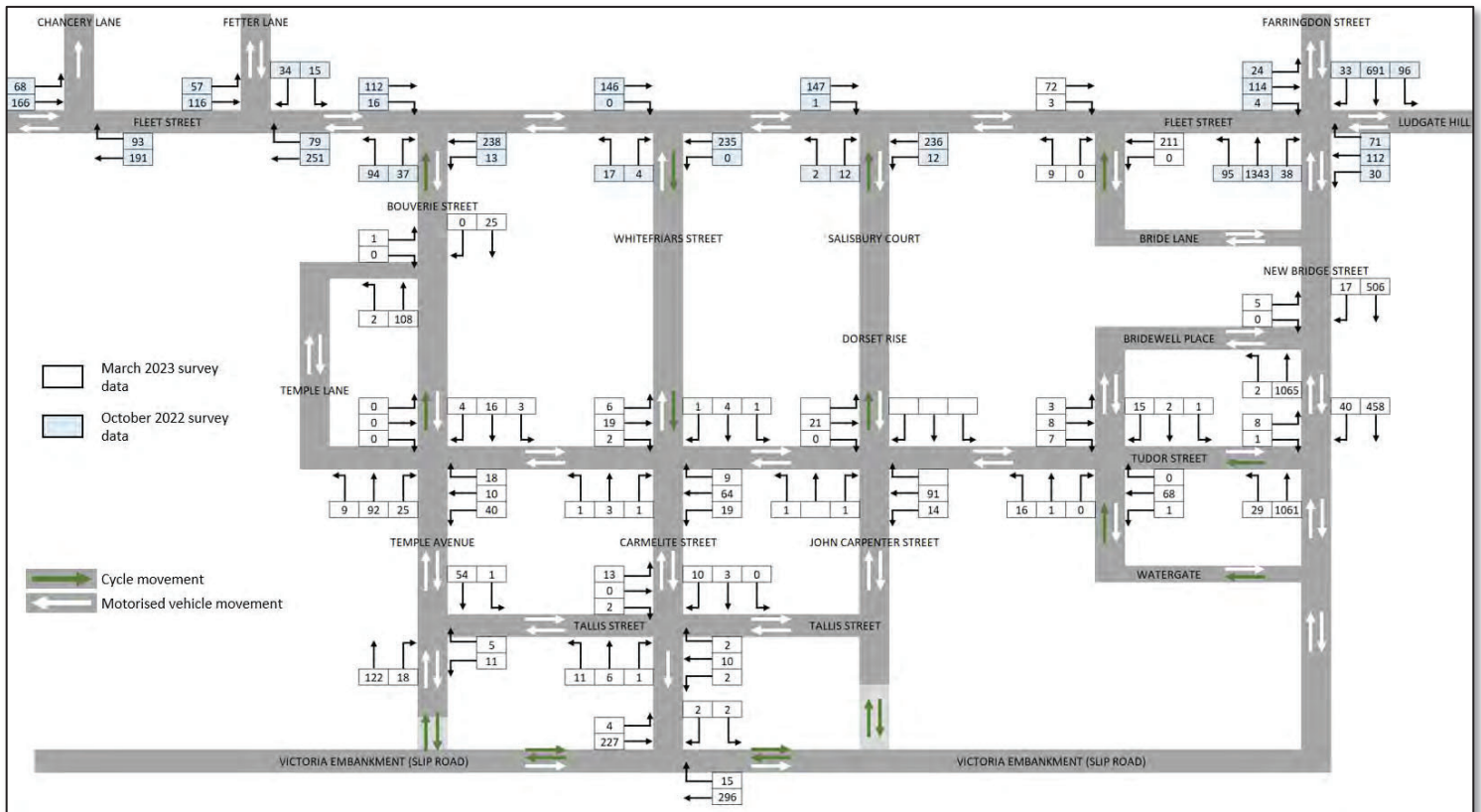
2.1.6 **Appendix A** provides traffic flow diagrams for the AM peak (08:15-09:15) and the PM peak (17:15-18:15) hours for the following vehicle types:

- Light vehicles (car, taxi, LGV and motorcycle)
- Heavy vehicles (MGV, HGV, bus, coach)
- Cycles
- Taxis
- All motor vehicles

2.1.7 **Appendix A** also includes the change in cycles and all motor vehicles in March 2023 and October 2022 compared to January 2018.

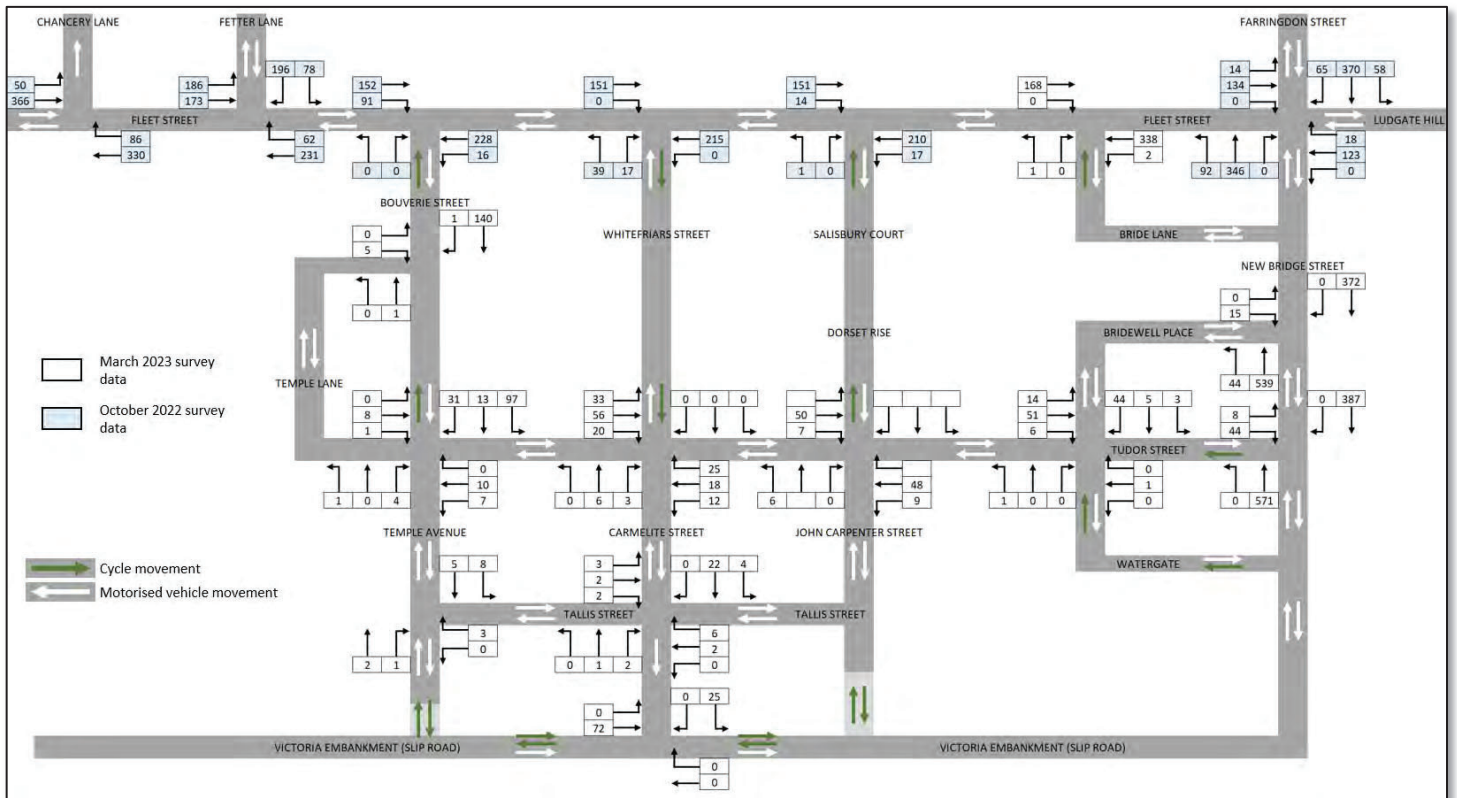
2.1.8 The flow diagrams for all motor vehicles and for cycles are shown in Figure 2-2 to Figure 2-5.

Figure 2-2: Cycles (AM peak, 08:15-09:15)



- 2.1.9 In the morning peak hour the dominant cycle movement through the Whitefriars area is entering from Victoria Embankment and then proceeding northbound on Temple Avenue, on to Bouverie Street, and then turning left onto Fleet Street.
- 2.1.10 The other major cycle flow through the Whitefriars area is westbound on Tudor Street, the majority of which turn left onto Temple Avenue to proceed southbound toward Victoria Embankment.
- 2.1.11 Both of these movements provide links to/from Cycleway 3 to the south and Cycleway 6 to the east.

Figure 2-3: All motor vehicles (AM peak, 08:15-09:15)



2.1.12 For motor vehicles, the major flows in the AM peak hour through the Whitefriars area are as follows:

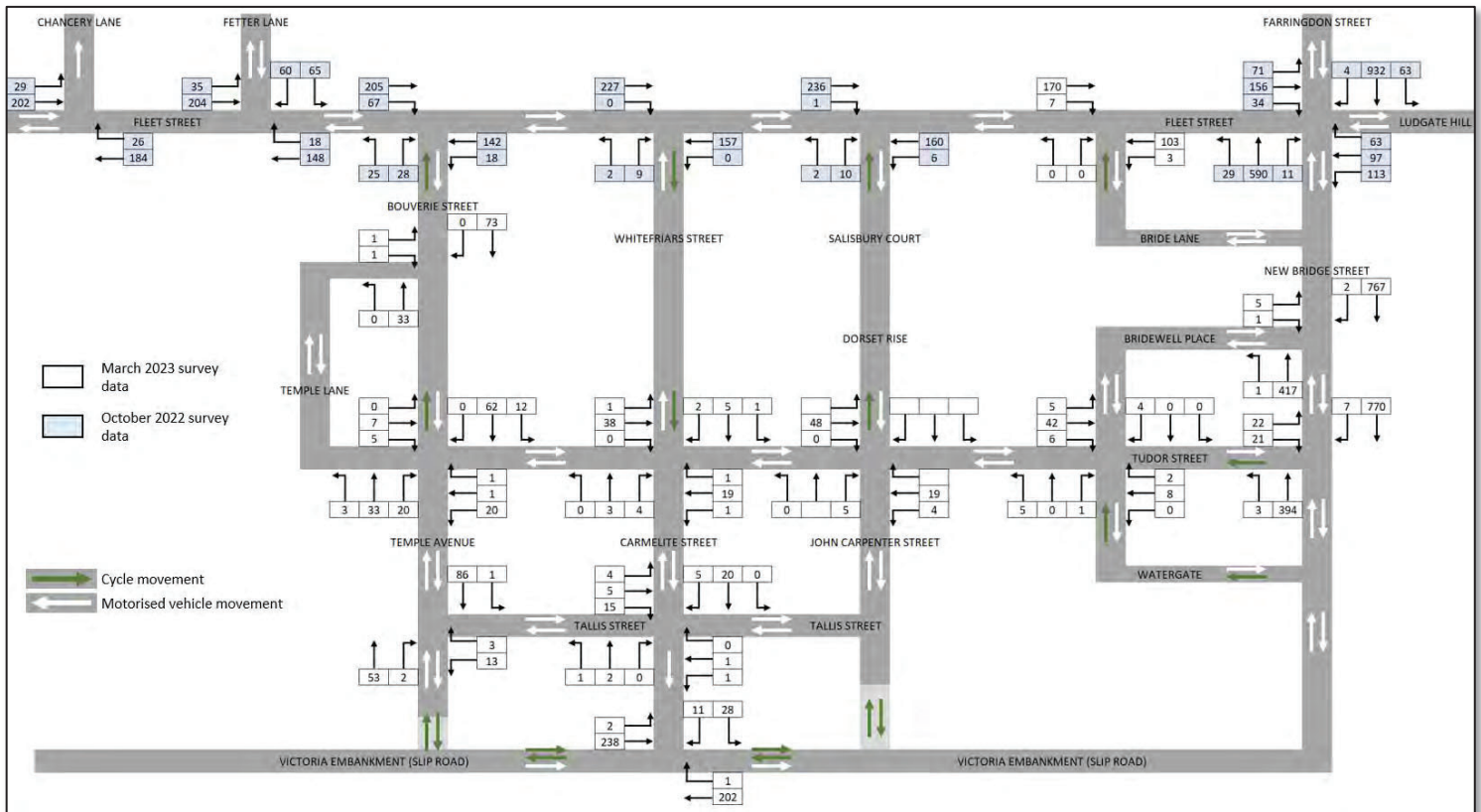
- Southbound on Bouverie Street, left onto Tudor Street eastbound, and leaving the area by turning right onto New Bridge Street southbound.
- Westbound on Tudor Street (entering from New Bridge Street via Bridewell Place), and then turning right onto Whitefriars Street to exit by turning left onto Fleet Street.
- The highest 2-way flow on Tudor Street is 176 motor vehicles in the AM peak hour.
- Bouverie Street has a southbound flow of 141 motor vehicles.
- Whitefriars Street has a northbound flow of 56 motor vehicles.
- Bridewell Place has a 2-way flow of 59 motor vehicles.

2.1.13 No other streets within the Whitefriars area have a flow of more than 50 motor vehicles.

2.1.14 The number of heavy vehicles is highest on Bouverie Street and Tudor Street, with 35 recorded on Bouverie Street and 43 on Tudor Street in the AM peak hour. It is likely that some of these are associated with the development in the Salisbury Court area.

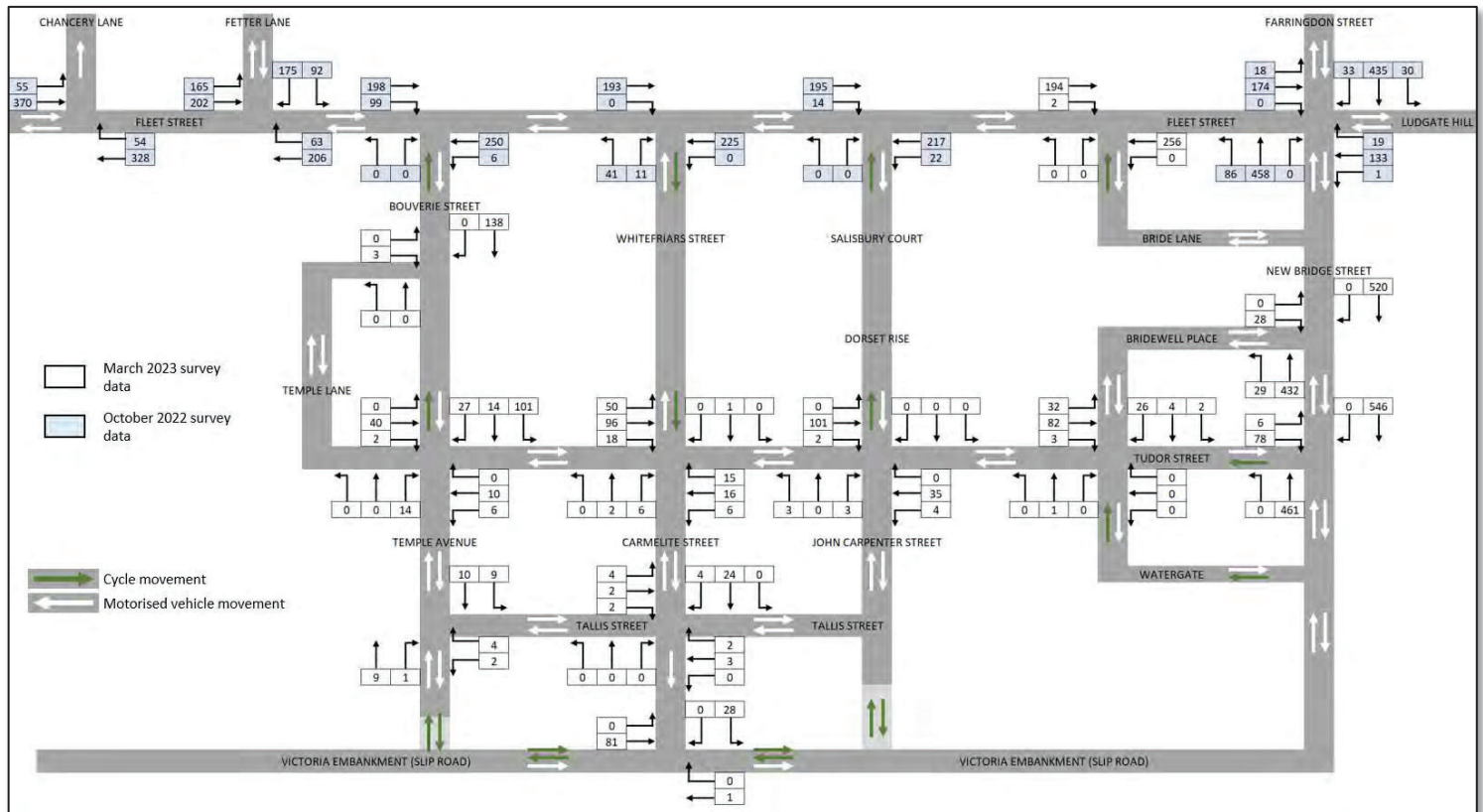
2.1.15 In the AM peak hour, on Bouverie Street and Tudor Street, 20-25% of motor vehicles are taxis.

Figure 2-4: Cycles (PM peak, 17:15-18:15)



- 2.1.16 In the evening peak hour the dominant cycle movement through the Whitefriars area is entering from Fleet Street and then proceeding southbound on Bouverie Street, on to Temple Avenue, and then exiting onto Victoria Embankment.
- 2.1.17 The other major cycle flow through the Whitefriars area is eastbound on Tudor Street, which turns onto Cycleway 6 on New Bridge Street.

Figure 2-5: All motor vehicles (PM peak, 17:15-18:15)



2.1.18 For motor vehicles, the major flows in the PM peak hour through the Whitefriars area are as follows:

- Southbound on Bouverie Street, left onto Tudor Street eastbound, and leaving the area by turning right onto New Bridge Street southbound.
- The highest 2-way flow on Tudor Street is 201 motor vehicles in the PM peak hour.
- Bouverie Street has a southbound flow of 138 motor vehicles.
- Whitefriars Street has a northbound flow of 52 motor vehicles.
- Bridewell Place has a 2-way flow of 65 motor vehicles.

2.1.19 No other streets within the Whitefriars area have a flow of more than 50 motor vehicles.

2.1.20 The number of heavy vehicles is very low, with 3 recorded on Tudor Street in the PM peak hour.

2.1.21 In the PM peak hour, on Bouverie Street and Tudor Street, 30-40% of motor vehicles are taxis.

2.2 Analysis

2.2.1 The traffic flows within the Whitefriars area are generally low. The DfT Cycle Infrastructure Design (LTN 1/20, July 2020) sets out the appropriate level of protection for cyclists from motor vehicles on roads with varying traffic conditions. This is recreated in Figure 2-6.

Figure 2-6: Appropriate protection from motor traffic on highways (Figure 4.1, LTN 1/20)

Figure 4.1: Appropriate protection from motor traffic on highways

Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0	Green	Green	Green	Green	Green
	2000	Green	Green	Green	Green	Green
	4000	Green	Green	Green	Yellow	Yellow
	6000+	Green	Green	Green	Yellow	Pink
30 mph	0	Green	Green	Green	Yellow	Yellow
	2000	Green	Green	Green	Yellow	Yellow
	4000	Green	Green	Green	Yellow	Pink
	6000+	Green	Green	Green	Yellow	Pink
40 mph	Any	Green	Yellow	Yellow	Pink	Pink
50+ mph	Any	Green	Pink	Pink	Pink	Pink

- Provision suitable for most people
- Provision not suitable for all people and will exclude some potential users and/or have safety concerns
- Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:

1. If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

2.2.2 The streets within the Whitefriars area all have a speed limit of 20mph, with a maximum motor vehicle flow of approximately 2,000 PCUs on Tudor Street, with lower flows on all other streets. TfL collision data for the Whitefriars area shows that from 2017-2022 there have been 8 collisions resulting in casualties, with all of these having severity of slight. The mode of travel for the casualties were car (x1), cycle (x3) motorbike (x1), taxi (x2) and pedestrian (x1).

2.2.3 The low traffic flows, low number of heavy vehicles, low speeds and low number of collisions suggest that mixing cycles and motor vehicles without segregation or cycle lanes is an appropriate approach.

2.3 Traffic flow comparison

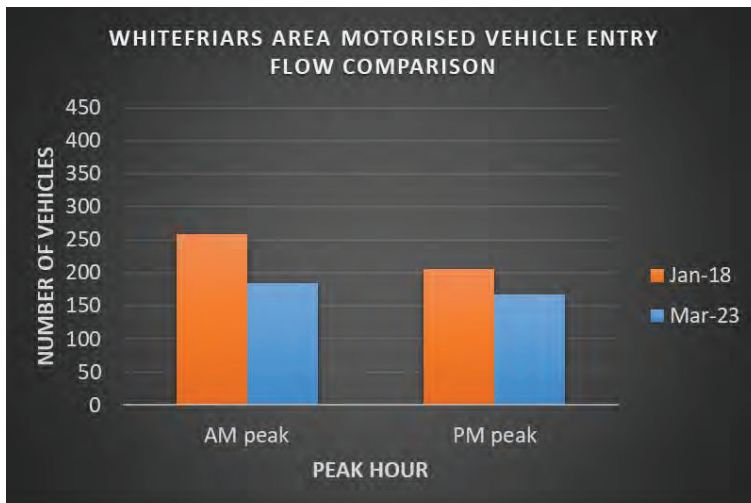
2.3.1 The October 2022 and March 2023 survey data has been compared to the January 2018 survey data in order to see how this has changed for motor vehicles and cycles. This comparison has been undertaken for vehicles entering and exiting the Whitefriars area.

2.3.2 A comparison has also been made for the eastbound and westbound flow on Fleet Street, to the west of Fetter Lane.

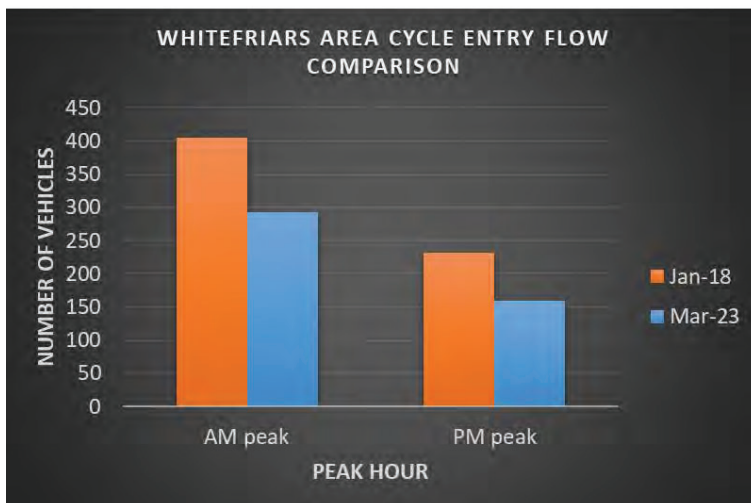
Whitefriars area

- 2.3.3 Motor vehicle flows entering the Whitefriars area in March 2023 have reduced by 29% in the AM peak hour and by 19% in the PM peak hour compared to the January 2018 survey data.
- 2.3.4 Cycle flows entering the Whitefriars area in March 2023 have reduced by 28% in the AM peak hour and by 31% in the PM peak hour compared to the January 2018 survey data.

Figure 2-7: Whitefriars area flow comparison



MOTOR VEHICLES		
Mar-23	AM peak	PM peak
Entry flow	185	167
Exit flow	162	210
<hr/>		
Jan-18	AM peak	PM peak
Entry flow	259	206
Exit flow	194	238
<hr/>		
Change	AM peak	PM peak
Entry flow	-74	-39
Exit flow	-32	-28
<hr/>		
% change	AM peak	PM peak
Entry flow	-29%	-19%
Exit flow	-16%	-12%



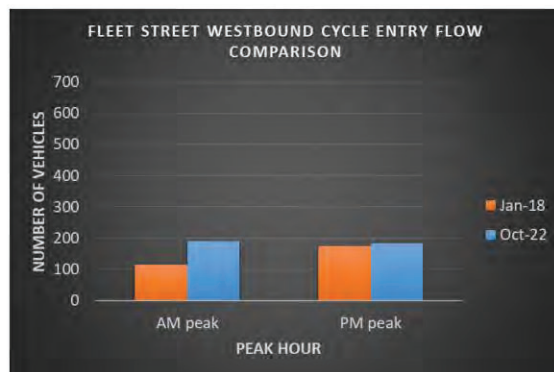
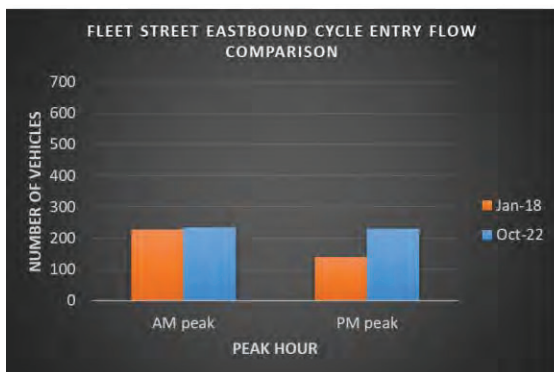
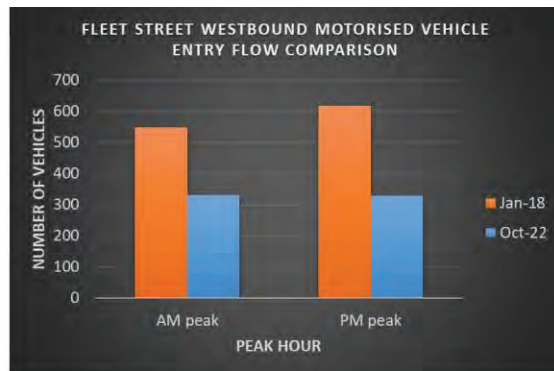
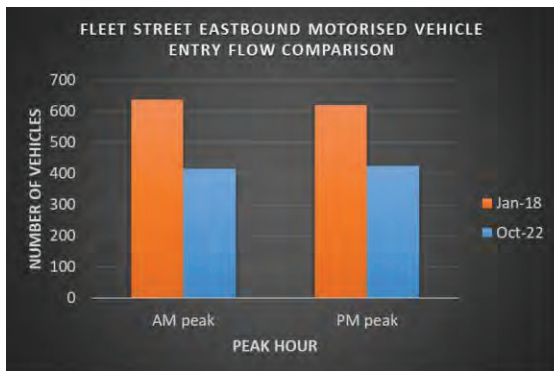
CYCLES		
Mar-23	AM peak	PM peak
Entry flow	293	159
Exit flow	217	231
<hr/>		
Jan-18	AM peak	PM peak
Entry flow	405	232
Exit flow	325	239
<hr/>		
Change	AM peak	PM peak
Entry flow	-112	-73
Exit flow	-108	-8
<hr/>		
% change	AM peak	PM peak
Entry flow	-28%	-31%
Exit flow	-33%	-3%

Fleet Street

2.3.5 Motor vehicle flows eastbound on Fleet Street in October 2022 have reduced by 40% in the AM peak hour and by 47% in the PM peak hour compared to the January 2018 survey data.

2.3.6 2-way cycle flows on Fleet Street in October 2022 have increased by 24% in the AM peak hour and by 32% in the PM peak hour compared to the January 2018 survey data.

Figure 2-8: Fleet Street flow comparison



MOTOR VEHICLES		
Oct-22	AM peak	PM peak
Eastbound	416	425
Westbound	330	328
Jan-18	AM peak	PM peak
Eastbound	637	620
Westbound	548	618
Change	AM peak	PM peak
Eastbound	-221	-195
Westbound	-218	-290
% change	AM peak	PM peak
Eastbound	-35%	-31%
Westbound	-40%	-47%

CYCLES		
Oct-22	AM peak	PM peak
Eastbound	234	231
Westbound	191	184
Jan-18	AM peak	PM peak
Eastbound	227	140
Westbound	116	174
Change	AM peak	PM peak
Eastbound	7	91
Westbound	75	10
% change	AM peak	PM peak
Eastbound	3%	65%
Westbound	65%	6%

3 VEHICLE ROUTES

3.1 Origin-Destination survey

3.1.1 Vehicle Origin-Destination (OD) routes were surveyed using Automatic Number Plate Recognition (ANPR) data collection to understand how vehicles move through the Whitefriars Area and how long they spend in it.

3.1.2 The survey dates and times were as follows:

- Wednesday 22nd March, Thursday 23rd March and Saturday 25th March 2023
- 07:00-10:00, 12:00-14:00, 16:00-19:00

3.1.3 The ANPR survey is only able to collect data for motor vehicles because it requires number plates to match the vehicles at each OD point.

3.1.4 The surveyed Origin and Destination points are listed below and shown in Figure 3-1:

1. Carmelite Street (exit only to Victoria Embankment slip road)
2. Victoria Embankment slip road (eastbound only)
3. Watergate (exit only)
4. Tudor Street (exit only)
5. Bridewell Place (entry and exit)
6. New Bridge Street (2-way)
7. Whitefriars Street (exit only)
8. Bouverie Street (entry only)
9. Fleet Street (2-way)
10. Tallis Street (2-way)

3.1.5 Vehicle types surveyed were:

- Car (including taxi)
- LGV
- OGV1
- OGV2

Figure 3-1: Survey Origin-Destination (OD) points



3.2 OD results

- 3.2.1 Figure 3-2 and Figure 3-3 provide a summary of the proportional split of vehicle movements between each OD point for Wednesday and Saturday respectively.
- 3.2.2 The data reflects the junction count survey, with the dominant movements through the Whitefriars area being between Fleet Street and New Bridge Street.

Figure 3-2: OD summary for Wednesday

		Destination									
Wednesday		1	3	4	5 (eastbound)	5 (westbound)	6	7	8	9	10
Origin	2	1%	6%	1%	0%	10%	80%	1%	0%	1%	0%
	3	0%	0%	13%	0%	13%	63%	0%	0%	13%	0%
	4	0%	0%	0%	0%	0%	97%	0%	0%	3%	0%
	5 (eastbound)	0%	33%	0%	0%	0%	33%	0%	0%	33%	0%
	5 (westbound)	5%	15%	15%	4%	0%	8%	31%	1%	20%	0%
	6	7%	0%	0%	0%	7%	71%	0%	0%	14%	0%
	7	2%	0%	0%	0%	0%	0%	0%	6%	91%	1%
	8	12%	2%	31%	13%	0%	6%	9%	0%	20%	6%
	9	7%	1%	32%	13%	0%	2%	2%	31%	11%	1%
	10	29%	0%	8%	6%	0%	6%	21%	0%	29%	0%

Figure 3-3: OD summary for Saturday

		Destination									
Saturday		1	3	4	5 (eastbound)	5 (westbound)	6	7	8	9	10
Origin	2	0%	0%	0%	0%	2%	97%	1%	0%	0%	0%
	3	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%
	4	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%
	5 (eastbound)	50%	0%	0%	0%	0%	0%	0%	0%	50%	0%
	5 (westbound)	7%	19%	21%	0%	0%	5%	21%	0%	26%	2%
	6	11%	0%	11%	0%	0%	78%	0%	0%	0%	0%
	7	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%
	8	11%	3%	26%	9%	0%	14%	6%	3%	26%	3%
	9	8%	0%	51%	11%	0%	1%	2%	15%	11%	1%
	10	25%	0%	13%	13%	0%	0%	0%	0%	50%	0%

3.2.3 Appendix A provides the detail for the main routes through the Whitefriars area for Wednesday, Thursday and Saturday. Summary flow diagrams are provided in Figure 3-4 and Figure 3-5 that show how motor vehicles move through the study area when entering from Fleet Street and New Bridge Street, which are the only 2 entry points for motor vehicles (with Salisbury Court closed for development). The flow diagrams represent the total of the 8 hours surveyed on Wednesday.

3.2.4 The junction count and OD data shows that the movement with the highest motor vehicle flow is from Fleet Street to New Bridge Street. The main reason for this is likely to be because the right-turn from Fleet Street eastbound to New Bridge Street southbound at Ludgate Circus is prohibited. Therefore, the route through Whitefriars via Tudor Street is the most direct way of travelling from Fleet Street to New Bridge Street.

Figure 3-4: Vehicle routes from Fleet Street (Wednesday)

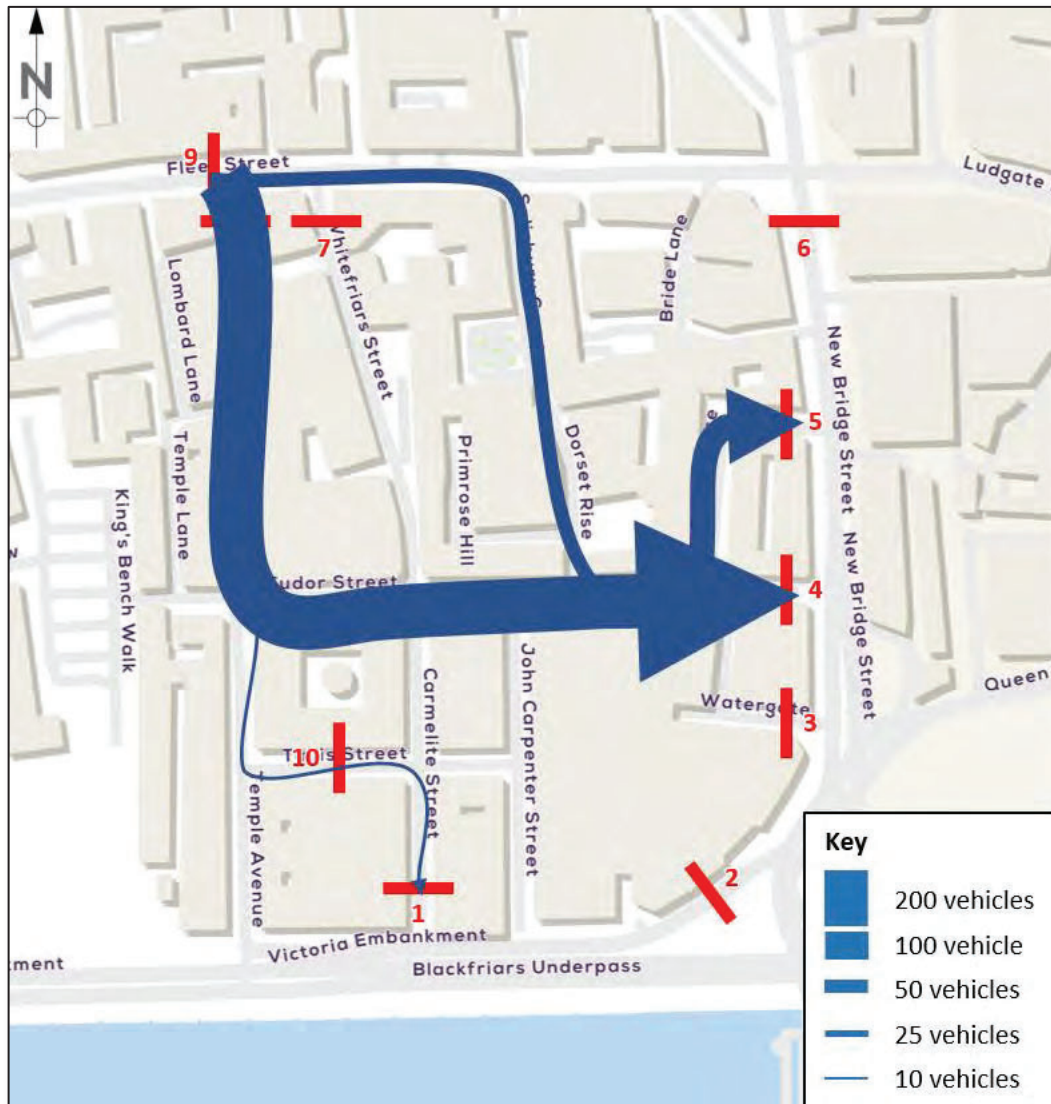
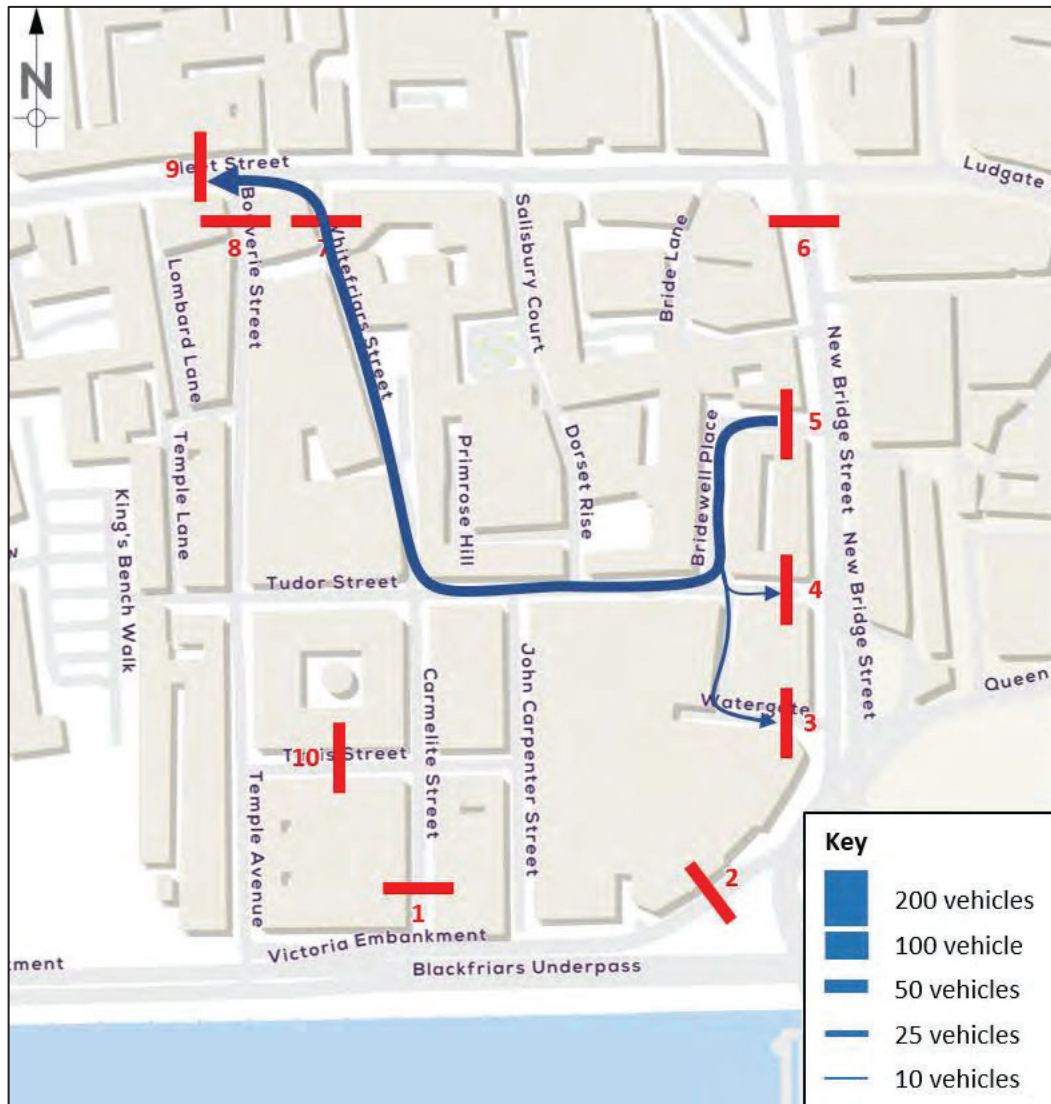


Figure 3-5: Vehicle routes from New Bridge Street (Wednesday)



3.3 Vehicle journey times

3.3.1 The ANPR survey provides the time taken for vehicles to move between each OD point. Figure 3-6 presents the average journey time between the Whitefriars entry and exit points by vehicle type for each peak hour.

Figure 3-6: Average journey time by vehicle type for each peak hour

AVERAGE VEHICLE JOURNEY TIME					AVERAGE VEHICLE JOURNEY TIME				
WEDNESDAY	AM	IP	PM	TOTAL	SATURDAY	AM	IP	PM	TOTAL
Car	00:01:42	00:01:38	00:01:31	00:01:37	Car	00:01:04	00:01:14	00:01:14	00:01:11
LGV	00:01:42	00:01:27	00:01:37	00:01:35	LGV	00:00:53	00:01:21	00:01:09	00:01:08
OGV1	00:01:50	00:01:32	00:04:32	00:02:38	OGV1	00:00:54	N/A	00:01:47	N/A
OGV2	00:01:20	00:01:34	00:01:42	00:01:32	OGV2	N/A	N/A	N/A	N/A

3.3.2 Figure 3-7, Figure 3-8 and Figure 3-9 show the average journey time between the Whitefriars entry and exit points by vehicle type for each survey day.

Figure 3-7: Average journey times between entry and exit points by vehicle type (Wednesday)

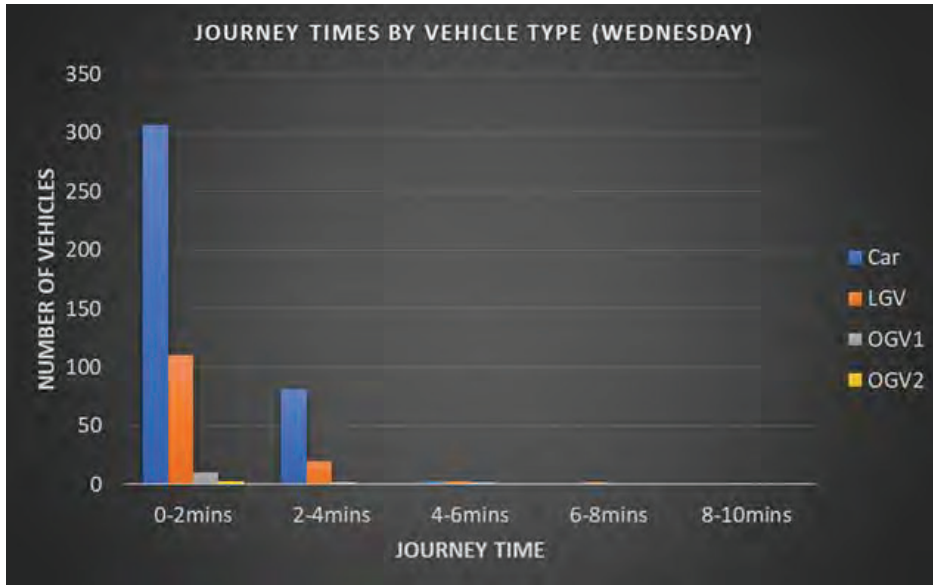


Figure 3-8: Average journey times between entry and exit points by vehicle type (Thursday)

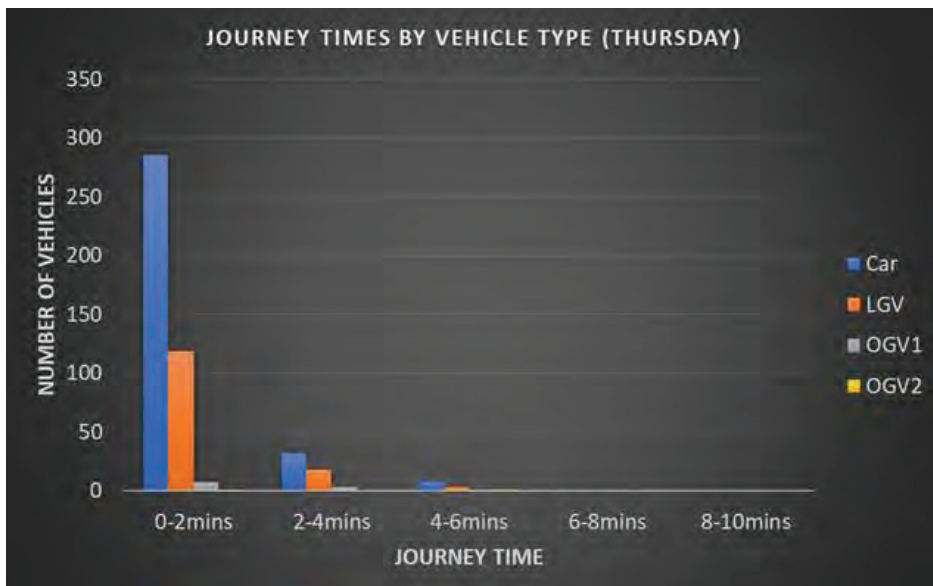
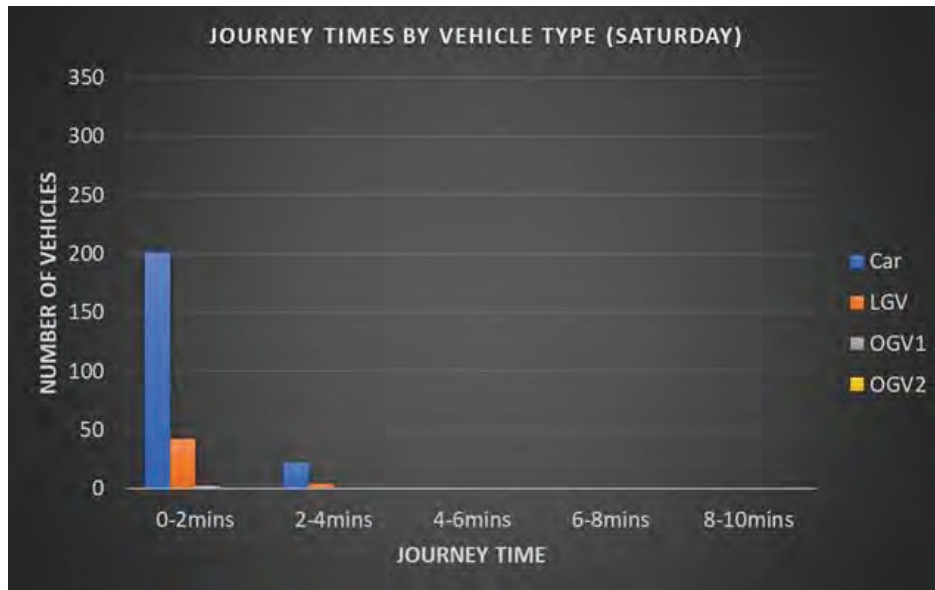


Figure 3-9: Average journey times between entry and exit points by vehicle type (Saturday)



3.3.3 The journey time results for all survey days (Wednesday, Thursday and Saturday), show that over 80% pass through the area within 2 minutes. This suggests most vehicles move through the Whitefriars area without having a purpose within the area. It also demonstrates a lack of congestion and delay within the area.

