



Streets and Walkways Sub (Planning and Transportation) Committee

Date: TUESDAY, 30 JANUARY 2024

Time: 1.45 pm

Venue: COMMITTEE ROOM 3 - 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 and summary of the meeting held on 7 November 2023.

For Decision
(Pages 7 - 18)

4. **PEDESTRIAN PRIORITY STREETS PROGRAMME - OLD JEWRY**

Report of the Interim Executive Director Environment.

For Decision
(Pages 19 - 34)

5. **GENERAL MICROMOBILITY UPDATE AND ACTIONS FOR IMPROVING DOCKLESS BIKE HIRE IN THE CITY**

Report of the Interim Executive Director Environment.

For Decision
(Pages 35 - 50)

6. **ST PAUL'S GYRATORY TRANSFORMATION PROJECT - PHASE 1**

Report of the Interim Executive Director Environment.

For Decision
(Pages 51 - 202)

7. **MOOR LANE ENVIRONMENTAL ENHANCEMENTS**

Report of the Interim Executive Director Environment.

For Decision
(Pages 203 - 244)

8. **SALISBURY SQUARE DEVELOPMENT HIGHWAY AND PUBLIC REALM WORKS**
Report of the Interim Executive Director Environment.

For Decision
(Pages 245 - 262)
9. **1 LEADENHALL STREET SECTION 278 HIGHWAY WORKS**
Report of the Interim Executive Director Environment.

For Decision
(Pages 263 - 328)
10. **2-6 CANNON STREET PUBLIC REALM IMPROVEMENTS CLOSEDOWN REPORT**
Report of the Interim Executive Director Environment.

For Decision
(Pages 329 - 352)
11. **ST BARTHOLOMEW'S HOSPITAL ENVIRONMENTAL ENHANCEMENTS
CLOSEDOWN REPORT**
Report of the Interim Executive Director Environment.

For Decision
(Pages 353 - 374)
12. **MARK LANE PUBLIC REALM AND TRANSPORTATION ENHANCEMENTS -
PHASE 2 AND 3**
Report of the Interim Executive Director Environment.

For Decision
(Pages 375 - 398)
13. **CURSITOR STREET/ BREAMS BUILDINGS PUBLIC REALM IMPROVEMENTS**
Report of the Interim Executive Director Environment.

For Decision
(Pages 399 - 426)
14. **TEMPLE AREA TRAFFIC REVIEW**
Report of the Town Clerk.

For Decision
(Pages 427 - 430)

15. **SPECIAL EVENTS ON THE HIGHWAY**

Report of the Interim Executive Director Environment.

For Decision
(Pages 431 - 444)

16. *** TRAFFIC ORDER REVIEW - UPDATE**

Report of the Interim Executive Director Environment.

For Information

17. *** ANNUAL ON-STREET PARKING ACCOUNTS 2022/23 AND RELATED FUNDING OF HIGHWAY IMPROVEMENTS AND SCHEMES**

Report of The Chamberlain.

For Information

18. *** OUTSTANDING REFERENCES**

Report of the Town Clerk.

For Information

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

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

21. **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

22. *** ANNUAL ON-STREET PARKING ACCOUNTS 2022/23 AND RELATED FUNDING OF HIGHWAY IMPROVEMENTS AND SCHEMES - NON-PUBLIC APPENDIX**

Report of The Chamberlain.

For Information

23. *** NON-PUBLIC REPORT OF ACTION TAKEN**

Report of the Town Clerk.

For Information

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

25. **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, 7 November 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, 7 November 2023 at 1.45 pm

Present

Members:

Graham Packham (Chairman)
John Edwards (Deputy Chairman)
Deputy Randall Anderson
Deputy Marianne Fredericks
Deputy Shravan Joshi
Aldерwoman Susan Pearson
Oliver Sells KC (Ex-Officio Member)

Officers:

Zoe Lewis	- Town Clerk's Department
Melanie Charalambous	- Environment Department
Gillian Howard	- Environment Department
Ian Hughes	- Environment Department
Bruce McVean	- Environment Department
Giles Radford	- Environment Department
Clarisse Tavin	- Environment Department
Marta Woloszczuk	- Environment Department

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Paul Martinelli and Ian Seaton.

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

The Chairman stated that in relation to Item 5, he had a basement in the flood area, which had twice been affected by flooding.

3. MINUTES

RESOLVED, That the public minutes of the meeting of 26 September 2023 be approved as an accurate record of the proceedings subject to the following amendment:

That the public minutes of the meeting of 26 September 2023 be approved as an accurate record of the proceedings subject to Item 4 – 100 Minorities: 278 Highway Works (Phase 1), and public realm enhancements (Crescent) (Phase 2) being amended to state that the Officer advised that there had been a letter drop of local

occupiers but this had not included the residential blocks as they were not close enough to the Crescent.

Matters Arising

Barbican and Golden Lane Healthy Streets Plan

The Chairman asked when the meeting would take place with Islington Council to discuss the governance of the Barbican and Golden Lane Healthy Streets Plan. An Officer stated that this was being arranged.

100 Minorities: 278 Highway Works (Phase 1), and Public Realm Enhancements (Crescent) (Phase 2)

A Member stated that she had asked to see the consultation responses from the Crescent design as well as the letter that was sent out and the premises that were consulted. She stated that there was a residential block closer than some of the business occupiers that were consulted, for example, in the Business Improvement Districts. The Member stated that she was concerned that the residents had not been consulted when they were 24/7 stakeholders. She added, that the letter dated November 2022 had been sent to occupiers of the Crescent but the buildings were empty. She understood the freeholder had sent in a response but she had not seen this. The Member outlined the responses she had seen. She also commented that the two BIDS had advised her that they would stay neutral on the design and she stated they were not in broad agreement with the proposal as was suggested at the last meeting. The Member commented that although the decision had been taken at the last meeting, residents should be properly consulted, especially on the Sports Strategy, Cultural Strategy and Destination City. The Member added that the padel court in the Crescent had been a temporary feature which had encouraged people into the area.

In response to points made by the Member, the Chairman stated that it was regrettable that nearby residents had not been consulted and there was a need to ensure this did not happen in the future. He added that it had not been stated that residents should not be consulted. In response to points raised, a Member clarified that there were 20 million visitors a year to the City and Destination City aimed to increase the figure by 1-2 million, there were 617,000 workers in the City midweek and in comparison there were 4,000 residents who lived in the City at weekends. He stated that when trying to increase those in the City through Destination City, these relative figures were important.

Moor Lane Environmental Enhancements

The Chairman asked for an update on Moor Lane. An Officer stated that since the last meeting, Officers had met with residents on-site to discuss the Clean Air Garden and concerns and desires for the space. The Officer explained that a landscape architect had been commissioned to look at options. In addition, Officers had been reviewing the City's own design for the whole length of Moor Lane and had challenged the design assumptions over the course of the project to ensure that opportunities had not been missed. An external design review panel had been set up and would revisit the design. Officers would report back at a progress meeting with residents in early December. A Member stated that as a future phase of the project and linking in with the Healthy Streets programme, the scheme would be looked at as a major improvement of the

streetscape which might include changes to the road layout. She requested that these potential concepts should be included at the meeting with residents and stated that the scheme would green the street to a certain extent but would also have further possible potential in the longer term.

4. CITY PUBLIC REALM GUIDANCE - PUBLIC REALM DESIGN TOOLKIT - ADOPTION

Members received a report of the Interim Executive Director, Environment which provided an update on the review of the public realm design guidance and technical information, and sought adoption of the Public Realm Design Toolkit.

An Officer introduced the report and stated that the review had considered policy and sustainability and there had been co-ordination with the Transport Strategy and the Local Plan. If adopted as guidance, the toolkit, which would not have any weight in policy terms, would be a useful tool for those designing projects and strategies for the public realm.

Members discussed the necessity for bollards and the standard location 450mm into the pavement. An Officer stated that some bollards were necessary for security or road safety. They were set back from the roads so that if a vehicle pulled up next to the kerb, they would not hit their wing mirror and would be able to open their door without hitting a bollard. In the majority of locations, the bollards were integrated e.g., into the new seats at Bank Junction. The Officer stated that this particular footway was previously a small space contained by a guard railing and was now a permeable space. The Officer stated that consideration was given to the best way of providing or integrating bollards at each location. There were many options for street furniture that could be used for security purposes and would blend into the location. An Officer stated that the Transport Strategy and Healthy Streets Programme took a broader, more holistic view of streets and in certain locations, raising footways could be more appropriate than using bollards to stop vehicles from mounting kerbs. A Member raised concern about bollards placed at 450Mm from the kerb on narrow pavements. An Officer stated this had previously been considered but could be reviewed again. He advised that there were constraints with the way streets were constructed as bollards required a base and it was not possible to insert bollards into kerbstones so they would need to be set back.

A Member stated that bollards protected pedestrians and provided them with a sense of safety that they would not come in contact with a vehicle.

A Member suggested that although bollards were placed at a standard 450mm into the pavement, this should be a guideline and narrow pavements could be an exception.

A Member raised concerns about litter bins. An Officer stated that if litter bins were provided in some locations, they would be overwhelmed and it had been shown that they did not work well in the City. The Officer stated that the matter would be discussed at the next Port Health and Environmental Services Committee. A Member stated that if more visitors were being encouraged into

the City, the policy needed to evolve as it was more challenging for them to take their litter home than it was for residents or workers.

A Member raised concerns about water spilling out from drinking fountains. An Officer stated that the design had been chosen as it enabled bottles to be filled and discouraged people from drinking directly from the water spout. It had also been signed off by Thames Water as an acceptable design. Officers stated they could look at the efficiency of the button and the timer. The Officer added that the Water Refill Point Programme had been a success and they had not received any complaints since their installation.

A Member stated that play and exercise was mentioned under the street furniture section of the guidance but this should refer to children's playgrounds specifically.

The Chairman asked Officers to clarify why, in some areas, e.g. on one side of Tudor Street, Yorkstone paving became slippery in wet conditions and stated the importance of non-slip paving. An Officer stated that new paving being laid had to meet a certain skid resistance. Paving could become slippery from sap from trees or could become worn over time. Officers would investigate the issue.

RESOLVED – That Members of the Sub-Committee

1. Agree to adopt the City Public Realm Design Toolkit as design guidance for the City's public realm; and
2. Agree that there should be a more flexible approach to the standard 450mm into the pavement placement of bollards, where pavements were narrow.

5. **CLIMATE ACTION STRATEGY, COOL STREETS AND GREENING PROGRAMME - PHASE 4, SUDS (SUSTAINABLE URBAN DRAINAGE) FOR CLIMATE RESILIENCE**

Members received a report of the Interim Executive Director, Environment which sought approval to progress the Phase 4 SuDS (Sustainable Urban Drainage) for the Climate Resilience workstream.

An Officer introduced the report. She stated that this work was part of the Cool Streets and Greening Programme which consisted of four phases. Phases 1-3 were underway. Phase 4 was challenging due to the number of utilities underground, especially under the pavements.

The Officer informed Members that the original plan had been to implement 10 sites. To date, space had been found for 6 sites. Officers recommended taking these six sites forward and continuing to investigate other sites concurrently.

The Officer advised that most of the projects included sustainable drainage and rain gardens in the former carriageway, as the pavement was congested with utilities. At the site in St Andrew Undershaft, work was taking place with the church to introduce sustainable drainage, including capturing rainwater from the roof.

The Chairman commented that only 6 sites had been identified and asked if Officers were confident that more sites could be found. He also asked for more information on the scope of where these schemes could be implemented and whether they could be located in parts of the City liable to flooding. An Officer stated that the SuDS being proposed were primarily preventative, slowing the flow of water getting into the sewer and to some extent diverting that water from reaching the sewer. He explained that the difficulty with placing these schemes in flooded areas was that they were already full of water so they were not benefiting from the slowing down of water. Therefore, in flooded areas, to avoid potential damage, resilience measures such as traditional flood defences were more appropriate.

The Officer stated that the schemes were quite small so had to be spatially dispersed. The sites chosen primarily sat on the hill that ran down to the River Thames where there was surface water flooding and where the water flowed most quickly, in order to intercept this before it reached the place that was flooded.

Members were informed that in the City, a significant contributor to flooding was sewer flooding. Locating green SuDs in areas where there was sewer flooding made cleaning up afterwards more difficult as it was not just hard surfaces being cleaned.

The Officer informed the Sub-Committee that the team would be looking to identify more sites and would be targeting kerbside space.

A Member stated that he was disappointed that more greening of the streetscape had not taken place in recent years. He commented that this would improve the streetscape and also soak up water.

The Chairman referred to instances of flooding in the summer during thunderstorms which were a result of sewers being unable to cope with the volume of water and not as a result of saturated land. He queried whether, even though the clean-up would be more difficult, putting SuDS there could assist. The Officer stated that where there was sewer flooding, the water was coming from as far away as Wormwood Scrubs. The project sought to prioritise areas where the City contributed to the water going into the whole system so that the water flooding out in the City was minimised. He added that there was more benefit in doing this in areas which were not flooded because although these flooded areas were, by being flooded, slowing down the water and holding it, these were not places that should be holding water.

RESOLVED – That Members of the Sub-Committee

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.

6. DAUNTSEY HOUSE, FREDERICKS PLACE - PUBLIC REALM IMPROVEMENTS (S278)

The Sub-Committee considered a report of the Interim Executive Director, Environment concerning public realm improvements related to the redevelopment of Dauntsey House, 4A & 4B Frederick's Place, to improve pedestrian movement.

RESOLVED – That Members of the Sub-Committee

1. Approve the budget of £25,000 for Evaluation and Design to reach the next Gateway;
2. Note the total estimated cost of the project £350,000 - £600,000 (excluding risk), funded from the Section 106 and Section 278; and
3. Grant 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.

7. ENHANCING CHEAPSIDE PROGRAMME

The Sub-Committee considered a report of the Interim Executive Director, Environment concerning proposed public realm and highways improvements to enhance Cheapside.

An Officer introduced the report and stated that the programme would focus on the length of Cheapside between New Change and Bank, Bow Churchyard and at the Cheapside Bus Gate (east of Bread Street). The programme aimed to deliver enhancements to complement existing projects developed in the area through the greening of Cheapside and the Pedestrian Priority programme. The programme also aimed to declutter and rationalise the street furniture along Cheapside following the Healthy Streets approach, provide more greening and low maintenance and sustainable planting to align with the Greening Cheapside project already delivered, so there would be consistency in the planting, improved pedestrian movement through a change of road layout, enhanced lighting and wayfinding, new seating as well as supporting activation and events.

Members were informed that at Cheapside Bus Gate, a permanent traffic order was implemented in July 2023 and in late October 2023 an experimental traffic order meant there was now taxi access through the bus gate.

The Officer stated that the project was funded through the Community Infrastructure Levy (CIL) and £125,000 was required to progress the project to the next gateway – Gateway 3/4 to be submitted in Quarter 4 2024.

A Member asked if there would be a contribution from the Cheapside Business Alliance. The Officer stated that the alliance had provide some design funding and this had been spent. As a key stakeholder, Officers were in regular discussions with the alliance and a request for funding would be submitted. The Officer stated that out of the five Business Improvement Districts (BIDs) in the area, the Cheapside Business Alliance had the least funding available.

The Chairman requested that there be engagement with local Members and stated that there needed to be clarity on the plans for Old Jewry. An Officer stated that there would be a report on Old Jewry submitted to the January 2024 meeting of the Sub-Committee and Officers would seek to coordinate the work, however this project was not covering Old Jewry.

In response to a Member's question about the risk section of the report referring to access to carry out the public realm improvement works being subject to the developer's programme, an Officer stated that this had been included in error. The Officer confirmed that the work would be undertaken entirely in the area in which the Corporation controlled access.

RESOLVED – That Members of the Sub-Committee

1. Approve the budget of £125,000 for Evaluation and Design to reach the next Gateway; and
2. Note the total estimated cost of the project up to £1m (excluding risk).

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

The Sub-Committee considered a report of the Interim Executive Director, Environment concerning the Fleet Street Area Healthy Streets Plan (HSP) which would provide a framework for improvements to streets and public realm in the area.

An Officer introduced the report and stated that the HSP was a high-level plan and as the area was large it had been divided into several neighbourhoods. Officers had been working in coordination with the Fleet Street Quarter Business Improvement District (BID) which was producing their own public realm strategy for the area.

The Officer stated that public consultation had taken place over the summer and there had been approximately 600 responses which was a positive result. A significant number of those who responded were in support of the proposals. Some drop-in sessions had taken place and businesses and residents were able to discuss the proposals in more detail.

Members were informed that the next stage would be to form a working group made up of Members and interested parties including the BID. The Officer stated that projects from the plan could be taken forward as funding became available or funding bids were submitted. The Officer added that the report indicated some priority for the projects in each neighbourhood but the working group could help prioritise further.

A Member stated that the Fleet Street area suffered severely during the economic difficulties, and it was essential to improve the public realm. The Member commented that the Salisbury Square development would be open in 2026 and would bring a large number of people to the area to work in the development.

A Member commented that the pedestrian underpass under New Bridge Street, joining up Queen Victoria Street with the Thames Path, was not mentioned in the document or the BID equivalent document which had included an idea to decorate underneath the railway bridge. The Member stated that the underpass would provide a canvas for an artist or an art school and he stated there were examples of underpasses in London which included historical information. This could be used to make the underpass an interesting place to go. The Member raised concern about the people losing patience with the traffic signals on the road above and crossing the road without a signal and stated that the underpass could be a safer method of crossing the road. He stated that improving the look of the underpass could attract more people to use it.

The Chairman stated that the development of Blackfriars Station meant passengers were discharged onto the street rather than the underpass but this was a complicated

Junction so there was benefit in re-energising the underpass. An Officer stated that he understood that the underpass was built as a highway structure and therefore when New Bridge Street corridor ownership was transferred to TfL when TfL was created, the highway structure would have been transferred too. The Officer stated that he would clarify the ownership of the underpass, that improving the appearance of the underpass should be added to the plan and this would be discussed with TfL.

A Member asked if the City of London Corporation was closely co-ordinated with the BID project. An Officer confirmed that this was the case and a representative from the BID was attending the Sub-Committee meeting. The BID had been given the Healthy Streets Plan to review and the results of the consultation had been discussed. The BID had also shared their document with Officers. The working group would also include representation from the BID.

In response to a Member's question about whether there were any joint projects with the BID, an Officer stated that if the plan was adopted, and following the Public Realm Strategy launch, discussions would take place with the BID about the opportunities for working together, both generally across the whole programme but also with a particular initial focus on developing proposals for Fleet Street.

The Chairman stated that both the consultation and traffic analysis supported the approach being adopted and he was in support of the work. He added that this was an area that required greening, despite the difficulties in doing so due to Victorian pavement vaults and utilities under the pavement.

RESOLVED – That Members of the Sub-Committee

1. Approve the Fleet Street Area Healthy Streets Plan in Appendix 4 of the Officer report;
2. Approve the budget adjustment in Appendix 2 of the Officer report;
3. Agree the establishment of a Fleet Street Area Programme Working Group to guide and manage the delivery of projects in the Plan area, including staff costs of £57,434 to manage this process for the next 12 months, funded from the Plan development underspend; and
4. Note the allocation of £1,126,145 of S106 funds towards the delivery of projects in the Plan (as approved by the Sub-Committee on 26 September 2023).

9. **BANK JUNCTION IMPROVEMENTS: ALL CHANGE AT BANK ***

The Sub-Committee considered a report of the Interim Executive Director, Environment which updated Members on the project to improve the safety, air quality and pedestrian experience of the area around the Bank junction.

A Member commented that the Lord Mayor's Show on 11 November 2023 was the time when it was planned that most of the work would be completed, and it had been. He asked Officers to confirm how much of the rubble and hoardings would be removed by 11 November and the Officer stated that work was underway to ensure all the rubble and hoardings would be removed and the area would be swept clean.

A Member asked when the work on Threadneedle Street would begin. An Officer stated that once the street furniture had been put back after the Lord Mayor's Show, work would start on Threadneedle Street.

The Chairman drew the Sub-Committee's attention to the aerial photograph in Appendix 5 of the Officer report which showed the increase in the provision of pedestrian space.

RESOLVED – That the report be noted.

10. **OUTSTANDING REFERENCES***

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

Dockless Vehicles

Officers confirmed that a date for a Member briefing with the operator, Lime, had been arranged and a Member briefing with Human Forest was being arranged. The Officers confirmed the briefings were for all members of the Planning and Transportation Committee. The Chairman asked that all Members of Common Court be invited to attend.

A Member stated that in the recent King's Speech, there was a piece about the regulation of pedicycles but e-bikes and e-scooters had not been included. It was suggested that the Sub-Committee could ask the Policy Chairman to write to the Secretary of State to request that consideration be given to the addition of the regulation of e-bikes and e-scooters into legislation alongside pedicycles. Officers stated they would support having e-bikes and e-scooters regulated and within a legal framework and could assist in the drafting of a letter. A Member commented that the primary mover of the Pedicycle Bill was the Cities of London and Westminster MP and another Member stated the importance of the bill given that in the future, with Destination City, pedicycles could start operating in the City. Officers stated they would discuss with the Policy Chairman's office and colleagues in Corporate Affairs, the appropriate form of liaison.

RESOLVED - That Members of the Sub-Committee

1. Agree that all Members of the Court of Common Council be invited to the dockless cycle briefings; and
2. Agree that the Policy Chairman be asked to write to the Secretary of State requesting that consideration be given to the addition of the regulation of e-bikes and e-scooters into legislation alongside pedicycles and request that Officers discuss with the Policy Chairman's office and colleagues in Corporate Affairs, the appropriate form of liaison.

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

Members asked for a map of projects and information on whether they were completed, underway or future projects, to enable Members to see the complete picture. An Officer stated that there was a delivery plan which covered five years and was updated every year for the Transport Strategy which was submitted to the Planning and Transportation Committee for information. Officers had been considering how to provide maps as it was difficult to show all projects on a Citywide map. He suggested this could be done by using healthy street plan areas. The Chairman stated that he would discuss with Officers how maps could be provided in a simple format.

12. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

The Chairman informed the Sub-Committee that the City of London Street Accessibility Tool (CoLSAT) had won a national transport award and requested that this be publicised at the Court of Common Council. It was suggested that the Policy Chairman be asked to include it in his statement.

The Chairman requested that Officers inform other Local Authorities that they could use the best-in-class tool for no charge. An Officer stated that the CoLSAT was available on the City's website for others to use. Officers had held sessions on the use of the tool and several London Boroughs had attended and some were now using it. The Officer added that the CoLSAT had been promoted at the London Cycling and Walking Conference. The Chairman requested that the tool be promoted outside of London as it could help improve accessibility across the country.

The Chairman asked Officers to update Members on the site visit that was taking place on 24 November. The Officer stated that the details would be recirculated.

The Chairman stated that the visit to the pipe subway had been informative and encouraged Members who had not been able to attend, to attend the next one when it was arranged.

A Member stated that the installation of granite blocks by St Paul's Cathedral had been successful. An Officer stated that they had been installed as part of the From the Thames to Eternity Project which had won a London design award. The Officer stated that the stones had been removed for the Lord Mayor's Show. A Member stated the benefits of the stones included acting as bollards, providing Hostile Vehicle Mitigation, provided seating and an artistic element. An Officer stated that the project assisted with wayfinding and the circular economy.

The meeting ended at 3.15 pm

Chairman

**Contact Officer: Zoe Lewis
Zoe.Lewis@cityoflondon.gov.uk**

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Committees: Streets and Walkways <i>[for decision]</i> Projects and procurement Sub Committee (For Information)	Dates: 30 January 2024 12 February 2024
Subject: Pedestrian Priority Streets Programme – Old Jewry Unique Project Identifier: 12269	Gateway 5 – Issues Report Complex
Report of: Interim Executive Director Environment Report Author: Kristian Turner – Policy and Projects, City Operations	For Decision
<h1 style="margin: 0;">PUBLIC</h1>	

1. Status update	<p>This report</p> <ol style="list-style-type: none"> 1. On 14 February 2023, Members approved making the traffic restrictions on Old Jewry and King Street permanent. The traffic orders came into effect in July 2023 and the pavement widening works on King Street have recently been completed. 2. Concerns have been raised about the impact of these changes on people who need to travel by motor vehicle. This report considers options for Old Jewry and whether to make changes to the previously approved scheme to mitigate these impacts. <p>Background</p> <ol style="list-style-type: none"> 3. In June 2020, as part of the COVID-19 streets programme to provide more space and priority for people walking while retaining access for people cycling, temporary traffic management measures were implemented on three streets in the Cheapside area: <ol style="list-style-type: none"> a. King Street was made one way northbound with contra flow cycling. b. Old Jewry was closed to motor traffic between Fredericks Place and Poultry, with the remainder of the street made two-way. c. A bus and cycle only restriction was installed on Cheapside. 4. From October 2021 these measures were retained as formal traffic experiments under the Pedestrian Priority Programme. 5. The results of these traffic experiments were reported in February
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	<p>and May 2023, this included the results of the public consultation and the benefits and disbenefits of the traffic management measures and proposed public realm improvements.</p> <p>6. It was noted that, depending on route and destination, the combined traffic management measures would increase journey times for some people travelling by motor vehicles in the area.</p> <p>7. The reports concluded that the benefits of the measures to people walking and cycling outweighed the disbenefits to people travelling by motor vehicle. Members agreed the recommendation that the traffic orders be made permanent. It was also agreed to implement:</p> <ol style="list-style-type: none"> a. Pavement widening on King Street b. Public realm improvements on Old Jewry (following engagement with stakeholders on elements of the design) c. An experimental traffic order to allow taxi access through the Cheapside restriction, and public realm improvements at the restriction point. <p>8. The pavement widening and associated works on King Street have now been completed and the experimental traffic order on Cheapside came into effect in November 2023.</p> <p>RAG Status: Green (last report: green)</p> <p>Risk Status: Medium (last report: medium)</p> <p>Total Estimated Cost of Project (excluding risk): <i>whole programme ~£8.55M</i></p> <p>Spend to Date (whole programme): £ 1,792,127 (of £2.6M approved budget)</p> <p>Costed Risk Provision Utilised: £0</p> <p>Funding Source: Capital Bid (£6M from Climate Action Strategy funding and £2.5M from OSPR) and S106 (£150K) (confirmed)</p> <p>Costed Risk Provision Utilised: none to date</p>
<p>2. Requested decisions</p>	<p>Requested Decisions</p> <p>9. Members of the Streets and Walkways Sub-Committee are asked to choose from the following three options for Old Jewry:</p> <p>1) Option 1 (recommended) Retain the current arrangements (closure between Fredericks Place and Poultry, two-way working on the remainder of Old Jewry) and resume the work on the pavement widening and public realm improvements.</p> <p>Members are asked to note plans to initiate a Healthy Streets Plan for the Bank and Cheapside area. Movement and</p>

	<p>circulation in the surrounding area will be considered as part of the process of developing the Healthy Streets Plan.</p> <p>2) Option 2a Initiate a traffic experiment to reopen Old Jewry to all traffic in a southbound direction, at all times. Pause any work on potential improvements until the conclusion of the experiment.</p> <p>3) Option 2b Initiate a traffic experiment to open Old Jewry between Poultry and Fredericks Place to southbound traffic on a timed basis (7pm to 7am), with the remainder of the street remaining two-way. Pause any work on potential improvements until the conclusion of the experiment.</p>
<p>3. Budget</p>	<p>10. The costs for developing all options will be met within the existing approved programme budget for the Pedestrian Priority Programme. Approval to make adjustments between budget line items was delegated to the Executive Director Environment in the last report.</p> <p>11. Option 1 is cost neutral as there would be no further costs incurred on the project.</p> <p>12. The cost of Option 2a or 2b (estimated at £15K for traffic orders, signage and staff time) would be met by reducing the scope of another element in the programme, although this would be offset by a saving as the planned public realm improvements on Old Jewry would not be designed or implemented.</p>
<p>4. Issue Description</p>	<p>13. Concerns have been raised with Officers that vehicle journey times are now longer as a result of the changes implemented on King Street.</p> <p>14. The potential for increased journey times because of the loss of the southbound traffic lane on King Street and the restriction on Cheapside was highlighted in the February 2023 Gateway 5 report to the Streets & Walkways Sub Committee – https://democracy.cityoflondon.gov.uk/mgAi.aspx?ID=137167</p> <p>15. This identified that a vehicle travelling from Gresham Street to Cheapside would need to travel via St. Martins le Grand, New Change, Cannon Street, Queen Victoria Street and Queen Street. This could take 4-10 minutes longer (depending on the time of day and traffic conditions) than the previous route southbound along King Street.</p> <p>16. It has been suggested to Officers that re-opening Old Jewry to southbound traffic (rather than the previous northbound direction) would help mitigate this increase in journey times.</p>

17. The next section of this report summarises:

- Background to the decision to close Old Jewry to through traffic
- The current situation on Old Jewry and motor traffic movements in the area
- And the detail of the options:
 - Option 1 – retain the current arrangements
 - Option 2a – initiate an experiment to re-open Old Jewry for southbound traffic at all times
 - Option 2b – initiate an experiment to re-open Old Jewry for southbound traffic at restricted times

Background to the decision to close Old Jewry between Fredericks Place and Poultry to motor traffic

18. Old Jewry was included in the Covid-19 transport measures and subsequently the Pedestrian Priority Programme because it forms part a key walking route to and from mainline stations including Cannon Street and Moorgate Station, and in particular the Moorfields entrance that serves the Elizabeth Line.

19. Prior to the introduction of the temporary restriction in June 2020, motor vehicles were able to travel northbound on Old Jewry, with a southbound cycle contraflow. Following the closure to motor vehicles between Fredericks Place and Poultry the remainder of the street was converted to two-way working.

20. The experimental closure of Old Jewry to motor traffic ran for 18 months from January 2022. Public consultation was carried out during the experiment.

21. Of the 130 respondents to the Old Jewry public consultation, 66% of people supported making the traffic management changes permanent and the associated proposed public realm measures. Further details on the public consultation can be found in the February 2023 report.

22. In the report it was estimated that traffic journey times from Poultry to Gresham Street would be only marginally affected as vehicles could continue to use King Street northbound but, as noted above, journeys southbound from Gresham Street to Cheapside/Poultry would be more adversely affected and made longer as a result of the changes to King Street.

23. The February 2023 Gateway 5 Report outlined the accessibility and public realm enhancements that could be made as a result of closing the Fredericks Place to Poultry section of street to motor traffic.

24. Pavements on Old Jewry are very narrow, at one point less than 1.2m. Pavements that are less than 1.5m wide are considered

inaccessible, and this is exacerbated by the high numbers of people walking on Old Jewry. The closure of this part of the street to traffic and raising of the carriageway would allow people walking and wheeling to make use of the whole street, improving both accessibility and pedestrian comfort and enhancing the immediate environment with planting and/or seating.

25. The Healthy Street assessment of the overall proposals raised the quantitative score of the street from 41 to 59, due to enhancements to footway space and the scope to install seating and planting.

26. The City of London Street Accessibility Tool (CoLSAT) was used to assess how the proposed measures affected disabled people. This found a significant reduction in the number of street features that can have a severe or significant impact on people walking or wheeling on the street.

27. An Equalities Impact Assessment was undertaken on the traffic and public realm improvement proposals. The overall conclusion was that while some people would be disadvantaged by longer journey times, the measures were judged to provide a net benefit to people with protected characteristics due to the improvements in pavement space, resting areas and crossing facilities. Further detail on these assessments can be found in the February report.

28. In February 2023, Members approved the recommendation to make the measures on Old Jewry permanent, based on the above assessments of the benefits and disbenefits. This decision reflects the Street Hierarchy defined by the City's Transport Strategy. This classifies Old Jewry and King Street as Local Access Streets, which should primarily be used for the first or final part of a journey, providing access for vehicles to properties.

The current situation on Old Jewry

29. Old Jewry is currently closed to through traffic (except cycles). There are bollards to prevent traffic entering the street at the junction with Poultry. The remainder of the street is two-way between Fredericks Place and Gresham Street.

30. As such the street is lightly trafficked with vehicles only accessing the street from Gresham Street for parking, drop off or servicing.

31. There is a consistent but light flow of traffic on Old Jewry throughout the day, with more activity in the mornings and middle of the day than the evenings. There tends to be more servicing in the morning and daytime and more motorised two-wheeler activity and taxi/PHV drop-offs in the evening.

32. The arrangement for vehicles accessing Old Jewry can at times be awkward when there is loading taking place around Fredericks

Place, which is where vehicles need to perform a three-point turn (to go out the way they came in). However, this does not cause safety concerns due to good sightlines and low speeds.

33. Occupancy of the parking bays, motorcycle bays and kerbside loading on Old Jewry is high throughout the day and evening. This is particularly the case at the current time due to local building development and fit out works and an increase in retail (food and drink) venues compared to a few years ago. At times, demand for parking and kerbside access was observed to exceed supply, this is probably due to limited parking options in the immediate area, with informal parking and loading taking place.

34. Surveys in November 2023 found that the street is used by a moderate number of people cycling, with over 150 cycles in the AM peak hour mid-week.

35. The main users of the street are people walking. Mid-week over two thousand people were counted walking on the street in the lunchtime peak hour and the PM peak hour. Monday counts were approximately 25% lower.

<u>Old Jewry</u>	Monday	Wednesday	Thursday
Pedestrians (AM)	1,570	1,976	1,756
Pedestrians (Lunch)	1,470	2,028	2,195
Pedestrians (PM)	1,575	2,050	2,224
Cycles (AM)	129	157	127
Cycles (Lunch)	20	31	19
Cycles (PM)	120	153	80
Vehicles (AM)	15	26	16
Vehicles (Lunch)	29	31	35
Vehicles (PM)	8	22	21

Table 1: peak time activity on Old Jewry

36. A recent study undertaken to inform and monitor proposals for improving Cheapside included counts of people using Old Jewry on Thursday 19 October between 8am and 7pm. 14,844 people were counted walking on Old Jewry and 708 people cycling.

37. In summary, at peak times this narrow street is busy with people walking and cycling and with servicing activity. Servicing activity is temporarily higher at present due to the extra activity from local building development works.

38. The majority of people walking tend to use the pavements, but a sizeable proportion do also walk in the carriageway due to the narrow and overcrowded pavements (and the limited traffic).

39. A major landowner on Frederick's Place has related to Officers that a previous issue with private hire vehicles waiting in Fredericks Place has improved since Old Jewry was closed. This organisation has expressed a concern that opening the street to southbound traffic will cause the problem to return.

Traffic movements in the area

40. A range of available data on traffic movements on streets around Old Jewry has been reviewed to assess the potential traffic impacts of opening the street to southbound motor traffic under Options 2a and 2b.

41. The City does not routinely survey traffic on local access streets, therefore the only traffic data we have for Old Jewry is over 10 years old. As a minor street, it does not form part of any area wide traffic models that have been developed in recent years such as for Bank junction and St. Paul's gyratory.

42. Traffic volumes before 2020 on Old Jewry were low, mostly traffic either accessing the street for parking, drop off or servicing. An alternative parallel northbound traffic route on King Street carried larger volumes of traffic.

43. We have analysed traffic data from 2019 for King Street in the AM and PM peak hours. We estimate that traffic in the AM and PM peak hours (350 vehicles AM and 400 vehicles PM) that used King Street southbound exceeds the daily traffic volumes that used to use Old Jewry northbound.

44. This traffic that formerly used King Street southbound now either diverts at an earlier point in its journey (e.g. London Wall) or goes along Gresham Street to St. Martin's le Grande.

45. Counts undertaken taken in 2022 for the St. Paul's gyratory project found that:

- 148 vehicles exited Gresham Street onto St. Martin's le Grand in the peak hour.
- Extrapolating for daily flows suggest this equates to approximately 1,850 vehicles per day.
- Of these, 43% (approximately 800 per day) then go down New Change. Some of these vehicles would then travel on to Cheapside or Queen Victoria Street, but these numbers are not available.
- An unknown proportion of the vehicles currently travelling from Gresham Street to New Change are likely to reassign to Old Jewry southbound. Some traffic that currently uses other routes,

such as from London Wall westbound, may also reassign to Old Jewry.

46. If opened to (unrestricted) southbound traffic, Old Jewry may become as busy as King Street southbound was previously, although traffic volumes in the City are lower now than they were in 2019. This is likely to be a significantly higher number of vehicles than previously used the street to travel northbound.

47. The use of experimental traffic orders under Options 2a and 2b would allow traffic levels on Old Jewry to be assessed and understood before a permanent change is implemented.

Option 1 – Retain the current closure between Fredericks Place and Poultry and resume the work on public realm improvements.

48. Under this option, the previously agreed closure would be retained and work on the associated public realm works restarted. This would include engaging local stakeholders on the design of proposed seating and greening.

49. This option does not address the concerns relating to journey times for people travelling in motor vehicles, and some journeys will continue to be longer than they were before June 2020.

50. However, these disbenefits are offset by the improved comfort and accessibility for people walking and wheeling, the majority users of the street. The scheme will also create a safer and more attractive route for people cycling. This option maximises the potential for public realm improvements.

51. Overall, Option 1 is recommended as whilst it is recognised there are disbenefits in the form of longer vehicle journeys it is considered that the benefits to people walking, wheeling and cycling and the potential for public realm improvements outweigh the disbenefits.

52. A project to develop a Healthy Streets Plan for the Bank and Cheapside area is due to be initiated later in 2024, subject to a successful funding in the first quarter of 2024/25. Movement and circulation in the surrounding area will be considered as part of the process of developing the Healthy Streets Plan.

Option 2a – Initiate a traffic experiment to reopen Old Jewry to all traffic in a southbound direction at all times. Pause any work on potential public realm improvements until the conclusion of the experiment.

53. Under this option, the closure of Old Jewry would be removed, and the street converted into a one-way street southbound under an Experimental Traffic Order.

54. This option would re-provide a southbound connection for motor vehicles between Gresham Street and Poultry. It would also remove the need for motor vehicles to turn around at the entrance to Fredericks Place.

55. Other than necessary signage and line marking, no physical changes to the street would be delivered during the experimental phase. Monitoring during the experiment will help inform the final design approach including the extent of pavement widening that could be achieved and whether northbound contraflow cycling is retained.

56. This option is not recommended. While this option would improve journey times for people travelling by motor vehicle, particularly between Gresham Street, and Cheapside and the eastern part of Queen Victoria Street, there would be little or no potential for improving accessibility and the experience of walking and wheeling though pavement widening or public realm improvements. Depending on traffic volumes, opportunities for people to stand outside in the evening after purchasing drinks at Browns and Where's Fred may be reduced.

Option 2b – time restricted southbound traffic on part of Old Jewry

57. Under this option, the physical closure of Old Jewry would be removed and the traffic order amended (under an experimental traffic order) to allow southbound traffic from Fredericks Place to Poultry between **7pm** and **7am**. The remainder of the street between Fredericks Place and Gresham Street would remain two-way.

58. This measure could be enforced with an ANPR camera to ensure compliance.

59. This option would deliver journey time improvements for people traveling by motor vehicle in the evening and overnight while ensuring the part of Old Jewry with the narrowest pavements remains largely traffic free during the day when it is busiest with people walking.

60. As with Option 2a, other than necessary signage and line marking no physical changes to the street would be delivered during the experimental phase. Monitoring during the experiment will help inform the final design approach including the extent of pavement widening that could be achieved and whether northbound contraflow cycling is retained.

61. This option is not recommended. While this option would improve journey times for people travelling by motor vehicle, particularly between Gresham Street, and Cheapside and eastern Queen Victoria Street, there would be little or no potential for improving accessibility and the experience of walking and wheeling though pavement widening or public realm improvements. Although traffic

	<p>volumes are likely to be lower during unrestricted hours which may provide greater opportunities for pavement widening (with or without contraflow cycling). Depending on traffic volumes, opportunities for people to stand outside in the evening after purchasing drinks at Browns and Where's Fred may be reduced.</p>
<p>5. Delivery Team</p>	<p>59. Continue to be project managed by the Transport and Public Realm team in Policy and Projects, with support from external consultants as required.</p>
<p>6. Programme and key dates</p>	<p>Next steps for Option 1</p> <p>60. Take no further action with regards traffic changes to the street and continue the design process and stakeholder engagement for the space between Fredericks Place and Poultry:</p> <p>61. Next steps:</p> <ul style="list-style-type: none"> • Finalise design for the raised table • Engage with stakeholders through local working group on design aspirations • Commission design of public realm improvements (resting and greening) • Implement raised table (summer 2024, 12-week build) <p>Next steps for Options 2a and 2b</p> <p>62. If Member's choose either of these options, the next steps would be:</p> <ul style="list-style-type: none"> • Engagement with public and local businesses on intention to undertake a traffic experiment • Draft a monitoring strategy • Advertise experimental traffic order • Initiate the traffic experiment • Public consultation would be undertaken during the first six months of the experiment. <p>63. It is estimated that an experimental traffic order could be in place by May/June 2024.</p>
<p>7. Risks</p>	<p>64. There are a number of risks associated with the options that have been presented that Members should be aware of.</p> <p>65. If Option 1 is agreed and the work to enhance the southern end of Old Jewry between Fredericks Place and Poultry proceeds, this is likely to limit the opportunity in the future to re-introduce traffic movement here.</p> <p>66. Option 1 would not resolve the concerns raised about journey times for some vehicles/movements, with the likelihood of these concerns being raised again.</p>

	<p>67. If Option 1 were not progressed, there is a risk that stakeholders and consultees will be frustrated that their opinions and comments, which were taken into account in the original decision, have been disregarded. This could lead to a reluctance to engage in the future.</p> <p>68. If either Option 2a or 2b were approved there is a risk that the trialled option(s) are not successful. This is likely to result in Option 1 then being taken forward but having had a considerable time delay. This is likely to increase the costs for implementing Option 1 at a later date in addition to the cost of the experiment.</p> <p>69. Progressing Options 2a or 2b and reintroducing traffic risks increasing the probability of a traffic related collision due to high volumes of people walking and the narrow pavements not being addressed.</p>
8. Success criteria	<p>70. Programme wide success criteria for the Pedestrian Priority Programme:</p> <ol style="list-style-type: none"> 1) Streets for people walking - number of kilometres of new pedestrian priority streets and total length of pedestrian priority streets (Climate Action Strategy and Transport Strategy targets) 2) Space for people walking - length of street with pedestrian comfort level of A+, length of street with pedestrian comfort level of at least B+ (Climate Action Strategy and Transport Strategy targets) 3) Percentage of people rating the experience of walking in the City as pleasant (Transport Strategy target and measured through the City Streets survey) <p>71. For Options 2, specific success criteria for the experimental traffic orders would be determined during the development of the monitoring strategy.</p>
9. Progress reporting	72. Depending on the option chosen by committee, further reports will be submitted as required.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Local area map

Contact

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Project Coversheet

[1] Ownership & Status

Unique Project Identifier: 12269

Core Project Name: Pedestrian Priority Streets Phase 1

Programme Affiliation (if applicable): Pedestrian Priority Programme

Project Manager: Kristian Turner

Definition of need: Climate Action

Key measures of success:

- 1) Increase the number of kilometres of new pedestrian priority streets and total length of pedestrian priority streets (Climate Action Strategy and Transport Strategy targets)
- 2) Increase the length of City streets with pedestrian comfort level of A+, and lengths of street with pedestrian comfort level of at least B+ (Climate Action Strategy and Transport Strategy targets)
- 3) 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)

Expected timeframe for the project delivery:

Original timelines:

Gateway 5 – Authority to Start Work – October 2019

Completion of interim measures – summer 2022

Amended Timelines

Completion of Phase 1 Permanent measures – end of 2024/25

Key Milestones:

G345 – October 2019

ETO's commence – January 2022

Experiment end – July 2023

Public consultation – ~~Sept/Oct 2022~~ Oct/Dec 2022

Decision report – ~~Nov 2022~~ on 3 of the locations (King Street, Old Jewry and King William Street) Jan 2023

Following locations (Cheapside and Threadneedle Street/Old Broad Street) May 2023.

Construction of Phase 1 schemes: March 2023 through to the end of 2024/25

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

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

No.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

Since G1/2 report:

- Total Estimated Cost (excluding risk) of whole programme: £8M
- Resources to reach next Gateway (excluding risk) £199,000
- Spend to date: £0
- Costed Risk Against the Project: 0

- CRP Drawn Down: None
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1)

'Options Appraisal and Design and Authority to Start work' G3-4-5 report (as approved by PSC 20/10/2021):

- Total Estimated Cost (excluding risk): Phase 1 budget £2,601,628
- Overall project estimate £6-8M
- Resources to reach next Gateway (excluding risk) £2,402,628
- Spend to date: £43,419
- Costed Risk Against the Project: £473,000
- CRP Drawn Down: None
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1)

Scope/Design Change and Impact: Authority to proceed design and implementation of interim measures

Issues report – (as approved (For Information) by OPSS 26/09/2022):

- Total Estimated Cost (excluding risk): Phase 1 budget £2,601,628
- Overall project estimate £6-8M
- Resources to reach next Gateway (excluding risk) no new funding request
- Spend to date: £545,118
- Costed Risk Against the Project: £473,000
- CRP Drawn Down: None
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1 decision on experiments)

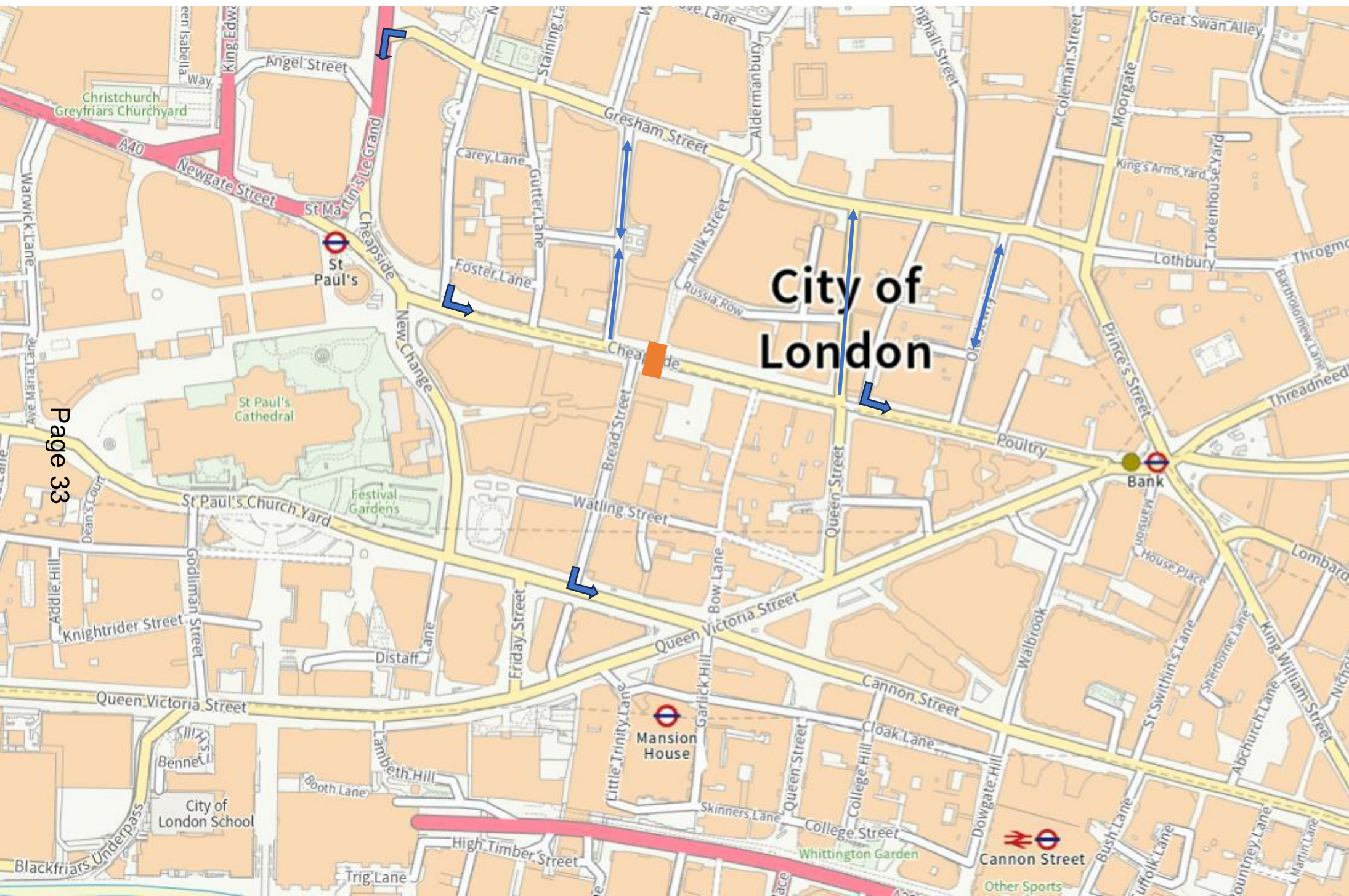
Gateway 5 Authority to Start Work (as by Streets and Walkways February and May 2023)

- Total Estimated Cost (excluding risk): Phase 1 budget £2,601,628
- Overall project estimate £8M (adjusted following Capital Bid of £2M for King William Street)
- Resources to reach next Gateway (excluding risk) no new funding request
- Spend to date: £1,445,656
- Costed Risk Against the Project: £473,000
- CRP Drawn Down: £56k
- Estimated Programme Dates: March 2020 – end of 2024/25 (for Phase 1)

The Gateway 5 Reports were for making the traffic orders permanent. To date, works on King Street have been implemented and works on King William Street are due to commence in May 2024.

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

Programme Affiliation [£]:N/A



Agenda Item 5

Committee: Streets & Walkways Sub Committee – For decision Planning & Transportation Committee – For information	Dated: 30 January 2024 5 March 2024
Subject: General micromobility update and actions for improving dockless bike hire in the City	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	9
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£
What is the source of Funding?	n/a
Has this Funding Source been agreed with the Chamberlain’s Department?	Y/N
Report of: Interim Executive Director Environment	For Decision
Report author: Giacomo Vecia, Senior Strategic Transportation Officer	

Summary

Micromobility is a term that references transportation using lightweight, low speed vehicles such as bicycles or scooters, especially electric ones, that may be borrowed as part of a self-service scheme in which people hire vehicles for short-term use.

‘Dockless cycle hire’ is a generic term for a short-term cycle hire scheme, similar to Santander Cycles, but with no on-street docking infrastructure. Dockless cycle hire schemes fall outside the existing legislative framework and the City Corporation does not have powers to prevent dockless cycle hire schemes from operating in the City.

In 2020 dockless cycle hire operators Lime and HumanForest (now Forest) were given approval to operate in the Square Mile as a mechanism to facilitate constructive engagement. Since then, City workers, residents and visitors have made over two million trips using dockless cycles.

In autumn 2022 a review of Lime and Forest’s operations was undertaken following concerns raised by officers and Members and external complaints regarding dockless cycle hire in the City. In January 2023 it was agreed by Members to renew Forest’s approval status and extend the review period on Lime’s approval status until May 2023 to determine whether they were continuing to meet our requirements for dockless operators in the City. Members then agreed to renew Lime’s approval status in July 2023.

Following Member briefing sessions with both Lime and Forest it was agreed to bring a report to this Committee proposing further short, medium and long term actions for improving dockless cycle hire operations in Square Mile.

The actions require immediate operational changes from operators to improve parking compliance and expand our data collection and reporting over the short term; look to increase in the number of available dockless vehicle parking locations in the medium

term; and over the longer term, facilitate ongoing collaboration with TfL, London Councils and central Government to support and champion additional regulatory, contractual and other powers to better manage dockless operations and operators active in the Square Mile.

Recommendation(s)

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

- Agree the short-term actions laid out in paragraph 23, which seek to:
 - Implement a City-wide no-parking zone outside of approved parking areas
 - Establish rapid response areas
 - Enhance warning, fining and banning procedures
- Note the other actions laid out in paragraphs 23-27.

Main Report

Background

1. Micromobility is a term that refers to modes of transport using lightweight and low speed vehicles such as bicycles or scooters, especially electric ones, that may be hired for short-term use. This includes dockless cycle hire and rental e-scooters.
2. The fact that no on-street docking infrastructure is required for dockless cycle hire and rental e-scooters offers users more flexibility and avoids the risk of not being able to end a ride due to a docking station being full. It also represents a challenge, as users of dockless cycle hire can leave bikes anywhere, potentially obstructing pavements.
3. While rental e-scooter schemes are, on a trial basis, regulated by the Department for Transport and Local Highways Authorities, dockless cycle hire schemes fall outside the existing legislative framework. The City Corporation does not have powers to prevent dockless cycle hire schemes from operating in the City. A summary of our legal powers relating to dockless cycles is provided in Appendix 1.
4. In 2019, two companies were given operational approval to operate dockless cycle hire schemes in the City following a competitive tender process – Beryl and Freebike. Both operators were only active in the Square Mile at the time of their launch in June 2019.
5. The City provided this operational status to these operators following issues with previously-active dockless bike operators, Mobike and Ofo, who had been present in London since 2017.
6. As is the case now, operational approval was considered the most appropriate way to constructively engage with a limited number of operators given the lack of powers to prevent any dockless cycle hire schemes from operating. This approach has also been successful in discouraging other operators operating in the Square Mile.

7. In late 2019, Beryl and Freebike's reported parking compliance suggested 89% of Beryl users and 87% of Freebike users ended their journeys in designated parking bays. Just under 20,000 trips were taken between the two operators over the course of the 6-month trial.
8. This compares with reported parking compliance rates of around 90-95% for Lime and Forest and combined ridership levels above 100,000 rides per month at present.
9. Following the departure of Freebike from the City in 2019, believed due to financial reasons, Members approved a refresh to the City's dockless cycle hire policy in December 2019. This allowed operators who satisfied the following conditions to apply to operate in the City:
 1. Agreement to meet certain SLAs, including but not limited to removing inappropriately parked bikes within agreed time limits and limiting overall fleet size
 2. Evidence of ongoing operations in an adjacent London borough with agreement from the borough
 3. Agreement to an upfront payment of funds and ongoing maintenance transfers to support dockless-related expenditures in the City
 4. Evidence of good financial standing and sufficient insurance and indemnity coverage
10. While meeting these criteria makes an operator eligible to apply for approval to operate a scheme in the City it is not a guarantee of operational approval. Consideration is given to the amount of available dockless vehicle parking in the City not currently allocated to other dockless cycle and rental e-scooter operators and the standing of the eligible operator with the City and other London Boroughs.
11. In early 2020, Beryl also ended their dockless hire scheme in the City due to high operational costs relative to income and in 2020 new operators Lime and HumanForest (now called Forest) were given approval to operate schemes in the City following a competitive selection exercise and formal agreement of the criteria listed above.
12. In autumn 2022 a review of Lime and Forest's operations was undertaken following concerns raised by officers and Members and external complaints regarding dockless cycle hire in the City.
13. In January 2023 Members agreed to renew Forest's approval status and extend the review period on Lime's approval status until May 2023 to determine whether they were continuing to meet our requirements for dockless operators in the City. Members then agreed to renew Lime's approval status in July 2023.
14. Since their approval statuses were first granted in 2020, Lime and Forest dockless bikes have been used for an estimated two million trips by City residents, workers and visitors and demand continues to grow. It is estimated that on average over 100,000 journeys are now made by dockless bikes in the City every month. This has contributed to both the increase in cycling observed in the City over the last three years and to challenges around parking supply and inappropriately parked dockless bikes on City streets.

15. We are working with Lime and Forest to ensure that best practice and innovation introduced by one operator is adopted by the other. We are also working closely with TfL and other London boroughs who have agreement with Lime, Forest or other dockless cycle hire scheme operators active in London to ensure industry best practice is adopted in the City.
16. Following discussions with dockless operators regarding parking bay capacity in the City, Members agreed in July 2023 to exploring permitting dockless bike users to end their journeys in selected under-utilised City bike parking racks (Sheffield stands). This proposal will help manage the demand for dockless bike parking while more dedicated dockless parking bays are identified and implemented. Works to identify suitable locations for trialling this approach are set to begin this month.
17. Efforts to adopt the pan-London dockless vehicle byelaw are not being progressed. In June 2023, London Council's Transport and Environment Committee agreed in principle to a single contract approach for e-bikes and e-scooters and to work with TfL and London local authorities on the design of the scheme, with the hopes of enabling a transition to a single contract in 2025. Further details of this approach are provided below in paragraphs 35-41.
18. In advance of this contract coming into effect and/or the Government introducing planned legislation, individual agreements with operators remain the most effective mechanism for managing dockless cycle hire in the City.

Actions to improve parking compliance and dockless operations in the City

19. Following recent Member briefing sessions with Lime and Forest, it was agreed to bring a report to this Committee proposing short-, medium- and long-term actions for improving dockless operations in Square Mile.
20. Officers have prepared a series of potential actions for consideration by Members, summarised below. Members are asked to approve the actions outlined in paragraph 23 and note all other actions.
21. In summary, the actions require immediate operational changes from operators to improve parking compliance; seek to expand our data collection and reporting over the short term; aim to increase in the number of available dockless vehicle parking locations in the medium term; and, over the longer term, facilitate ongoing collaboration with TfL, London Councils and central Government to support and champion additional regulatory, contractual and other powers to better manage dockless operations and operators.
22. As dockless cycle hire schemes fall outside the existing legislative framework and the City Corporation does not have powers to prevent dockless cycle hire schemes from operating in the City (as outlined in Appendix 1), many actions listed below are dependent on compliance by operators.

Immediate actions (early 2024)

23. The following actions are proposed for immediate undertaking:

- a. **A City-wide no-parking zone outside of approved parking areas** – establishing a City-wide no-parking zone for dockless cycles except for dockless bays and selected Sheffield stands. All areas beyond a reasonable buffer (proposed 6-10m to allow for standard GPS drift in some areas) around approved parking locations would be unavailable for ending dockless bike journeys, similar to how the e-scooter trial operates. Operators will be required to manage inappropriately parked bikes in accordance with the new no-parking zone, for example by not allowing users to end rides by locking the bike within the zone or through fines and charges. We will also work with operators to ensure the active management of dockless bays which are likely to exceed capacity at certain times while additional bay locations are being identified and installed.
- b. **Rapid response locations** – identifying additional sensitive locations that require operators to remove bikes within 90 minutes (in line with the timeframe for bikes identified as causing an obstruction), for example the High Walks and Bank junction.
- c. **Review warning, fining and banning procedures** – working with operators to review their approach to warning, fining and banning users to support the changes above.

24. In addition to the above, as previously agreed, we will allow dockless bikes to be parked at selected Sheffield stands and cycle parking areas on a temporary basis while additional dedicated dockless parking areas are identified.

25. Members are asked to approve the actions outlined above in points a to c, noting that it may take time for compliance to improve and that there may be complaints for hire scheme users as behaviours and habits adjust.

Short term actions (by mid 2024)

26. The following actions are proposed to be undertaken in the short term by mid-2024:

- a. **New dockless vehicle parking spaces** – complete implementation of previously-approved spaces.
- b. **Audit kerbside space availability and parking occupancy** – Appointing consultants to identify potential locations for additional dockless vehicle parking places, including underutilised Sheffield stands/cycle racks and pay and display parking spaces.
- c. **Member walkabouts and information gathering** - working with Members to identify areas of poor dockless vehicle parking compliance and potential new dockless vehicle parking places in their wards
- d. **Dedicated dockless webpage** – creating a new webpage to provide additional information on dockless cycle and e-scooter rental schemes on the City of London Corporation webpage, including reporting procedures and general Q&As
- e. **Additional data collection and reporting** – enhancing City staff reporting and data collection processes on both appropriately and inappropriately parked bikes, building on existing procedures
- f. **Cycle and e-scooter campaigns** - planning and running cycle and e-scooter-themed campaigns in April and July, including:

- i. Training for dockless bikes and e-scooters users in the Guildhall Yard, held jointly with dockless operators.
- ii. Additional messaging for dockless scheme users by operators including via in-app messaging.
- iii. Additional public messaging from City of London Corporation and operator social media accounts and working with BIDs and other stakeholders to extend social media reach.
- iv. City staff undertaking additional reporting and collecting statistics on inappropriately parked bikes

Medium term (by late 2024/early 2025)

27. The following actions are proposed to be undertaken in the medium term through to late 2024-2025:

- a. **Enhanced monitoring and data sharing** – working with operators to enhance monitoring of dockless schemes and greater real-time data sharing between operators and local authorities.
- b. **Additional dockless vehicle parking spaces** – delivery of additional dockless vehicle parking places as identified through kerbside review.
- c. **Supporting planning policies** - exploring changes to local plan guidance or provision of publicly accessible dockless vehicle parking places on private land
- d. **Potential enhancements to parking places with new technologies** - exploring new technologies such as Bluetooth masts and beacons and enhanced GPS sensing to improve parking compliance at dockless parking places

Long term (by 2026)

28. The following actions are proposed to be undertaken over the longer term through to 2026:

- a. **Joining the pan-London joint dockless micromobility contract** - Potential participation in the pan-London joint dockless bike and e-scooter micromobility contract, set to create a single standard for dockless schemes across London and improve the ability of boroughs to enforce against poor parking compliance
- b. **Supporting and championing primary legislation** – working with TfL, London Councils and operators to support and champion for primary legislation focussed on micromobility providing regulatory and other powers for local authorities to manage dockless vehicle schemes.

Dockless bike scheme monitoring and data collection

29. Operators regularly share operational and compliance data with Officers as part of ongoing monitoring and evaluation of their schemes. Members have expressed a desire for this operator data to be independently verified or regularly audited to ensure accuracy and validity.

30. City Officers undertake periodic bay occupancy audits to understand parking compliance and activity levels in and around our approved parking areas.

Beyond this, at present there are limited cost- and resource-efficient methods available to verify or audit data shared with us by operators.

31. Officers will seek to undertake periodic sampling to capture numbers of both inappropriately and appropriately parked bikes in small areas. This data may allow us limited ability to verify and audit operator data on percentages of dockless bike journeys that end with a bike appropriately or inappropriately parked, noting that data collected in this way is unable to account for bikes that are moved after a journey is ended.
32. London Councils and Transport for London are working to expand existing data sharing platforms, including PowerBI dashboards and the BlueSystems tool in use for the rental e-scooter trial, to better incorporate dockless bike data. However, without powers to compel operators to share this data there has been limited success in incorporating auditable data sources into these platforms.
33. Data auditing and verification will likely improve considerably once the joint dockless micromobility contract is live (likely 2025/26, outlined below), as these challenges and issues do not exist for rental e-scooter data that is already shared and managed through the BlueSystems platform.
34. City Officers will continue to work with London Councils, Transport for London and dockless operators to improve data sharing agreements and will seek to find alternative, cost- and resource-effective ways to better audit and verify the data that operators share with us.
35. City Officers will update Members of this Committee on a quarterly basis to share the data that we regularly receive from operators.

Pan-London joint dockless micromobility contract

36. Issues with dockless bike schemes are not unique to the City. Roughly a dozen London boroughs and the City have met biweekly since 2019 to identify potential solutions and mitigations to poor dockless cycle hire scheme operational performance across London.
37. Following works undertaken by London Councils, Transport for London and several London local authorities, in June 2023 London Council's Transport and Environment Committee agreed in principle to a single contract approach for e-bikes and e-scooters and to work with TfL and London local authorities on the design of the scheme, with the hopes of enabling a transition to a single contract in 2025/26.
38. A single, coordinated contract would allow London local authorities to provide a high-quality service for residents, workers and visitors which can harness the potential of these modes and control how vehicles are parked in lieu of additional powers granted by central legislation.
39. This approach has been successfully introduced in the e-scooter trial. The following factors will seek to guarantee operator compliance:
 - a. a legally binding contract with clear rules and expectations

- b. one set of rules across London for operators and for users
 - c. central capacity to manage the contract and measure performance through TfL and London Councils
40. This proposal would also give London local authorities and London customers greater certainty. The contract would last 3-5 years in order to provide financial sustainability and certainty of delivery for both operators and local authorities. This would allow us to embed these services into long term policy and business plans. The proposal also sets us up for new legislation where TfL – rather than London local authorities – are likely to have the powers to grant licences to operators.
41. TfL and London Councils are nearing the completion of draft contractual documents, including a proposed operational specification and participation agreement. City Officers have been heavily involved in the drafting process and will continue to participate in document finalisation in early 2024.
42. It is anticipated that TfL and London Councils will seek commitments in principle from London local authorities to join the joint micromobility contract prior to the commencement of a dedicated procurement exercise later in 2024. Officers will bring a report to this committee in due course to seek formal approval to commit to joining the joint micromobility contract.

Central government micromobility legislation

43. The Government has stated its plans to introduce controls to enable the regulation of the dockless rental market. This would extend to rental bikes and e-bikes as well as e-scooters. The timetable for the legislative process as not yet been confirmed and no relevant legislation was included in the King's Speech in Autumn 2023.
44. As discussed at the last meeting of the Committee the Policy Chairman has written to the Secretary of State for Transport to highlight our concerns around the delay to this legislation.

Corporate & Strategic Implications

45. Dockless cycle hire supports the delivery of Corporate Plan Outcome 9: We are digitally and physically well-connected.
46. The City of London Transport Strategy (Proposal 28) sets out our approach to improving cycle hire in the Square Mile. The need for designated parking areas is also included in Proposal 17: Keep pavements free of obstructions.
47. Micromobility schemes including dockless cycle hire helps inform the Future City Streets Programme (Proposal 42).
48. Dockless cycle hire also supports our Climate Action Strategy through providing a potentially zero emission alternative to short car, private hire and taxi trips.

49. There is a possible reputational risk to the City Corporation if innovative approaches to increasing sustainable and healthy transport modes are not carefully considered. There are also possible reputational risks if potential adverse impacts of dockless cycle hire operations are not carefully managed.

Legal implications

50. Dockless cycle hire schemes which do not necessitate any infrastructure being placed on the highway fall outside the existing legislative framework and do not need the City Corporation's consent to operate in the City, as outlined in Appendix 1.
51. In the event of loss, injury or damage being caused by dockless cycles, the person responsible would depend on the circumstances of each case. For example, if a cycle had remained in a dangerous position for days without the highway authority taking steps despite complaints, some liability would be likely to rest with the highway authority. If an accident occurred a few moments after the cycle was left in a dangerous position and the highway authority had no reasonable opportunity to identify and remedy the danger, it is unlikely any liability would rest with the highway authority, and therefore would be more likely to rest with the user and/or operator.
52. The steps proposed to secure the co-operation of operators in ensuring safe practices would help demonstrate that the City is taking reasonable measures consistent with its responsibilities outlined in Appendix 1.
53. Data collected from dockless cycle hire operations will also help inform Corporation policy and possible representations on and consultations to future legislation to regulate the dockless hire market.

Financial implications

54. Operators have agreed to cover the costs of the study referenced in Paragraph 26, which will help identify additional parking areas for delivery and appropriate Sheffield stands for interim use ahead of new parking bay implementation. Subject to the outcome of that study we will seek additional contributions to cover the costs of those new bays. Bays that are currently being delivered are funded through existing e-scooter trial income.
55. Additional costs will be incurred if the City Corporation must relocate or remove dockless bikes deemed to be causing a danger from the streets in default of the operator removing them. Removal and storage costs would be incurred in these circumstances and will be recovered through charging operators for removal.
56. There will be some additional impact on cleansing teams as in some locations when dockless parking areas are full it is more difficult for cleansing team to access the area. This is an issue for any vehicle parked areas if occupied whilst cleansing operatives are carrying out work. Further details are included in Appendix 2.

Health Implications

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

Equality Implications

58. A detailed Equalities Impact Assessment has been undertaken in consultation with internal and external stakeholders on a similar scheme – the City of London’s rental e-scooter trial. Lessons and mitigations from that EqlA have been taken into consideration wherever appropriate and related to dockless cycle hire.

59. Dockless cycle hire activity in the City is being monitored to understand impacts on protected characteristic groups (e.g. visually impaired, wheelchair users). This is consistent with the public sector equality duty.

60. The City of London rental e-scooter trial EQIA identifies a number of issues, particularly around safety of e-scooter users and other road users, which can help better understand and develop mitigations for dockless cycle hire schemes, including:

- Speeding and irresponsible riding behaviours
- Irresponsible parking leading to dockless cycles being abandoned and becoming street litter that could causing obstructions or injury
- Increased fears for people’s safety and wellbeing on the City’s Streets
- Increased risk of collisions for those riding dockless cycles
- Increased risk to people walking on our streets, due to dockless cycles not being seen or heard, dockless cycles speeding in shared use areas, and/or illegal or poor rider behaviour

61. Engagement and enforcement against illegal and unsafe use of dockless cycles will be undertaken in partnership with City of London Police.

62. In summary we have concluded that the application of mitigation measures and the benefits from safe use of a dockless cycles outweigh the negative impacts, or potential impacts of those in protected characteristics groups.

Conclusion

63. Dockless cycle hire schemes have been active in the City since 2017. They have created various challenges but also opportunities for the City Corporation and Londoners more widely.

64. The actions outlined in this report aim to improve parking compliance and scheme operations across the Square Mile.

65. Officers will continue to monitor Lime and Forest’s performance in the City and work with both operators and TfL/London Councils to improve data collection, sharing, analysis and verification across all dockless modes.

66. While the situation is not perfect at present, this approach continues our formal relationships with operators, allowing us to continue to work constructively with

them to raise issues and discuss potential solutions while recouping some of the costs associated with mitigating the impacts of dockless cycle hire in the City. Not working with operators would likely also lead to a free-for-all environment similar to what has happened previously in other London boroughs.

67. The City Corporation is also seen as an important dockless vehicle policy knowledge base both within London and nationally. Continuing our engagement with operators in London and the dockless industry more widely will help us maintain and elevate that status and the leverage it affords the City Corporation in influencing wider policy and legislation.

68. We will continue to bring updates and reports to this Committee on dockless operational performance in the City on a quarterly basis and at other times when beneficial.

Background Papers

- [Extended Review of Dockless Operator Lime - 4 July 2023](#)
- [Dockless cycles policy and legal powers update - 17 January 2023](#)
- [London rental e-scooter trial and dockless vehicle update - 19 July 2022](#)
- [Dockless cycle hire trial outcomes and next steps - 12 December 2019](#)

Appendices

Appendix 2 – Existing cleansing and enforcement arrangements

Appendix 1 – Legal advice on obstructions/dangers

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

Statutory duties

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

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

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

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

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

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

Statutory powers to deal with bikes on highway

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

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

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

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

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

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

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

Street trading and ‘waste’

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

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

Regulation by making byelaws

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

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

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

Liabilities

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

Appendix 2 – Existing cleansing and enforcement arrangements

Our current approach to enforcing against inappropriately parked dockless bikes consists of reporting issues and incidents directly to operators and, if possible, immediately moving or relocating bikes to more appropriate locations. We do not currently undertake significant legal enforcement action against dockless cycle hire schemes.

While City Corporation staff are unable to unlock dockless cycles to relocate them to approved parking areas, they will attempt to lift bikes (which can weigh up to 20kg) while they are locked to move them to more appropriate nearby locations. The relocation is limited to the nearest safe location, as bikes are heavy and locked, needing two people to move them. These bikes are then reported immediately to the responsible operator to attend to.

The City Corporation has limited powers to enforce against dockless cycles that pose nuisances, obstructions or dangers on City streets. Enforcing against dockless cycles that pose an obstruction involves notifying operators of any obstructions and providing them a reasonable timeframe for removing the obstruction. If the obstruction is not removed in a reasonable timeframe the City Corporation can seek a court order to enable us to remove the obstruction ourselves.

Any dockless cycles that pose a danger on our streets may be removed immediately. While no standard definition of how dockless cycles may constitute a danger on UK highways exists, potential scenarios have been identified as part of legal advice sought out regarding this.

Officers have not regularly enforced against bikes that pose a danger due to:

- a. Limited secure storage for removed bikes due to changes at Walbrook Wharf
- b. Updated costs associated with enabling the IDOX cleansing system to facilitate dockless cycles removals
- c. Limited cleansing staff resource
- d. A lack of formal legal and policy guidance on how to appraise whether an inappropriately parked dockless bike constitutes a danger or an obstruction
- e. Concerns around legal challenges should operators wish to challenge our definition of dangerously parked dockless bikes
- f. Awareness that most bikes are re-hired or removed before City cleansing staff are able to attend to sites with inappropriately parked bikes with the necessary removal vehicle and teams

City staff will continue to report inappropriately parked bikes to operators, move those bikes when possible and work with operators to improve their compliance and response times.

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Committees: Streets & Walkways Sub-Committee (<i>for decision</i>) Projects & Procurement Sub-Committee (<i>for information</i>)	Dates: 30 January 2024 12 February 2024
Subject: St. Paul's Gyratory Transformation Project – Phase 1 Unique Project Identifier: 113377	Gateway 4C: Detailed Design (Complex)
Report of: Interim Executive Director Environment Report Author: George Wright, Transport and Public Realm, City Operations	For Decision
<h1 style="margin: 0;">PUBLIC</h1>	

1. Status update	<p>1.1 Project Description: The project aims to transform the streets and public realm between the old Museum of London site and St. Paul's Underground station through the partial removal of the 1970's gyratory.</p> <p>1.2 The project is split into two phases. Phase 1 covers the project area to the south of the rotunda roundabout. Phase 2 focuses on highway changes on the roundabout and is awaiting the outcome of the Museum of London/Bastion House redevelopment which has recently submitted a planning application. This report relates to Phase 1 only.</p> <p>Project progress: This a Gateway 4C report that:</p> <ul style="list-style-type: none"> • summarises the results of the recent public consultation; • details proposed modifications to the highway design following an assessment of consultation feedback; • seeks Member approval for the project team to progress the recommended highway design option to detailed design stage; • provides an update on progress with the RIBA stage 3 developed design for the new public space. <p>1.3 Positive progress has been made since the Gateway 4 report in May 2023, where Members approved highway design options 1 and 1A and a concept design for the new space on King Edward Street to be taken to public consultation.</p>
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	<p>1.4 The public consultation ran from 18 August to 2 October 2023 and was open to all. There were over 5000 visitors to the consultation portal and 492 people provided responses.</p> <ul style="list-style-type: none"> • 86% of consultation participants expressed a positive view of the overall proposals. • 80% expressed a positive view of the proposed changes to walking. • 75% expressed a positive view of the proposed changes to cycling. • 65% indicated that the concept design for the new public space met their expectations. • Greyfriars Square was the most popular suggestion for the name of the new public space. • Highway design option 1A (Appendix 4) received the highest level of positive support. <p>1.5 The only proposal to receive more negative responses than positive was the proposed changes to vehicle routes, with 47% of consultation participants expressing a negative view. More detailed information on the consultation results and feedback can be found in section 4 of this report and in Appendices 5, 6, 7 and 8.</p> <p>RAG Status: Green (Green at last report to Committee)</p> <p>Risk Status: Medium (Medium at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £15-17 million (phase 1 only)</p> <p>Change in Total Estimated Cost of Project (excluding risk): No change.</p> <p>Spend to Date: £1,304,945</p> <p>Costed Risk Provision Utilised: 0</p> <p>Slippage: By approximately six weeks (no impact on overall programme)</p>
<p>2. Next steps and requested decisions</p>	<p>Next Gateway: Gateway 5 – Authority to Start Work.</p> <p>Requested Decisions:</p> <p>Members of Streets and Walkways Sub-Committee are asked to:</p> <ol style="list-style-type: none"> 1. Approve commencing detailed design of the traffic and highway elements of Option 1A that include: the introduction of two-way working on Newgate Street, part of St. Martin’s Le Grand and Montague Street; the reversal of traffic flow on Angel Street; and the closure of the southern section of King Edward Street to enable the creation of the new public space.

2. Authorise officers to progress the statutory consultation on the necessary Traffic Management Orders related to the highway option 1A ahead of Gateway 5.
3. Delegate authority to the Interim Executive Director Environment, in consultation with the Chairman of Streets & Walkways, to make changes to highway option 1A that arise during the detailed design stage.
4. Note that the design for the new public space is currently being progressed to a RIBA Stage 3 (incorporating changes arising from the public consultation feedback) and the final proposal will be presented to Members for approval in an Update Report in May.
5. Agree that up to 116m² of space be reserved for either play or exercise equipment or retained as planting/seating within the new square; noting that the introduction of play or exercise equipment will result in up to a 10.6% reduction of planting (66m²), up to a 12.5% reduction in seating (20 linear metre) and up to a 1.8% reduction in footway (50m²) and reduced permeability (see Appendix 10 for more information). A final recommendation on the use of this space for either play, exercise or planting (along with any proposed equipment to be introduced) will be made in the Update Report.
6. Note that Greyfriars Square was the most popular name for the new space in the public consultation and that officers will progress the statutory process for re-naming a street pursuant to existing delegations.
7. Approve an additional budget of £2,116,630 from the agreed capital allocation (OSPR) to reach Gateway 5.
8. Note the total project budget of £5,344,622 (excluding risk) to reach Gateway 5.
9. Note the total estimated cost range of the project at £15-17 million.
10. Delegate authority to the Interim Executive Director Environment, in consultation with the Chamberlain, to make any further adjustments (above existing authority within the project procedures) between elements of the budget.

Next Steps:

- January-June 24: Construction design package for highway layout finalised, informing detailed construction works estimate.
- May 24: Update Report to Members on RIBA Stage 3 developed design for the new public space.
- May 24: Transport for London approve TMAN submission.

	<ul style="list-style-type: none"> • June-August 24: Statutory consultation on Traffic Management Orders. • Summer 24: Advance utility works. • October 24 – Gateway 5 Authority to Start Work. • Spring 2025 – Commence highway construction. ** <p>** : Programming for highway construction works is provisional and highly dependent upon the construction programme of 81 Newgate Street; in particular the developer’s ability to clear their construction activities from the highway to enable access for the City’s Highway contractor and enable the required traffic changes.</p>												
<p>3. Resource requirements to reach next Gateway</p>	<p>3.1 It is estimated that the following additional resources will be required to reach Gateway 5.</p> <table border="1" data-bbox="528 768 1390 1090"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Funds/ Source of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Utility works</td> <td>Advance utility works</td> <td>OSPR</td> <td>£2,116,630</td> </tr> <tr> <td>Total</td> <td></td> <td></td> <td>£2,116,630</td> </tr> </tbody> </table> <p>3.2 Extensive utility diversion works are required at the Newgate Street/St. Martin’s Le Grand/Cheapside junction. An initial estimate from Openreach for these works is £2.12 million. Detailed costings are now being prepared by Openreach and this will provide a more robust estimate which will be reported to Members in due course. These utility works need to be undertaken prior to Gateway 5 approval in order the meet the proposed construction start date of Spring 2025.</p> <p>3.3 Costed Risk Provision requested for this Gateway: £280,00 (as detailed in the Risk Register – Appendix 2 and already approved at Gateway 4).</p>	Item	Reason	Funds/ Source of Funding	Cost (£)	Utility works	Advance utility works	OSPR	£2,116,630	Total			£2,116,630
Item	Reason	Funds/ Source of Funding	Cost (£)										
Utility works	Advance utility works	OSPR	£2,116,630										
Total			£2,116,630										
<p>4. Design summary</p>	<p><u>Introduction</u></p> <p>4.1 In May 2023, Members approved taking design Options 1 and 1A to public consultation. Option 1:</p> <ul style="list-style-type: none"> • Introduces two-way working on Newgate Street and St Martin’s Le Grand to its junction with Angel Street; • Closes the southern section of King Edward Street and the Newgate Street slip road to all vehicles to enable the creation of a new public space; 												

- Introduces comprehensive improvements for people walking and cycling including better crossing facilities and protected cycle lanes where space permits.

Option 1A is the same as Option 1 except it proposes the introduction of two-way working on Montague Street.

Public consultation

4.2 A consultation portal, created by Commonplace, was the principal way for people to view details of the project proposals and provide their feedback. Nine drop-in sessions were held within the project area, giving people the opportunity to meet the project team, seek information and discuss the project in more detail. Two workshop sessions were facilitated by Transport for All; one with members of the City of London Access Group (CoLAG); and one with external stakeholder groups, representing a range of disabilities and older people.

4.3 The consultation was promoted via the project's comprehensive email lists, leaflet delivery to over 3500 properties in and around the project area, and through various social media channels. Two information towers were erected within the project area for the duration of the consultation.

4.4 There were over 5000 visitors to the consultation portal and 492 people provided responses. The consultation portal was segmented into six project themes where people were invited to give their feedback. Respondents could respond to all or just some of the themes. The public space theme received the most responses; changes to waiting and loading the least. A summary of the results is given below (with fuller details contained in Appendices 5, 6 and 7).

Walking proposals (128 respondents)

4.5 80% of consultation participants (103 respondents) expressed a positive view of the proposed changes to walking, whilst 13% expressed a negative view and 6% were neutral. Of those respondents who stated they are affected by the proposals, the vast majority (81%) viewed them positively. The walking proposals were particularly appealing to visitors (86%) and commuters (83%).

Cycling proposals (212 respondents)

4.6 75% of consultation participants (158 respondents) expressed a positive view of the proposed changes to cycle facilities, whilst 16% expressed a negative view and 10% were neutral. Positive views were expressed by a majority in all age groups and proved to be particularly appealing to people who already cycle – with 88% expressing a positive view.

Vehicle route proposals (98 respondents)

4.7 43% of consultation participants (42 respondents) expressed a positive view of the proposed changes to vehicle routes, whilst 47% expressed a negative view and 10% were neutral. Of those respondents who stated they are affected by the proposals more than half (54%) viewed them negatively; the majority of whom lived or worked in the area. People cycling were the most positive of the proposed changes with 69% viewing them positively. The lowest level of positivity was among taxi/private hire drivers (13% positive and 75% negative).

4.8 Participants were given details of the proposed changes that would be introduced under options 1 and 1A.

- 10% supported option 1 only
- 24% supported option 1A only
- 24% supported either option
- 35% did not support either option
- 8% did not know

4.9 Option 1A therefore received the highest level of support with 48% of respondents either supporting the option directly or supporting it as part of supporting either option.

Bus proposals (101 respondents)

4.10 49% of consultation participants (49 respondents) expressed a positive view on the proposed changes to bus routes and bus stops, whilst 27% expressed a negative view and 25% were neutral. 51% of those affected by the bus route proposals viewed them positively and 36% of those affected viewed them negatively.

Waiting and loading proposals (42 respondents)

4.11 55% of consultation participants (23 respondents) expressed a positive view on the proposed changes to waiting and loading, whilst 21% expressed a negative view and 24% were neutral. 58% of those affected by the waiting and loading proposals were most likely to view them positively and 33% of those affected viewed them negatively.

New public space (248 respondents)

4.12 Details of the concept design for the new public space were presented on the consultation platform and respondents were invited to answer several questions on various elements of the proposals.

4.13 65% of consultation participants (161 respondents) indicated that the concept design of the new public space met their expectations, whilst 21% said it did not and 15% were not sure. Respondents were asked what else they would like to see in the space and were given four options to select:

- 44% requested larger areas of greenery (109 responses)
- 25% requested more seating (62 responses)
- 13% requested artwork/exhibitions (31 responses)
- 7% requested more space for community events (16 responses)

4.14 Respondents could also add other suggestions in a free text box and the main responses were children's play (18 responses), sports/fitness equipment (16 responses),

4.15 The consultation asked respondents if they would regularly use free, outdoor fitness equipment if it was available in the new public space. 31% of consultation participants (78 respondents) said they would use fitness equipment, whilst 46% (115 respondents) said they would not and 22% (56) were not sure.

4.16 Respondents were given four suggested names for the new public square and asked to select their preference:

- 43% (124 respondents) selected Greyfriars Square
- 21% (60) selected Newgate Square
- 19% (54) selected Queen Elizabeth Square
- 8% (22) selected King Edward Square
- 10% selected none of the suggested/no preference

Support for the overall proposals (159 respondents)

4.17 86% of consultation participants (137 respondents) expressed support for the overall proposals for St. Paul's Gyrotory Transformation Project, with most fully supporting them. 12% opposed the proposals.

4.18 There was a high level of support across all age groups and among visitors (96% fully or partially supporting), commuters (93%), residents (93%) and workers (78%). There was high support among those who currently walk around the area (91% fully or partially supporting), those who currently cycle around the area (99%) and those currently travelling by bus (89%). Taxi/private hire drivers expressed the lowest level of support (46%).

Written submissions

4.19 A number of stakeholders sent written submissions which can be viewed in full at Appendix 6. These are summarised below:

4.20 Bart's Hospital: "Very supportive of the vision and ambition for the area with a clear focus on public realm

improvements whilst improving pedestrian/cycling amenities and safety.”

Supported highway option 1A and removal of bus stand on King Edward St. In longer term, would like all through traffic to use St. Martin’s Le Grand which would assist their aspiration for King Edward Street to become a Healthy Hospital Street.

4.20 London Cycling Campaign & City of London Cycling Campaign: “In general, the proposed changes are welcome and...will have a positive impact for people walking, wheeling and cycling.”

A concern was raised that the bi-directional track on St. Martin’s Le Grand may be “confusing”. LCC also “disagree with the decision to ban cycling in the new public space.” They support making King Edward Street (north) access only.

4.21 London Living Streets: “Strongly support” the new public space (and) believe it should include a children’s playground and exercise facilities for adults.

4.22 St. Paul’s Cathedral: “Welcome the spirit, aims and objectives of the proposals, which have the potential to reinvigorate the public realm in the close setting of the cathedral.”

Raised concern about the reduction in on-street coach parking and would like to see improved wayfinding.

4.23 Licensed Taxi Drivers Association: “Broadly supportive of the proposed plans as we can see the benefits and recognise that they will deliver significant improvements to the overall look and feel of the area.”

Feedback from access groups

4.24 Transport for All facilitated consultation sessions with CoLAG and external stakeholder groups, representing people who have a range of disabilities and/or are older people. The key issues raised are summarised below and the full feedback reports are included as Appendix 7.

4.25 CoLAG: Six members of CoLAG attended the session. Key issues raised were:

- Concerns about the bus stop with the cycle bypass and the risk of pedestrian/cyclist conflict.
- Request for more seating in the new public space which should be accessible.

4.26 External stakeholders: Seven people from groups representing various disabled and older people provided feedback on the proposals. Key issues raised were:

- The layout for cyclists at the New Change/St. Martin's Le Grand junction could be confusing and needs to be clearly signposted
- Concerns about the bus stop with the cycle bypass and the risk of pedestrian/cyclist conflict.

Assessment of consultation feedback on highway design

4.27 Overall, there was a good level of support for the highway design proposals. There were however some elements where concerns or issues were raised by consultees. The principal ones are summarised below, with more detail in Appendix 8.

4.28 Changes to cycle routes

The proposed changes were supported by 75% respondents. However, some issues were raised, notably:

Issue: Safety concerns about the absence of a cycle lane for cyclists travelling westbound from Cheapside/New Change to Newgate Street.

Response: A revised design that introduces a westbound cycle lane has been developed (see below and appendix 9 for more details).

Issue: People cycling through the St. Martin's Le Grand, Cheapside, Newgate Street, New Change junction may find the layout confusing.

Response: Appropriate signage (and potentially additional road markings) will be used to ensure cyclists are given clear information on how to access the various the cycle route options at this junction.

4.29 Changes to vehicle routes

The only area to receive more negative (47%) support than positive (43%) was the changes to vehicles routes. There were three dominant issues raised:

Issue: The proposed changes do not go far enough and should be more ambitious.

Issue: The proposed changes will lead to congestion and make travelling more difficult

Response: The proposals need to balance the needs of all road users. They have been designed to deliver improvements for people who walk and cycle, whilst minimising the impact on vehicle - particularly bus - journey times. Indeed, some vehicle routes (such as eastbound between Newgate Street and New

Change/Cheapside) will be shorter. The proposals represent a balanced approach that is expected to secure the approval of TfL.

Issue: There is no need for any changes at all.

Response: The streets within the project area currently comprise a 1970's highway gyratory with motor traffic dominating the area to detriment of other road users. The proposals will deliver key objectives of the City's Transport and Climate Action Strategies.

4.30 Changes to bus routes

The proposed changes to bus routes were supported by 49% of respondents and two issues were dominant:

Issue: Safety concerns due to the need to cross the cycle path to access the bus stop on St. Martin's Le Grand.

Response: The bus stop bypass design has been discussed with potential users, particularly groups representing those with a visual, mobility or cognitive impairment who may be put at a disadvantage by having to cross a cycle track to access a bus stop. The feedback received has been valuable in informing of the final design. For example, TfL have been asked to assess whether traffic signals would be appropriate at this location.

Issue: Concern regarding the removal of the bus stop on Montague Street.

Response: The project proposes to change the current bus stand on King Edward Street to a bus stop to better serve the main entrance to Bart's hospital. This proposal is supported by the hospital.

To help reduce the blue light journey times to the hospital, two-way working will be introduced for vehicles on Montague Street. The current bus stop on Montague Street would be in the way of this proposal and cannot therefore be retained as it would lead to congestion.

Proposed changes to the highway design

4.31 The assessment of the consultation feedback has confirmed the highway layout to be progressed to detailed design and led to the following being recommended for further development:

4.32 Option 1A: It is proposed that highway Option 1A is progressed to detailed design. This will involve the introduction of two-way working for traffic on Montague Street from the rotunda roundabout to Little Britain.

Two-way working on Montague Street is supported by Bart's Hospital as it provides a shorter vehicular route for both

ambulances and service vehicles accessing the hospital from Aldersgate Street and London Wall. Most of these vehicles currently use Little Britain south to access the hospital and several local residents have expressed support for Option 1A as it is expected to result in less through traffic on the street.

4.33 Introduction of double yellow lines on part of Little Britain (south): The proposal to convert the single yellow line on the south side of Little Britain (adjacent to Postman's Park) to double yellow line will not be progressed. This is because Option 1A is expected to reduce the number of vehicles using Little Britain south, particularly the larger vehicles servicing Bart's Hospital. Single yellow lines also permit parking on Sundays for people visiting St. Botolph's Aldersgate.

4.34 Gresham Street: Officers are exploring potential design interventions to improve the environment for people crossing Gresham Street at its junction with St. Martin's Le Grand. A formal crossing facility has been ruled out due to impact on the southbound cycle lane and general traffic flows on St. Martin's Le Grand. The proposals are expected to involve tightening the junction radii and modifying the gradient of the ramp leading to the raised table to slow vehicle turning into Gresham Street.

4.35 St. Martin's Le Grand, Cheapside, Newgate Street, New Change junction layout:

The original proposal for this junction has been reviewed and a proposal has been developed to improve cycle safety. The revisions include:

- The introduction of a westbound, mandatory cycle lane on Cheapside with an advanced stop line and early release
- Increased stacking capacity for cyclists travelling southbound from St. Martin's Le Grand to Newgate Street

However, the introduction of these cycle improvements requires the removal of one of the proposed pedestrian crossings on Cheapside and this will result in a longer journey for some people who walk. Appendix 9 contains plans and further information on the original and revised proposals.

An assessment of the benefits and disbenefits of each proposal is underway and its conclusions and recommendations are expected in March 2024. It is proposed that based on this information any changes to the design proposal will be approved under delegated authority by the Interim Executive Director Environment, in consultation with the Chairman of Streets & Walkways, unless it was deemed to be a fundamental change

to the scheme. This is to reduce delay to the programme as the next available committee would not be until mid-May.

Development of public space design

4.36 Following an analysis of the feedback received on the concept design during the public consultation, LDA Design were re-appointed to progress the RIBA stage 3 developed design.

4.37 The design's development is being overseen by a steering group comprising representatives from Historic England, Cheapside and Culture Mile BIDs, St. Paul's Cathedral, 81 Newgate Street and HSBC, with input and support from officers in City Gardens, Cleansing, Transport & Public Realm, Highways, Environmental Resilience, Sports and Planning.

4.38 LDA have been asked to assess the feasibility of increasing the amount of greenery and seating in the new space as these two components received the most support from consultation respondents. Based on this the developed design shows 620m² of new planting areas and 420m² of existing planting in Christchurch Greyfriars. The design also includes the reuse of the Thames to Eternity granite blocks to create a central feature in the new space, the "Alee Bridge Walk", that should encourage informal play along its 45 metre length.

4.39 Exercise and play scenarios testing

A challenge faced by the design team is the competing land use demands within a finite space. For example, there have been requests for dedicated play and/or exercise facilities. Both these features would require more space than simply the installed equipment as they need to accommodate safety zones. There is also the challenge of finding a suitable location that does not impact on Christchurch Greyfriars (a Scheduled Ancient Monument and Grade 1 Listed Building) or 81 Newgate Street (the new headquarters of HSBC), does not affect pedestrian desire lines or the space's ability to host occasional public events.

4.40 LDA have undertaken an exercise to assess where these facilities could be introduced and the potential alternations to land use if they were (see Appendix 10 for more details). The assessment has identified one potential location to the north of the London Underground ventilation shaft on Newgate Street. LDA have tested four potential scenarios in this location which show the following changes to the current design:

4.41 Formal proprietary play equipment area: A loss of between 55 and 66m² of planting, between 16 and 20 linear metres of seating and, for scenario 2, a loss of 50m² of footway and general permeability.

4.42 Formal proprietary kinetic exercise equipment area: A loss of between 50 and 60m² of planting, between 20 and 24 linear metres of seating and, for scenario 4, a loss of 45m² of footway and general permeability.

4.43 In order to progress the developed Stage 3 design, Members are now asked to approve one of the three following options to be further developed. All options would retain the Alee Bridge Walk play feature.

Option 1: No formal play or exercise equipment. Retain the current design that seeks to maximises the amount of greenery and seating and permeability through the space for people walking and wheeling.

Option 2: Allocate up to 55m² in the location shown in Appendix 10 for formal play or exercise equipment, with the final decision on whether to incorporate play or exercise equipment to be taken in the Update Report scheduled for May 2024.

Option 3 (Recommended): Allocate up to 116m² in the location shown in Appendix 10 for formal play or exercise equipment, with the final decision on whether to incorporate play or exercise equipment in the Update Report scheduled for May 2024.

Next steps

4.44 Should Members approve highway option 1A, work will commence on the detailed designs. It should be noted that whilst the highway design is largely fixed in terms of principles, there may be minor design modifications as officers finalise the detailed layout with Transport for London, prior to the formal TMAN submission. In addition, any changes to the Newgate/Cheapside/St. Martin's Le Grand/New Change junction will require TfL audit approval where potential issues are identified and will need resolution.

4.45 Option 1A proposes a reduction of on-street coach parking within the project area. Surveys undertaken in March and July 2023 showed that whilst on-street coach parking provision across the City was operating close to capacity, there was surplus space in the Tower Hill coach park. The Transport Strategy team have been tasked with assessing the future demand for coach parking across the Square Mile on the basis that the on-street provision within the project area would be two spaces on Angel Street.

	<p>4.46 Work with utility companies will be progressed as extensive advance utility works are required, notably at the pedestrian island opposite St. Paul's underground station which will be removed under option 1A.</p> <p>4.47 The stage 3 developed design for the public space is expected to be finalised in March and will be presented to Members for approval at the Committee Meeting in May 2024.</p>
<p>5. Confirmation that design solution will meet our SMART objectives</p>	<p>The proposed design will meet the following project objectives:</p> <ul style="list-style-type: none"> • Improve the experience of walking and cycling • Create quality public spaces • Create a safer environment for all • Meet the access needs of residents and businesses.
<p>6. Risks</p>	<p>The key risks associated with taking the recommended option forward to Gateway 5:</p> <ul style="list-style-type: none"> • <i>The impacts on bus journey times mean that the proposed option does not receive the required level of support and approval from TfL; crucially the TMAN formal approval which is required to proceed with the scheme to construction.</i> The roads impacted are largely part of the strategic road network so it is essential that TfL support the proposals. Officers have continued a positive and constructive dialogue with TfL Buses during the development stages of the scheme to ensure all mitigation measures to reduce impacts on bus journey times have been investigated. • <i>A challenge on procedural grounds or an inability to resolve objections to a Traffic Order may result in additional legal costs, as well as delays to the overall programme.</i> A costed risk provision of £60,000 is included should additional legal costs be incurred. • <i>The development of Hostile Vehicle Mitigation (HVM) measures for the new public space remains at the optioneering stage so the cost estimate in the overall budget remains a provisional sum and may be revised.</i> A more robust cost estimate based on the agreed HVM option will be included in the Gateway 5 report. • <i>Changes to coach parking arrangements may result in objections from the coach industry and key stakeholders such as St Paul's Cathedral.</i> Most of the local coach parking provision in the project area has been unavailable since February 2022 due to redevelopment of 81 Newgate Street, whilst the closure of the Museum of London should reduce overall demand. Surveys undertaken in March and July 2023 showed that whilst on-street coach parking provision was operating close to capacity, there was surplus space in the Tower Hill coach park. The Transport Strategy team will now conduct an assessment on the future of on and off-street

	<p>coach parking across the Square Mile, taking into the account the reduction of on-street provision within the project area.</p> <ul style="list-style-type: none"> • <i>The preferred option may negatively impact certain groups of people, particularly some disabled people, and cannot be further mitigated.</i> The preferred option was presented to CoLAG members and various groups representing disabled and elderly people during the recent consultation exercise. The feedback received has been assessed and mitigation measures explored, particularly in relation to concerns expressed about the bus stop bypass on St. Martin's Le Grand. • <i>Specific technical challenges associated with this project include the location of utility infrastructure, the London Underground and the City's piped subway structures, which are situated under parts of Newgate Street, King Edward Street and St Martin's Le Grand.</i> Dialogue is on-going with the City Structures team, London Underground and utility companies. This will continue as the preferred option is progressed to design and minimise any associated risk with these assets. Costed risk allocation: £170,000. • <i>Several elements of the project are still at a concept design stage. As design development progresses there may be issues that are more technically challenging than first envisaged. As a result, the project may require additional staff resources.</i> A costed risk allocation of £50,000 has been included within the budget to reach Gateway 5. • <i>Delays to the construction programme due to the developer of 81 Newgate Street not releasing highway to the City as agreed.</i> Officers are meeting regularly with the contractor working on 81 Newgate Street construction and will also meet with the fit-out contractor when appointed. A regular dialogue and close coordination should minimise the risk of unforeseen delays. <p>Further information is available in the Risk Register (Appendix 2).</p>
<p>7. Legal and Equality Implications</p>	<p>7.1 In exercising functions as traffic authority, the City Corporation are required to comply with the duty in Section 122 of the Road Traffic Regulation Act 1984 which requires the traffic authority in exercising its functions, to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians), so far as practicable having regard to:</p> <p style="padding-left: 40px;">(a) the desirability of securing and maintaining reasonable access to premises</p>

	<p>(b) the effect of amenities of any locality</p> <p>(bb) national air quality strategy</p> <p>(c) public service vehicles</p> <p>(d) any other relevant matters</p> <p>7.2 The City Corporation also have a network management duty as the local traffic authority to secure the expeditious movement of traffic and in performing that duty may take any action which the City Corporation consider will contribute to securing the more efficient use of the road network or the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic (S.16 Traffic Management Act 2004).</p> <p>Regard has also to be had to the relevant statutory guidance.</p> <p>7.3 Under Section 149 of the Equality Act 2010 the public sector equality duty requires public authorities to have due regard to the need to:</p> <ul style="list-style-type: none"> - Eliminate unlawful discrimination, harassment and victimisation - Advance equality of opportunity and - Foster good relations between those who share a protected characteristic (i.e. race, sex, disability, age, sexual orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment) and those who do not. <p>7.4 An interim Equalities Analysis was undertaken in May 2023 and should option 1A be approved a full Equalities Analysis will be undertaken.</p>
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Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	Financial information
Appendix 4	Plan of highway option 1A
Appendix 5	Public consultation report
Appendix 6	Stakeholder consultation responses
Appendix 7	Transport for All workshop summaries
Appendix 8	Design team responses to consultation feedback

Appendix 9	Newgate St/St. Martin's Le Grand/Cheapside junction design review options
Appendix 10	Fitness & play equipment spatial requirements assessment

Contact

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Project Coversheet

[1] Ownership & Status

UPI: 11377

Core Project Name: St Paul's gyratory project

Programme Affiliation (if applicable): N/A

Project Manager: George Wright

Definition of need: The project is identified in the Cheapside and Guildhall Area Enhancement Strategy and the City Transport Strategy as a key project to deliver. The entire gyratory area is traffic dominated and uninviting, causing significant severance for pedestrians between St. Paul's tube station and the Museum of London. Two significant developments within the project area and their associated s278 works have brought renewed momentum to the project.