3.4 Tudor Street

3.4.1 The traffic survey data shows that Tudor Street carries the highest volumes of traffic in the Whitefriars area. However, as described in paragraph 2.2.2, the traffic flows on Tudor Street are low enough for cyclists to mix with motor traffic without any segregation. Measures to further reduce motor vehicle flow on Tudor Street are presented in Table 3-1, as well as the benefits and impacts of those options.

3.4.2 Within Table 3-1, “permitted vehicles” are those that would not receive a Penalty Charge Notice (PCN) if detected by the enforcement camera. Camera enforcement provides the option to have list of number plates that would not get a ticket if detected by the camera. This could apply to residents and/or businesses in the Whitefriars area, and allow them essential access to the area. This option gives flexibility in permitting “local” vehicles through the area, which would mean little or no disbenefit to residents and/or businesses, whilst being able to generate PCNs to those not on the list (i.e. non-local through traffic). Similar schemes are in operation in other locations in, for example, Westminster.

3.4.3 Taking the OD data and the traffic count data, the flow reductions on Tudor Street as result of movement restrictions are estimated to be as follows:

- 44% of vehicles travel directly from Fleet Street to New Bridge Street. Removing this route would result in approximately 40 fewer motor vehicles on Tudor Street in both the AM and PM peak hour periods.
- 69% of vehicles enter Bridewell Place westbound from New Bridge Street and travel on Tudor Street west of Bridewell Place. Removing this route would result in approximately 30 fewer motor vehicles on Tudor Street in the AM peak hour and 20 motor vehicles in the PM peak hour period.

Table 3-1: Tudor Street through movement restriction options

Option	Description	Benefits	Impacts
Modal filter on Tudor Street between Dorset Rise and Bridewell Place	Cyclists only would be able to proceed eastbound on Tudor Street east of Dorset Rise	<ul style="list-style-type: none"> No through route on Tudor Street for any motor traffic No enforcement required Access to all streets retained for motor vehicles Opportunity for footway widening on Tudor Street 	<ul style="list-style-type: none"> Increase in motor traffic exiting from Carmelite Street and Whitefriars Street Route from Fleet Street to New Bridge Street removed for motor vehicles. Alternative route may use Arundel Street and Victoria Embankment Restriction in access/egress for residents with motor vehicles and servicing motor vehicles
Enforcement camera on Tudor Street between Dorset Rise and Bridewell Place	Cyclists and permitted vehicles would be able to proceed eastbound on Tudor Street east of Dorset Rise	<ul style="list-style-type: none"> No through route for non-local motor traffic No restriction on motor vehicle movement for residents Access to all streets retained for motor vehicles 	<ul style="list-style-type: none"> Increase in motor traffic exiting from Carmelite Street and Whitefriars Street Route from Fleet Street to New Bridge Street removed for motor vehicles. Alternative route may use Arundel Street and Victoria Embankment Camera enforcement, maintenance and permitted vehicle list required
Tudor Street one-way westbound (except for cyclists) between Dorset Rise and Bridewell Place	Cyclists only would be able to use Tudor Street to proceed eastbound east of Dorset Rise. All vehicles would be able to travel westbound on Tudor Street	<ul style="list-style-type: none"> No through route for any motor traffic from Fleet Street to New Bridge Street Enforcement required Westbound movement on Tudor Street (which is currently low) permitted to maintain local access Access to all streets retained for motor vehicles Opportunity for footway widening 	<ul style="list-style-type: none"> Increase in motor traffic exiting from Carmelite Street and Whitefriars Street Route from Fleet Street to New Bridge Street removed for motor vehicles. Alternative route may use Arundel Street and Victoria Embankment Restriction in egress for residents with motor vehicles and servicing motor vehicles
Tudor Street one-way eastbound (except for cyclists) between Dorset Rise and Bridewell Place	All vehicles would be able to use Tudor Street to proceed eastbound east of Dorset Rise. Cycles only vehicles would be able to travel westbound on Tudor Street west of Bridewell Place	<ul style="list-style-type: none"> No through route for any motor traffic from New Bridge Street to west of Bridewell Place Enforcement required No reassignment required as the route from Fleet Street to New Bridge Street is retained Access to all streets retained for motor vehicles Opportunity for footway widening 	<ul style="list-style-type: none"> Smaller reduction in motor vehicle flow compared with eastbound restriction Restriction in access for residents with motor vehicles and servicing motor vehicles

3.5 Carmelite Street

- 3.5.1 Carmelite Street provides access to Victoria Embankment (slip road), meaning it also acts as a route through Whitefriars like Tudor Street. However, the use of Carmelite Street as a through route is lower than Tudor Street. Part of the reason for this is that the egress from Carmelite Street only provides access to Victoria Embankment (slip road) and not Victoria Embankment/ Blackfriars Underpass, or indeed Blackfriars Bridge due to the restriction at the junction with New Bridge Street.
- 3.5.2 If motor vehicle egress from Carmelite Street was prohibited, and Tudor Street remained as it currently is, there would be more traffic on Tudor Street, as this would be the only exit from Whitefriars (apart from Whitefriars Street). This would equate to 20-30 additional motor vehicles in the AM and PM peak hours.
- 3.5.3 With motor vehicle egress removed, Carmelite Street would have a similar layout to that on John Carpenter Street. Space would be required for vehicles to turn around at the southern end of Carmelite Street, whilst allowing access and egress for cycles.

3.6 Camera enforcement for through-routes

- 3.6.1 Camera enforcement could be introduced to prohibit rat-running through the whole of the Whitefriars area, without having to make any changes to the existing highway layout.
- 3.6.2 With the existing layout, 7 cameras would cover all entry and exit points. This assumes one camera could cover entry and exit on Bridewell Place. The locations are shown in Figure 3-10 and listed below:
- Bouverie Street (entry only)
 - Salisbury Court (entry only)
 - Bridewell Place (entry and exit)
 - Tudor Street (exit only)
 - Watergate (exit only)
 - Carmelite Street (exit only)
 - Whitefriars Street (exit only)
- 3.6.3 The cameras would detect motor vehicles entering and exiting the Whitefriars area. If the time taken between entry and exit was less than a pre-determined value, then a PCN would be issued.

Figure 3-10: Whitefriars area camera locations for prohibition of through routes

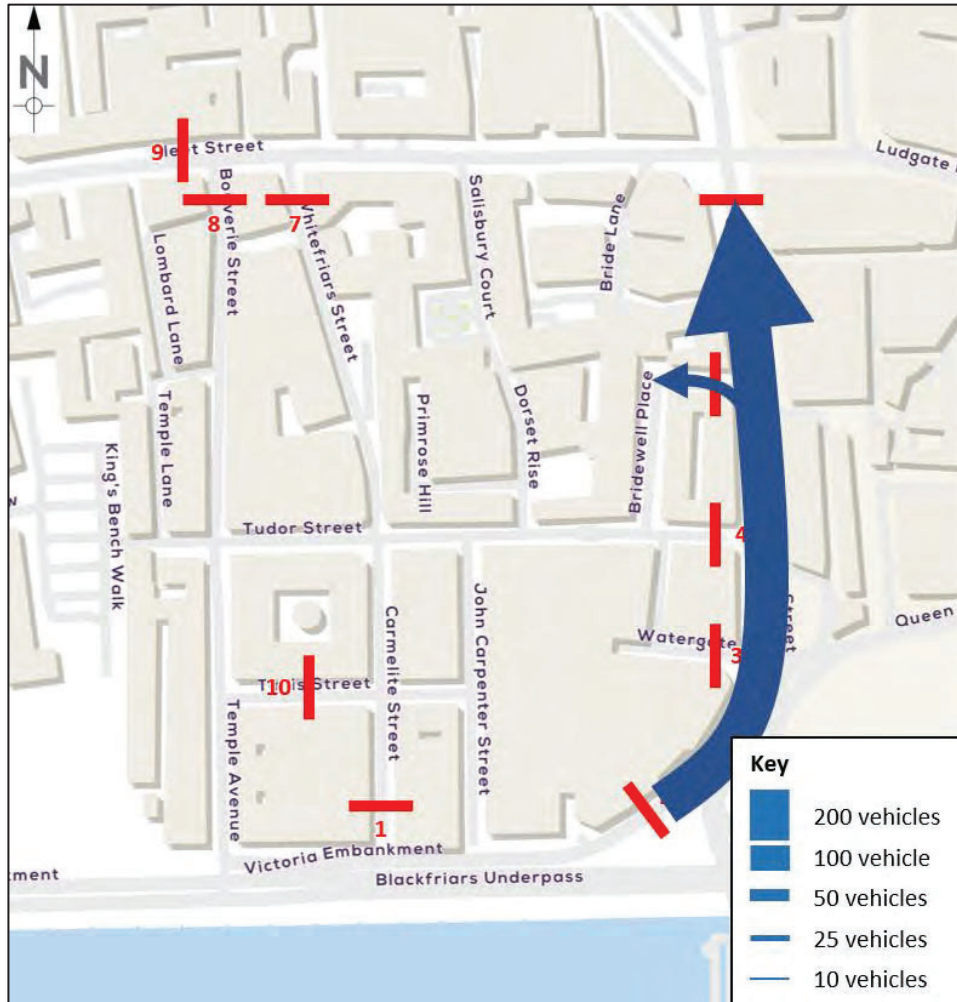


3.7 Access from Victoria Embankment

- 3.7.1 Vehicle movements from the Victoria Embankment eastbound slip road have been analysed to understand the level of demand to access the Whitefriars area from the south, which is not currently possible.
- 3.7.2 For the 8 surveyed hours on Wednesday, 79% of vehicles heading north from Victoria Embankment go to the Ludgate Circus junction. The remaining 21% enter the Whitefriars area at Bridewell Place. This equates to 46 vehicles going from Victoria Embankment to the Whitefriars area across the 8 hours surveyed for Wednesday.
- 3.7.3 For the 8 surveyed hours on Thursday, 87% of vehicles heading north from Victoria Embankment go to the Ludgate Circus junction. The remaining 13% enter the Whitefriars area at Bridewell Place. This equates to 25 vehicles going from Victoria Embankment to the Whitefriars area across the 8 hours surveyed for Thursday.
- 3.7.4 For the 8 surveyed hours on Saturday, 96% of vehicles heading north from Victoria Embankment go to the Ludgate Circus junction. The remaining 4% enter the Whitefriars area at Bridewell Place. This equates to 4 vehicles going from Victoria Embankment to the Whitefriars area across the 8 hours surveyed for Saturday.

- 3.7.5 The full data summary can be found at **Appendix A**, with the vehicle routes for Wednesday shown in Figure 3-11.
- 3.7.6 The survey data suggests there is not significant demand to access Whitefriars from the south of the area.

Figure 3-11: Vehicle routes from Victoria Embankment heading north (Wednesday)



4 KERBSIDE ACTIVITY

4.1 Kerbside survey

4.1.1 NDC were commissioned by NRP/ CoL to record kerbside activity on specific streets within the Whitefriars study area. The survey dates and times were as follows:

- Wednesday 22nd March, Thursday 23rd March and Saturday 25th March 2023
- 07:00-19:00 on each day

4.1.2 All results are presented as vehicle units. This assumes a vehicle unit has a length of 5m, where a car is 1 unit; a motorcycle is 0.17 units, a coach 3 units, etc.

Figure 4-1: Kerbside survey area

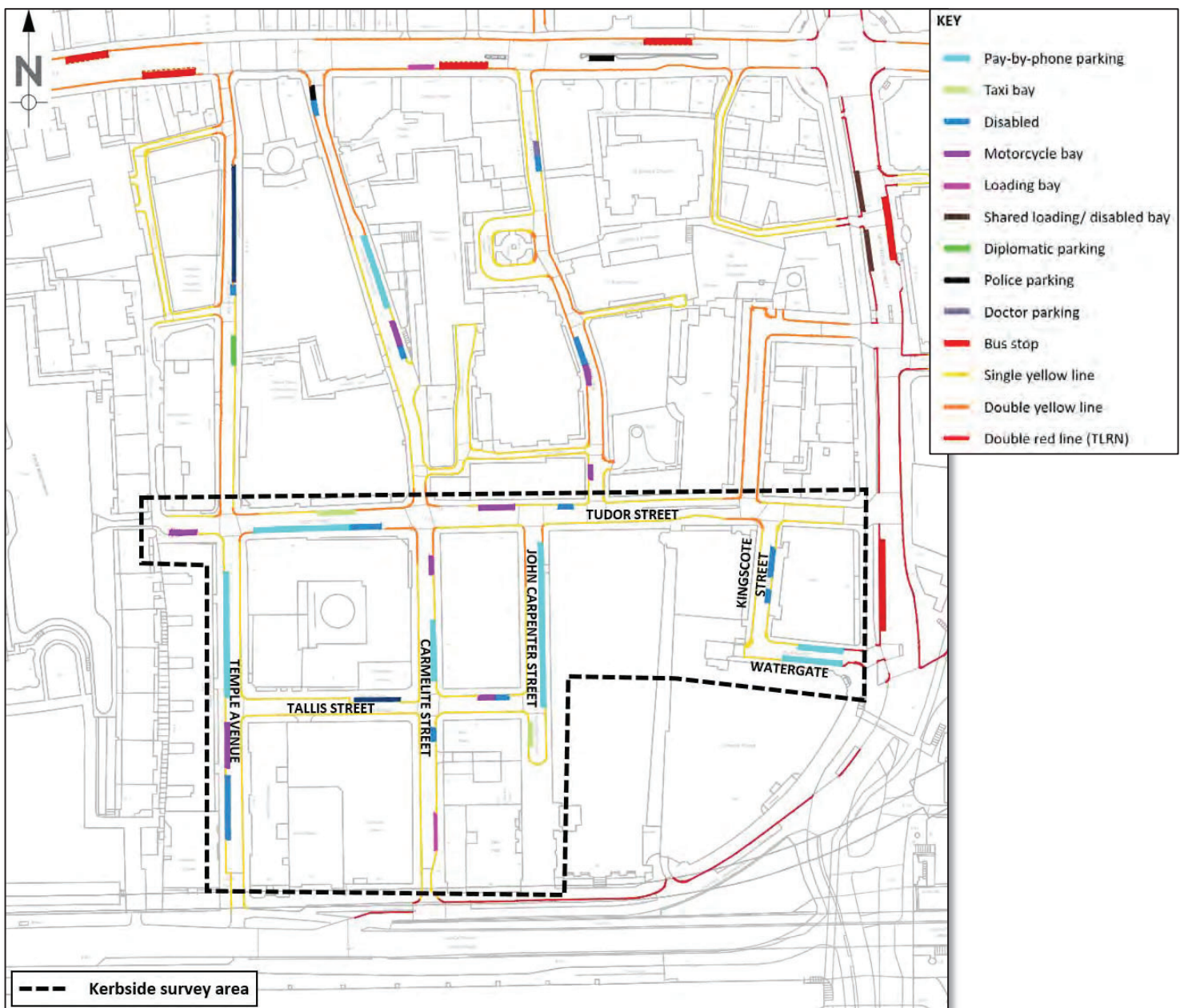


4.1.3 The streets surveyed for kerbside activity are as follows:

- Tudor Street
- Watergate
- Kingscote Street
- John Carpenter Street
- Tallis Street
- Carmelite Street
- Temple Avenue

4.1.4 The existing kerbside provision is shown in Figure 4-2.

Figure 4-2: Existing kerbside provision



4.2 Results – marked bays

- 4.2.1 A summary of the results is presented in Figure 4-3. This shows kerbside restriction, capacity, maximum occupancy and 90th percentile occupancy for each street.
- 4.2.2 Both the maximum occupancy and the 90th percentile values are the highest value of all days surveyed.
- 4.2.3 The 90th percentile occupancy refers to the level of occupancy that is higher than 90% of the observed values in a given dataset. That is, if you rank all the occupancy values in a dataset from the lowest to the highest, the 90th percentile occupancy is the value that is higher than 90% of the other values.

Figure 4-3: Kerbside summary for study area

Location	Kerbside restriction	Total capacity	Maximum occupancy	90 th percentile occupancy
Tudor Street	Taxi rank	3	95%	0%
	Pay-by-phone	6	100%	100%
	Disabled	3	100%	100%
	Motorcycles	2 (12 motorcycles)	100%	100%
Watergate	Pay-by-phone	8	88%	88%
Kingscote Street	Disabled bay	3	100%	33%
John Carpenter Street	Taxi rank	2	50%	0%
	Pay-by-phone	11	100%	91%
Tallis Street	Disabled bay	1	100%	0%
	Motorcycles	1 (6 motorcycles)	51%	51%
Carmelite Street	Pay-by-phone	4	100%	100%
	Disabled	1	100%	0%
	Motorcycles	1 (6 motorcycles)	100%	51%
	Loading bay	2	100%	100%
Temple Avenue	Pay-by-phone	8	100%	100%
	Disabled	4	50%	25%
	Motorcycles	1 (6 motorcycles)	85%	85%

- 4.2.4 Figure 4-4 presents the capacity, maximum occupancy and 90th percentile occupancy for each kerbside restriction.

Figure 4-4: Kerbside summary by restriction type

Kerbside restriction	Total capacity	Maximum occupancy	90 th percentile occupancy
Taxi rank	5	57%	20%
Pay-by-phone	37	95%	89%
Disabled	12	100%	53%
Motorcycles	5 (29 motorcycles)	95%	75%
Loading bay	2	100%	100%

- 4.2.5 The taxi ranks have low occupancy, although this is broadly in line with other taxi ranks in, for example, Soho.
- 4.2.6 The pay-by-phone and loading bays have high levels of occupancy, suggesting there is no spare capacity for these bay types. However, use of the pay-by-phone bays will also include loading/ servicing vehicles plus vehicles associated with construction works in the area.
- 4.2.7 The disabled bays have a high maximum occupancy but a much lower 90th percentile occupancy. This indicates the disabled bays are well used but only for short time periods. This is shown in the occupancy graphs for disabled bays (see **Appendix B**).
- 4.2.8 Motorcycle bays are generally well used.
- 4.2.9 The use of the different kerbside restriction types is generally consistent across all of the streets surveyed. For example, the pay by phone bays have high levels of occupancy on all streets.
- 4.2.10 The data shows that the existing marked kerbside bays are all well used with little spare capacity.
- 4.2.11 **Appendix B** presents occupancy graphs by time of day for each bay type and for each street.

4.3 Results – yellow lines

- 4.3.1 The City of London is a Controlled Parking Zone (CPZ), meaning parking is controlled by hours and is only permitted in designated parking bays during these times, with the rest of the kerbside space subject to yellow line restrictions.
- 4.3.2 The CPZ hours are 7am-7pm Monday to Friday, and 7am-11am on Saturdays.
- 4.3.3 Parking is prohibited at all times on double yellow lines, and on single yellow lines during the CPZ controlled hours.
- 4.3.4 Loading is permitted at any time on a double yellow line and during displayed times where there are single kerb markings. Loading is not permitted at any time where there are double kerb markings.
- 4.3.5 The survey results for the single and double yellow lines within the study area are shown in Figure 4-5.

Figure 4-5: Yellow line summary for study area

Kerbside restriction	Total capacity	Maximum occupancy	90 th percentile occupancy
Single yellow line	176	15%	10%
Double yellow line	22	17%	5%

4.3.6 Both single and double yellow lines have low occupancy. This suggests generally good compliance with the CPZ restrictions.

4.3.7 These results indicate that there is opportunity to reorganise kerbside provision to support changes that would facilitate measures that are in line with the Healthy Streets strategy.

4.3.8 **Appendix B** presents occupancy graphs by time of day for single and double yellow lines.

4.4 Dwell times

4.4.1 The Origin-Destination survey found that the maximum journey time through the Whitefriars survey area was 8 minutes, with the vast majority less than 4 minutes. These were the travel times captured for the AM, Inter and PM peak hour periods.

4.4.2 The kerbside survey, which captured 7am-7pm, shows a range of parking times greater than the range of journey times.

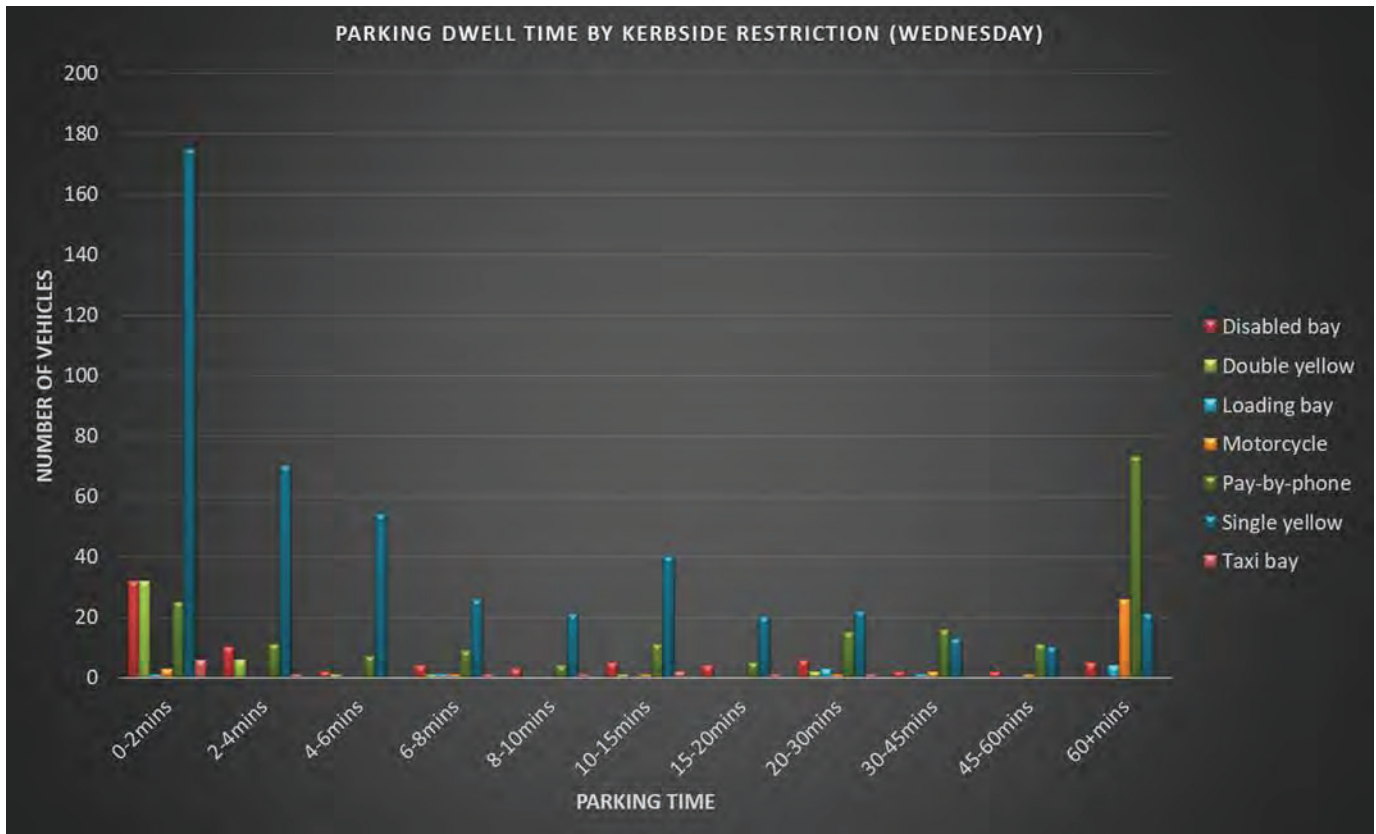
4.4.3 52% of vehicles that parked (stopped) did so for less than 4 minutes. Of those vehicles that stop for less than 2 minutes 35% are cars and 27% are taxis.

4.4.4 There is a high level of kerbside activity that occurs on single yellow line and lasts for less than 2 minutes. Of those vehicles stopping on a single yellow line for less than 2 minutes, 29% are cars and 29% are taxis. 24% are LGVs.

4.4.5 The parking occupancy data (which shows high levels of occupancy of marked bays) and the dwell time data illustrate the vehicles that have a purpose in the area, i.e. they use the marked bays provided.

4.4.6 Parking dwell time results for Wednesday is shown in Figure 4-6.

Figure 4-6: Parking dwell time results



4.5 Opportunities

4.5.1 The kerbside data shows that there are sections of single yellow line that could be used to relocate marked bays away from streets where Healthy Streets interventions are proposed. For example, Tallis Street and Carmelite Street could accommodate the pay by phone parking that is on Tudor Street.

4.5.2 Figure 4-7 shows existing bay locations and Figure 4-8 shows how kerbside bays could be reallocated across the study area (relocated bays shown with a red border). This is summarised as follows:

6 pay by phone bays on Tudor Street

- 3 pay by phone bays relocated to north side of Tallis Street (between Temple Avenue and Carmelite Street). Tallis Street 2-way working retained.
- 2 pay by phone bays relocated to north side of Tallis Street (between Carmelite Street and John Carpenter Street). Tallis Street 2-way working retained.
- 1 pay by phone bay relocated to east side of Carmelite Street (south of Tallis Street). Carmelite Street 2-way working retained.

2 disabled bays on Tudor Street

- 2 disabled bays on south side of Tudor Street relocated to north side.

Figure 4-7: Existing bay locations (surveyed area)

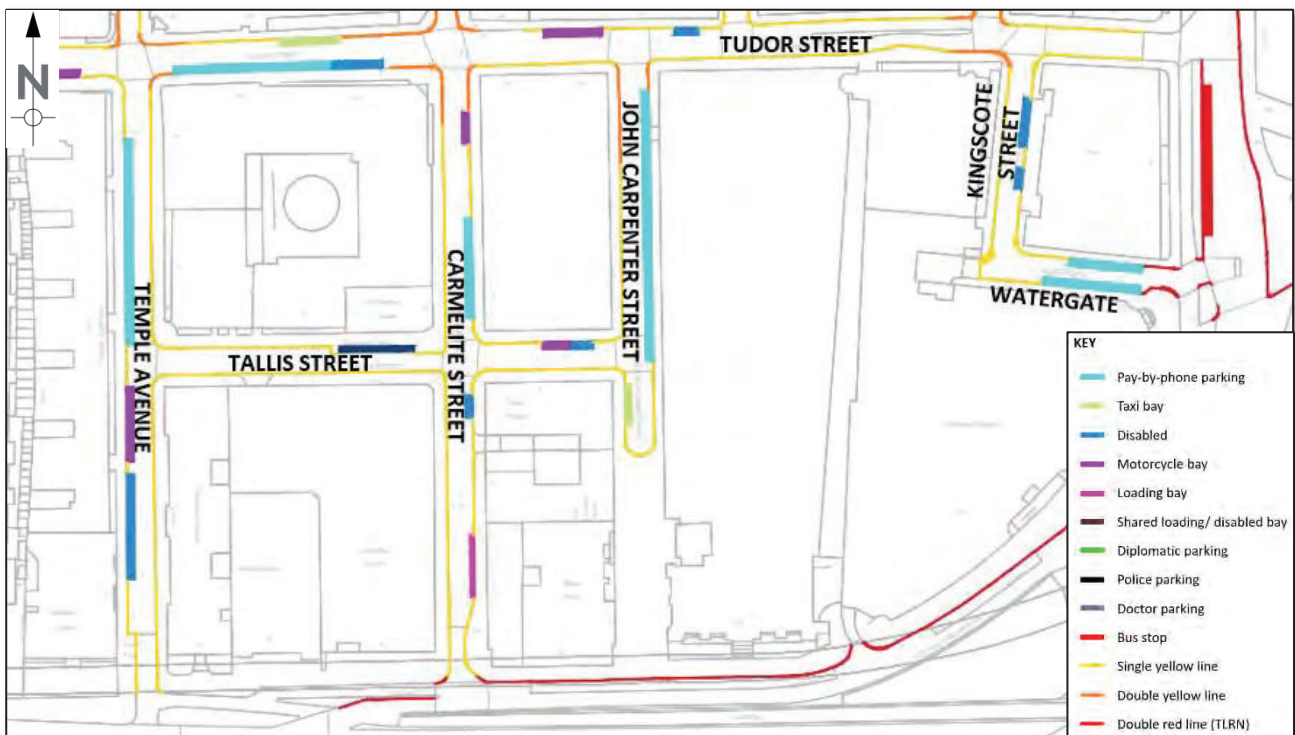
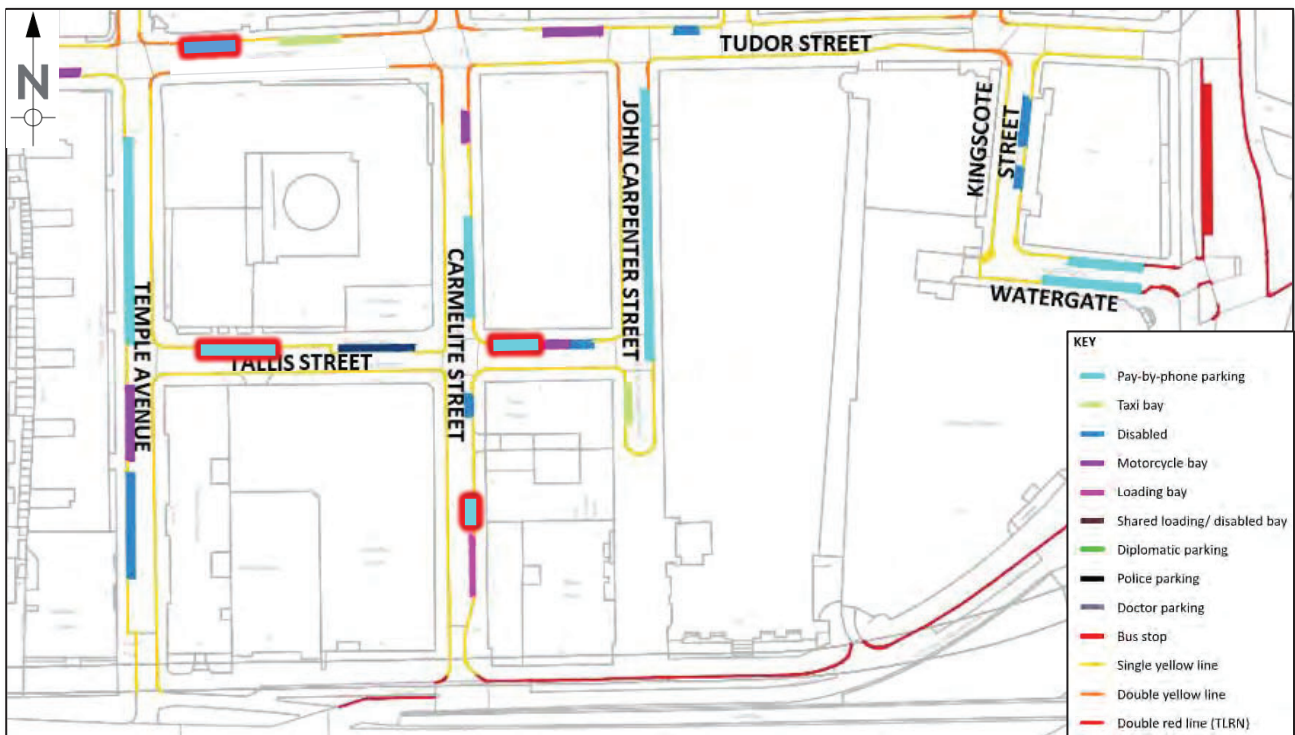


Figure 4-8: Proposed bay relocation (surveyed area)



- 4.5.3 The proposed bay relocation means that the south side of Tudor Street would have no marked bays. This provides an opportunity for public realm improvements in line with the Healthy Streets aspirations.
- 4.5.4 There would be no bays opposite each other on the northern and southern kerbs of Tudor Street under the proposed layout. This could facilitate footway widening for sections on both sides of the street. Any proposed layout would need to provide places for vehicles to pass each other, also well as no parking or loading (double yellow double tick) where the street is narrowed.
- 4.5.5 One observation from site visits to the Whitefriars area is the number of dockless (Lime) bikes left on the footways. It is suggested that areas of existing single yellow line should be used to provide marked bays for drop-off and pick-up of dockless bikes and e-scooters, in conjunction with geofencing restrictions.
- 4.5.6 Kerbside activity data was collected for the southern area of Whitefriars. However, opportunities for parking relocation in the northern area have also been considered. The existing layout is shown in Figure 4-9, with the proposed layout in Figure 4-10 (proposed locations shown with a red glow, with a white line with red glow being opportunity that is not defined).
- 4.5.7 This demonstrates that there is opportunity for bay relocation on the single yellow line on Bouverie Street. This could be 20 metres, which could accommodate the existing motorcycle bays and one of the disabled bays from Dorset Rise. Short sections of motorcycle parking bays could also be added to Carmelite Street on the eastern kerbline (in addition to the pay by phone relocation shown in Figure 4-8).
- 4.5.8 Bridewell Place is currently double yellow line on the west side and double yellow line double tick on the east side. There may be opportunity to relocate some parking bays here.
- 4.5.9 The repurposing of the doctor's bay on Salisbury Court as a loading bay could be explored following completion of the development at that location.

Figure 4-9: Existing bay locations (whole area)

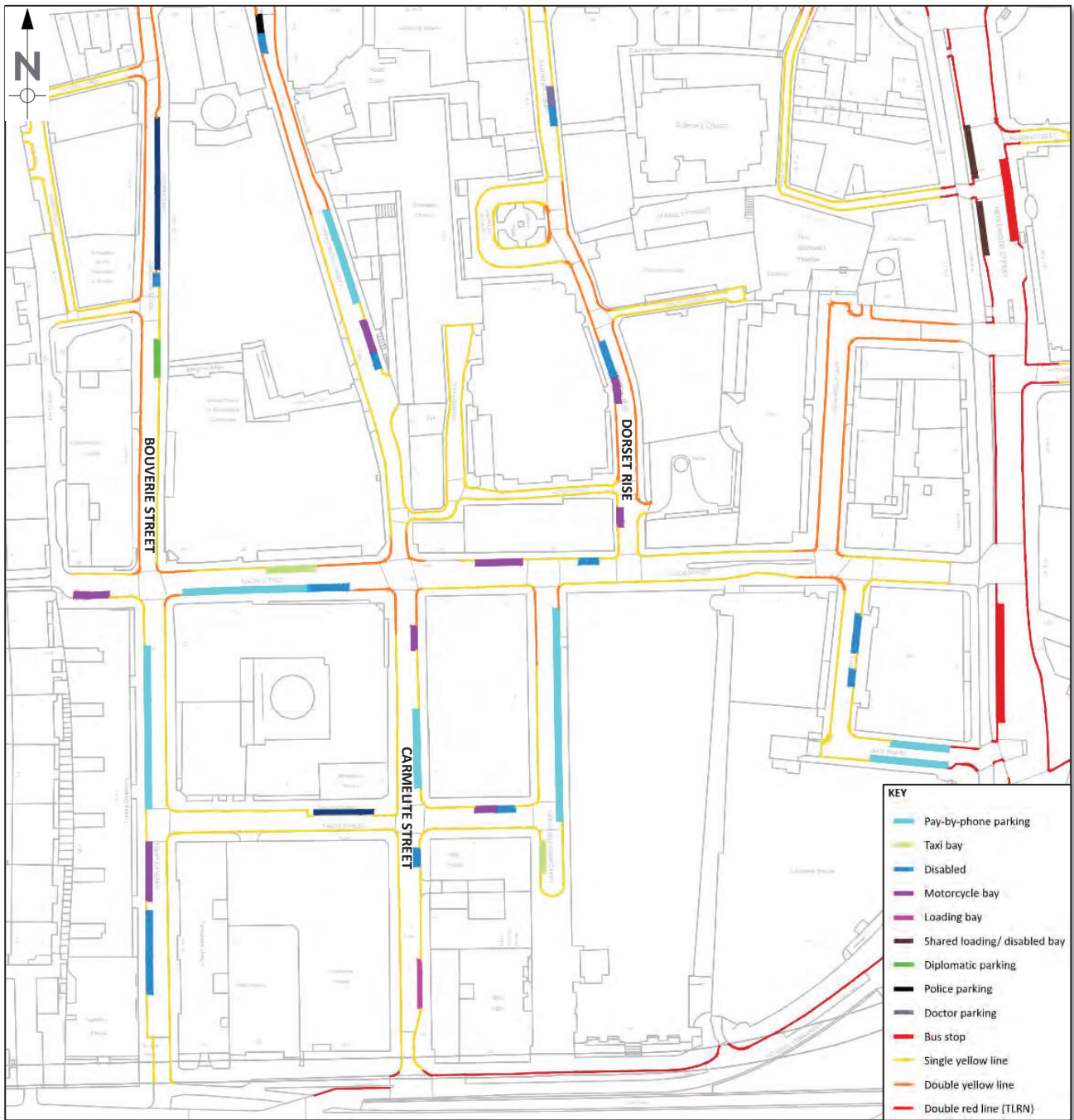
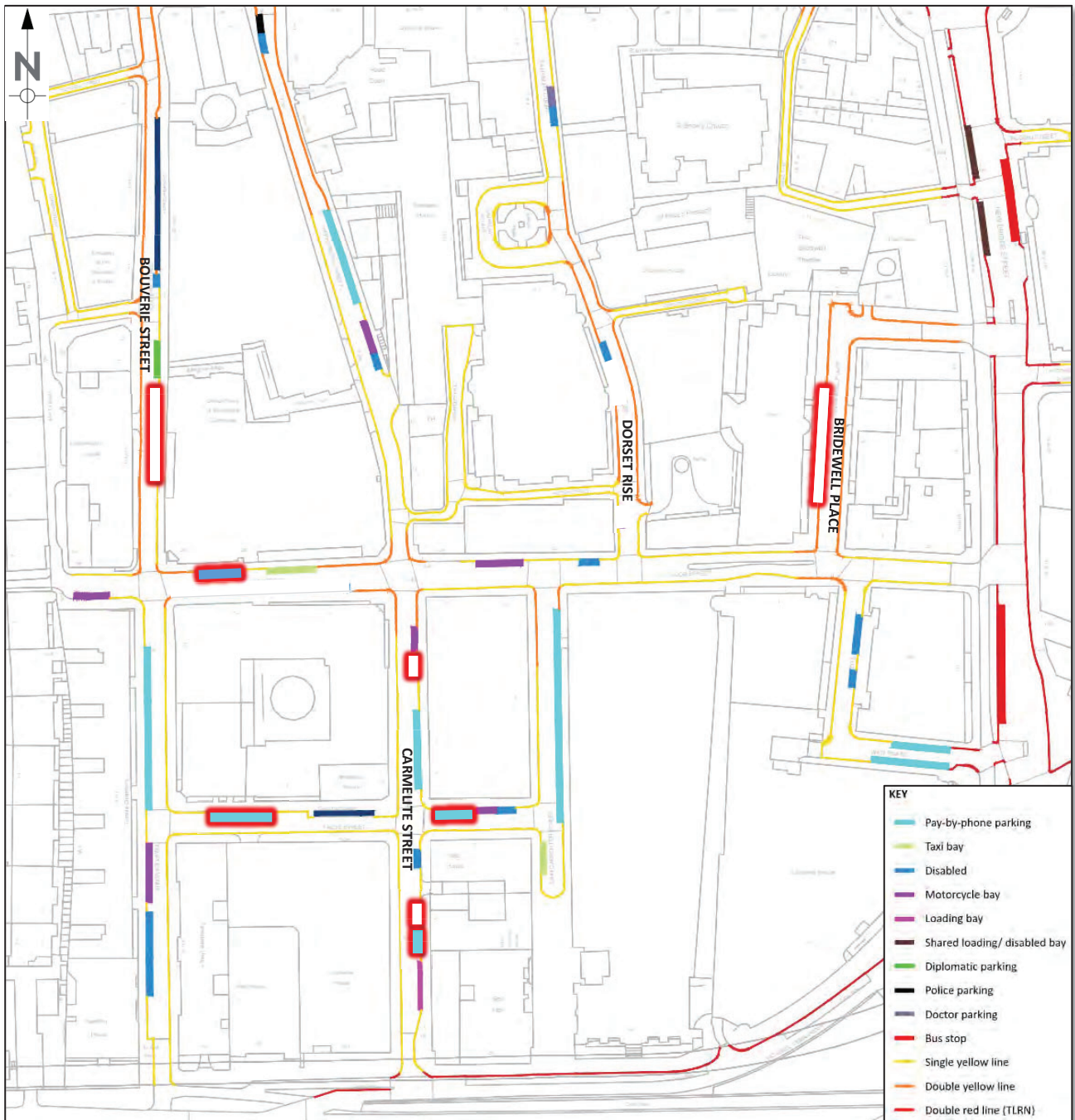


Figure 4-10: Proposed bay locations (whole area)



5 JUNCTION CHANGES ON VICTORIA EMBANKMENT

5.1 Background

5.1.1 CoL has requested a review of access and egress between the Whitefriars area and Victoria Embankment.

Pre-2005

5.1.2 It is understood that before around 2005, the following movements were permitted between the Whitefriars area and Victoria Embankment (also shown in Figure 5-1, which uses a Google Earth image from 2003):

- Eastbound left-turn from Victoria Embankment to Temple Avenue
- Southbound left-turn from Temple Avenue to Victoria Embankment (slip road)
- Southbound right-turn from Temple Avenue to Victoria Embankment
- Southbound left-turn from Carmelite Street to Victoria Embankment (slip road)
- Eastbound left-turn from Victoria Embankment (slip road) to John Carpenter Street
- Southbound left-turn from John Carpenter Street to Victoria Embankment (slip road)

Figure 5-1: Access between Whitefriars area and Victoria Embankment (pre-2005)



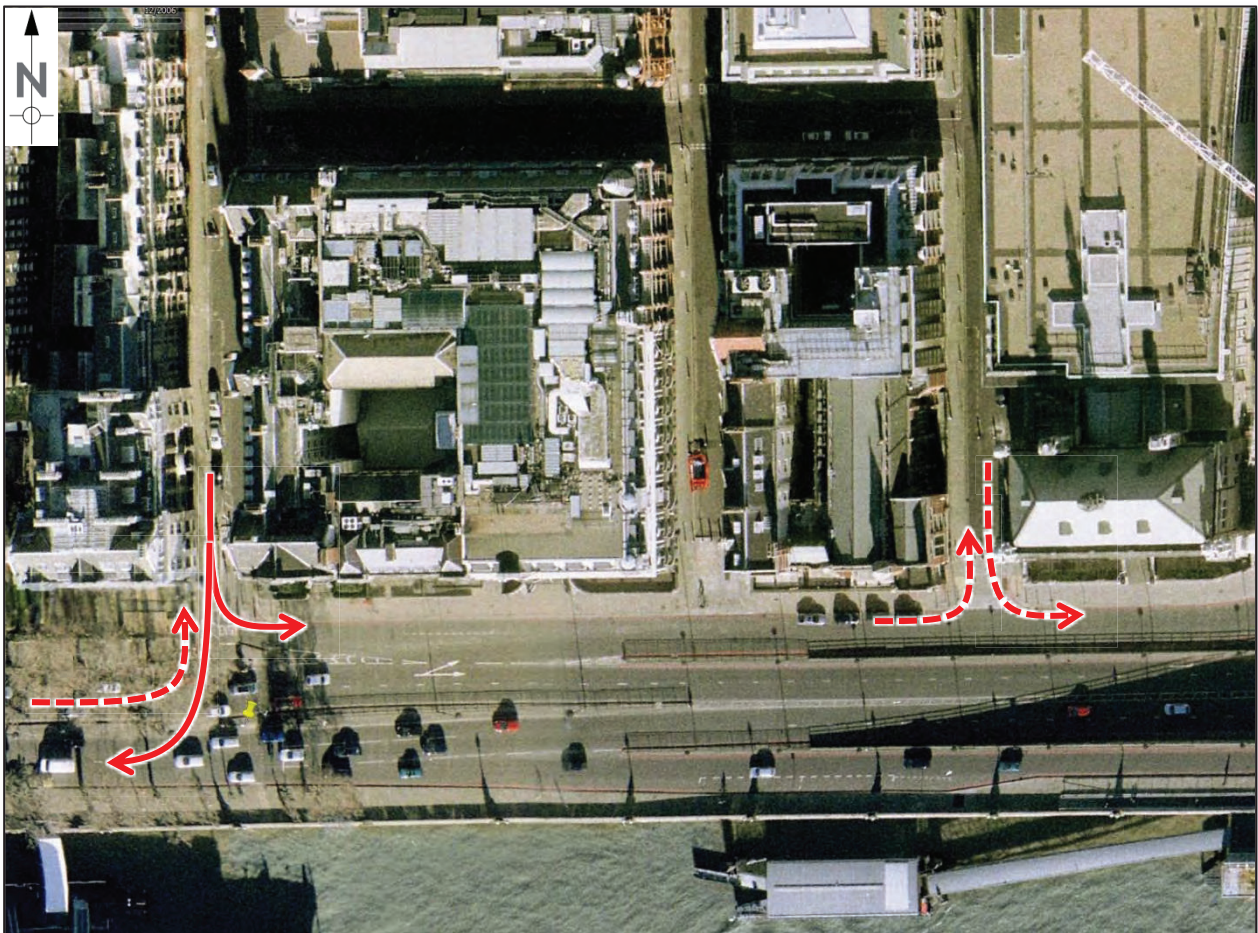
2005-2016

5.1.3 In the mid-2000s, the following changes were made:

- Eastbound left-turn from Victoria Embankment to Temple Avenue: **prohibited for all vehicles except cyclists**
- Southbound left-turn from Temple Avenue to Victoria Embankment (slip road): **still permitted**
- Southbound right-turn from Temple Avenue to Victoria Embankment: **still permitted**
- Southbound left-turn from Carmelite Street to Victoria Embankment (slip road): **prohibited for all vehicles**
- Eastbound left-turn from Victoria Embankment (slip road) to John Carpenter Street: **prohibited for all vehicles except cyclists**
- Southbound left-turn from John Carpenter Street to Victoria Embankment (slip road): **prohibited for all vehicles except cyclists**

5.1.4 Figure 5-2 shows the permitted movements from 2005-2016, with the dashed line denoting cyclists only.

Figure 5-2: Access between Whitefriars area and Victoria Embankment (2005-2016)



2016

5.1.5 In 2016 TfL’s East-West and North-South Cycle Superhighways had been constructed. This included the movements listed below:

- Eastbound left-turn from Victoria Embankment to Temple Avenue: **prohibited for all vehicles except cyclists**
- Southbound left-turn from Temple Avenue to Victoria Embankment (slip road): **prohibited for all vehicles except cyclists**
- Southbound right-turn from Temple Avenue to Victoria Embankment: **prohibited for all vehicles except cyclists**
- Southbound left-turn from Carmelite Street to Victoria Embankment (slip road): **permitted for all vehicles**
- Southbound right-turn from Carmelite Street to Victoria Embankment (slip road): **permitted for all vehicles**
- Eastbound left-turn from Victoria Embankment (slip road) to John Carpenter Street: **prohibited for all vehicles except cyclists**
- Southbound left-turn from John Carpenter Street to Victoria Embankment (slip road): **prohibited for all vehicles except cyclists**

5.1.6 Figure 5-3 shows the permitted movements in 2016, with the dashed line denoting cyclists only. John Carpenter Street is not shown but included in the list above.