Key measures of success:

1. Reduction to pedestrian and cycle casualties, working towards Vision Zero.
2. Improved pedestrian comfort levels
3. Delivering outcomes in the Corporate Plan and City Transport Strategy.
4. Meeting the needs of the developer in the coordination and delivery of the Section 278 highway work

Expected timeframe for the project delivery:

Key Milestones:

- October 2024– Gateway 5
- January 2025-May 2027 – Construction (phase 1 only)

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

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? Yes, press office are involved

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Proposal' G1/2 report (approved 2014):

- Total Estimated Cost (excluding risk): Cost range £13-17 million
- Resources to reach next Gateway (excluding risk): £680,442
- Spend to date: £319,967
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: March 2014-September 2022 (G3 report)

Scope/Design Change and Impact: Feb 22: Approval of Issue Report to incorporate 81 Newgate Street s278 into project..

'Options Appraisal and Design' G3 report S&W and OPP approval Sept 2022):

- Total Estimated Cost (excluding risk): £10-22 million (depending on which option is selected)
- Resources to reach next Gateway (excluding risk): £1,235,942
- Spend to date: £601,608
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: Sept 22-May 23

Scope/Design Change and Impact: N/A

Options Appraisal and Design' G4 report S&W and OPP approval May/June 2023):

- Total Estimated Cost (excluding risk): £15-17 million (recommended option)
- Resources to reach next Gateway (excluding risk): £3,227,992
- Spend to date: £900,459
- Costed Risk Against the Project: £280,000
- CRP Requested: 0
- CRP Drawn Down: 0
- Estimated Programme Dates: Sept 22-May 27

Scope/Design Change and Impact: N/A

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

City of London: Projects Procedure Corporate Risks Register

Project Name:	St Paul's gyratory phase 1	PM's overall risk rating:	Low	CRP requested this gateway	£ 280,000	Average unmitigated risk	5.7	Open Risks	10
Unique project identifier:	113377	Total estimated cost (exc risk):	£ 14,711,440	Total CRP used to date	£ -	Average mitigated risk score	3.7	Closed Risks	3

General risk classification										Mitigation actions								Ownership & Action				Comment(s)	
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)		Date Closed OR/Realised & moved to Issues
R1	4	(1) Compliance/Regulatory	Successful challenge to a permanent traffic order or judicial review	Challenge on procedural or other grounds relating to the traffic order or scheme development process	Possible	Major	12	£100,000.00	N	B - Fairly Confident	Ensure that best practice is followed to mitigate against a successful challenge. Lessons have been learnt from judgements at Beech Street and Bishopsgate.	£0.00	Possible	Serious	£60,000.00	6	£0.00		07/12/2022	Gill Howard	George Wright		Engagement is on-going as the scheme is developed. On-going discussions with stakeholders indicate they share the project's ambitions. However, recent legal challenges mean the risk of challenge remains possible.
R2	4	(8) Technology	Additional survey data and/or monitoring is required; unforeseen utility costs	A project of this scale at such an early stage of design development may incur additional unforeseen fee costs as scheme development progresses for each element of the project: trial holes, basement surveys, utility costs traffic counts, additional staff time for TfL staff to assess design proposals etc.	Likely	Serious	8	£220,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	A level of data has already been collected and the current budget includes a sum for additional survey works and TfL staff fees that are anticipated.	£0.00	Likely	Serious	£170,000.00	8	£0.00		07/12/2022	Gill Howard	George Wright		The data currently held is considered robust. However, as the project progresses into detailed design, it is possible that additional data will be required. This is particularly pertinent as C3/C4 utility cost estimates are received. Note: 8/9/23: C3 estimate from BT Openreach over £2 million.
R3	4	(8) Technology	Additional staff resource is required	As design development progresses there may be issues that are more technically challenging than first envisaged. As a result, the project may incur additional staff resources.	Possible	Minor	3	£60,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	An experienced team of project managers and highway engineers has been assembled. Project manager will keep staff expenditure under regular review but may consider external consultancy support for specialist areas such as SUDs.	£0.00	Possible	Minor	£50,000.00	3	£0.00		07/12/2022	Gill Howard	George Wright		
R4	4	(2) Financial	Compensation payment to TfL Buses	TfL Buses require compensation due to predicted longer journey times arising from new highway layout	Unlikely	Serious	4	£0.00	Y - for costed impact post-mitigation	B - Fairly Confident	Regular and on-going dialogue with TfL Buses to agree measures that will mitigate increases in bus journey times	£0.00	Unlikely	Serious	£0.00	4	£0.00		30/01/2023	Gill Howard	George Wright	08/09/2023	08/09/23: TfL Buses have approved all the proposed changes and have informally indicated that no compensation will be required.
R5	4	(4) Contractual/Partnership	Key stakeholder (s) do not endorse preferred option at concept stage, with regards to access for servicing, building users or changes to waiting and loading.	Delay to programme	Possible	Serious	6	£0.00	N	B - Fairly Confident	Maintain the on-going dialogue with stakeholders to ensure any issues are addressed satisfactorily.	£0.00	Unlikely	Serious	£0.00	4	£0.00		30/01/2023	Gill Howard	George Wright		Meetings will continue to be held with stakeholders so dialogue is on-going. Option 1/1A has received a good level of support at recent public consultation.
R6	4	(3) Reputation	There is a potential that different elements of the scheme could impact negatively on some of the protected characteristics under the equalities act.	Reputational impact	Rare	Serious	2	£0.00	N	B - Fairly Confident	Engagement with various accessibility groups as the preferred option is progressed and consider identified issues.	£0.00	Rare	Serious	£0.00	2	£0.00		30/01/2023	Gill Howard	George Wright		Would impact on the ability to deliver the magnitude of change that members and the public are expecting to see if not managed well to design out identified issues.
R7	4	(2) Financial	Inaccurate or incomplete project estimates, including inflationary issues leads to budget increases	If an estimate is found at a later date to be inaccurate or incomplete, more funding and/or time resource would be needed to rectify the issue or fund/ underwrite the shortfall. More specifically, inflationary amounts predetermined earlier in a project may be found to be insufficient and require extra funding to cover any shortfall.	Unlikely	Serious	4	£0.00	N	B - Fairly Confident	Undertake regular cost reviews with the highways team as designs evolve (a costed risk for construction phase has included in the overall budget estimate).	£0.00	Rare	Minor	£0.00	1	£0.00		30/01/2023	Gill Howard	George Wright		A costed risk provision for the construction phase has been set aside in the overall budget estimates. 8/9/23: C3 estimate from Openreach c. £2m. 5/12/23: Optioneering for HVM for the new public space on-going. Provisional sum in overall budget.
R8	4	(4) Contractual/Partnership	TfL Buses engagement and their requirements on a project.	Further time and therefore resource may be required if planned engagement work with TfL buses didn't go as planned. Also, they may change their requirements for a project.	Unlikely	Serious	4	£0.00	N	B - Fairly Confident	* Regular and on-going 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	2	£0.00		30/01/2023	Gill Howard	George Wright		Liaison on-going.
R9	4	(3) Reputation	Relocation/rationalisation of coach parking.	Objections from key stakeholders due to reduced provision within project area.	Possible	Minor	3	£0.00	N	B - Fairly Confident	Monitor existing provision to determine current demand. Identify alternative locations for coach parking if demand warrants it.	£0.00	Possible	Minor	£0.00	3	£0.00		30/01/2023	Gill Howard	George Wright	05/12/2023	Surveys undertaken in March 2023 show that across the City there is sufficient coach parking provision. 08/09/23: Further surveys undertaken in July 23 show there is sufficient coach parking provision (if Tower Hill coach park is taken into account). Additional on-street locations have been identified. Will now be picked up as part of the strategy review into the future of on and off-street coach parking in the Square Mile.
R10	4	(3) Reputation	Highway layout changes necessitate changes to routes to Bart's Hospital	Objections from a key stakeholder due to concerns about impact on blue light response times	Possible	Serious	6	£0.00	N	B - Fairly Confident	Regular and ongoing liaison with Bart's hospital to provide re-assurance and explore mitigation measures where required.	£0.00	Unlikely	Minor	£0.00	2	£0.00		30/01/2023	Gill Howard	George Wright		8/9/23: Regular, ongoing dialogue with Bart's and the London Ambulance Service. Two-way working on Montague Street supported by Bart's. 5/12/23: Option 1A recommended.

R11	4	(1) Compliance/Regulatory	Highway layout changes result in traffic increases on some streets	Concerns have been raised about additional traffic on Little Britain south	Possible	Serious	6	£0.00	N	B – Fairly Confident	Mitigation measures are proposed to reduce this risk.	£0.00	Unlikely	Minor	£0.00	2	£0.00	30/01/2023	Gill Howard	George Wright	05/12/2023	8/9/23: An additional option (1A) with two way working on Montague Street is included in the current public consultation. 5/12/23: Option 1A is proposed and this will include a Pedestrian & Cycle Zone (except access) on Little Britain south
R12	4	(1) Compliance/Regulatory	Delays to TfL approving the TMAN will delay the statutory process for the permanent Traffic Order	Delays to the TMAN approval if TfL have any concerns relating to the impact of a permanent scheme on the highway network	Possible	Serious	6	£0.00	N	B – Fairly Confident	Regular and ongoing liaison with TfL teams	£0.00	Possible	Minor	£0.00	3	£0.00	30/01/2023	Gill Howard	George Wright		On-going, regular liaison with TfL re. various TMAN approvals
R13	4	(3) Reputation	Contractor of 81 Newgate Street does not release highway back to the City on the agreed dates.	Delays in the construction of the project.	Possible	Serious	6	£0.00	N	B – Fairly Confident	Regular meetings with the contractor of 81 Newgate St construction and fitting out contractor to ensure timely release of highway.	£0.00	Possible	Serious	£0.00	6	£0.00	30/09/2023	Gill Howard	George Wright		A construction phasing programme has been shared with the developer and HSBC. Meetings on-going with both.
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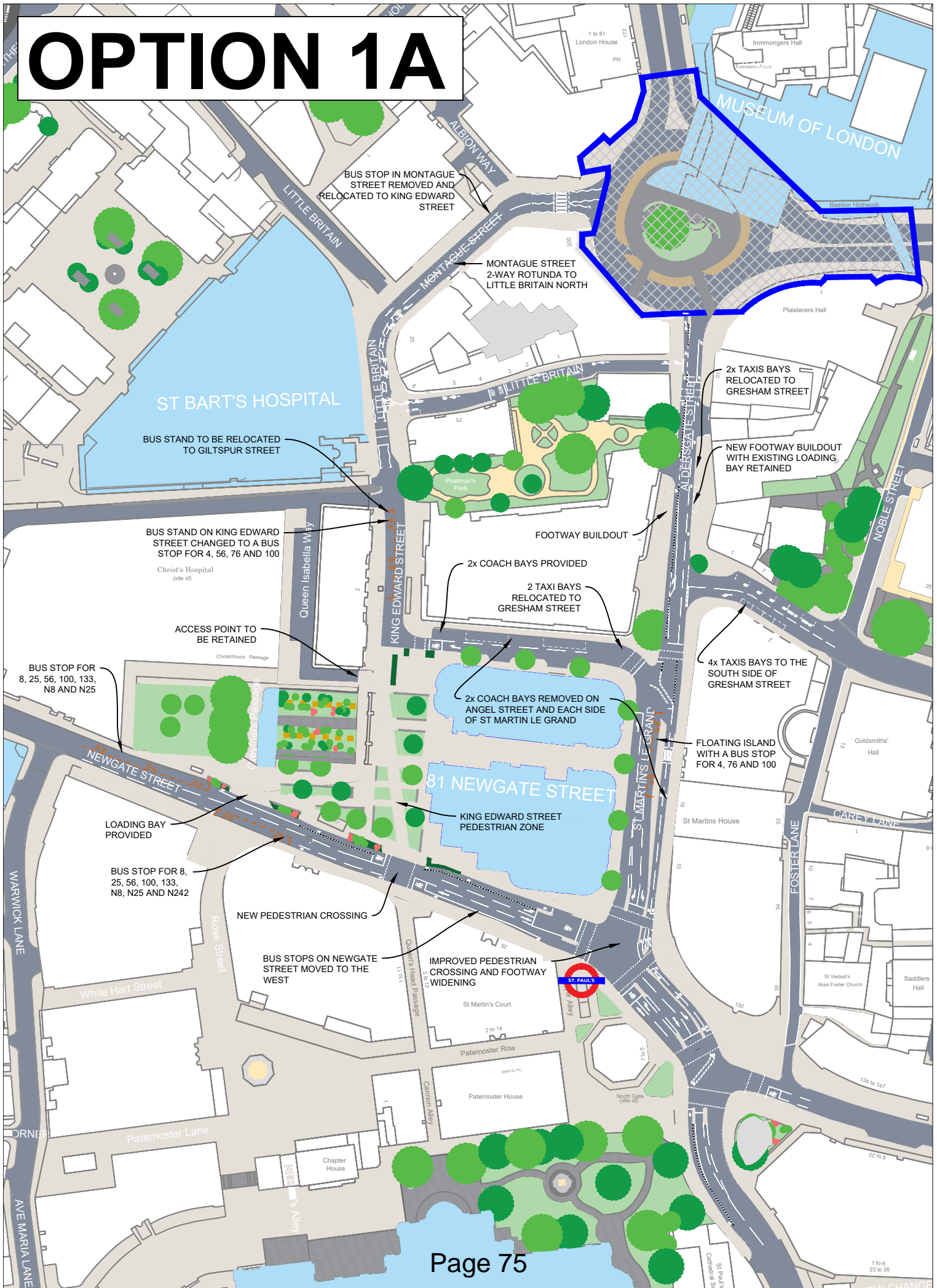
Table 1: Expenditure to Date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
16800278: St Paul's Gytratory			
PreEv Env Servs Staff Costs	22,489	22,489	0
PreEv P&T Fees	418,175	418,175	1
PreEv P&T Staff Costs	518,780	518,779	1
Traffic Modelling	9,484	9,484	0
Total 16800278	968,928	968,926	2
16100278: St Paul's Gytratory (CAP)			
DBE Structures Staff Costs	5,000	-	5,000
Env Serv Staff Costs	229,111	40,276	188,835
Legal Staff Costs	10,000	-	10,000
Open Spaces Staff Costs	22,570	-	22,570
P&T Staff Costs	466,616	104,621	361,995
P&T Fees	1,185,767	191,122	994,645
Trial Works	60,000	-	60,000
Costed Risk Provision	280,000	-	280,000
Total 16100278	2,259,064	336,018	1,923,046
GRAND TOTAL	3,227,992	1,304,945	1,923,047

Table 2: Resources Required to reach the next Gateway			
Description	Approved Budget (£)	Additional Resources Required (£)	Revised Budget (£)
16800278: St Paul's Gytratory			
PreEv Env Servs Staff Costs	22,489	-	22,489
PreEv P&T Fees	418,175	-	418,175
PreEv P&T Staff Costs	518,780	-	518,780
Traffic Modelling	9,484	-	9,484
Total 16800278	968,928	-	968,928
16100278: St Paul's Gytratory (CAP)			
DBE Structures Staff Costs	5,000	-	5,000
Env Serv Staff Costs	229,111	-	229,111
Legal Staff Costs	10,000	-	10,000
Open Spaces Staff Costs	22,570	-	22,570
P&T Staff Costs	466,616	-	466,616
P&T Fees	1,185,767	-	1,185,767
Trial Works	60,000	-	60,000
Utilities	-	2,116,630	2,116,630
Costed Risk Provision	280,000	-	280,000
Total 16100278	2,259,064	2,116,630	4,375,694
GRAND TOTAL	3,227,992	2,116,630	5,344,622

Table 3: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
TfL - LIP FY 2014/15	65,442	-	65,442
TfL - LIP FY 2017/18	50,000	-	50,000

S106 - 04/00958/FULL - Austral House - LCEIW	341,000	-	341,000
S106 - 10/00832/FULEIA - London Wall Place - Transportation	224,000	-	224,000
OSPR - Capital Bid 2022/23	555,500	-	555,500
OSPR - Capital Bid 2023/24	1,992,050	2,116,630	4,108,680
TOTAL	3,227,992	2,116,630	5,344,622

OPTION 1A



BUS STOP IN MONTAGUE STREET REMOVED AND RELOCATED TO KING EDWARD STREET

MONTAGUE STREET 2-WAY ROTUNDA TO LITTLE BRITAIN NORTH

ST BART'S HOSPITAL

BUS STAND TO BE RELOCATED TO GILTSPUR STREET

MUSEUM OF LONDON

BUS STAND ON KING EDWARD STREET CHANGED TO A BUS STOP FOR 4, 56, 76 AND 100

Christ's Hospital (site of)

FOOTWAY BUILDOUT

2x TAXI BAYS RELOCATED TO GRESHAM STREET

NEW FOOTWAY BUILDOUT WITH EXISTING LOADING BAY RETAINED

ACCESS POINT TO BE RETAINED

2x COACH BAYS PROVIDED

2 TAXI BAYS RELOCATED TO GRESHAM STREET

BUS STOP FOR 8, 25, 56, 100, 133, N8 AND N25

2x COACH BAYS REMOVED ON ANGEL STREET AND EACH SIDE OF ST MARTIN LE GRAND

4x TAXI BAYS TO THE SOUTH SIDE OF GRESHAM STREET

LOADING BAY PROVIDED

81 NEWGATE STREET

FLOATING ISLAND WITH A BUS STOP FOR 4, 76 AND 100

BUS STOP FOR 8, 25, 56, 100, 133, N8, N25 AND N242

KING EDWARD STREET PEDESTRIAN ZONE

FLOATING ISLAND WITH A BUS STOP FOR 4, 76 AND 100

NEW PEDESTRIAN CROSSING

BUS STOPS ON NEWGATE STREET MOVED TO THE WEST

IMPROVED PEDESTRIAN CROSSING AND FOOTWAY WIDENING

ST. PAUL'S

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St Paul's Gyratory Transformation Project: Consultation Findings

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Independently Compiled
by Commonplace for the
City of London



October 2023

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The St Paul's Gyratory Transformation Project

About the Project

The streets between the former Museum of London roundabout and St. Paul's Underground station form a 1970's gyratory system that prioritises motor vehicles over other street users such as people walking or cycling. Some of the problems with the current streets include:

- Limited space on pavements for the large numbers of people walking
- Crossing can be difficult, including for people having to cross in two stages at the Newgate Street/St. Martin's Le Grand junction
- People cycling have to mix with fast moving traffic
- Limited public space with little or no places to sit and few street trees
- The overall street environment and space allocation is dominated by motorised traffic.

To make this situation better, the City of London Corporation is planning a transformation of the streets with the following project objectives:

- Improve the experience of walking and cycling
- Create quality public spaces
- Create a safer environment for all
- Meet the access needs of residents and businesses.



What We'd Already Learned

These proposals are based on what we've already learned from our previous public engagement. Earlier this year, we engaged with the public on our ideas and over 2,500 people responded.

We received strong support for improvements for walking (81%) and cycling (79%) even if they resulted in longer vehicle journey times. 84% of respondents supported the creation of a new public space at the southern end of King Edward Street and wanted to see the creation of a relaxing space with seating and lots of greenery.

This feedback enabled us to put together a package of improvements for people walking and cycling, whilst also ensuring that buses, taxis, delivery vehicles and other vehicles are able to reasonably progress through the area. Read on, for details of what these proposals include...



The Project Proposals

Our proposals enable transformational change across the project area. The partial removal of the gyratory system will introduce two-way working for all vehicles on Newgate Street and St. Martin's Le Grand to its junction with Angel Street. Northbound motor traffic would then travel along Angel Street and north along King Edward/Montague Street as it does now. Southbound motor traffic would continue to use St. Martin's Le Grand as now. Vehicles will still be able to travel in all directions but there will be slight changes on some routes.

There would also be changes to bus stop locations, bus stands, coach and taxi bays and parking and loading restrictions. Making traffic two-way on Newgate Street and part of St. Martin's Le Grand creates an opportunity to close the southern section of King Edward Street to create a large, new public space which, at just over 3,000sqm, would be larger than Aldgate Square. Comprehensive improvements for people walking and cycling are proposed, including better crossing facilities and protected cycle routes where space permits.

The project is proposing a range of changes to the way the streets will work for people in the future via six areas of change:

- Walking
- Cycling
- Vehicle routes
- Bus routes
- Waiting and loading
- New public space.

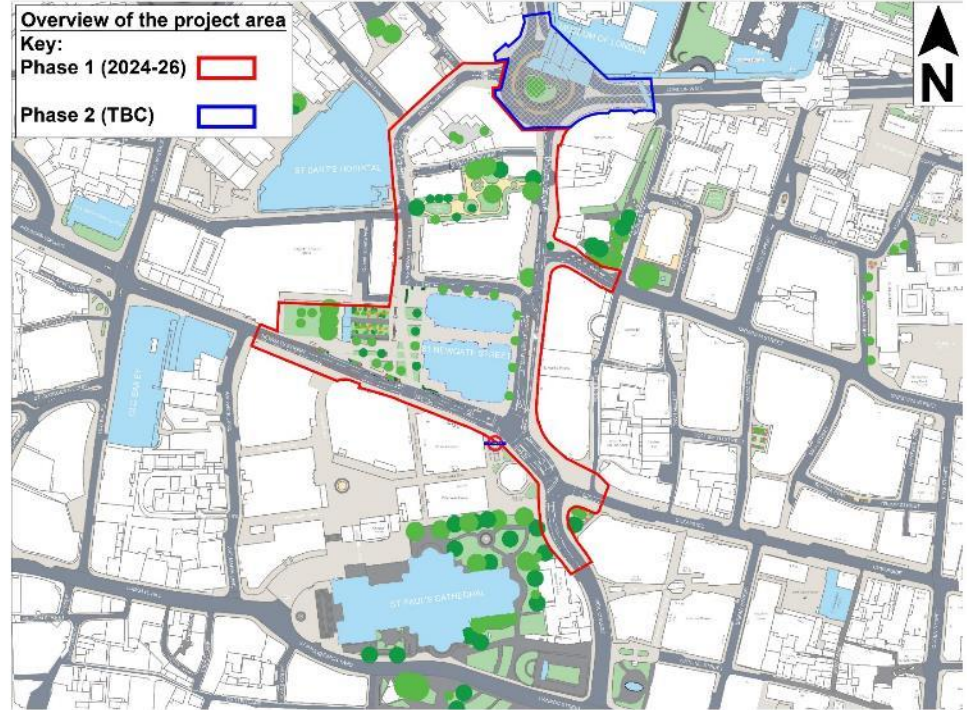
Details of the proposed changes within each of these six areas of change can be found throughout this report.

How the Project Will be Phased

The project is split into two phases.

Phase 1 covers all the streets to the south of the roundabout and we aim to start construction in early 2025. We are coordinating the project with the redevelopment of 81 Newgate Street (the former BT headquarters).

Phase 2 focuses on highway changes on the roundabout and is awaiting the outcome of the Museum of London/Bastion House redevelopment which is currently at pre-planning application stage.



Consultation Methodology

We understand that the scale of the changes we are proposing mean that some people will be affected, both positively and in some instances negatively. The purpose of this consultation was to understand the potential impact of these changes, how they will affect people, and how we might reduce any negative impacts.

A six week consultation on the proposals ran from Friday 18th August 2023 to Monday 2nd October 2023 (inclusive).

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

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 six proposals.

Participants could leave feedback and comments on as many proposals 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.

Note: All percentages have been rounded and may therefore not total exactly 100%.

Executive Summary

The St Paul's Gyratory Transformation Project proposals have been designed to improve the streets between the former Museum of London roundabout and St Paul's Underground station. Improvements will be via a series of measures to create and enhance public spaces, improve the experience of walking and cycling, and increase safety and accessibility.

A six week consultation was hosted via the online Commonplace engagement platform, across August, September and early October 2023, gathering **over 1,500 comments and agreements** from **almost 500 participants**. These participants included a **wide and diverse variety** of workers, commuters, visitors, residents and others - all of whom were interested in the area proposals.

Overall views on the proposals were notably positive, with around two-thirds (67%) of consultation participants fully supporting the overall package of proposals. This was often in the context of participants being directly affected by potential changes. This positivity was also evident among all participant ages, among those with a number of different connections to the area, and among those using a number of different travel modes in and around the area. This contrasted with just 11% expressing strong opposition.

Across four of the six proposals, a **majority of consultation participants gave positive/mostly positive feedback**. This positive feedback peaked in relation to the **proposals for walking (80% positive feedback)** and **cycling (75% positive feedback)**. A **high level of positivity (65%)** was also evident in relation to the **proposal for new public space**. This positivity was frequently underpinned by common themes, including views that the proposals would enhance the **pedestrian and cyclist experience, improving safety, encouraging active and sustainable travel, improved mental and physical health and relaxation, whilst greening the area and reducing vehicular dominance**.

The proposals for **waiting and loading (55% positive feedback)** and **bus routes (49% positive feedback)** proved less popular - though positive views still eclipsed those of a more critical nature. **Vehicle route proposals attracted the highest level of negative feedback (47%)** with some associated concerns about **traffic congestion, confusion and displacement**.

Headline Findings

The consultation received a total of more than 1,500 **Commonplace** comments and agreements with comments.

492 respondents

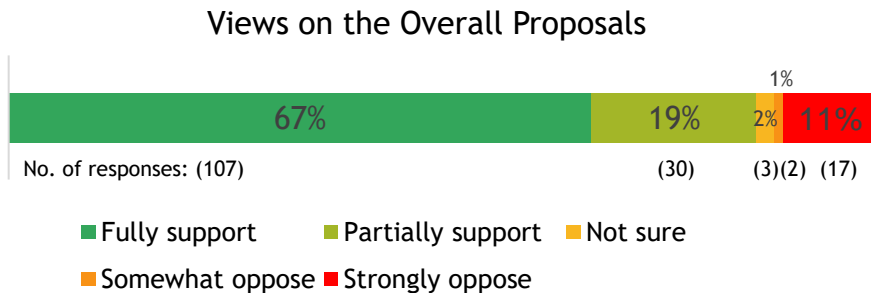
1052 comments

511 agreements

Proposals for the **new public space** attracted the highest number of comments.

- New public space: 302 comments
- Cycling: 213 comments
- Overall proposals: 165 comments
- Walking: 128 comments
- Vehicle routes: 101 comments
- Bus routes: 101 comments
- Waiting and loading: 42 comments

Views on the Overall Proposals



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

86% of consultation participants expressed a **POSITIVE** view on the overall proposals.

In contrast, just 12% expressed a **NEGATIVE** opinion, with the remainder (2%) unsure.

On the following page, we see a summary of how views varied on each of the six proposals.

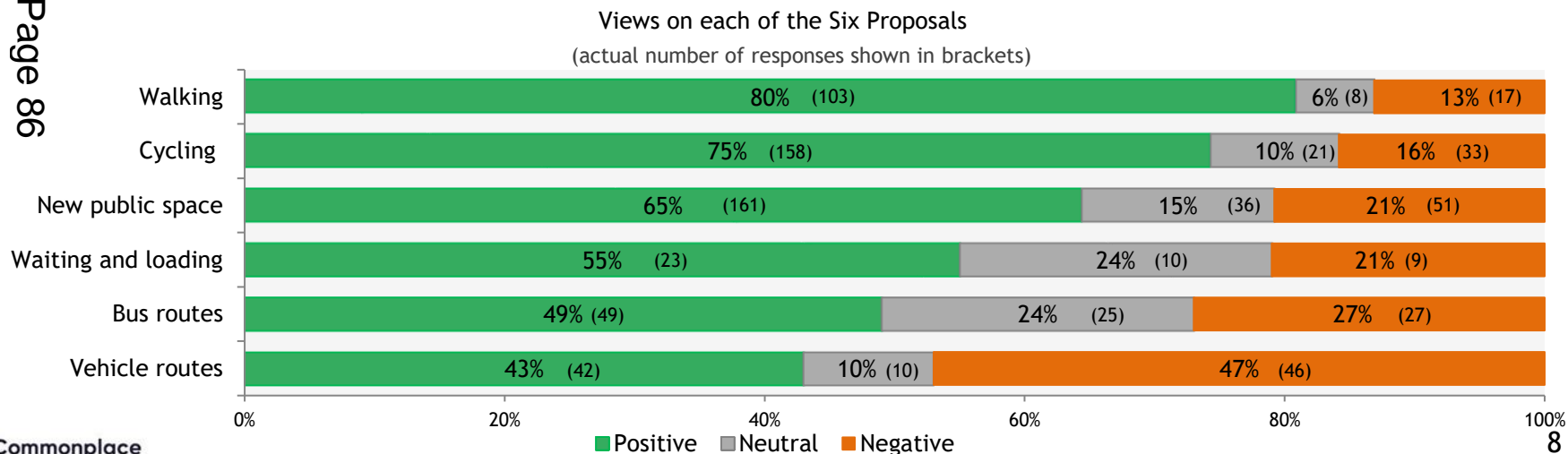
Views on Each of the Six Proposals

Looking at views on the six proposals reveals *a majority of consultation participants expressed a positive sentiment about the proposals for walking, cycling, new public space and waiting and loading*. The most positive response was received in relation to the walking proposals, with 80% expressing a positive sentiment.

High levels of positivity were also evident in relation to the proposals for **cycling (75%)** and **new public space (65%)**.

In contrast, the proposals for vehicle routes (43%) and bus routes (49%) were viewed less positively.

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Headline Findings on Each of the Six Proposals

Walking



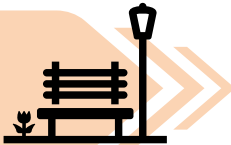
The vast majority of consultation participants (95%) felt that they would be affected by the walking proposals. In this context, there were strongly positive views on the proposal, with 80% of consultation participants applauding it. Walking proposals proved to be particularly appealing to visitors and commuters. Support for these proposals was often founded on views that the environment would be safer, pleasanter, more accessible and more attractive, motivating active travel and improved health.

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Again, the vast majority of consultation participants (88%) felt that they would be affected by the cycling proposals. In this context, there were strongly positive views on the proposal, as expressed by around three-quarters (75%) of consultation participants. Cyclists themselves were particularly supportive - with 88% applauding proposals which many felt would create a safer and easier cycling experience.



Cycling

New Public Space



Greyfriars Square was the most popular name suggestion for a new public space. Two out of every three consultation participants (65%) felt that the design of the new public space met their expectations. However, a number of participants suggested the inclusion of larger areas of greenery and additional seating. Free, outdoor fitness equipment would be used frequently by around a third of participants.

Headline Findings on Each of the Six Proposals

Waiting and Loading



Fewer participants (57%) felt that they would be affected by the proposals for waiting and loading.

Over twice as many consultation participants were positive (55%) than were negative (21%) about these proposals. Positive sentiment was often underpinned by the perceived benefits of a reduction in vehicular through traffic and reduced idling and car parking.

Page 88

Over 70% of participants felt that they would be affected by the proposals for bus routes.

Again, positive views (49%) eclipsed negative views (27%) about these proposals. Note also, that those affected by the bus route proposals were more likely to view them positively (51%) than negatively (36%).



Bus Routes

Vehicle Routes



80% of participants felt that they would be affected by the proposed changes to vehicle routes.

These changes were the only proposal where a higher proportion of participants expressed a negative view (47%) than a positive view (43%). The alternative (1A) proposal proved more popular than the main (1) proposal.

Overall Proposals



Page 03

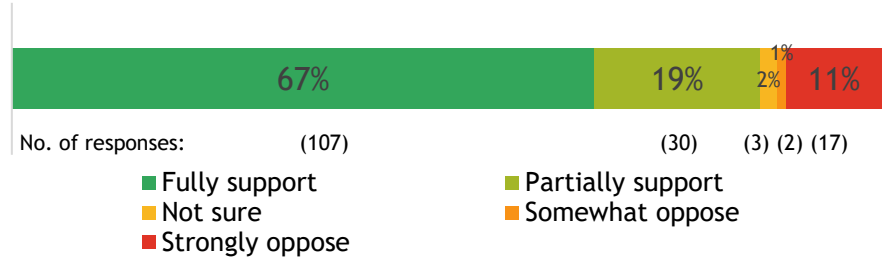
Support for the Proposals Overall

86% of consultation participants **SUPPORTED** the overall proposals for St Paul's Gyratory - with most fully supporting them.

In contrast, just 12% **OPPOSED** the proposals.



How supportive are you of the overall proposal?



High levels of support for the proposals in overall terms were evident across all age groups.

It was also notable that this high level of support was also evident among visitors (96% fully or partially supporting), commuters (93%), residents (93%) and workers in the area (78%).

Likewise, there was widespread appeal among those who walked around the area (91% fully or partially supporting), those who cycled around the area (99%) and those travelling by bus (89%).

However, there was a lower level of support expressed by car drivers (57%) and taxi/cab users (46%).

Overall Levels of Support for the Proposals

The Themes Underpinning Views



- Creating a more accessible, pleasant, safer and healthy environment.
- Optimising the pedestrian and cycling experience, while minimising motor dominance.
- Creating enjoyable public space.
- Enhancing the area's aesthetics via greenery.
- Reducing traffic jams and associated air pollution.

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- Using too many traffic lights.
- A pointless exercise.
- Displacing traffic to surrounding routes/roads.
- Increasing air pollution and emissions.
- Disrupting construction.

Selected Comments About the Overall Proposals



Supporting Comments

“A big improvement on the current situation!”.

“It’s critical to put the environment, walking and cycling safely in a pleasant environment ahead of vehicles in a city centre context”.

“Fully support making it easier and safer to walk and cycle in this area”.

“Great to see the transformation of a hostile road into a traffic-free public space at King Edward Street”.

“I love it...we need more greener spaces, and safer cycling rules to improve our health... this will massively contribute towards that. Well done!”.



“Closing roads does not help. People do actually need to get around”.

“How will patients get to St Bartholomew’s hospital?”.

“I don’t see much point to it. The churchyard is already there and traffic needs to go somewhere. It just clogs up side streets cutting main arteries off all the time”.

“Leave it alone...it works as it is!”.

“Huge construction disruption not justified”.

Opposing Comments



Walking Proposals



Walking Proposals

We are proposing to convert almost 1,500 square metres of existing road into new pavement space. At the southern end of King Edward Street three traffic lanes will be converted into a new pedestrianised public square. Pavements will be widened at other locations across the project area.

We are also planning to improve crossings by making the distance to cross shorter and adding new crossings where people want to cross.

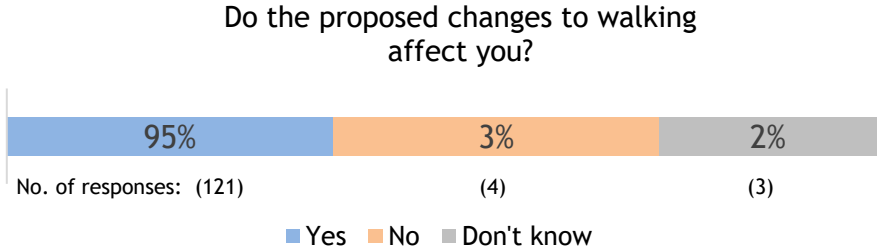
We are proposing raising the junctions with side streets (uncontrolled crossings) to pavement level. This will give greater priority to people walking and reinforces the Highway Code requirement for drivers to give way to people when they are crossing.



Feedback on Walking Proposals

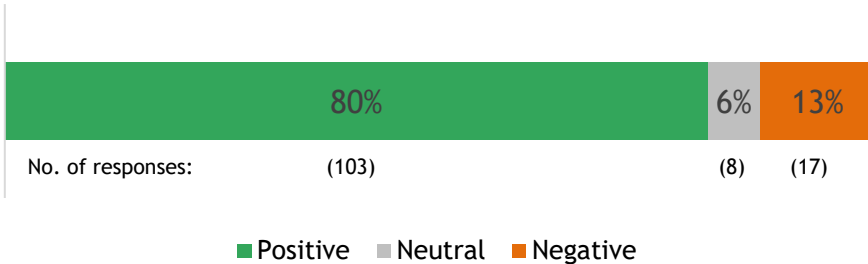
Being Affected by Walking Changes

The vast majority (95%) of consultation participants indicated that they would be affected by the walking proposals.



Views on the Proposed Changes to Walking

Do you view the proposed changes to walking as:



80% of consultation participants expressed a **POSITIVE** view on the proposed changes to walking.

In contrast, just 13% expressed a **NEGATIVE** view. The remainder (6%) were neutral.

The vast majority (81%) of those **affected by the walking proposals** viewed them **POSITIVELY**, with positive views again expressed by a majority in ALL age groups.

Walking proposals also proved to be particularly appealing to visitors (86% expressing a positive view) and commuters (83%).

Support and Opposition to Walking Proposals

The Themes Underpinning Views



- Creating a more accessible, pleasant, safer and attractive environment for pedestrians.
- Encouraging active travel modes.
- Adopting a progressive approach.
- Enhancing the area's aesthetics via greenery.
- Providing widened pavements and improved crossings.
- Increasing public space.

Page 96



- Not going far enough in terms of proposals.
- Creating potential hazards of cyclists and scooters within new pedestrian routes.
- Making unnecessary/irrelevant changes.
- Displacing traffic onto other roads.
- Neglecting crossing opportunities within streets.

Selected Comments About Walking Proposals



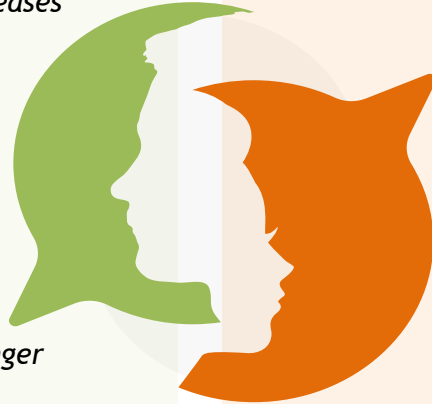
Supporting Comments

“Anything and everything that improves the space available to pedestrians and increases the attractiveness of walking in this beautiful area is desirable”.

“Brilliant scheme to increase public space in the City”.

“Great positive change! Me and my colleagues will want to go out of the office more for lunch or a break. Crossing the roads will hopefully no longer feel like Russian roulette!”.

“Improving pedestrian access is going to make the area much more pleasant to stay and work in, not to mention safer and cleaner”.



“I don't think the changes are necessary. It is not necessary to have a new pedestrianised public square. There are less people coming into the City every day to work still, after lockdown”.

“It feels like I would be crossing more large roads to get to the places I would normally walk to rather than hopping across one way traffic to islands. It looks intimidating”.

“This proposal removes the island on Newgate Steet and St Martin's Grand. This will be negative for pedestrians and remove space for plants and flowers and replace it with more tarmac”.

Opposing Comments



Cycling Proposals

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Cycling Proposals

The current street layout is uninviting for people cycling and does not support our goal of enabling more people to choose to cycle in the City. Our proposals plan to introduce over 800 metres of east-west and north-south cycle lanes and these will be protected wherever space permits.

On Newgate Street protected cycle lanes will be introduced in both directions, meaning people cycling eastbound towards Cheapside/New Change will no longer need to travel around the one-way gyratory.

On St. Martin's Le Grand a protected two-way cycle route will be introduced between the Newgate Street junction and Angel Street. People can then use a northbound, protected, contraflow cycle lane to reach the rotunda roundabout or turn in to Gresham Street or Little Britain. A new southbound cycle lane will be introduced between the rotunda and Angel Street.

Significant changes are proposed for people cycling through the Newgate Street/Cheapside/St. Martin's Le Grand/New Change junction.

- A cycle gate is proposed for people cycling eastbound on Newgate Street who can then travel northbound up St. Martin's Le Grand or towards Cheapside or New Change.
- People cycling will have their own traffic signal stage on New Change (northbound) and St. Martin's Le Grand (southbound).
- On a section of Cheapside people cycling westbound will need to travel in the main carriageway but early or separate cycle signal release will enable them to get ahead of other traffic.

The proposals do not permit cycling through the proposed new public space on King Edward Street.

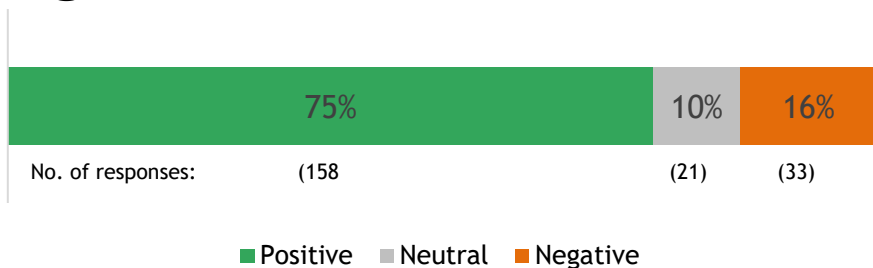
Feedback on Cycling Proposals

Being Affected by Cycling Changes

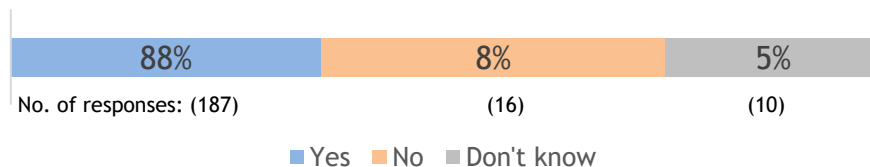
Almost 90% of consultation participants indicated that they **would be affected** by the cycling proposals.

Views on the Proposed Changes to Cycle Facilities

Do you view the proposed changes to cycle facilities as:



Do the proposed changes to cycle facilities affect you?



Three-quarters (75%) of consultation participants expressed a **POSITIVE** view on the proposed changes to cycle facilities.

In contrast, just 16% expressed a **NEGATIVE** view. The remainder (10%) were neutral.

Those **affected by the cycling proposals** were most likely to view them **POSITIVELY** - with 76% doing so.

Again, positive views on the cycling proposals were expressed by a majority in ALL age groups. Cycling proposals also proved to be particularly appealing to cyclists themselves - with 88% expressing a positive view.

Support and Opposition to Cycling Proposals

The Themes Underpinning Views



- Promoting cycling within the area.
- Championing active travel.
- Creating a safer and easier cycling experience via protected cycle facilities.
- The basis for future extension/further linking of cycle facilities.

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- Needing wider/segregated cycle lanes.
- Including advanced stop lines is unhelpful.
- Not going far enough with proposals.
- Leading to potential conflict between pedestrians and cyclists in shared spaces.
- Displacing traffic elsewhere.
- Prioritising cyclists over pedestrians and bus users.

Selected Comments About Cycling Proposals



Supporting Comments

“A significant improvement!”.

“As a 64 year old, I welcome these changes, which will make travel around St Paul’s far safer, easier and more enjoyable”.

“PLEASE. I work here and the cycling situation is dire. Please implement these measures ASAP”.

“The proposed layout looks simpler and will make it easier to cycle E-W through the area”.

“These changes would make a huge difference for me! I recently started a job near here, and couldn’t cycle the last distance because the roads were so challenging and dangerous. This would be the final link to ride safely and I’m so glad”.



“How will you be protecting pedestrians from aggressive cyclists?”.

“It’s all about cycling again! The proportion of people cycling is lower than drivers or pedestrians. Not everyone cycles or ever will”.

“Leave it alone spend the money on policing”.

“The new cycling layout is not great for cyclists. The use of advanced stop lines is unhelpful”.

“If you implement this as-is, then it will delay drivers whilst they wait for cycling signals”.

Opposing Comments



New Public Space Proposals



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New Public Space Proposals

The closure of the Newgate Street slip road and the southern part of King Edward Street to all vehicles will enable the creation of pedestrianised public space over 3,000sqm in size.

Various types and styles of seating are proposed across the new space so that people can relax and spend time there. New trees will be planted. Trees and soft landscaping will be durable to the changing climate. Sustainable urban systems will mean that rain drains into sewers more slowly.

The new space has been designed so that some of the seating can be temporarily moved to create space for occasional public events such as community activities, markets or entertainment.

The landscaped gardens of Christ Church Greyfriars show the footprint of the former historic building and these will be enhanced and integrated into the design of the public space.

We have salvaged a substantial number of large granite blocks from the Thames Tideway works on Victoria Embankment and these have been incorporated into the overall design as a playable landscape feature and informal seating.

We are also considering the introduction of features that might encourage creative play for children as well as a space for exercise equipment or organised outdoor exercise classes.

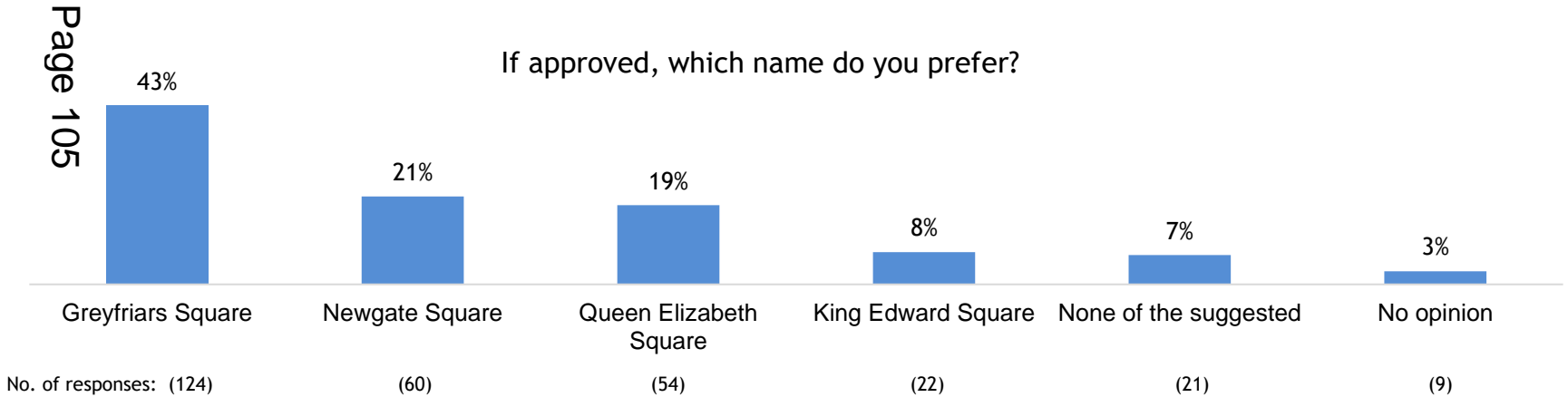
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Feedback on New Public Space Proposals

Naming the New Public Space

Participants were given four suggestions with which to name a new public square, if approved. These are shown below.

Greyfriars Square was clearly the most popular suggestion, preferred by more than twice as many consultation participants (43%) than any other suggestion.



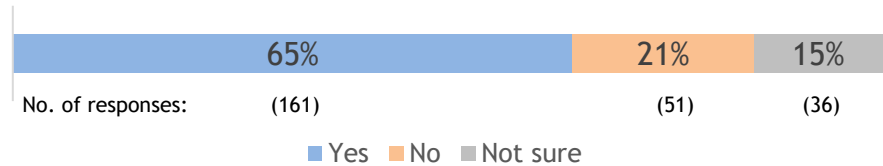
Feedback on New Public Space Proposals

Meeting Expectations

Around two-thirds (65%) of consultation participants indicated that the design of the new public space met their expectations.



From the imagery provided, does the design of the public space meet your expectations?

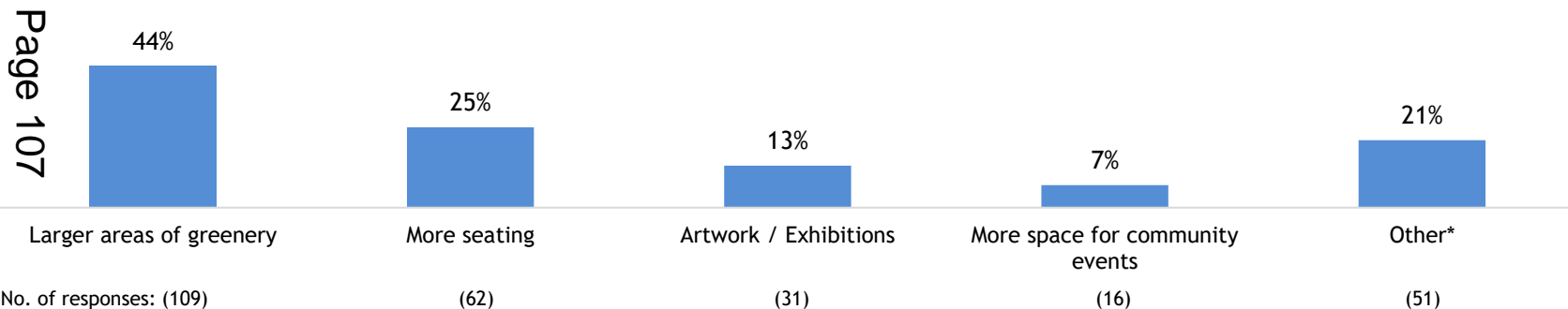


Feedback on New Public Space Proposals

What Else Should Be Provided in a New Public Space

Many participants (44%) requested larger areas of greenery in the new public space. A significant proportion also requested more seating (25%). More than one additional suggestion was sometimes made.

What else should be provided in a new public space?



*Other suggestions included a children's play area, running track, active spaces, adult sports equipment, clearly defined cycle routes through pedestrian areas, night lighting, curved designs, picnic tables and increased shading/shelter.

Support and Opposition to New Public Space Proposals

The Themes Underpinning Views



- Providing a safe, green, pedestrianised and unpolluted area.
- Planning a great area which should include even more seating, greenery and play facilities with which to encourage use by both adults and children.
- Promoting good mental and physical health.
- Remember to factor in the needs of cyclists.

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- Providing designs which are boring, manicured and unenticing.
- Providing unnecessary/irrelevant fitness equipment in the heart of the city.
- Planting will encourage litter.
- Impeding those using cars and taxi cabs.

Selected Comments About New Public Space Proposals



Supporting Comments

"I welcome the pedestrianisation and creation of a green area. A few more benches might enable more to enjoy a peaceful space. A quiet area away from the bustle of St Paul's would be appreciated".

"A beautiful idea. Much improved on the present situation".

"I like the way that the proposal enhances the existing historical buildings and uses historical stonework as well as planting more trees which is something that I am passionate about".

"I am unsure that I will use the exercise facilities, but I think they would be a very good idea for younger people, and would provide something that is missing from other squares/parks in the City".



"Fitness equipment is rarely used and given its proximity to offices and gyms is even less likely to be used and just looks really ugly".

"I am concerned that the new public space will become a haven for skateboarders. They will quickly damage the new street furniture unless it is designed to deter them".

"It's rather 'manicured'?! I appreciate the City likes things ordered... but it's not that enticing - too much hard surfaces... too flat - the ground needs some contouring to make it more interesting/attractive".

"Personal exercise should not be encouraged in public space that is a route from one place to another".

Opposing Comments



Waiting and Loading Proposals



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Waiting and Loading Proposals

To deliver on the project aspirations to make streets two-way, improve walking and cycling facilities and keep the traffic flowing, it will be necessary to make changes to on-street parking and loading restrictions. These changes will be particularly important for businesses and places of worship, residents, taxi and coach operators and delivery companies.

The proposed changes to waiting and loading within the project area are detailed on a street-by-street basis as follows:

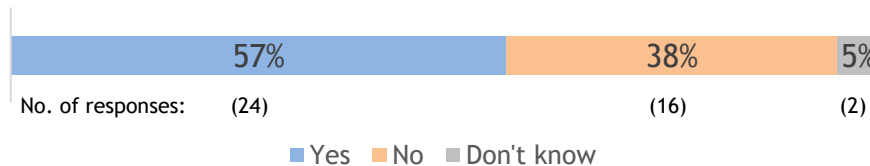
- **Newgate Street:** No waiting or loading at any time except in signed bays. A new loading bay will be introduced on the north side of Newgate Street to service the Vestry House Dental Centre and the re-located Santander cycle hire docking station
- **St. Martin's Le Grand:** No waiting or loading at any time except in signed bays. The loading bay outside the Lord Raglan would be retained. The two taxi bays will be re-located to the south side of Gresham Street
- **St. Martin's Le Grand:** The four existing coach parking bays will be removed (we are currently investigating alternative locations for this coach parking)
- **Angel Street:** No waiting or loading at any time except in signed bays. The two taxi bays would be re-located to the south side of Gresham Street
- **Angel Street:** The four existing coach parking bays would be reduced to two (we are currently investigating alternative locations for this coach parking)
- **Little Britain (south):** No change to existing parking bays. Proposal to introduce no waiting at any time (double yellow lines) on south side where it is currently single yellow line
- **Gresham Street:** Introduction of four taxi bays on south side outside 2 Gresham Street. No other changes proposed
- **Cheapside/New Change/King Edward Street/Little Britain (north)/Montague Street:** No changes to existing waiting and loading provision.

Feedback on Waiting and Loading Proposals

Being Affected by Waiting and Loading Changes

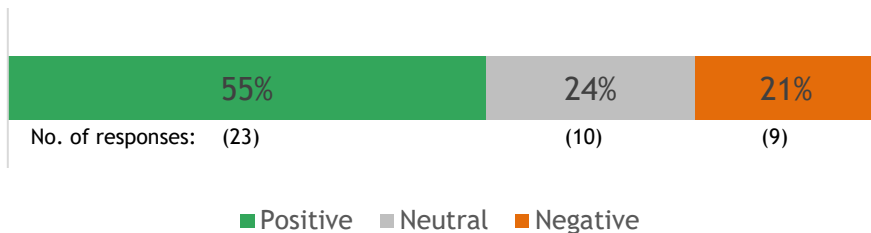
57% of consultation participants indicated that they would be affected by the waiting and loading proposals.

Do the proposed changes to waiting and loading affect you?



Views on the Proposed Changes to Waiting and Loading

Do you view the proposed changes to waiting and loading as:



55% of consultation participants expressed a **POSITIVE** view on the proposed changes to waiting and loading.

In contrast, 21% expressed a **NEGATIVE** view. The remainder (24%) were neutral.

Those affected by the waiting and loading proposals were most likely to view them **POSITIVELY** - with 58% doing so. However, note that around a third (33%) of those affected viewed them **NEGATIVELY**.

Support and Opposition to Waiting and Loading Proposals

The Themes Underpinning Views



- Relieving historic streets of through vehicles.
- Enabling increased zero emission deliveries by cycle and electric vehicles.
- Preventing idling vehicles and streets being used as car parks.
- Shortening blue light traffic times.

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- Impeding access for those in wheelchairs.
- Implementing change for change's sake.
- Requiring additional details on coach parking.
- Restricting loading/unloading if parking bars are full.
- Consider removing all coach parking from the area.

Selected Comments About Waiting and Loading Proposals

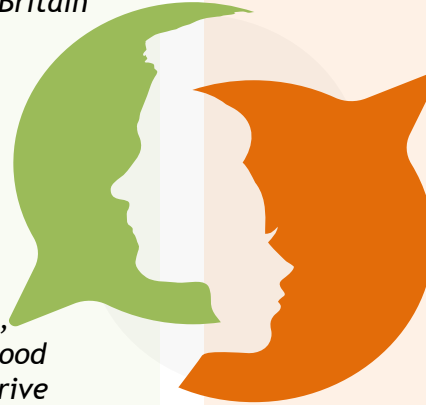


Supporting Comments

“I strongly support the introduction of double yellow lines on the south side of Little Britain South”.

“There are too many polluting cars and vehicles. It is increasingly possible to make deliveries with zero emission vehicles or better still, bikes”.

“All coach parking should be removed from the area and an alternative found, the Embankment perhaps? Why ruin a good proposal by allowing large coaches to drive around blocking views, taking up space, polluting lungs, ruining the chance of sitting outside a cafe, or on a bench looking at the amazing scenery and views”.



“Coach parking needs to be detailed at this stage; not just removing 6 out of 8 coach parking bays and claiming to be “investigating alternative locations for this coach parking””.

“I’m not sure about the need for taxi bays, as this is not generally how people find a taxi in the days of smartphones”.

“Change for change’s sake where there is no improvement (in this case the opposite) is a costly way to progress matters and restricts my options as a resident. There is no requirement for change here”.

Opposing Comments



Bus Route Proposals

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Bus Route Proposals

All bus routes that travel through the project area will continue to do so but some routings will change because of the proposed changes to the street layout:

- Routes that currently travel west or southbound are largely unchanged. Routes travelling eastbound will have a shorter journey as Newgate Street becomes two-way, meaning buses will no longer need to travel via Angel Street.
- Routes travelling northbound will in future travel north up St. Martin's Le Grand, turn left into Angel Street and right into King Edward Street before joining the roundabout.

There will be some changes to bus stopping and standing arrangements:

- The current bus stand on King Edward Street will become a bus stop, providing a stop closer to the main entrance to Bart's Hospital and the bus stop (SV) further north on Montague Street will be removed.
- Bus Route 100 will use the existing bus stands on Giltspur Street.
- There will be no reduction in the amount of existing bus stands on Giltspur Street.
- Bus stop (SW) on St. Martin's Le Grand will be relocated slightly further north. This bus stop will be located on a traffic island which is accessed via a zebra crossing across a cycle track (see visual).
- Bus stop (SQ) on Newgate Street will be relocated further to the west.

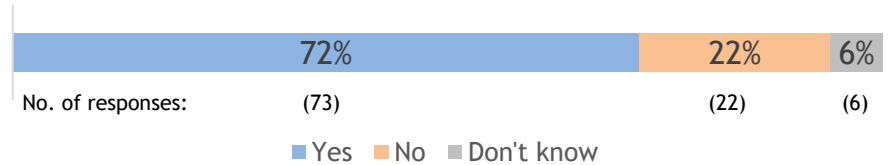
We have analysed the time bus journeys will take across the area as a result of the proposals. Some bus journeys may take slightly longer and some may be slightly quicker.

Feedback on Bus Route Proposals

Being Affected by Bus Routes and Bus Stops Changes

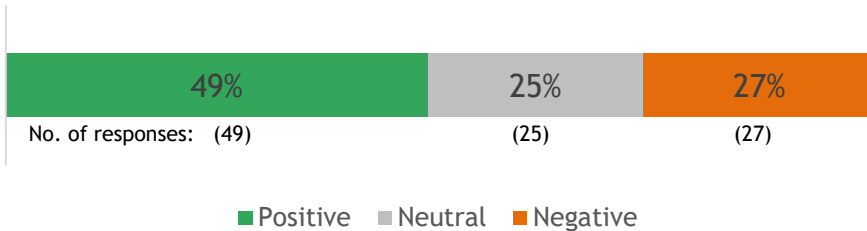
72% of consultation participants indicated that they would be affected by the proposals for bus routes and bus stops.

Do the proposed changes to bus routes and bus stops affect you?



Views on the Proposed Changes to Bus Routes and Bus Stops

Page 18
How do you view the proposed changes to bus routes and bus stops as:



Around half (49%) of consultation participants expressed a **POSITIVE** view on the proposed changes to bus routes and bus stops.

In contrast, 27% expressed a **NEGATIVE** view. The remainder (25%) were neutral.

Those affected by the bus route proposals were most likely to view them **POSITIVELY** - with 51% doing so. However, note around a third (36%) of those affected viewed them **NEGATIVELY**. These were most likely to be residents in the area.

Support and Opposition to Bus Route Proposals

The Themes Underpinning Views



- General support.
- Giving bus users traveling to St Bartholomew's Hospital improved access.
- Potentially making St. Martin's Le Grand two way on the way up to the Aldersgate Rotunda.

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- Changes have not been properly thought through.
- Potential conflict between cyclists and bus users within the same space.
- Relocating bus stops, and islands to access them, are not a good idea.
- Impeding bus travellers via potentially longer journeys.
- Increasing traffic and congestion.

Selected Comments About Bus Routes and Bus Stops Proposals



Supporting Comments

"I support any ways to prioritise buses over regular traffic, for example bus gate, as has been done on Cheapside and Bank".

"I commute via the number 8 bus. The route seems fine to me".

"I think it's a really good idea for buses to stop right in front of St Bart's. This will help patients, as they often find it difficult having to come so far to the entrance".



"I have concerns that bus stops being removed will result in longer walking distances overall".

"I do not agree with islands to access bus stops. They are dangerous to bus passengers and in particular those with disabilities".

"There has been far too much tinkering with bus routes already. On a bad day, the journey from Teddington to my office in St Bart's takes 2 hours".

Opposing Comments



Vehicle Route Proposals



Vehicle Route Proposals

Option 1 (main proposal)

Some vehicles routes through the area will change because of the proposed street layout:

- For vehicles currently travelling west or southbound, the route is largely unchanged.
- Vehicles travelling eastbound will have a shorter journey as Newgate Street becomes two-way, meaning vehicles will no longer have to travel up to the roundabout and back down St. Martin's Le Grand.
- Vehicles travelling northbound will in future travel up St. Martin's Le Grand, turn left into Angel Street and right into King Edward Street before joining the roundabout.
- Vehicles travelling from the west going north will have slightly longer journeys as they will turn from Newgate Street onto St. Martin's Le Grand, turn left into Angel Street and right into King Edward Street.
- We have analysed the impacts of the proposals on vehicle journeys. Whilst some journeys may take slightly longer and some may be slightly quicker, overall journey times are not unreasonably impacted and motorised traffic is expected to be able to continue to reasonably progress through the area.

Option 1a (Alternative proposal)

To help maintain ambulance access to St Bart's Hospital and ensure more traffic doesn't drive down Little Britain (south), we have developed an alternative proposal for the northern end of the gyratory. It is the same as Option 1 except it proposes the introduction of two-way working for vehicles on Montague Street between its junction with the Rotunda and Little Britain (north).

Vehicles would be able to turn left off the roundabout and into Montague Street southbound to access the hospital and Bart's Square. This option has evolved as an analysis of traffic movements suggests there is likely to be an increase in traffic using Little Britain (south), something the project is actively seeking to avoid. Two-way working on Montague Street as proposed could significantly reduce traffic on Little Britain (south) and shorten ambulance journeys to St Bart's Hospital.

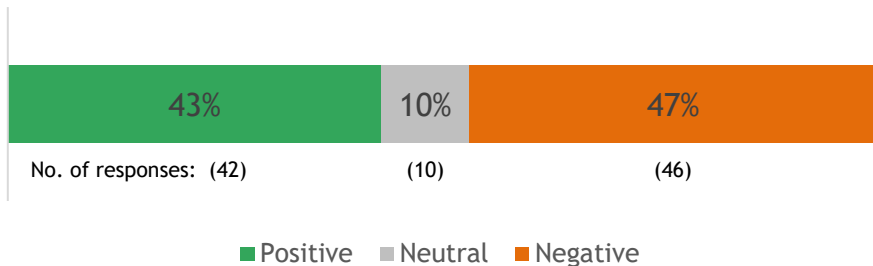
Feedback on Vehicle Route Proposals

Being Affected by Vehicle Route Changes

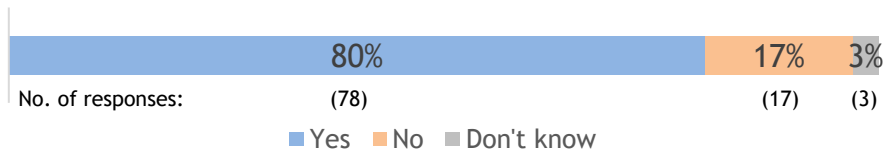
80% of consultation participants indicated that they would be affected by the vehicle route proposals.

Views on the Proposed Changes to Vehicle Routes

How do you view the proposed changes to vehicle routes as:



Do the proposed changes to vehicle routes affect you?



While 43% of consultation participants expressed a **POSITIVE** view on the proposed changes to vehicle routes, this was a view countered by 47% who expressed a **NEGATIVE** view. The remainder (10%) were neutral.

More than half (54%) of those **affected by the vehicle route proposals** viewed them **NEGATIVELY**. These were most likely to be residents in the area.

Cyclists were the most positive in their views of these proposed changes to vehicle routes (with 69% viewing them **POSITIVELY**, compared to 24% viewing them **NEGATIVELY**). Among walkers there was a 46% **POSITIVE** and 39% **NEGATIVE** split, while among bus users there was a 44% **POSITIVE** and 41% **NEGATIVE** split.

The lowest level of positivity was found among taxi/other cab users (13% **POSITIVE** and 75% **NEGATIVE**) - though this was based on a comparatively small number of participants.

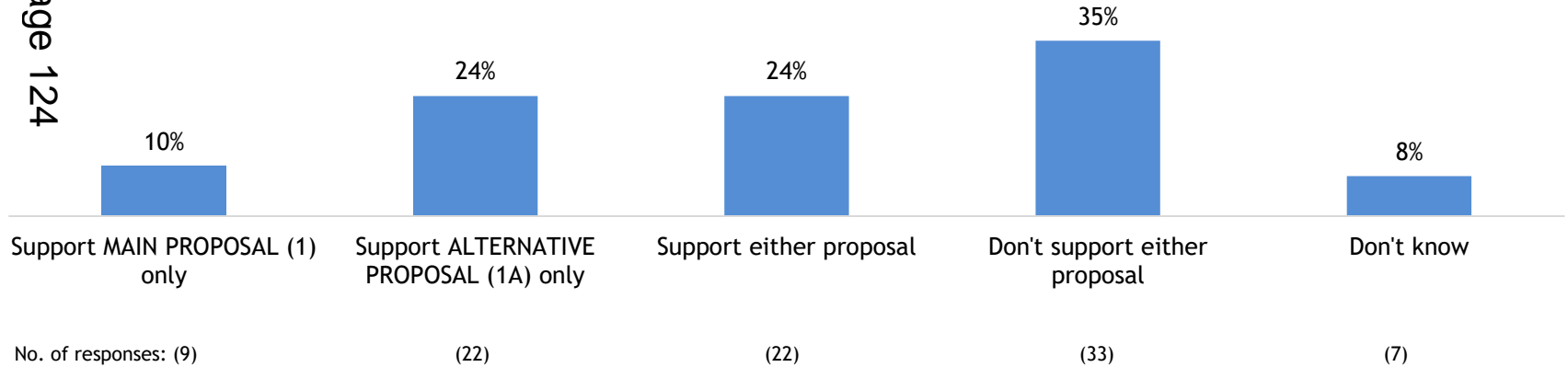
Feedback on Vehicle Route Proposals

Support for the Main Proposal (1) or Alternative Proposal (1A)

Participants were more likely to support the alternative proposal (1A) than the main proposal (1). Note that over a third of participants (35%) supported neither proposal.

If the changes to vehicle routes affect you, would you be more likely to support the main proposal (Option 1) or the alternative proposal (Option 1A)?

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Support and Opposition to Vehicle Route Proposals

The Themes Underpinning Views



- Encouraging active travel within the area.
- Reducing vehicular traffic.
- Providing 2-way on Newgate Street applauded.
- Preventing rat running.
- Enhancing the ambulance route.

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- Increasing/congesting traffic as a result of traffic travelling down Little Britain and other (often narrow) streets.
- Confusing explanation of proposals.
- Not considering the needs of less mobile people.
- Impedes hospital access.

Selected Comments About Vehicle Route Proposals



Supporting Comments

“These minor changes will positively benefit the overall scheme. Agree it’s important to maintain an ambulance route and prevent Little Britain rat running”.

“Little Britain could be turned into a wide cycle lane. That way, emergency services can have more direct access as people walking, cycling and rolling can easily move to one side, unlike the cars that can’t move out of the way as easily. This approach could be extended to more streets so that the emergency services get better access”.

“Overall, it looks good. I think allowing two way traffic on Montague is a more sensible option”.



“Option 1a is not practical and of no public benefit as the road geometry cannot provide for cars heading west into Montague Street, and they will immediately block traffic by crossing traffic heading in the opposite direction”.

“I don’t like making Montague Street two way as it will create a conflict as southbound traffic turns right into Little Britain”.

“Leave it as it is and stop having a go at all the drivers in London”.

Opposing Comments



Acknowledgements and Next Steps

Thank you to everyone that took the time to share their views about our proposals.

Thank you to everyone that took the time to share their views about our proposals.

Over 5,300 people visited the consultation website and almost 500 people gave us their views on the project proposals.

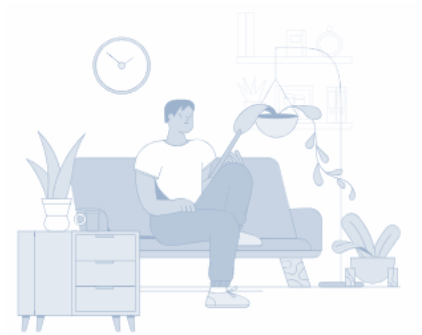
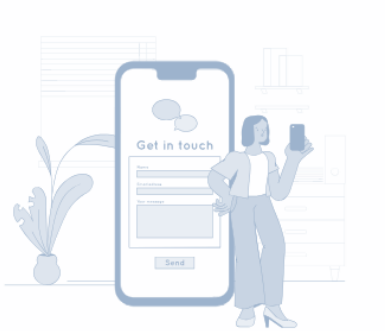
Over 80% of respondents were supportive of the overall proposals and we received many helpful and positive comments.

During the consultation there were several items raised that require further review and may lead to changes as the City of London Corporation further develop the designs, particularly in relation to the new public space. In January 2024, the City of London Corporation will take a report to the Corporation's Streets & Walkways Committee, summarising the consultation results and detailing any design changes we have made. If the report is approved, the Corporation will work on the detailed designs with an aim of starting construction in late 2024. In addition, there will be a statutory consultation for the naming the new public space at the southern end of King Edward Street. The highest public support was for the new space to be called "Greyfriars Square".

The City of London Corporation will continue to keep you updated as the project develops. If you have any questions in the interim, please do not hesitate to contact the [project team](#).

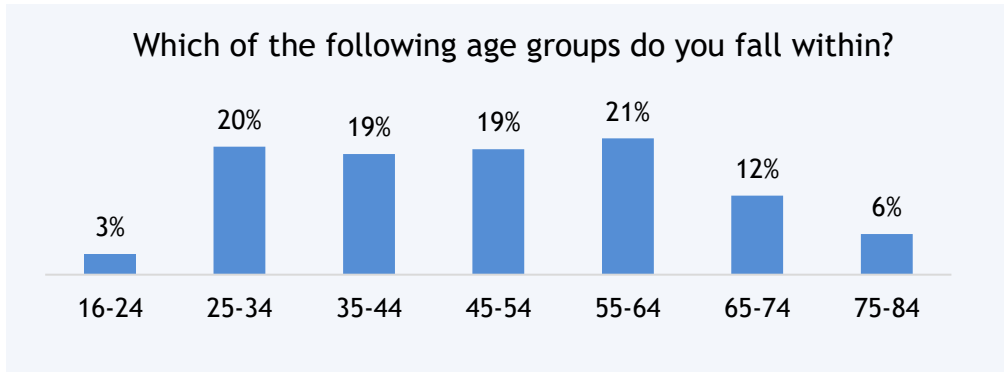
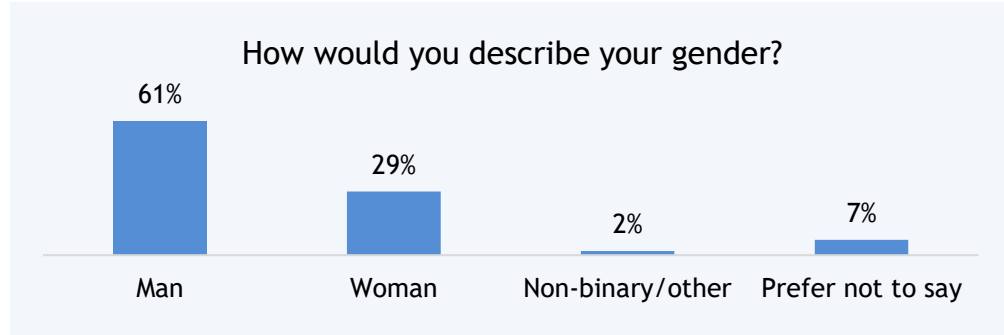
Appendix: Consultation Participants

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Overall: Gender

A majority of consultation participants (61%) described themselves as a man.



Overall: Age Group

The age of consultation participants ranged from 16 to 75+, with a wide spread of ages represented.

Overall: Disability

12% of consultation participants indicated that they had a disability or long-term condition.

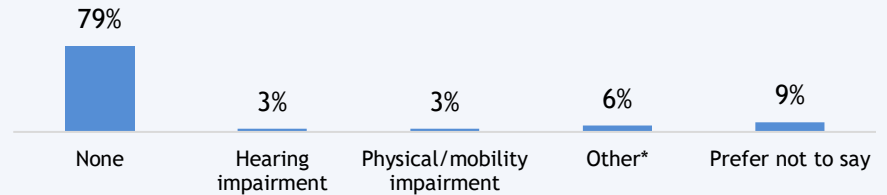
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Overall: Ethnicity

Just under 60% of consultation participants described their ethnicity as White British, with 35% of another, different ethnicity - most frequently White Other and White Irish.

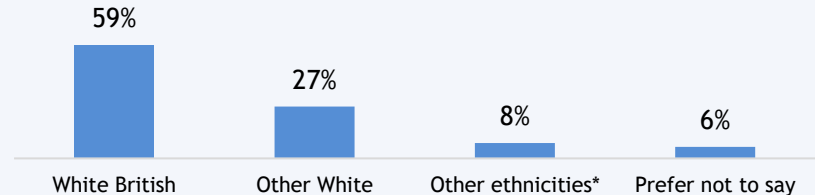
11 additional ethnicities were specified, giving the consultation a rich diversity of participation.

Do you consider yourself as a having a disability or long-term health condition?



* Other included chronic illnesses, epilepsy, learning difficulties, mental health conditions, speech impairments and visual impairments.

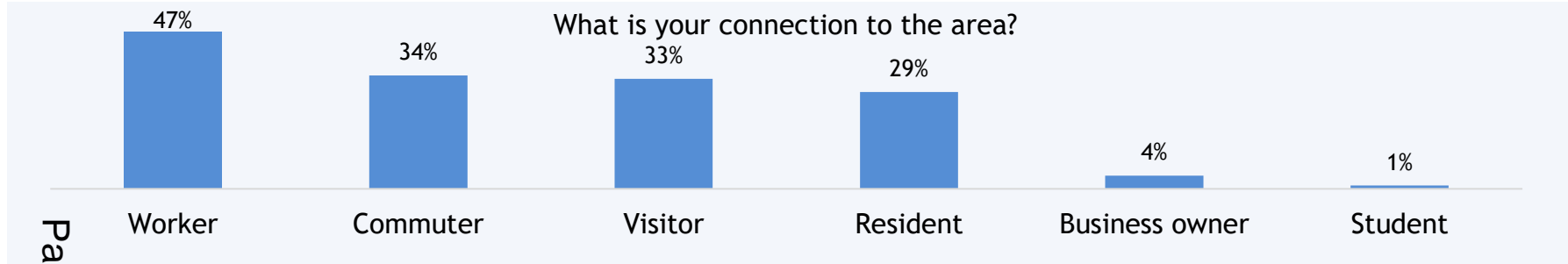
What is your ethnicity?



* Other White ethnicities included White Irish, White Other and White Gypsy or Irish Travellers. Other ethnicities included Bangladeshi, Chinese, Indian, African, Arab, Other Black and Other mixed ethnicity.

Overall: Area Connection

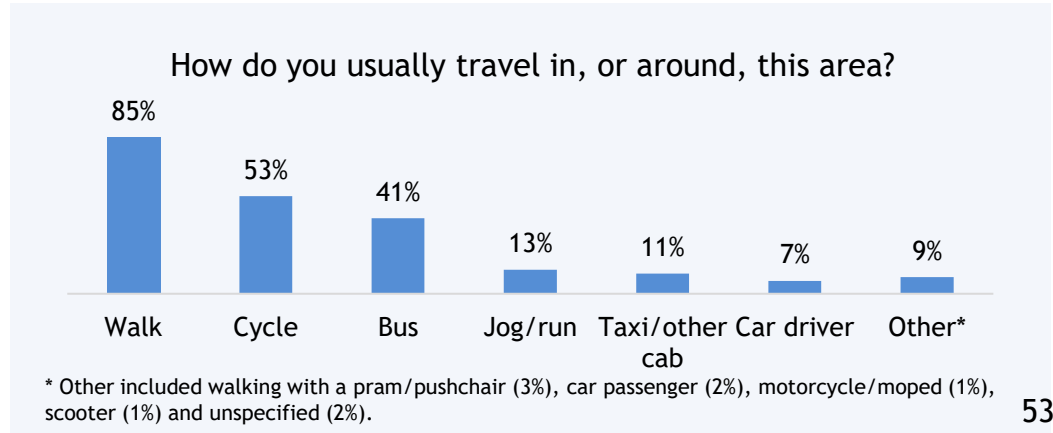
Workers (47%), commuters (34%), visitors (33%) and residents (29%) were the three main connection types to the area.



Overall: Usual Travel

Walking (85%), cycling (53%) and bus usage (41%) were the most frequent travel modes in, or around, the area.

More than one area connection and/or travel mode could be specified by participants.





St Bartholomew's Hospital

Dear St Paul's Gyrotory Transformation Project Team

Further to our letter earlier in the year, this is a formal response on behalf of St Bartholomew's Hospital (Bart's Health NHS Trust) to the St Paul's Gyrotory consultation.

Firstly, thank you to the City of London and your team for your engagement with the hospital and running consultation events on site for NHS staff, QMUL students and our patients.

St Bartholomew's Hospital welcomes the plans being consulted on and recognises the opportunity this presents to improve both the public realm as well as connectivity for those who work at or visit our campus. Overall, we are very supportive of the vision and ambition for the area with a clear focus on public realm improvements whilst improving pedestrian/cycling amenities and safety.

Option 1A addresses concerns raised regarding blue light access to St Bartholomew's Hospital from the London Wall (North and North-East access routes). The hospital's dedicated blue light entrance is on Little Britain (North), having a convenient access coming off The London Wall via Montague Street will provide LAS with improved access to the hospital compared to current road layout.

It is recognised there are some changes to LAS journeys approaching from the West via Newgate Street with changes to lower King Edward Street and note traffic modelling indicates this will not materially impact LAS journey times. We would like to note concern regarding LAS journeys from both Newgate Street and Cheapside approach once they reach Angel Street/King Edward Street. King Edward Street is already heavily congested at times. We would prefer Angel Street and King Edward Street to be access only for blue light vehicles, public transport including taxi's along with delivery and resident access. This would improve access to the hospital entrance and deliver an improved environment around the hospital with the potential for a "healthy hospital street" concept. We recognise this would require St Martin Le Grand and Aldersgate Street to become two-way down to London Wall and this is in part dependent on the future development of the London Wall roundabout. We would hope this could be an evolution of these plans in time.

We note option 1A also makes Little Britain (south) restricted access, this would be positive if it results in less idling and on street parking along this narrow street. We note this street is a popular and busy pedestrian route and would like to see more pedestrian improvements. The continuous pavements at either end improve pedestrian priority. With restricted access, a pedestrian priority shared space with continuous level paving would be advantageous here as many people walk in the road due to the narrow pavements. Some staff have suggested another entrance to Postmans Park would enhance the character of this space.

We welcome the relocation of the bus stop on King Edward Street nearer to the hospital entrance. This will be more convenient for staff and visitors using the bus. The removal of the bus stand will also alleviate a current pinch point on King Edward

Street which usually has two and sometimes three buses parked up. Relocation of bus stop and routes to Giltspur Street are noted and would suggest a location as near to the hospital entrances as possible.

We welcome the many improvements for active travel incorporated within the scheme. The majority of our staff and students travel to St Bartholomew's either by public transport, cycling, walking or a combination of those. As referenced with Little Britain (south) example it would be beneficial to see more pedestrian prioritised spaces to improve permeability of surrounding areas. Equally it would be beneficial to see consistent use of continuous pavements at crossings (e.g. Gresham Street) and services access points. The improvements to cycling in the area is welcomed, cycle phasing traffic lights would be helpful particularly at junctions or turnings. Our suggestion for a "healthy hospital street" on King Edwards Street would provide a useful quiet route for walking and cycling in the future linking with other such routes in the neighbourhood.

Additional comments:

- A need for improved priority for pedestrians at signalled crossings to reduce waiting times to cross
- Would like to see greening opportunity maximised both at the new public Square and also surrounding areas e.g. upper King Edward Street
- Road signage and pedestrian wayfinding should reference St Bartholomew's Hospital and highlighting it "does not have an A&E"
- We would encourage efforts to reduce traffic volumes as part of an area plan and would encourage CoL to work with TfL to further prioritise walking, cycling and public transport whilst maintaining access for those with disabilities, hospital transport including blue light.
- We would like to see dedicated dockless bays located in convenient locations to ensure dockless bikes/scooters users have adequate convenient facilities to avoid leaving them obstructing pavements.

We look forward to seeing output from the current consultation

Yours Sincerely
St Bartholomew's Hospital
Bart's Health NHS Trust

London Cycling Campaign

St Paul's Gyrotory transformation consultation

About LCC London Cycling Campaign (LCC) is a charity with more than 20,000 supporters, of whom more than 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital. Consultation response The LCC fully supports the more detailed response to this consultation by our local group, the City of London Cycling Campaign.

We support this scheme, with some caveats.

- In general, the proposed changes are welcome and we think will have a positive impact for people walking, wheeling and cycling.
- We particularly welcome the new protected cycle infrastructure proposed for St Martin Le Grand and Newgate Street and the pedestrianised stretch of King Edward Street.
- However, more needs to be done to reduce motor traffic in the area, as the scheme still prioritises the flow of motor vehicle traffic. It leaves room in places for continuing traffic domination and danger and will still effectively be a gyratory. Prioritising motor traffic may also result in long wait times for people cycling at red lights, leading to some people cycling on the carriageway instead of the protected cycle lanes.
- We're also concerned that the bi-directional track on St Martin Le Grand will be confusing and non-intuitive at junctions, leaving people cycling on the carriageway by mistake. We would prefer to see with-flow cycle lanes throughout.
- We agree with St Bart's Hospital that making King Edward Street access-only by private vehicle would help to complete the transformation of the St Paul's gyratory. There may be other options that would achieve the same effect, but in any case, we would urge the City of London to be bolder about traffic reduction.
- For people cycling northwest through the scheme, King Edward Street, Angel Street and Little Britain will not provide a good level of cycling service. These streets fall short of the TfL cycle route quality criteria in terms of traffic volume where there is no protection for cycling.
- We disagree with the decision to ban cycling in the new public space south of King Edwards Street. This will discriminate against people who use their cycle as a mobility aid. Other similar traffic-free areas do not ban cycling, such as Aldgate Square. Allowing cycles would make the space more accessible and provide an additional route for those new to cycling, children and others, between Newgate Street and King Edward Street, but is unlikely to be heavily used as a cycle route due to the high pedestrian footfall.
- Finally, we look forward to St Paul's cycle routes being connected to a wider cycle network in the City of London. While this can't be built overnight, it needs to be expedited, to enable a greater shift to cycling for a diverse range of people and meet the City's safety and climate goals.

City of London Cycling Campaign consultation response

St Paul's Gyratory

About the City of London Cycling Campaign The City of London Cycling Campaign is the local group of London Cycling Campaign (LCC). LCC is a charity with more than 20,000 supporters, of whom more than 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital. Cycling in the City of London In the City of London, LCC wants to see a fully connected, safe network for cycling that enables people of all ages and abilities to cycle - and has capacity to cater for high numbers of people cycling and a wide range of cycle types (including cargo, e-bikes and so on). This network should meet the highest standards and offer routes that are coherent and direct, both within the City and

joining up to neighbouring boroughs' cycleways. We believe the City of London can only meet its rightly ambitious climate, safety and traffic reduction targets with such a network - delivered via a mix of protected cycle tracks and low motor traffic, low speed streets.

Overall consultation response:

- In general, the proposed changes are welcome and we think will have a positive impact for people walking, wheeling and cycling.
- We particularly welcome the new protected cycle infrastructure proposed for St Martin Le Grand and Newgate Street and the pedestrianised stretch of King Edward Street.
- However, more needs to be done to reduce motor traffic in the area, as the scheme still prioritises the flow of motor vehicle traffic. It leaves room in places for continuing traffic domination and danger and will still effectively be a gyratory. Prioritising motor traffic may also result in long wait times for people cycling at red lights, leading to some people cycling on the carriageway instead of the protected cycle lanes.
- We agree with St Bart's Hospital that making King Edward Street access-only by private vehicle would help to complete the transformation of the St Paul's gyratory. There may be other options that would achieve the same effect, but in any case, we would urge the City of London to be bolder about traffic reduction.
- Finally, we look forward to St Paul's cycle routes being connected to a wider cycle network in the City of London. While this can't be built overnight, it needs to be expedited, to enable a greater shift to cycling for a diverse range of people and meet the City's safety and climate goals.

Detailed response

These comments are in the order of the (design) sheets showing the detailed designs of the scheme.

Sheet 2 Newgate Street (westbound) The relocated bus stop cages interrupt the unprotected cycle lane. This will make the cycle track less inclusive, as some people will be put off the cycle route by buses pulling into the cycleway.

Sheet 3 New Cycle Gate on Newgate Street (eastbound) We welcome the cycle gate which will improve safety for people cycling and separate them from traffic turning left into St Martin's Le Grand. However, it is not clear how people turning left at this junction will be directed to go north up St Martins Le Grand onto the bi-directional cycle track. There do not appear to be any road markings on the scheme drawings. People will be likely to turn left into the general traffic lane and then not be able to get into the protected lane - if they intend to continue north by bike they will get stuck at the Angel Street junction, where they are not permitted go north from the general traffic lane. New bidirectional protected cycle lane section on Cheapside Access to this lane from New Change is via a diagonal link across Cheapside. We welcome this physically protected space for people cycling, but the choice of bi-directional tracks makes the layout less intuitive and direct. This is likely to be confusing for people cycling who are new to the area as they can either proceed west towards Newgate or take the diagonal link to proceed north into St Martin's Le Grand. This arrangement will require clear signage. Cheapside westbound between New Change and St Martin's Le Grand. The unprotected cycle lane on the south side of Cheapside is being removed and replaced by the new protected bidirectional lane on the north side (which feeds into St Martin's Le Grand). People cycling westbound to Newgate St will no longer have the benefit of a cycle lane feeding into

the ASL at the St Martin's Le Grand intersection. This could be ameliorated by a new cycle only traffic light phase from New Change, so long as it is a whole separate phase not just early release, however this will not help people who cycle from eastern Cheapside. Overall the bidirectional cycle lane design will make the scheme confusing, particularly for new cyclists. Were with-flow protected cycle tracks considered, and if they were, why were they rejected? This would have made the scheme more intuitive.

Sheet 4 New Change southbound There is no protected space for people cycling south on New Change. The carriageway also looks as if it may be within the 'critical issue' width range of 3.2 - 4m where drivers may be tempted to overtake cycles without enough space to do so safely (TfL cycle route quality criteria 3). The decision to use advisory lines in non-standard ways is questionable in the centre of the street. Consider adding a south bound protected cycle track or extending the footway, which would also address the critical lane width.

Sheet 5 St Martin Le Grand junction with Angel Street Cycles turning left into Angel Street do not seem to be protected from general traffic as they cross the carriageway - they should have their own cycle phase for safety. For people turning right by bike into Angel Street this looks like an even more intimidating manoeuvre. People cycling in the northbound traffic lane can't continue north, if they are in the traffic lane by mistake - a safe route across this junction is needed. St Martin Le Grand junction with Gresham Street This junction is wide and flared and risks collisions between turning vehicles and cycles going southbound. A continuous footway here would make the priority clearer.

Sheet 6 Angel Street and King Edward Street There is no protection planned for people cycling on either Angel Street or King Edward Street north of the proposed pedestrianised area. For those cycling northwest through the scheme area, they will be cycling with volumes of traffic that will not feel safe or comfortable. The projected traffic levels on King Edward Street of 501 general traffic PCUs plus 24 buses in the afternoon peak is above the TfL maximum limit of 500 per hour for cycles mixing with traffic, and cycle route quality criteria 3 says the ideal is below 200 per hour. A good solution would be to make King Edward St access only for general traffic except buses and cycles, creating the 'healthy hospital street' that St Barts is calling for as well as a safe, low traffic route for cycling. King Edward Street pedestrianised section Banning cycling here is not inclusive for people who use their cycles as a mobility aid, and will be difficult to enforce. We would like to see cycling allowed (as it is on Aldgate Square). High pedestrian footfall will deter most people using it as a cycle route, while making the space more accessible and providing an additional route for those new to cycling, children and so on.

Sheet 7 Little Britain (south) As for Angel Street, this route will be needed for people cycling from or to the northwest of the scheme, but has no protected space for cycling, nor is it low in traffic. Making King Edward Street access-only for general traffic would address the problem by making Angel St a very safe, low-traffic street for cycles to use (in both directions). Aldersgate Street It is not clear from the drawings whether the southbound cycle lane is protected - both north and southbound cycle lanes should have physical protection. Aldersgate Street and St Martin's Le Grand side street junctions The footways are interrupted by side streets and service access into buildings. We propose making these footways continuous (Copenhagen crossings) to reinforce the recent changes to the highway code and improve the pedestrian experience, especially for those wheeling and using walking aids in the environment around the hospital.

Sheet 8A Montague Street We support option 1A in line with St Bart's Hospital's request to allow easier blue-light access to the hospital. The lane could be restricted to ambulances only with ANPR cameras. The plans appear to show continuous footways over side streets which are very welcome for safety.

London Living Streets

I am responding to the consultation on behalf of London Living Streets which brings together representatives of the many borough Living Streets' groups in London.

We strongly support the proposed new public square in King Edward Street.

We are keen that it should be seen as part of the Destination City Project, attracting visitors to the City as well as being a place for workers and residents, and those attending St Bartholomew's Hospital as staff, patients or visitors. In particular, we believe the new square should include a children's playground and exercise facilities for adults. The new square presents an opportunity to do something different from the other squares.

The new square hugely improves the walking route from the City to Smithfield, which will be part of a formal new Leisure Walk from Peckham to Epping Forest. We hope that there will also be improvements to create a better pedestrian environment north of the new square.

We will also be asking our members to fill in the survey individually.

London Living Streets

St. Paul's Cathedral

Dear Members of the Project Team,

Second Consultation Response: St Paul's Gyratory Introduction

I write on behalf of the Cathedral Church of St Paul in London, referred to hereinafter as the Cathedral, regarding our response to the recent further consultation by the City of London on the proposed re-configuration of the St Paul's Gyratory.

Background and Previous Commentary

The Cathedral previously provided comment on initial options for redevelopment (letter dated 25th January 2023). While we do not seek to reproduce the contents of this letter, in summary our comments included:

- A preference to Option 1 of the numerous options discussed
- Welcoming the creation of a new public space to King Edward Street and Christ Church Greyfriars.

- The ambition to integrate the Cathedral into the areas to the north through improved wayfinding and public realm, especially with a focus on welcome from St Paul's tube station.
- Concern over the relocation of Coach Stops to St Martin Le Grand, Angel Street and elsewhere, given the potential implications for access to the Cathedral (especially with the Equality Act in mind) - Potential impact to Bus routes servicing the Cathedral.
- A general comment on our desire to see improved wayfinding, spatial legibility and heritage interpretation interventions in the area.
- The desire to see how the proposals would affect the Cathedral, preferably through research undertaken on Space Syntax or Crowd Movement. Whilst we have had some contact with the St Paul's Gyratory project team since our representations in January, no meeting has yet been set in place for further discussion.

Commentary on Current Proposals

The current proposals concern Option 1/1A. As noted above, whilst detail still needs to be considered, our previous preference was Option 1. As such, we welcome the direction of the scheme and support its ambitions for the area. Specific comment on the latest consultation is provided below.

Option 1 / 1A Differentiation

The information provided on the consultation website (including the plans provided) make differentiating between 1 and 1A difficult. We understand that option 1A would involve 2 way working for vehicles on Montague Street. Would this affect the public realm. Is more detailed information available about the differences between the two schemes in terms of any potential subsidiary effects?

Public Open Space Consultation

We note that the proposed public space is still at the concept stage, with the FAQ document stating that the next public consultation launched in late August. We have not been informed of any specific consultation and seek to liaise with the City to input to this process.

We are aware of the initial landscape strategy by LDA, but have not reviewed this design work. Clearly the landscape strategy and the technical work on the highway design needs to be closely coordinated.

Relocation of Coach and Bus Stops

The consultation documentation appears to make no specific reference to where coach stops, currently located to Angel Street and St Martin Le Grand, will be removed to. As previously mentioned, these stops are important to visitors to the Cathedral (and indeed to the City of London at large for Destination City). We therefore again seek assurances that the proposals will not adversely affect this route to the Cathedral and provision will be provided in an adequate location elsewhere.

We note that the Committee report records that these 6 stops have been out of use since February 2022 due to the construction of 81 Newgate (and this will continue to 2025). However, we seek assurance on the 'overall spare capacity for coaches to

park' elsewhere, especially as the report 'on street coach parking is operating close to capacity' and Tower Hill is referenced as an alternative which is 1.3 miles distant.

We note that a number of bus stops are being re-located. We would seek assurance from the City that the new locations will be carefully considered with regards to their proximity and efficacy of travel, including for people with mobility impairment, to and from the Cathedral.

Accessibility and Disability provision

It remains a long-held concern for St Paul's that the City does not seem to have a coherent and comprehensive strategy for accessibility provision. We continue to raise the concern about accessibility pick up and drop off in this area and provision of Blue Badge parking. This is something that COLAG will rightly champion, but we must remind officers that there is a statutory duty in the Act and there is an unanswered concern on this subject which we have been raising since the 2014 Cheapside and Guildhall area enhancement strategy consultation.

Wayfinding, Public Realm, Destination City and Cultural Mile While we understand this consultation is at an early stage, we would be very interested in the form of potential public realm improvements that would be implemented in the area. We hope to discuss this further with the City. It is a long-held incongruity that visitors emerging at St Paul's tube cannot easily find St Paul's Cathedral, which they are visiting. There is no indication that all these many lost-souls will be supported by this project. Likewise the way-finding strategy needs to be coordinated on a much wider remit to include the 'Cultural Mile'. Where will these more strategic plans be formulated? As City officers will be aware, we have offered in the past and continue to be open to discuss the possibility of loans of robust and beautiful artefacts from our collections to adorn the public realm if felt to be desirable. As we continue to ask, the policy for trading in these open spaces needs to be transparent and consistent. We have been raising this in similar consultations since 2014.

Additional Assessment

As previously requested, it would be incredibly useful to understand how the proposals would affect the Cathedral through changes in pedestrian routes and footfall. If this research has been undertaken we would hope it is shared with the Cathedral.

Conclusion

We welcome the spirit, aims and objectives of the proposals, which have the potential to reinvigorate the public realm in the close setting of the cathedral. However, we remain concerned over aspects of the proposals and the impact these may have upon visitors to the Cathedral. We also remain curious in regard to future wayfinding improvements that could be incorporated in the area more generally to seize this opportunity for public realm enhancement.

We would invite the project team to contact us to discuss how the Cathedral may be involved in the evolution of St Paul's Gyratory into the future.

Yours sincerely, St Paul's Cathedral.

Licensed Taxi Drivers' Association St. Paul's Gyratory Transformation

The Licensed Taxi Drivers Association (LTDA) is the largest membership body representing London's black cab drivers and has been the professional and authoritative voice of London taxi drivers for more than 60 years. We are dedicated to supporting our members, maintaining the high professional standards London taxi drivers are known for and ensuring regulation governing the taxi trade nationally is effective.

Representing the interests of London's self-employed taxi drivers, the LTDA favours maintaining road space and vehicular access to promote the effective circulation of vehicles and proper road access for taxis in and around St Paul's Gyratory, to ensure taxis can continue to provide a reliable and efficient service. We are broadly supportive of the proposed plans as we can see the benefits and recognise that they will deliver significant improvements to the overall look and feel of the area, as well as making the area a safer and more pleasant one to visit, live or work in and travel through. However, there are some elements of the scheme which are potentially concerning.

We are keen to ensure that licensed taxis can circulate freely within the area and continue to service passengers effectively, in what is a busy and popular area, with significant demand for taxis.

It is important that taxis maintain effective access to St Bartholomew's Hospital to enable them to continue to provide an accessible, door-to-door service for passengers needing to access it, including disabled people, specifically wheelchair users and anyone with mobility issues. We would like to seek assurances to that end.