Figure 5-3: Access between Whitefriars area and Victoria Embankment (2016)



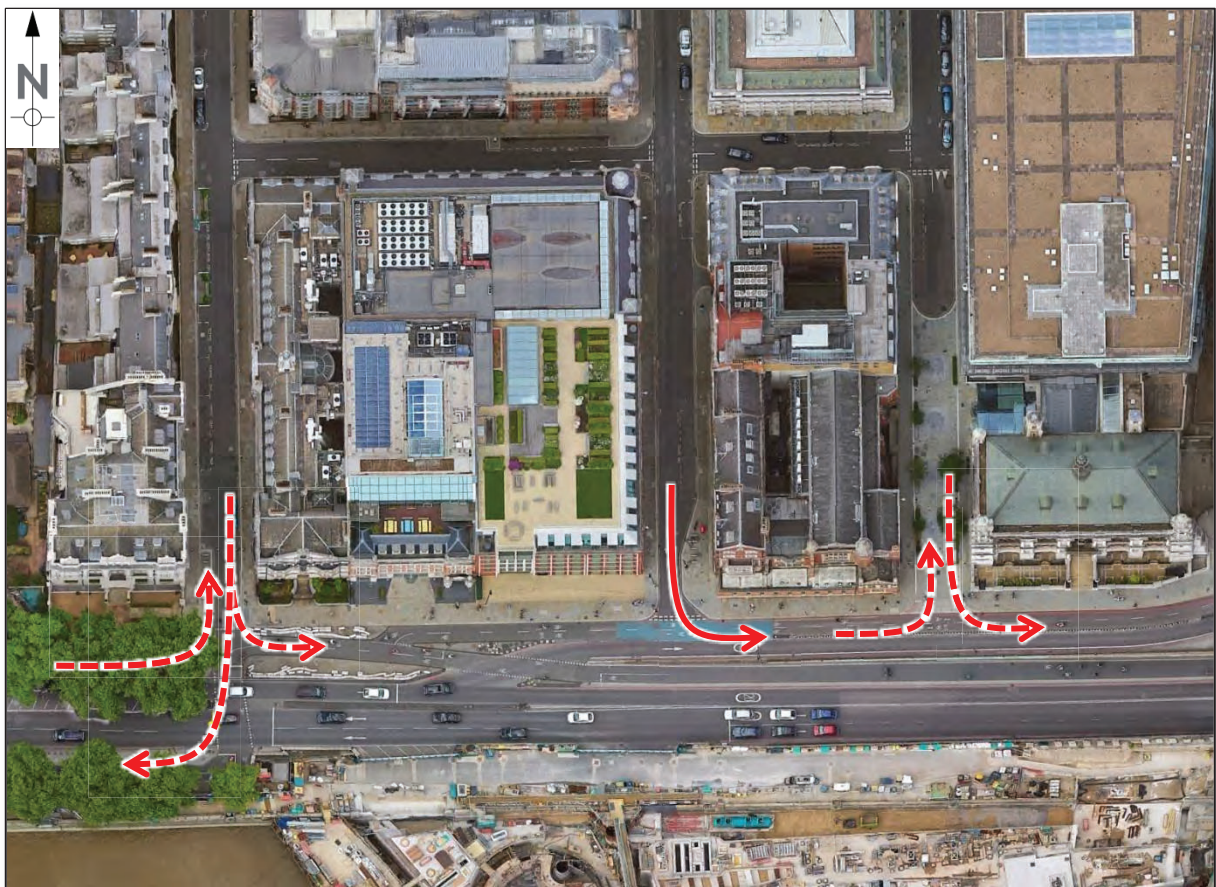
2017 to present

5.1.7 Soon after the completion of the Cycle Superhighways, changes were made to the highway layout to accommodate construction of the Thames Tideway on the north bank of the Thames. This resulted in the 2-way cycle track being relocated from the north bank to Victoria Embankment slip road. The current permitted movements are:

- Eastbound left-turn from Victoria Embankment to Temple Avenue: **prohibited for all vehicles except cyclists**
- Southbound left-turn from Temple Avenue to Victoria Embankment (slip road): **prohibited for all vehicles except cyclists**
- Southbound right-turn from Temple Avenue to Victoria Embankment: **prohibited for all vehicles except cyclists**
- Southbound left-turn from Carmelite Street to Victoria Embankment (slip road): **permitted for all vehicles**
- Eastbound left-turn from Victoria Embankment (slip road) to John Carpenter Street: **prohibited for all vehicles except cyclists**
- Southbound left-turn from John Carpenter Street to Victoria Embankment (slip road): **prohibited for all vehicles except cyclists**

5.1.8 Figure 5-4 shows the permitted movements from 2016 to present day, with the dashed line denoting cyclists only.

Figure 5-4: Access between Whitefriars area and Victoria Embankment (2016 to present)



5.1.9 It is understood that the 2-way cycle track will be moved back to the north bank following completion of the Thames Tideway, but there are no plans to change the existing movements between Whitefriars and Victoria Embankment.

5.2 Highway layout changes

5.2.1 As part of a separate study undertaken in 2018/19, consultants were commissioned to develop options that facilitated additional movements for motor vehicles to/from Temple Avenue, which is currently access/egress by cycles only. These were also tested for the impact on traffic capacity using traffic modelling software (LinSig). The options tested are set out as follows:

TfL proposed layout

5.2.2 The TfL proposed layout was on site in 2016 after TfL’s Cycle Superhighway was completed but before changes due to Thames Tideway (see Figure 5-5).

Figure 5-5: TfL proposed layout



5.2.3 This is the Baseline situation in terms of junction capacity that the other options are compared against.

Option 3

5.2.4 Option 3 (Figure 5-6) keeps the majority of the proposed TfL layout, but reinstates the access arrangement at the southern end of Temple Avenue between 2005-2016. That is to say motor vehicles can turn left and right out of Temple Avenue southbound, with cycles only permitted to enter Temple Avenue northbound.

Figure 5-6: Option 3

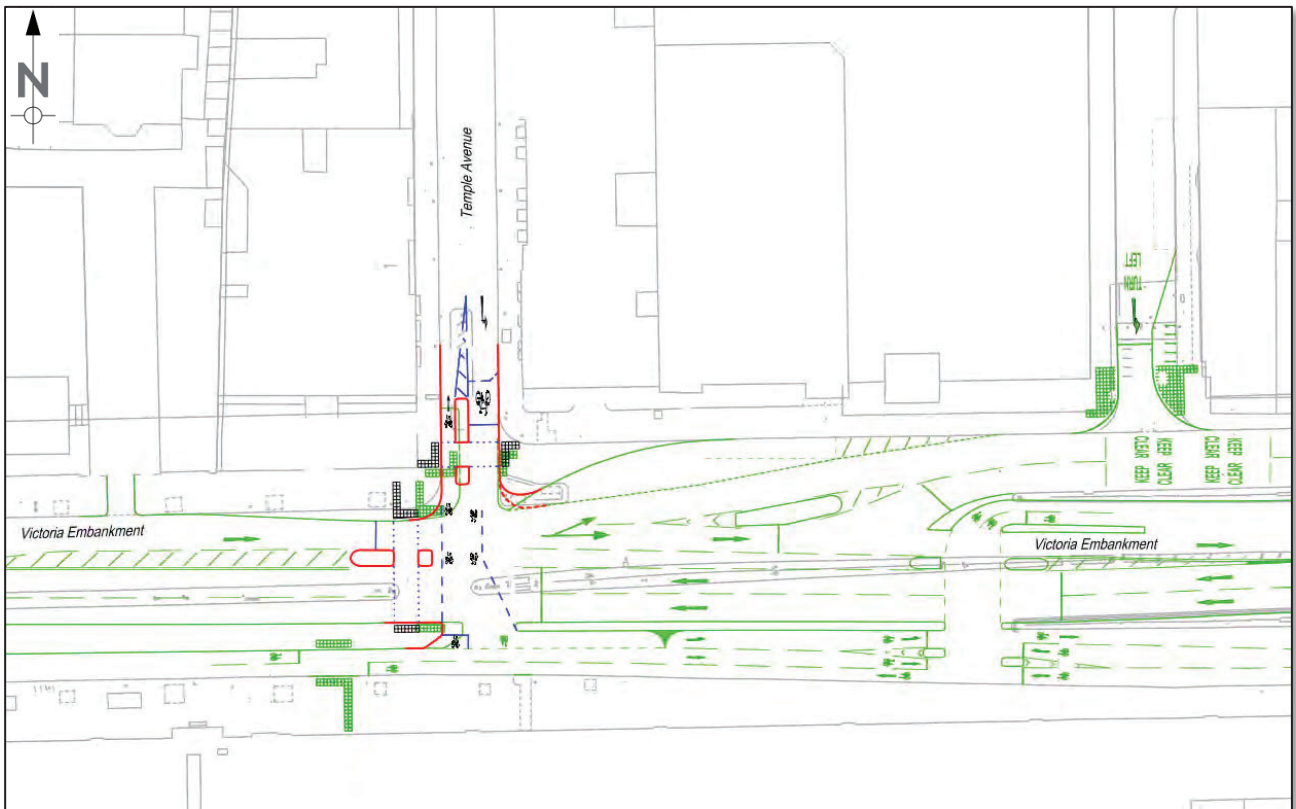


5.2.5 Option 3 performs worse in terms of junction capacity than the TfL option. This is because an additional stage is required in the method of control to allow motor vehicles to turn right from Temple Avenue to Victoria Embankment. This reduces the signal green time that can be given to traffic. The modelling results show both Victoria Embankment and Temple Avenue would operate over capacity, which would generate excess queues and delay.

Option 4

5.2.6 Option 4 (Figure 5-7) is the same as Option 3 with one difference, which is that the southbound left-turn only out of Temple Avenue is permitted for motor vehicles.

Figure 5-7: Option 4



5.2.7 Option 4 has a similar level of junction capacity as the TfL option. This is because the method of control is unchanged, with minor changes required to permit motor vehicles to turn left onto Victoria Embankment.

5.3 Analysis

5.3.1 The traffic modelling shows that allowing the left and right-turn out of Temple Avenue for motor vehicles would have a significant impact on network operation, with excessive queues and delays predicted by the modelling undertaken.

5.3.2 Allowing just the left-turn out of Temple Avenue would provide direct access to Blackfriars Underpass, which is not currently possible from the left-turn out of Carmelite Street to Victoria Embankment (slip road). This has minor impact on junction capacity, but it does require the removal of the footway buildout on the west side of Temple Avenue at the junction with Victoria Embankment. It is likely it would also increase the number of motor vehicles on Temple Avenue as it provides a direct route from Fleet Street to Blackfriars Underpass. To remove this through route, changes to the highway network would have to be made at another location(s) within the Whitefriars area.

5.3.3 No design has been provided that seeks to permit motor vehicle access into Whitefriars from Victoria Embankment. The traffic survey analysis shows that the demand for this movement is low. If motor vehicle movement was permitted from Victoria Embankment (westbound) into Temple Avenue, an additional stage would be required in the method of control that would cause the junction to operate with reduced capacity, which is likely to result in excess queues and delay. If motor vehicle movement was permitted from Victoria Embankment (eastbound) into Temple Avenue, the pedestrian crossing over Temple Avenue would run for a shorter time, resulting in a reduction of pedestrian amenity.

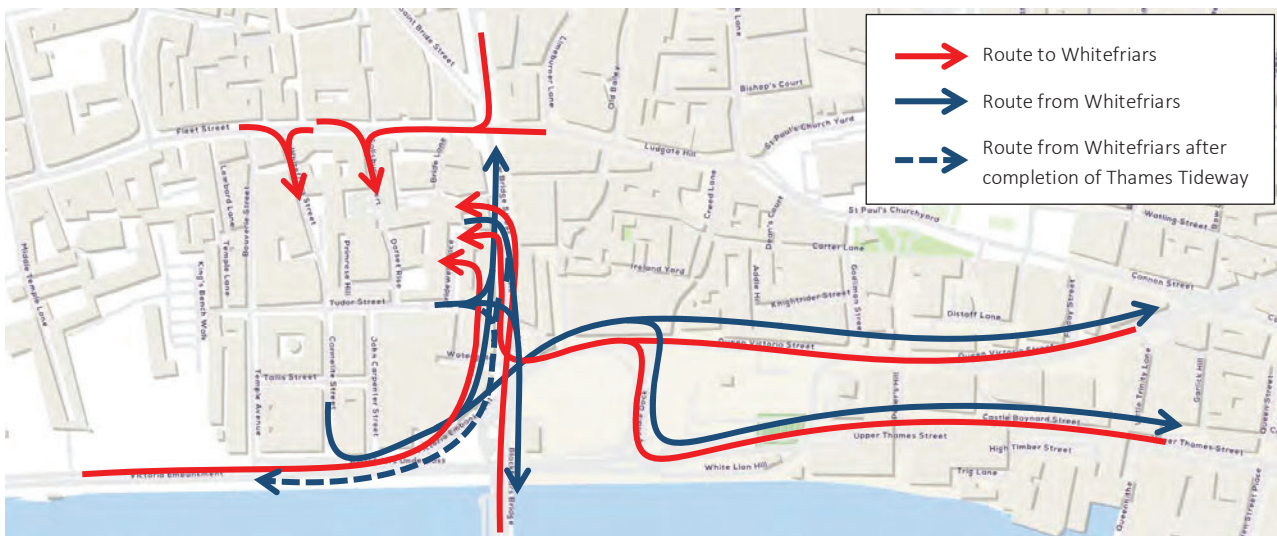
5.3.4 If the left-turn or right-turn into Carmelite Street for motor vehicles was permitted, this would have the following implications:

- To introduce the left-turn or right-turn into Carmelite Street, and not make any changes to the existing junction layout, the current egress would need to be prohibited. The existing layout only provides space for vehicles to travel in one direction.
- If the egress from Carmelite Street was prohibited there would be no egress from the Whitefriars area to the south for motor vehicles. To maintain an egress, changes would need to be made to the junction of Temple Avenue/ Victoria Embankment. The implications of this are discussed in paragraph 5.3.2.
- To introduce the left-turn or right-turn into Carmelite Street, and maintain egress, the footway buildout on the eastern side of Carmelite Street would need to be removed. This footway buildout currently accommodates cycle parking and a CCTV camera.

5.3.5 In addition to the impacts set out above, access from Victoria Embankment (slip road) via either or both of Temple Avenue and/or Carmelite Street is likely to increase the number of motor vehicles within the Whitefriars area as it would provide a direct link from Victoria Embankment (slip road) to Fleet Street and New Bridge Street. Increasing vehicle flow within the Whitefriars area is not in line with the Healthy Streets plan, or City of London Transport Policy.

5.3.6 The motor vehicle movements to and from the Whitefriars area to the wider highway network are shown in Figure 5-8. This demonstrates that there are routes to and from Whitefriars to the wider network in all directions. The route from Whitefriars to Victoria Embankment is dashed meaning it will be available after the completion of the Thames Tideway.

Figure 5-8: Routes to/from Whitefriars from the wider area



5.3.7 The TfL proposed layout that was tested does not reintroduce the southbound right-turn from Carmelite Street to Victoria Embankment (slip road). If this was introduced, it would create a new route from Fleet Street to Victoria Embankment. Vehicle progression would be westbound only as the left-turn from the bottom of Victoria Embankment (slip road) to Blackfriars underpass is not permitted (or physically possible).

6 SUMMARY

6.1 Conclusions

- 6.1.1 The key points from the analysis of the traffic survey data and the Victoria Embankment access proposals are set out below.

Traffic flows

- 6.1.2 The highest 2-way flow on Tudor Street is 176 motor vehicles in the AM peak hour and 201 in the PM peak hour.
- 6.1.3 Bouverie Street has a southbound flow of 141 motor vehicles in the AM peak hour and 138 in the PM peak hour.
- 6.1.4 No other street has a motor vehicle flow of more than 70 vehicles. The streets to the south of Tudor Street have very low motor vehicles flows, with less than 30 vehicles in the AM and PM peak hours.
- 6.1.5 Cycle flows are highest on Temple Avenue and Bouverie Street (over 100 cycles in both AM and PM peak hours), with Tudor Street also having over 100 cyclists in the AM peak hour. The route to/from Cycleway 3 on Victoria Embankment, via the cycle-only access at the southern end of Temple Avenue, is the most popular route for cycles through the Whitefriars area.
- 6.1.6 Motor vehicle flows entering the Whitefriars area in March 2023 have reduced by 25% in the AM peak hour and by 16% in the PM peak hour compared to the January 2018 survey data.
- 6.1.7 Cycle flows entering the Whitefriars area in March 2023 have reduced by 28% in the AM peak hour and by 31% in the PM peak hour compared to the January 2018 survey data.
- 6.1.8 Motor vehicle flows eastbound on Fleet Street in October 2022 have reduced by 40% in the AM peak hour and by 47% in the PM peak hour compared to the January 2018 survey data.
- 6.1.9 2-way cycle flows on Fleet Street in October 2022 have increased by 24% in the AM peak hour and by 32% in the PM peak hour compared to the January 2018 survey data.

Vehicle routes

- 6.1.10 The junction count and OD data shows that the movement with the highest motor vehicle flow is from Fleet Street to New Bridge Street. The main reason for this is likely to be because the right-turn from Fleet Street eastbound to New Bridge Street southbound at Ludgate Circus is prohibited. Therefore, the route through Whitefriars via Tudor Street is the most direct way of travelling from Fleet Street to New Bridge Street.
- 6.1.11 The survey data suggests there is not significant demand to access Whitefriars from the south of the area, with 46, 25 and 4 vehicles going from Victoria Embankment to the Whitefriars area across the 8 hours surveyed for each of the Wednesday, Thursday and Saturday survey days, respectively.
- 6.1.12 The journey time results for all survey days (Wednesday, Thursday and Saturday), show that over 80% pass through the area within 2 minutes. This suggests most vehicles move through the Whitefriars area without having a purpose within the area.

Kerbside activity

- 6.1.13 The data shows that the existing marked kerbside bays are all well used with little spare capacity. However, both single and double yellow lines have low occupancy, which suggests generally good compliance with the CPZ restrictions.

Junction changes on Victoria Embankment

- 6.1.14 The traffic modelling shows that allowing the left and right-turn out of Temple Avenue would have a significant impact on network operation, with excessive queues and delays predicted by the modelling undertaken.
- 6.1.15 Allowing just the left-turn out of Temple Avenue would provide direct access to Blackfriars Underpass, which is not currently possible from the left-turn out of Carmelite Street to Victoria Embankment (slip road). This has minor impact on junction capacity, but it does require the removal of the footway buildout on the west side of Temple Avenue at the junction with Victoria Embankment. It is likely this would also increase the number of motor vehicles on Temple Avenue as it provides a direct route from Fleet Steet to Blackfriars Underpass. To remove this route, changes to the highway network would have to be made at another location(s) within the Whitefriars area.
- 6.1.16 No design has been provided that seeks to permit motor vehicle access into Whitefriars from Victoria Embankment. The traffic survey analysis shows that the demand for this movement is low. If motor vehicle movement was permitted from Victoria Embankment (eastbound or westbound) into Temple Avenue, an additional stage would be required in the method of control that would cause the junction to operate with reduced capacity, which is likely to result in excess queues and delay.

6.2 Recommendations

- 6.2.1 The traffic study of the Whitefriars area makes the following recommendations:
- Relocate pay by phone parking bays from Tudor Street to Tallis Street and Carmelite Street.
 - Relocate disabled bays on Tudor Street to another location on Tudor so that there are no marked bays adjacent to each other on opposite sides of the street.
 - Utilise single yellow line on Bouverie Street and double yellow line on Bridewell Place to relocate marked bays to facilitate public realm opportunities.
 - Provide designated parking areas for dockless bikes and e-scooters on existing single yellow line locations on Carmelite Street.
 - Maintain existing access arrangements between Temple Avenue, Carmelite Street and John Carpenter Street and Victoria Embankment.
 - Monitor traffic flows on Tudor Street. If they increase to greater than 2,000 motor vehicles per day, review options presented to restrict traffic movement on Tudor Street.

APPENDIX A: TRAFFIC FLOWS AND ROUTES ANALYSIS

NRF

NORMAN ROURKE PRYME



Whitefriars Area Traffic Study

Traffic Flows and Routes

June 2023 V2.0

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CIHT

Corporate Partner

Introduction

- NDC were commissioned by NRP/ CoL to undertake surveys to record traffic flows at a number of junctions within the Whitefriars Area Traffic Study
- Vehicle routes were also surveyed using ANPR data collection to understand how vehicles move through the Whitefriars Area and how long they spend in it
- The surveys were required to ascertain the number of vehicles within the Whitefriars Area, and derive the volume of traffic using the streets as a through route, with no apparent purpose within the area
- This report sets out the results of the junction count and ANPR traffic surveys



Survey specification – junction counts



Survey locations

1. Fleet Street/ Bride Lane
2. New Bridge Street/ Bridewell Place
3. New Bridge Street/ Tudor Street
4. Carmelite Street/ Victoria Embankment
5. Carmelite Street/ Tallis Street
6. Temple Avenue/ Tallis Street
7. Bouverie Street/ Temple Lane
8. Tudor Street/ Carmelite Street/ Whitefriars Street
9. Tudor Street/ John Carpenter Street
10. Tudor Street/ Bridewell Place/ Kingscote Street
11. Temple Avenue/ Tudor Street/ Bouverie Street

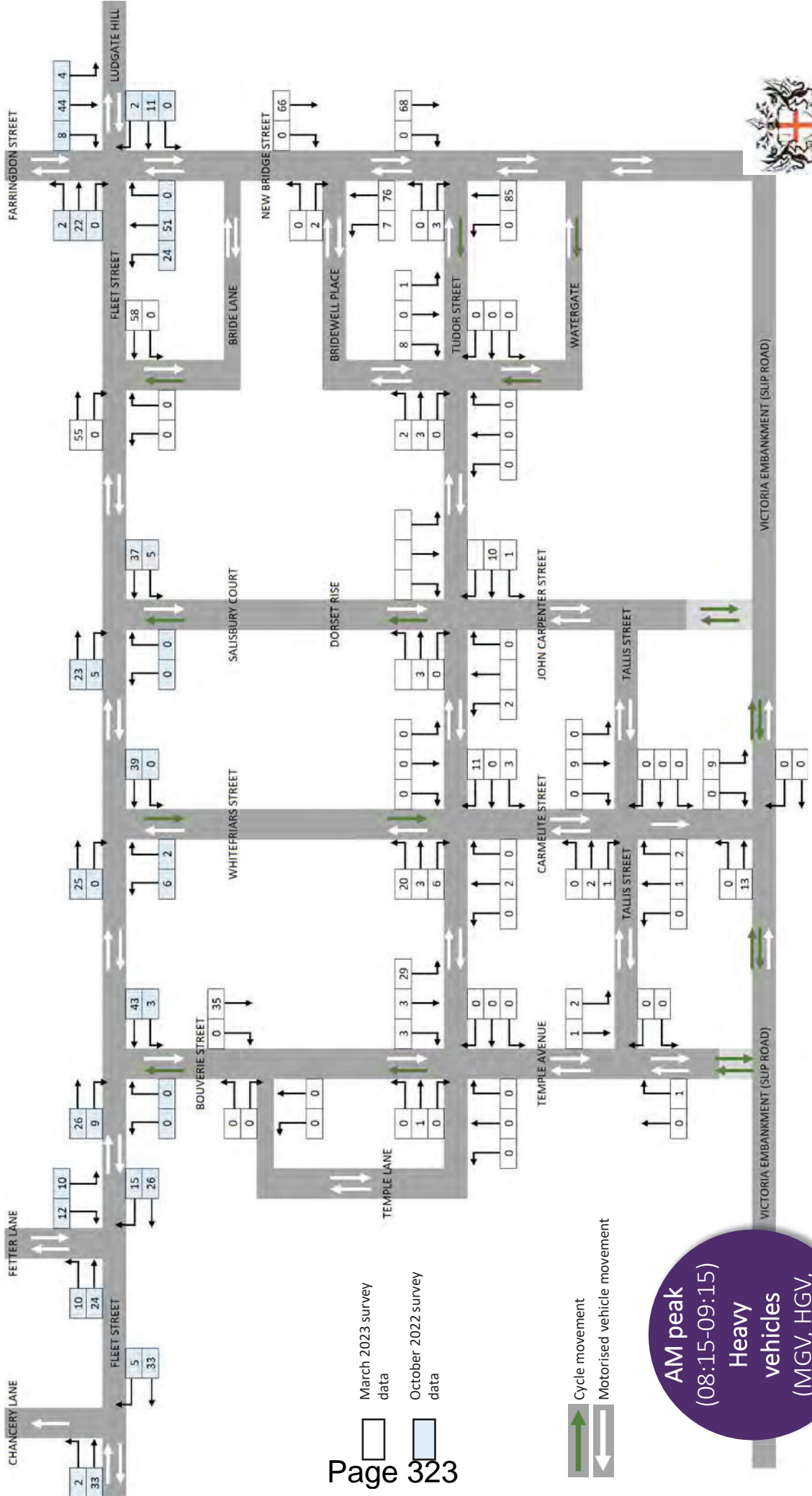
The following junctions were surveyed in October 2022

- ▶ Fleet Street/ Bouverie Street
- ▶ Fleet Street/ Whitefriars Street
- ▶ Fleet Street/ Salisbury Court
- ▶ Fleet Street/ Farringdon Street/ Ludgate Hill/ New Bridge Street

Survey times

- Wednesday 22nd March, Thursday 23rd March and Saturday 25th March 2023
- 07:00-10:00, 12:00-14:00, 16:00-19:00

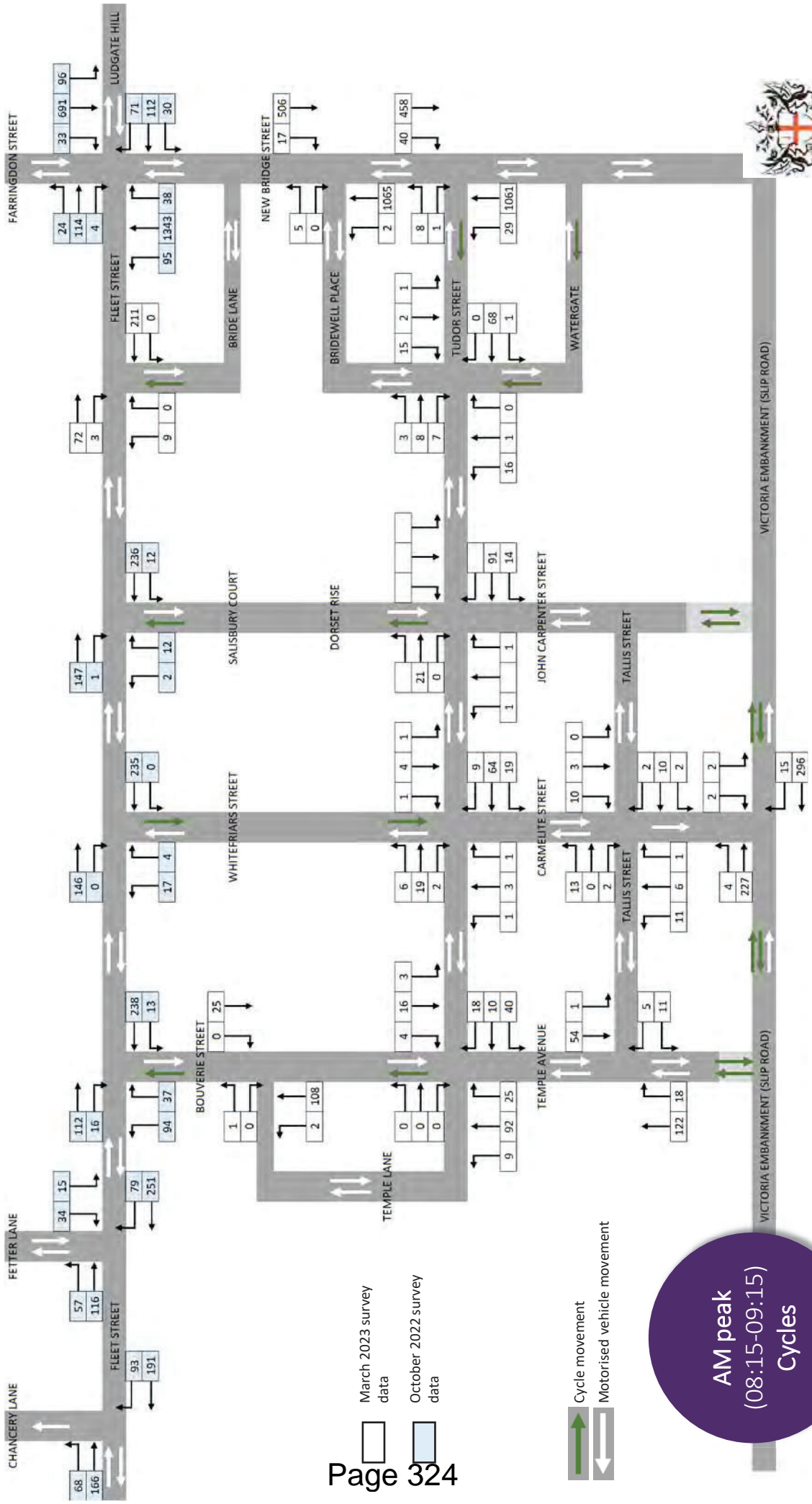




March 2023 survey data
 October 2022 survey data

→ Cycle movement
 Motorised vehicle movement

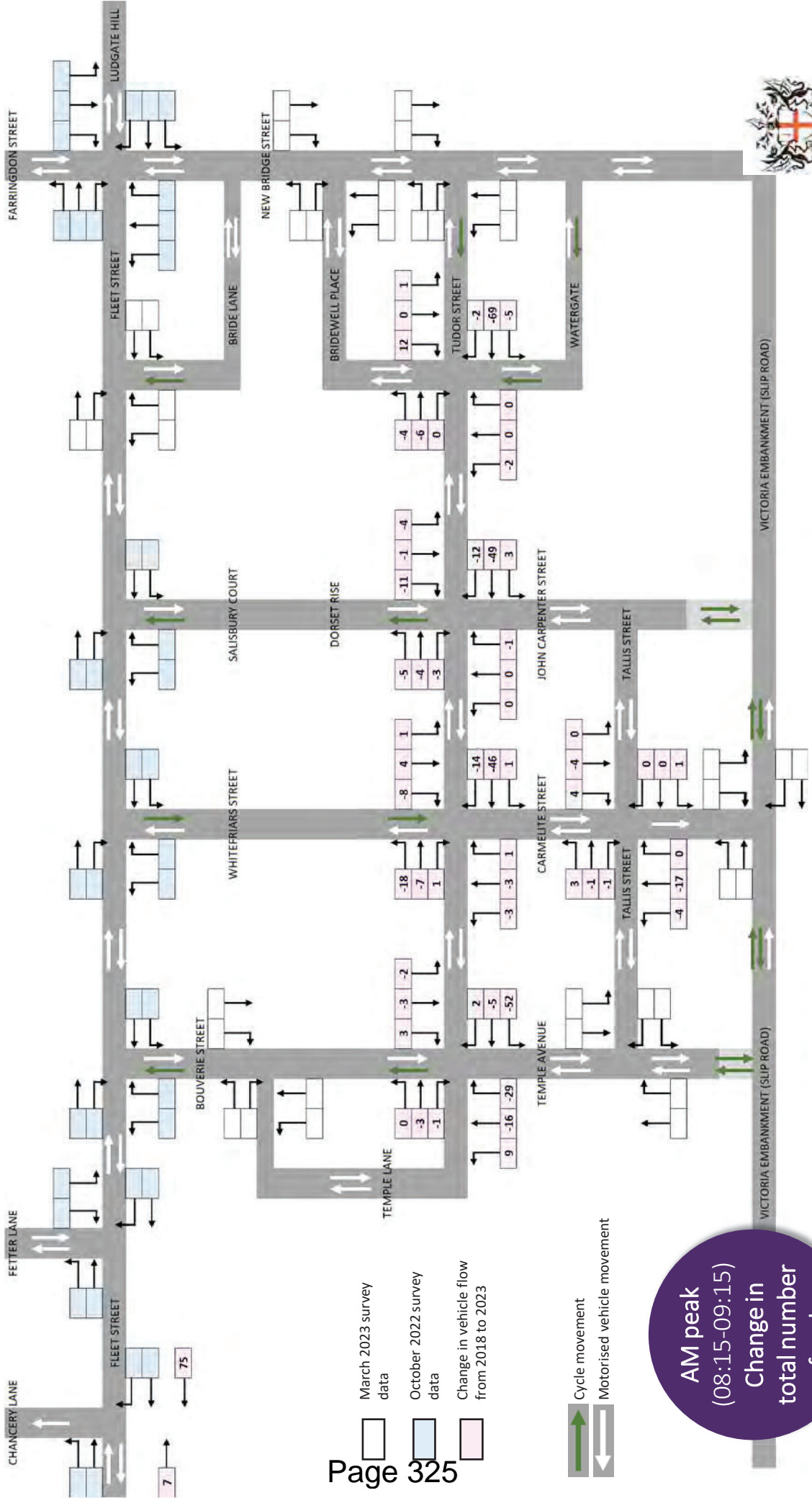
AM peak
 (08:15-09:15)
Heavy vehicles
 (MGV, HGV, bus, coach)



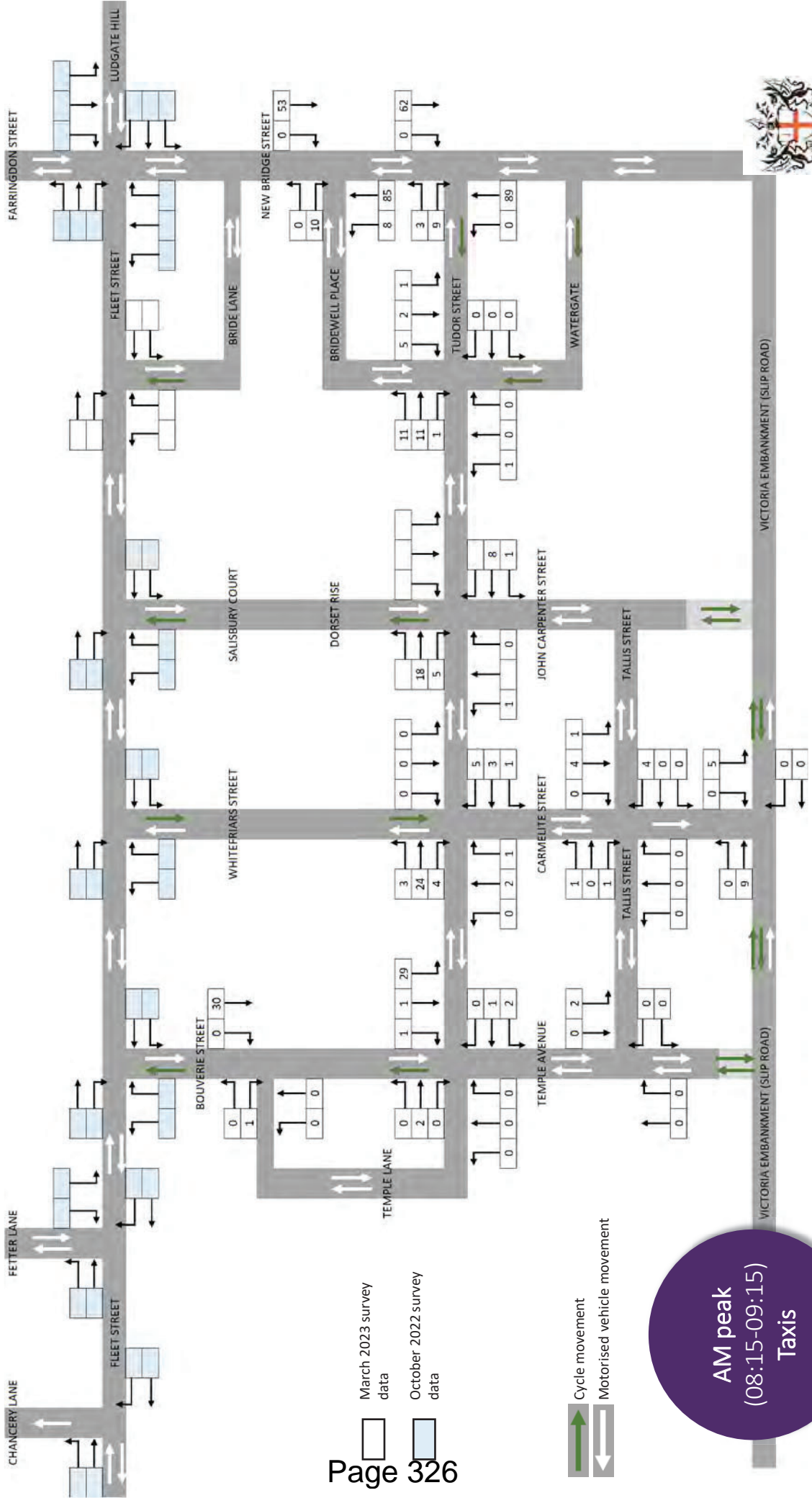
March 2023 survey data
October 2022 survey data