Our key concern with the scheme is ensuring that the relocation of ranks space from Angel Street and Aldersgate Street to Gresham Street creates useable, well-functioning ranks, which support London's licensing taxi drivers looking to earn a living and plying for hire in the City of London so that tourists, other visitors, and business travellers can easily find a taxi when they need one. Relocating the ranks is not in itself an issue. It makes sense given that the current ranks would be in what will essentially be a building site for the next few years. However, we would be keen to discuss the positioning of the new ranks in more detail to ensure they are fit for purpose and support the efficient and effective servicing of the area by our members.

We work closely with other London boroughs and TfL's Ranks and Highways team to determine the best location for new taxi ranks, ensure any changes to existing ranks do not cause any issues and are appropriate. This includes making site visits to consider the practicalities and functioning of a rank in practice. As it stands, we do not currently have a point of contact within the City of London to discuss matters relating to ranks with. We believe it is important that we have an opportunity to provide feedback and offer our insights as there are issues that may not be immediately apparent to officers who are less familiar with the practicalities of taxi ranks and what works and doesn't work well. We used to have a contact within the City of London Police, who led on taxi ranks within the Square Mile. This person has now left the role and we have not since had any specific dialogue with City of London representatives on rank issues.

For example, one concern we have is whether the new rank spaces on Gresham Street will still be easily visible once the planned development and greening works in the area are completed. It is vital to ensure that there are clear lines of sight from the main road and key locations in the area so that members of the public can still easily find a taxi in the area and that there is clear wayfinding in place to direct passengers to the rank. We would also like to understand more about the plans for development of 81 Newgate Street and how this will affect the streetscape, and any potential implications for the proposed taxi rank.

As the plans are developed further, we would like to request a site visit or at the very least a meeting with City of London officers to better understand the final look of the scheme and the new developments planned in the area, as well as to understand the scope of the ranks i.e., the hours of operation and usage to ensure that this all appropriate and well-planned.

Moving forward we believe this should be part of process for all new schemes and welcome dialogue on ranks more broadly. We would ideally have a key point of contact within the Corporation to discuss issues relating to ranks with, both as the LTDA and through the wider London Cab Ranks Committee, which brings together several taxi trade bodies to provide feedback on proposals and to advocate for new ranks in key locations.

Licensed Taxi Drivers' Association

St Paul's Gyatory Transformation Project: City of London Access Group (CoLAG) Consultation Feedback

Introduction

The City of London Corporation (CoL) are planning a transformation of the streets between the former Museum of London roundabout and St. Paul's Underground station, with an aim to make the area feel safer, less traffic - dominated for walking, wheeling and cycling, and a greener and more pleasant environment for all.

The project is currently in the consultation stage, with public consultation through online surveys and drop - in meetings.

As part of the consultation stage, The City of London Corporation commissioned Transport for All to facilitate a consultation session, with the City of London Access Group (CoLAG) on the 7th of September 2023.

During the session, the proposed changes were presented by the City of London Corporation, whilst Transport for All facilitated and gathered feedback provided by CoLAG members.

CoLAG members had the opportunity to provide further feedback in writing, after the consultation session. The collated feedback presented is a summary from both the consultation session and additional written feedback. The points contained within this feedback summary were expressed by either one CoLAG member or multiple CoLAG members. The feedback has been ordered in line with the presentation.

People present:

Neil West – Project Manager, City of London (Presenter)

George Wright – Project Manager, City of London

Zaineb Hadi – Associate Consultant, Transport for All (Facilitator)

Amanda Jacobs – Chair, CoLAG

Alex Matthams - CoLAG

Jakki Mellor - Ellis - CoLAG

Kush Kanodia - CoLAG

Nicholeen Hall - CoLAG

Rebecca Oliver – CoLAG

Feedback

Vehicle routes:

- It was asked whether, with vehicle route changes, City of London have modelled how long it would take ambulances to get to St. Bartholomew's Hospital. CoL explained that this hospital does not have an A&E department and reassured that they have been liaising with them to pick up on any issues with increased blue light response times depending on route taken and that the hospital / London Ambulance Service (LAS) support the route change.

Bus stops / stands:

- There was concern expressed about the proposed relocation of the route 100 bus stop to Giltspur Street, as it's quite a long distance from the current bus stop location. It would be moving from the front of the hospital entrance, near the reception, to round the back. Although it's possible to enter from the back entrance and walk through the hospital, it's difficult to find that entrance and it's quite a long walk. It was therefore suggested to look at this again.

Bus routes:

- There are questions about whether there are changes to the 133 bus route. A CoLAG member uses this bus regularly, boarding at Little Britain, and is concerned as the diagram shows the 133 bus route along Newgate Street and then disappears. It was stated that that this is a very well used bus stop, close to the Barbican, and that they would like reassurance that this bus route is not being diverted.
 - **CoLAG have requested that CoL provide them with feedback on this matter.**

Bus stop with cycle bypass (image of St Martin's Le Grand looking south):

- It was expressed that many disabled people dislike floating bus stops and there was concern about how the proposed bus stop design still seemed like a floating bus stop.
- It was explained by CoL that a controlled crossing will be in use in the form of a zebra crossing (with tactile paving and Belisha beacons), at which cyclists legally have to stop to allow pedestrians to cross, otherwise they can be fined. However, there were still concerns from CoLAG about how this will be enforced.
- It was asked whether there is any specific evidence that this bus stop design leads to cyclists slowing down and stopping to allow pedestrians to cross, as cyclists may still continue without stopping.
- Concerns about pedestrian safety were expressed, and personal experiences of being hit by cyclists were shared by some CoLAG members.
- There were concerns about how cyclists don't have to pass a test or be licensed or insured, which is a wider issue as this could prevent a lot of issues and accidents.
- It was suggested to install a camera at the crossing for enforcement, as otherwise there would be too much reliance on trust or the chance that a police officer would be in the area to witness accidents / hand out fines, which was felt to be highly unlikely.
- Although CCTV may be on this street, it was still suggested to have a physical camera, which is visible to cyclists, on the crossing to encourage cyclists to slow down and stop. It was felt that a camera could serve as a deterrent and as a reminder to cyclists that they could be prosecuted.
- It was asked how blind and visually impaired people would know when to cross as, with a zebra crossing, there will not be a rotating cone underneath a pedestrian crossing control box as there are with pelican crossings.
- It was also asked why a light - controlled crossing e.g., pelican crossing, couldn't be used instead. CoL explained that Transport for London (TfL) stated it was too close to the junction down the road to do this, however they will follow this up with TfL to explore this option further.

- It was felt that island bus stops can be controversial, as although current guidance permits them, and in places like Brighton they have received positive feedback, many CoLAG members have raised concerns about them.
- It's felt that roads in London are too small for all the different uses they are needed for.

Bus journey times:

- It was asked why one bus route's journey time will increase by a few minutes when the average increase will be 30 seconds or less. CoL explained that this is the route 100 bus and that the journey time is due to the proposed relocation of the bus stop to Giltspur Street. Transport for London (TfL) considers the longer delay low impact, though CoL is still waiting for sign – off through TfL's Scheme Impact Report.

Walking:

- There were questions around how blind and visually impaired people could safely cross at raised tables, as well as whether raised tables could potentially disadvantage cyclists who use adapted cycles, depending on the gradient. CoL explained that the raised tables will cross the whole roadway, there will be tactile paving at crossings across raised tables and that raised tables will be gradually sloped.

New Change junction:

- It was asked whether there will be any protections in place for pedestrians to cross from one side of the road to the other at junctions, as it was stated that cyclists don't always pay attention to traffic signals. There was also concern around how cyclists cannot be found and fined, because they aren't licensed.
- CoL acknowledged that this is a widespread problem and highlighted the City of London Police cycle enforcement taskforce who can be made aware of particular junctions and issues to look out for. It was stated that in this proposal, CoL have created separate spaces for cyclists and motorists to make it as safe as possible for cyclists, and that cyclists have to obey traffic signals or risk being fined.

Cycle Routes:

- It was asked how cycle lanes will be segregated and CoL explained that, where possible, they prefer to use kerbs and small islands to create as much distance as possible between the main traffic and cyclists. However, where this is not possible, due to limited road space, they use wands.
- CoL acknowledged feedback from previous consultations regarding facilitating the use of adapted cycles and it was agreed that this is important and that Transport for All's Pave the Way report found that nearly 20% of disabled Londoners regularly cycle.

Newgate Street looking East:

- There were concerns about how the cycle lane is segregated with the use of wands (vertical round posts) in the image shown, as wands are not strong enough and are sometimes flattened by motorists.
- It was stated that wands are not always visible to motorists, particularly at night, and that they therefore need to be made much more visible.
- There were also concerns expressed that if a motorist loses control of their vehicle and a cyclist is between the wands in the road and the bollards on the pavement, the cyclist cannot easily get out of the way and their safety would therefore be at risk.
- Due to the above concerns, it was felt that a physical separation would be much better than wands. It was also asked whether it's possible to widen the road to allow for physical separation.
- CoL acknowledged these concerns and stated that the design will be run through a stage 2 safety audit, but explained that widening the road is not possible due to the Transport for London ventilation shaft on the other side of the road.
- Wherever the cycle docking station for hire bikes is relocated to, make sure it's well away from any pedestrian crossing. Cheapside was provided as an example of why this is an issue: there's lots of cycle parking overflow at the docking station there, which obstructs the tactile paving at the pedestrian crossing.

Key changes -

Coach bays:

- There was concern about how, if coach bays are further away from St Paul's Cathedral, tourist flows could affect pedestrian comfort levels, particularly for wheelchair - users and mobility - impaired people. It was asked whether any studies had been done on the impact of this.
- CoL explained it is liaising with St Paul's and the Victorian Coach Company and investigating the availability of coach parking at Tower Hill.

Taxi bays and drop - off bays:

- It was stated that it's important that both taxi bays and pick up / drop off bays aren't relocated further away from key locations, as some mobility - impaired people or wheelchair users may not be able to walk or wheel very fast or further. It was suggested that the bays should not be relocated any further away from key locations, and should preferably be relocated closer to them if possible.

Public space –

Access point to Bank of America to be retained:

- There was concern about how this junction is currently a shared space and that this part of the design seems hazardous. Avoid shared space by differentiating between the road and the new pedestrian square.

King Edward Street looking South & towards Christchurch garden:

- It was expressed that it looks like there's a lot of space for seating, however there's not a lot of seating in the images shown. There is demand for more seating in public space, and it was highlighted how in this area around St Paul's, many people like to sit outside and eat lunch.
- There was concern around how this could be a prime area for skateboarders to congregate, which could be deterred if the area had a lot more seating.
- There was positive feedback around the idea of more public space and greenery, and it was suggested that the use of space could be optimised

more and that more interest could be added, such as through the use of water features.

- The importance of accessible seating was expressed, including a variety of seating types with arm rests, back rests, single seats for neurodivergent people, accommodating wheelchair - transfer, allowing people to sit alongside friends, tables for people to use, including wheelchair users, etc.
- There is interest in knowing more detail in what is planned for different seating options, quiet spaces and sensory gardens. There were questions around whether City of London are taking the Publically Available Specification (PAS) 6463 'Design for the Mind - Neurodiversity and the built environment' best practice guidance into consideration when designing sensory elements.

Other feedback:

- There was positive feedback regarding City of London explaining that they are doing everything possible to avoid shared space, as it was felt that this is critical.
- Members were reassured that there are no plans to reduce or relocate Blue or Red Badge parking bays in the area.
- It was discussed that in the past, when CoLAG had the opportunity to look at Equality Impact Assessments (EqIAs), they'd often find that they had been written by non - disabled people and had contained mistakes and omissions. It was asked whether it's possible for CoLAG to have a role in writing the EqIA when it's redone. CoLAG was able to comment on previous EqIAs and have their comments included. CoL will check their processes, as they are governed by these, and their EqIAs are normally conducted by a neutral party. However, they are happy to look into whether CoLAG can comment on a draft version of the EqIA.
- This project is very close to Postman's Park and only one of the entrances there is accessible, which is the entrance opposite St. Bart's Hospital. It was asked if the other entrance on St Martin's Le Grand could be made accessible, as it was described as currently being a couple of crumbling stone steps.

St Paul's Gyratory Transformation Project: External Stakeholders Consultation Feedback

Introduction

The City of London Corporation (CoL) are planning a transformation of the streets between the former Museum of London roundabout and St. Paul's Underground station, with an aim to make the area feel safer, less traffic-dominated for walking, wheeling and cycling, and a greener and more pleasant environment for all.

The project is currently in the consultation stage, with public consultation through online surveys and drop-in meetings.

As part of the consultation stage, The City of London Corporation commissioned Transport for All to facilitate a consultation session, with external stakeholder groups, representing various disabled and older people, on the 29th of September 2023.

During the session, the proposed changes were presented by the City of London Corporation, whilst Transport for All facilitated and gathered feedback provided by representatives of external stakeholder.

External stakeholders who were unable to attend had the opportunity to provide feedback in writing instead. The collated feedback presented is a summary from both the consultation session and written feedback. The feedback has been ordered in line with the presentation.

People present at the consultation workshop:

- Neil West – Project Manager, City of London (Presenter)
- Zaineb Hadi – Associate Consultant, Transport for All (Facilitator)

- Fran Springfield – Co-Chair, **Chronic Illness Inclusion**
- Tony Tuck - Secretary, **Greater London Forum**
- Kay Inckle - Campaigns & Policy Manager, **Wheels for Wellbeing**
- Jordan Moussavi - Dementia Friendly London Officer, **Alzheimer's Society**
- Keith Cranwell - Panel Member, **Alzheimer's Society**
- Gillian McCarmack - National User Group member, **Shaping Our Lives**

Stakeholders who could not attend and provided written feedback:

- A representative from **Deaf Ethnic Women's Association (DEWA)**

Feedback

Vehicle routes:

- **Tony (Greater London Forum)** thinks the overall traffic management plan appears to be a huge improvement. He stated that it's most important that the people who manage buses are happy with this proposal as most of the people passing through here will be on buses. This area is more of a go through area, so traffic needs to be kept open and free and these plans appear to do just that. He raised concerns about crossing cycle tracks, particularly when reaching bus stop islands, and that these will need to be controlled during peak hours.
- **DEWA (Deaf Ethnic Women's Association) representative:** It is important to consider people's access route from St Pauls travelling to nearby hospitals. What impact will these changes have on the traffic flow?

Public space -

King Edward Street looking south:

- **Kay (Wheels for Wellbeing)** asked if there will be a cycle path through this space. **Neil (CoL)** answered that the proposal is for a no cycling area but that there is a cycle path very close by.
- **Kay** stated that it's important to remember that for some disabled people, their cycle is their only mobility aid, therefore creating a no cycle space would prevent access for lots of disabled people. **Wheels for Wellbeing** advise to

instead state no cycling unless it's a mobility aid, and the expectation would be that you would move through that space at walking speed, just as you would if using a mobility scooter or wheelchair. She gave the example of how this has been rolled out on Wandsworth Bridge.

- **Neil** stated they will take this on board and **Kay** advised that they have other examples they can share where it states no cycling except disabled cyclist mitigations have been put in place.
- **Kay** said that it's important that the choice of surfacing does not cause access barriers for wheelchair and cane users, even if the surfacing is not necessarily pretty.
- **Gillian (Shaping Our Lives)** also raised access concerns in relation to surfaces and mentions that working dogs should be kept in mind. The flooring appears to be one of the main access barriers she faces in London, as depending on the type of flooring, it can make electric wheelchairs stop if it thinks you would be going over something. Therefore, Gillian has to use a manual wheelchair in London a lot of the time to avoid getting stuck.
- **Gillian** said that with newly built areas, there is usually uneven flooring and said it's important that this is avoided.
- **Gillian** suggested the use of tactile paving to warn and guide blind and visually impaired people away from hazards such as trees, water features, etc.
- **Kay** raised that the maintenance of surfacing is also an issue as, if for example there are slabs installed and it is used as an event space that will have delivery trucks, PA systems and other heavy equipment dragged over it, these slabs will easily crack causing the area to become inaccessible. Tarmac, albeit not pretty, is much more accessible. Usability needs to be a priority rather than the visual appeal.
- **Fran (Chronic Illness Inclusion)** raised that many of their members can only walk short distances and then need to sit and rest for extended periods of times before continuing walking. She asked how much seating there will be and whether there will be seating signposted for use by disabled people only as this would be beneficial to their members.

- **Tony** argued against the use of designated seating for disabled people in a public place as this would eliminate the human interaction of people offering seats to those who need them.
- **Fran** asked whether there will be accessible parking if there are events in this area and to reach other local landmarks. Fran often doesn't go to events as she can't park anywhere near them and would sometimes have to park up to half a mile away and then use a wheelchair for some distance to reach said destination, which is difficult for her to do.
- **Neil** explained that they will not be reducing blue badge parking and will be reviewing the demand and looking at potential locations for more blue badge parking spaces.
- **Tony** asked if there are figures for footfall in the area for different times of the day. **Neil** confirmed that these are being monitored and that assessing options to widen footpaths and crossings is based on the demand, as well as clearing obstructions as some footways are wide enough but cluttered.
- **Tony** said that if a clear open space is created then it may attract office workers during lunch breaks which is a positive thing.
- **Keith (Alzheimer's Society)** mentions that the route to and from St. Bartholomew's Hospital and usage by patients is important to consider. He also stated that lessening the amount of street furniture is important.
- **Keith** asked what sort of lighting there will be, especially during late afternoon, winter, etc. **Neil** explained that the lighting design is yet to be planned, however the lighting will meet all the standards and more, as this was similarly done at Bank junction.
- **Gillian** stated that she loves the idea of the sensory garden and that this is something that works well for her as someone with autism.
- **Keith** wanted to know how child-friendly the public space will be, how integrated this would be and whether there would be a play space, as this is important to consider in regard to intergenerational issues.
- **Keith** suggested a water feature.
- **Keith** stated that if there will be events held in this area, it would be beneficial to have raised seating.

New Change junction:

- **Kay** raised concerns about how it's not clear how cyclists using the bi-directional cycle lane on the right-hand side would be able to go left, and how cyclists on the left-hand side don't appear to have a cycle lane to use. After Neil explained how the cycle lanes would work, Kay stated that this needs to be very clearly signposted as, if it's a cyclist's daily route they'd be able to work it out, however, if you don't regularly cycle in the area this could be very confusing.
- **Kay** mentioned that the timing allowed for cyclists is especially important to consider for disabled cyclists as a safety and accessibility feature, because if not using an upright pedal bicycle, the moving off time will be much slower.
- **Tony** wanted to know if the central area between the three lanes will be a hashed area as this will be a great idea to stop traffic backing up when the lights change, and says that if it's not a hashed area, this will be a hazardous situation.
- **Keith** raised the importance of considering signage and direction finding to make the area more dementia friendly. An example was suggested of the use of yellow strips on the pavement to direct people to particular locations.
- **Keith** also pointed out the levels of anxiety that can be caused by noise and traffic through the areas.
- **Jordan (Alzheimer's Society)** pointed out that Alzheimer's Society feels strongly about dementia friendly design features, which can also benefit other disabled groups who have access requirements. There are some simple things that can be looked at such as clearly laid out signage and using different colours and strong contrasts so that people can navigate spaces more easily. Many of these things are fairly inexpensive to implement but can go a long way in helping people navigate that space.
- **Kay** pointed out that in the proposal image, there appear to be trees planted in the middle of the pavement which can cause accessibility barriers. Kay also raised the importance of ensuring the cycle parking is accessible, according to guidance.

St. Martin's Le Grand looking south:

- **Kay** stated these kinds of bus stops are very controversial, particularly for blind and visually impaired people. Some research was done by Living Streets that isn't yet published, looking at design interventions. There is no fully agreed resolution on this type of bus stop, however signal controlled crossings have been flagged as being preferred. However, these bus stops are still an unresolved issue.
- **Kay** stated that the width of the bus stop island is crucial. For people using a wheelchair or who have a guide dog, the area needs to be big enough to facilitate this.
- **Kay** said that if creating this type of crossing and with a wider bus stop island, she recommends monitoring user feedback as this would be good to know for future projects.
- **Tony** finds that there are three key issues for older people using these areas: people using electric scooters and bikes on pavements, electric bikes or scooters being left on the pavement, and the use of isolated islands for bus stops. Tony gave the example of this type of bus stop being introduced outside the new Battersea Power Station underground, and that it's very dangerous due to having a narrow cycle lane and narrow island. He raised concerns about cyclists neither reading or adhering to The Highway Code. He felt that any type of controlled crossing, including Belisha beacons or traffic lights, is a waste of time as half of cyclists will ignore them and go straight through. The danger will be minimised however never eliminated completely when using these systems.
- **Tony** mentioned that some other European cities have managed to find solutions, such as in Helsinki where they have good separation between pedestrians, cyclists and motor vehicles. He recommended that other cities schemes are looked at to figure out how to solve these issues.

Newgate Street looking east:

- **Kay** says that from an access point of view, separated cycle lanes are always preferred, both separated from vehicle traffic as well as from pedestrians.
- **Tony** thinks this design looks very sensible.

- **Jordan** stated that a lot of the issues he's encountered and that other cyclists in busy cities have encountered is the lack of separated areas and how unsafe that can feel for cyclists, as well as for drivers. He agrees that this design makes sense and that it has similarly been implemented in other European countries.
- **Gillian** asked whether people with accessibility needs have been to visit the site. **Neil** explained that they are working with the City of London Access Group (CoLAG), who are from the local area, and who have previously visited the site and that they will also be doing another visit.

Shared versus segregated surfaces:

- **Kay** advised that separated surfaced are always preferable and more accessible.

Controlled crossings versus uncontrolled crossings:

- **Kay** stated that controlled crossings are always more accessible.

Raised tables across side roads:

- **Kay** stated that with raised tables across side roads, there is debate around these as blind and visually impaired pedestrians can find this very confusing if there is not clear tactile paving indicating that they are moving from pavement to road space. Sometimes things that make ease of use for some disabled pedestrians can potentially make it riskier for blind and visually impaired people. She recommended to follow up with experts in accessibility for blind and visually impaired pedestrians to ensure this can be clearly demarcated for them.

Relocation of bus stops:

- **Kay** stated that from a cyclist's point of view, you don't want buses pulling in to cycle lanes to let people off on the pavement, but from a pedestrian's point of view you don't want to get hit by cyclists. It's important to consider the design and to do monitoring and evaluation and to invite some blind and

visually impaired people's groups to go and trial the bus stops and give feedback on how they experience it.

- **DEWA representative:** The bus stop positioning seems too far from St Paul's to nearby hospitals, specifically in relation to the onward journey for wheelchair users and those with ushers (people who are deafblind), visually impaired and those who are affected by longsightedness and short-sightedness.

Other feedback:

- **Kay** thinks that overall, the plans are very positive but the details are where accessibility issues usually occur.
- **Gillian** explained that, at crossings, the kerb needs to be completely flat, as if it's too high the wheels on her electric wheelchair automatically stop and this puts her in grave danger if in the road.
- **Kay** stated that the quality of the dropped kerb and tactile paving is also very important as these can be difficult to manoeuvre over for manual wheelchair users. Also, if tactile paving is badly installed, it presents access barriers for not only blind and visually impaired people, but also people who use wheelchairs, mobility scooters, etc.
- **Fran** agreed with the surfacing and tactile paving issues raised by Gillian and Kay.
- **DEWA representative:** The distance from the taxi rank to nearby hospitals will need to be considered. This will impact all Taxi Card holders.
- **DEWA representative:** I am surprised that wheelchair respondents only make up one percent of the replies. Disabled organisations representing wheelchair users are usually very vocal and I would have expected a much higher response. Despite wheelchair users being a small group of the whole voter number, your survey suggests that 89% of those asked approve the scheme. It is important to ensure public areas are accessible by all and so we ask who has been asked? Which organisations were involved to offer such a high approval vote? Who did the consultations involve? Importantly, which organisations and people were, perhaps, not consulted? It is important to

consider responses broadly to ensure the scheme effectively considers all parties.

- **DEWA representative:** It is integral that this project is fully accessible. This must mean that venues and facilities and places of interest are in proximity to each other. Routes should be easy to follow, and the ground flattened. Adequate seating should be made available between points and landmarks and everything must be clear and visible. Whilst consulting with relevant stakeholders, it is helpful to involve blind and deafblind peoples to offer their expertise when creating signs. They are best placed to advise what signs are easy to follow.
- **DEWA representative:** We do not recommend the introduction of artificial intelligence, as has been introduced at ticket stations. Robots cannot provide information or directions to deaf or deaf blind people.
- **DEWA representative:** Two of our members have recently given feedback that they find travelling to St Paul's station to be a very confusing, chaotic and stressful experience. They have explained that entering and exiting the station can be a tiring job and, without a support worker, they feel that they cannot navigate the space independently. They have recommended that the station is more visual and clearer with directions. The station should also be better staffed so that people with additional needs can be rest assured that a staff member is on standby to direct and support them in their travels. Our members have informed us that such a busy station can leave them feeling unsafe and vulnerable. These members have informed us that they avoid the station and tend to use a taxi to travel to St Paul's and this is problematic considering the impact of the cost-of-living crisis on people with disabilities. Making the station more accessible with visual signage will need to include consulting peoples with varying needs. This must include consulting peoples who are Deaf, blind, Deaf-blind, with Usher's, with learning disabilities and neurodiversity needs.

St Paul's gyratory public consultation:

Design team responses to consultation feedback (highway design option 1/1A)

Comments	Officer response
<p>Bus stop bypass. Safety concerns due to the need to cross the cycle path to access the bus stop.</p>	<p>The proposed bus stop bypass routes the bi-directional cycle track behind the bus stop on St Martin's Le Grand, to allow for the safe passage of people cycling northbound and southbound without mixing with motorised traffic through the junction of St Martin's Le Grand/Newgate Street/Cheapside. This proposed design also facilitates an efficient method for traffic signal control which minimises the impact on bus journey times, compared against alternative options that were explored using protected one-way cycle tracks on either side of St Martin's Le Grand.</p> <p>This physical layout requires that the path of those people cycling and those people boarding and alighting buses will need to cross, leading to new interactions between them. The bus passengers will need to cross the cycle track to get to or from the bus stop. The current design proposes that the crossing point is raised so that there is a flush crossing for the bus passengers and that those people cycling will use a ramp. It will also be a controlled Zebra crossing with Belisha beacons and tactile paving.</p> <p>The bus stop bypass design has been discussed with potential users, particularly groups representing those with a visual, mobility or cognitive impairment who may be put at a disadvantage by having to cross a cycle track to access a bus stop. The feedback received has been valuable in informing the final design. For example, TfL have been asked to assess whether traffic signals would be appropriate at this location.</p> <p>TfL Buses were asked if they would consider the removal of a southbound bus stop on St. Martin's Le Grand (rendering the bypass unnecessary) and were clear that they would not support this due to the</p>

	<p>increased distances between the adjacent stops to the north and south.</p> <p>The bus stop bypass is considered to be a safe way to provide protected cycle facilities on St. Martin's Le Grand without impacting on bus journey times.</p>
<p>Changes to vehicle routes: Several comments were received regarding the impacts of changes to vehicle routes.</p>	<p>The plans for the creation of a new 3,000sqm public space and the partial removal of the 1970's St Paul's gyratory, involve closing the bottom of King Edward Street, and installing a two-way traffic system on Newgate Street and St Martin's Le Grand.</p> <p>The scheme has attempted to balance the needs of all road users, whilst considering the road user hierarchy used by the City of London and TfL. The highway network has been designed primarily to minimise impacts on bus journey times, and to allow access for motor vehicles where needed (for example St Bart's Hospital). This will require changes to all vehicle routes in some way, and some journeys will be a little shorter and some slightly longer.</p> <p>As traffic modelling progresses, traffic signal timings will be revised to optimise the flow of traffic and minimise any predicted delays as much as possible.</p> <p>The forecasted journey time impacts are relatively minor vs the public benefit of the new space and the improvements for people who are walking and cycling in the area. Therefore the proposed vehicle routes changes and their impacts are considered to be acceptable.</p>
<p>Montague St bus stop: Concerns about the relocation of this bus stop to King Edward Street.</p>	<p>The project proposes to change the current bus stand on King Edward Street to a bus stop to better serve the main entrance to Bart's hospital. This proposal is supported by the hospital. As a result, it is proposed to remove the existing bus stop on Montague Street as</p>

	<p>bus routes 4, 56, 76 and 100 would serve the stop on King Edward Street.</p> <p>The proposed design results in more bus routes being able to stop closer to the main hospital entrance, but walking distances to the King Edward Street bus stop will be slightly longer for those passengers who previously used the stop on Montague Street.</p>
<p>Coach parking: Concern regarding the removal of coach parking bays within the project area.</p>	<p>Eight coach parking bays were located within the project area but on two have been available since February 2022 due to redevelopment of 81 Newgate Street. Option 1A proposed the provision of two coach parking bays on Angel Street, equal to what is on the ground at present.</p> <p>Surveys undertaken in March and July 2023 showed that whilst on-street coach parking provision across the Square Mile was operating close to capacity, there was surplus space in the Tower Hill coach park.</p> <p>The Transport Strategy team will shortly be undertaking a review on the future of on and off-street coach parking across the Square Mile, taking into the account the reduction of on-street provision within the project area and the importance of this mode of travel in promoting tourism.</p>
<p>Concern expressed about the proposed relocation of the route 100 bus stand to Giltspur Street.</p>	<p>The proposed road layout means that bus route 100 would no longer be able to access a bus stand in King Edward Street.</p> <p>The current bus stand on King Edward Street would be converted to a bus stop to provide a stop closer for more bus routes to use (and therefore passengers) to access the main entrance to St Bartholomew's Hospital.</p> <p>It is instead proposed to relocate the bus stand for the route 100 to Giltspur Street (a measure supported by Bart's hospital)..</p>
<p>Concern about how blind and visually impaired people can safely cross at side road raised tables, and will they</p>	<p>Side road entry treatments in the form of raised tables are proposed on Albion Way and Little Britain at its junctions with</p>

<p>potentially disadvantage cyclists who use adapted cycles, due to the ramp.</p>	<p>Montague Street, King Edward Street and Aldersgate Street.</p> <p>Side road entry treatments provide a flush surface for people walking across the road and vehicles encounter a ramp that is designed to make them slow down.</p> <p>The raised tables will cross the whole roadway and there will be tactile paving either side of the raised tables. The raised tables will be gradually sloped to ensure they are suitable for adaptable cycles.</p>
<p>It's important that both taxi bays and pick up / drop off bays aren't relocated further away from key locations, as some mobility - impaired people or wheelchair users may not be able to walk or wheel very fast or further. It was suggested that the bays should not be relocated any further away from key locations and should preferably be relocated closer to them if possible.</p>	<p>The proposals re-locate the current taxi rest bays on Angel Street and St. Martin's Le Grand to the south side of Gresham Street. This is a prominent location close to the junction with St. Martin's Le Grand.</p> <p>It should be noted that these are short stay rest bays for licenced black taxis, not taxi ranks.</p>
<p>In general, the proposed changes are welcome, and will have a positive impact for people walking, wheeling and cycling.</p>	<p>Noted</p>
<p>We particularly welcome the new protected cycle infrastructure proposed for St Martin Le Grand and Newgate Street and the pedestrianised stretch of King Edward Street.</p>	<p>Noted</p>
<p>How will cycle lanes be segregated? A physical separation would be much better than wands.</p>	<p>Where possible, kerbs and small islands will be used to create as much distance as possible between the main traffic and cyclists. However, where this is not possible, due to limited road space, wands or an alternative feature may be used.</p>
<p>Wherever the cycle docking station for hire bikes is relocated to, make sure it's well away from any pedestrian crossing.</p>	<p>Noted</p>
<p>More needs to be done to reduce motor traffic in the area, as the scheme still prioritises the flow of motor vehicle traffic. It leaves room in places for</p>	<p>The scheme has attempted to balance the needs of all road users, whilst considering the road user hierarchy used by the City of London and TfL. The highway network</p>

<p>continuing traffic domination and danger and will still effectively be a gyratory. Prioritising motor traffic may also result in long wait times for people cycling at red lights, leading to some people cycling on the carriageway instead of the protected cycle lanes.</p>	<p>has been designed primarily to minimise impacts on bus journey times, and to allow access for motor vehicles where needed (for example St Bart’s Hospital). Both City of London and Mayoral policy seeks to reduce motor vehicle trips. As this happens the traffic signal timings can be adjusted to allow buses to proceed with undue delay, as well as reducing wait times for people walking and cycling.</p>
<p>Concern that the bi-directional track on St Martin Le Grand will be confusing and non-intuitive at junctions, leaving people cycling on the carriageway by mistake. We would prefer to see with-flow cycle lanes throughout.</p>	<p>The bi-directional cycle track has been proposed to protect cyclists and to reduce forecast impact to bus journey times at junctions.</p> <p>The bi-directional track allows for the safe passage of northbound and southbound cyclists through the junction of St Martin’s Le Grand/Newgate Street/ Cheapside without mixing with motorised traffic. It also facilitates an efficient method of control for the traffic signals, which minimises the impact on bus journey times, whereas traffic modelling indicates with flow tracks would have an unacceptable negative impact on bus journey times.</p> <p>Bi-directional cycle tracks, and associated movements into and out of them, including switch from one side of the carriageway to the other, has been employed in other schemes, including TfL Cycleways. But we recognise that they have not been used by the City of London before.</p> <p>Officers will continue to work closely with TfL to ensure that appropriate and clear signage is provided to inform cyclists of how to proceed through each junction..</p>
<p>For people cycling northwest through the scheme, King Edward Street, Angel Street and Little Britain will not provide a good level of cycling service. These streets fall short of the TfL cycle route quality criteria in terms of traffic volume where there is no protection for cycling</p>	<p>There will be a protected contraflow cycle lane on Aldersgate Street for northbound cycles. Cycles travelling north-west could use this, turn left onto Little Britain (where traffic flows are low) and then use King Edward Street for a short section to turn left into Little Britain (north)</p>
<p>Disagree with the decision to ban cycling in the new public space south of</p>	<p>The project is proposing a comprehensive network of east-west, north-south cycle</p>

<p>King Edward Street. This will discriminate against people who use their cycle as a mobility aid. Other similar traffic-free areas do not ban cycling, such as Aldgate Square. Allowing cycles would make the space more accessible and provide an additional route for those new to cycling, children and others, between Newgate Street and King Edward Street, but is unlikely to be heavily used as a cycle route due to the high pedestrian footfall.</p>	<p>routes which will be protected where space permits.</p> <p>Permitting cycling through the public space would require the introduction of a dedicated cycle track that would sever the space and have a significant impact on the design. It would also potentially disadvantage people using the public space, some of whom may have a protected characteristic.</p> <p>Moreover, cyclists travelling north would have to join the main northbound route for motor vehicles which would offer little protection for cyclists.</p>
<p>We look forward to St Paul's cycle routes being connected to a wider cycle network in the City of London. While this can't be built overnight, it needs to be expedited, to enable a greater shift to cycling for a diverse range of people and meet the City's safety and climate.</p>	<p>Noted</p>

Comment	City response
<p>Newgate Street (westbound). The relocated bus stop cages interrupt the unprotected cycle lane. This will make the cycle track less inclusive, as some people will be put off the cycle route by buses pulling into the cycleway.</p>	<p>This bus stop has been relocated 60m to the west from its existing position. It serves 5 routes (and 3-night buses). It is critical that there is a stop on Newgate Street to serve the local area. The highway at this location is not wide enough for a floating bus stop. However, in order to mitigate this issue, it is proposed that the pedestrian crossing on Newgate Street will have an early release to allow cyclists to proceed past the bus stop before motorised traffic.</p>
<p>Newgate Street (eastbound). We welcome the cycle gate which will improve safety for people cycling and separate them from traffic turning left into St Martin's Le Grand. However, it is not clear how people turning left at this junction will be directed to go north up St Martins Le Grand onto the bi-</p>	<p>Appropriate signage (and potentially additional road markings not shown on the drawing) will be used to ensure cyclists are informed of how to access the bi-directional cycle track.</p> <p>A similar arrangement can be found at locations on Cycleways 3 and 6. For</p>

<p>directional cycle track. There do not appear to be any road markings on the scheme drawings. People will be likely to turn left into the general traffic lane and then not be able to get into the protected lane - if they intend to continue north by bike, they will get stuck at the Angel Street junction, where they are not permitted go north from the general traffic lane</p>	<p>example, at the junction of Northumberland Avenue/ Victoria Embankment where cyclists from Northumberland Avenue have to cross Victoria Embankment to access Cycleway 3. The south-east and south-west corners of Parliament Square also have a similar layout.</p> <p>Officers will continue to work closely with TfL to ensure that appropriate and clear signage is provided to inform cyclists of how to proceed through each junction.</p>
<p>New bidirectional protected cycle lane section on Cheapside. Access to this lane from New Change is via a diagonal link across Cheapside. We welcome this physically protected space for people cycling, but the choice of bi-directional tracks makes the layout less intuitive and direct. This is likely to be confusing for people cycling who are new to the area as they can either proceed west towards Newgate or take the diagonal link to proceed north into St Martin's Le Grand. This arrangement will require clear signage</p>	<p>Clear signage will be provided. Northbound cyclists from New Change will get a dedicated green signal, and the "Elephant footprints" with cycle logos denote the preferred route for cyclists, which has been commonly used on cycle routes in central London.</p>
<p>Cheapside westbound between New Change and St Martin's Le Grand. The unprotected cycle lane on the south side of Cheapside is being removed and replaced by the new protected bidirectional lane on the north side (which feeds into St Martin's Le Grand). People cycling westbound to Newgate St will no longer have the benefit of a cycle lane feeding into the ASL at the St Martin's Le Grand intersection. This could be ameliorated by a new cycle only traffic light phase from New Change, so long as it is a whole separate phase not just early release, however this will not help people who cycle from eastern Cheapside. Overall, the bidirectional cycle lane design will make the scheme confusing, particularly for new cyclists. Were with-flow protected cycle tracks considered, and if</p>	<p>The bi-directional cycle track has been used to protect cyclists and to reduce impact to congestion through the junctions and surrounding traffic network.</p> <p>Alternative options were explored where a cycle gate was provided on the St Martin's Le Grand southbound approach to Newgate Street, with a protected cycle lane on the Cheapside north-westbound approach. However, this had a significant impact on bus journey times, as well as the operation of the Newgate Street and Cheapside junctions that are located close together.</p> <p>The original proposal for this junction has been reviewed and revised to improve cycle safety. The revisions include:</p>

<p>they were, why were they rejected? This would have made the scheme more intuitive</p>	<ul style="list-style-type: none"> • The introduction of a westbound, mandatory cycle lane on Cheapside with an advanced stop line and early release • Increased stacking capacity for cyclists travelling southbound from St. Martin's Le Grand to Newgate Street <p>However, the introduction of these cycle improvements require the removal of the proposed pedestrian crossing on Cheapside which will result in a longer journey for some people who walk</p>
<p>New Change southbound. There is no protected space for people cycling south on New Change. The carriageway also looks as if it may be within the 'critical issue' width range of 3.2 - 4m where drivers may be tempted to overtake cycles without enough space to do so safely (TfL cycle route quality criteria 3). The decision to use advisory lines in non-standard ways is questionable in the centre of the street. Consider adding a south bound protected cycle track or extending the footway, which would also address the critical lane width.</p>	<p>This will be investigated.</p>
<p>St Martin Le Grand junction with Angel Street. Cycles turning left into Angel Street do not seem to be protected from general traffic as they cross the carriageway - they should have their own cycle phase for safety. For people turning right by bike into Angel Street this looks like an even more intimidating manoeuvre. People cycling in the northbound traffic lane can't continue north, if they are in the traffic lane by mistake - a safe route across this junction is needed</p>	<p>Stage 2 of the method of control runs the pedestrian crossings and northbound cyclists from St Martin's Le Grand. This allows cyclists to reach the advanced stop line at the pedestrian crossings to proceed to either Angel Street or Aldersgate Street with conflict with motor vehicles. Cycles in Stage 1 would be allowed to proceed ahead northbound to Aldersgate Street. Traffic order would state left turn only except for cycles.</p> <p>Southbound cyclists will not be permitted to turn right into Angel Street.</p>
<p>St Martin Le Grand junction with Gresham Street. This junction is wide and flared and risks collisions between turning vehicles and cycles going</p>	<p>Design at this location is being reviewed following consultation feedback.</p>

<p>southbound. A continuous footway here would make the priority clearer.</p>	
<p>Angel Street and King Edward Street. There is no protection planned for people cycling on either Angel Street or King Edward Street north of the proposed pedestrianised area. For those cycling northwest through the scheme area, they will be cycling with volumes of traffic that will not feel safe or comfortable.</p> <p>A good solution would be to make King Edward St access only for general traffic except buses and cycles, creating the 'Healthy Hospital Street' that St Barts is calling for as well as a safe, low traffic route for cycling.</p>	<p>There will be a protected contraflow cycle lane on Aldersgate Street for northbound cycles. Cycles travelling north-west could use this, turn left onto Little Britain (where traffic flows are low) and then use King Edward Street for a short section to turn left into Little Britain (north).</p> <p>At this stage it is not possible to re-route through traffic from King Edward Street onto St. Martin's Le Grand.</p> <p>However, as phase 2 of the project is developed, options for the routing of northbound through traffic will be re-assessed as it is acknowledged that removing through traffic on King Edward Street would help the creation of a Healthy Hospital Street.</p>
<p>On Aldersgate Street It is not clear from the drawings whether the southbound cycle lane is protected - both north and southbound cycle lanes should have physical protection.</p>	<p>Both the northbound and southbound cycle lanes will be protected where possible but this is limited due to access requirements to off-street premises and kerbside activity.</p>
<p>Aldersgate Street and St Martin's Le Grand side street junctions. The footways are interrupted by side streets and service access into buildings. We propose making these footways continuous (Copenhagen crossings) to reinforce the recent changes to the highway code and improve the pedestrian experience, especially for those wheeling and using walking aids in the environment around the hospital.</p>	<p>Side road entry treatments in the form of raised tables are proposed on Albion Way and Little Britain at its junctions with Montague Street, King Edward Street and Aldersgate Street.</p> <p>Side road entry treatments provide a flush surface for people walking across the road and vehicles encounter a ramp that is designed to make them slow down. They will have tactile paving.</p> <p>Where technically feasible, service access to buildings will be designed to be as flush as possible for pedestrians.</p>

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St Paul's Gyratory

Newgate Street-St Martin's Le Grand junction design review

December 2023 V1.0


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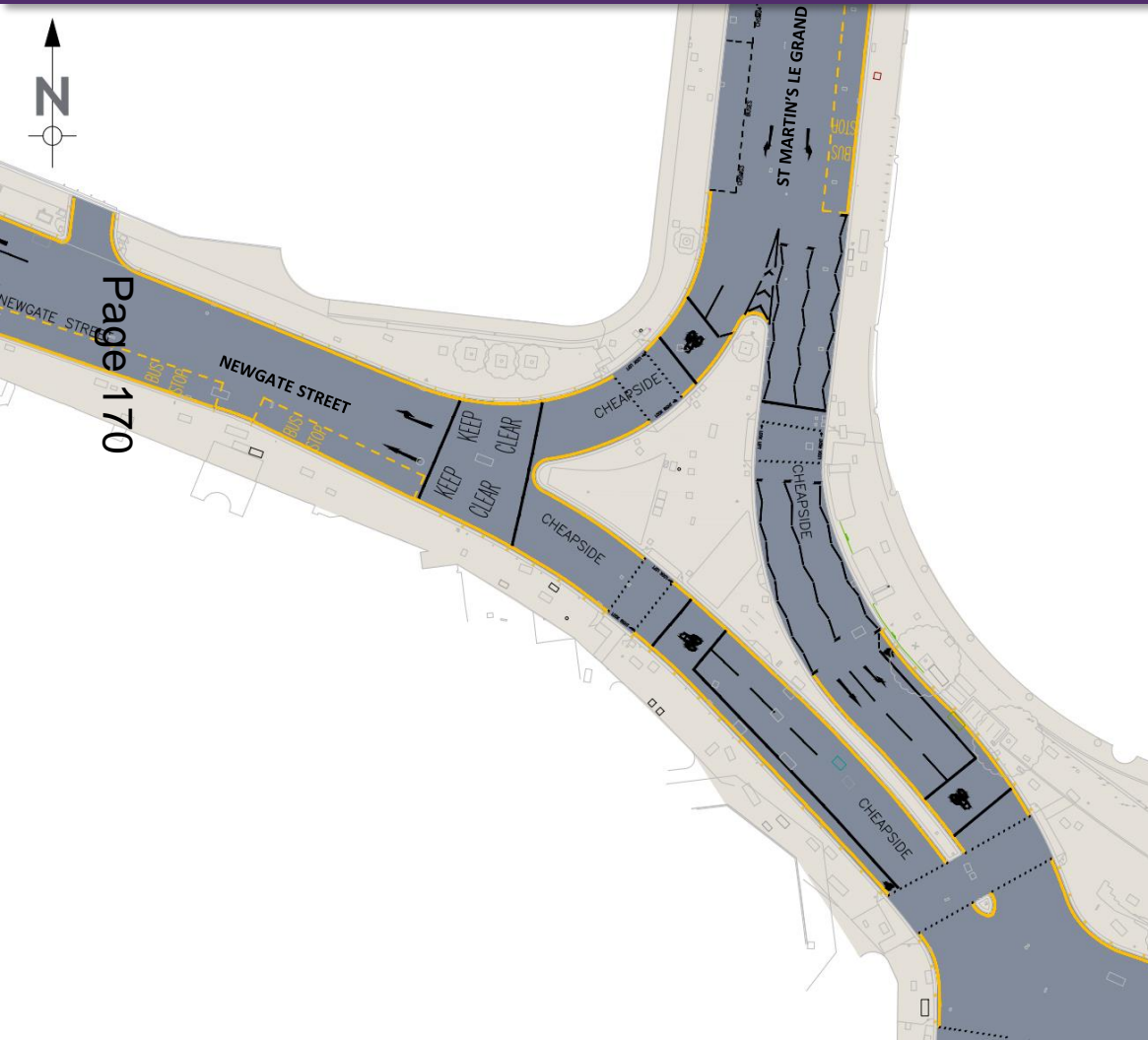
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**CIHT**
Corporate Partner

Existing layout



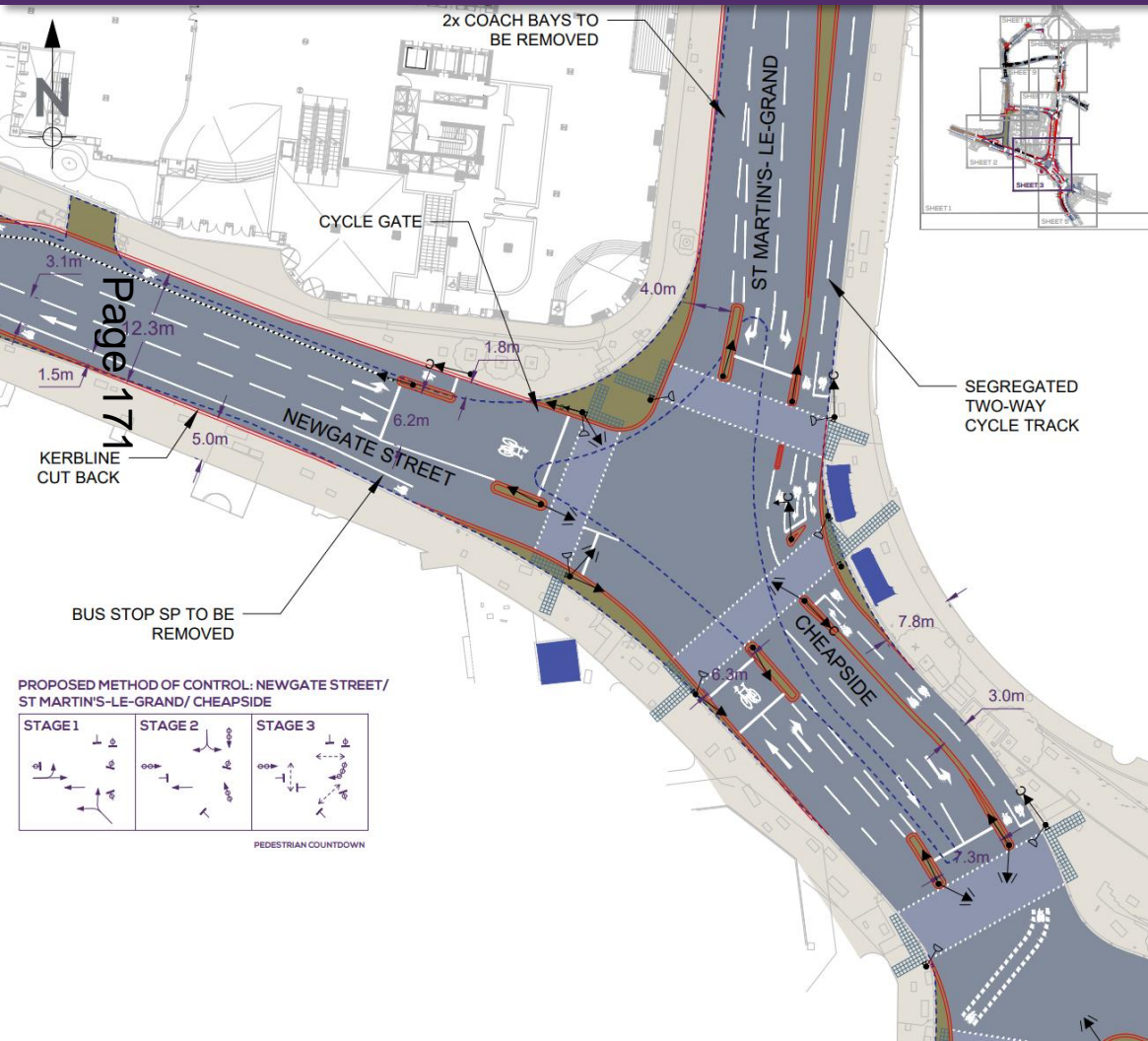
Issues

- Existing cycle facilities limited to cycle lanes with ASLs at junction stoplines.
- Pedestrian crossings are 2-stage across all of the approaches. i.e. people have to cross one crossing and then walk and then wait at the next crossing.
- No pedestrian crossing over Newgate Street.

Benefits

- Pedestrian crossing by St Paul's tube station entrance on Cheapside.

Proposed option



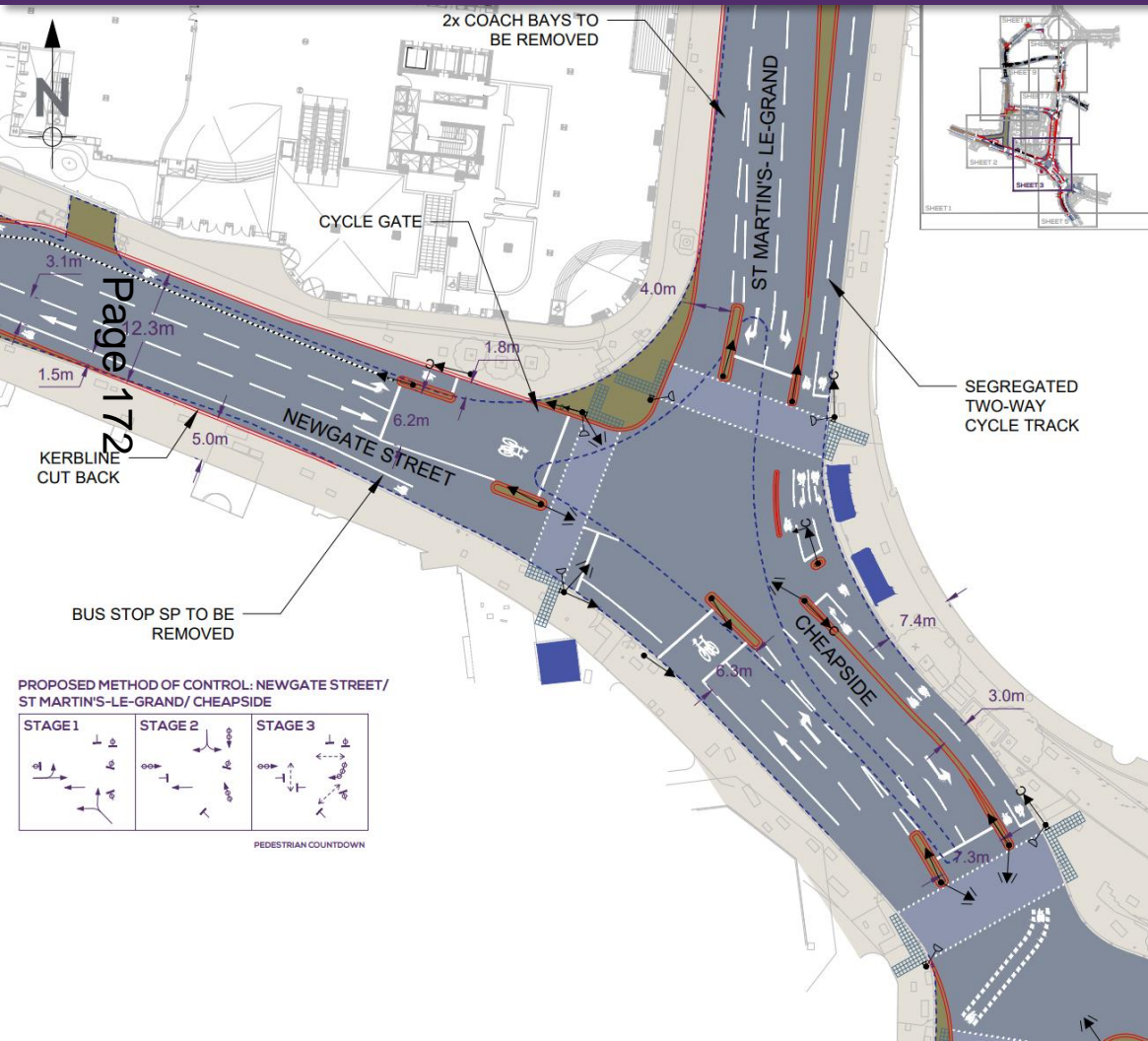
Benefits

- Cycle gate with early release for Newgate Street eastbound approach to junction with St Martin's Le Grand. Left-turn and right-turns for cyclists proceed into two-way segregated cycle track.
- Southbound approach on St Martin's Le Grand at junction with Newgate Street segregated cycle track. Southbound right-turn for cyclists during pedestrian stage onto internal stopline. Southbound right-turn cyclists run without motor vehicle traffic (same time as pedestrian crossings) and southbound left-turn cyclists run in protected cycle lane in parallel with motor vehicle traffic.
- ASL with early release on Cheapside north-westbound approach.
- Straight over pedestrian crossings on all arms of the junctions.

Issues

- Pedestrian crossing over Cheapside lands between underground access points on north side of Cheapside.
- Existing demand for the southbound right-turn from St Martin's Le Grand to Newgate Street is 85 cycles in both AM and PM peak hour periods. This equates to approx. 2.5 cycles per signal cycle.
- Proposed design provides some future proofing for increased cycle demand with stacking capacity for the southbound right-turn of 4 cycles (140 cycles per peak hour).
- No cycle lane on Cheapside north-westbound for cyclists heading west to Newgate Street.

Proposed option – alternative



Benefits

- Cycle gate with early release for Newgate Street eastbound approach to junction with St Martin's Le Grand. Left-turn and right-turns for cyclists proceed into two-way segregated cycle track.
- Southbound approach on St Martin's Le Grand at junction with Newgate Street segregated cycle track. Southbound right-turn for cyclists during pedestrian stage onto internal stopline. Southbound right-turn cyclists run without motor vehicle traffic (same time as pedestrian crossings) and southbound left-turn cyclists run in protected cycle lane in parallel with motor vehicle traffic.
- ASL with early release on Cheapside north-westbound approach with mandatory cycle lane.
- Straight over pedestrian crossings on critical pedestrian desire lines.
- Proposed alternative design provides significant future proofing for increased cycle demand with stacking capacity for the southbound right-turn of 8 cycles (280 cycles per peak hour).

Issues

- Pedestrian crossing over the Cheapside arm of the junction with St Martin's Le Grand and Newgate Street removed to enhance overall level of cycle amenity. Nearest pedestrian crossings are Newgate Street (15m to the west) and Cheapside (35m to the south).



Greyfriars Square Play and Fitness

Initial testing and spatial requirements

REV A

LD&DESIGN

SUMMARY

The following slides explore, should proprietary play or fitness equipment be seen by The City of London as a requirement, the location these types of features could go, and, how much space they absorb:

1. We show ‘areas of exclusion for play and fitness’ and provide a rationale as to why equipment of this nature should not be included within specific parts of the design. And, if we were to include, why we have shown the location we have. This covers aspects such as:

- movement,
- views,
- set back from vehicular space and HVM alignment,
- setting of special features,
- role and identity of previously agreed concept.

2. We then illustrate the typical space required for a selection of proprietary formalised play and sport/fitness equipment.

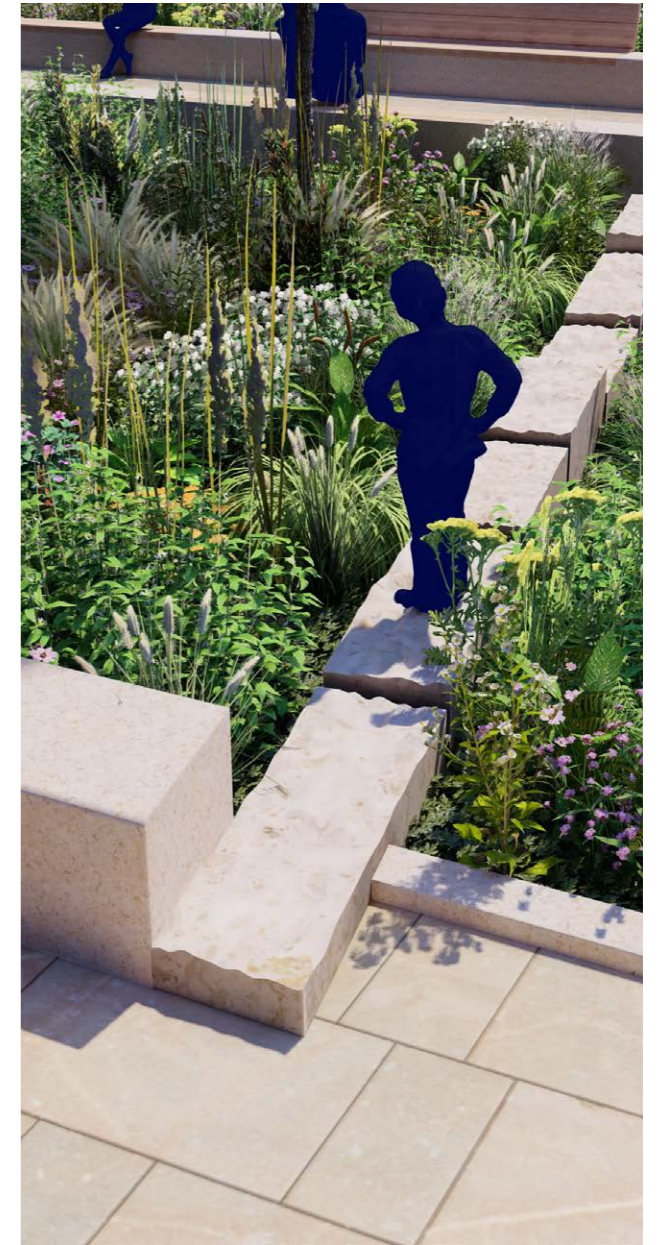
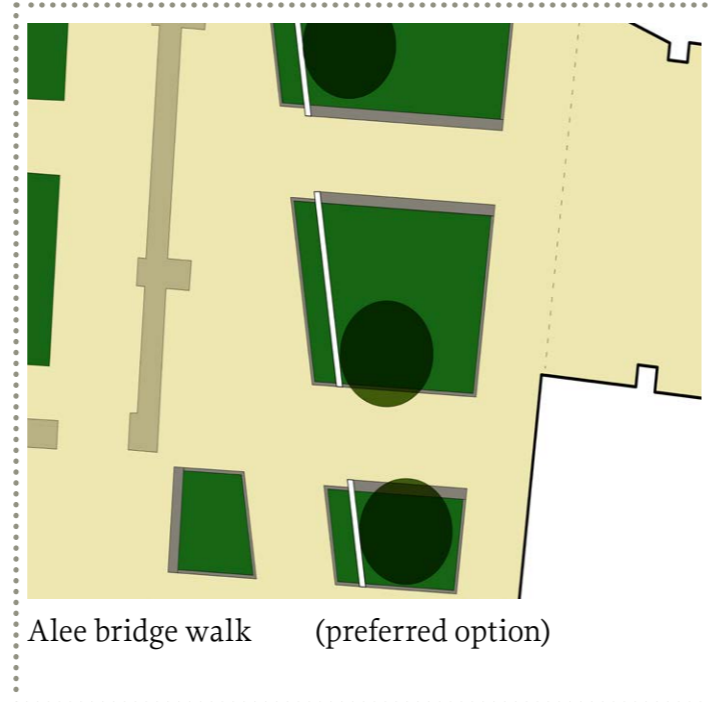
N.B. the equipment shown is not intended to illustrate options or potentially chosen equipment but only instead shows what trade-offs might need to be considered.

All equipment has safety and fall zones associated, this results in a significant loss of either green space or green space and footway/circulation space. Further to this, smaller slithers of planting that remain may be considered a maintenance challenge so further reduction from the figures shown may be an outcome, further consideration required following decision.

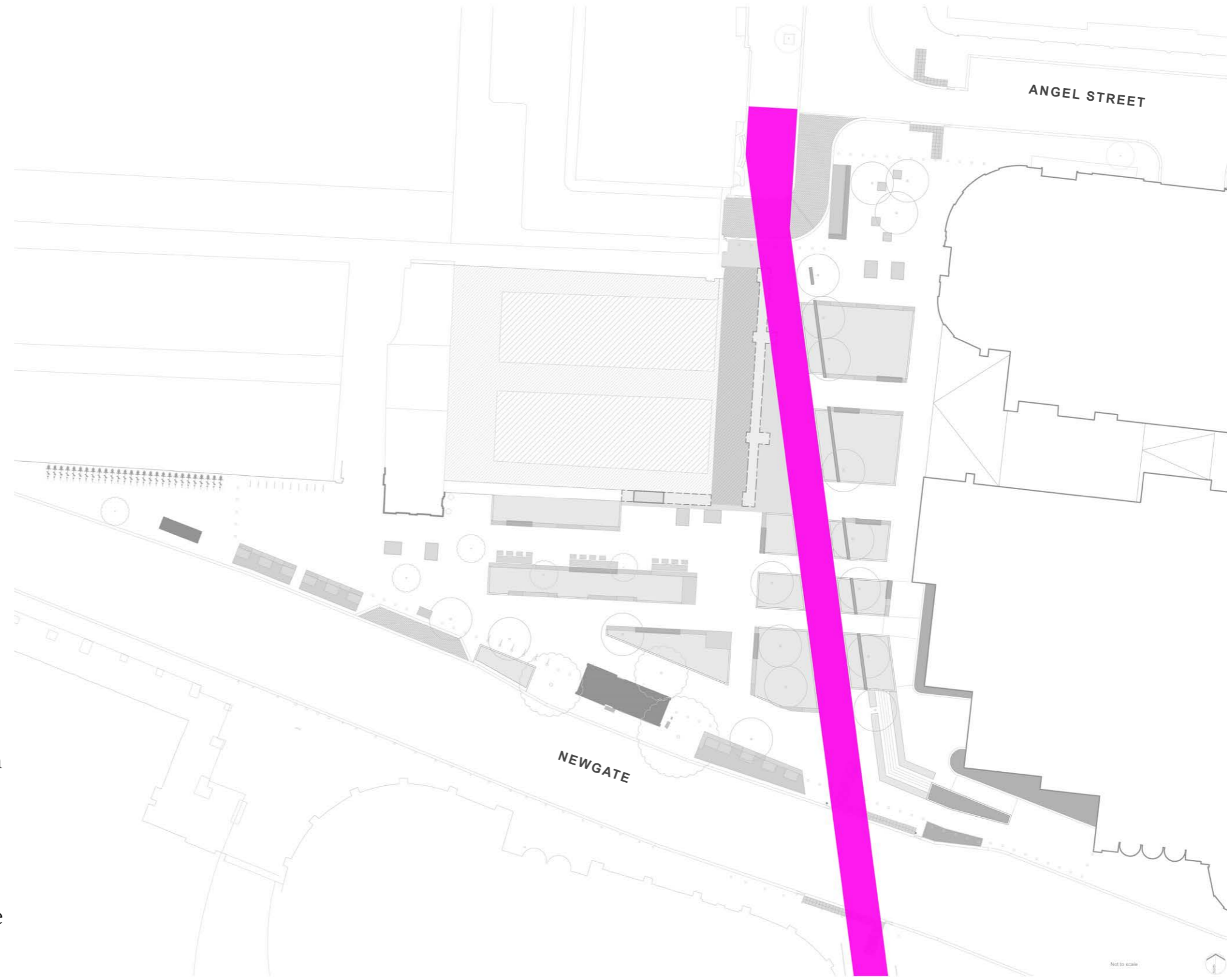
STAGE 2 PLAY OUTLINE CONCEPT



Through Stage 2 an opportunity was identified to re-use 58no. remarkable granite blocks (currently in use as part of the Thames to Eternity Project) as an elegant special play feature, aligned with the key axis to St Pauls. At conceptual stage it was agreed the Alee Bridge Walk formed the appropriate play function for Greyfriars Square.



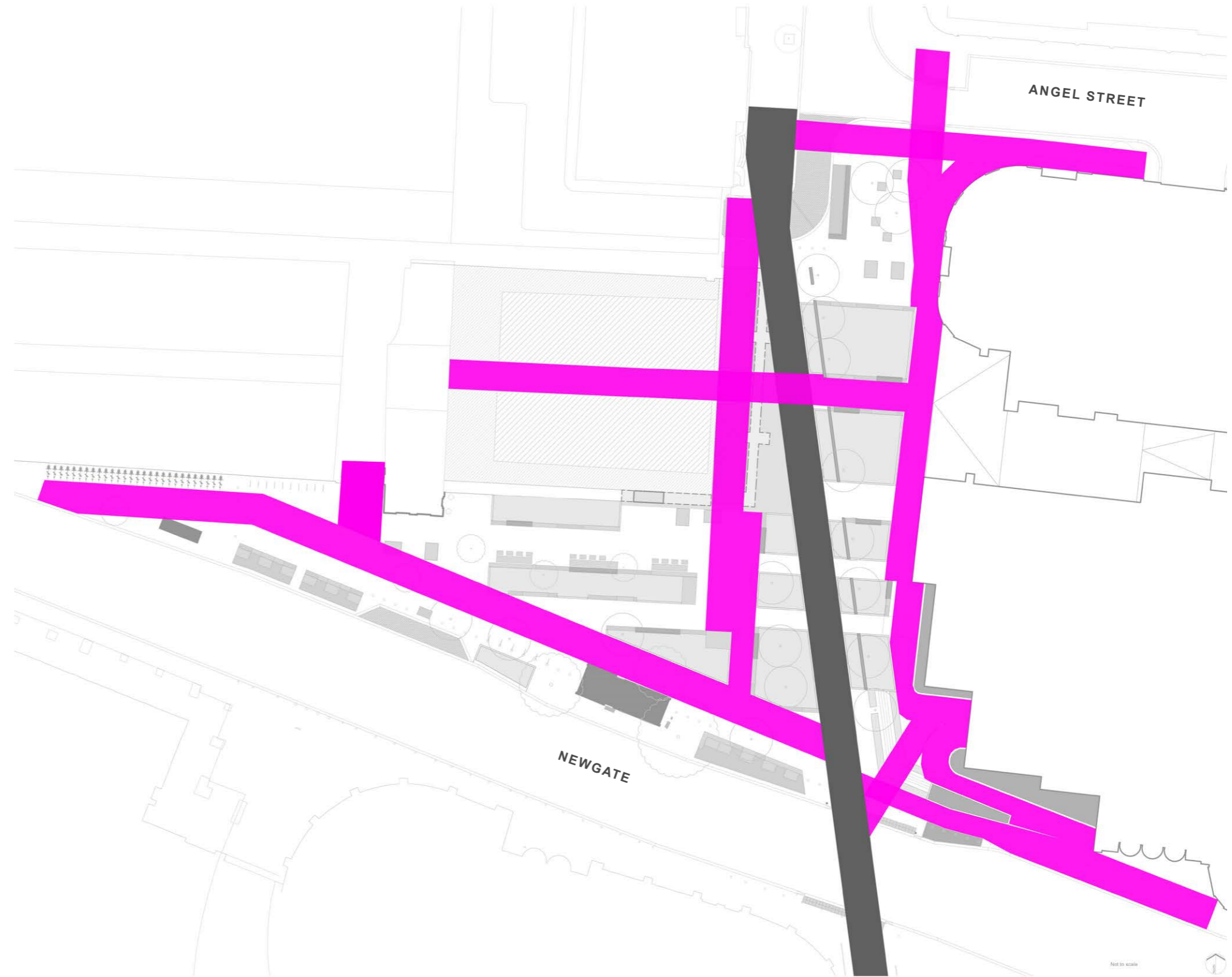
AREAS OF EXCLUSION FOR PLAY AND/OR
FITNESS EQUIPMENT



Axial Route

The axial route through the space critically sets up the principal structure for the proposal. The grand processional route is intentionally wide (4m) and clear to allow sufficient space for pedestrian movement (both fast and slow), allowing for people to pause and enjoy the surroundings or stand and watch children play on the Alee Bridge Walk.

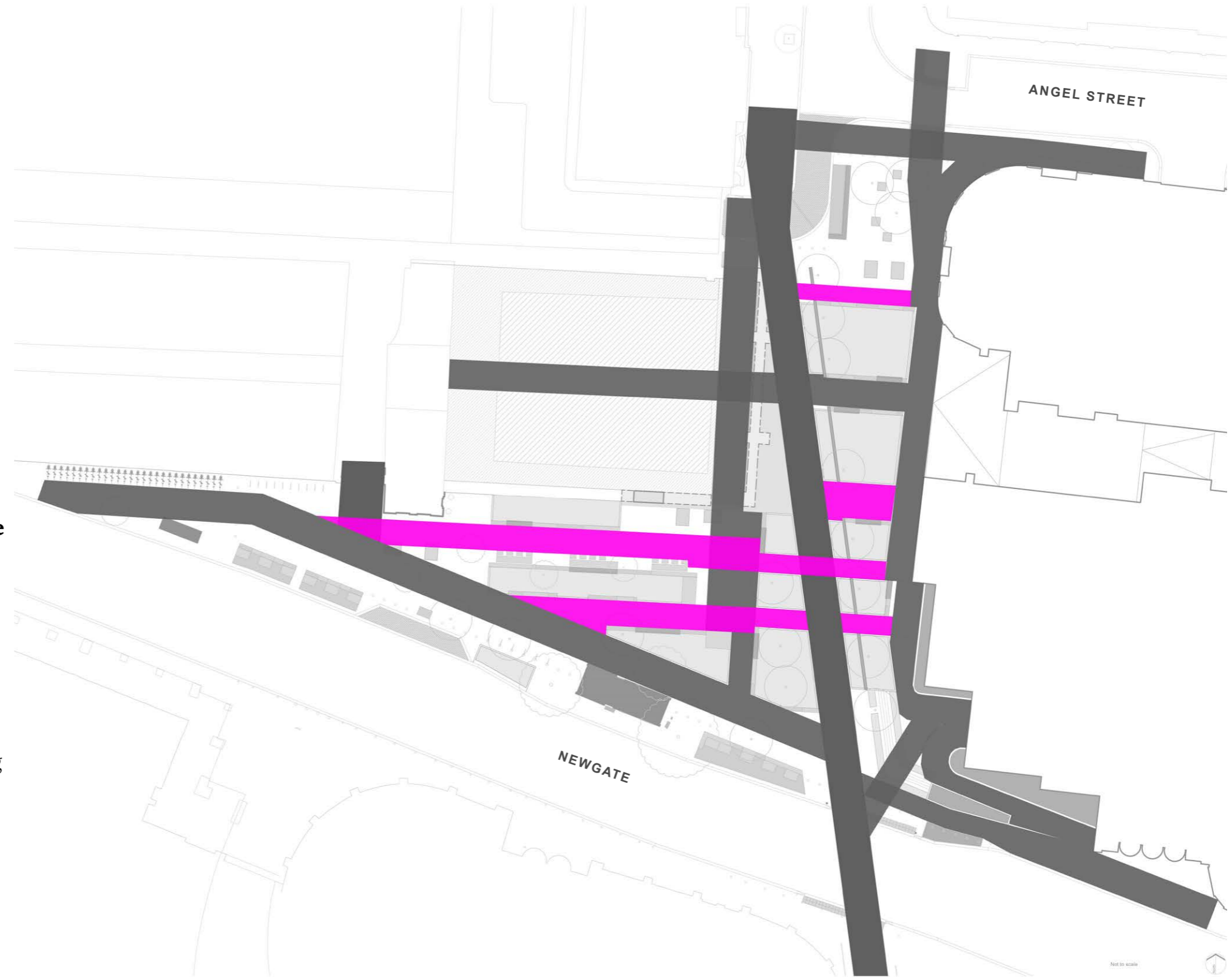
AREAS OF EXCLUSION FOR PLAY AND/OR
FITNESS EQUIPMENT



Key movement routes

The proposal seeks to make Greyfriars square an easy and well connected place to move through. Principal movement routes should be protected and remain uncluttered to ensure circulation is well provided.

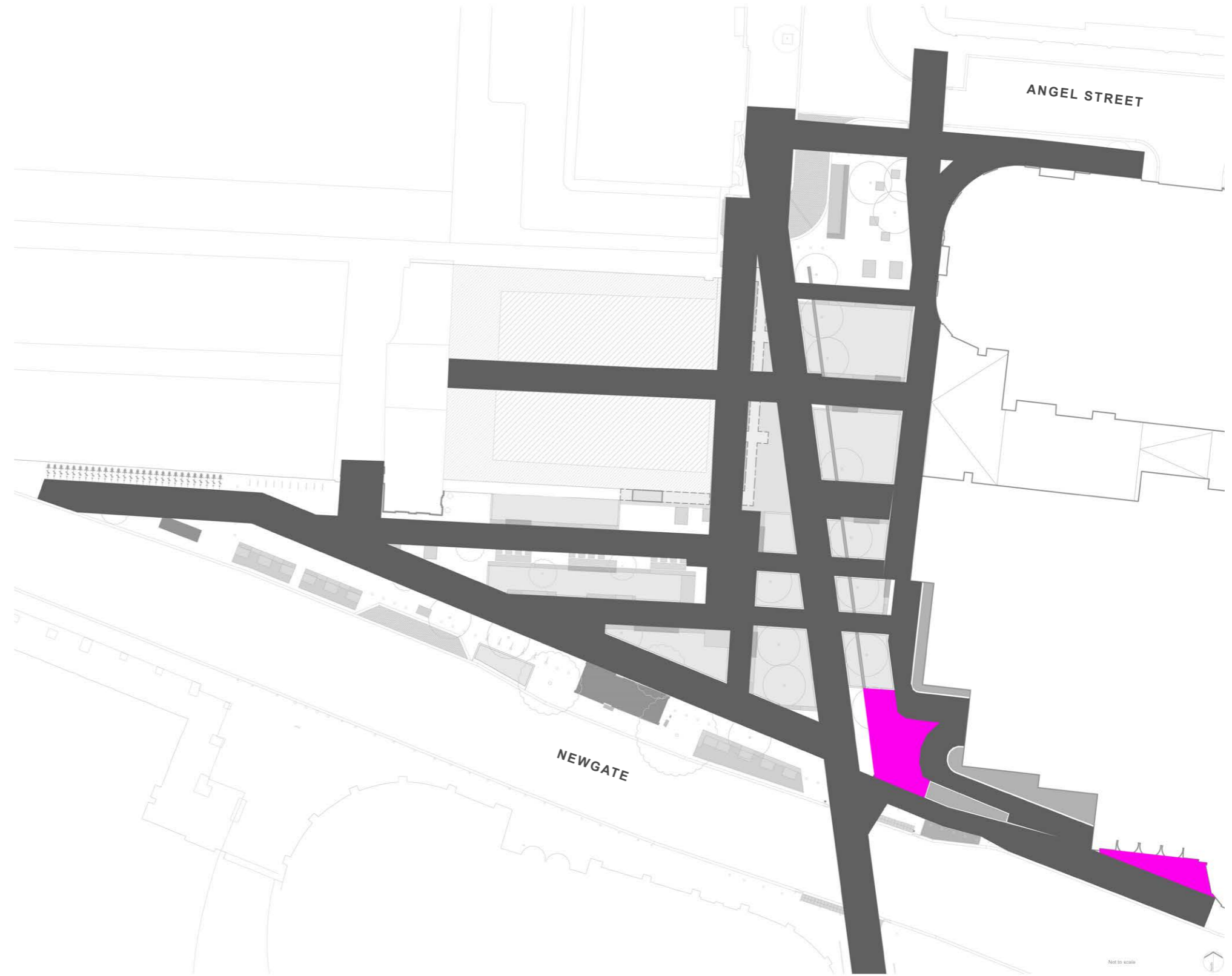
AREAS OF EXCLUSION FOR PLAY AND/OR
FITNESS EQUIPMENT



Further movement and structure

Further movement routes provide additional choice and essential structure. The overall grid configuration (defining planting areas) has been carefully developed to blend several opposing geometries to form a singular cohesive place. These should be protected, objects within this structure should be avoided.

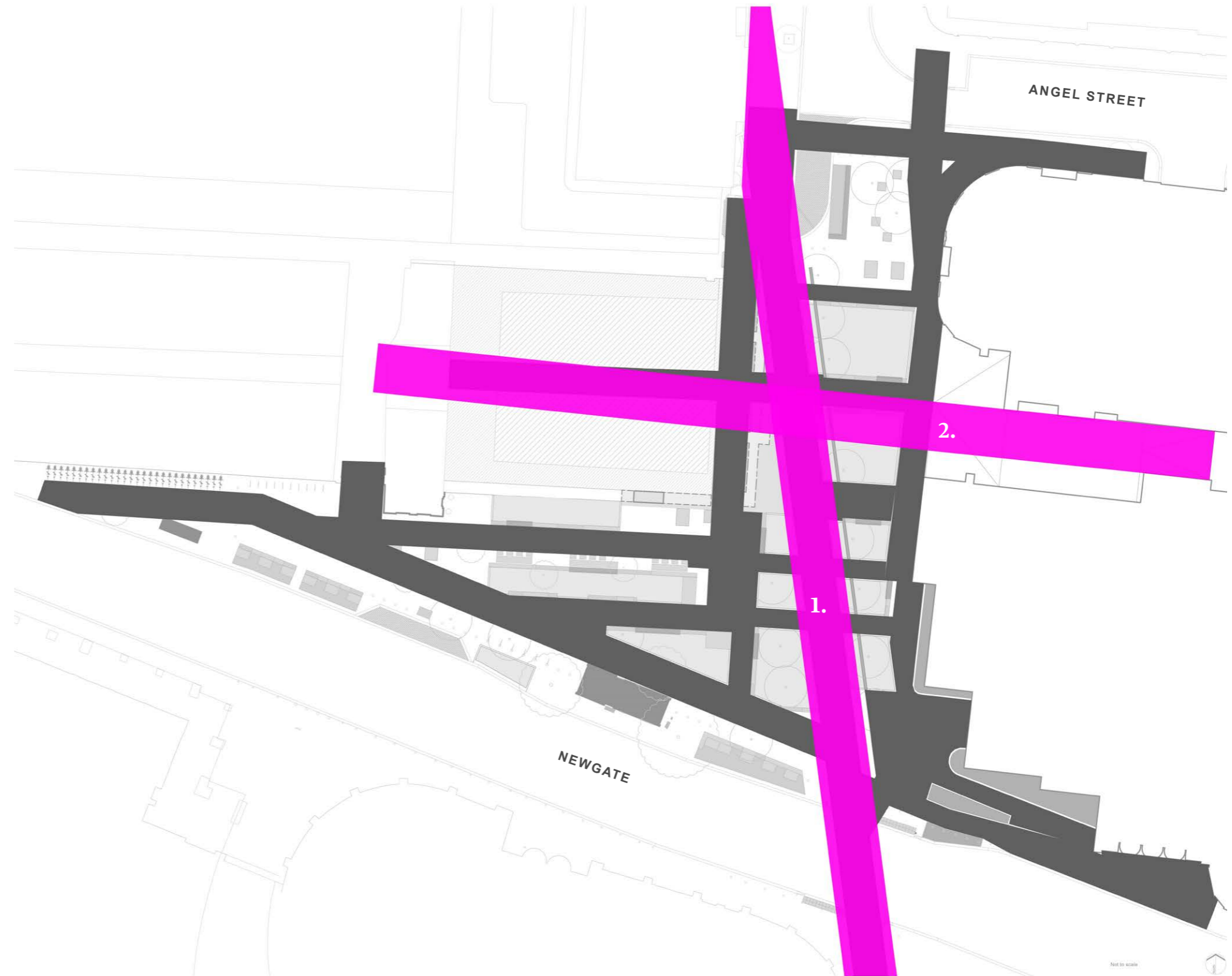
AREAS OF EXCLUSION FOR PLAY AND/OR
FITNESS EQUIPMENT



Building entrances

Access to 81 Newgate from
Greyfriars Square to remain clear

AREAS OF EXCLUSION FOR PLAY AND/OR
FITNESS EQUIPMENT



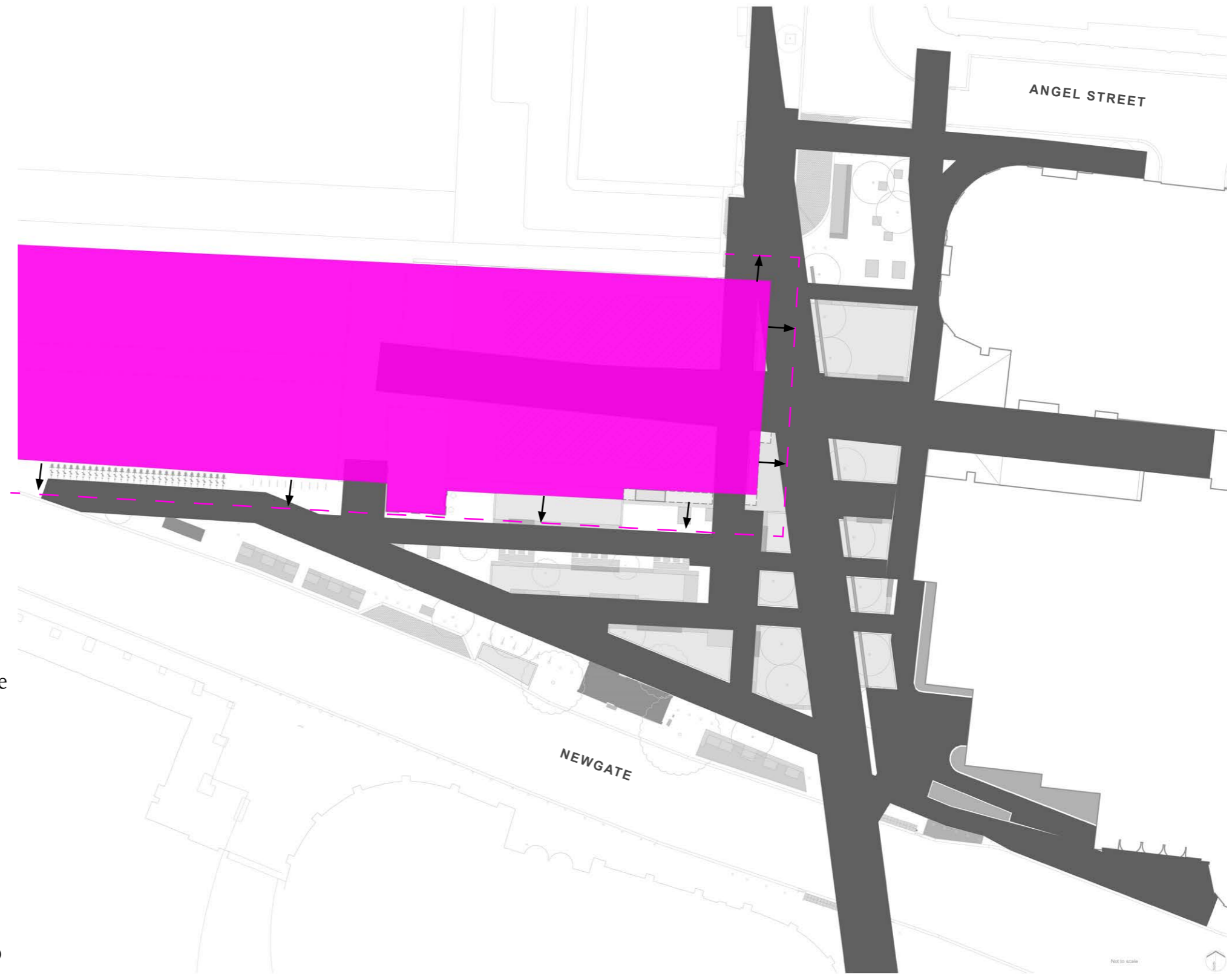
Key Views

There are two key views that must be left uninterrupted.

1. The view to St. Paul's Cathedral which aligns through Cannon Alley to the North Transept. and,
2. A view from the Internal Street of 81 Newgate to the Spire of Greyfriars Church ruin.

These views are to remain uncluttered with minimal vertical elements that detract from views to those special features.

AREAS OF EXCLUSION FOR PLAY AND/OR
FITNESS EQUIPMENT



Listed structure & SAM

Whereas the Church ruin is Grade I listed. The site is also a scheduled ancient monument. The tower and ruins of the church stand on the site of the Greyfriars friary church, one of the largest and richest religious establishments of the medieval City with royal patrimony. Objects that may diminish the setting or character of the feature should not be placed within it and may need to be sufficiently set away.

AREAS OF EXCLUSION FOR PLAY AND/OR
FITNESS EQUIPMENT



Set back from Newgate

Noise and pollution, access/
informal pedestrian crossing
and likely HVM requirements
removes play potential within space
immediately related to Newgate.

AREAS OF EXCLUSION FOR PLAY AND/OR
FITNESS EQUIPMENT



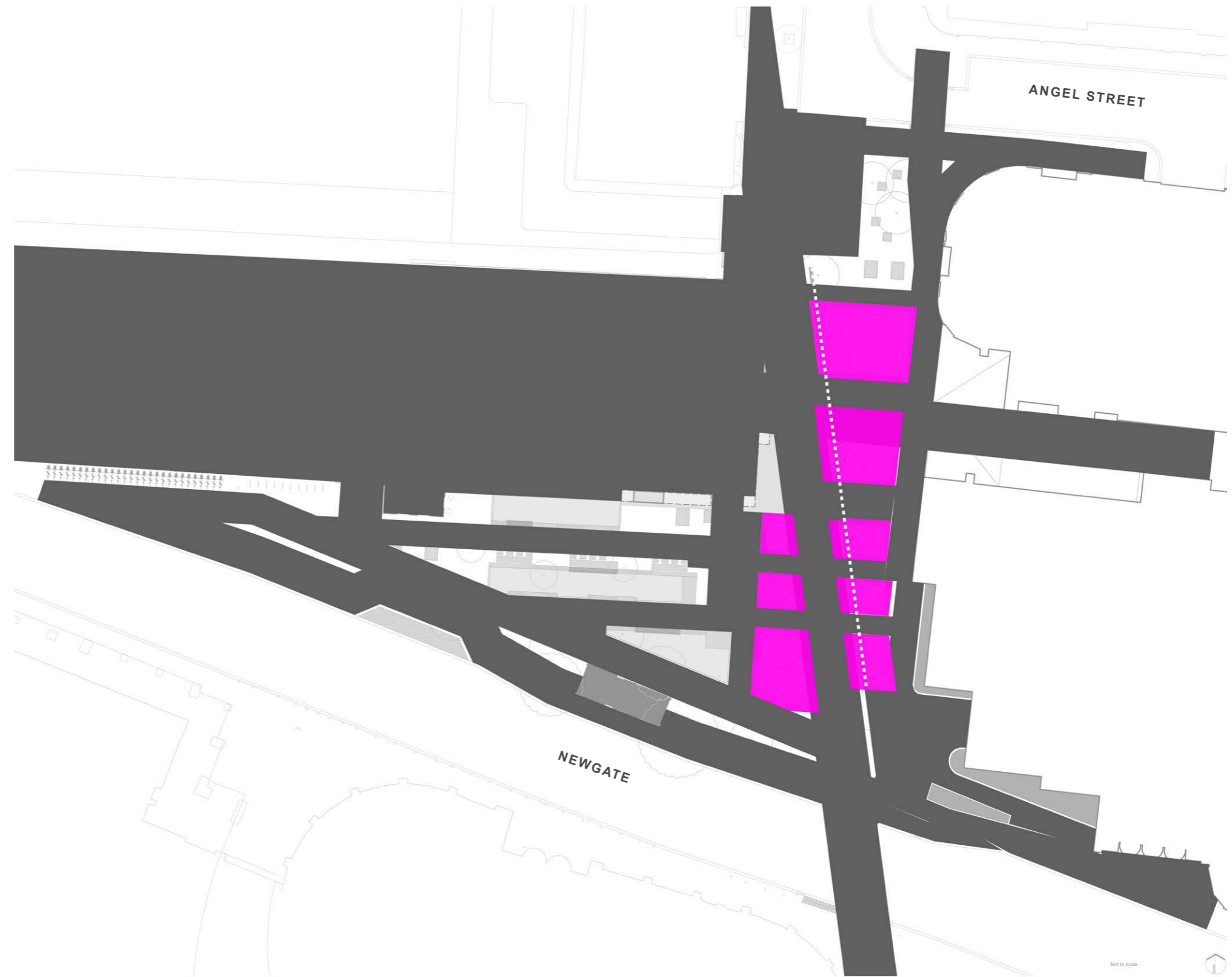
Access road

vehicular access is required to the Bank of America in the north of the site. This part of the proposal also requires a complex HVM component. This space will also provide removable/collapsible/sliding (TBC) bollard access for maintaining and servicing the space.

AREAS OF EXCLUSION FOR PLAY AND/OR
FITNESS EQUIPMENT

**The Alee Bridge Walk and
Garden Grid**

Critical to the concept is the 'Garden Grid' (a series of beautiful planted spaces) which flanks and defines the Axial Route to St Pauls. Within this context we have developed the concept for the Alee Bridge Walk, an elegant, linear play feature using special reclaimed granite blocks as stepping stones. Additional alternative proprietary features here for play and/or fitness will weaken the these carefully organised ingredients, diluting the defined qualities and experience.



AREAS OF EXCLUSION FOR PLAY AND/OR
FITNESS EQUIPMENT



Footprint of Greyfriars Wall

The proposal seeks to provide in-ground interpretation, inlaid art or graphics to the paving surface to reveal the extent of the ruined Wren Church boundary wall. Consideration should be given not only to the defined footprint but also surrounding space for users to view.

AREAS OF EXCLUSION FOR PLAY AND/OR
FITNESS EQUIPMENT

Small spaces removed







Following the preceding process, we remove small spaces incapable of providing adequate safety and fall zones.



AREAS OF EXCLUSION FOR PLAY AND/OR FITNESS EQUIPMENT

Remaining space

Following the clearly defined exclusion exercise we are left with the remaining space to accommodate proprietary play and/or fitness equipment.

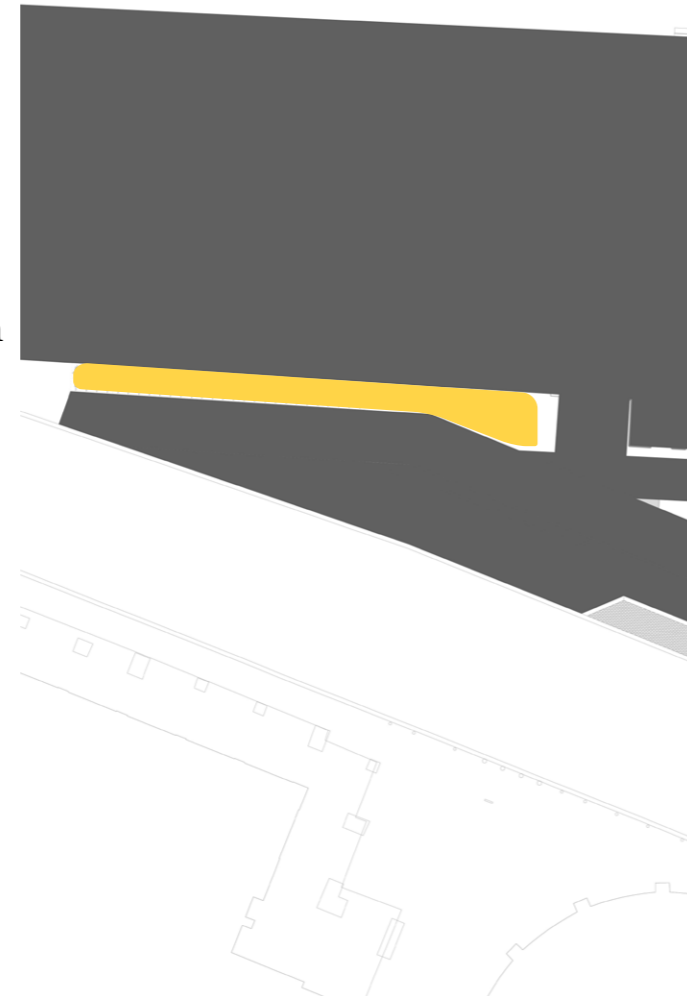
- A 
- B 
- C 
- D 
- E 
- F 



Area A:

Considered inappropriate by virtue of proximity to Scheduled Ancient Monument and will likely diminish the setting or character of the special feature.

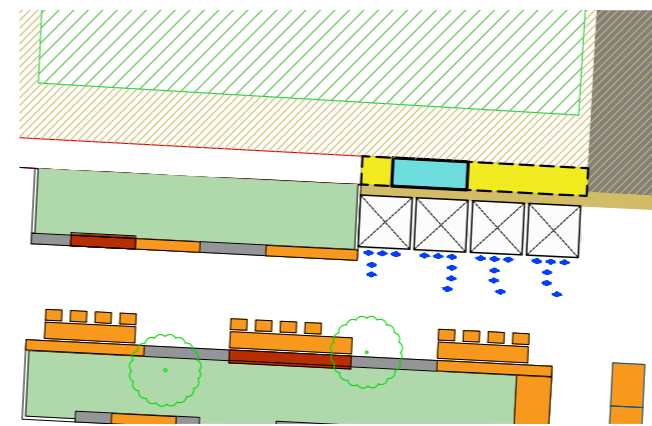
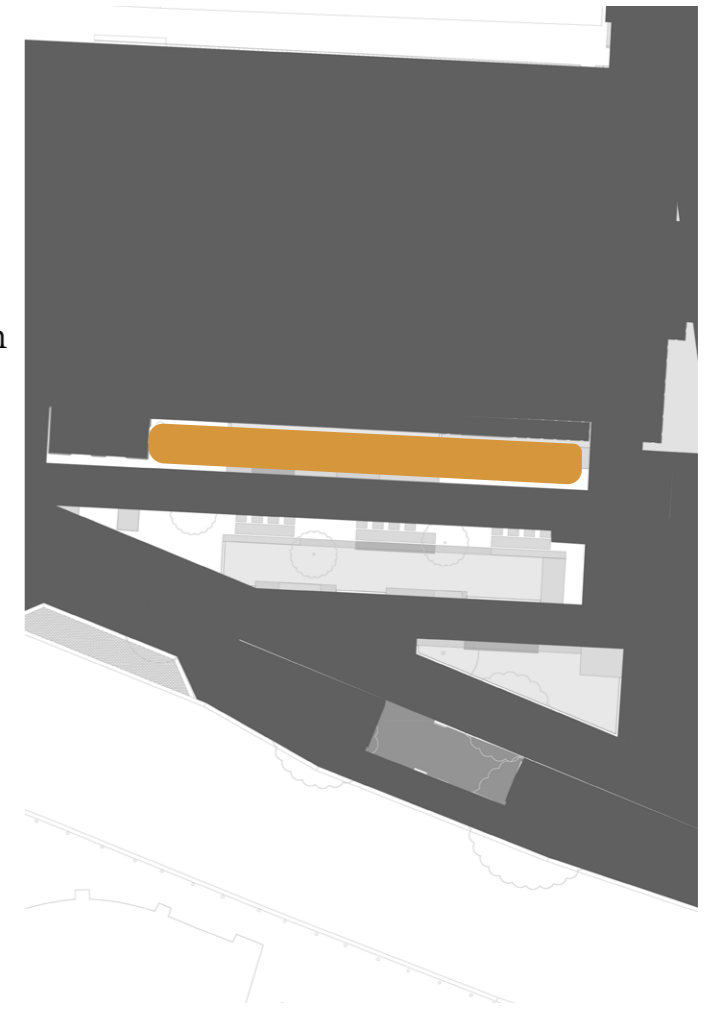
Furthermore, this narrow space has been previously defined as accommodating docked and dockless cycle space and cycle stands.



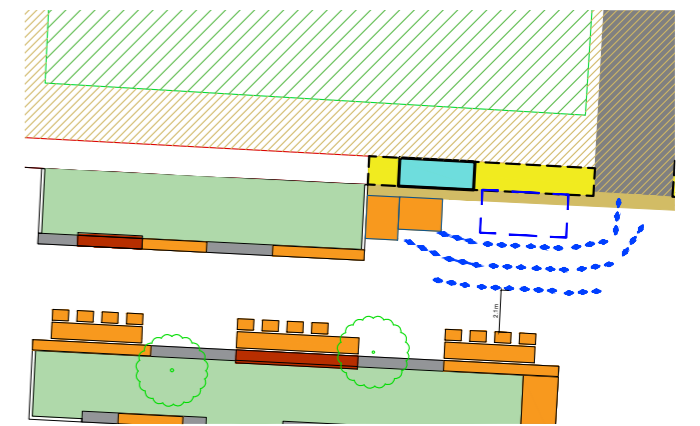
Area B:

Considered inappropriate by virtue of proximity to Scheduled Ancient Monument and will likely diminish the setting or character of the special feature.

The current design provides a simple elegant planting and seating arrangement to flank the Church ruin and a flexible space to accommodate small events, markets, installations etc.