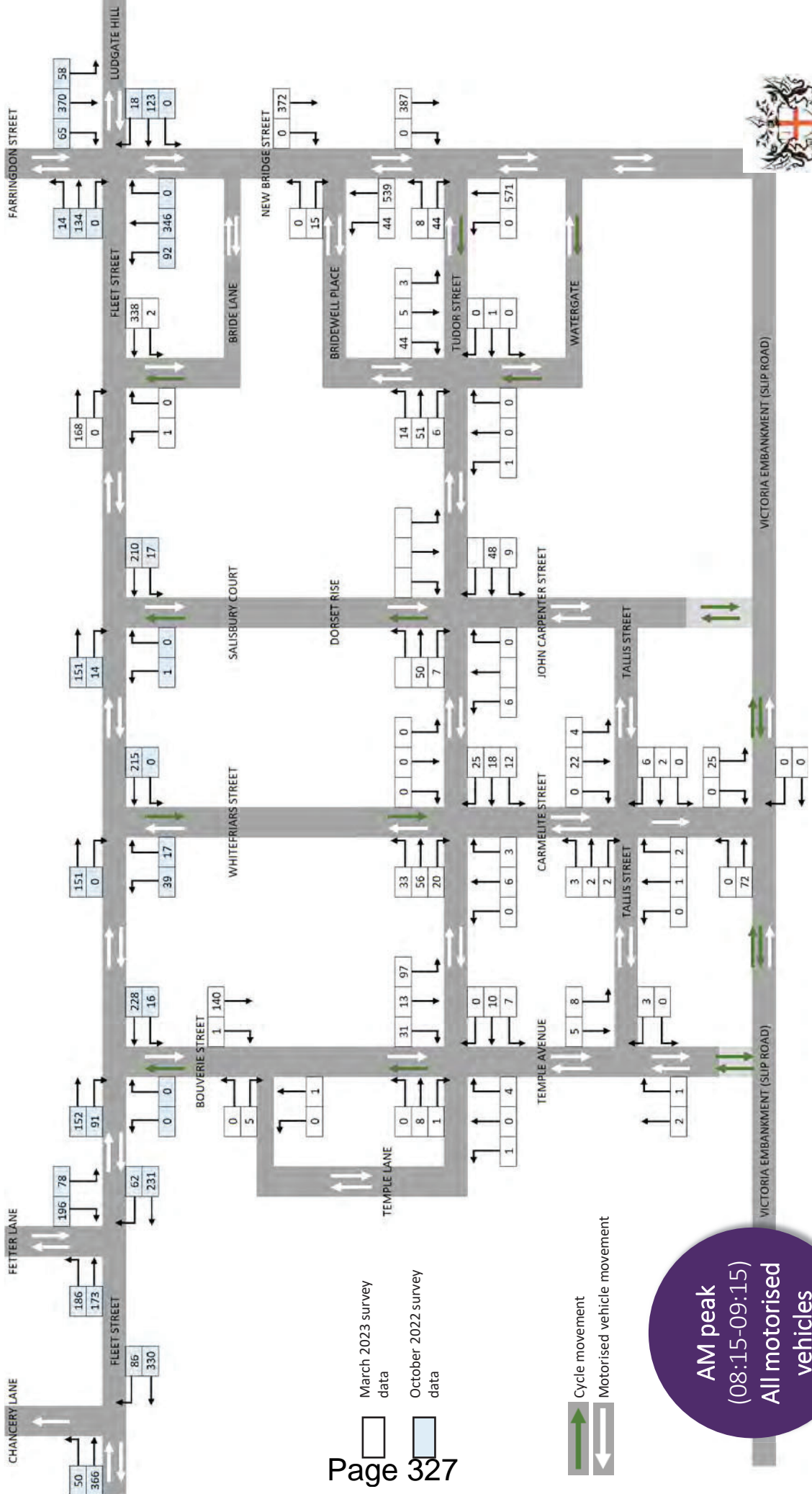
↑ Cycle movement
↓ Motorised vehicle movement

AM peak
(08:15-09:15)
Cycles

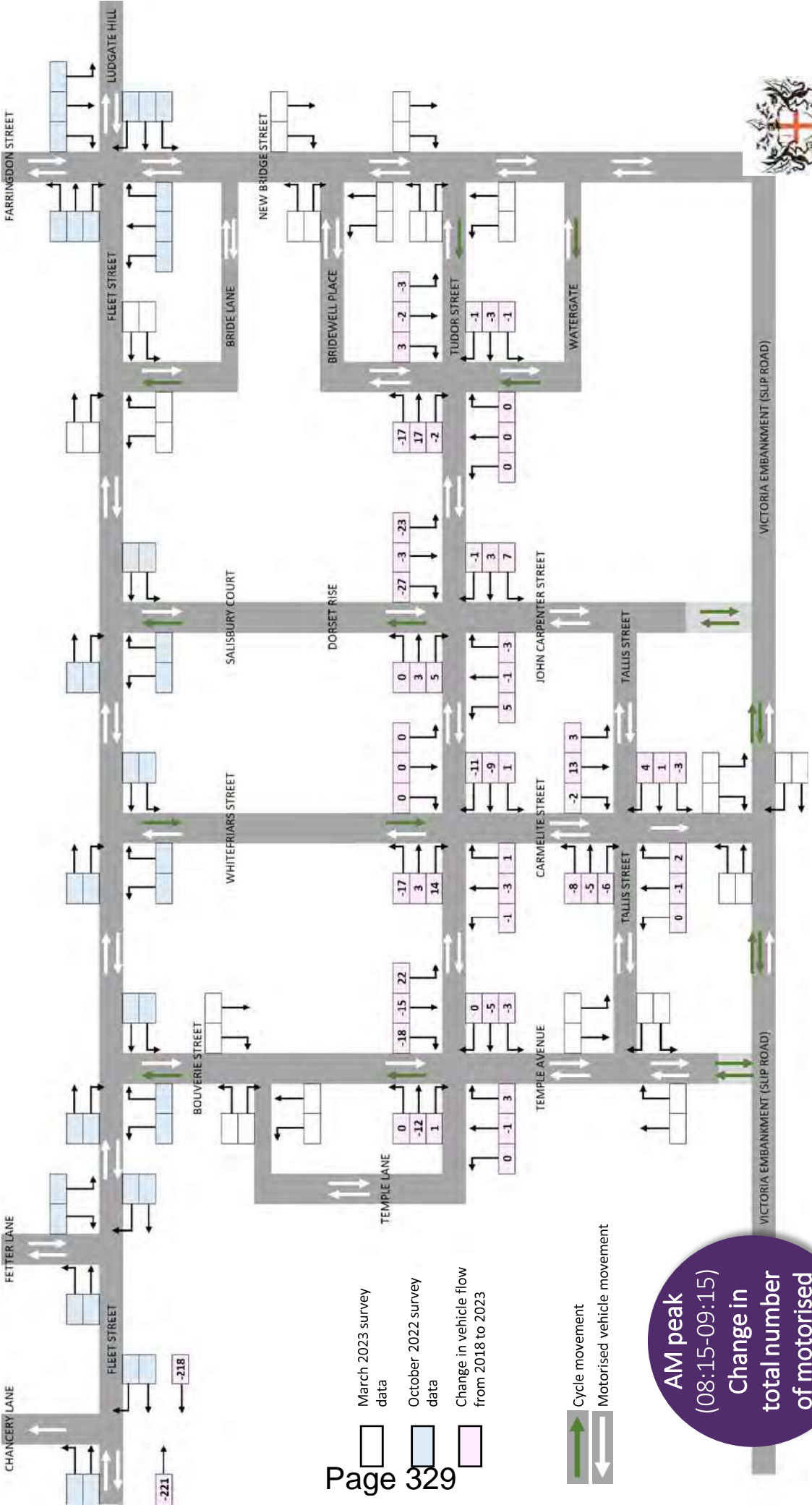


AM peak
(08:15-09:15)
Change in total number of cycles





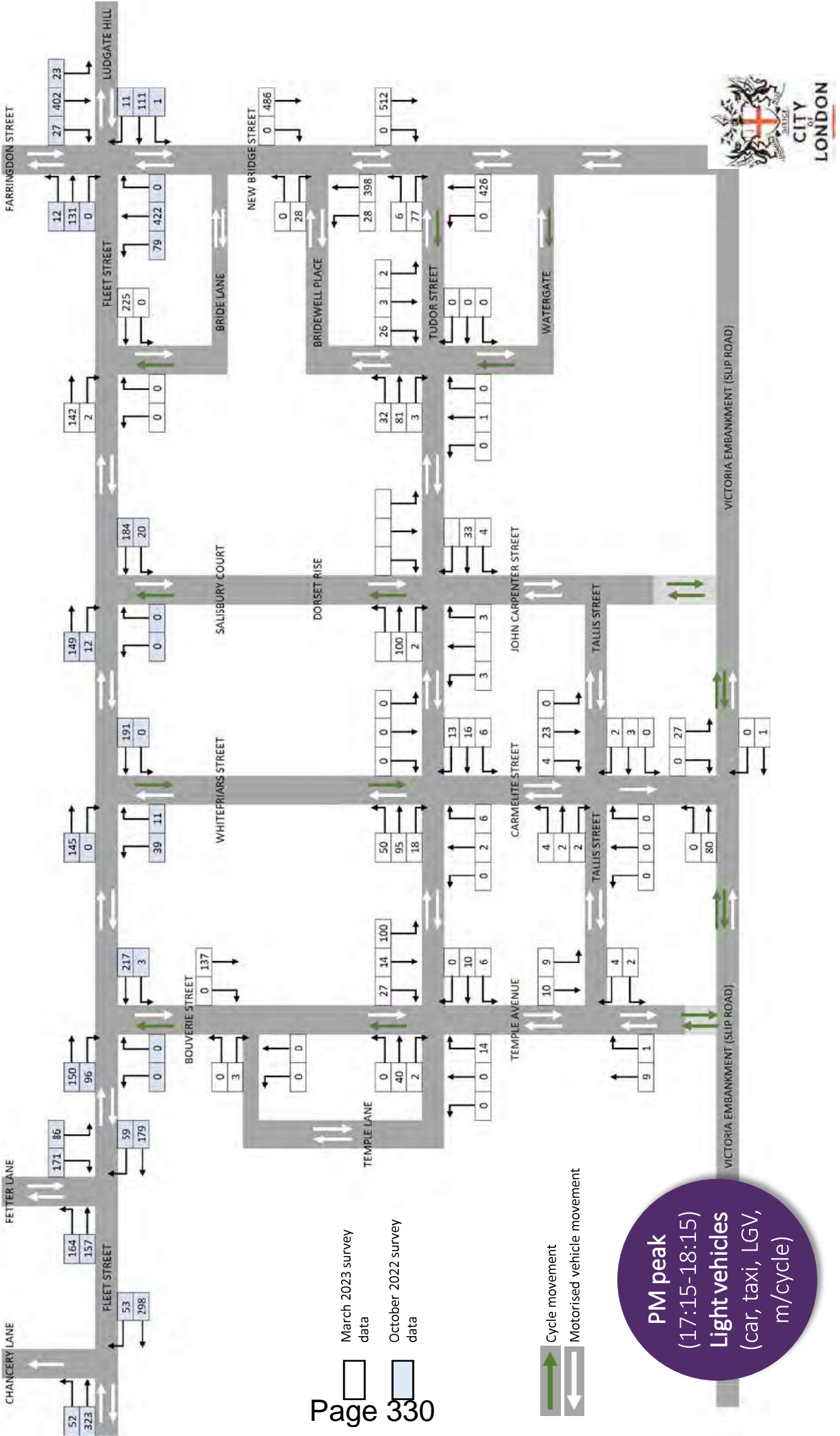
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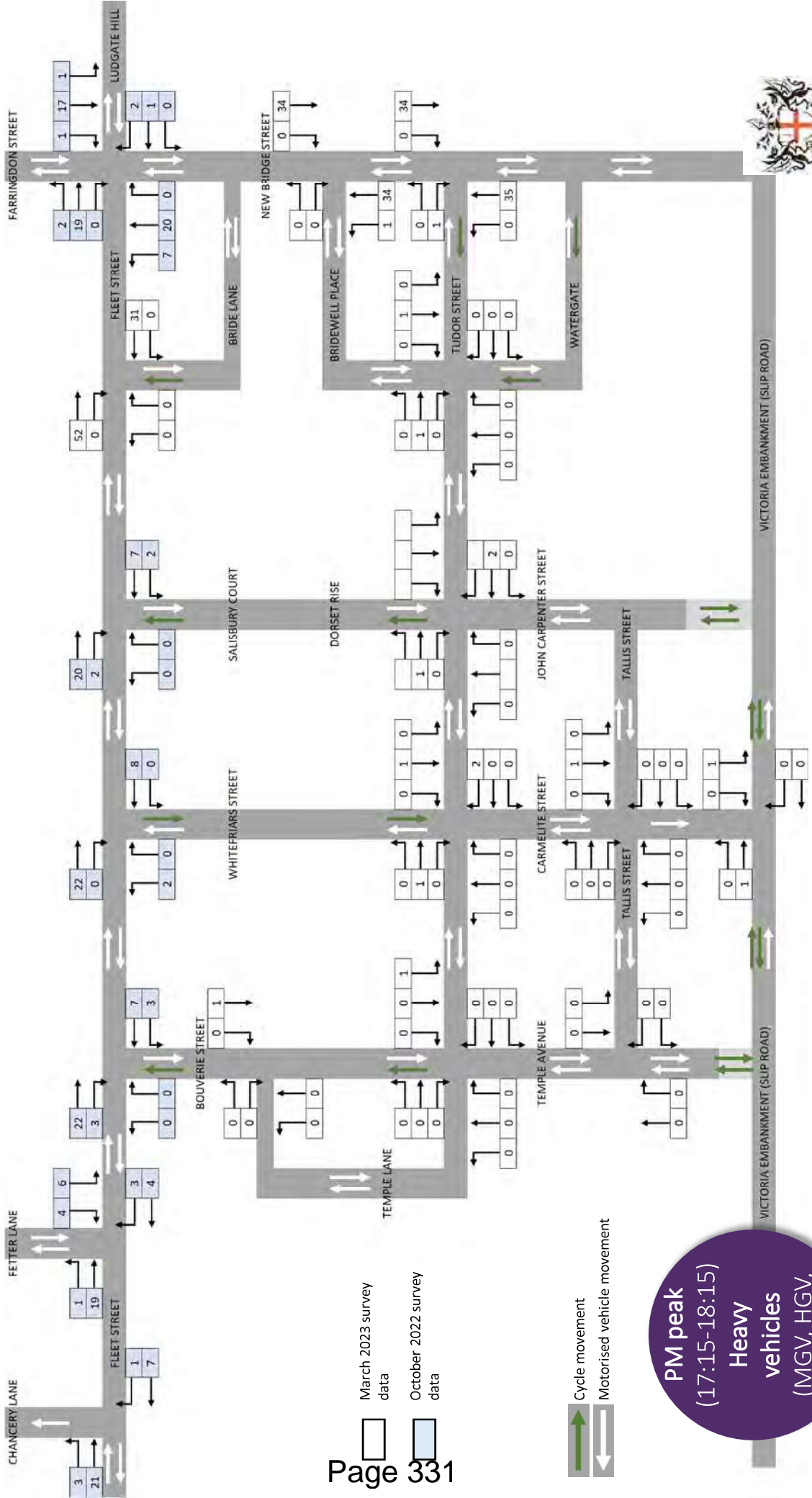


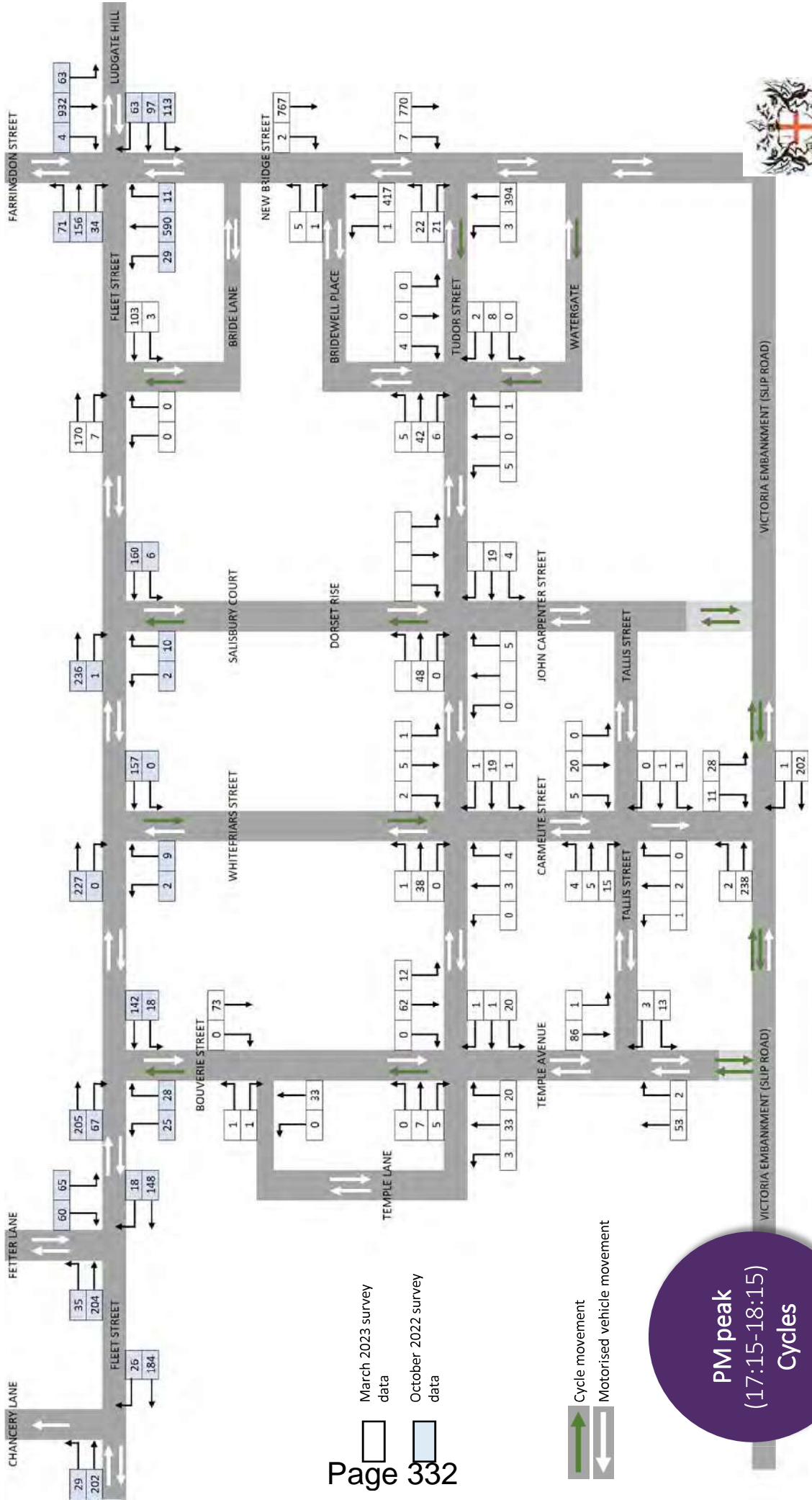
March 2023 survey data
 October 2022 survey data
 Change in vehicle flow from 2018 to 2023

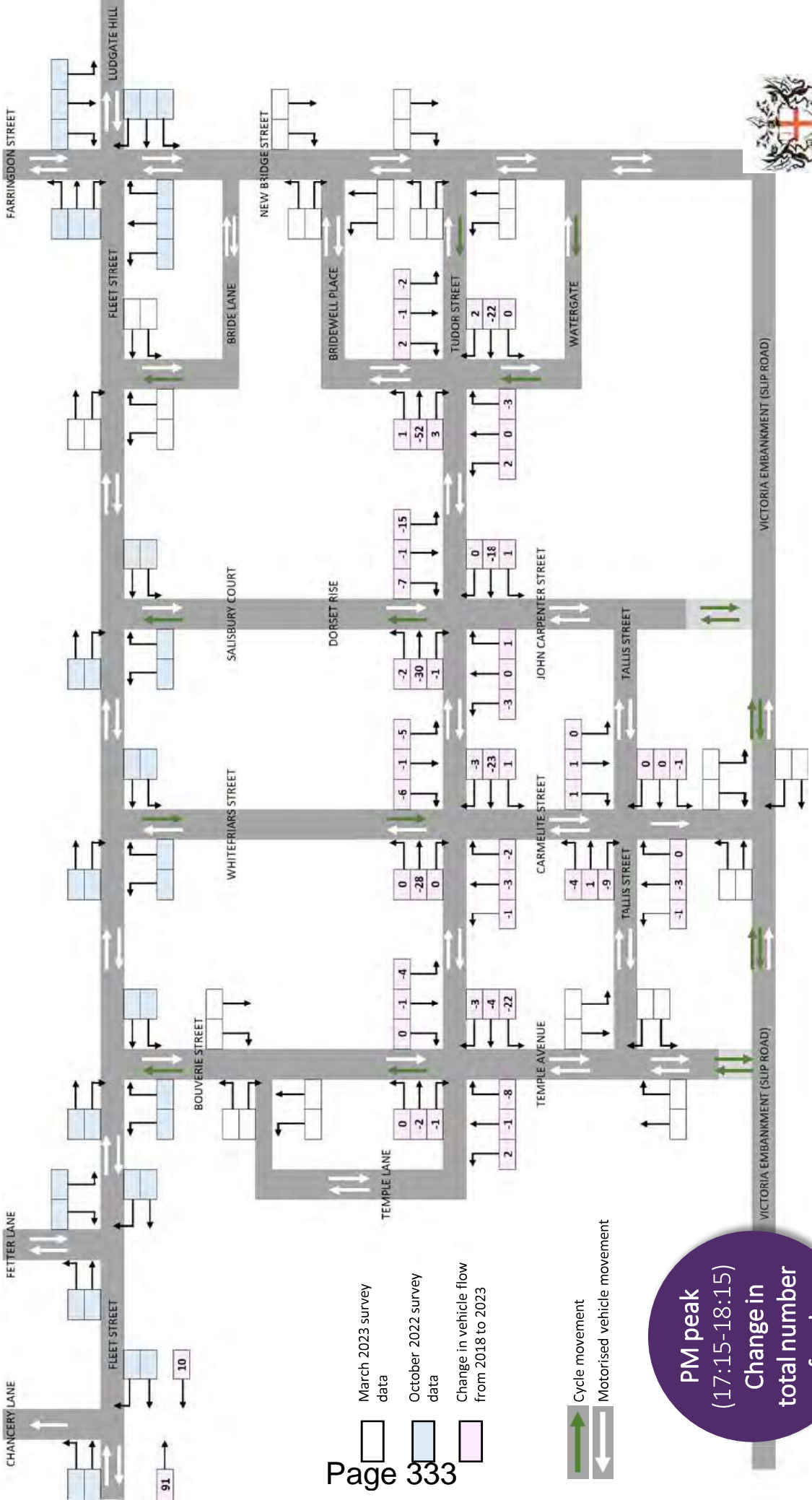
↑ Cycle movement
 ↓ Motorised vehicle movement

AM peak
 (08:15-09:15)
Change in total number of motorised vehicles





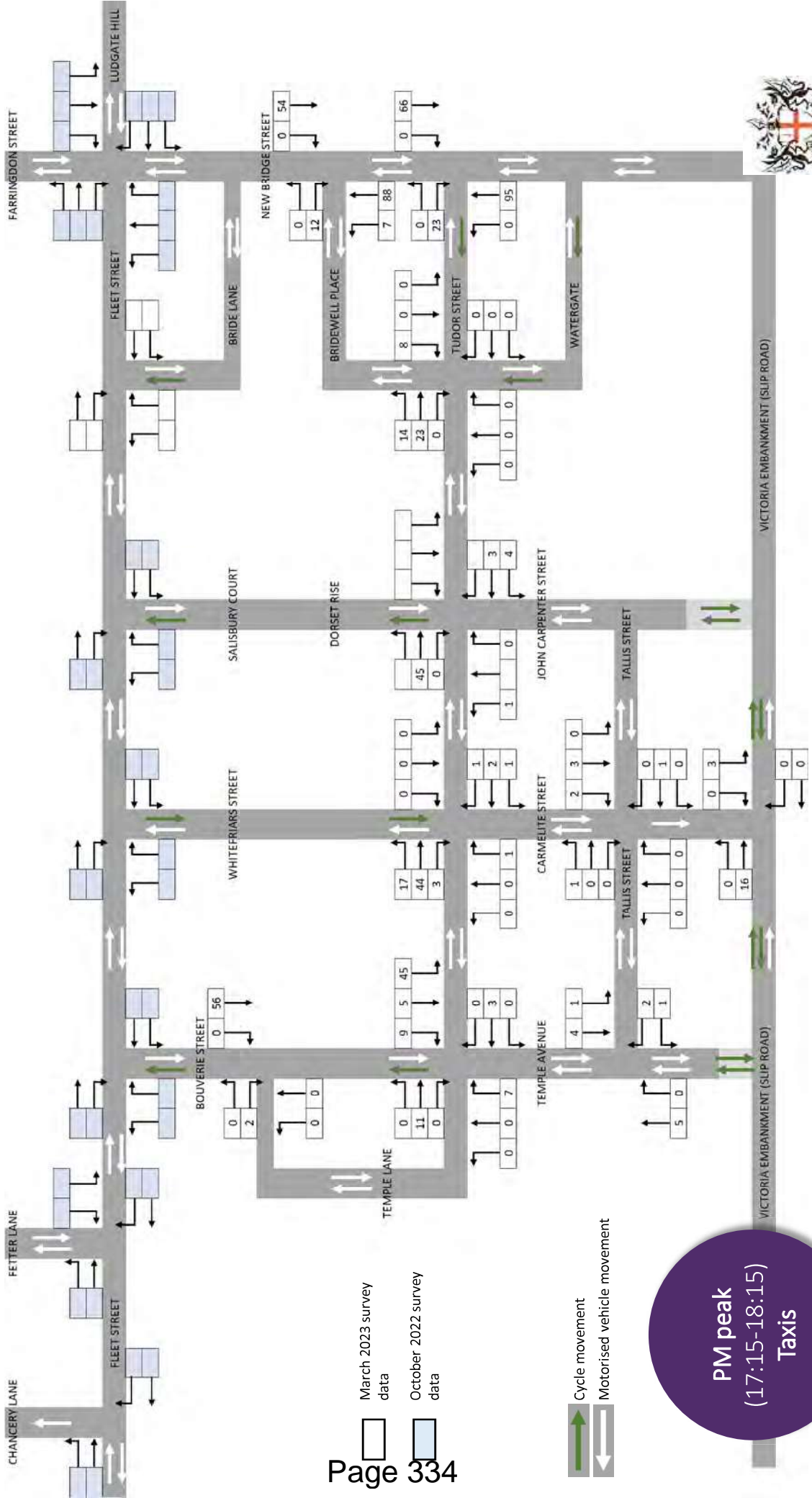


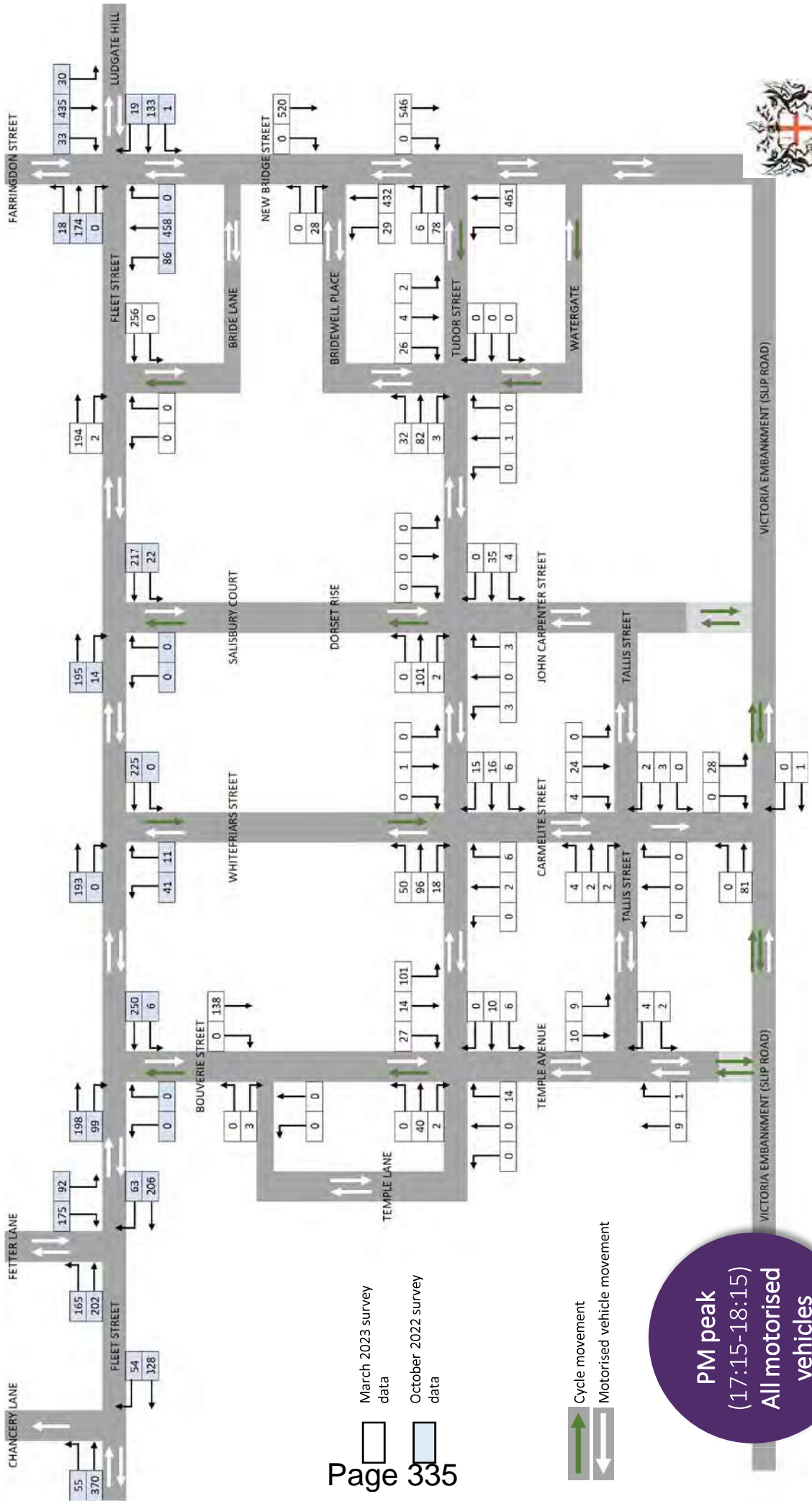


March 2023 survey data
 October 2022 survey data
 Change in vehicle flow from 2018 to 2023

Cycle movement
 Motorised vehicle movement

PM peak
(17:15-18:15)
Change in total number of cycles

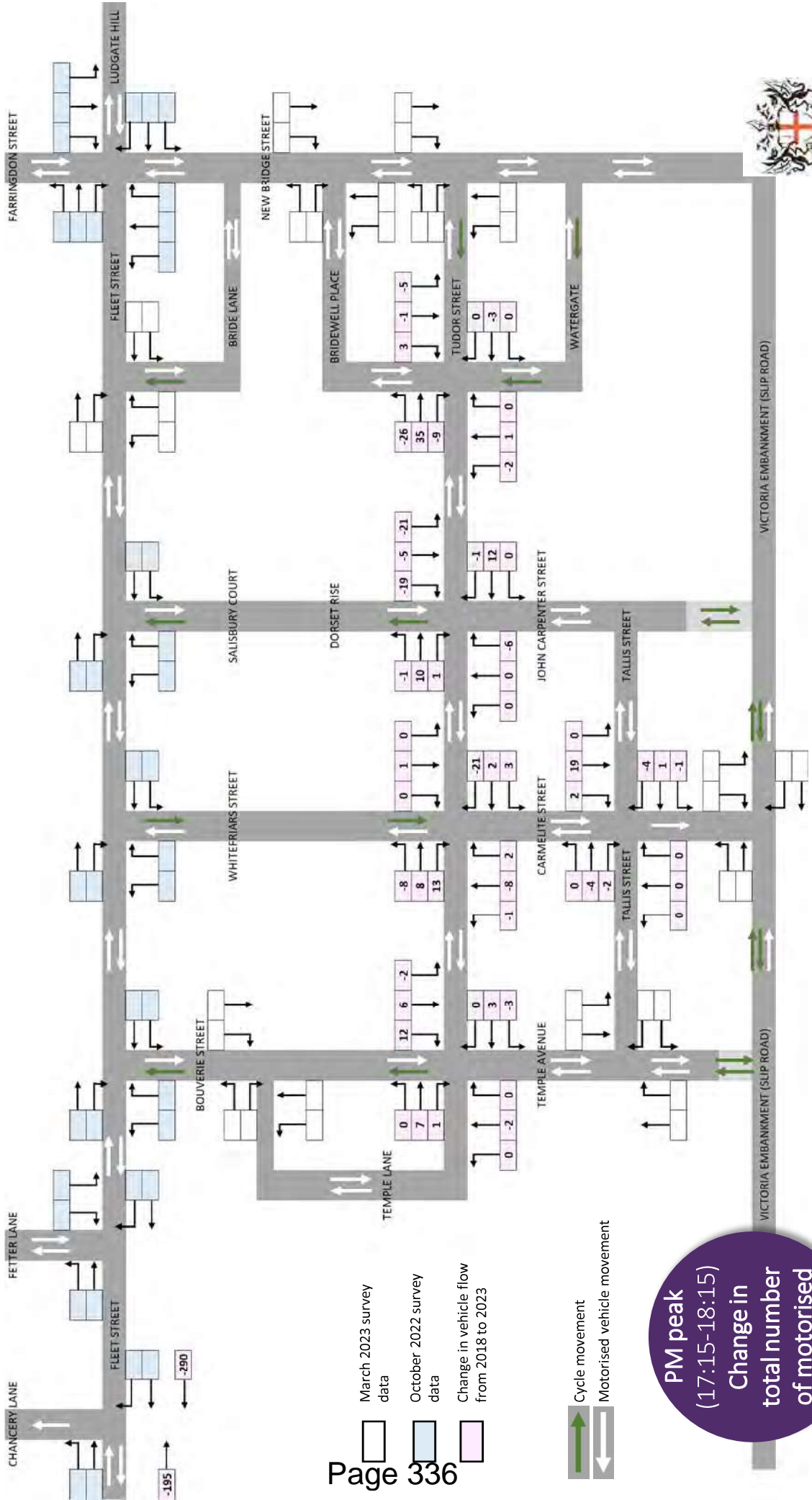




March 2023 survey data
 October 2022 survey data

→ Cycle movement
 Motorised vehicle movement

PM peak
(17:15-18:15)
All motorised
vehicles

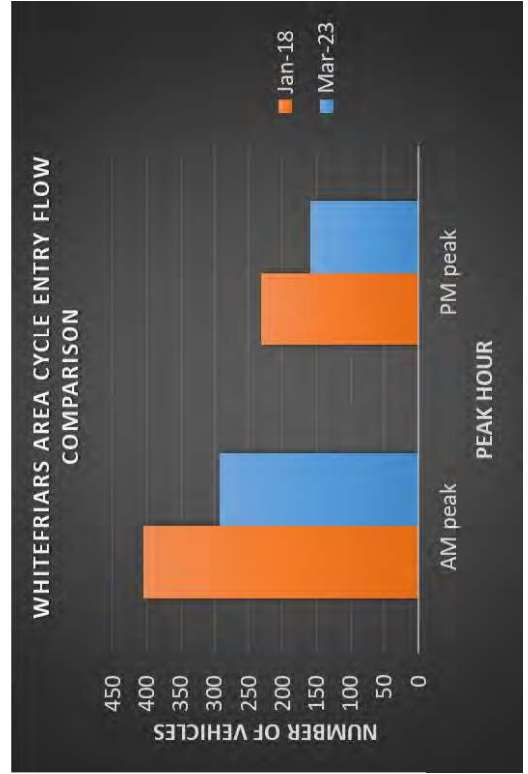
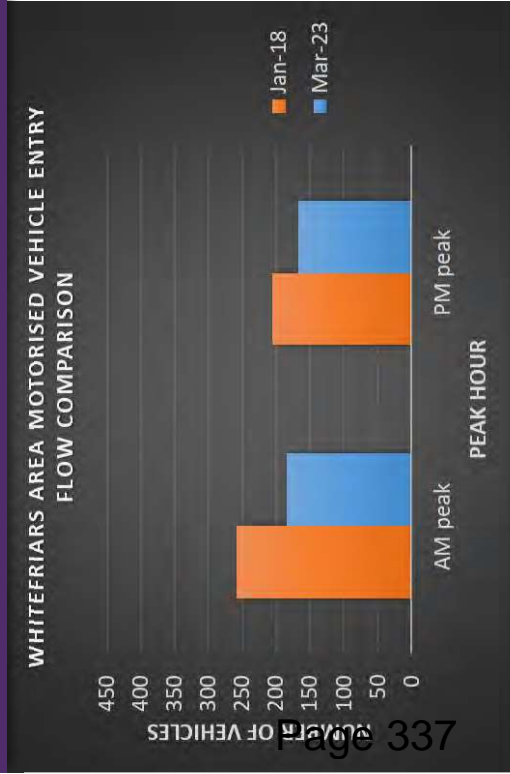


March 2023 survey data
 October 2022 survey data
 Change in vehicle flow from 2018 to 2023

→ Cycle movement
→ Motorised vehicle movement

PM peak
 (17:15-18:15)
Change in total number of motorised vehicles

Traffic volumes – Whitefriars area



MOTOR VEHICLES			
Mar-23	AM peak	PM peak	
Entry flow	185	167	
Exit flow	162	210	
Jan-18			
Entry flow	259	206	
Exit flow	194	238	
Change			
Entry flow	-74	-39	
Exit flow	-32	-28	
% change			
Entry flow	-29%	-19%	
Exit flow	-16%	-12%	

CYCLES			
Mar-23	AM peak	PM peak	
Entry flow	293	159	
Exit flow	217	231	
Jan-18			
Entry flow	405	232	
Exit flow	325	239	
Change			
Entry flow	-112	-73	
Exit flow	-108	-8	
% change			
Entry flow	-28%	-31%	
Exit flow	-33%	-3%	

Comparison

- The October 2022 and March 2023 survey data has been compared to the January 2018 survey data in order to see how this has changed for motorised vehicles and cycles
- This comparison has been undertaken for vehicles entering and exiting the Whitefriars area
- A comparison has also been made for the eastbound and westbound flow on Fleet Street, to the west of Fetter Lane

Whitefriars area

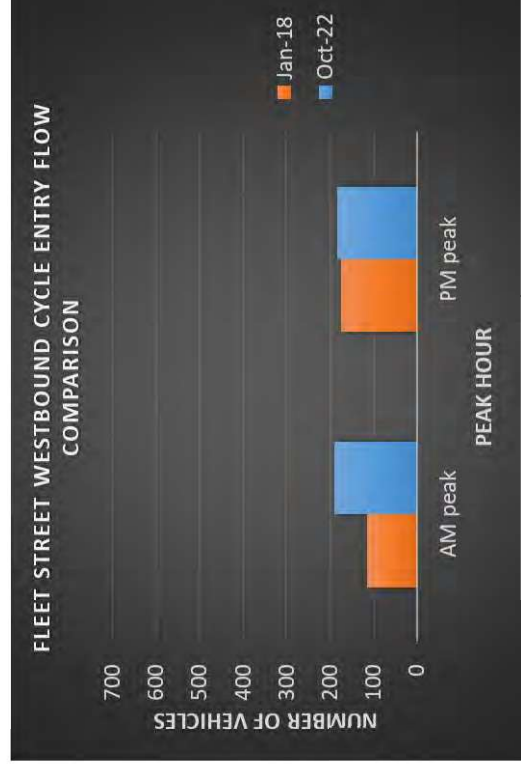
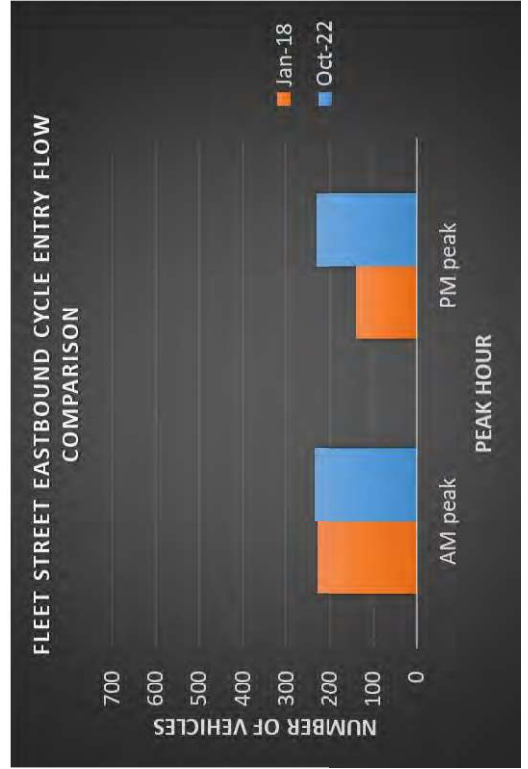
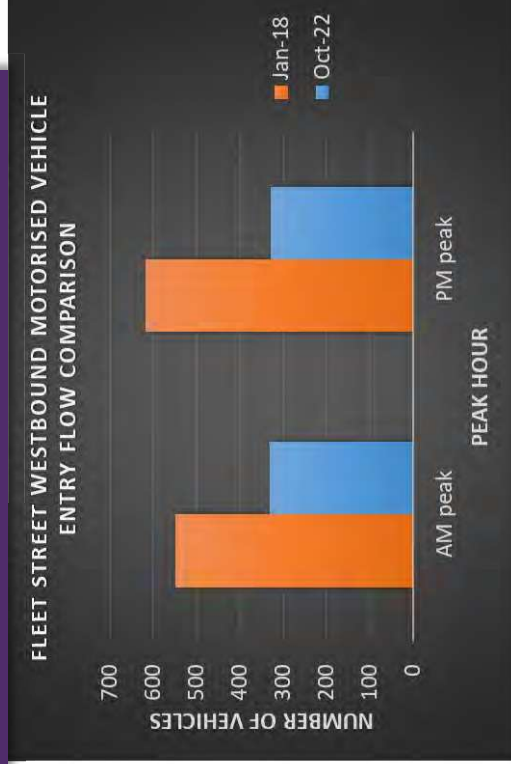
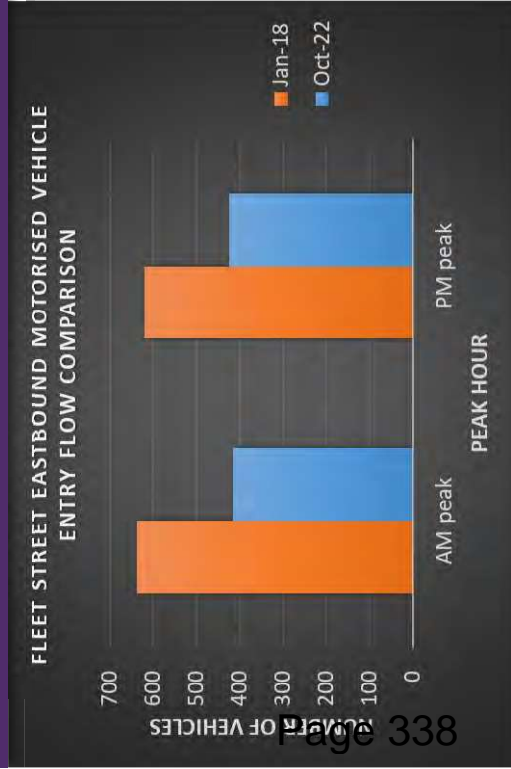
- Motor vehicle flows entering the Whitefriars area in March 2023 have reduced by 29% in the AM peak hour and by 19% in the PM peak hour compared to the January 2018 survey data
- Cycle flows entering the Whitefriars area in March 2023 have reduced by 28% in the AM peak hour and by 31% in the PM peak hour compared to the January 2018 survey data

Fleet Street

- The following slide provides a flow comparison for Fleet Street
- Motor vehicle flows eastbound on Fleet Street in October 2022 have reduced by 40% in the AM peak hour and by 47% in the PM peak hour compared to the January 2018 survey data
- 2-way cycle flows on Fleet Street in October 2022 have increased by 24% in the AM peak hour and by 32% in the PM peak hour compared to the January 2018 survey data



Traffic volumes – Fleet Street



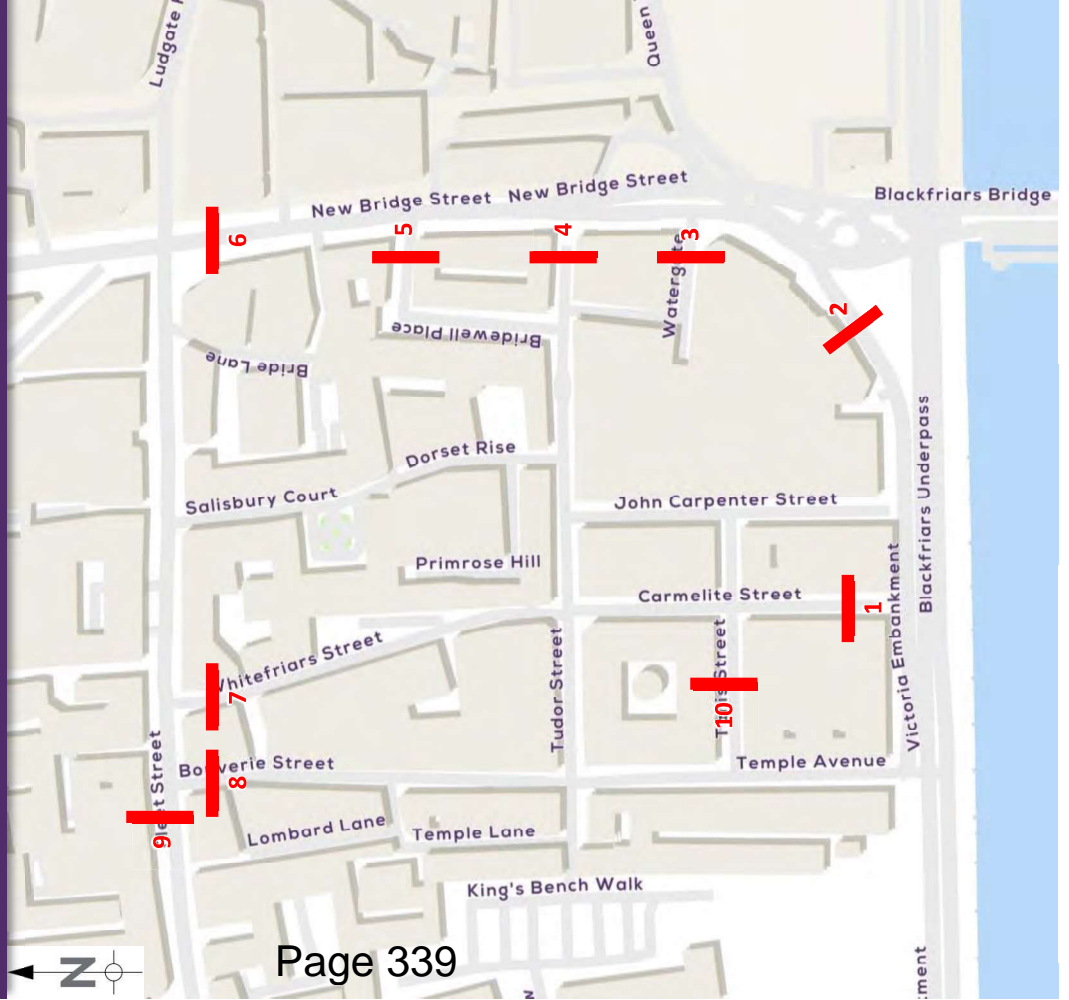
MOTOR VEHICLES

	AM peak	PM peak
Oct-22	416	425
Eastbound		
Westbound	330	328
Jan-18	AM peak	PM peak
Eastbound	637	620
Westbound	548	618
Change	AM peak	PM peak
Eastbound	-221	-195
Westbound	-218	-290
% change	AM peak	PM peak
Eastbound	-35%	-31%
Westbound	-40%	-47%

CYCLES

	AM peak	PM peak
Oct-22	234	231
Eastbound		
Westbound	191	184
Jan-18	AM peak	PM peak
Eastbound	227	140
Westbound	116	174
Change	AM peak	PM peak
Eastbound	7	91
Westbound	75	10
% change	AM peak	PM peak
Eastbound	3%	65%
Westbound	65%	6%

Survey specification – ANPR



Survey Origin-Destination (OD) points

1. Carmelite Street (exit only to Victoria Embankment)
2. Victoria Embankment (eastbound only)
3. Watergate (exit only)
4. Tudor Street (exit only)
5. Bridewell Place (entry and exit)
6. New Bridge Street (2-way)
7. Whitefriars Street (exit only)
8. Bouverie Street (entry only)
9. Fleet Street (2-way)
10. Tallis Street (2-way)

The ANPR survey is only able to collect data for motor vehicles because it requires number plates to match the vehicles at each OD point

Vehicle types surveyed were:

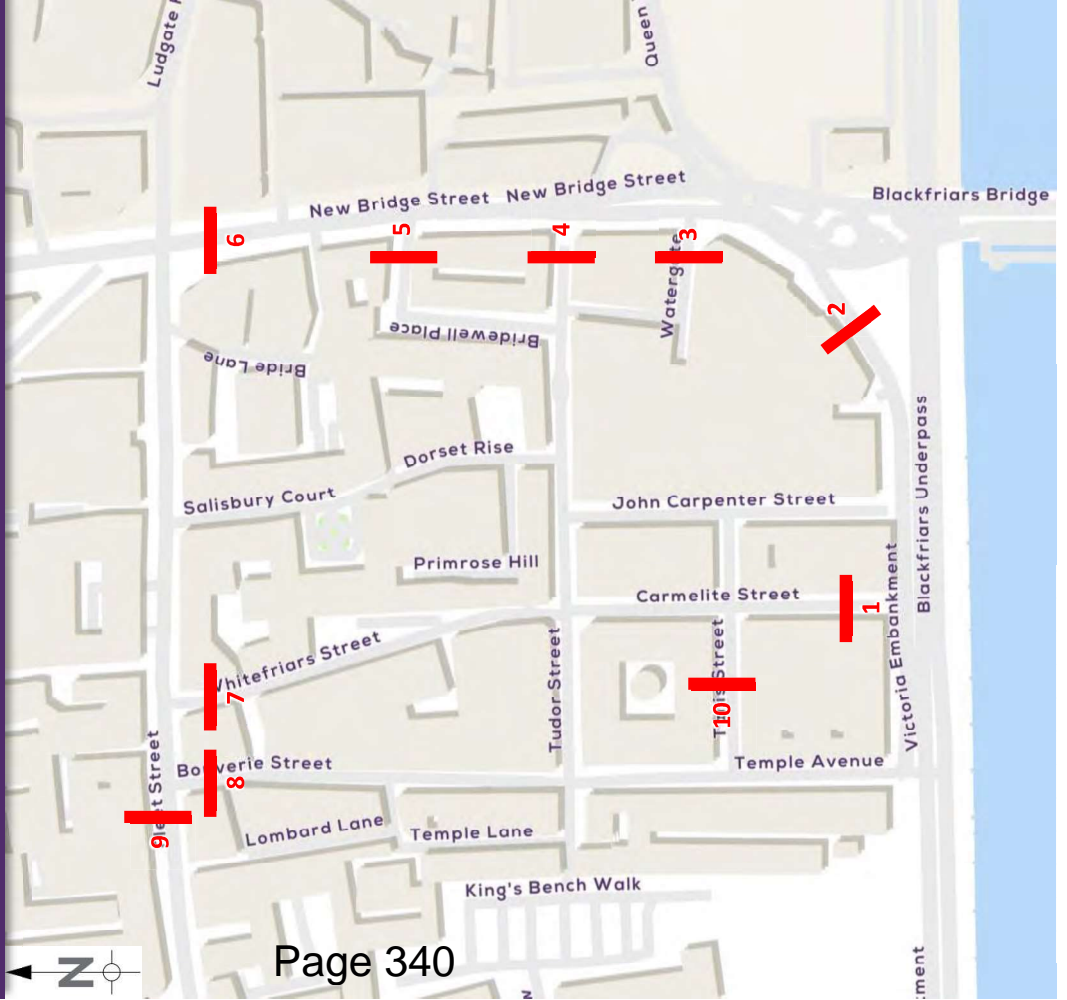
- Car (including taxi)
- LGV
- OGV1
- OGV2

Survey times

- Wednesday 22nd March, Thursday 23rd March and Saturday 25th March 2023
- 07:00-10:00, 12:00-14:00, 16:00-19:00



Survey results – Vehicle routes



Origin-Destination summary results

- The tables below show the proportion of vehicles travelling from the specified origin to the specified destination
- The top table is for a weekday (Wednesday), with the bottom table showing data for Saturday

		Destination										
		1	2	3	4	5 (eastbound)	5 (westbound)	6	7	8	9	10
Origin	Wednesday	1	2	3	4	5 (eastbound)	5 (westbound)	6	7	8	9	10
		1%	0%	6%	1%	0%	10%	80%	1%	0%	1%	0%
		0%	0%	0%	13%	0%	13%	63%	0%	0%	0%	0%
		0%	0%	0%	0%	0%	0%	97%	0%	0%	0%	0%
		0%	0%	33%	0%	0%	0%	33%	0%	0%	33%	0%
		5%	0%	15%	15%	4%	0%	8%	31%	1%	20%	0%
		7%	0%	0%	0%	0%	0%	71%	0%	0%	14%	0%
		2%	0%	0%	0%	0%	0%	0%	0%	6%	91%	1%
		12%	0%	2%	31%	13%	0%	6%	9%	0%	20%	6%
		7%	0%	1%	32%	13%	0%	2%	2%	31%	11%	1%
	29%	0%	0%	8%	6%	0%	6%	21%	0%	29%	0%	

		Destination										
		1	2	3	4	5 (eastbound)	5 (westbound)	6	7	8	9	10
Origin	Saturday	1	2	3	4	5 (eastbound)	5 (westbound)	6	7	8	9	10
		0%	0%	0%	0%	0%	2%	97%	1%	0%	0%	0%
		0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%
		0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%
		50%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
		7%	0%	19%	21%	0%	0%	5%	21%	0%	26%	2%
		11%	0%	0%	0%	0%	0%	78%	0%	0%	0%	0%
		0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%
		11%	0%	3%	26%	9%	0%	14%	6%	3%	26%	3%
		8%	0%	0%	51%	11%	0%	1%	2%	15%	11%	1%
	25%	0%	0%	13%	13%	0%	0%	0%	0%	50%	0%	

Vehicle routes (Wednesday) – Victoria Embankment



Victoria Embankment

- For the 8 surveyed hours on Wednesday, 79% of vehicles heading north from Victoria Embankment go to the Ludgate Circus junction. The remaining 21% enter the Whitefriars area at Bridewell Place
- This equates to 46 vehicles going from Victoria Embankment to the Whitefriars area across the 8 hours surveyed for Wednesday
- The survey data is summarised as follows:

ROUTE	AM	IP	PM	TOTAL	AM	IP	PM	TOTAL
S02E>S05W	12	3	5	20	12%	6%	8%	9%
S02E>S05W>S01S	1	1	1	3	1%	2%	2%	1%
S02E>S05W>S03S	8	1	3	12	8%	2%	5%	6%
S02E>S05W>S03S>S04E	0	0	1	1	0%	0%	2%	0%
S02E>S05W>S03S>S05W	0	1	0	1	0%	2%	0%	0%
S02E>S05W>S03S>S06N	1	0	0	1	1%	0%	0%	0%
S02E>S05W>S04E	1	1	0	2	1%	2%	0%	1%
S02E>S05W>S04E>S06N	0	0	1	1	0%	0%	2%	0%
S02E>S05W>S05E	0	1	0	1	0%	2%	0%	0%
S02E>S05W>S07N	2	0	0	2	2%	0%	0%	1%
S02E>S05W>S07N>S09W	1	0	1	2	1%	0%	2%	1%
S02E>S06N	74	44	53	171	74%	85%	82%	79%



Vehicle routes (Wednesday) – Bridewell Place



Bridewell Place

- For the 8 surveyed hours on Wednesday, 48% entering the Whitefriars area at Bridewell Place move through directly to exit from Whitefriars Street
- This equates to 36 vehicles going from Bridewell Place to Whitefriars Street across the 8 hours surveyed for Wednesday
- The survey data is summarised as follows:

ROUTE	AM	IP	PM	TOTAL	AM	IP	PM	TOTAL
S05W>S01S	1	2	1	4	3%	12%	4%	5%
S05W>S03S	6	4	1	11	18%	24%	4%	15%
S05W>S03S>S04E>S06N	1	0	0	1	3%	0%	0%	1%
S05W>S03S>S06N	0	0	3	3	0%	0%	13%	4%
S05W>S04E	6	0	3	9	18%	0%	13%	12%
S05W>S04E>S06N	1	0	1	2	3%	0%	4%	3%
S05W>S05E	1	0	2	3	3%	0%	8%	4%
S05W>S07N	9	6	6	21	27%	35%	25%	28%
S05W>S07N>S08S	0	1	0	1	0%	6%	0%	1%
S05W>S07N>S08S>S07N	1	0	0	1	3%	0%	0%	1%
S05W>S07N>S09W	7	2	6	15	21%	12%	25%	20%
S05W>S10E>S04E	0	1	1	2	0%	6%	4%	3%
S05W>S10E>S07N	0	1	0	1	0%	6%	0%	1%



Vehicle routes (Wednesday) – Fleet Street



Fleet Street

- For the 8 surveyed hours on Wednesday, 41% entering the Whitefriars area at Bouverie Street move through directly to exit from Tudor Street. 19% exit from Bridewell Place
- This equates to 194 vehicles going from Bouverie Street to Tudor Street, and 89 vehicles going from Bouverie Street to Bridewell Place, across the 8 hours surveyed for Wednesday
- The survey data is summarised as follows:

ROUTE	AM	IP	PM	TOTAL	AM	IP	PM	TOTAL
S09E>S01S	1	2	0	3	1%	2%	0%	1%
S09E>S03S	3	0	1	4	3%	0%	0%	1%
S09E>S04E	8	12	28	48	7%	10%	12%	10%
S09E>S04E>S06N	2	0	1	3	2%	0%	0%	1%
S09E>S05E	2	1	2	5	2%	1%	1%	1%
S09E>S07N	2	0	1	3	2%	0%	0%	1%
S09E>S07N>S04E	0	0	1	1	0%	0%	0%	0%
S09E>S07N>S09W	2	2	2	6	2%	2%	1%	1%
S09E>S08S>S01S	8	10	17	35	7%	8%	7%	7%
S09E>S08S>S03S	2	0	0	2	2%	0%	0%	0%
S09E>S08S>S04E	33	52	98	183	29%	42%	42%	39%
S09E>S08S>S04E>S06N	4	1	6	11	4%	1%	3%	2%
S09E>S08S>S05E	22	18	48	88	19%	15%	21%	19%
S09E>S08S>S05E>S06N	1	0	0	1	1%	0%	0%	0%
S09E>S08S>S05E>S07N>S09W	0	0	1	1	0%	0%	0%	0%
S09E>S08S>S07N	0	3	4	7	0%	2%	2%	1%
S09E>S08S>S07N>S08S	0	1	2	3	0%	1%	1%	1%
S09E>S08S>S07N>S09W	8	6	13	27	7%	5%	6%	6%
S09E>S08S>S09W	1	0	1	2	1%	0%	0%	0%
S09E>S08S>S10E	2	5	1	8	2%	4%	0%	2%
S09E>S08S>S10E>S01S	7	4	2	13	6%	3%	1%	3%
S09E>S08S>S10E>S04E	0	0	1	1	0%	0%	0%	0%
S09E>S08S>S10E>S04E>S06N	0	1	1	2	0%	1%	0%	0%
S09E>S08S>S10E>S05E	0	1	0	1	0%	1%	0%	0%
S09E>S08S>S10E>S07N	0	1	0	1	0%	1%	0%	0%
S09E>S08S>S10E>S07N>S09W	3	3	2	8	3%	2%	1%	2%
S09E>S08S>S10E>S09W	0	0	1	1	0%	0%	0%	0%
S09E>S10E>S01S	1	0	0	1	1%	0%	0%	0%
S09E>S10E>S09W	1	0	0	1	1%	0%	0%	0%

Vehicle routes (Thursday) – Victoria Embankment



Victoria Embankment

- For the 8 surveyed hours on Thursday, 87% of vehicles heading north from Victoria Embankment go to the Ludgate Circus junction. The remaining 13% enter the Whitefriars area at Bridewell Place
- This equates to 25 vehicles going from Victoria Embankment to the Whitefriars area across the 8 hours surveyed for Thursday
- The survey data is summarised as follows:

ROUTE	AM	IP	PM	TOTAL	AM	IP	PM	TOTAL
S02E>S05W	9	1	2	12	13%	2%	3%	6%
S02E>S05W>S01S	0	0	1	1	0%	0%	1%	1%
S02E>S05W>S03S	2	1	2	5	3%	2%	3%	3%
S02E>S05W>S03S>S05W>S04E	0	0	1	1	0%	0%	1%	1%
S02E>S05W>S03S>S06N	0	0	1	1	0%	0%	1%	1%
S02E>S05W>S04E>S06N	0	0	1	1	0%	0%	1%	1%
S02E>S05W>S07N	0	1	0	1	0%	2%	0%	1%
S02E>S05W>S07N>S09W	0	1	2	3	0%	2%	3%	2%
S02E>S06N	55	42	66	163	82%	91%	87%	86%
S02E>S09W	1	0	0	1	1%	0%	0%	1%



Vehicle routes (Thursday) – Bridewell Place



Bridewell Place

- For the 8 surveyed hours on Thursday, 47% entering the Whitefriars area at Bridewell Place move through directly to exit from Whitefriars Street
- This equates to 38 vehicles going from Bridewell Place to Whitefriars Street across the 8 hours surveyed for Thursday
- The survey data is summarised as follows:

ROUTE	AM	IP	PM	TOTAL	AM	IP	PM	TOTAL
S05W>S01S	5	0	2	7	14%	0%	7%	9%
S05W>S03S	6	1	3	10	17%	7%	10%	12%
S05W>S03S>S05W>S08S	1	0	0	1	3%	0%	0%	1%
S05W>S03S>S06N	1	0	2	3	3%	0%	7%	4%
S05W>S03S>S07N	0	0	1	1	0%	0%	3%	1%
S05W>S04E	3	3	3	9	8%	20%	10%	11%
S05W>S04E>S06N	1	2	0	3	3%	13%	0%	4%
S05W>S05E	1	0	0	1	3%	0%	0%	1%
S05W>S07N	7	3	8	18	19%	20%	27%	22%
S05W>S07N>S08S	2	0	0	2	6%	0%	0%	2%
S05W>S07N>S09W	6	3	11	20	17%	20%	37%	25%
S05W>S09W	1	0	0	1	3%	0%	0%	1%
S05W>S10E	0	2	0	2	0%	13%	0%	2%
S05W>S10E>S01S	1	0	0	1	3%	0%	0%	1%
S05W>S10E>S04E	1	0	0	1	3%	0%	0%	1%
S05W>S10E>S04E>S06N	0	1	0	1	0%	7%	0%	1%



Vehicle routes (Thursday) – Fleet Street

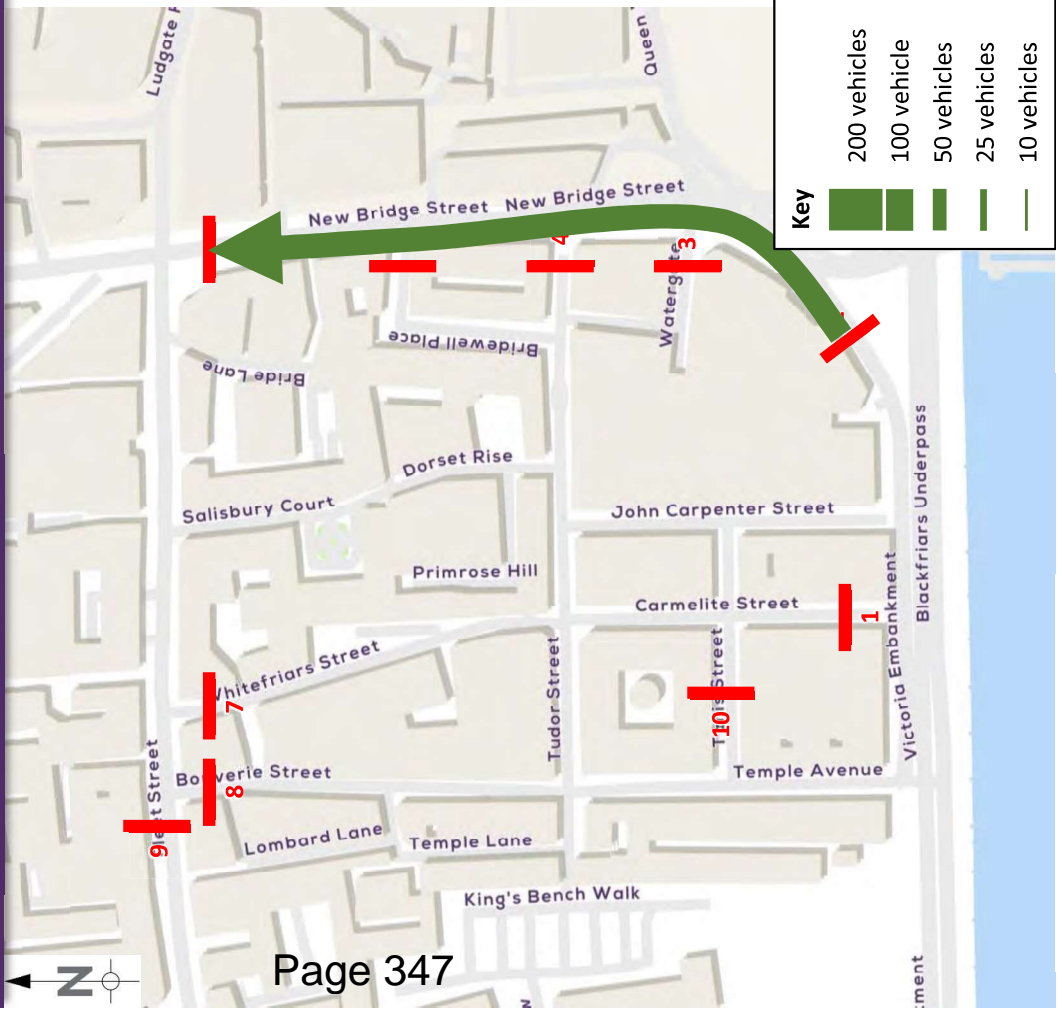


Fleet Street

- For the 8 surveyed hours on Thursday, 41% entering the Whitefriars area at Bouverie Street move through directly to exit from Tudor Street. 19% exit from Bridewell Place
- This equates to 194 vehicles going from Bouverie Street to Tudor Street, and 89 vehicles going from Bouverie Street to Bridewell Place, across the 8 hours surveyed for Thursday
- The survey data is summarised as follows:

ROUTE	AM	IP	PM	TOTAL	AM	IP	PM	TOTAL
S09E>S01S	1	3	0	4	1%	2%	0%	1%
S09E>S04E	15	11	19	45	13%	8%	11%	11%
S09E>S04E>S06N	3	0	2	5	3%	0%	1%	1%
S09E>S05E	3	5	4	12	3%	4%	2%	3%
S09E>S07N	2	1	0	3	2%	1%	0%	1%
S09E>S07N>S09W	1	0	5	6	1%	0%	3%	1%
S09E>S08S>S01S	13	16	10	39	11%	12%	6%	9%
S09E>S08S>S03S	0	1	1	2	0%	1%	1%	0%
S09E>S08S>S03S>S04E	1	0	0	1	1%	0%	0%	0%
S09E>S08S>S03S>S06N	0	1	0	1	0%	1%	0%	0%
S09E>S08S>S04E	29	48	71	148	25%	36%	40%	35%
S09E>S08S>S04E>S06N	4	5	4	13	3%	4%	2%	3%
S09E>S08S>S04E>S09W	0	1	0	1	0%	1%	0%	0%
S09E>S08S>S05E	15	27	40	82	13%	20%	23%	19%
S09E>S08S>S05E>S06N	1	0	0	1	1%	0%	0%	0%
S09E>S08S>S07N	2	0	6	8	2%	0%	3%	2%
S09E>S08S>S07N>S04E	1	0	0	1	1%	0%	0%	0%
S09E>S08S>S07N>S09W	14	3	12	29	12%	2%	7%	7%
S09E>S08S>S10E	0	4	1	5	0%	3%	1%	1%
S09E>S08S>S10E>S01S	7	5	0	12	6%	4%	0%	3%
S09E>S08S>S10E>S04E	0	1	0	1	0%	1%	0%	0%
S09E>S08S>S10E>S04E>S06N	1	1	1	3	1%	1%	1%	1%
S09E>S08S>S10E>S07N	1	2	0	3	1%	1%	0%	1%
S09E>S08S>S10E>S07N>S09W	2	0	1	3	2%	0%	1%	1%

Vehicle routes (Saturday) – Victoria Embankment



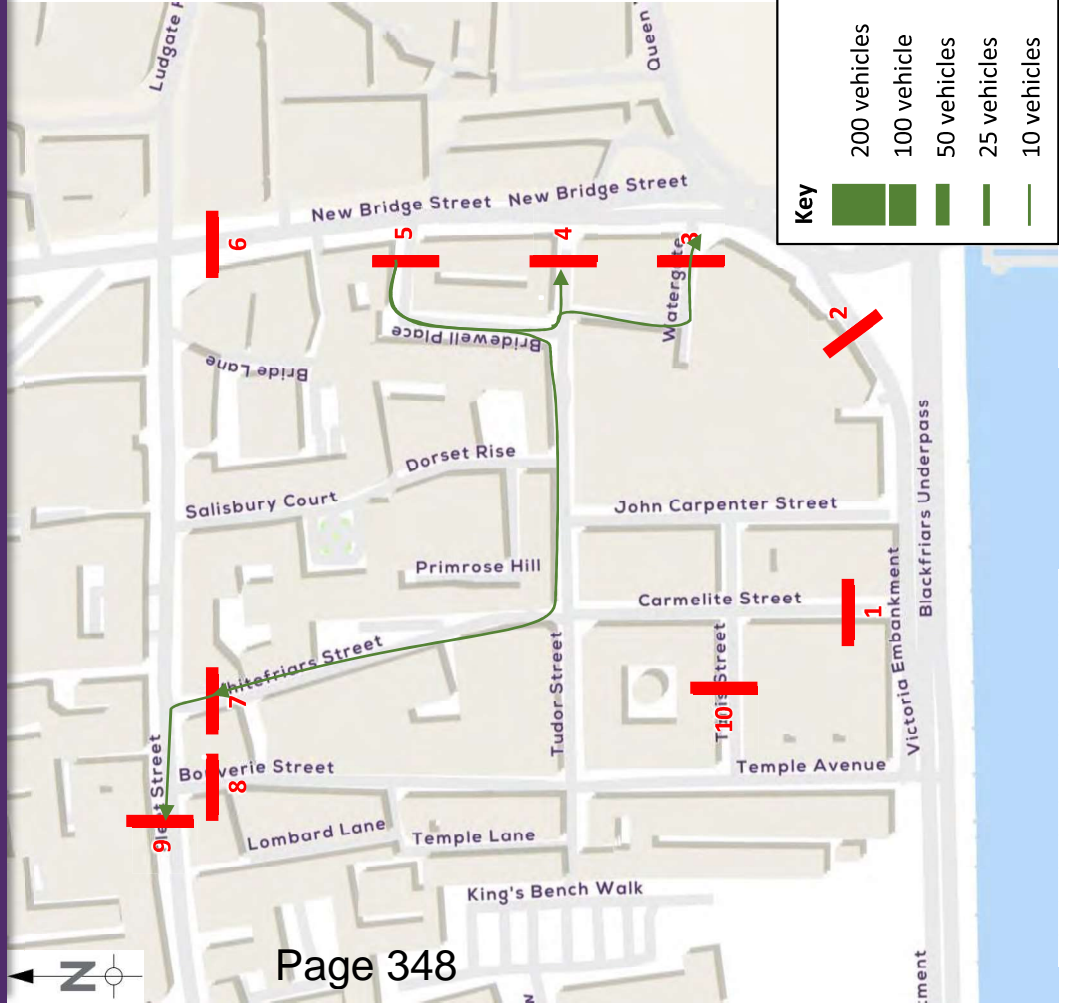
Victoria Embankment

- For the 8 surveyed hours on Saturday, 96% of vehicles heading north from Victoria Embankment go to the Ludgate Circus junction. The remaining 4% enter the Whitefriars area at Bridewell Place
- This equates to 4 vehicles going from Victoria Embankment to the Whitefriars area across the 8 hours surveyed for Saturday
- The survey data is summarised as follows:

ROUTE	AM	IP	PM	TOTAL	AM	IP	PM	TOTAL
S02E>S05W	0	0	2	2	0%	0%	5%	2%
S02E>S05W>S04E>S06N	1	0	0	1	3%	0%	0%	1%
S02E>S05W>S07N	0	0	1	1	0%	0%	3%	1%
S02E>S06N	38	20	34	92	97%	100%	92%	96%



Vehicle routes (Saturday) – Bridewell Place



Bridewell Place

- For the 8 surveyed hours on Saturday, 44% entering the Whitefriars area at Bridewell Place move through directly to exit from Whitefriars Street
- This equates to 19 vehicles going from Bridewell Place to Whitefriars Street across the 8 hours surveyed for Saturday
- The survey data is summarised as follows:

ROUTE	AM	IP	PM	TOTAL	AM	IP	PM	TOTAL
S05W>S01S	2	0	1	3	17%	0%	5%	7%
S05W>S03S	4	2	2	8	33%	17%	11%	19%
S05W>S04E	0	5	3	8	0%	42%	16%	19%
S05W>S04E>S06N	1	1	0	2	8%	8%	0%	5%
S05W>S07N	3	2	4	9	25%	17%	21%	21%
S05W>S07N>S09W	1	2	7	10	8%	17%	37%	23%
S05W>S09W	0	0	1	1	0%	0%	5%	2%
S05W>S10E	1	0	0	1	8%	0%	0%	2%
S05W>S10E>S04E	0	0	1	1	0%	0%	5%	2%



Vehicle routes (Saturday) – Fleet Street



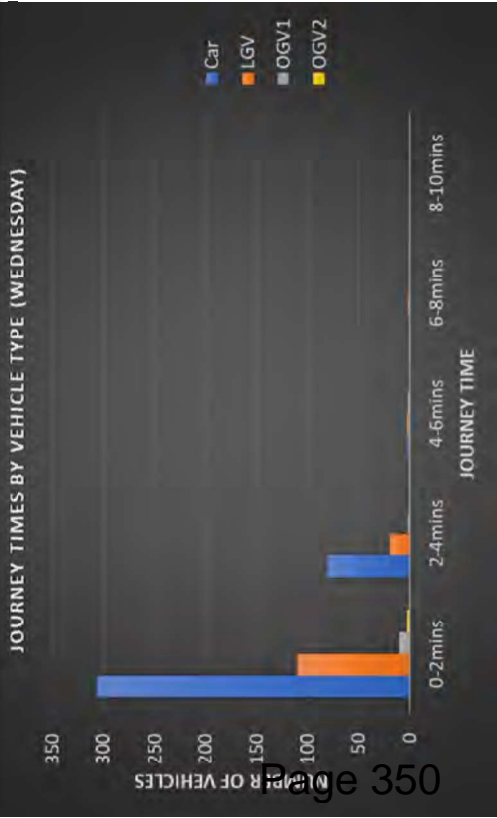
Fleet Street

- For the 8 surveyed hours on Thursday, 41% entering the Whitefriars area at Bouverie Street move through directly to exit from Tudor Street. 19% exit from Bridewell Place
- This equates to 194 vehicles going from Bouverie Street to Tudor Street, and 89 vehicles going from Bouverie Street to Bridewell Place, across the 8 hours surveyed for Thursday
- The survey data is summarised as follows:

ROUTE	AM	IP	PM	TOTAL	AM	IP	PM	TOTAL
S09E>S04E	3	13	39	55	8%	21%	28%	23%
S09E>S05E	0	1	2	3	0%	2%	1%	1%
S09E>S07N>S09W	1	1	1	3	3%	2%	1%	1%
S09E>S08S>S01S	9	5	7	21	23%	8%	5%	9%
S09E>S08S>S03S	1	0	0	1	3%	0%	0%	0%
S09E>S08S>S04E	14	28	61	103	35%	46%	44%	43%
S09E>S08S>S04E>S06N	1	0	2	3	3%	0%	1%	1%
S09E>S08S>S05E	5	9	17	31	13%	15%	12%	13%
S09E>S08S>S07N	1	1	3	5	3%	2%	2%	2%
S09E>S08S>S07N>S09W	1	2	5	8	3%	3%	4%	3%
S09E>S08S>S09W	1	0	0	1	3%	0%	0%	0%
S09E>S08S>S10E	0	1	1	2	0%	2%	1%	1%
S09E>S08S>S10E>S01S	3	0	0	3	8%	0%	0%	1%
S09E>S08S>S10E>S07N	0	0	1	1	0%	0%	1%	0%



Survey results – Vehicle journey times

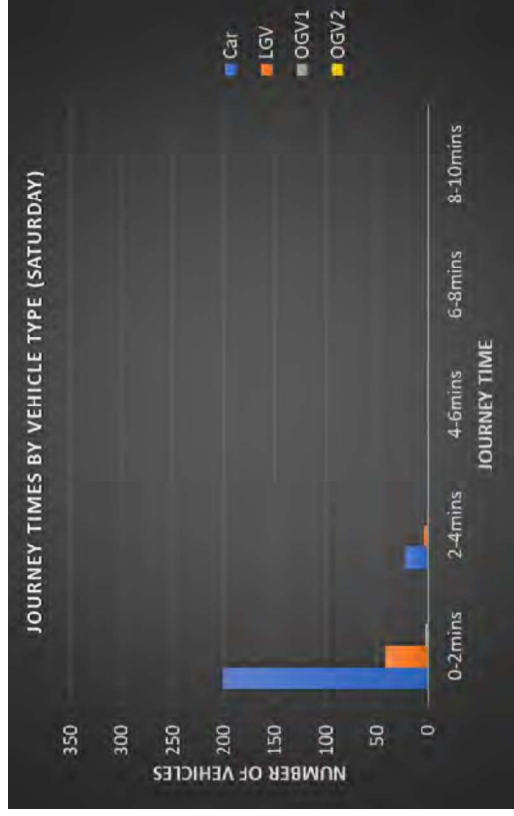
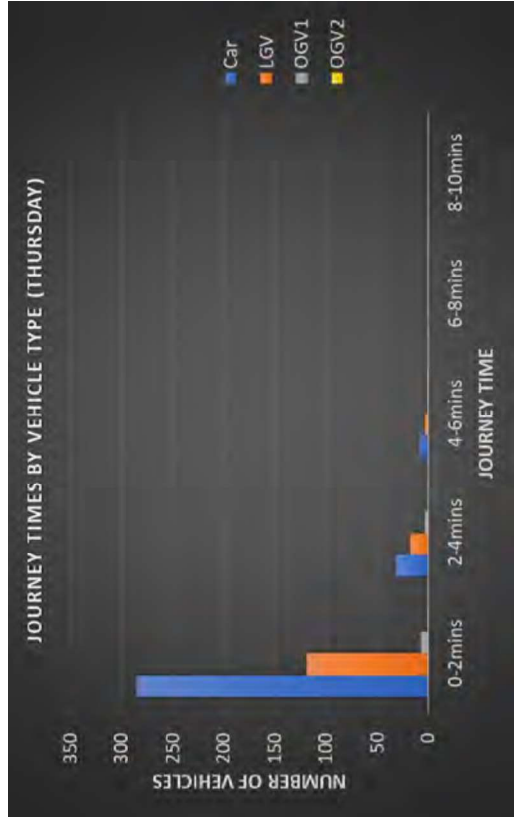


Journey time summary results

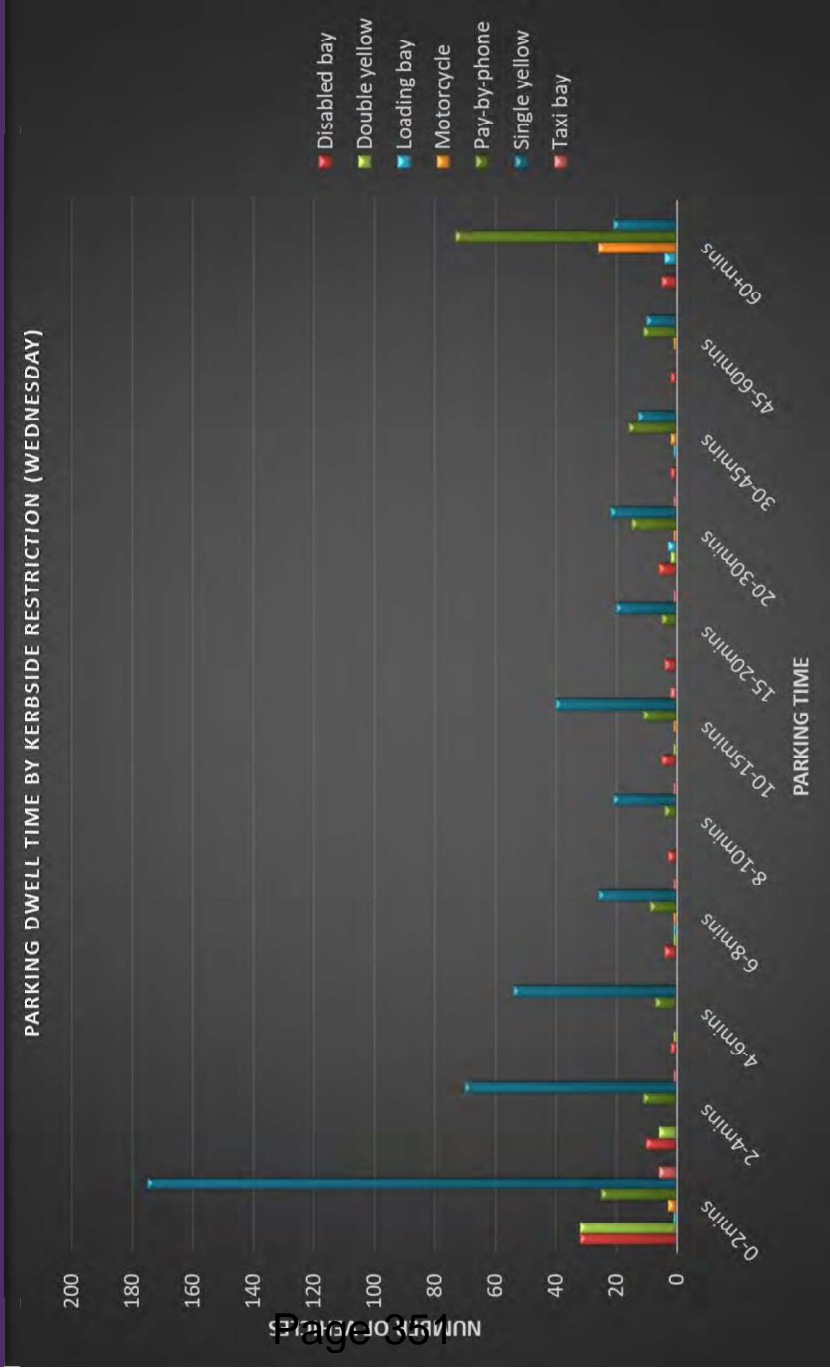
- The journey time results for all survey days (Wednesday, Thursday and Saturday), show that over 80% pass through the area within 2 minutes. This suggests most vehicles move through the Whitefriars area without having a purpose within the area
- The graphs show the journey times by vehicle type for each survey day
- The tables show the average journey time by vehicle type for each peak hour

AVERAGE VEHICLE JOURNEY TIME				
WEDNESDAY	AM	IP	PM	TOTAL
Car	00:01:42	00:01:38	00:01:31	00:01:37
LGV	00:01:42	00:01:27	00:01:37	00:01:35
OGV1	00:01:50	00:01:32	00:04:32	00:02:38
OGV2	00:01:20	00:01:34	00:01:42	00:01:32

AVERAGE VEHICLE JOURNEY TIME				
SATURDAY	AM	IP	PM	TOTAL
Car	00:01:04	00:01:14	00:01:14	00:01:11
LGV	00:00:53	00:01:21	00:01:09	00:01:08
OGV1	00:00:54	N/A	00:01:47	N/A
OGV2	N/A	N/A	N/A	N/A



Survey results – Parking dwell times



Parking dwell time results

- The Origin-Destination survey found that the maximum journey time through the Whitefriars survey area was 8 minutes, with the vast majority less than 4 minutes. These were the travel times captured for the AM, Inter and PM peak hour periods
- The kerbside survey, which captured 7am-7pm, shows a range of parking times greater than the range of travel times
- 52% of vehicles that parked (stopped) did so for less than 4 minutes
- Of those vehicles that stop for less than 2 minutes 35% are cars and 27% are taxis
- There is a high level of kerbside activity that occurs on single yellow line and lasts for less than 2 minutes
- Of those vehicles stopping on a single yellow line for less than 2 minutes, 29% are cars and 29% are taxis. 24% are LGVs
- The parking occupancy data (which shows high levels of occupancy of marked bays) and the dwell time data show the vehicles that have a purpose in the area, i.e. they use the bays provided for parking, loading, etc

APPENDIX B: KERBSIDE ACTIVITY ANALYSIS

NRF

NORMAN ROURKE PRYME



Whitefriars Area Traffic Study

Kerbside Survey Results

June 2023 V1.0

London

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London, SE1 0RF

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+44 (0)207 654 7280

Bristol

NRP, 4 Colston Avenue,
Bristol, BS1 4ST

bristol@nrpltd.com
+44 (0)117 387 8910

www.nrpltd.com

CIHT

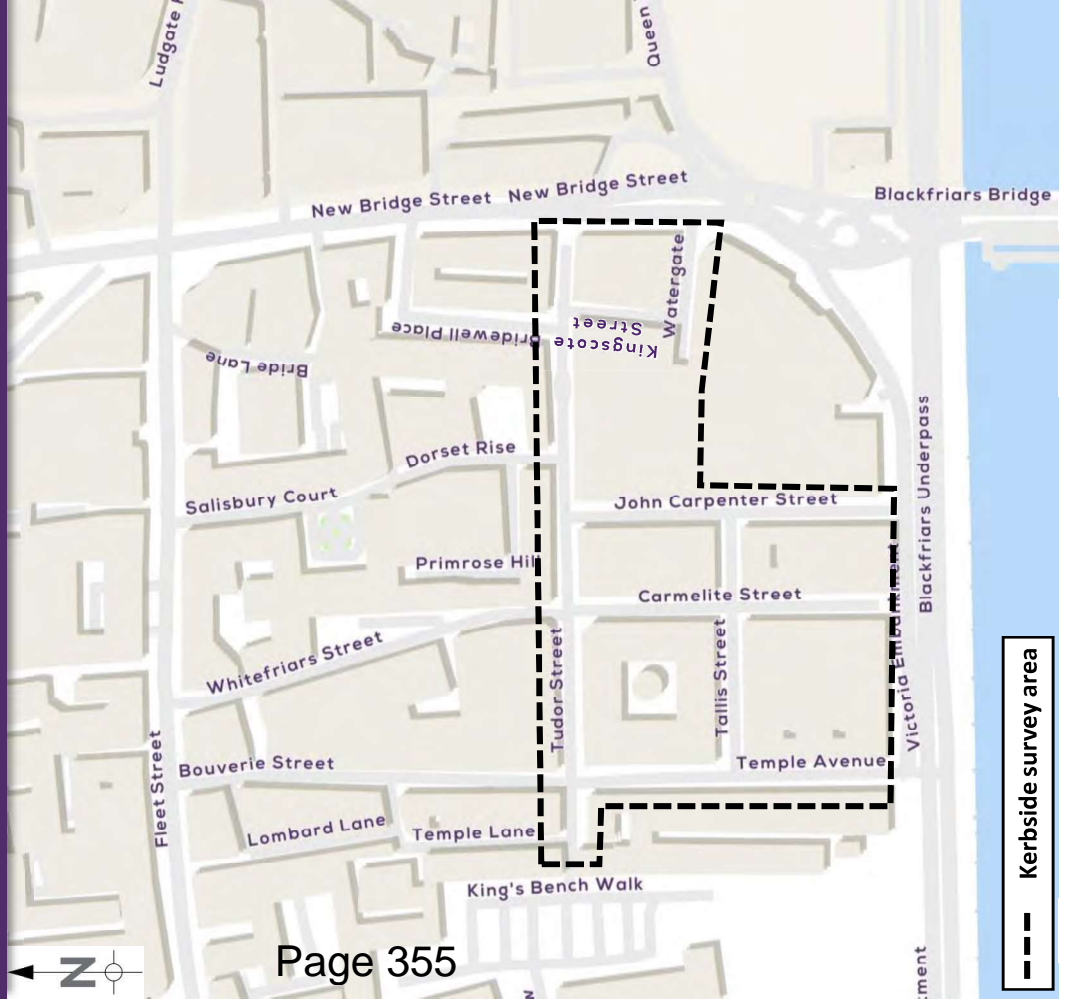
Corporate Partner

Introduction

- NDC were commissioned by NRP/ CoL to undertake surveys to record kerbside activity on a number of streets within the Whitefriars Area Traffic Study
- The surveys were required to understand the level of kerbside activity to help inform potential removal and relocation options as part of the City's Healthy Streets Strategy
- This report sets out the results of the kerbside activity survey