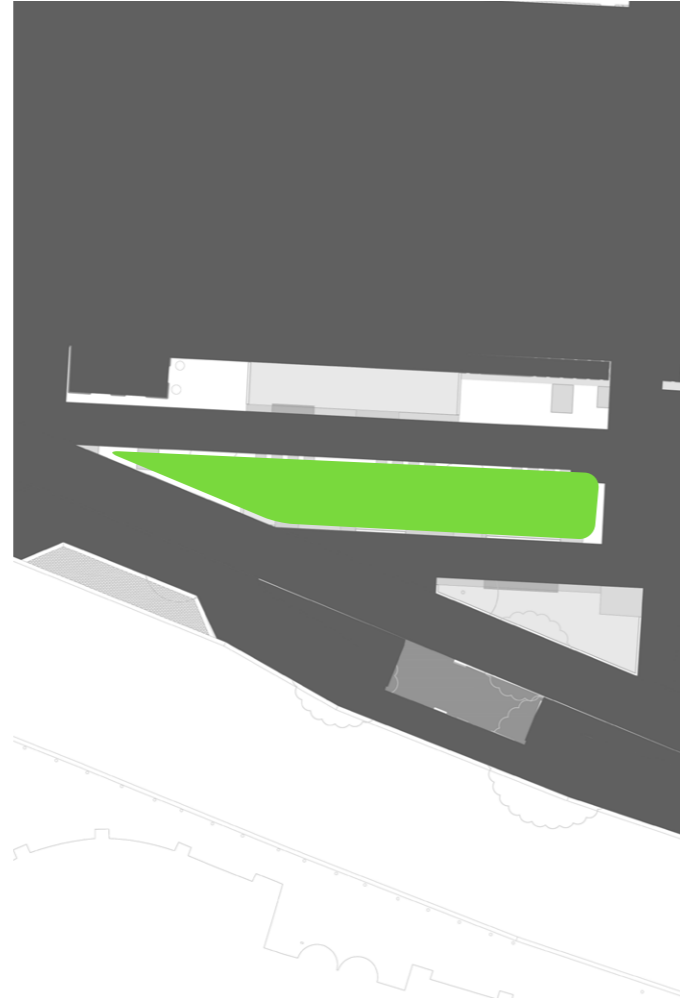
Small craft market cluster test



Small performance space test (50 people)

Area C:

Space currently occupied by the centrepiece of the 'Monastic Gardens' character area. The identity is characterised through the concept as having a slower pace with a tighter grain, a varied social condition, and providing close contact with nature. The space accommodates communal dining and working tables and is defined as a calm and peaceful space. Play and fitness equipment here may also diminish the setting or character of the listed structure given it's proximity.

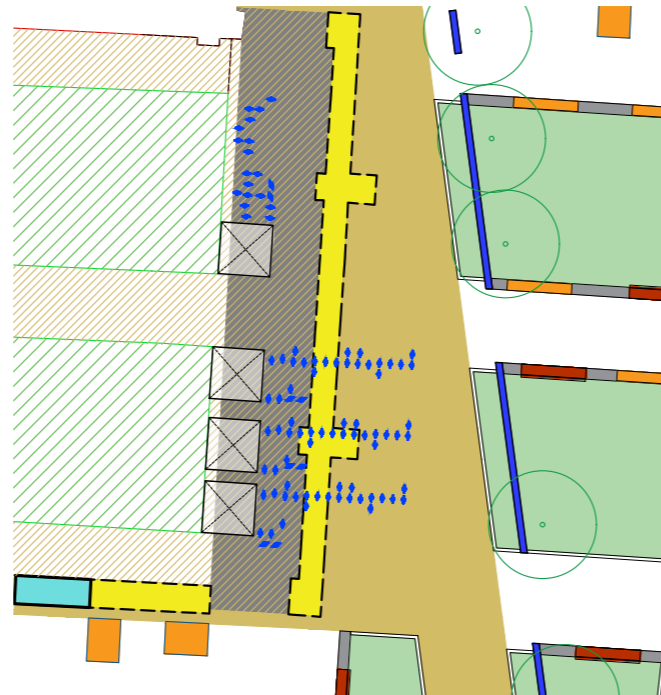


Area D:

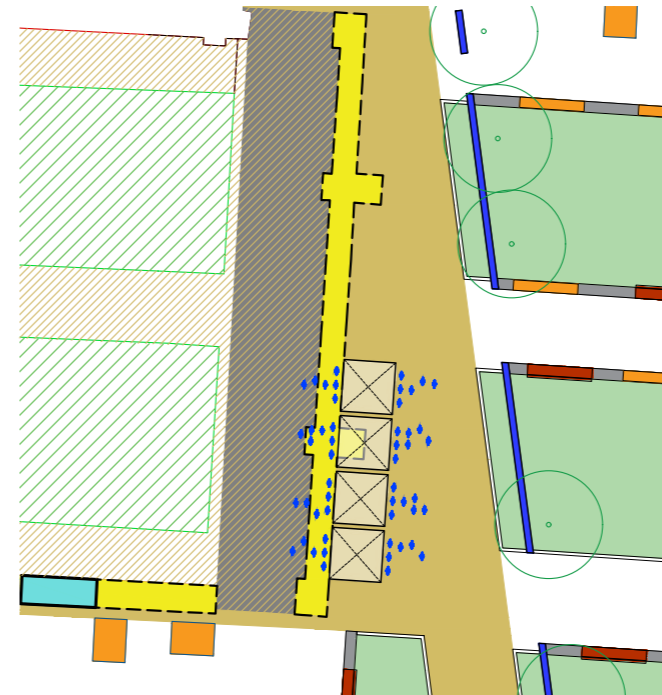
This space is relatively small (~9m²). this will result in limited proprietary play and/or fitness equipment potential.

Furthermore it accommodates the very centre of the proposal, defined as the HEART character area. The space is characterised through the concept as being a key orientation space, open and programmable and a place to appreciate the historical narrative of place and links to St. Paul's. Items placed in this location will become the focus of the scheme and will have an elevated profile by virtue of positioning.

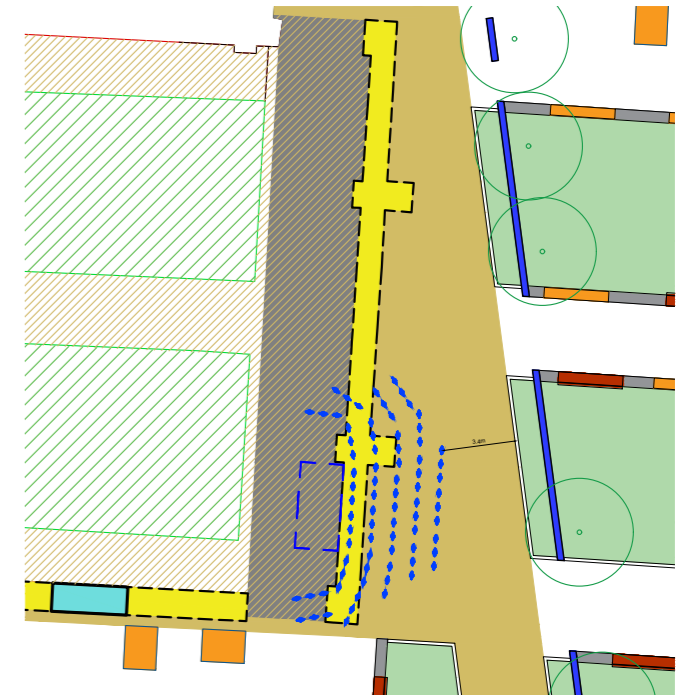
The space currently arranged to provide unimpeded views in all directions and to allow ultimate flexibility to maximise program potential.



Small street food market test



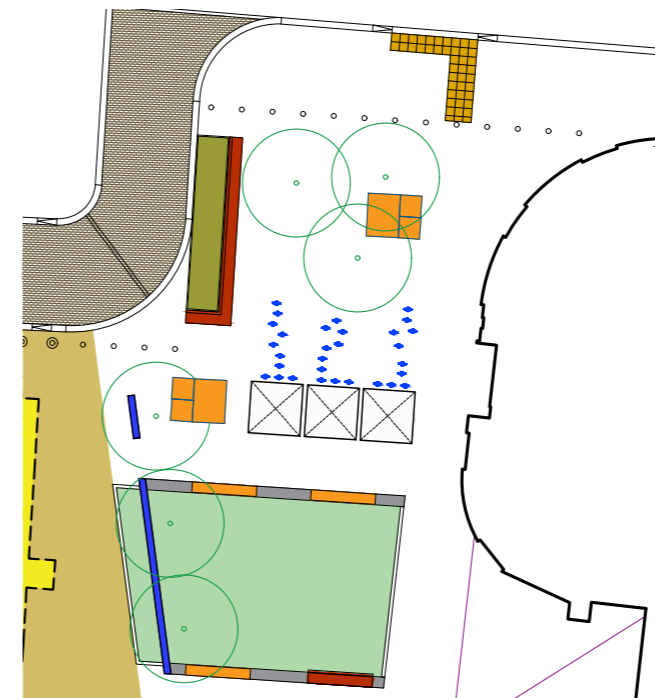
Small craft market cluster test



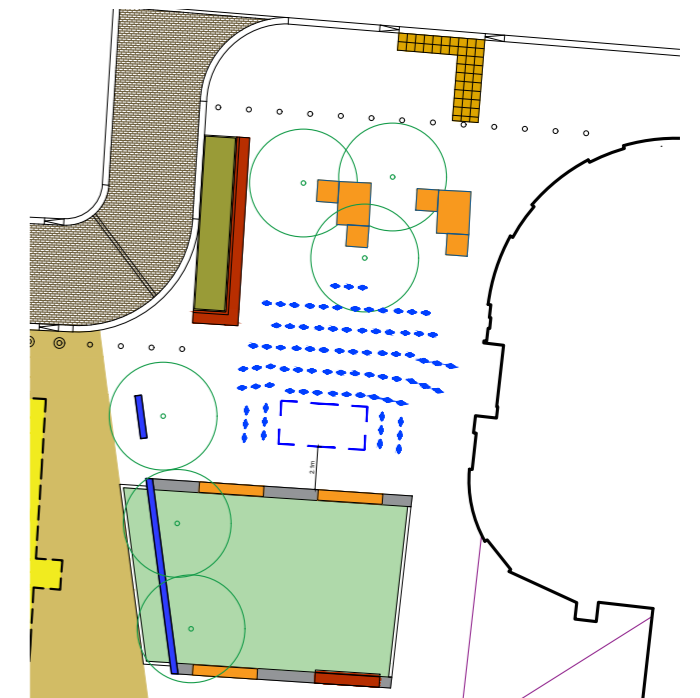
Small performance space test (75 people)

Area E:

This space has limited capacity for static/fixed objects. It is assumed it will experience significant cross movement and general circulation. The approach here is to provide a simple, social welcoming gateway into the wider scheme and provide some flexibility for small scale temporary events. This threshold space will reinforce the character and identity of the place when arriving from the north and relies on its simplicity to draw users into the space and encourage dwell time. From within this space, in legibility terms, users will begin to reference the basic geometry of the scheme, identify the Alee Bridge Walk and views to the remarkable assets of Greyfriars Church ruin and St Paul's Cathedral. Proximity of play and/or fitness equipment to 81 Newgate (HSBC) may be problematic. The space is also close to an access road and general vehicular space.



Small street food market test

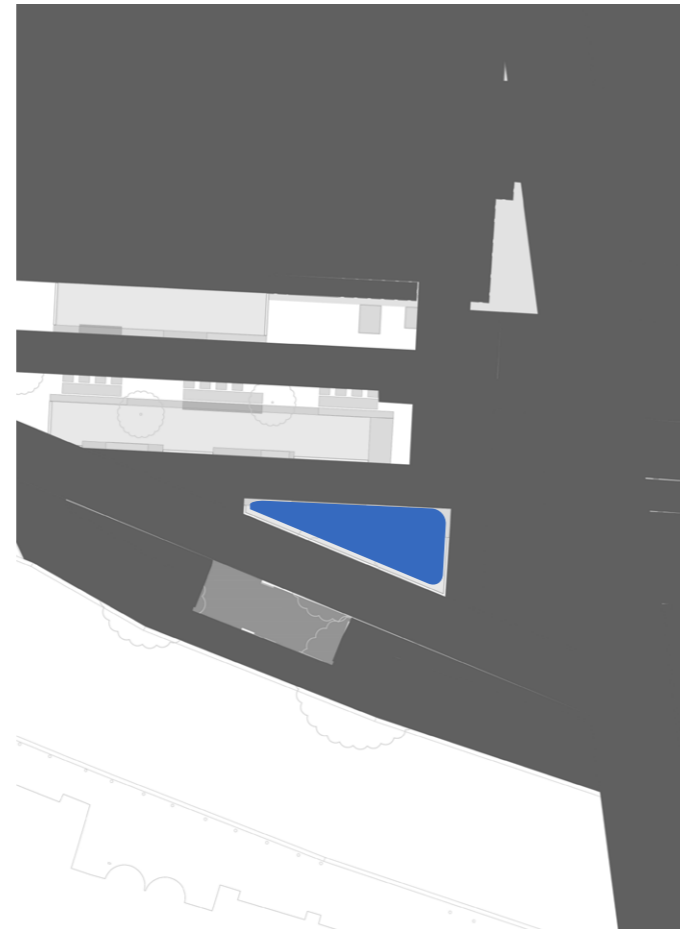


Small performance space test (75 people)

Area F:

This space currently forms part of the 'Monastic Gardens' character area but is more peripheral. It plays an important supportive role to the striated character and structure of the identity, which seeks to provide a tighter grain of calm and reflective garden routes in linear bands.

The space is set back from busy vehicular space, is away from 81 Newgate and Christchurch Tower (Vestry House) and is reasonably detached from the Listed Greyfriars Church ruin. It also benefits from natural protection from the Central Line venting building and does not sit on or parallel with key views to identified assets.

**Summary**

The landscape design team advise that the focus for play remains on the Alee Bridge Walk and that this should be developed further maximising and fortifying the playable nature of the feature. Exploring variations in vertical and horizontal spacing and travel, gaps between units and sizes of units.

Should the City require additional play and/or fitness beyond the Alee Bridge Walk, we recommend developing **Area F** as the next most appropriate location. The following slides illustrate the typical space required for a selection of proprietary formalised play and sport/fitness equipment and the impact this is likely to have.

Current baseline working drawing:

- 620m2 of new planting area
- 420m2 of retained planting (Greyfriars)
- 160 linm of seating
- 45 linm of play feature

Note, these values are variables and currently in flux being impacted on by factors such as:
HVM, building access, furniture and play etc.



- Planting - Rain garden
- Planting - HVM high edges_Hidden bollards
- Paving_01
- Paving_02
- Modern raised wall to Greyfriars Garden_REDUCED to finished floor level - Decorative interpretation of former wall within paving / ground plane
- Proposed Tree
- Existing Tree
- Relocated statue
- Communal dining tables and cube seats (root fixed)
- Timber top
- Timber top with back rest
- Seating pad 2m x 3m (fixed)
- Movable seating pad 1.5m x 2m
- Movable cube seat
- Stone / Concrete edge 500mm x 500mm
- Incidental play element (within planting) Reused granite - Victoria Embankment
- Santander cycles / docking stations / Terminal
- Cycle stands
- HVM PAS 68 rated Cycle Stands
- HVM PAS 68 rated bollards
- Indicative lighting DW Windsor_ 'Sky' lighting column To match Panorama St Paul's Building

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REV. DESCRIPTION APP. DATE

LD A DESIGN

PROJECT TITLE
KING EDWARD SQUARE

DRAWING TITLE
General Arrangement Plan

ISSUED BY	Exeter	T: 01392 260 430
DATE	25.04.23	DRAWN MB
SCALE@A1	1:200	CHECKED TS
STATUS	Draft	APPROVED TS

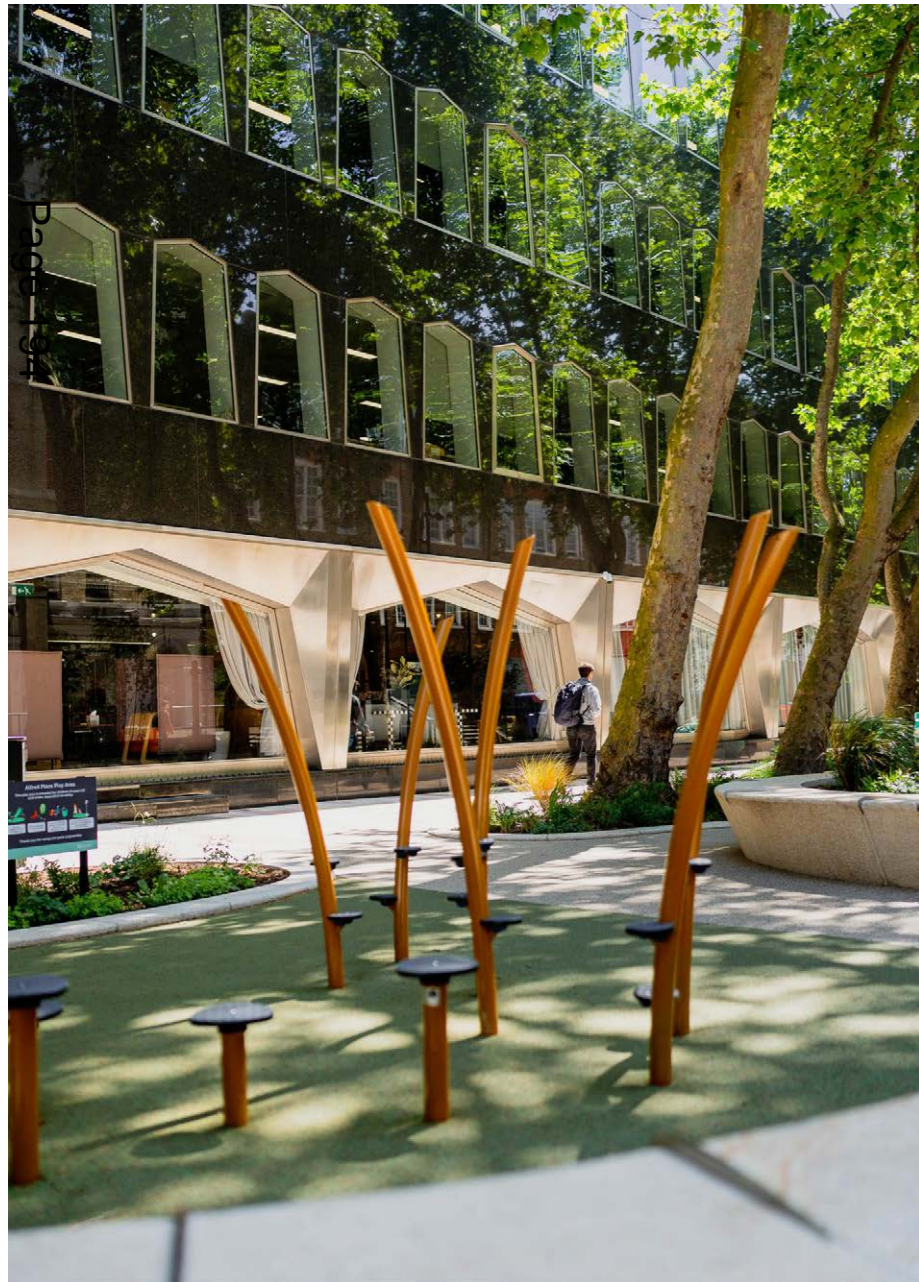
DWG. NO 8847_101

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

© LDA Design Consulting Ltd. Quality Assured to BS EN ISO 9001 : 2015
Sources Ordnance Survey

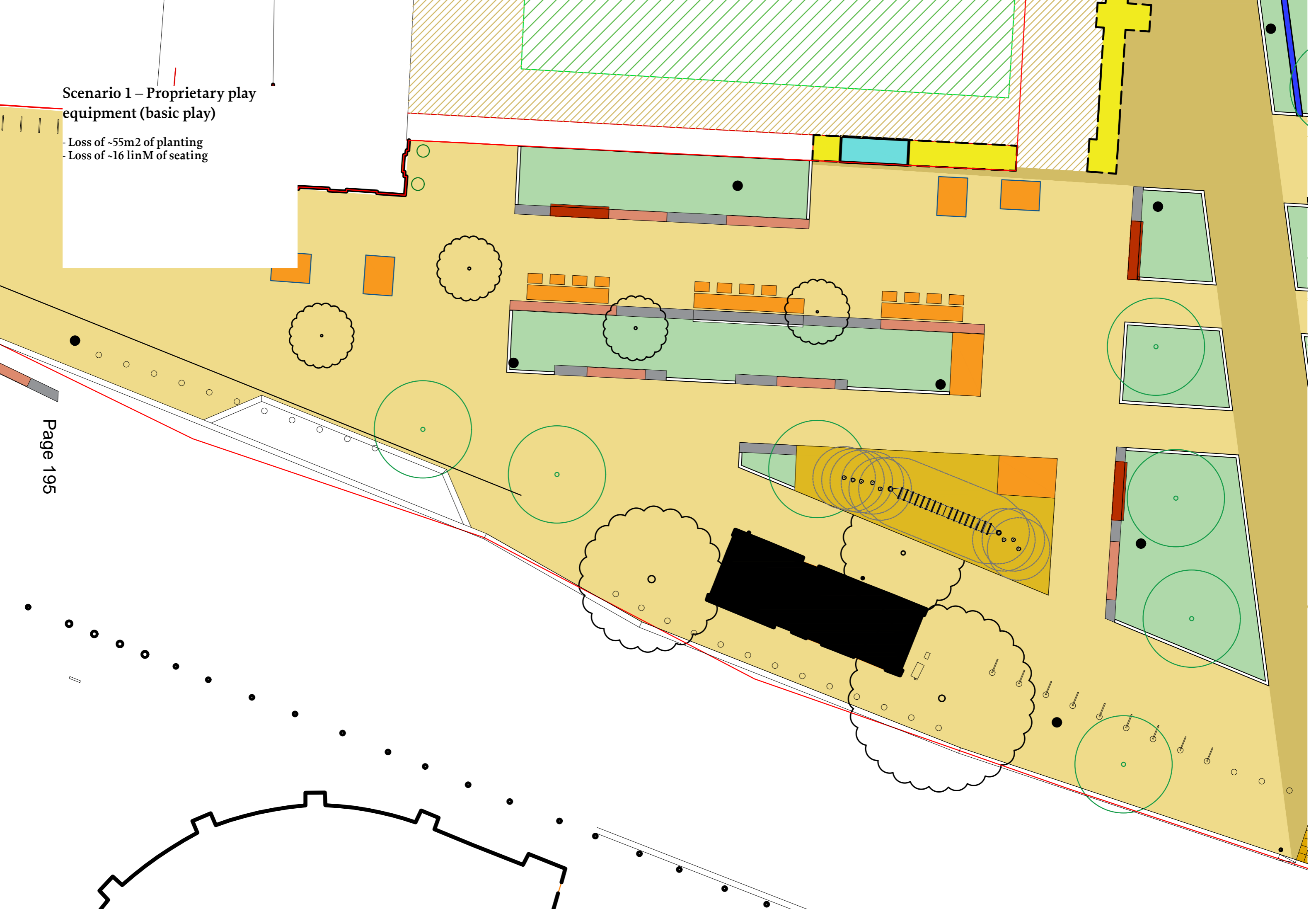
Scenario 1 – Proprietary play equipment (basic play)

Example equipment shown. This proprietary equipment has been included to indicate the space required and type of equipment applicable for a space of this nature only.



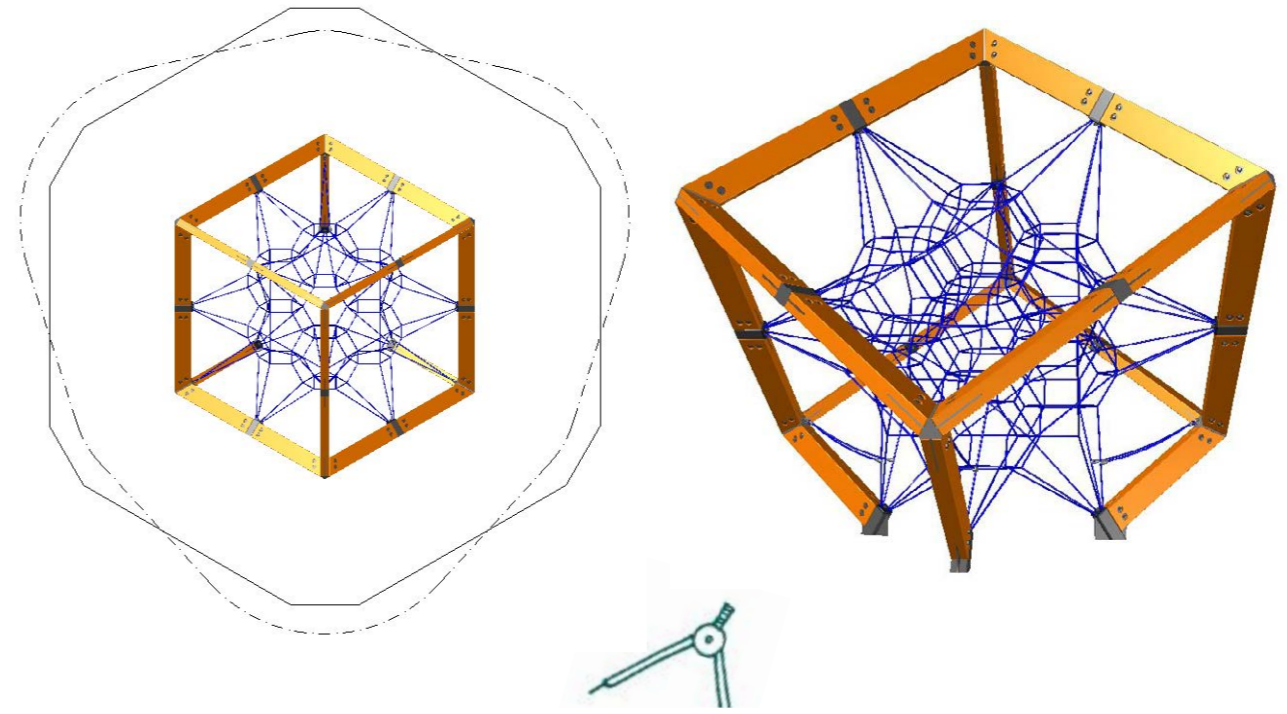
Scenario 1 – Proprietary play equipment (basic play)

- Loss of ~55m² of planting
- Loss of ~16 linM of seating

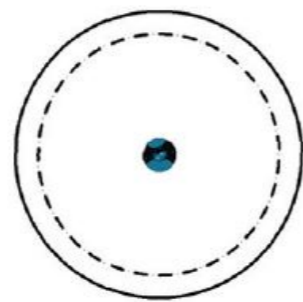


**Scenario 2 – Proprietary play equipment
(increased playability)**

Example equipment shown. This proprietary equipment has been included to indicate the space required and type of equipment applicable for a space of this nature only.



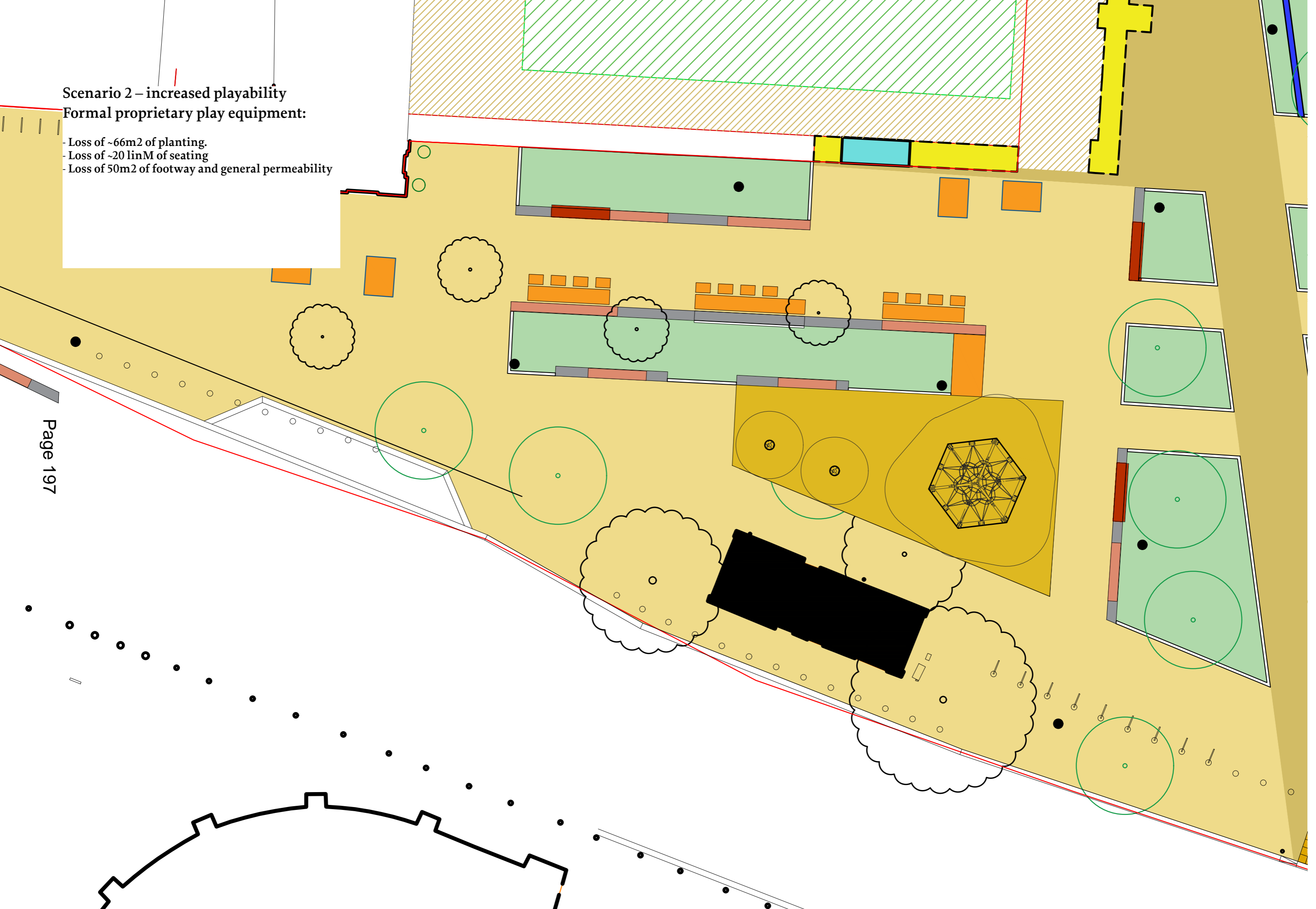
Eddie.01
The Eddie.01 stands up straight for small and big kids who love to go for a spin. With a body and a stem made out of stainless steel, it is weatherproof and looks stylish. The HD PE-platform, with its second colour inlays plus the matching top ball make it look cool. Fun, style and coolness, all rolled into one Playpoint!



Scenario 2 – increased playability

Formal proprietary play equipment:

- Loss of ~66m² of planting.
- Loss of ~20 linM of seating
- Loss of 50m² of footway and general permeability



Scenario 3 – Proprietary kinetic fitness equipment:

Example equipment

Leg Press Pro

FAZ603



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With adjustable load, adjustable seat, and large footplate, the machine facilitates individually adapted exercises that strengthen hip extensor, knee extensor and ankle muscles in a horizontal forward movement. The strength machines and benches allow for simple, safe, and effective strength training for all major muscle groups. This increases daily functional

capacity, especially for the elderly, sports performance, aesthetic appearance, and metabolic fitness. The 130kg weight stack is fully covered and can be adjusted in steps of 10kg by a smart and patented handle. Making the product very easy to train on and completely safe to be in the outdoors!

Shoulder Press Pro

FAZ604



With adjustable load and multi-functional handles, the machine facilitates individually adapted exercises that strengthen shoulder and elbow extensor muscles in an upward movement. The strength machines and benches allow for simple, safe, and effective strength training for all major muscle groups. This increases daily functional capacity,

1 / 11/15/2023

City Bike Pro

FAZ50100



especially for the elderly, sports performance, aesthetic appearance, and metabolic fitness. The 80kg weight stack is fully covered and can be adjusted in 16 steps of 5 kg by a smart and patented handle. Making the product very easy to train on and completely safe to be in the outdoors!

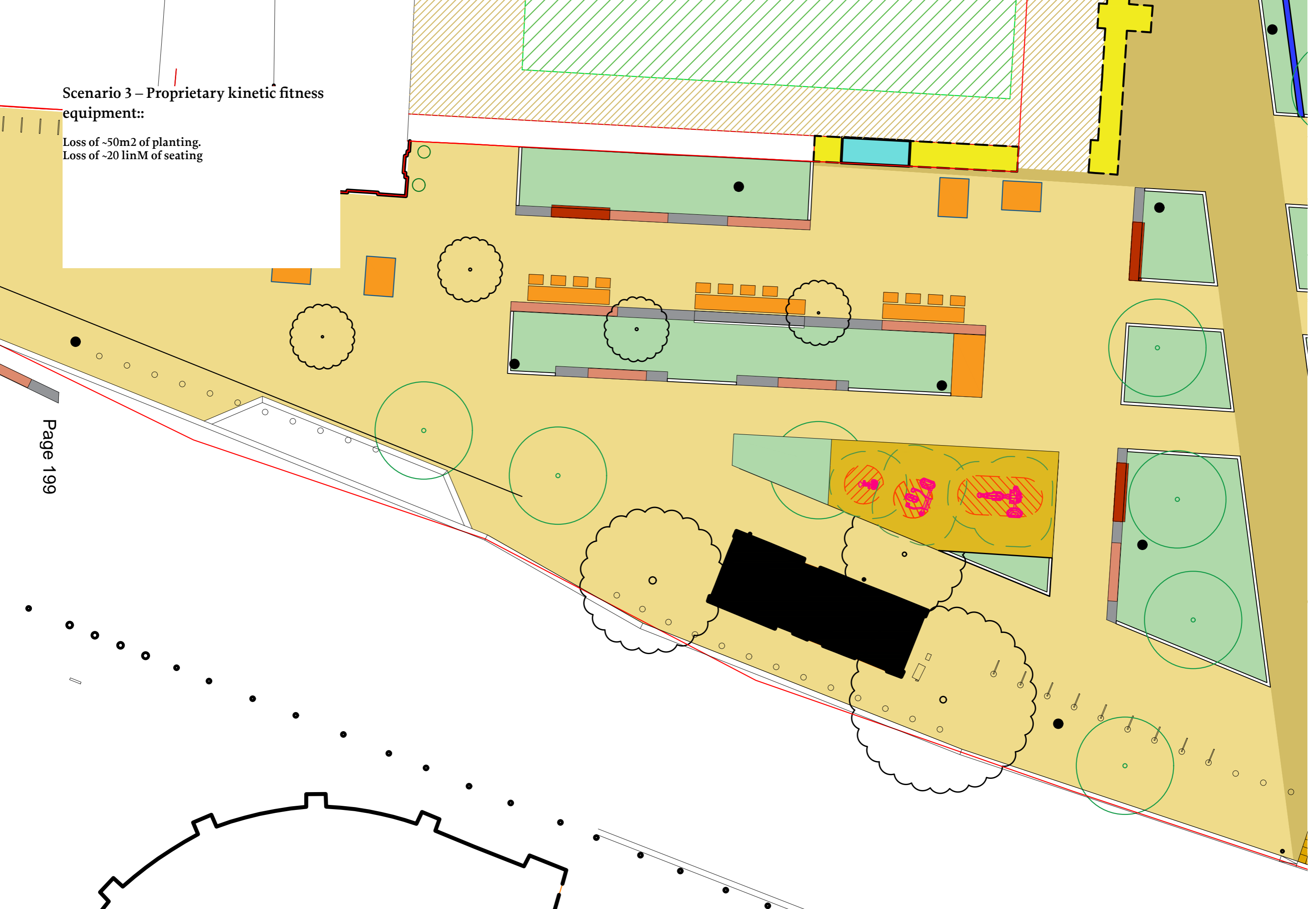
The City Bike is an adjustable and interactive piece of cardio equipment which is the same quality and as equally effective as what you expect in equipment at an indoor fitness centre. The City bike is all about comfort; the entry is extremely low and the frame provides an upright riding style, the height of the city bike saddle can be adjusted and the seat is wide.

1 / 11/14/2023

The patented, self-powered resistance units create a real road cycle experience. The resistance can adapt automatically depending on the pedalling speed, or the users can choose to manually change the resistance on the KOMPAN App.

Scenario 3 – Proprietary kinetic fitness equipment:

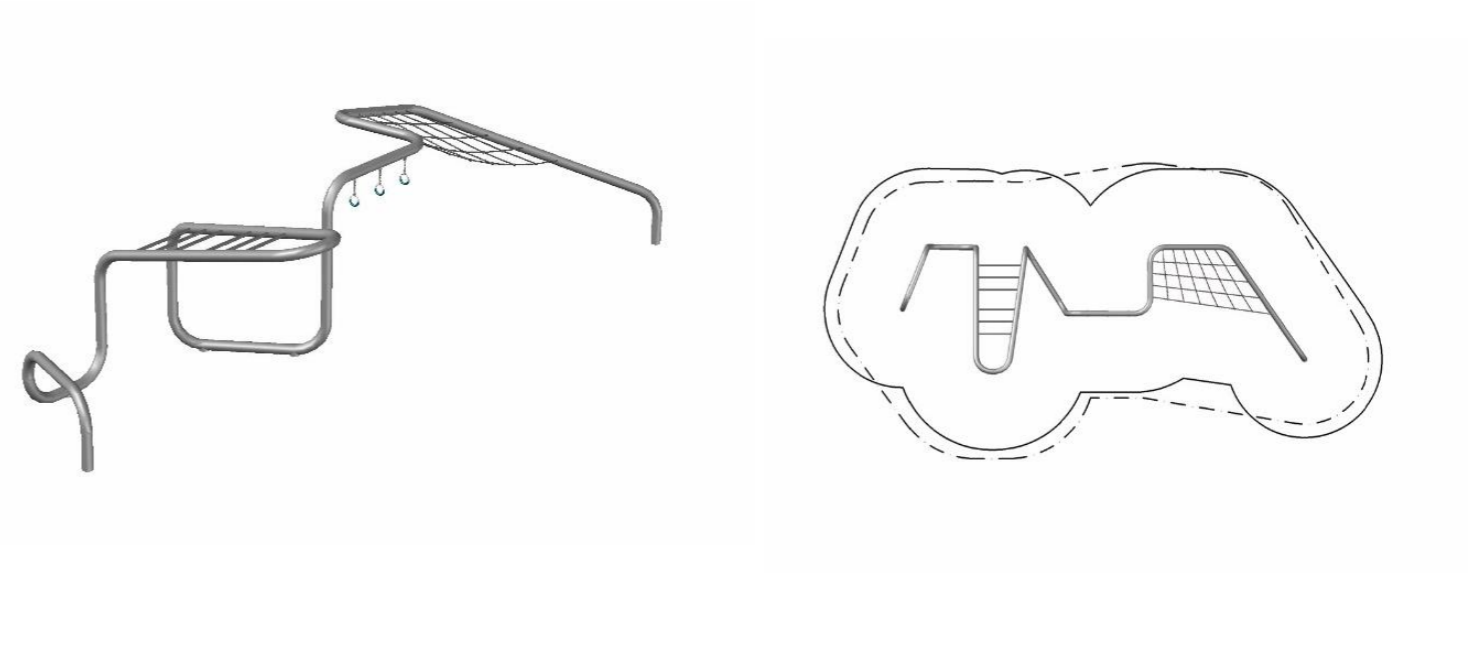
Loss of ~50m² of planting.
Loss of ~20 linM of seating



Scenario 4 – Callisthenics station:

Example equipment

Calisthenics.02 – Product Specification



Calisthenics.02

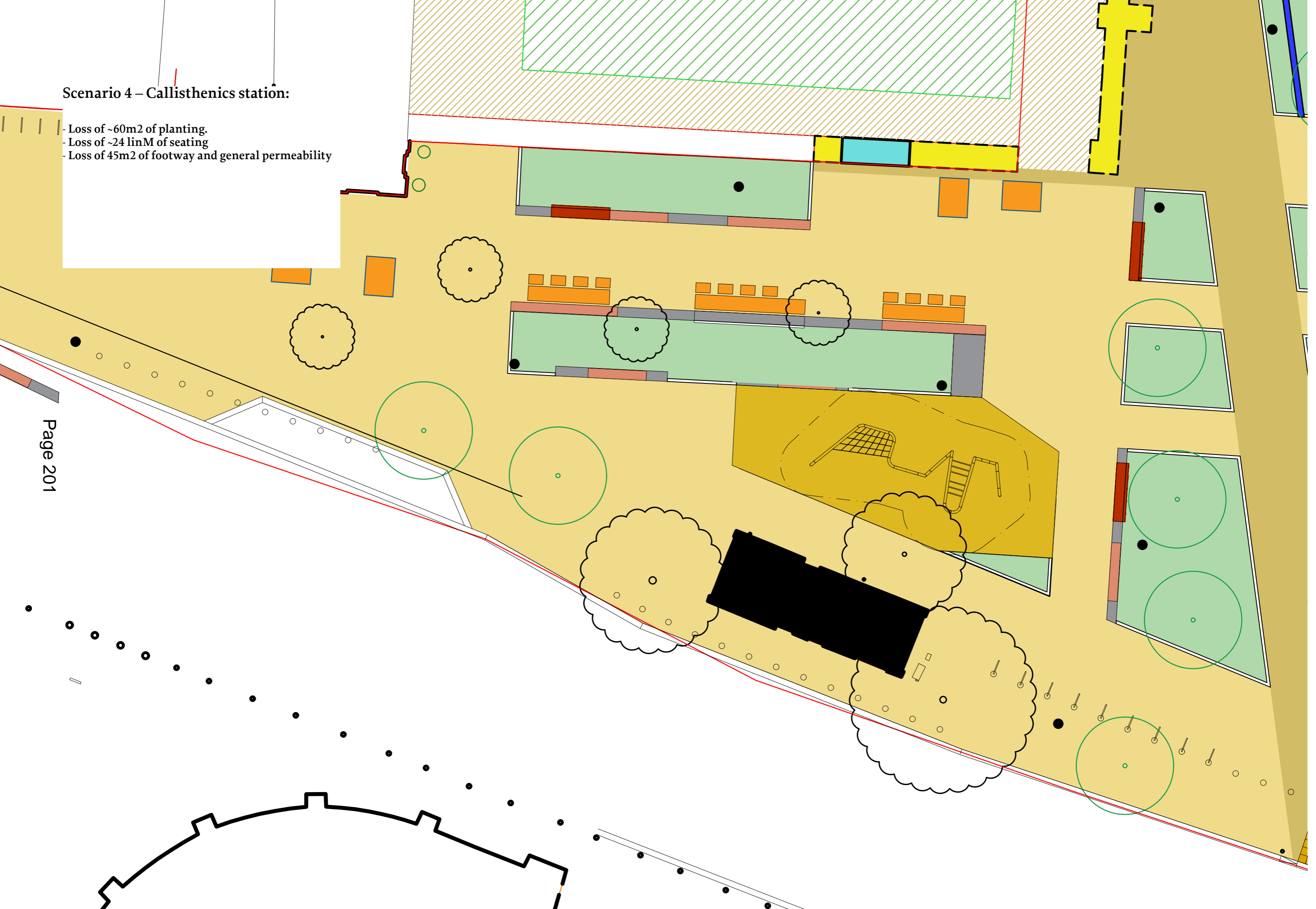
Calisthenics.02 combines climbing and calisthenics in one, and looks good into the bargain! Whether pull-ups or hand-over-hand moves, fitness fans will be spoiled for choice when using this piece of apparatus, which is more than 9 m long. Calisthenics.02 is just one of many possible variants; the colour, shape and functionality can be tailored to your specific requirements so as to fit in with your surroundings, whether urban or natural.

Calisthenics.02 – at a glance.

Product Family:	HodgePodge	Number of Foundations:	Upon request
Item Number:	90.190.481	Concrete Volume C20/C25:	Upon request
Children's Age:	5+	Number of skilled installers required:	Upon request
Fall Height (DIN EN 1176):	2,39 m (7'-10")	Installation Time without foundation:	Upon request
Length x Width x Height:	3,2 m x 9,9 m x 2,4 m	Dimensions of largest part:	Upon request
Protective Surfacing Area (DIN EN 1176):	7,2 m x 12,9 m	Weight of heaviest part:	Upon request
Protective Surfacing Area (ASTM 1487):	6,9 m x 13,6 m	Transportvolumen:	Upon request
Minimum space required DIN EN 1176:	68,8 m²	Shipping Volume:	Upon request
Minimum space required ASTM 1487:	69,8 m² (751 ft²)	Spare part guarantee:	Lifelong

Scenario 4 – Callisthenics station:

- Loss of ~60m² of planting.
- Loss of ~24 linM of seating
- Loss of 45m² of footway and general permeability



Alternative solution

Should the City require additional play and/or fitness beyond the Alee Bridge Walk, we would suggest considering further informal interventions that can work with a hardy planting infrastructure component.



Agenda Item 7

Committees: Streets and Walkways Sub Committee <i>[for decision]</i> Project and Procurement Sub-Committee <i>[for information]</i>	Dates: 30 January 2024 12 February 2024
Subject: Moor Lane Environmental Enhancements Unique Project Identifier: 9441	Gateway 5 Regular Issue Report
Report of: Interim Executive Director Environment Report Author: Andrea Moravicova Policy and Projects, City Operations	For Decision
<h1>PUBLIC</h1>	

1. Status update	<p>Project Description: Public realm enhancements in Moor Lane to provide greening and an improved pedestrian environment, with the creation of a “linear park” and widened footways.</p> <p>The implementation of the project has been phased to:</p> <ul style="list-style-type: none"> align the delivery of works to the eastern footway (referred to as Area A in this report), funded through a Section 278 contribution, to the developer’s timeline; finalise the design proposals for the western footway (referred to as Area B in this report) following a public consultation at the end of 2021. Construction of the western footway will commence once the design is finalised. <p>The Gateway 5 report for Area A was approved in July 2022, and the works are now being implemented with completion scheduled for end of March 2024.</p> <p>The Gateway 5 report for Area B was approved in May 2023, but following further engagement the delivery of this has been paused. A new way forward is being proposed in this report.</p> <p>This report provides an update on the progress of the project and seeks approval to revise the design for Area B.</p> <p>RAG Status: Amber (Amber at last report to Committee)</p> <p>Risk Status: High (High at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £2,968,680</p> <p>The total cost for Area A, funded through Section 278 agreement, is</p>
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	<p>estimated at £1,508,680 (including costed risk provision of £100k).</p> <p>The total budget for Area B, funded through Milton Court Environmental Improvement Works (Section 106) payment and Climate Action Strategy Cool Streets programme, is set at £1,560,000</p> <p>Spend to Date: £398,907</p> <p>Costed Risk Provision Utilised: £0 (of which £0 amount has been drawn down since the last report to Committee);</p> <p>Slippage: Implementation of Area B was expected to commence in March 2024, following completion of the works at Area A. However, the design and implementation of Area B has now been delayed, to allow for further engagement with local stakeholders and to ensure that the proposals align with other measures being developed in the local area relating to the Healthy Neighbourhood Plan for Bunhill, Barbican and Golden Lane area.</p>
<p>2. Requested decisions</p>	<p>Next Gateway: Gateway 3/4 - Options Appraisal (Regular)</p> <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. Approve that the existing design for Area B (approved in May 2023) is not constructed. Instead that the project reverts to the Gateway 3/4 Options Appraisal stage, to allow revision of the proposed design in line with the Healthy Neighbourhood programme and consideration of traffic management changes along Moor Lane. 2. Note that this will put the delivery of this project within the Bunhill, Barbican and Golden Lane Healthy Streets Neighbourhood programme. 3. Agree the formation of a working party made up of local stakeholders, including residents, occupiers and developers, the Culture Mile BID and a small number of ward Members to enable a collaborative and more co-productive approach to developing the revised design. Governance of the project and decision making will remain with Streets and Walkways Sub Committee. 4. Note that a further report detailing how the working party will work and the development of the project milestones will follow in due course. 5. Authorise the budget adjustment related to staff costs and fees to be actioned as outlined in section 3 below and in Appendix 3. 6. Note the current total estimated cost of the project (areas A and B) at £2,968,680 (excluding risk).
<p>3. Budget</p>	<p>Appendix 3 and a table below contain a breakdown of funds required to review the scheme’s objectives and re-design Area B. It also indicates the implementation budget, based on known highway conditions and primarily utilising a palette of materials consistent with the City’s</p>

standards.

Expenditure to date is £398,907. Some of these costs may become abortive; this will be assessed and reported on in more detail in the next report.

The costs of Area A are envisaged to be unaffected as this is outside the scope of the review.

Resources Required to reach the next Gateway			
Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
Staff costs	255,486	35,000	290,486
Fees	92,245	50,000	142,245
Works	1,011,650		1,011,650
Contingency*	101,755	-85,000	16,755
Planting Maintenance	86,483		86,483
Highway Maintenance	12,381		12,381
TOTAL	1,560,000	-	1,560,000

*Contingency sum was approved as part of the 2011 report and included within the budget since. Costed risk provision is separate to the approved contingency sum.