Survey specification



Survey locations

- Tudor Street
- Watergate
- Kingscote Street
- John Carpenter Street
- Tallis Street
- Carmelite Street
- Temple Avenue

Survey times

- 07:00-19:00 on Wednesday 22nd March, Thursday 23rd March and Saturday 25th March 2023

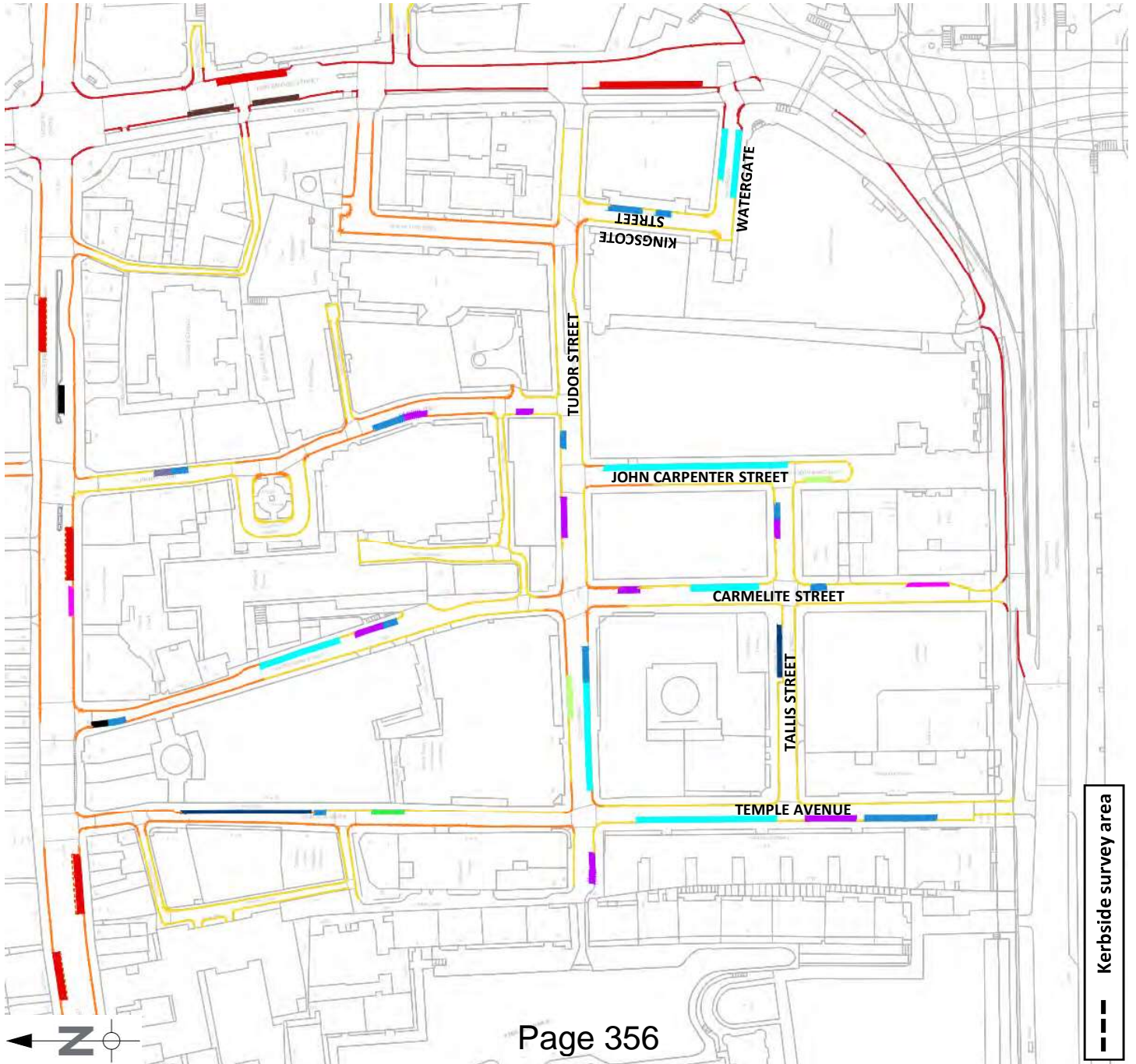
Outputs

- All results presented as **vehicle units**.
This assumes a vehicle unit has a length of 5m, where a car is 1 unit; a motorcycle is 0.17 units, a coach 3 units, etc



KEY

- █ Pay-by-phone parking
- █ Taxi bay
- █ Disabled
- █ Motorcycle bay
- █ Loading bay
- █ Shared loading/ disabled bay
- █ Diplomatic parking
- █ Police parking
- █ Doctor parking
- █ Bus stop
- █ Single yellow line
- █ Double yellow line
- █ Double red line (TLRN)



Results – Study area by street

Location	Kerbside restriction	Total capacity	Maximum occupancy	90 th percentile occupancy
Tudor Street	Taxi rank	3	95%	0%
	Pay-by-phone	6	100%	100%
	Disabled	3	100%	100%
	Motorcycles	2 (12 motorcycles)	100%	100%
Watergate	Pay-by-phone	8	88%	88%
Kingscote Street	Disabled bay	3	100%	33%
	Taxi rank	2	50%	0%
John Carpenter Street	Pay-by-phone	11	100%	91%
	Disabled bay	1	100%	0%
Tallis Street	Motorcycles	1 (6 motorcycles)	51%	51%
	Pay-by-phone	4	100%	100%
Carmelite Street	Disabled	1	100%	0%
	Motorcycles	1 (6 motorcycles)	100%	51%
	Loading bay	2	100%	100%
	Pay-by-phone	8	100%	100%
Temple Avenue	Disabled	4	50%	25%
	Motorcycles	1 (6 motorcycles)	85%	85%

Notes

- Maximum occupancy is the highest value of all days surveyed
- 90th percentile value is the highest of the 3 days surveyed
- The 90th percentile occupancy refers to the level of occupancy that is higher than 90% of the observed values in a given dataset. That is, if you rank all the occupancy values in a dataset from the lowest to the highest, the 90th percentile occupancy is the value that is higher than 90% of the other values

KEY

- <75%
- 75-85%
- >85%



Results – Study area by bay type

Kerbside restriction	Total capacity	Maximum occupancy	90 th percentile occupancy
Taxi rank	5	57%	20%
Pay-by-phone	37	95%	89%
Disabled	12	100%	53%
Motorcycles	5 (29 motorcycles)	95%	75%
Loading bay	2	100%	100%

KEY

- <75%
- 75-85%
- >85%

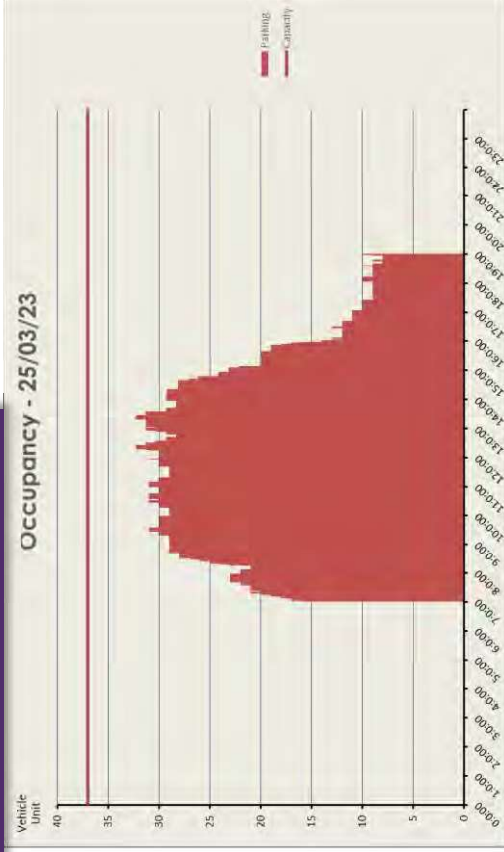
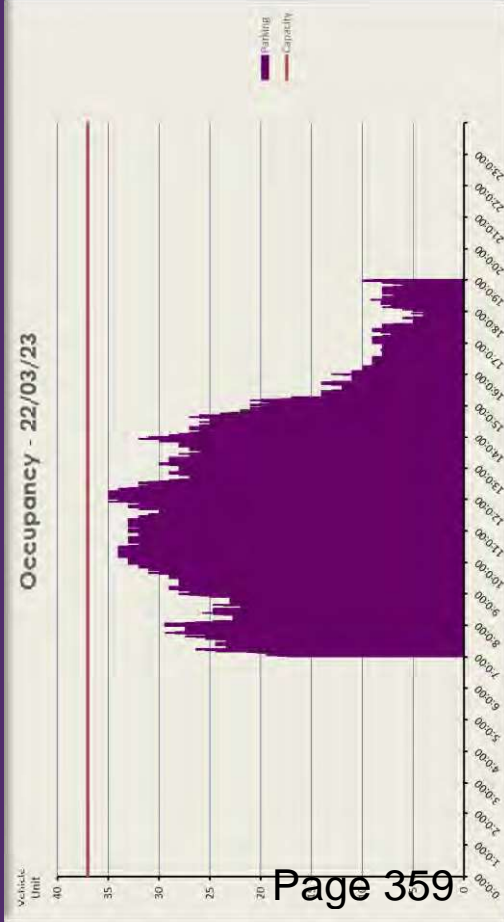
Notes

- Maximum occupancy is the highest value of all days surveyed
- 90th percentile value is the highest of the 3 days surveyed
- The 90th percentile occupancy refers to the level of occupancy that is higher than 90% of the observed values in a given dataset. In other words, if you rank all the occupancy values in a dataset from the lowest to the highest, the 90th percentile occupancy is the value that is higher than 90% of the other values

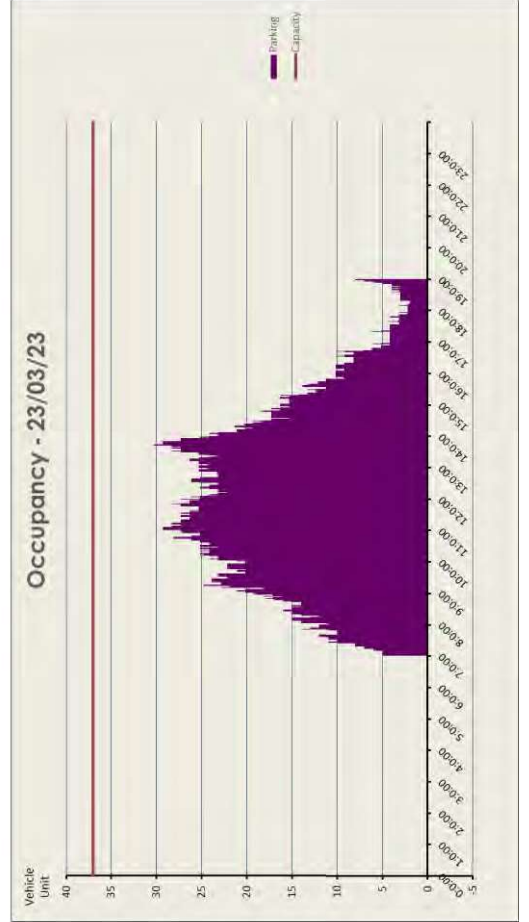
Summary for study area

- The taxi ranks have low occupancy, although this is broadly in line with other taxi ranks in, for example, Soho
- The pay-by-phone and loading bays have high levels of occupancy, suggesting there is no spare capacity for these bay types. However, use of the pay-by-phone bays will also include loading/ servicing vehicles plus vehicles associated with construction works in the area
- The disabled bays have a high maximum occupancy but a much lower 90th percentile occupancy. This suggests the disabled bays are well used but only for short time periods. This is shown in the occupancy graphs for disabled bays on the following slides
- Motorcycle bays are generally well used
- The following slides present occupancy graphs by time of day for each bay type and for each street

Results – Study area (Pay-by-phone)



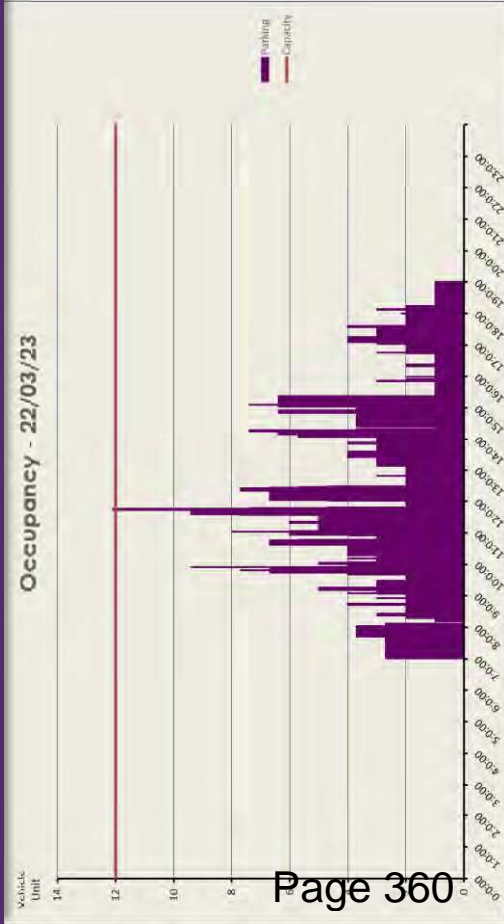
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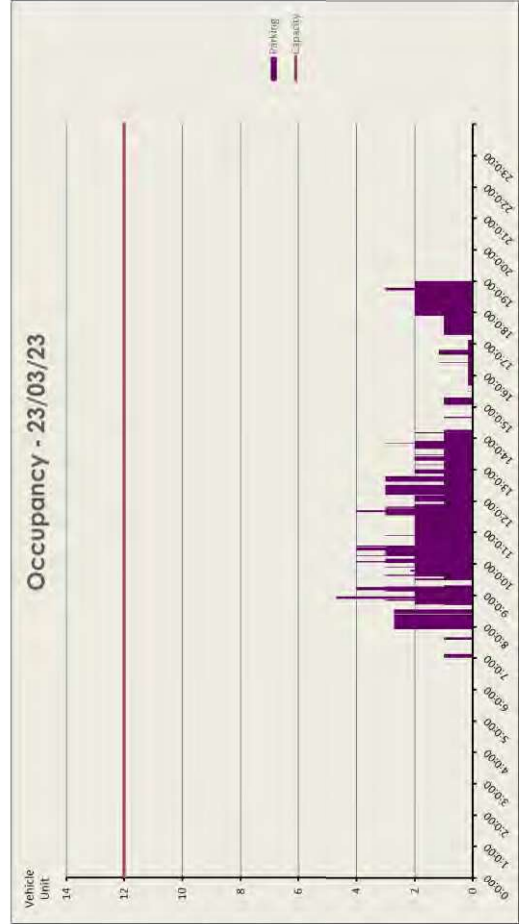
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	35	33	89%
23/03/2023 0600-1900	30	26	71%
25/03/2023 0600-1900	32	31	84%



Results – Study area (Disabled)



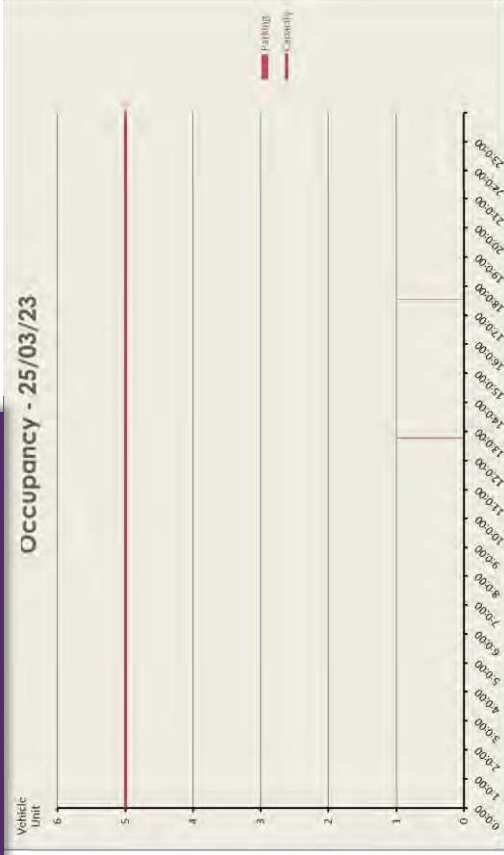
Capacity 12



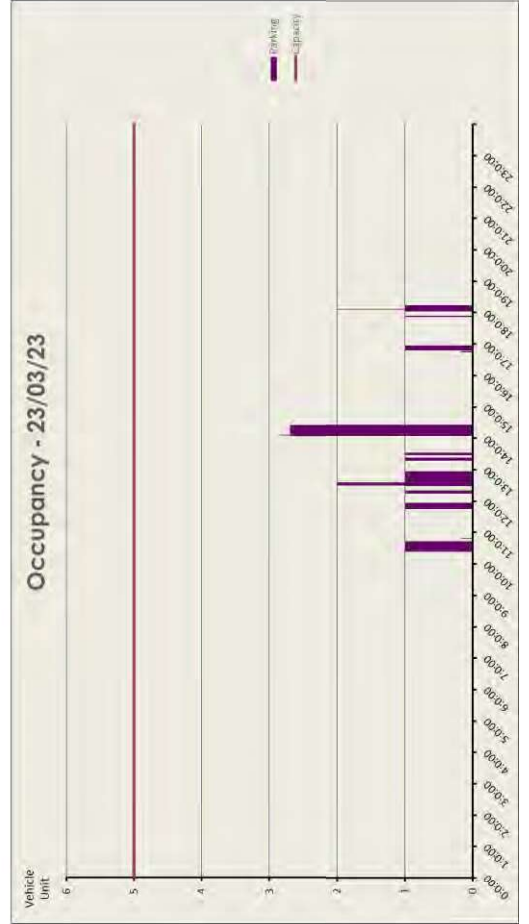
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	12	101%	53%
23/03/2023 0600-1900	5	39%	25%
25/03/2023 0600-1900	2	17%	8%



Results – Study area (Taxi rank)



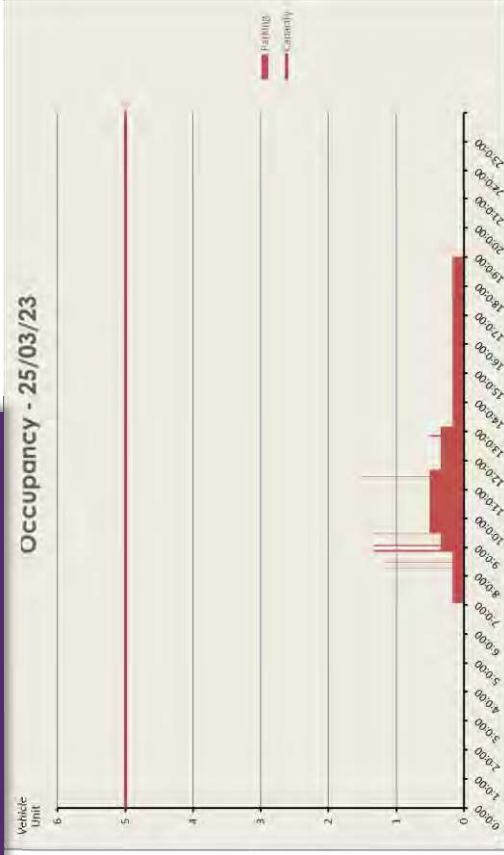
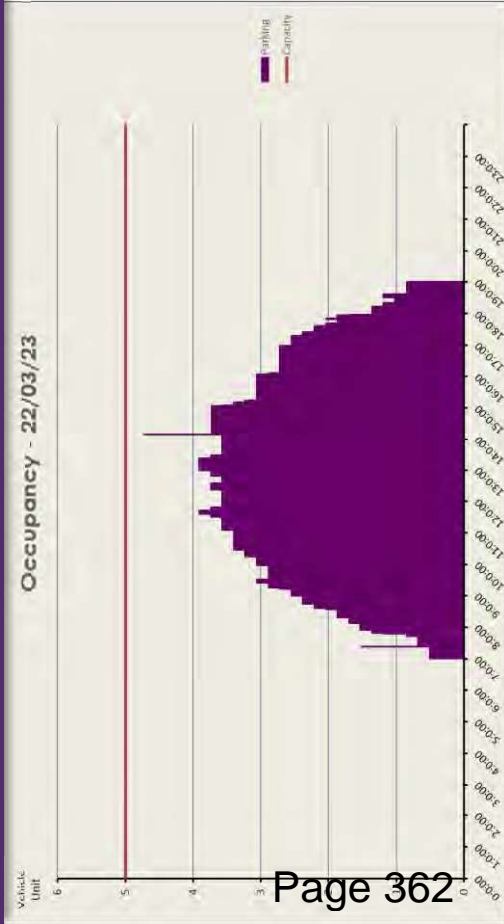
Capacity 5



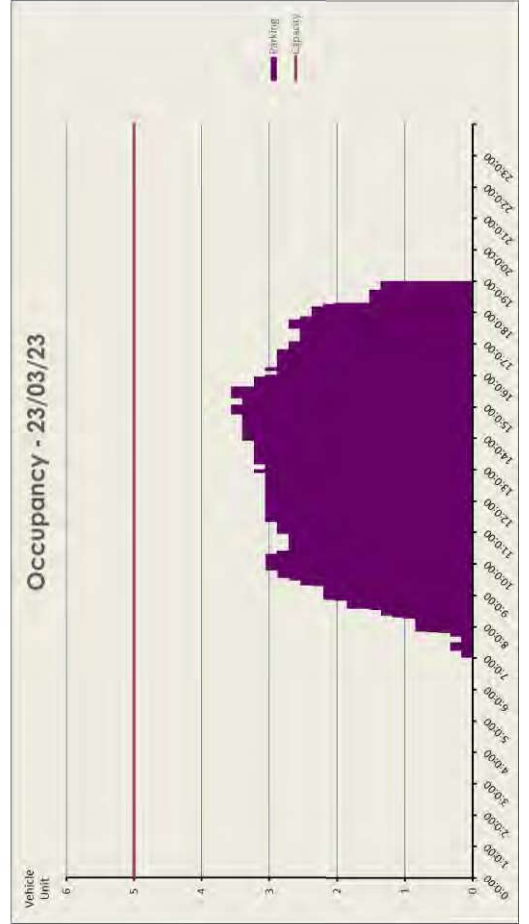
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	2	1	20%
23/03/2023 0600-1900	3	1	20%
25/03/2023 0600-1900	1	0	0%



Results – Study area (Motorcycle)



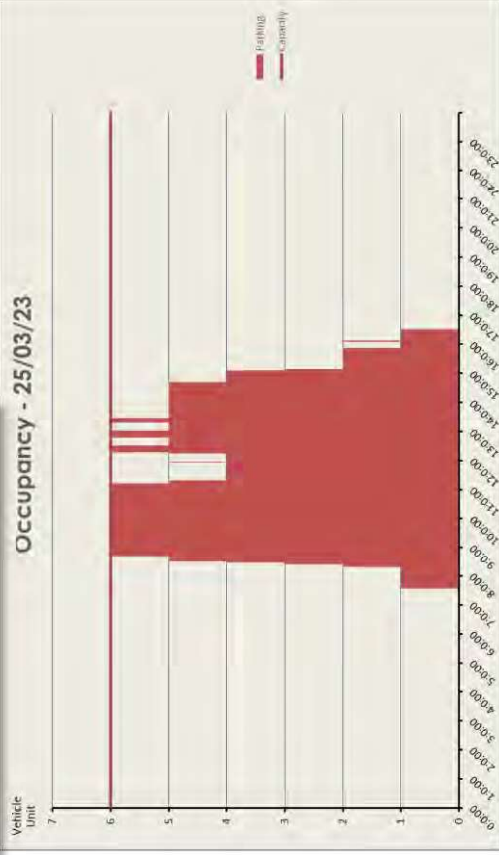
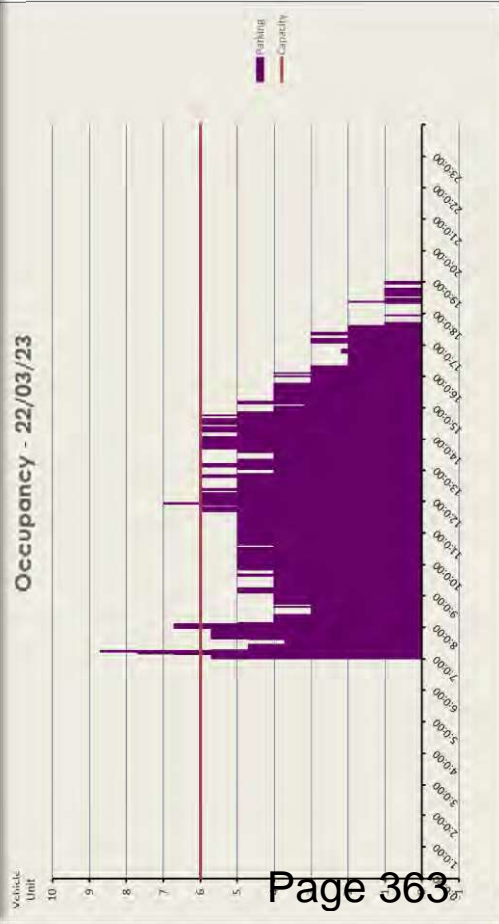
Capacity 5



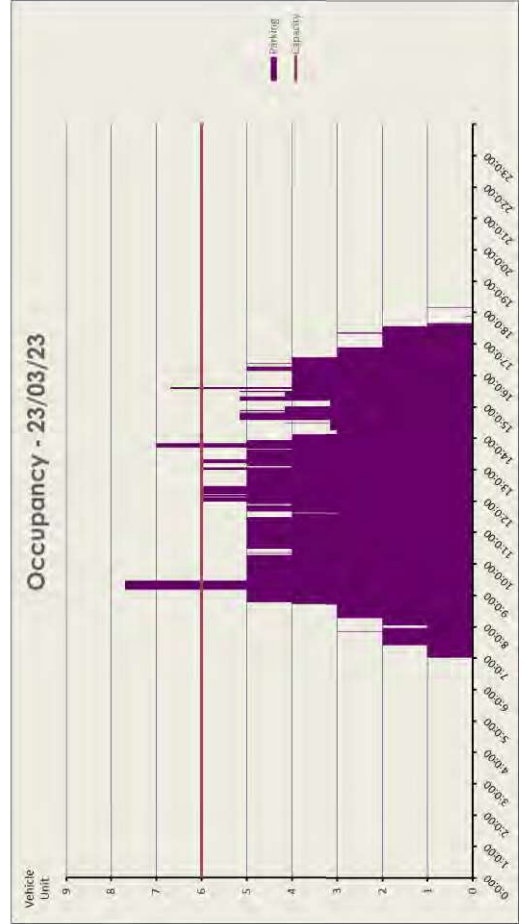
		Degree of saturation		
	Max Occupancy	90th %ile	Max Occupancy	90th %ile
22/03/2023 0600-1900	5	4	95%	75%
23/03/2023 0600-1900	4	3	71%	68%
25/03/2023 0600-1900	2	1	30%	10%



Results – Tudor Street (Pay-by-phone)



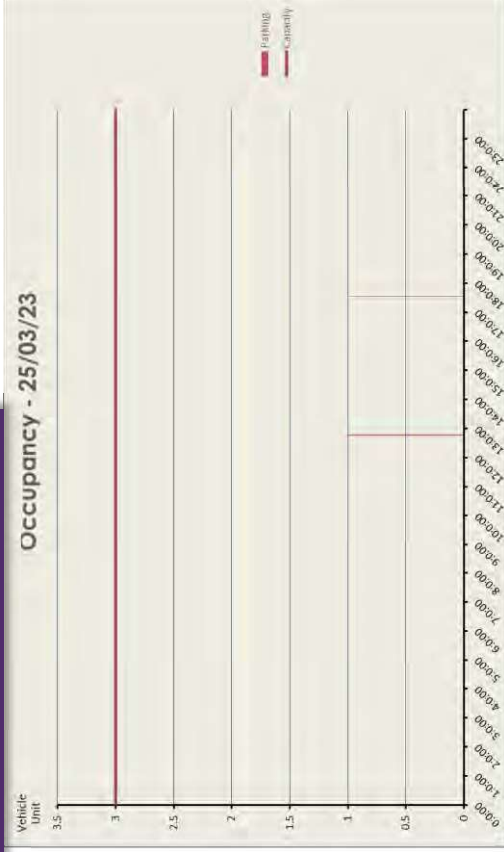
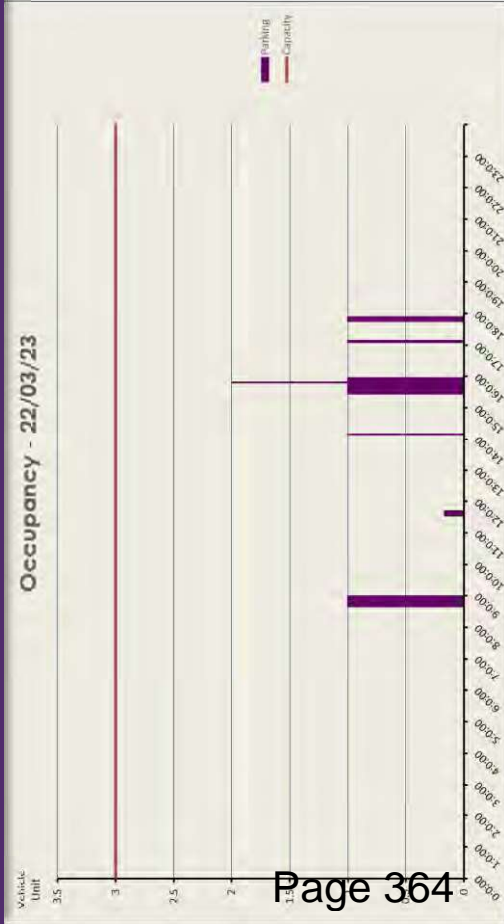
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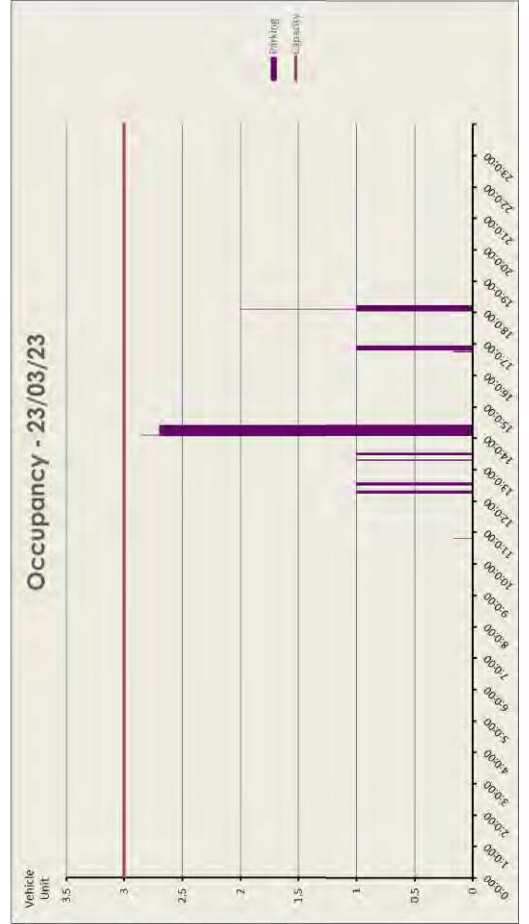
	Degree of saturation	
	Max Occupancy	90th %ile
22/03/2023 0600-1900	9	6
23/03/2023 0600-1900	8	5
25/03/2023 0600-1900	6	6



Results – Tudor Street (Taxi rank)



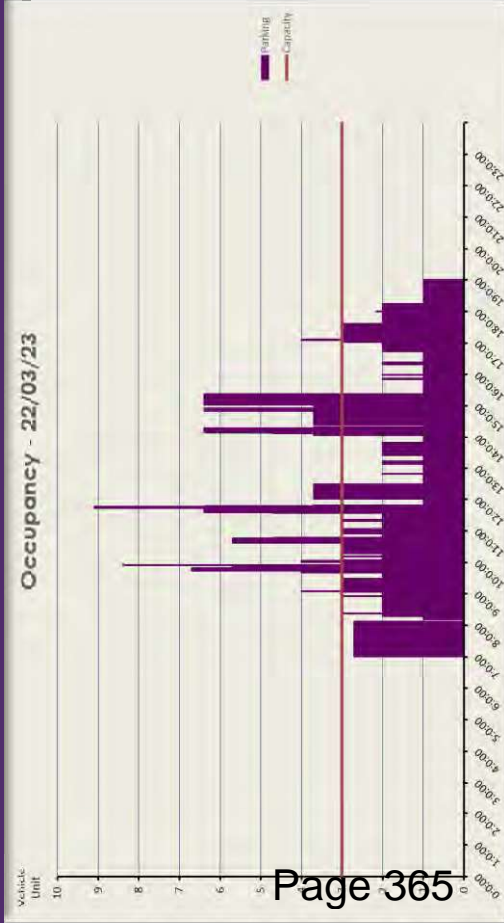
Capacity 3



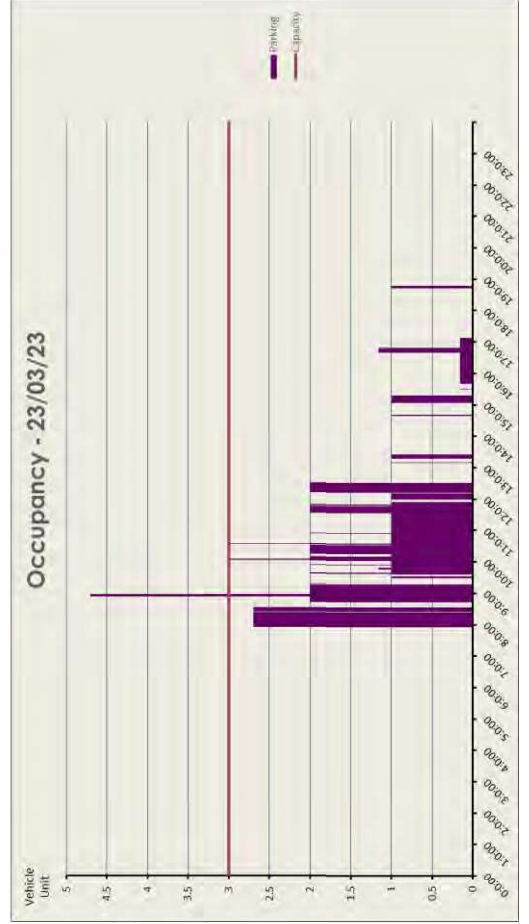
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	2	0	0%
23/03/2023 0600-1900	3	0	0%
25/03/2023 0600-1900	1	0	0%



Results – Tudor Street (Disabled)



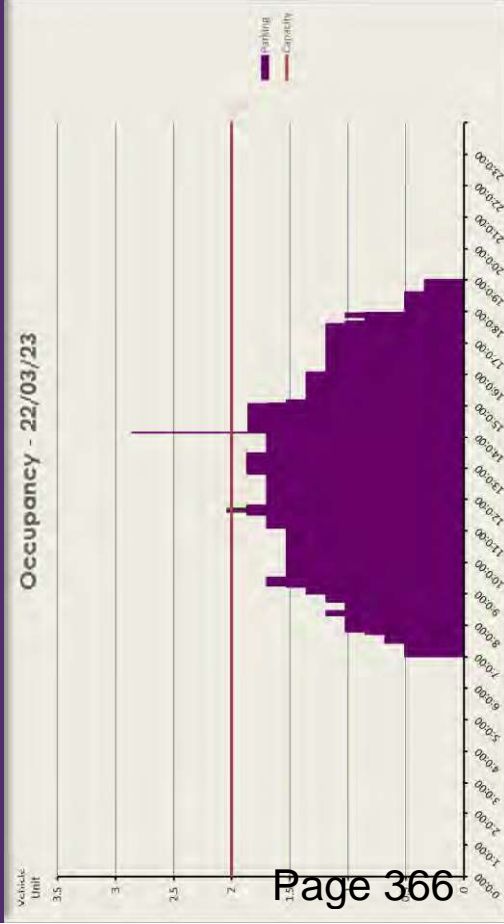
Capacity 3



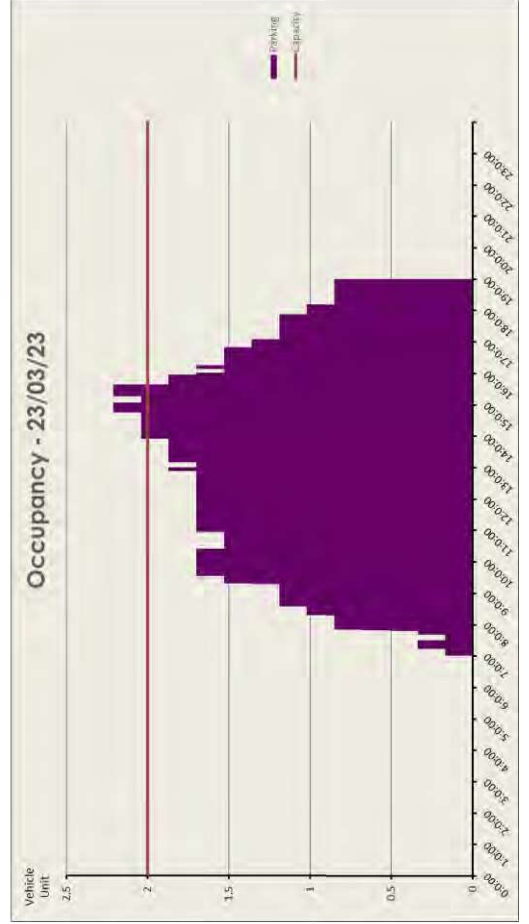
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	9	4	133%
23/03/2023 0600-1900	5	2	67%
25/03/2023 0600-1900	2	1	33%



Results – Tudor Street (Motorcycle)



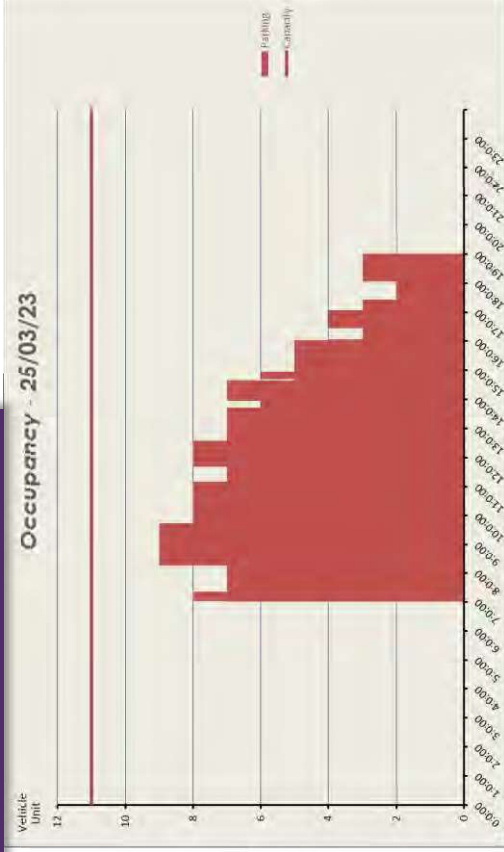
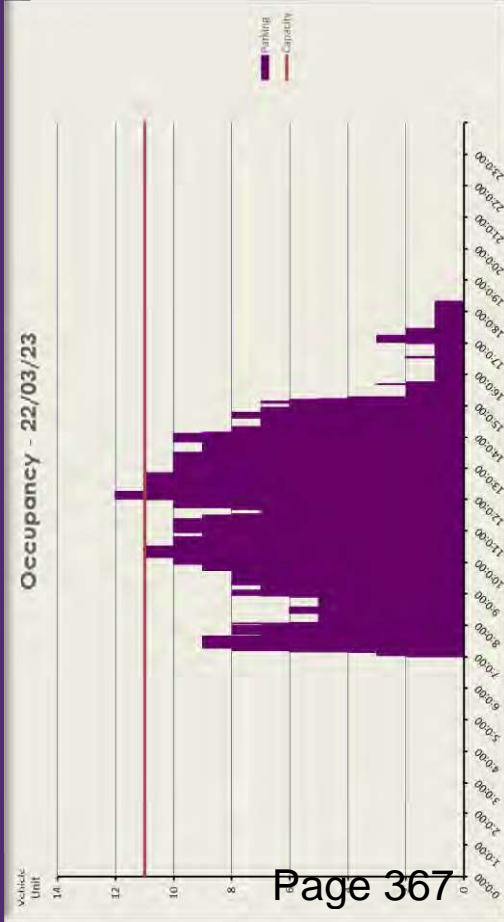
Capacity	2
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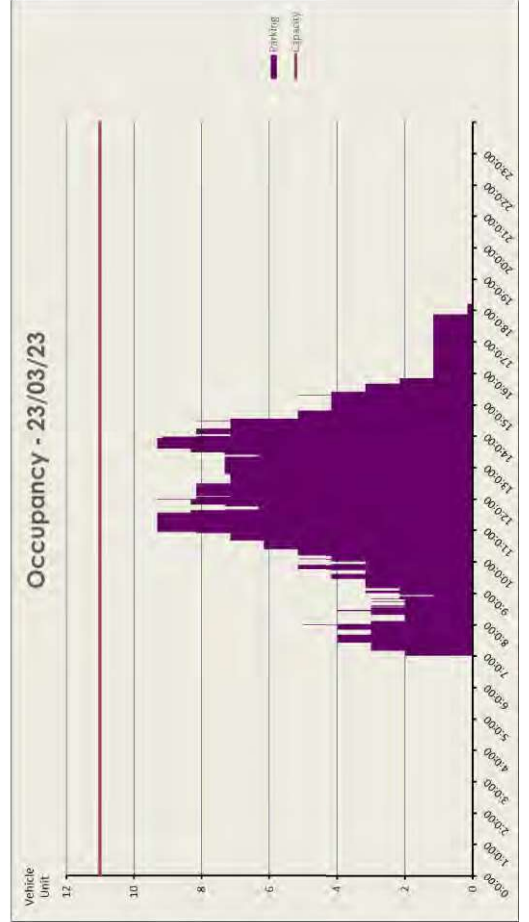
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	3	2	93%
23/03/2023 0600-1900	2	2	102%
25/03/2023 0600-1900	2	1	26%



Results – John Carpenter St (Pay-by-phone)



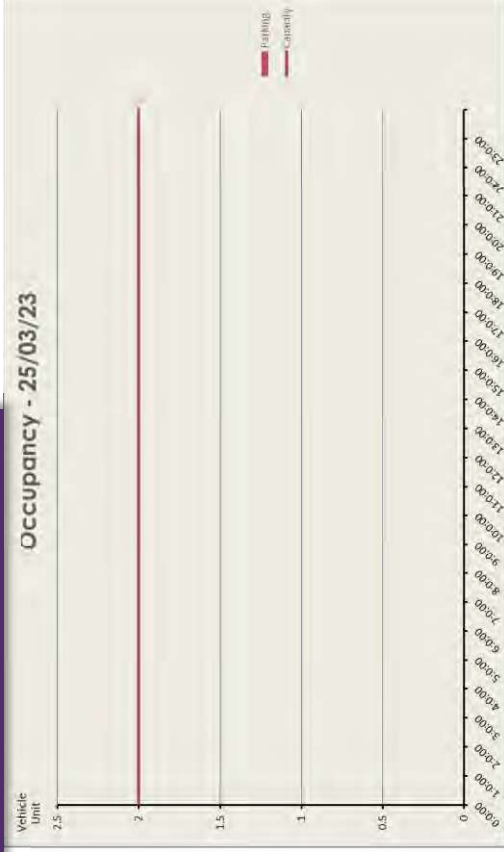
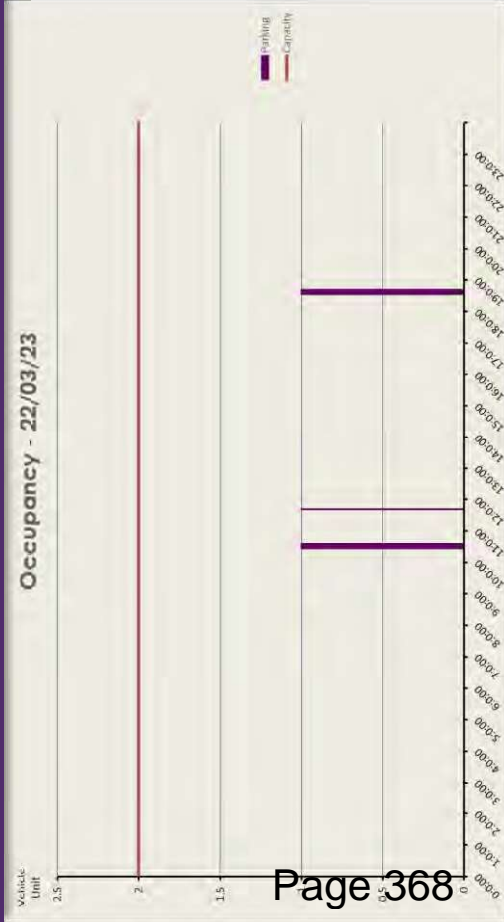
Capacity 11



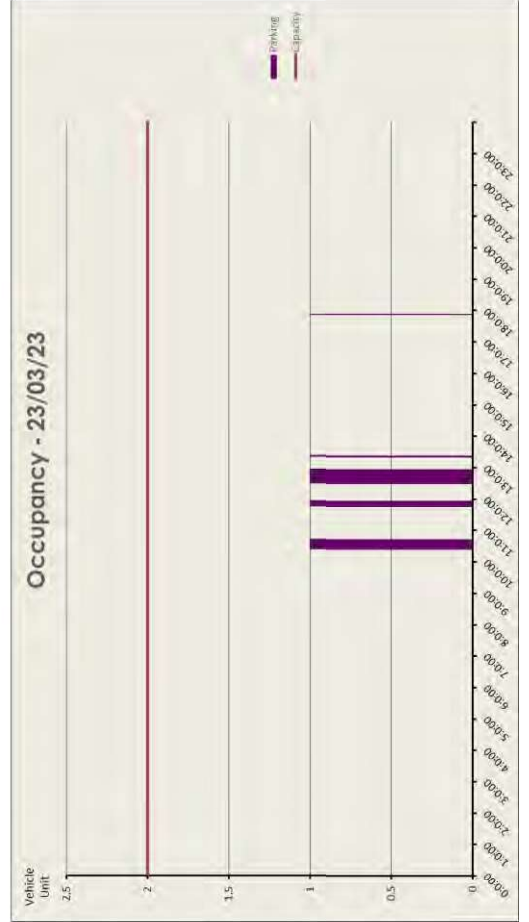
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	12	10	91%
23/03/2023 0600-1900	9	8	76%
25/03/2023 0600-1900	9	9	82%



Results – John Carpenter St (Taxi rank)



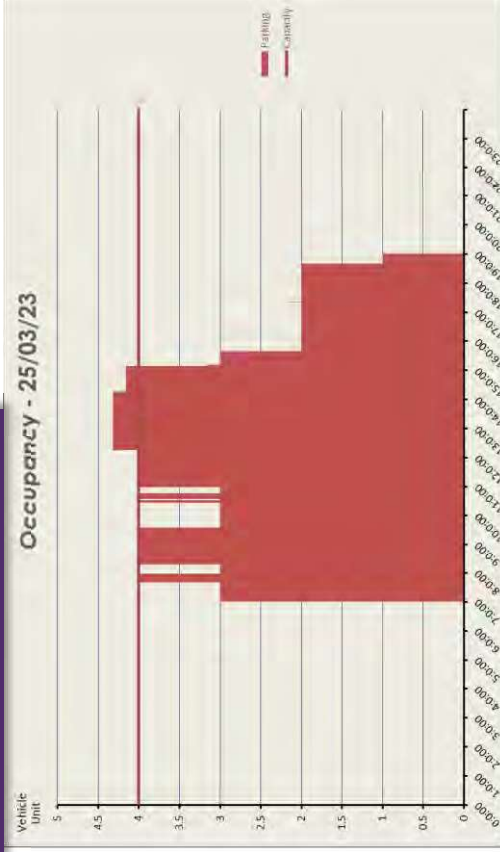
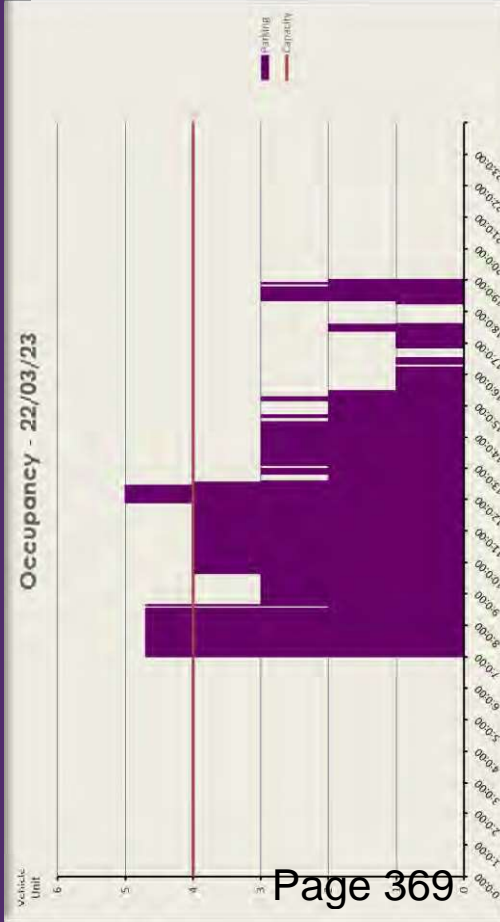
Capacity 2



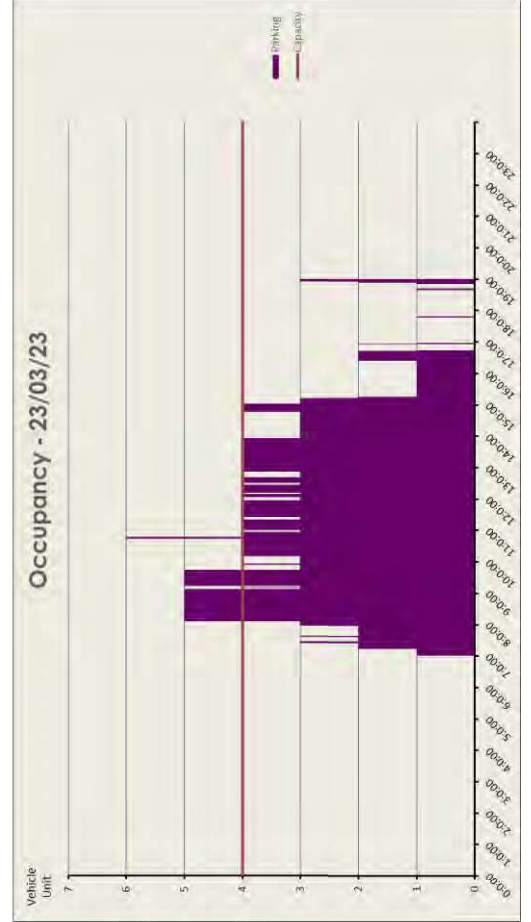
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	1	0	0%
23/03/2023 0600-1900	1	0	0%
25/03/2023 0600-1900	0	0	0%



Results – Carmelite Street (Pay-by-phone)



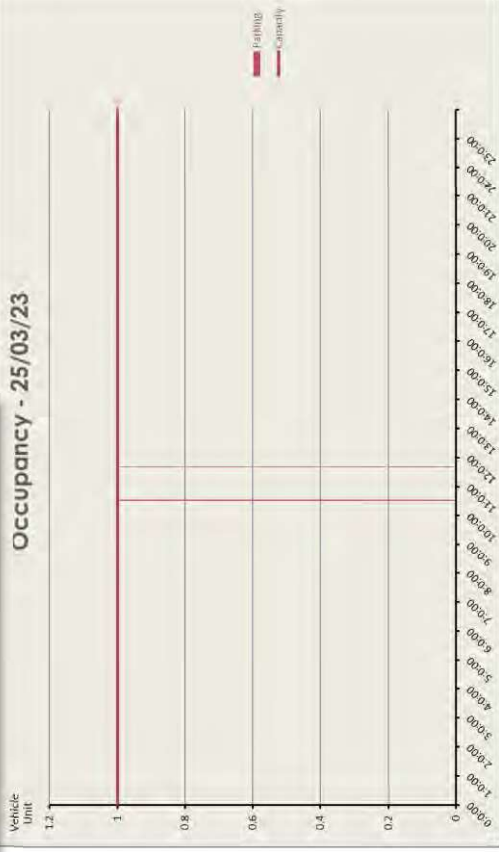
Capacity	4
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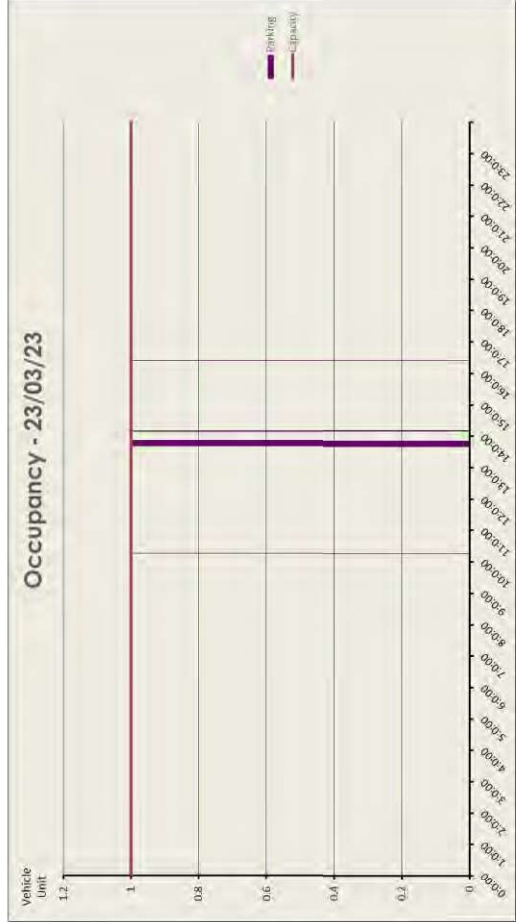
	Degree of saturation	
	Max Occupancy	90th %ile
22/03/2023 0600-1900	5	118%
23/03/2023 0600-1900	6	125%
25/03/2023 0600-1900	4	108%



Results – Carmelite Street (Disabled)



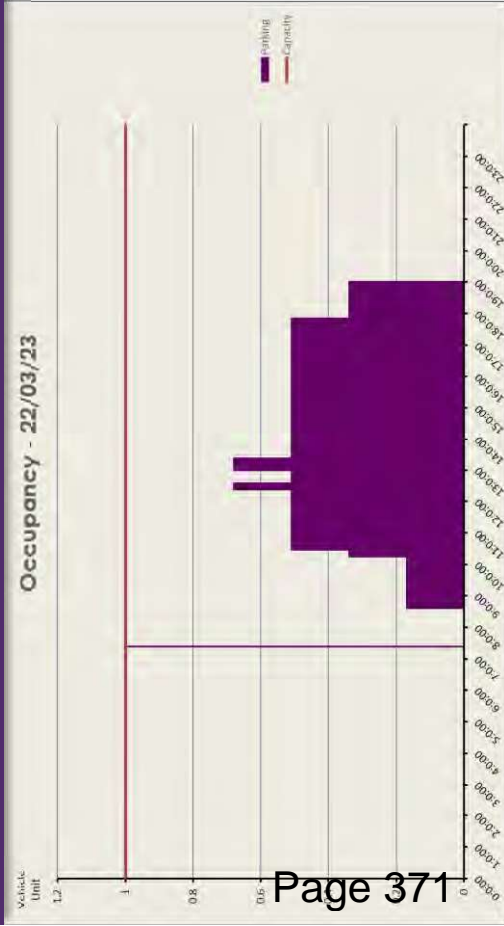
Capacity 1



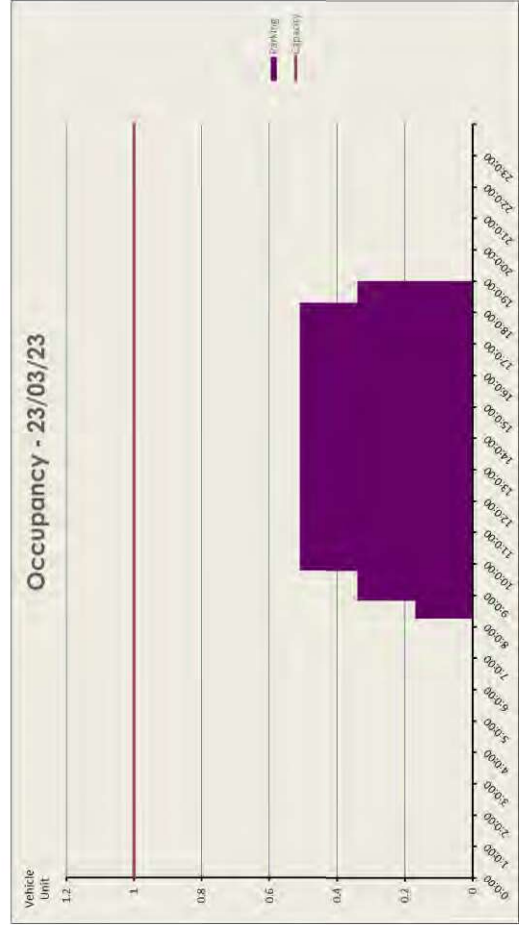
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	2	0	0%
23/03/2023 0600-1900	1	0	0%
25/03/2023 0600-1900	1	0	0%



Results – Carmelite Street (Motorcycle)



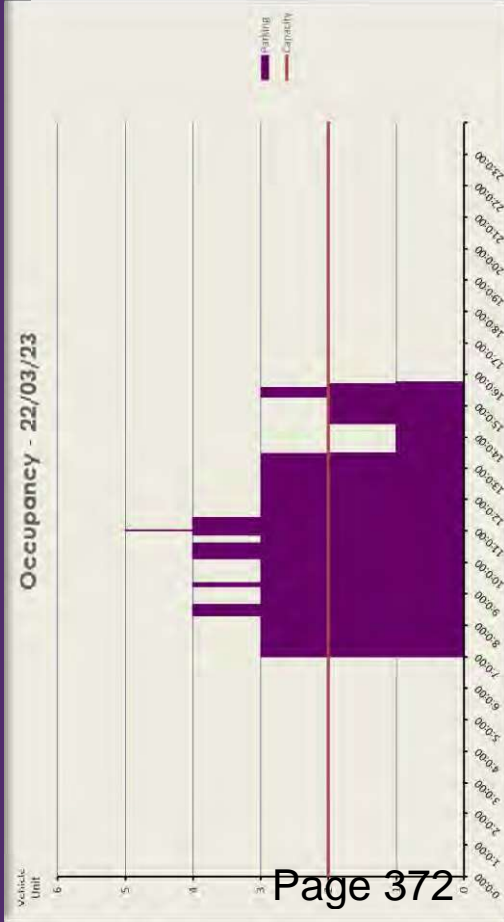
Capacity 1



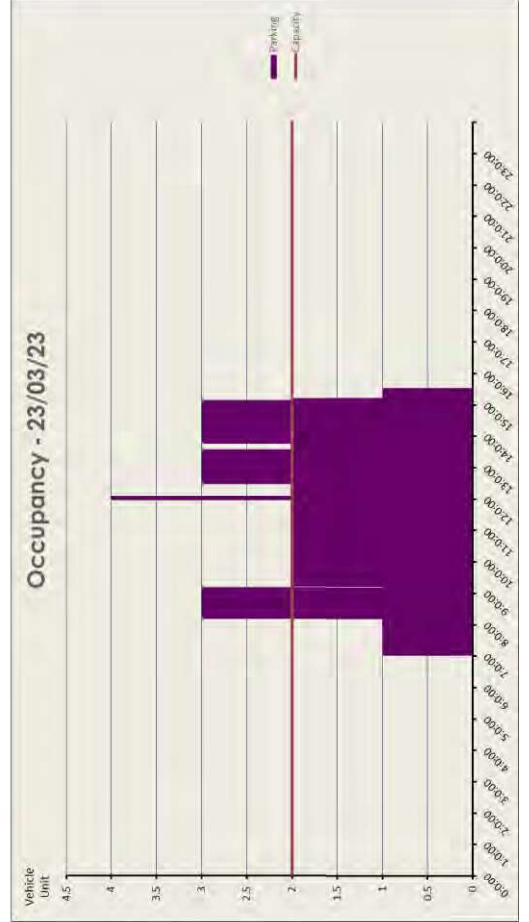
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	1	1	51%
23/03/2023 0600-1900	1	1	51%
25/03/2023 0600-1900	0	0	0%



Results – Carmelite Street (Loading bay)



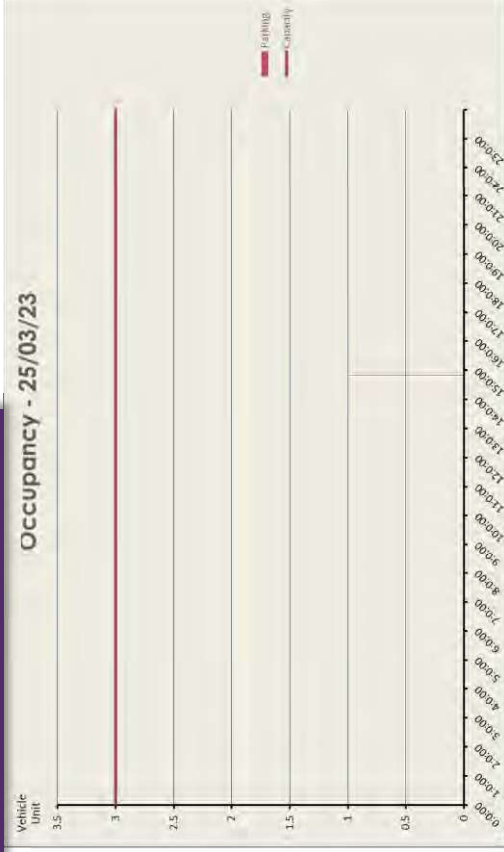
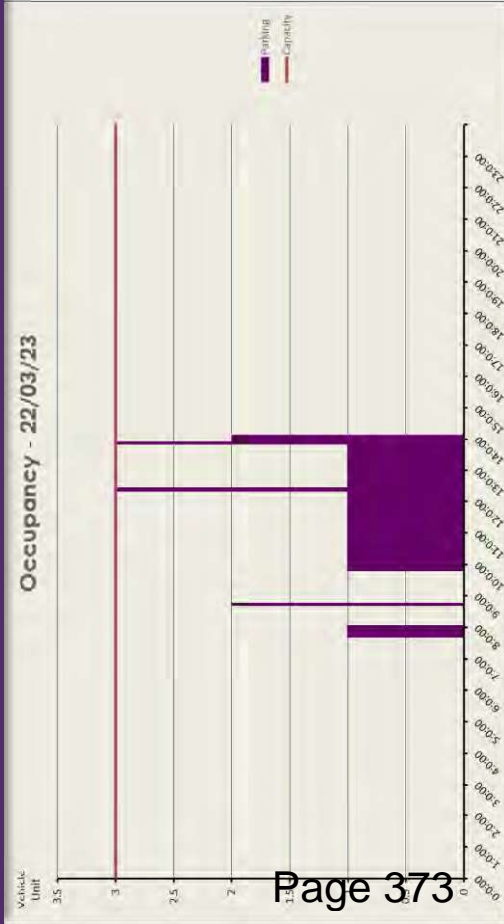
Capacity	2
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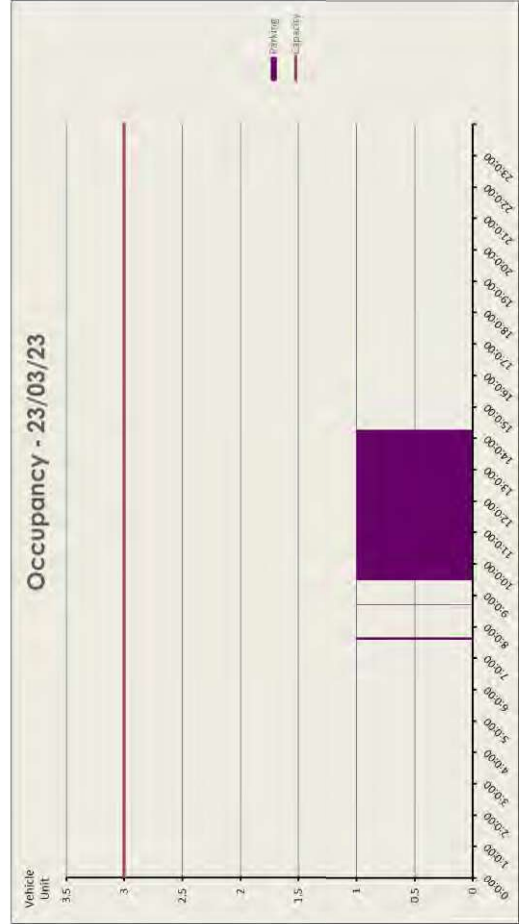
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	5	4	200%
23/03/2023 0600-1900	4	3	150%
25/03/2023 0600-1900	1	1	50%



Results – Kingscote Street (Disabled)



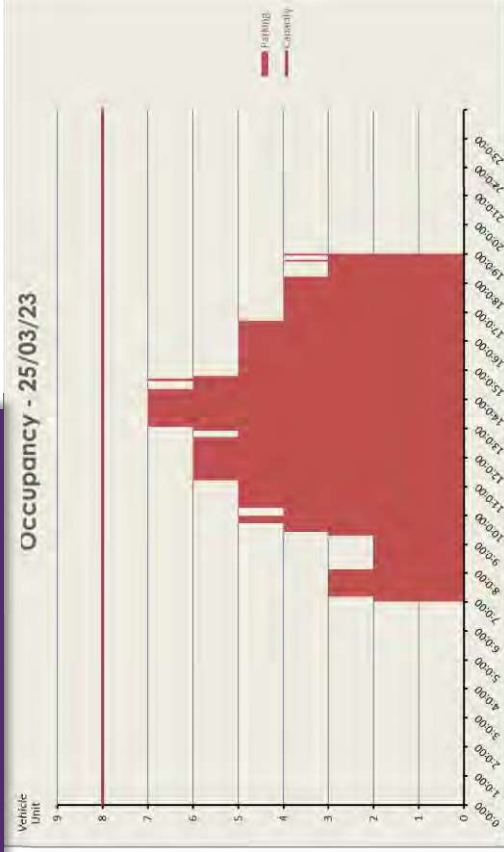
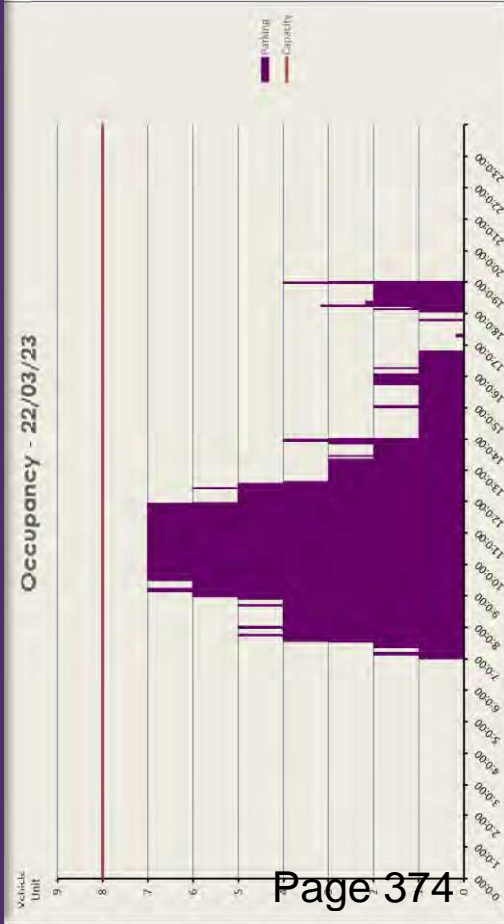
Capacity 3



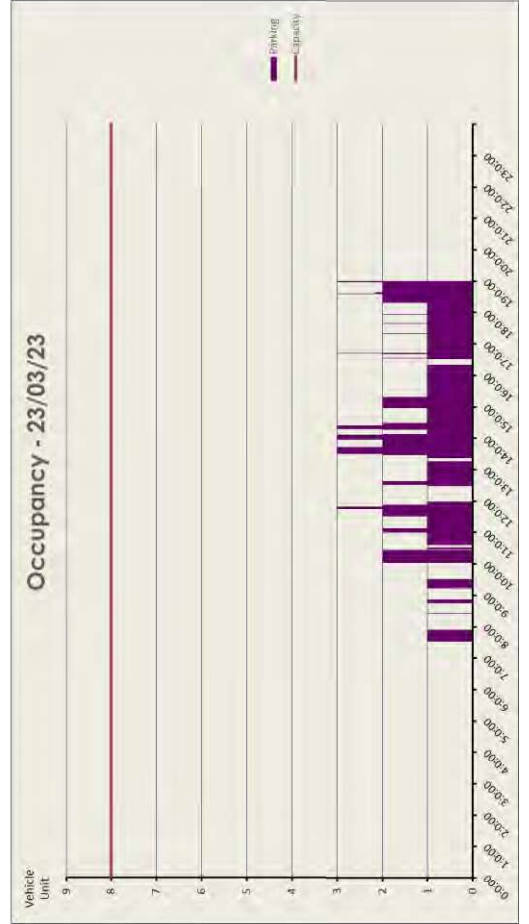
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	3	1	33%
23/03/2023 0600-1900	1	1	33%
25/03/2023 0600-1900	1	0	0%



Results – Watergate (Pay-by-phone)



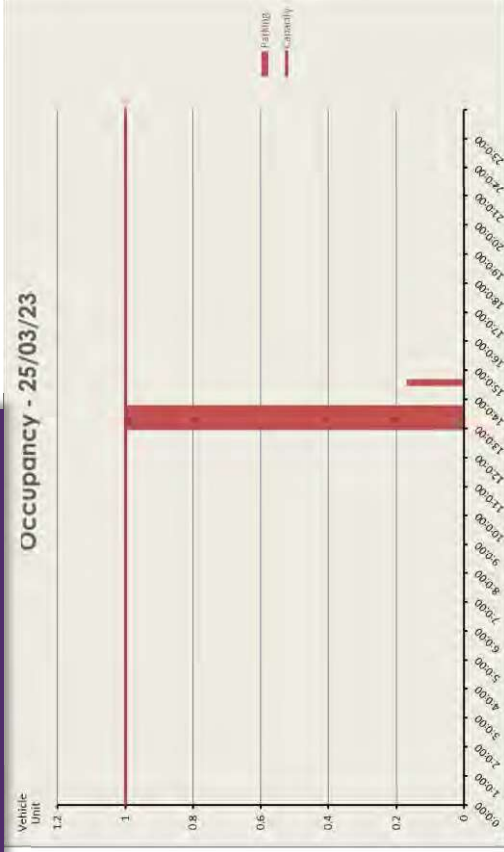
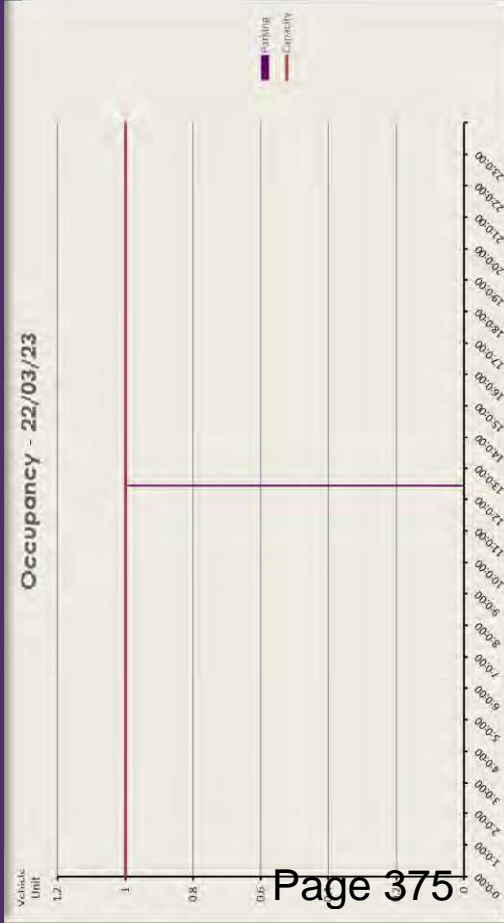
Capacity **8**



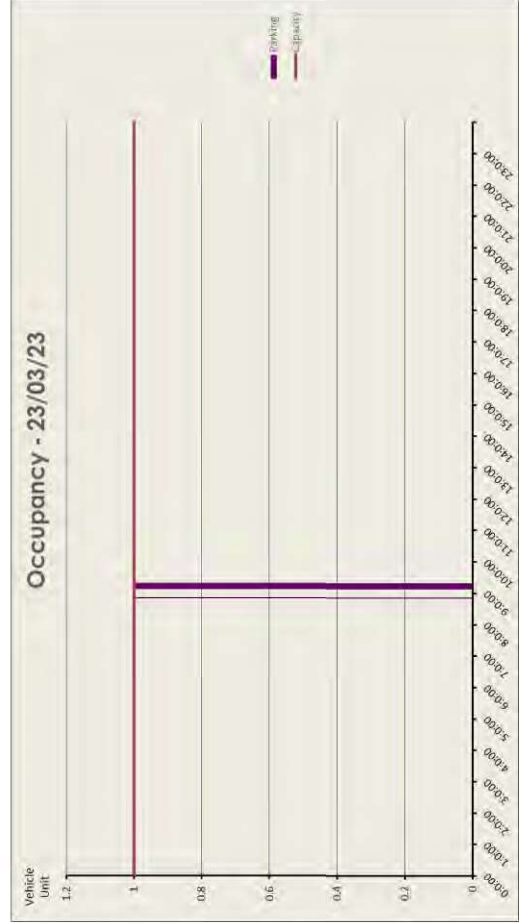
	Degree of saturation	
	Max Occupancy	90th %ile
22/03/2023 0600-1900	7	88%
23/03/2023 0600-1900	3	38%
25/03/2023 0600-1900	7	88%



Results – Tallis Street (Disabled)



Capacity	1
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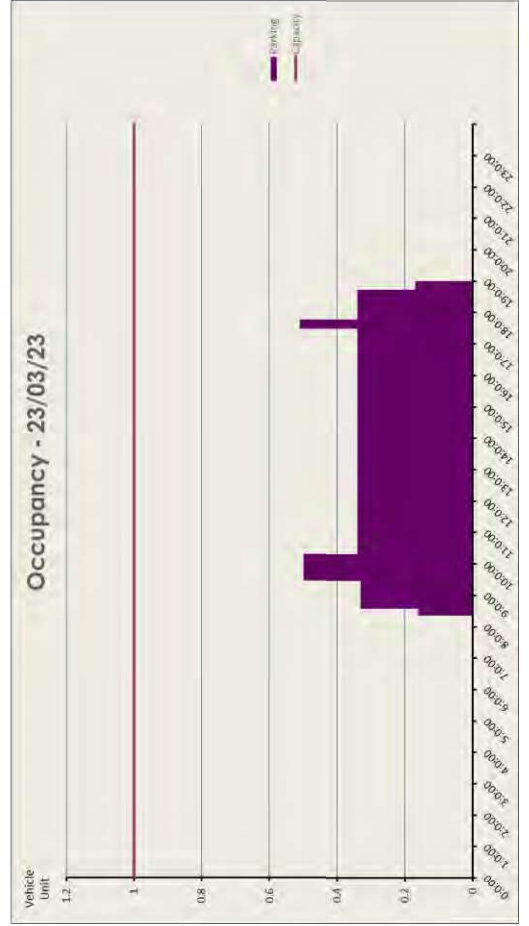
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	1	0	0%
23/03/2023 0600-1900	1	0	0%
25/03/2023 0600-1900	1	0	0%



Results – Tallis Street (Motorcycle)



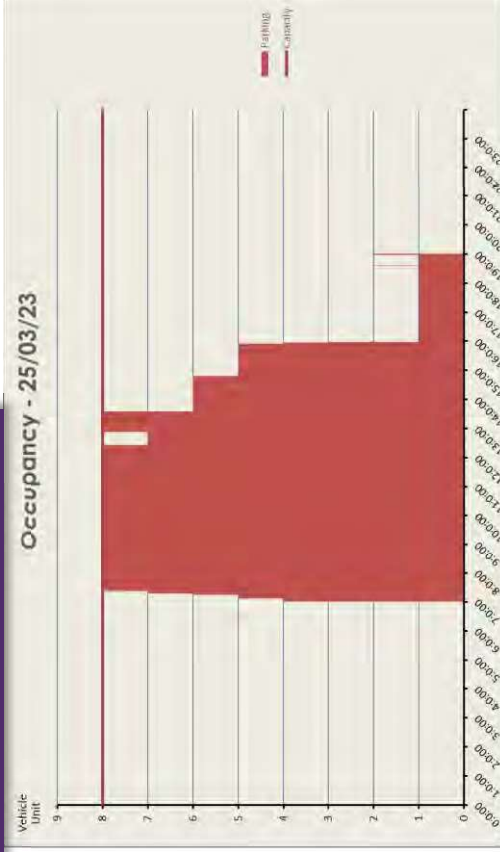
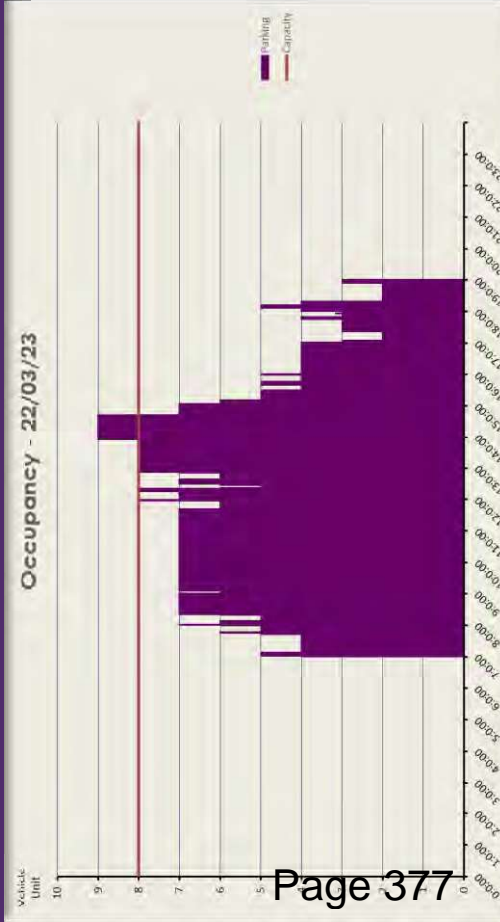
Capacity 1



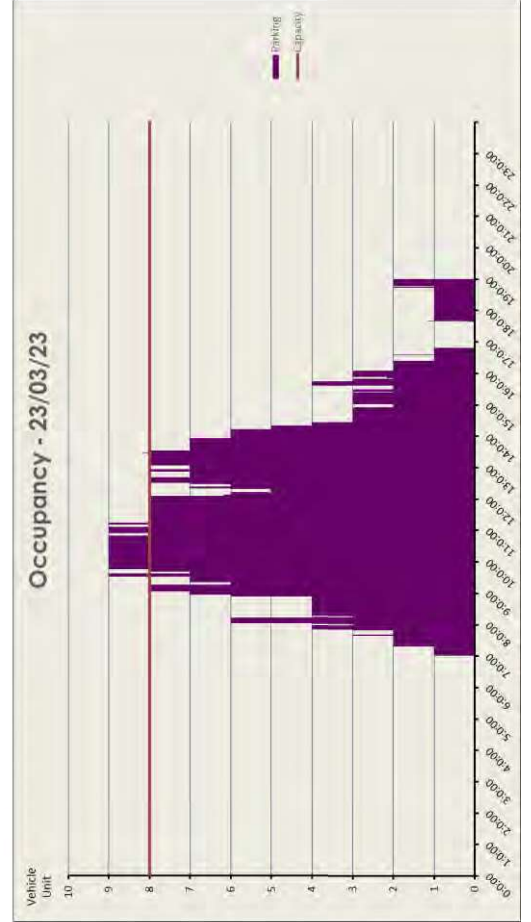
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	1	1	51%
23/03/2023 0600-1900	1	0	34%
25/03/2023 0600-1900	0	0	0%



Results – Temple Avenue (Pay-by-phone)



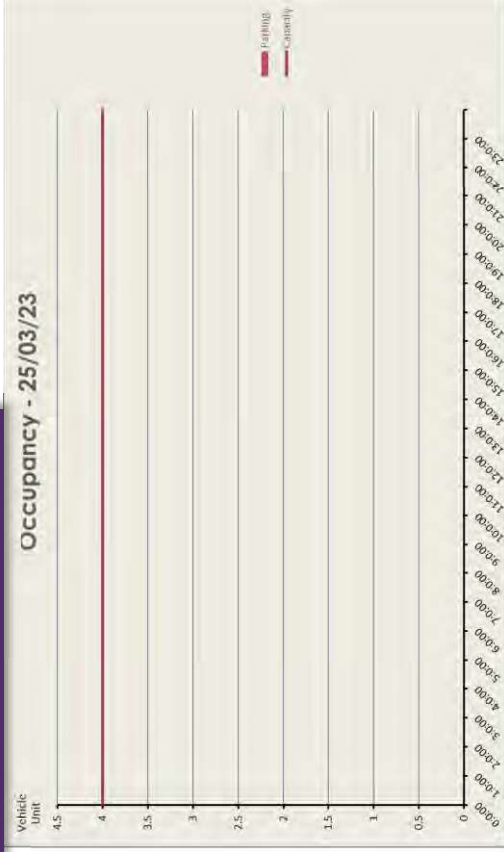
Capacity **8**



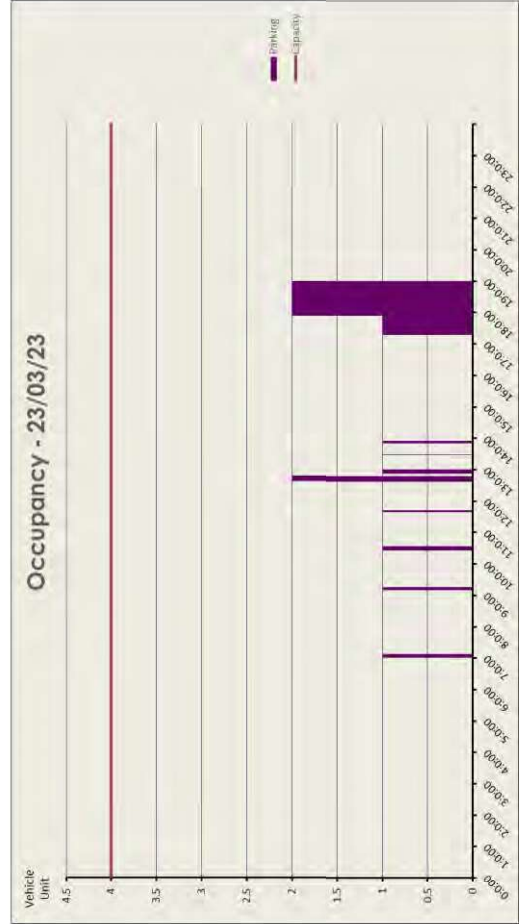
	Degree of saturation	
	Max Occupancy	90th %ile
22/03/2023 0600-1900	9	8
23/03/2023 0600-1900	9	9
25/03/2023 0600-1900	8	8



Results – Temple Avenue (Disabled)



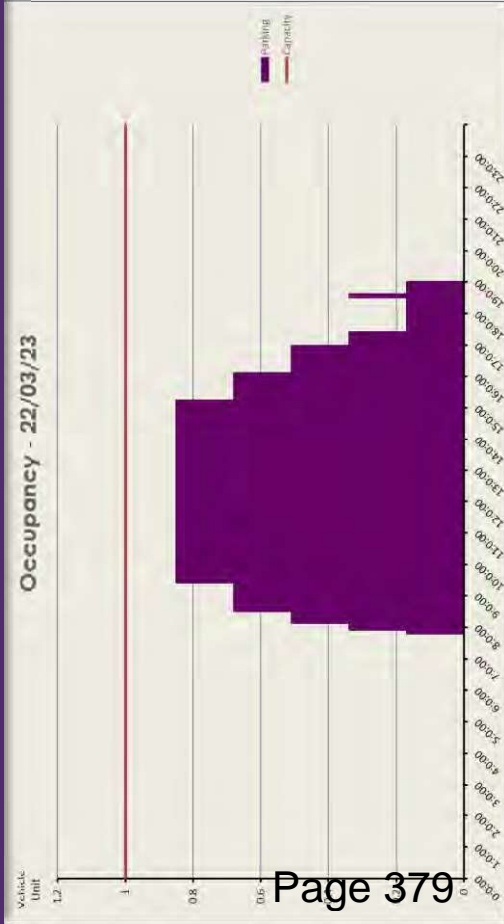
Capacity	4
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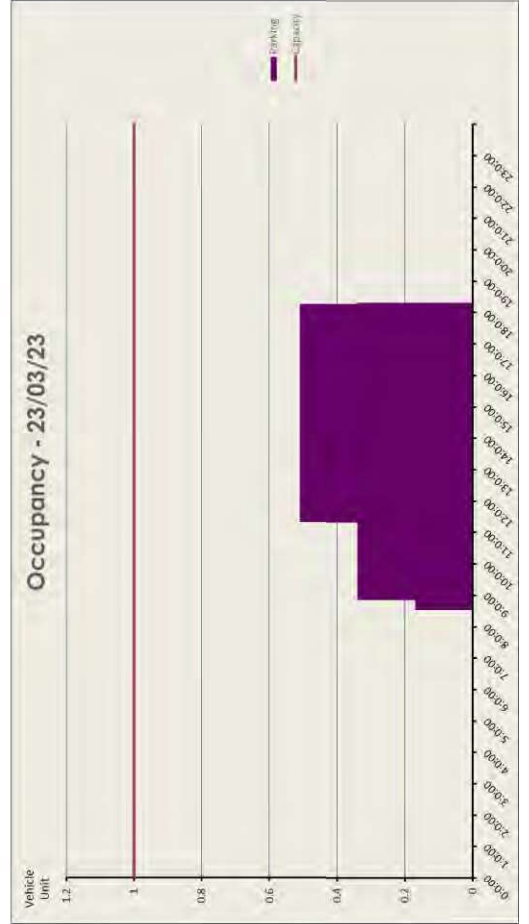
	Max Occupancy	90th %ile	Degree of saturation	
			Max Occupancy	90th %ile
22/03/2023 0600-1900	2	0	50%	0%
23/03/2023 0600-1900	2	1	50%	25%
25/03/2023 0600-1900	0	0	0%	0%



Results – Temple Avenue (Motorcycle)



Capacity 1



	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	1	1	85%
23/03/2023 0600-1900	1	1	51%
25/03/2023 0600-1900	0	0	0%



Results – Study area by yellow line type

Kerbside restriction	Total capacity	Maximum occupancy	90 th percentile occupancy
Single yellow line	176	15%	10%
Double yellow line	22	17%	5%

- The City of London is a Controlled Parking Zone (CPZ), meaning parking is controlled by hours and is only permitted in designated parking bays during these times, with the rest of the kerbside space subject to yellow line restrictions

The CPZ hours are 7am-7pm Monday to Friday, and 7am-11am on Saturdays

Parking is prohibited at all times on double yellow lines, and on single yellow lines during the CPZ controlled hours

Loading is permitted at any time on a double yellow line and during displayed times where there are single kerb markings. Loading is not permitted at any time where there are double kerb markings

KEY



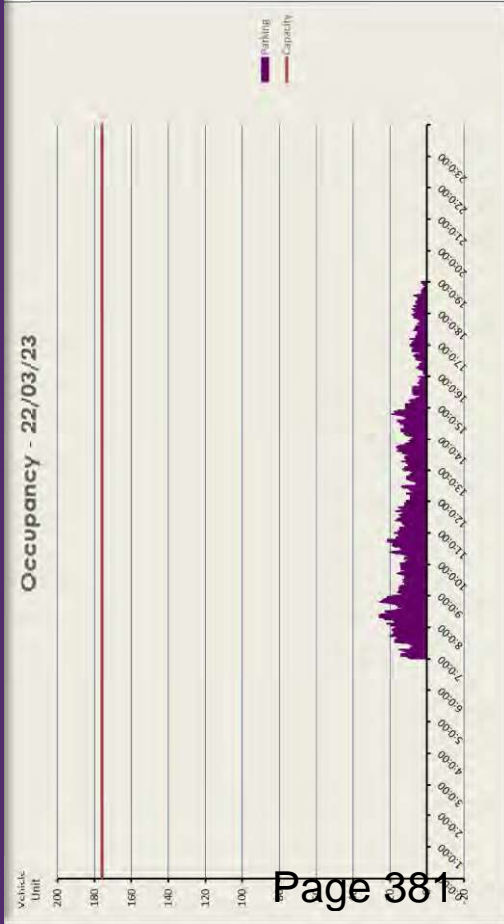
Notes

- Maximum occupancy is the highest value of all days surveyed
- 90th percentile value is the highest of the 3 days surveyed
- The 90th percentile occupancy refers to the level of occupancy that is higher than 90% of the observed values in a given dataset. In other words, if you rank all the occupancy values in a dataset from the lowest to the highest, the 90th percentile occupancy is the value that is higher than 90% of the other values

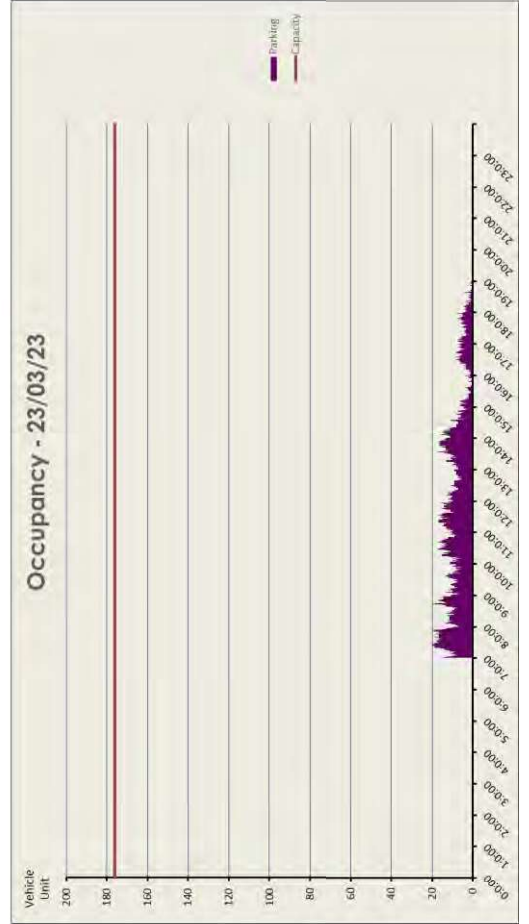
Summary for study area

- Both single and double yellow lines have low occupancy. This suggests generally good compliance with the CPZ restrictions
- Results suggest opportunity to reorganise kerbside provision in line with Healthy Streets strategy

Results – Study area (Single yellow line)



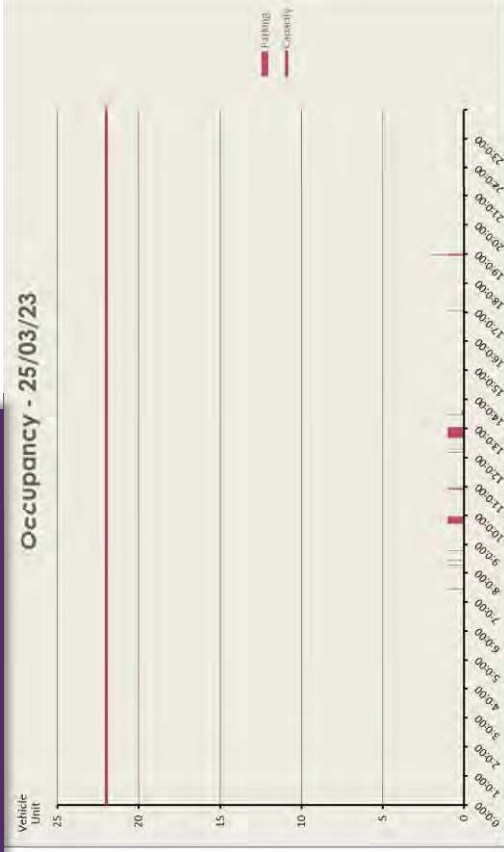
Capacity 176



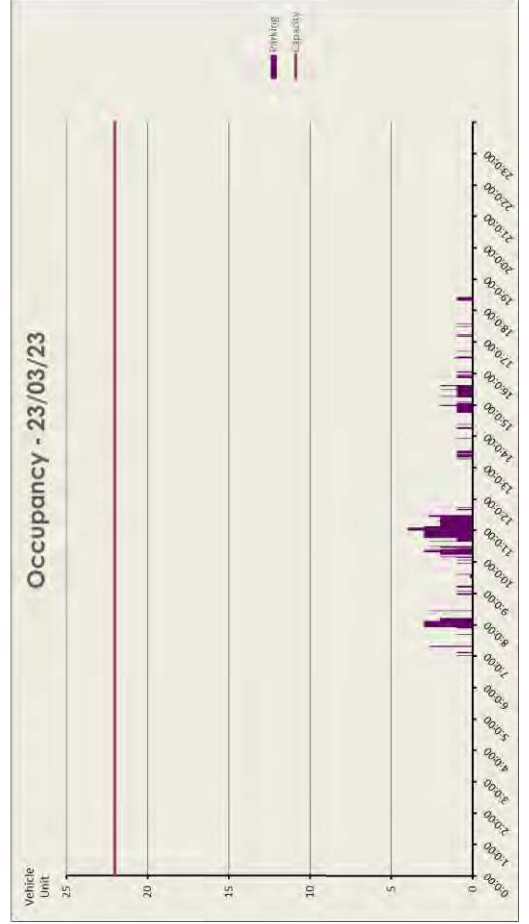
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	26	17	10%
23/03/2023 0600-1900	20	15	9%
25/03/2023 0600-1900	13	11	6%



Results – Study area (Double yellow line)



Capacity 22



	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	5	3	12%
23/03/2023 0600-1900	4	2	9%
25/03/2023 0600-1900	2	0	0%



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TRANSPORTATION

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<p>Committees: Streets and Walkways Sub Committee- (for information)</p> <p>Projects and procurement Sub Committee (for information)</p>	<p>Dates: 07 November 2023 04 December 2023</p>
<p>Subject: Bank Junction Improvements: All Change at Bank Unique Project Identifier: 11401</p>	<p>Gateway 5 Complex Progress Report</p>
<p>Report of: Interim Executive Director Environment</p> <p>Report Author: Gillian Howard</p>	<p>For Information</p>
<h2 style="margin: 0;">PUBLIC</h2>	

<p>1. Status update</p>	<p>Project Description: To improve the safety, air quality and pedestrian experience of the area around the Bank junction to reflect the historic and iconic surroundings with the appropriate sense of place.</p> <p>RAG Status: Amber (Amber at last report to Committee)</p> <p>Risk Status: Medium (Medium at last report to Committee)</p> <p>Total Estimated Cost of Project (excluding risk): £6.67M - £7.3M (max figure includes utilisation of unspent costed risk to deliver public realm enhancements if available, and inclusion of the Cool Streets funding and the recent inclusion of the £500k for the traffic mix and timing review)</p> <p>Spend to Date: £3,476,194 (latest staff costs still to run – 20/10/23 and includes expenditure to date on the traffic and timing review).</p> <p>Costed Risk Provision Utilised: £423,502 (of which £0 has been drawn down since the last report to Committee);</p>
<p>2. Key points to note</p>	<p>Next Gateway: Gateway 6</p> <p>Key Points:</p> <ul style="list-style-type: none"> • Work has progressed well and to programme.

	<ul style="list-style-type: none"> • Works will cease for a few weeks whilst preparation for the Lord Mayor’s Show 2023 is undertaken and will restart towards the end of November. • Queen Victoria Street & Threadneedle Street are closed to motor vehicles. • A substantial part of the programme has been completed which was the most disruptive, and there have only been a limited number of issues. 																						
3. Reporting period	<i>September 2022 to October 2023</i>																						
4. Progress to date	<ol style="list-style-type: none"> 1. Construction of the All Change at Bank project commenced in earnest in November 2022 following the Lord Mayor’s Show. The focus of work has been on the areas that are required to be completed for this year’s Show, enabling substantial areas to be made available for viewing the event. 2. The plan in Appendix 2 highlights the areas that have been completed. 3. It was agreed in the Gateway 5 report in December 2021 that as the risk decreases and the risk provision is released, the money will be diverted towards the further delivery of the enhancements of the scheme. In September 2022, those enhancements were prioritised and agreed by Members as set out in Table 1. 4. The approval of the Costed Risk release was delegated to the Chief Officer (now Executive Director) <p>Table 1</p> <table border="1" data-bbox="528 1352 1385 2007"> <thead> <tr> <th data-bbox="528 1352 619 1395">Rank</th> <th data-bbox="619 1352 1385 1395">Public Realm priorities</th> </tr> </thead> <tbody> <tr> <td data-bbox="528 1395 619 1471">1</td> <td data-bbox="619 1395 1385 1471">Yorkstone crossing outside BoE on Threadneedle St</td> </tr> <tr> <td data-bbox="528 1471 619 1514">2</td> <td data-bbox="619 1471 1385 1514">Accessible ramp outside the Royal Exchange</td> </tr> <tr> <td data-bbox="528 1514 619 1556">3</td> <td data-bbox="619 1514 1385 1556">Seating on Threadneedle Street</td> </tr> <tr> <td data-bbox="528 1556 619 1632">4</td> <td data-bbox="619 1556 1385 1632">Seating on Queen Victoria Street</td> </tr> <tr> <td data-bbox="528 1632 619 1709">5</td> <td data-bbox="619 1632 1385 1709">Two planting pots near to Wellington Statue (Royal Exchange)</td> </tr> <tr> <td data-bbox="528 1709 619 1785">6</td> <td data-bbox="619 1709 1385 1785">Two planting pots outside Mansion House</td> </tr> <tr> <td data-bbox="528 1785 619 1861">7</td> <td data-bbox="619 1785 1385 1861">Granite setts on the remainder of Threadneedle St cycle lane</td> </tr> <tr> <td data-bbox="528 1861 619 1937">8</td> <td data-bbox="619 1861 1385 1937">Removal of planter wall outside the Royal Exchange to open up space</td> </tr> <tr> <td data-bbox="528 1937 619 1980">9</td> <td data-bbox="619 1937 1385 1980">Two planting pots outside BoE</td> </tr> <tr> <td data-bbox="528 1980 619 2007">10</td> <td data-bbox="619 1980 1385 2007">Three further pots outside Royal Exchange</td> </tr> </tbody> </table>	Rank	Public Realm priorities	1	Yorkstone crossing outside BoE on Threadneedle St	2	Accessible ramp outside the Royal Exchange	3	Seating on Threadneedle Street	4	Seating on Queen Victoria Street	5	Two planting pots near to Wellington Statue (Royal Exchange)	6	Two planting pots outside Mansion House	7	Granite setts on the remainder of Threadneedle St cycle lane	8	Removal of planter wall outside the Royal Exchange to open up space	9	Two planting pots outside BoE	10	Three further pots outside Royal Exchange
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9	Two planting pots outside BoE																						
10	Three further pots outside Royal Exchange																						

11	Granite setts on Queen Victoria Street
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5. We are now approaching a period where a significant proportion of the work has been undertaken and that some of the Costed Risk provision can be released. This is due to some of the risks closing, or about to close, and no longer able to become an issue for the project. The updated risk register to date is in Appendix 4.
6. It is anticipated that this release will be sufficient to commit to the material of choice of Yorkstone for the raised crossing outside of the Bank of England (Priority 1 above), and granite setts on the remainder of Threadneedle Street (Priority 7). Whilst the granite setts are lower down the priority order, this is an item that cannot be revisited at the end of the construction and needs to be undertaken as part of the next phase of works. If things continue as they have done to date, we would anticipate that we should be able to deliver items 1-7 in the above table. Items 2-6 are all elements that can be done after the main works have completed.
7. The item at number 11 – Granite setts on Queen Victoria Street (on the raised table) will not be taken forward as the programme of works required this decision to be taken well in advance of the ability to release funding from the costed risk budget. As it was low down on the priority list it was decided to continue with this table in black top/tarmac as had previously been agreed.
8. Of the work that has completed to date, the project remains on programme which is in part to do with the excellent partnership working with TfL (Transport for London) to coordinate work, road closures, bus service changes and traffic signal changes both temporary and long term and working over and near the underground structure and entry and exits. Without the ongoing collaboration it would have been difficult to complete such a large and complex area of work in the time available.
9. There have been small delays and issues have arisen during the year, but the overall programme has been maintained. In addition, FM Conway have maintained a high standard of workmanship throughout the work delivered to date, particularly on the quality of the laying of the Yorkstone.

Mansion House Street

10. The most significant pavement widening can be seen outside Mansion House and is illustrated in the photos in appendix 5.
11. Three new granite benches have been installed in this area alongside new heritage light columns and lanterns.
12. The old CCTV column that was in the island of Mansion House Street has been relocated to its new home allowing for the carriageway to be narrowed to two lanes from its previous four (reduced to three in 2020 with temporary pavement widening).
13. The pavement widening has allowed the opportunity for the restaurant at 1 Lombard Street to have a few tables and Chairs licensed outside. Ongoing monitoring of how the new pavement space is utilised as works complete will take place to ensure that the balance between the need for people movement and the desire to activate space is maintained.

Queen Victoria Street

14. Queen Victoria Street with its junction to Mansion House Street at Poultry has been altered and motor vehicles can no longer enter or exit here. This has meant that the bus services using Queen Victoria Street are now permanently rerouted and use Poultry to enter and exit Bank. This change permanently took place in July 2023
15. The carriageway has been raised to incorporate Walbrook to improve the crossing experience for people walking in this area.

Poultry

16. Work on Poultry was limited and focused on the revised crossing points to narrow the carriageway and tie in with the revised vehicle and people movements.
17. In addition to the work the project is delivering, a new taxi rank is also due to be installed (subject to statutory consultation results) on Poultry outside of the hotel entrance. This is privately funded and does not form part of the project.
18. At this stage taxis will still be required to u turn during the restricted hours, and any future changes to this rely on the traffic mix and timing review that is taking place (subject of a separate report to the Planning and Transportation Committee in November and Court of Common Council in December).

Threadneedle Street

19. At Threadneedle Street the entry to the main junction has been completed, which included the extension of the area of pavement further into the junction from the steps that lead to the Duke of Wellington statue, providing greater circulation space for people walking or waiting at the crossing point.
20. Threadneedle Street has changed between Bartholomew Lane and the junction, and no longer allows for motor vehicles at any time along this stretch of street (outside of the Bank of England). This happened in July and bus services that previously used Threadneedle Street have been permanently diverted to use Cornhill. The exception to this is route 133 which now uses King William Street and Poultry following a separate and more recent bus consultation by TfL whereby the route was changed and no longer serves Liverpool Street station. This came into effect in April 2023.

Princes Street

21. The entry exit to the junction has been reduced to one lane on Princes Street. This remains two-way via traffic light control, for buses and cycles. Other vehicles requiring access to Cornhill can use Princes Street southbound and turn left into Cornhill.
22. Prior to any work in 2019, Princes Street had three lanes for traffic, 2 southbound and one northbound. This change is a significant improvement for people walking and using the entrances to Bank station on this corner.

Cornhill

23. Work to narrow the carriageway and widen the pavements into the junction has taken place with an area of raised carriageway for improved crossing. Carriage way work only extends as far as the James Henry Greathead statue.

King Willim Street/Lombard Street

24. Work on this section was one of the first sections to be delivered but has been limited to footway widening and carriageway resurfacing. It includes a large increase of pavement by Mansion House Place to tie in with the new kerb outside Mansion House.
25. Proposals under the Pedestrian Priority Programme to reconstruct King William Street will see a vast improvement to the whole of this street, which will link into the overall upgrade of the movement through the junction at Bank.

	<p>Funding for the King William Street proposals has only recently been agreed and was in its infancy when the construction work at Bank was due to start. There will be a need for the King William Street work to adjust some of the work undertaken at the junction to align the levels for drainage appropriately, but this will be kept to a minimum.</p> <p>26. Overall work has been successful and there are some photos of work undertaken to date in Appendix 5.</p>
<p>5. Next steps</p>	<p>27. Firstly, the formal commissioning of the new traffic signals will take place following the Lord Mayors Show. This should see the full operation of how the junction is due to work with the correct signal cycle times. The temporary lights are not as effective as the permanent traffic signals in terms of their capability and have therefore been running on a longer signal cycle time. There will be some further tweaks to the signal timing as work progresses and completes on Threadneedle Street and Queen Victoria Street.</p> <p>28. From the week commencing 27 November the full impact of the permanent traffic order will be in operation on Princes Street whereby the southbound compulsory left turn for all traffic, except buses and cycles, will be operational at all times (i.e., 24 hours a day and 7 days a week).</p> <p>29. This will include the changing of enforcement signs at the north end of Princes Street to “<i>No Motor vehicles except buses and for access</i>” followed by the ‘<i>compulsory left turn</i>’ sign on the approach to the traffic lights as you travel southbound. Vehicles can still access Grocers Hall Courtyard or turn around in Princes Street to drop off and exit Princes Street northbound.</p> <p>30. The northbound restriction to ‘buses and cycles only’ will also be effective at all times. The signage will be updated to ‘<i>no entry, except buses and cycles</i>’</p> <p>31. In terms of physical construction work, work will be focused on Queen Victoria Street and Threadneedle Street and will begin towards the end of November.</p> <p>32. Work on Queen Victoria Street will be by the Magistrates Court, across the junction with Bucklersbury and stretching further along towards the Bloomberg building. This will include the introduction of the rain gardens, tree planting, improved cycle parking facilities and the relocation of the taxi rank nearer to Bloomberg. Pavement widening along this section on both sides of the road revising the crossing</p>

	<p>between Bucklersbury and Number 1 Poultry, so that the carriageway is much narrower with no need for an island, making it much easier for people walking informally to cross at this location.</p> <p>33. On Threadneedle Street the widening of the rest of street from the junction to Bartholomew Lane will take place. This will include the raised area linking the Bank of England entrance to the Royal Exchange space, which will be done using Yorkstone. The tree pits will also be established. The slightly revised layout for the junction of Bartholomew Lane and Threadneedle Street will also be completed.</p> <p>34. Planting season is usually November to March, so it is quite likely that some of the planting programme will need to be extended into next autumn 2024 to ensure the greatest chance for success. However, we will look to maximise the opportunity for this planting season.</p> <p>35. As the physical carriageway and pavement work draws to an end in the spring, and the risks are closed on the costed risk register, more of the items in table 1 will be able to be programmed and delivered.</p> <p>36. A further progress report will be presented towards the end of the main construction in the Spring of 2024 to update on what else from the prioritised enhancements either have already been delivered or what else is affordable within the budget.</p>
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Appendices

Appendix 1	Project Coversheet
Appendix 2	Plan showing areas of completed work
Appendix 3	Plan showing areas of work left to complete
Appendix 4	Risk Register
Appendix 5	Before and After Photos

Contact

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Project Coversheet

[1] Ownership & Status

UPI: 11401

Core Project Name: Bank Junction Improvements: All Change at Bank

Programme Affiliation (if applicable): Bank on Safety

Project Manager: Gillian Howard

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

Key measures of success:

- 1) Reduction in total casualties – specific interest in reducing Killed and Seriously Injured.
- 2) Reduced NO₂ emission levels
- 3) Improved Pedestrian comfort levels
- 4) Improved perception of Place (as a place to spend time in, and not just pass through)

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

Key Milestones:

- 1) ~~Gateway 4 – September/October 2020 (was March/April 2020)~~
- 2) ~~Gateway 4c December 2020/January 2021 (received February 2021)~~
- 3) ~~Gateway 5 – September/October 2021 (was March April 2021). (received in December 2021)~~
- 4) Construction substantially complete by end 2022. (updated to Summer 2023) (subsequently updated to Spring 2024)

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

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

With its close relationship with the Bank on Safety scheme – the longer-term project has had media interest which has been managed by the media team. The public are currently aware that more change is forthcoming at Bank.

[2] Finance and Costed Risk

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

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

- Total Estimated Cost (excluding risk): 4-6 million
- Resources to reach next Gateway (excluding risk) £532,000
- Spend to date: £434,000

Appendix 1

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

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

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

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

Scope/Design Change and Impact:

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

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

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

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

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

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

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

Appendix 1

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

A second Gateway 3 was submitted:

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

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

Scope/Design Change and Impact

3 options out of 20 were agreed to proceed for further design.

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

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

1 option chosen for detailed design to continue

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

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

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

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

Appendix 1

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

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

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

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

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

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

'Authority to start Work' G5 report (as approved by Projects sub 15/012/22):

- *Total Estimated Cost (excluding risk): £6.7 million (costed risk to be utilised on delivery when no longer needed for Risk – descoping options included in the report)*
- *Resources to reach next Gateway (excluding risk): 3,513,197 (+297k to 997k risk)*
- *Spend to date: £1,945,799*
- *Costed Risk Against the Project: £1,175,000*
- *CRP Requested: 390,000 (confirmed funding) to 1,090,000 (awaiting confirmation of capital bid)*
- *CRP Drawn Down: 0*
- *Estimated Programme Dates: construction completion summer 2023*

Scope/Design Change and Impact:

Due to increasing contract costs, labour and materials, the original project budget of £5.6m was no longer going to deliver the basic functional change as designed. The report discussed how delivery could happen with no extra funding, which would be to not undertake the physical change in Queen Victoria Street or deliver any of the public realm enhancements that had been consulted upon.

A capital top up bid of £700k based on a anticipated 20% uplift in the prices used to estimate for the Gateway 5 had been applied for, but the final decisions on the funding was not going to be taken until the Court of Common Council in March

Appendix 1

2023. If the 700k was granted, the full base design would be achievable, and there would be scope to deliver some of the public realm enhancements by utilising costed risk provision that had not been required during the substantive build.

Issues Report September 2022: update on progress and Public realm priorities.

- Total Estimated Cost (excluding risk): £6.7 million to max £6.8million utilising unspent costed risk
- Resources to reach next Gateway (excluding risk): 3,513,197 (+297k to 997k risk)
- Spend to date: £2,342,000
- Costed Risk Against the Project: £1,175,000
- CRP Requested: £666,498 (remaining)
- CRP Drawn Down: £423,502
- Estimated Programme Dates: construction completion Spring 2024

Scope/Design Change and Impact

Following the successful bid for funding to cover the increased inflationary costs and contract rises which ensured that the basic functional change of the project could be delivered, this report focused on the enhancements that needed to be prioritised as and when/or if funding became available to deliver them. The principle of using any unspent costed risk provision on the enhancements was approved at gateway 5. This report agreed a priority to which funding would be directed

A series of reports relating to the traffic mix and timing review have also been received by committee (S&W) May 2022, February 2023, May 2023.

An Urgency report was considered in August 2023 regarding an additional £500k (Plus £150k CRP) to the budget specifically for progressing the traffic mix and timing review

- Total Estimated Cost (excluding risk): £6.7 million to max £7.3 million utilising unspent costed risk
- Spend to date: £3,495,398
- Costed Risk Against the Project: £1,240,000
- CRP Requested: £816,498 (remaining)
- CRP Drawn Down: £423,502
- Estimated Programme Dates: construction completion Spring 2024

Total anticipated on-going commitment post-delivery [£]: Value to TBC once the level of greening, seating and enhancement is confirmed following the prioritisation of the enhancements should there be funding to deliver these. The maintenance value is including in the cost estimates of the project and is not a further resource to acquire.



Estimate for rain gardens and trees is approx. £82k

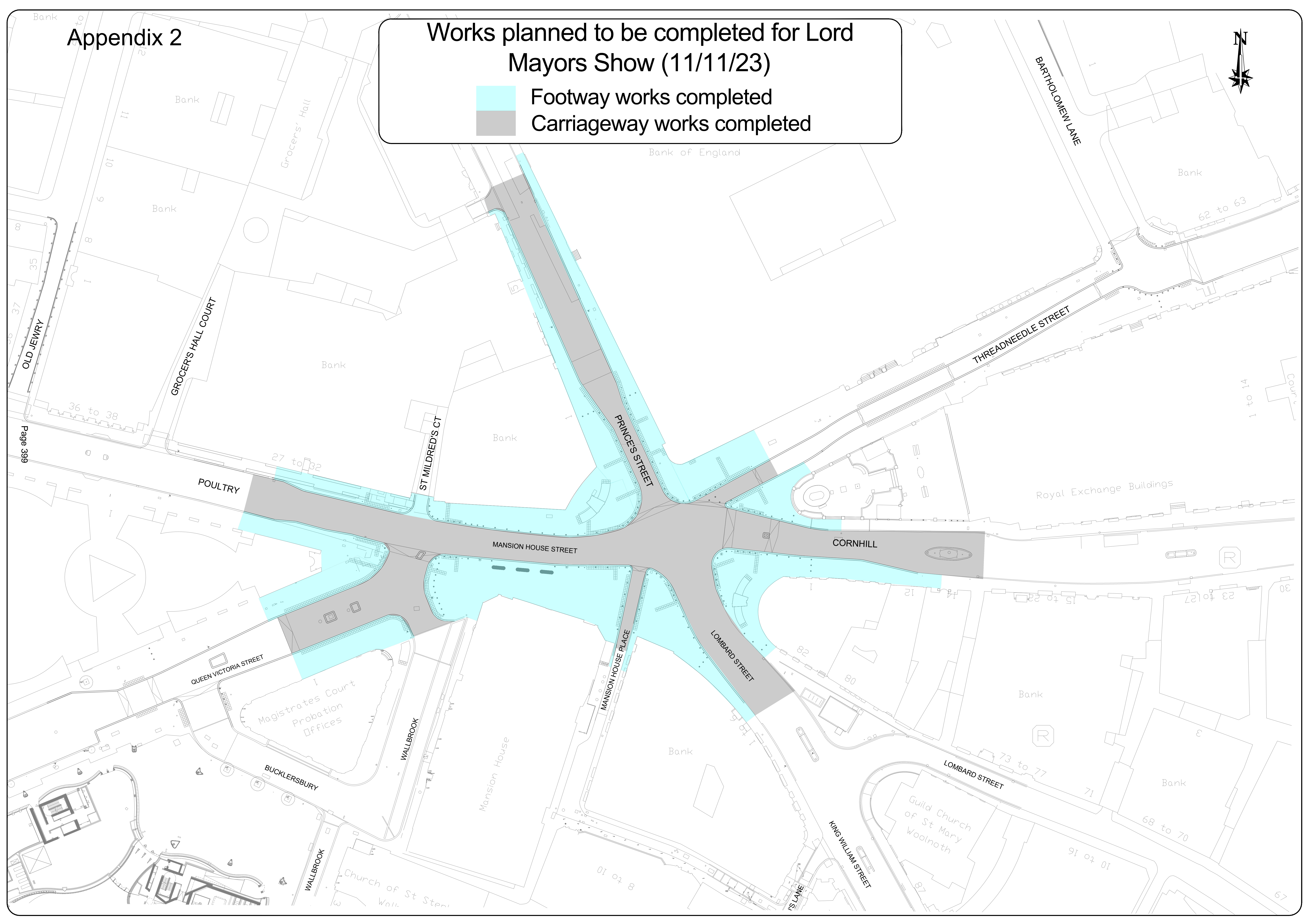
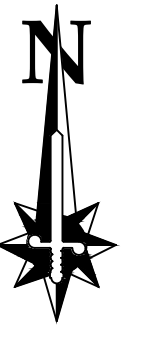
There is a likely change to cleansing and maintenance costs of the area with additional greenery and seating.

Programme Affiliation [£]: with Bank on Safety Scheme up to £9.08 million

Appendix 1

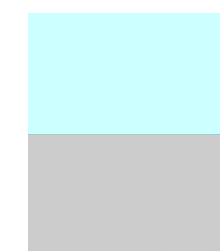
Works planned to be completed for Lord Mayors Show (11/11/23)

-  Footway works completed
-  Carriageway works completed

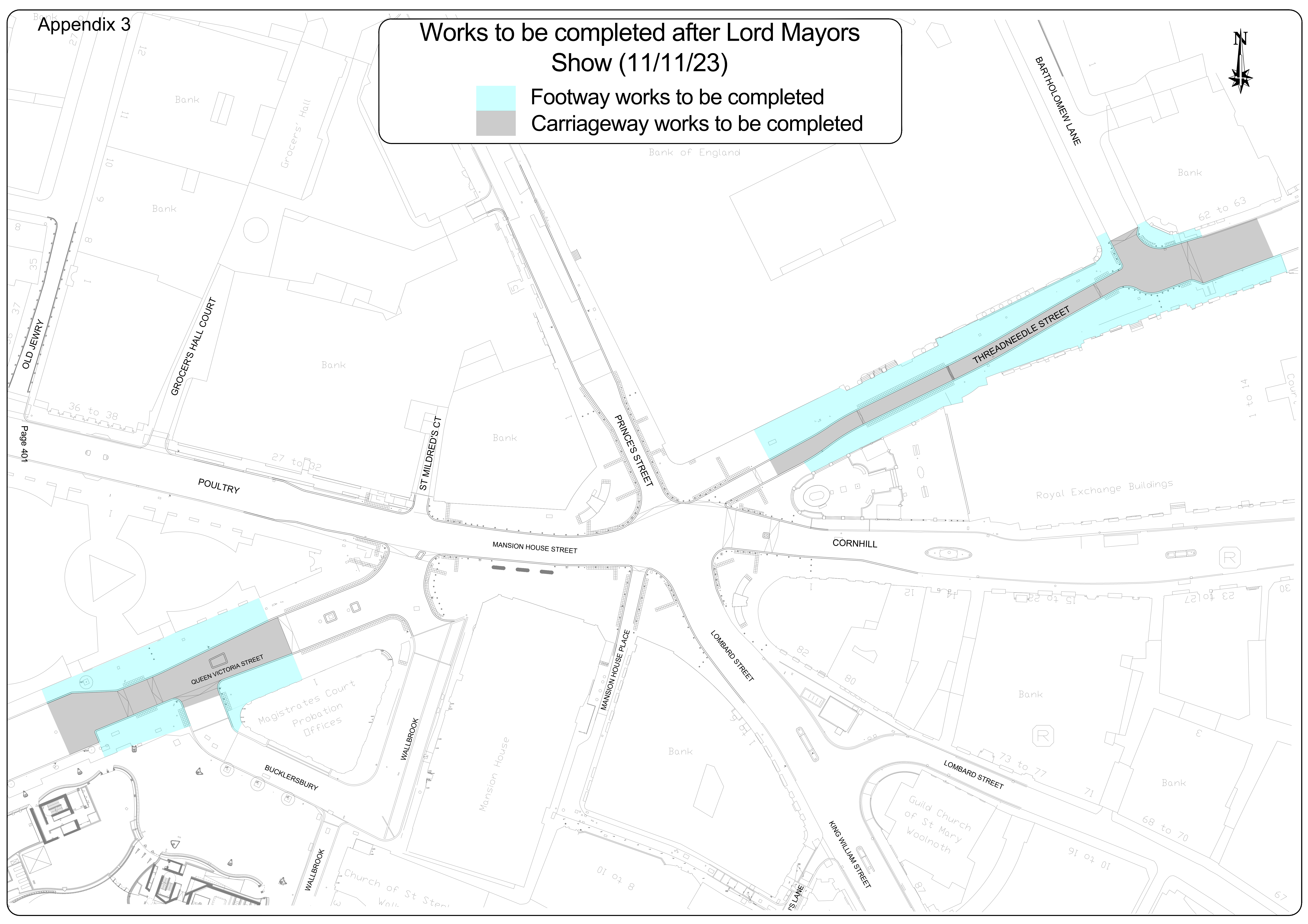


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Works to be completed after Lord Mayors Show (11/11/23)



Footway works to be completed
Carriageway works to be completed



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City of London: Projects Procedure Corporate Risks Register

Project name: *All Change at Bank*

Unique project identifier: *11401*

Total est cost (exc risk) *£6677930*

Corporate Risk Matrix score table

PM's overall risk rating	Medium
Avg risk pre-mitigation	8.8
Avg risk post-mitigation	5.8
Red risks (open)	0
Amber risks (open)	6
Green risks (open)	2

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

Costed risks identified (All)

£1,195,000.00	18%
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Costed risk as % of total estimated cost of project

Costed risk pre-mitigation (open)

£1,121,500.00	17%
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" "

Costed risk post-mitigation (open)

£1,060,000.00	0%
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" "

Costed Risk Provision requested

£1,240,000.00	0%
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CRP as % of total estimated cost of project

- (1) Service Delivery/ Performance
- (1) Compliance/Regulatory
- (2) Financial
- (3) Reputation
- (4) Contractual/Partnership
- (4) Legal/ Statutory
- (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
2	7.0	£55,000.00	0	2	0
3	8.0	£157,000.00	1	1	0
4	5.5	£120,500.00	0	2	2
1	6.0	£8,000.00	0	1	0
1	12.0	£700,000.00	0	1	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
0	0.0	£0.00	0	0	0
3	5.0	£81,000.00	0	2	1

Issues (open)	1
All Issues	1

	Extreme	Major	Serious	Minor
Open Issues	1	0	0	0
All Issues	1	0	0	0

Cost to resolve all issues (on completion)	£432,502.00
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Total CRP used to date	£432,502.00
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City of London: Projects Procedure Corporate Risks Register

Project Name: All Change at Bank	PM's overall risk rating: Medium	CRP requested this gateway: £ 1,240,000	Average unmitigated risk: 8.8	Open Risks: 12
Unique project identifier: 11401	Total estimated cost (exec risk): £ 6,677,930	Total CRP used to date: £ 432,502	Average mitigated risk score: 5.8	Closed Risks: 5

General risk classification										Mitigation actions						Ownership & Action							
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification on post-mitigation	Impact Classification on post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/Realised & moved to Issues	Comment(s)
R1	5	(2) Financial	Inaccurate or incomplete project estimates, including baxters/ inflationary issues leads to budget increases	If an estimate is found at a later date to be inaccurate or incomplete, more funding and/or time resource would be needed to rectify the issue or fund/ underwrite the shortfall. More specifically, inflationary amounts predetermined earlier in a project may be found to be insufficient and require extra funding to cover any shortfall.	Likely	Serious	8	£7,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	* Undertake regular cost reviews via the highways team.	£0.00	Likely	Serious	£6,000.00	8	£0.00	staff time	14/09/2020	Leah Coburn	Ben Bishop		reduced impact rating now that we are have a significant portion of the build complete.
R2		(4) Contractual/Partnership	TfL buses engagement and their requirements on a project.	Further time and therefore resource may be required if planned engagement work with TfL didn't go as planned.	Unlikely	Serious		£4,500.00		B - Fairly Confident	* Ensure early engagement with TfL buses in the design phases so they can consult internally * Design the measures to help minimise impacts on the bus network	£0.00	Unlikely	Minor			£0.00	Costs to cover TfL staff time and/or costs of their consultants	14/09/2020	Leah Coburn	Neil West	22/11/2021	
R3	5	(4) Contractual/Partnership	LUL engagement and their requirements on a project.	Further time and therefore resource may be required during construction	Unlikely	Minor	2	£3,000.00		A - Very Confident	* Ensure early engagement with LUL in the design phase to ascertain their requirements for working near their infrastructure.	£0.00	Rare	Minor		1	£0.00	Costs to cover LUL staff time and/or costs of their consultants	14/09/2020	Leah Coburn	Neil West	22/11/2021	
R4	4	(4) Legal/ Statutory	Issue(s) with external engagement and buy-in	Further time and therefore resource may be required if planned engagement work with local external stakeholders didn't go as planned	Possible	Serious		£7,000.00		A - Very Confident	As restrictions ease make contact with busiessnes that have not been engaging these last few months to ensure theyunderstad the proposals	£0.00	Rare	Minor			£0.00	Costs to cover staff time	14/09/2020	Leah Coburn	Gillian Howard	22/11/2021	TO this stage engagement has been contained within the estiamted budget.

R5	5	(2) Financial	Funding constraint/ conditions implications	Further resources may be required to identify additional funding or make alternative arrangements if constraints/ conditions change.	Unlikely	Serious	4	£3,500.00	Y - for costed impact post-mitigation	B - Fairly Confident	* Track and locate other possible additional funding streams * In co-operation with City Highways staff, strive to make efficiency savings where possible during detailed design phase.	£0.00	Unlikely	Serious	£2,000.00	4	£0.00	Costs to cover staff time	14/09/2020	Leah Coburn	Gillian Howard	
R6	5	(2) Financial	Accessibility and/ or security concerns lead to project change	Further changes to the project's design if necessary may impact on accessibility/ security concerns leading to further changes.	Unlikely	Serious	4	£20,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	* On-going dialogue with the accessibility/ security workstreams	£0.00	Rare	Minor	£15,000.00	1	£0.00	Costs to cover staff and/ or fees	14/09/2020	Leah Coburn	Neil West	
R7	5	(1) Service Delivery/ Performance	Unforeseen technical and/ or engineering issues identified	Identification of any engineering or technical issues that disrupt delivery could result in further costs whether they be time, funding or resources.	Unlikely	Major	8	£35,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	* Work closely with the highways team to help identify any unforeseen technical or engineering issues at an early stage.	£0.00	Unlikely	Serious	£22,000.00	4	£0.00	Costs to cover staff and/ or fees	14/09/2020	Leah Coburn	Ben Bishop/ Neil West	
R9	5	(10) Physical	Trial holes/ utility investigations lead to further information being required and an increase in time.	Delays could occur which result in unplanned costs if utility companies don't engage as expected or additional utility surveys are required.	Possible	Serious	6	£8,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	Liaise closely with design engineers to work out an approach to cover utility delays or site discoveries. Trial holes to be undertaken once security measures have been developed further.	£0.00	Rare	Minor	£5,000.00	1	£0.00	staff time	14/09/2020	Leah Coburn	Ben/ Bishop/ Neil West	reworded to extend into construction given the risk around cost inflation and possible need to make alterations.
R10	5	(3) Reputation	Expectation of the look and feel of the scheme is higher than what can be achieved with the budget available.	It is possible that we lose support for the proposed changes whilst still having a need to make functional change to support the growth in pedestrian numbers.	Possible	Serious	6	£8,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	Liaise closely with design engineers to maximise public realm opportunities that can be included, subject to site and budget constraints.	£0.00	Unlikely	Serious	£7,000.00	4	£0.00	cost to cover staff time	14/09/2020	Leah Coburn	Ben/ Bishop/ Neil West	reduced risk impacts now that we are a significant way into the build and look and finish.
R11	5	(1) Service Delivery/ Performance	Additional investigations or surveys may be required by internal/ external parties to further validate the design.	Delays could occur to the programme if validation of the design is delayed.	Unlikely	Serious	6	£20,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	Liaise with internal/ external parties at an early stage to agree the scope of any additional investigations/ surveys.	£0.00	Rare	Minor	£11,000.00	1	£0.00	Costs to cover staff time and/ or consultants time/fee	14/09/2020	Leah Coburn	Neil West	Nearing the end of the risk life.
R12	4	(1) Service Delivery/ Performance	We may need to cover more of the costs for TfL/ consultants fees for the Eastern Cluster project.	Delays could occur to the programme if funding isn't available to cover costs associated with the Eastern Cluster project.	Possible	Serious	6	£40,000.00	N	B - Fairly Confident	Ongoing dialogue with Eastern Cluster Team to understand budget constraints.	£0.00	Rare	Minor	£30,000.00	1	£0.00	Costs to cover TfL staff time and/or costs of their consultants	14/09/2020	Leah Coburn	Gillian Howard/ Neil West	29/07/2022 closed out by year end by ECC team, release 30k to works budget in next adjustment
R13		(1) Service Delivery/ Performance	Some of the temporary schemes implemented as part of the City Transportation's and TfL's response to COVID-19 may be made permanent and could impact on the proposals at Bank Junction.	Making some of the temporary measures permanent could impact on the viability of proceeding with the project.	Possible	Serious		£15,000.00		B - Fairly Confident	Ongoing monitoring and further sensitivity testing will be undertaken to help identify which temporary schemes could be made permanent.	£0.00	Rare	Minor			£0.00	Costs to cover staff time and/ or fees	14/09/2020	Leah Coburn	Gillian Howard/ Neil West	21/11/2022 release 30k to works budget
R14	5	(1) Compliance/Regulatory	legal challenge regarding the decision to proceed with an agreed scheme	significant staff cost and legal fees in defending any legal challenge as well as no longer able to meet the project timeframe	Unlikely	Major	8	£150,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	ensure a transparent considered scheme, linked to policy and that all processes are followed accordingly	£0.00	Unlikely	Major	£140,000.00	8	£0.00	Staff costs, counsel costs, fees	01/02/2021	Leah Coburn	Gillian Howard	Nearing the end of the risk life.
R15	4	(1) Service Delivery/ Performance	Delay to the TfL statutory bus consultation, delays the G5 submission	delay to programme - cannot guarantee progression of the scheme without the bus reroutings being approved by TfL.	Possible	Serious	6	£4,000.00	N	C - Uncomfortable	continue working with TfL to ensure they have all the information they need to progress the consultation in good time	£0.00	Unlikely	Serious		4	£0.00	Costs to cover staff time	24/05/2021	Leah Coburn	Gillian Howard/ Neil West	15/11/2021

nothing over and above anticipated le

reworded to extend into construction given the risk around cost inflation and possible need to make alterations.

reduced risk impacts now that we are a significant way into the build and look and finish.

Nearing the end of the risk life.

closed out by year end by ECC team, release 30k to works budget in next adjustment

release 30k to works budget

Nearing the end of the risk life.

15/11/2021

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Appendix 5

Aerial view looking west at Bank Junction

September 2014,
Photo by MattFromLondon



October 2023



Bank Junction: looking west towards Mansion House)

January 2020



October 2023

Princes Street (looking South towards Bank)

January 2020



October 2023

Bank Junction: looking east towards
Royal Exchange) 2

January 2020



October 2023

Bank Junction: looking east towards
Royal Exchange)

September 2020



July 2023



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Date	Action	Officer responsible	To be completed/ progressed to next stage	Notes/Progress to date
15 October 2020 1 December 2021 18 February 2021 08 July 2021 10 Sep 2021 15 Feb 2022 03 May 2022 31 May 2022 05 July 2022 08 Nov 2022 17 Jan 2023 7 March 2023 23 May 2023 4 July 2023 26 September 2023 7 November 2023	<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 Mar 2023 May 2023 July 2023 26 September 2023	Meetings have been arranged for Chairman of S&W with dockless operators; and additionally a full briefing for all members of P&T in November. Sites for additional contained parking are being identified for better parking for all dockless. We are providing comment to TfL on activity of e scooter activity beyond the trial. We expect to come to committees for approval on trial extension in the new year (currently allowed to May 2024).

Date	Action	Officer responsible	To be completed/ progressed to next stage	Notes/Progress to date
31 May 2022 17 Jan 2023 7 March 2023 23 May 2023 4 July 2023 26 Sept 2023 7 November 2023	<u>Bank Junction Traffic & Timings Review</u>	Executive Director, Environment	Sep 2022 Nov 2022 Jan 2023 March 2023 May 2023 June 2023 July 2023 Sept 2023	Following the decision of the Court of Common Council in July, work is progressing on the next phase of the review, with a request for a progress report to be received by the Court in December 2023. A report to P&T will be submitted for the 21 November committee.