Costed Risk Provision requested for this Gateway: £0

4. Issue description

- Since the approval of the progress report in September 2023, officers have undertaken a review of various elements of the design for Area B. This included an independent panel reviewing the approved current design; an initial assessment of possible changes to traffic management options, (which will need to be considered in the context of the emerging Bunhill, Barbican & Golden Lane (BBGL) Healthy Neighbourhood Plan); and a review of existing utility infrastructure and the possibility of diverting apparatus.
- The results of this review were reported back to local stakeholders at a meeting on 6 December 2023 (see presentation in Appendix 2). Following the completion of this work Officers concluded that the potential opportunity for further greening if the traffic management of the street were changed. However, this cannot be considered in isolation and would be incorporated within the wider Barbican, Bunhill and Gloden Lane Healthy Neighbourhood Plan that is currently in development.
- At the stakeholder progress meeting, it was agreed to propose to restart the design process for Area B, with a view to delivering a more ambitious greening scheme in Moor Lane as part of the Healthy Neighbourhood plan.
- It was acknowledged by attendees of the meeting that by taking this approach, detailed design development for Area B can only

	<p>commence upon completion of the BBGL Healthy Neighbourhood Plan (currently expected to report in May 2024 on proposals to go out to Public Consultation). This is to ensure that any traffic management proposals put forward as part of the design are aligned with the objectives of the Plan and work together with other priority areas.</p> <ul style="list-style-type: none"> • Officers have also agreed to establish a working party to guide the design process. This will include local residents, occupiers and developers, Ward Members and the Culture Mile BID. • Whilst work on the BBGL Neighbourhood Plan continues, the working party will be established, agreement of scope of work and plans as to how to take this forward will be established. A further report to Members setting out the detailed revised proposal and costs will follow.
<p>5. Options</p>	<p>Option 1 (recommended)</p> <ul style="list-style-type: none"> • Incorporate Area B of the Moor Lane Environmental Enhancement project within the Barbican, Bunhill and Golden Lane Healthy Neighbourhood Plan programme. • Revert the project to Gateway 3/4 Options Appraisal stage to review the scheme's objectives and revise the designs in collaboration with local stakeholders through the Working Party. • Consider traffic management to Moor Lane that could provide opportunities for further greening of the street through the BBGL Healthy Neighbourhood Plan. <p>Option 2</p> <ul style="list-style-type: none"> • Continue with implementation of existing design.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Meeting presentation
Appendix 3	Finance table

Contact

Report Author	Andrea Moravicova
Email Address	andrea.moravicova@cityoflondon.gov.uk

Project Coversheet

[1] Ownership & Status

UPI: 9441

Core Project Name: Moor Lane Environmental Enhancements

Programme Affiliation (if applicable): Culture Mile

Project Manager: Andrea Moravicova

Definition of need:

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

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

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

Key measures of success:

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

Expected timeframe for the project delivery:

Implementation of Area A (eastern footway and carriageway) is expected to commence in March 2022. Implementation of Area B will follow as closely as possible.

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

Changes to developer's programme have delayed the proposed start date for implementation of Area A by five months.

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

Yes??? – not sure

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

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

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

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

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

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

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

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

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

- Total Estimated Cost (excluding risk): £1.7-£2.2M
- Resources to reach next Gateway (excluding risk): £230,382 (£128,566 from approved Section 106 budget and £101,816 funded through 21 Moorfields Section 278 agreement)
- Spend to date:
- Costed Risk Against the Project:
- Estimated Programme Dates:
 - Design review & surveys: Dec 2020 - Mar 2021
 - Consultation: Mar – May 2021
 - Detail design: Jun – Sept 2021
 - Gateway 4/5: Sept 2021
 - Construction package: Oct 2021– Feb 2022
 - Phased implementation (minimum 6 months): Spring 2022 – late 2022/Early 2023

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

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

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

Gateway 4c-5 – Detailed Design & Authority to Start Work (as approved by Streets and Walkways sub-committee on 5 July 2022 and Operational Property and Projects sub-committee in August 2022)

Total Estimated Cost (excluding risk):

- Total Estimated Cost (excluding risk): £2,958,680
- Resources to reach next Gateway (excluding risk): £1,448,680 (to implement S278 works)
- Spend to date: £364,588
- Costed Risk Against the Project: £50,000
- Estimated Programme Dates:
 - Sign S278 Agreement and receipt of funds: July 2022
 - Procurement of materials following sign-off of the construction package: July 2022*
 - Submit traffic management plan / permits: July 2022
 - Construction package for Area A: August 2022
 - Phased implementation (minimum 6 months): October 2022**
 - Gateway 5 report related to Area B:
 - Snagging in Area A: June / July 2023
 - Gateway 6 outcome report for both phases (Area A & Area B): December 2023

**Subject to signing the Section 278 Agreement and receipt of funds from Developer. The lead in times for procuring materials are 12-16 weeks.*

***Subject to changes to the Developer's programme and site release.*

Scope/Design Change and Impact:

Some changes to design were made to incorporate greenery to the east footway design without compromising the security requirements of the development.

Gateway 5 Progress report (as submitted to Streets and Walkways sub-committee 26 September 2023)

Reporting period: May 2023 – September 2023

Update on activities undertaken to date in relation to Area B (west footway on Moor Lane). These mainly involved discussions on the design and greening with representatives of Willoughby House and the Heron, and the Barbican Association. It also highlighted the next steps, which included further discussion on greening with local stakeholders, and development of greening proposals in consultation with the City's Garden's team and a consultant.

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

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

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

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

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

Moor Lane

Wednesday 6 December 2023

Agenda

1. Introduction from the Chair
2. Project 'reset'
 - Project scope and deliverables
 - Process and team composition
 - Governance
3. Current review findings
4. Any other business

Recap of previous meetings

- Reset of approach to communication and engagement
- Review current design approach
- Challenge some of the existing assumptions and approaches
- Workstreams
 - Assess potential space available and options therefrom
 - External design review
 - Traffic management changes
 - Clean Air Garden

City's priorities

- Moor Lane Issue Report (2020) – key measures of success
 - Moor Lane is a green, biodiverse and environmentally resilient street through the introduction of trees and planting
 - Both the local community and the developer's priorities are met, by ensuring the security needs and desires for an improved pedestrian environment are delivered in coordination with the completion of 21 Moorfields
 - A welcoming, accessible and safe pedestrian environment is created on Moor Lane with widened footways to prioritise people walking

City's priorities

- Healthy Streets approach
- Streets that are safe, inclusive and accessible
- Climate resilience, biodiversity, flood risk management

Project 'reset'

- Changing context
 - BBGL Healthy Neighbourhood Plan
 - Culture Mile BID
 - Barbican Neighbourhood Forum
- Traffic management change sits within the BBGL Healthy Neighbourhood plan
- Co-design/Co-production approach
- How to maximise the available opportunities

Agenda

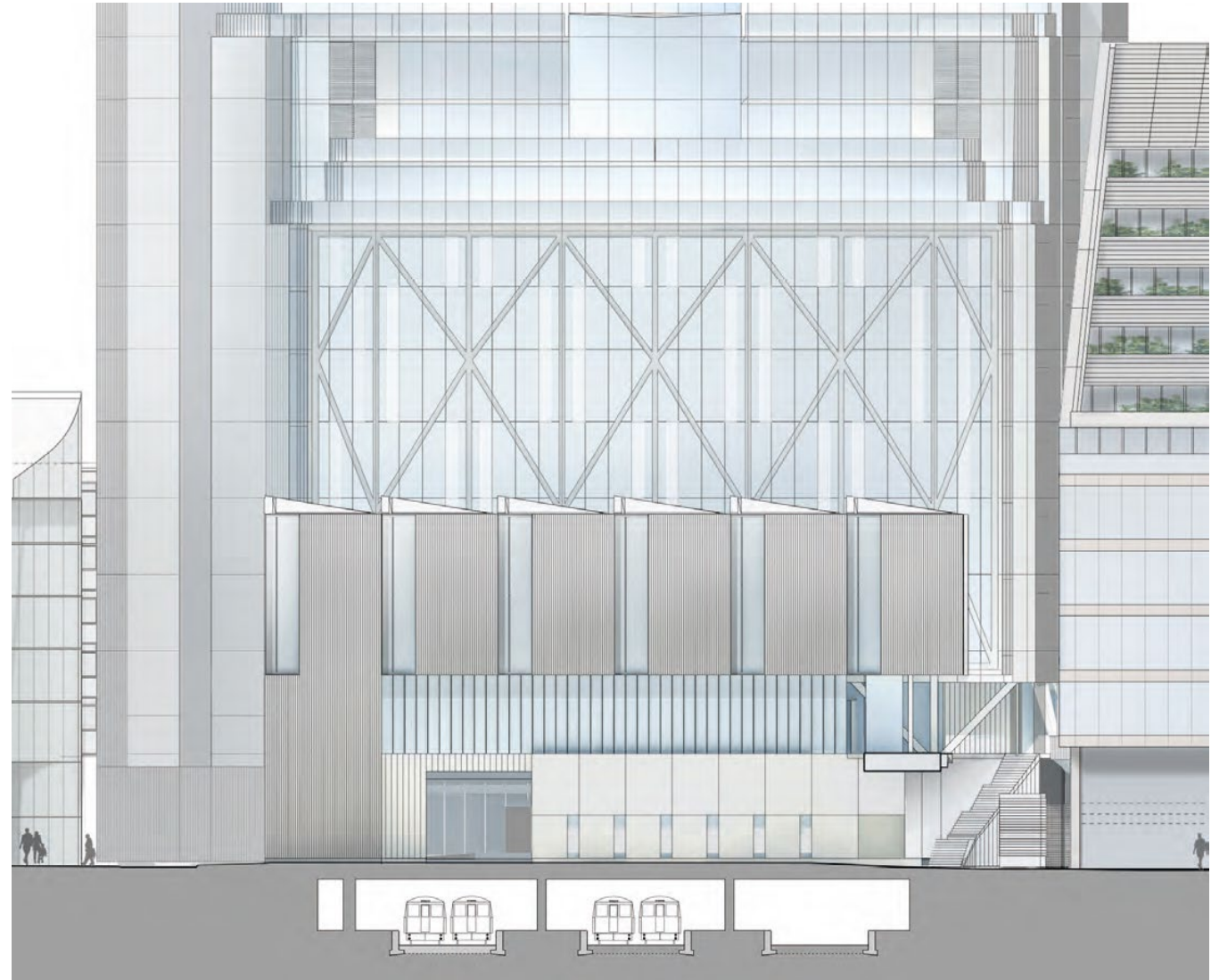
1. Introduction from the Chair
2. Project 'reset'
 - Project scope and deliverables
 - Process and team composition
 - Governance
3. Current review findings
4. Any other business

Constraints

London Underground

- Loading restrictions due to underground infrastructure traversing the central section of the street
- Shallow depths (maximum 28cm) due to underground infrastructure and utilities apparatus

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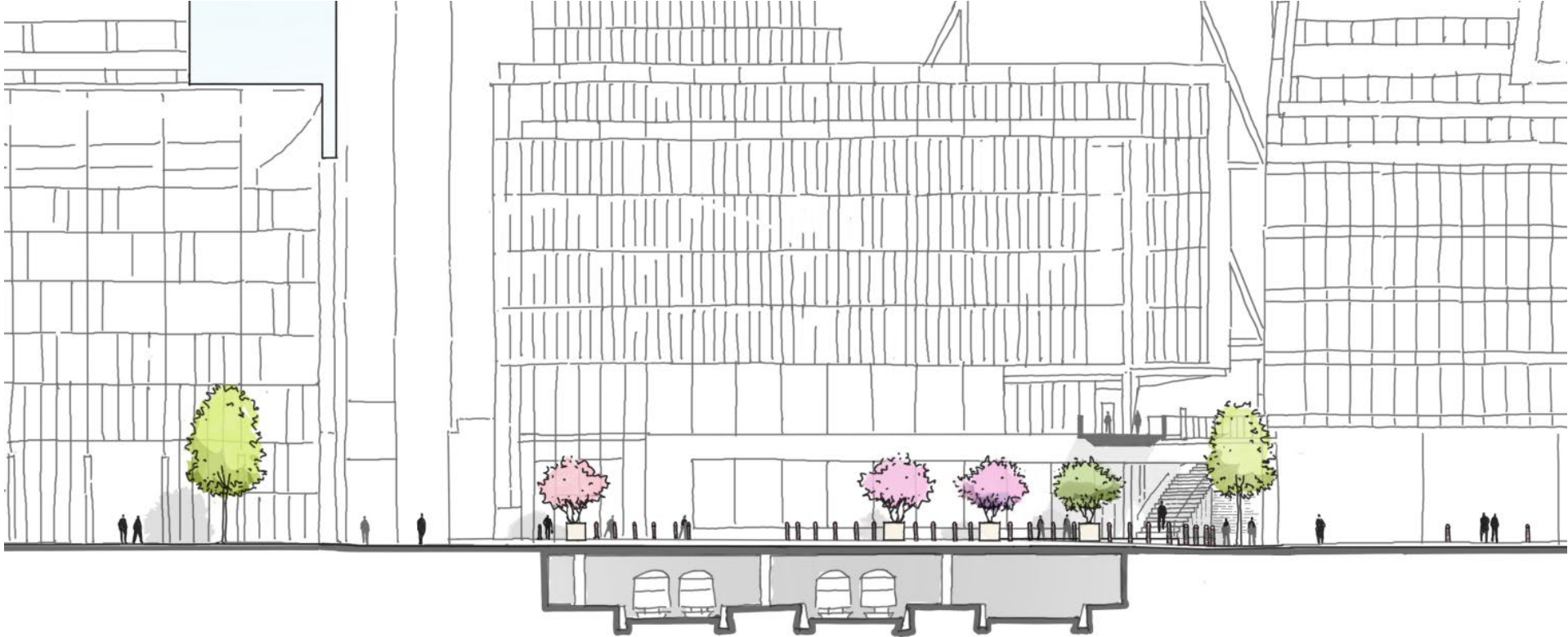


Utility infrastructure

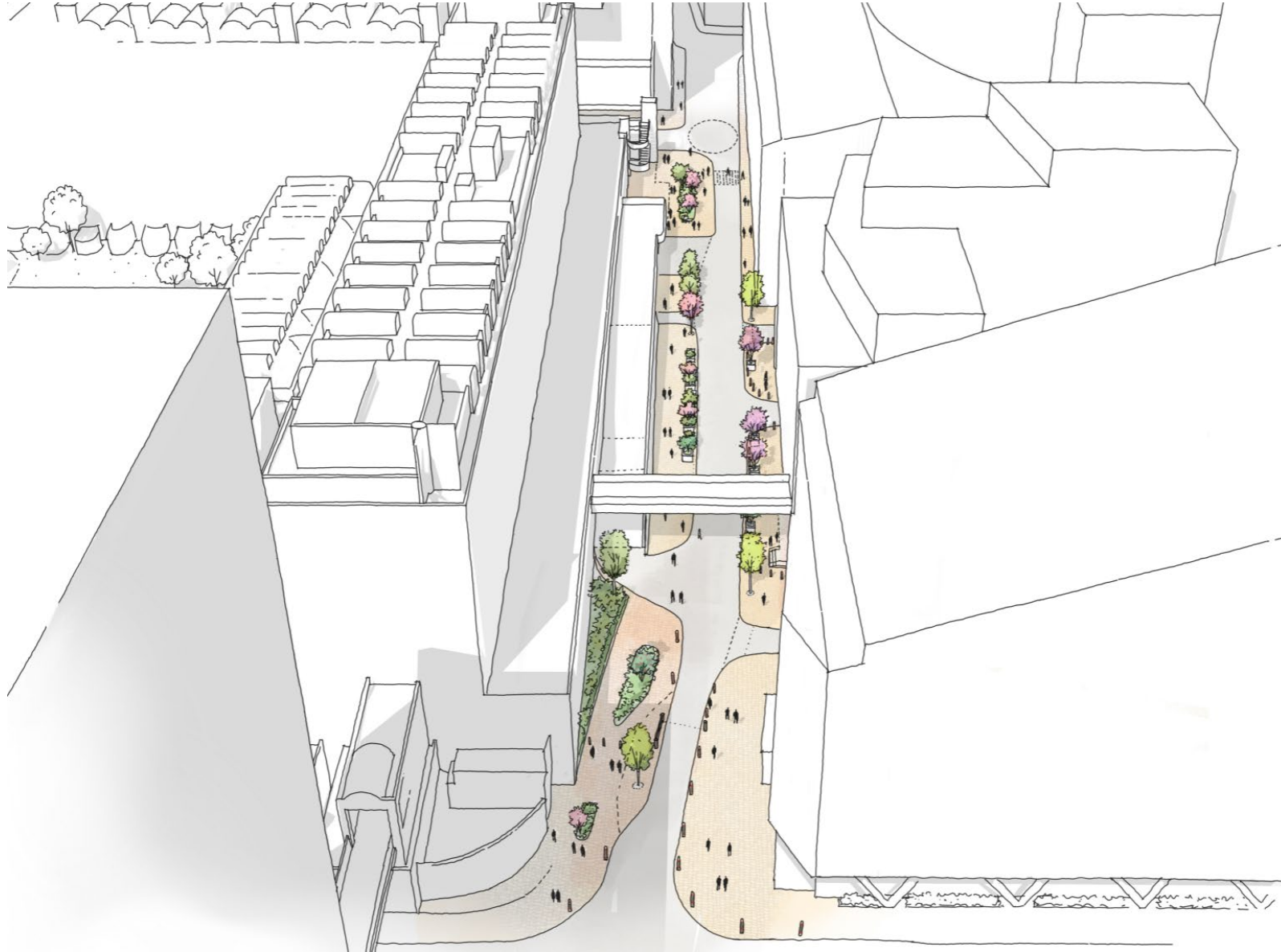


Security infrastructure

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Current proposal



Reviewing available space

Reviewing available space

- Use of rain gardens
 - Moor Lane has low flood risk
 - Slowing and reducing surface water runoff is beneficial
 - Consider other greening options for these areas
- Relocation of utilities – previously discounted

Design review

Summary of design review

- Scheme objectives should address the wider neighbourhood, prioritising connections between local green, cycling and walking infrastructure
- A more ambitious approach to SUDS and greening, addressing climate change issues
- Retention of the Clean Air Garden in some form

Traffic management

Traffic management

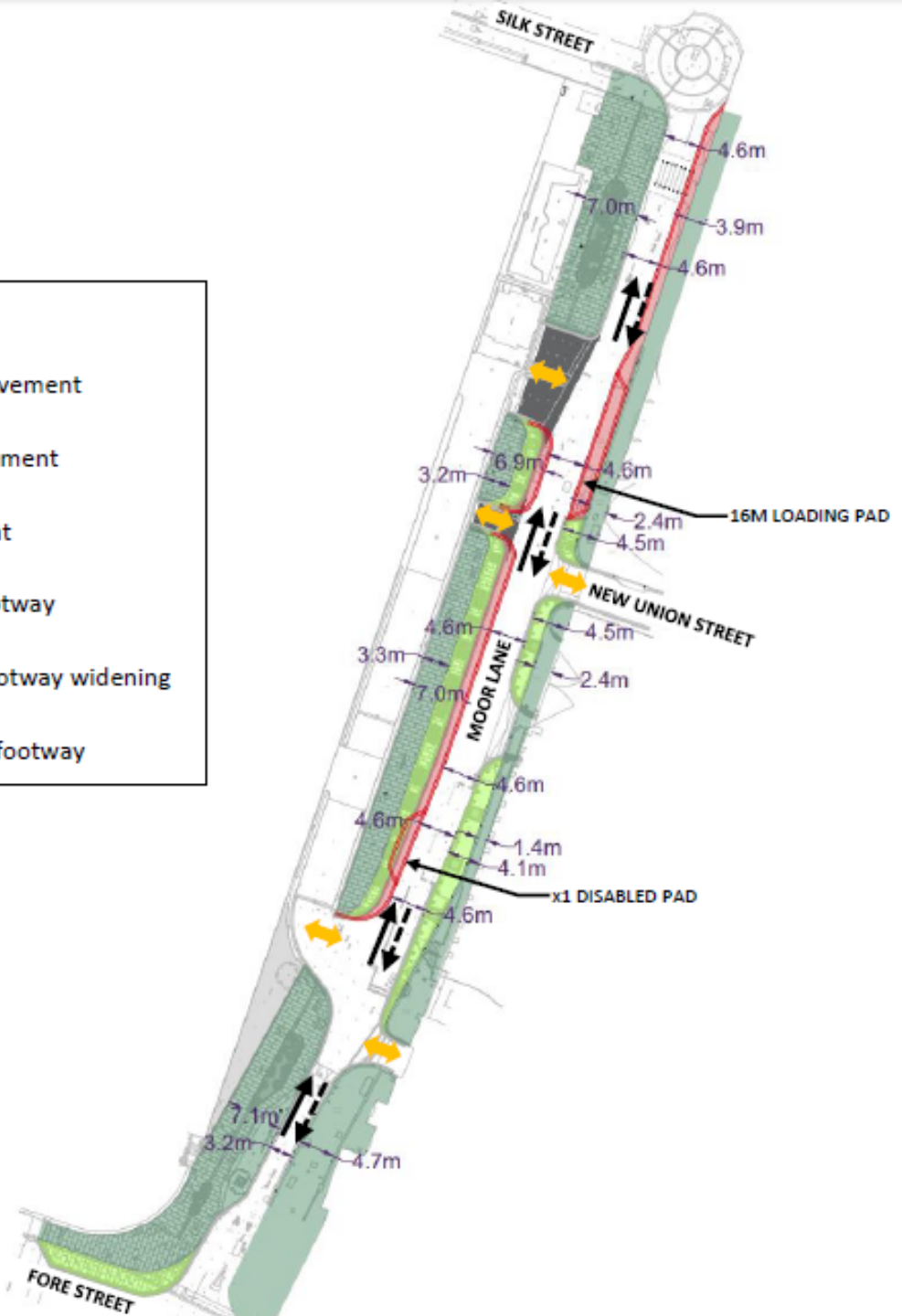
- Four options:
 - Make the street one-way (in either direction)
 - Make the existing timed closure permanent
 - Moving the existing timed closure point further north
 - A new 'point closure'
- Considerations:
 - Access to off-street premises
 - Emergency access
 - Wider traffic movement



KEY

- Vehicle movement
- Cycle movement
- Access point
- Existing footway
- Baseline footway widening
- Additional footway

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Option 1 (one-way)

Benefits

- Wider footway north of Union Street
- Wider west footway (additional 84 sqm)
- Potential for removal of a rat-run in one direction
- Potential for in the ground planting (east footway)

Disbenefits

- Kerbside pads restrict use of footway

Risks

- Access to off-street parking / loading
- Motor vehicle routes in the area



KEY

- Vehicle movement
- Cycle movement
- Access point
- Existing footway
- Baseline footway widening
- Additional footway

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Option 2 (south closure)

Benefits

- 160 sqm of additional footway
- Potential for in the ground planting, subject to further surveys

Disbenefits

- No additional footway widening on the main section of Moor Lane

Issues

- turning provisions for vehicles
- Motor vehicle routes impacted
- Utility congestion in both footway & carriageway



KEY

- Vehicle movement
- Cycle movement
- Access point
- Existing footway
- Baseline footway widening
- Additional footway

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Option 3a (mid-point closure)

Benefits

- 138 sqm of additional footway
- Potential for a new public space
- Removal of vehicle rat-run

Disbenefits

- No additional footway widening
- Limited depths (280mm only), subject to LUL approvals

Issues

- Appropriate turning provisions need to be confirmed
- Impact on motor vehicle routes
- Direct-point loading capacity (deadload) on underground structure



KEY	
	Vehicle movement
	Cycle movement
	Access point
	Existing footway
	Baseline footway widening
	Additional footway



Option 3b (mid-point closure)

Benefits

- 246 sqm additional footway
- Potential in the ground planting at the widened section of east footway

Disbenefits

- Limited depths (280mm only)
- subject to LUL approvals

Issues

- Kerbside pads restrict use of footway



KEY	
	Vehicle movement
	Cycle movement
	Access point
	Existing footway
	Baseline footway widening
	Additional footway



Option 4 (northern-closure)

Benefits

- 196 sqm additional footway
- Potential for creating a new public space
- Potential for in the ground planting

Disbenefits

- No additional footway widening on the main section of the street

Issues

- Impact on motor vehicle routes
- Utilities

Clean Air Garden

Clean Air Garden

- Four design options:
 - Three large trees
 - Mixture of trees with shade tolerant underplanting
 - Tiered planters
 - Mixture of trees and tiered planters
- Considerations:
 - Scope to reuse existing planting
 - Considerate of Barbican architecture and other street furniture
 - Maintenance requirements
 - Climate resilience



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Option 1 - trees

Benefits

- Low implementation cost
- Greenery at height

Disbenefits

- Limited vegetation and biodiversity
- No sense of place or coherence
- Lack of visual impact

Option 2 – trees & shade

Benefits

- Greenery at height
- Adds greenery along the building façade and around the trees
- Sense of place

Disbenefits

- Limited cohesion
- Verticality not maximised





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Option 3 - tiered

Benefits

- Varied planting at different heights
- Potential for inclusion of trees
- Scale supports biodiversity

Disbenefits

- Cost (implementation and maintenance)
- Limited interaction opportunities



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Option 4 - modular

Benefits

- Variety of planting at varying heights
- Creates space for people to walk through / experience
- Responds to context of Barbican

Disbenefits

- Potential draw for people to linger
- Limited visual impact



Option 5 - composite

Benefits

- Variety of planting at varying heights
- Improved biodiversity
- Creates sense of place
- Responds to context of Barbican

Disbenefits

- Potential draw for people to linger

Questions

Appendix 3

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	91,000	52,586	38,414
Legal Staff Costs	2,000	52	1,948
Open Spaces Staff Costs	6,759	1,401	5,358
P&T Staff Costs	155,727	147,410	8,317
Fees	86,245	81,977	4,268
Traffic Orders	6,000	-	6,000
Drainage Works	111,000	-	111,000
General Works	679,324	106,972	572,352
Lighting Works	40,000	8,510	31,490
Planting	181,326	-	181,326
Contingency	101,755	-	101,755
Open Spaces Maintenance	86,483	-	86,483
DES Maintenance	12,381	-	12,381
TOTAL	1,560,000	398,907	1,161,093

Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
Env Servs Staff Costs	91,000		91,000
Legal Staff Costs	2,000		2,000
Open Spaces Staff Costs	6,759		6,759
P&T Staff Costs	155,727	35,000	190,727
Fees	86,245	50,000	136,245
Traffic Orders	6,000		6,000
Drainage Works	111,000		111,000
General Works	679,324		679,324
Lighting Works	40,000		40,000
Planting	181,326		181,326
Contingency	101,755	(85,000)	16,755
Open Spaces Maintenance	86,483		86,483
DES Maintenance	12,381		12,381
TOTAL	1,560,000	-	1,560,000

Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
S106 - Telephone Exchange - 07/00092/FULL - LCE	300,000	-	300,000
S106 - Milton Court - 06/01160/FULEIA - LCE	1,150,000	-	1,150,000
CAS - Cool Streets and Greening Programme	110,000	-	110,000
Total Funding Drawdown	1,560,000	-	1,560,000

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Agenda Item 8

<p>Committees:</p> <p>Streets and Walkways Sub Committee – (For Decision)</p> <p>Projects and Procurement Sub Committee (For Information)</p>	<p>Dates:</p> <p>30 January 2024</p> <p>12 February 2024</p>
<p>Subject:</p> <p>Salisbury Square development highway and public realm works</p> <p>Unique Project Identifier:</p> <p>12389</p>	<p>Gateway 2 Issue Report Regular</p>
<p>Report of:</p> <p>Interim Executive Director of Environment</p> <p>Report Author:</p> <p>Maria Curro & Maria Herrera – Transport and Public Realm Projects.</p>	<p>For Decision</p>
<p>PUBLIC</p>	

<p>1. Status update</p>	<p>Project Description: The Salisbury Square Development will deliver a new, purpose-built legal court facility and the City of London Police headquarters, along with a commercial building, including offices. The highway and public realm works will facilitate and complement the Salisbury Square Development by providing an enhanced street environment with integrated security measures and a new public square. This is essentially a Section 278 project but undertaken via a commitment given in a Unilateral Undertaking and by the discharge of a condition which requires the approval of a scheme highway works which are considered necessary to make the development acceptable in planning terms. This is because the City Corporation is bringing forward the development, and as one legal entity it cannot contract with itself.</p> <p>RAG Status: Amber (Green at last report to Committee)</p> <p>Risk Status: Low (Low at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £5m - £6m (as outlined within this report)</p>
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	<p>Change in Total Estimated Cost of Project (excluding risk): £2m (£3m - £4m, as reported at Gateway 1/2, September 2022)</p> <p>Spend to Date: £82,568 (Staff costs and fees)</p> <p>Costed Risk Provision Utilised: None utilised to date.</p> <p>Funding Source: Salisbury Square development budget.</p> <p>Slippage: A Gateway 1/2 report approved in September 2022 included an outline programme which estimated the submission of a Gateway 3/4 in Summer 2023 and a Gateway 5 in Summer 2024.</p> <p>However, a revised programme included in this report, reflects the current projected timescales for the development which have informed the estimated programme for the implementation of the highway and public realm works. It is estimated that the construction of these works would commence in Q2 2026, at the earliest. This reflects the development's timescales and is subject to a detailed construction phasing plan being agreed.</p>
<p>2. Requested decisions</p>	<p>Next Gateway: Gateway 3/4 - Options Appraisal (Regular)</p> <p>Requested Decisions:</p> <p>Members of the Streets and Walkways Sub-Committee are asked to:</p> <ol style="list-style-type: none"> 1. Approve Option 2*; and allow for the additional budget of £154,000 (staff costs and fees) to be included in the budget to reach the next Gateway subject to the receipt of funds from the City Corporation in its capacity as developer. 2. Note the updated increased cost of the highways and public realm works, currently estimated at £5m - £6m (excluding costed risk provision and commuted sums). 3. Note the revised timescales for delivery outlined in this report. <p>*Refer to Section 5: Option 2 (Recommended): Additional budget Staff costs and fees are approved to complete the work and ensure the street environment is fit for purpose and in line with the requirements of the Unilateral Undertaking.</p>
<p>3. Budget</p>	<p>In September 2022, a Gateway 1/2 report was approved to release £100,000, which was received under the requirements of the Unilateral Undertaking Pursuant to the Section 106¹ unilateral undertaking, for the design and evaluation of the public realm and highways project.</p>

¹ Planning Reference 21/00538/FULEIA (120 Fleet Street, London, EC4A 2BE).

The funding has been utilised towards staff time dedicated to review and progress the detailed design stage and assess the information produced to date by the consultant team, appointed by City Surveyors (acting as development agent). In addition, City officers have been working closely with internal departments to ensure the project is progressed in accordance with the City's highway standards.

The information produced to date (RIBA stage 4A) has informed the updated cost estimate for the project. The current estimated project cost is between £5m and £6m (excluding costed risk provision and commuted sums). This includes considerations for integrated security measures along the perimeter of the building, a high quality new public square (Salisbury Square), with multiple bespoke design details, street furniture, planters and other unique heritage features, as agreed at the planning stage.

To reach the next Gateway, it is requested that a further £154k (refer to Table 1 and 2 below) be included in the budget to undertake the necessary detailed design stage, liaison with external consultant's team and commissioning of traffic, drainage and utility surveys as required. This stage of work will inform a detailed cost estimate to be submitted to committees in the next report.

The request of funding to reach the next Gateway also includes the existing overspend on staff costs to date.

Table 1: Spend to date - 16800474: Salisbury Square Highway Works

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	25,000	22,626	2,374
P&T Staff Costs	33,000	57,022	(24,022)
Open Spaces Staff Costs	2,000	-	2,000
P&T Fees	40,000	2,920	37,080
TOTAL	100,000	82,568	17,432

Table 2: Resources Required to reach the next Gateway

Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
Env Servs Staff Costs	25,000	35,000	60,000
P&T Staff Costs	33,000	74,000 *	107,000
Open Spaces Staff Costs	2,000	10,000	12,000

	P&T Fees	40,000	35,000	75,000
	TOTAL	100,000	154,000	254,000
Table 3: Revised Funding Allocation				
	Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
	Salsbury Square Development budget	100,000	154,000	254,000
	Total Funding Drawdown	100,000	154,000	254,000
	<p>*Figure is inclusive of current overspend on P&T staff costs of £24,0022.</p> <p>Costed Risk Provision requested for this Gateway: Not requested at this stage of the project, although an uncosted risk register is included with this report in Appendix 2.</p> <p>The above increased budget will include project management, engineer design time, City Gardens design time and input regarding the planting scheme, and fees to cover relevant surveys (utilities, etc.) required to take the project forward.</p>			
4. Issue description	<p>4.1 The Salisbury Square Development will deliver a new legal court facility, an industry leading City of London Police headquarters and a commercial building including offices. The development site is bounded by Fleet Street, Salisbury Court, Salisbury Square and Whitefriars Street (refer to location plan attached in Appendix 3).</p> <p>4.2 The highways and public realm works will facilitate the Salisbury Square Development, providing a fit for purpose street environment, with integrated security measures, an enhanced public square (Salisbury Square) and provision of green infrastructure, seating and cycle parking. The highways and public realm works will also make changes to the existing traffic management arrangements and parking provision in order to accommodate the requirements for vehicular access to the Court's facilities.</p> <p>4.3 Under the Unilateral Undertaking given by the City pursuant to Section 106 and conditions attached to the planning permission, the City as the developer is obligated to fund works on the public highway that are considered necessary to make the development acceptable in planning</p>			

terms. This process is equivalent to a Section 278 agreement, which is required to be entered into with a developer to ensure the street environment is fit for purpose.

4.4 Since the Gateway 1/2 report was approved in autumn 2022, officers have established an internal core project team to review and produce an outline cost estimate of the highways and public realm scheme, as approved with the planning permission.

4.5 In addition to work on the designs, City officers have progressed securing the approvals with TfL Buses and TfL Assets regarding the removal of the Fleet Street bus stop, determining appropriate parking requirements for the site, and determining site-specific security measures. The complexities of many of these project elements, required to ensure project progression, has resulted in staff time and costs exceeding the stated budget in the Gateway 1/2.

4.6 City officers have worked closely with the external design team, led by Avison Young (on behalf of City Surveyors), to produce a cost estimate which reflects the information provided to date by Avison Young (pre-construction design pack, RIBA Stage 4A).

4.7 Current indicative figures estimate that the highways and public realms works are likely to be in the range of £5m-£6m (excluding costed risk provision and commuted sums). This is an increase in the figures presented in the Gateway 1/2 report from 2022, which included a cost range of between £3-£4m. This early-stage estimate included in the Gateway 1/2 report was based on the limited information available at the time of writing.

4.8 The significant rise in materials' costs and inflation, alongside a number of high-specification and bespoke elements of the current design are reflected in the updated cost estimate. The public realm scheme, which was agreed through the planning application, includes complex security barriers, high specification paving materials, planters and street furniture, all of which are bespoke elements. City officers have worked within these design parameters agreed through the planning permission to produce the updated estimated cost range.

4.9 There are substantial requirements for security infrastructure around the perimeter of the building and along Salisbury Court itself, which could potentially require extensive work on utility diversions. At this stage, an indicative cost has been assumed for these works, and will be subject to further investigation on site as the area becomes available.

4.10 The design and scope of the works in Salisbury Square was considered at the planning stage to be a fundamental

benefit for the general public as a result of the Courts development. Any substantial changes in the design, material specification and scope of the scheme would give rise to planning considerations.

4.11 City officers will continue working closely with Avison Young and the design team in order to complete the detailed design information. This will then inform a detailed cost estimate which will be presented to Members for review at the next Gateway. Further detail on future funding sources is to be confirmed by Developer (City Surveyor) at the next stage.

4.12 The next phase of work will also include the development of a Design Responsibility Matrix (RIBA Plan of Work Toolbox 2020), to ensure all parties are engaged and roles and responsibilities agreed. An updated costed risk register will also be prepared and submitted at the next Gateway 3/4.

4.13 In order to undertake the next stage of work and complete the detailed and pre-construction information, additional funding for staff costs and fees is required. This will enable the City core project team to continue the close liaison with Avison Young and internal departments to ensure the project meets the objectives agreed within the planning permission.

4.14 These cost estimates and the need for further design and evaluation funding has been discussed with Avison Young. In terms of the increased Design and Evaluation payment, this is agreed. The project cost estimate is still being discussed and will become firmer as more detailed work is undertaken.

Legal implications

4.15 A condition attached to the planning permission for the Salisbury Square Development requires the highway authority to agree/approve a scheme of highway improvement works which are considered necessary to make the development acceptable in planning terms. The condition includes a list of highway works which were considered necessary at the planning stage, although the list was not exhaustive.

4.16 The unilateral undertaking that was given by the City Corporation as landowner, which sits alongside the planning permission, requires the City Corporation as landowner to meet the cost of delivering the necessary scheme of highway works.

4.17 Approval of the recommended budget will allow for the highway works set out in the planning condition to be delivered, for the discharge of the relevant condition and for compliance with the unilateral undertaking.

	<p>Programme Considerations</p> <p>4.18 At Gateway 1-2, the programme estimated for the highway and public realm works to be completed in 2026. However, a revised programme included in this report (Table 3) reflects the current projected timescales for the implementation of the highway and public realm works.</p> <p>It is estimated that the construction of these works would commence in Q2 2026, at the earliest. This reflects the development’s timescales and is subject to a detailed construction phasing plan to be produced in due course. The highway and public realm works will be coordinated with the development’s programme to reduce disruption to nearby occupiers.</p> <p>Table 3: Salisbury Square Highway and Public Realm Works Outline Project Programme</p> <table border="1" data-bbox="528 853 1433 1077"> <thead> <tr> <th>Project Element</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>Issue Report</td> <td>January 2024</td> </tr> <tr> <td>Complete detailed design stage and pre- construction information.</td> <td>February – May 2024</td> </tr> <tr> <td>Gateway 3/4 report</td> <td>Summer 2024</td> </tr> </tbody> </table>	Project Element	Date	Issue Report	January 2024	Complete detailed design stage and pre- construction information.	February – May 2024	Gateway 3/4 report	Summer 2024
Project Element	Date								
Issue Report	January 2024								
Complete detailed design stage and pre- construction information.	February – May 2024								
Gateway 3/4 report	Summer 2024								
<p>5. Options</p>	<p>Option 1: Additional budget for Staff costs and fees is not approved, and project cannot progress. This option would impede the completion of the detail design of the Highways and public realm scheme which is required to facilitate the development.</p> <p>Option 2 (Recommended): Additional budget Staff costs and fees are approved to complete the work and ensure the street environment is fit for purpose and in line with the requirements of the Unilateral Undertaking.</p>								

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	General arrangement plan; Salisbury Square

Contact

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Project Coversheet

[1] Ownership & Status

UPI: 12389

Core Project Name: Salisbury Square Development Highway Works

Programme Affiliation (if applicable): None

Project Manager: Maria Curro, Transport and Public Realm projects

Definition of need: The Salisbury Square Development will deliver a new, purpose-built legal facility and home the City of London Police headquarters. The highway and public realm works will facilitate and complement the Salisbury Square Development. This report seeks approval for the increase in overall project costs and project costs to reach the next Gateway. The report also provided an update on reporting schedule.

Key measures of success: 1. Making the Square Mile's streets great places to walk and spend time (quantifiable improvements in Pedestrian Comfort Levels, Healthy Street scores, accessibility). 2. Making the Square Mile's air and streets cleaner and quieter (net increase in greening in the project's area of scope). 3. Climate resilience in our buildings, public spaces and infrastructure.

Expected timeframe for the project delivery: 2026 (Q2)

Key Milestones: Complete detailed design review, complete detailed design costings, removal of Shoe Lane bus stop, review if scheme parking requirements to reach next Gateway.

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

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

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Briefing' G1/2 report (as approved by Streets and Walkways Sub 30/01/2023 and Projects and Procurement Sub-Committee 12/02/2023):

- Total Estimated Cost (excluding risk): £3m - £4m
- Costed Risk Against the Project: None
- Estimated Programme Dates: Gateway 1/2, September 2022 / Gateway 3/4, Summer 2023 / Gateway 5, Summer 2024 / Gateway 6, 2026/27 (estimated 6 months post-scheme completion)

Scope/Design Change and Impact: At this stage of reporting, there were no scope/design changes or impacts. The Gateway 1/2 introduced the project and set out project requirements, resources and overall objectives.

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'Issues Report' G2 report (as approved by Streets and Walkways 26/09/2023 and Operational Property and Projects Sub 16/10/2023):

- Total Estimated Cost (excluding risk): £5m - £6m
- Resources to reach next Gateway (excluding risk): £154,000
- Spend to date: £82k
- Costed Risk Against the Project: None
- CRP Requested: None
- CRP Drawn Down: None
- Estimated Programme Dates: Issue Report, September/October 2023 / Removal of Shoe Lane bus stop, Fleet Street, September/October 2023 / Parking requirement review, October/November 2023 / Detailed design development, October 2023 – March 2024 / Equality Impact Assessment, November 2023 – February 2024 / Detailed design costings, February – April 2024 / Gateway 3/4, June/July 2024

Scope/Design Change and Impact: There is no change in the overall design of the project. There has been a change in overall project costs, due to a range of factors including costs associated with bespoke design elements, estimated costs and works needed to move utilities, etc. There has also been an increase in costs required to reach the next Gateway. Again, this is due to a range of factors, including complex stakeholder management, the complexity in reviewing the RIBA Stage 4A designs, etc. Lastly, a change in reporting schedule to the relevant Committees is outlined.

'Options Appraisal and Design' G3-4 report (as approved by PSC xx/yy/zz):

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

Scope/Design Change and Impact:

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

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

Scope/Design Change and Impact:

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

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City of London: Projects Procedure Corporate Risks Register

Project Name:	Salisbury Square Development S278	PM's overall risk rating:	Low	CRP requested this gateway:	£ -	Average unmitigated risk:	3.7	Open Risks:	11
Unique project identifier:	16800474	Total estimated cost (exec risk):	£ 4,000,000	Total CRP used to date:	£ -	Average mitigated risk score:	1.1	Closed Risks:	0

General risk classification										Mitigation actions					Ownership & Action								
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification on post-mitigation	Impact Classification on post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk	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 &	Comment(s)
R1	2	(3) Reputation	GATE 1 to 5 - Delays or vacation of worksite due to external events and/ or occurrences	Should such an event happen, a number of possibilities could occur: * Change in project scope * Change in project resources * Change in project delivery timescales * Pause to project whilst situation is assessed * Increased costs	Possible	Minor	3		N	B - Fairly Confident	* Budget and programme slack to account for likely low impact events		Possible	Minor	£0.00	3	£0.00	n/a	2/11/2022		Maria Curro		8/7/22 - The scale and impact of construction lends itself to a fair score in the event of an occurrence external to the project. The project team will continue to assess and mitigate against such risk as part of its BAU processes.
R2	2	(1) Compliance/Regulatory	GATE 1 TO 4 - Issues or delays in any required consents such as Permits which cause delay to project delivery	If there was to be any delay in the arrival of any required consents, such as planning permissions, TMOs, Permits, discharge of conditions, heritage, TIL, etc; its likely the project may suffer from some form of unplanned delay, additional work and/ or costs.	Possible	Minor	3		N	A - Very Confident	* Map out the required consents with project team and continually monitor & update throughout the project * Schedule regular meetings with consent approvers, especially those with long lead in times or complex approval procedures.		Rare	Minor	£0.00	1	£0.00	n/a	2/11/2022		Maria Curro		8/8/23 - The scheme is likely to require both internal consents and those from TIL due to work adjacent to the Strategic Road Network (SRN). However, the risk is low and BAU processes will ensure that these are acquired in good time before construction. A Working Group has also been set-up, with regular meetings with the Developer and other partners to ensure consents timescales are well-programmed and any issues flagged in advance.
R3	2	(3) Reputation	GATE 1 TO 4 - issue(s) with external engagement and buy-in lead to project delays/ increased costs	Further time and, therefore, resource may be required if planned engagement work with local external stakeholders does not go as planned.	Possible	Serious	6		N	B - Fairly Confident	* Early identification and engagement with key stakeholders. * Ensure Communications Plan is actioned and kept up-to-date.		Possible	Minor	£0.00	3	£0.00	n/a	2/11/2022		Maria Curro		8/8/23 - As this is a large project delivering substantial improvement to the highways conditions, there could be some opposition to the project. BAU engagement work will be required with local stakeholders to ensure the disruption to the activities is minimised. A list of local stakeholders has been identified and is updated/reviewed regularly. In addition, a Communications Plan has been developed for the project and will be used and kept up-to-date to ensure timely communications.
R4	2	(4) Contractual/Partnership	GATE 1 TO 4 - Project supplier delays, productivity or resource issues impacts negatively on project delivery	Referring both to internal and external suppliers to projects, alternative arrangements which require additional resource may be required if a potential or existing supplier is unable to deliver as agreed.	Rare	Minor	1		N	B - Fairly Confident	* Arrange construction planning meeting with Conways just prior to construction to ensure that resources are available (i.e. construction pack from them is received in good time)		Rare	Minor	£0.00	1	£0.00	n/a	2/11/2022		Maria Curro		8/8/23 - BAU activities with the Principal Contractor will ensure that the required resources are available to meet the programme. The required internal resource is small and easily replaceable if needed. A Working Group meeting has been set-up to ensure that any construction related resourcing is available and that any issues are identified in advance and mitigated against.
R5	2	(2) Financial	GATE 1 TO 4 - Inaccurate or Incomplete project estimates, including box-tops/ inflationary issues leads to budget increases	If an estimate is found at a later date to be inaccurate or incomplete, more funding and/or time resource would be needed to rectify the issue or fund/ underwrite the shortfall. More specifically, inflationary amounts predetermined earlier in a project may be found to be insufficient and require extra funding to cover any shortfall.	Possible	Serious	6		N	B - Fairly Confident	* Monitor for scope creep * Regular catch-ups with Principal Contractor to review costs during construction.		Rare	Serious	£0.00	2	£0.00	n/a	2/11/2022		Maria Curro		8/8/23 - Standard BAU practices will help to ensure project estimates are as accurate as possible. Given the scale of the project, project costs are reviewed bi-weekly by the project team and senior management.

R6	2	(10) Physical	GATE 1 TO 5 - Utility and utility survey issues lead to increased costs/ scope of works	At the earlier stages of a project, delays could occur which result unplanned costs if utility companies do not engage as expected. Also, extra resource would be needed if further surveys are required. During construction, any issues with required utility companies could result in extra resources being required.	Possible	Serious	6	N	B - Fairly Confident	* Work with design engineers to work out an appropriate sums to cover utility delays or on-site discoveries.	Rare	Minor	£0.00	1	£0.00	n/a	2/11/2022	María Curro	8/8/23 - The eventual scheme estimate will include a sum for utilities alterations if required. Should these increase, the Developer would be obliged to fund any and all changes required under the terms of the S278 agreement. A Working Group has been set-up to ensure that costs are reviewed regularly and issues identified in advance. Given the scale of the project, project costs and budget are reviewed bi-weekly with senior management.	
R11	2	(3) Reputation	GATE 1 TO 4 - issue(s) with internal engagement and buy-in lead to project delays/ increased costs	Further time and, therefore, resource may be required if planned engagement work with internal stakeholders does not go as planned.	Possible	Serious	6	N	A - Very Confident	* Early identification of key internal stakeholders. * Ensure senior management are up-to-date on project, so that they may inform internal stakeholders. * Internal briefing notes, project updates, etc, circulated when required. * Ensure Communications Strategy is actioned and up-to-date.	£0.00	Rare	Minor	£0.00	1	£0.00	n/a	8/8/2023	María Curro	8/8/23 - Engagement work will be required with internal stakeholders to ensure that they are fully updated on project progress, risk, etc. Communications Plan will be updated regularly to ensure the correct messaging is developed.

Appendix 4: Salisbury Square Highway Works General Arrangement Plan



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Committees: Streets & Walkways Sub Committee <i>[for decision]</i> Projects and Procurement Sub Committee <i>[for Information]</i>	Dates: 30 January 2024 12 February 2024
Subject: 1 Leadenhall Street Section 278 Highway works Unique Project Identifier: 12256	Gateway 3/4/5: Options Appraisal and Authority to Start Work (Regular)
Report of: Interim Executive Director Environment Report Author: Daniel Laybourn	For Decision
<h1 style="margin: 0;">PUBLIC</h1>	

1. Status updates	<p>Project Description: Section 278 (S278) highway works to facilitate the new development at 1 Leadenhall Street.</p> <p>RAG Status: Green (no status at last report)</p> <p>Risk Status: Low – project is fully reimbursable (low at previous report)</p> <p>Total Estimated Cost (excluding risk and maintenance): £786,777</p> <p>Change in Total Estimated Cost (excluding risk and maintenance): No substantial change as the total estimated project cost is £31,000 over the previous range of £0.55m - £0.8m.</p> <p>Spend to Date (as of 13th November 2023): £86,596</p> <p>Costed Risk Provision utilised: None. CRP has not previously been requested.</p> <p>Funding Source: Section 278 contributions</p> <p>Slippage: +18 months on the previously estimated construction start date. This has occurred due to delays in the developer’s programme.</p>
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<p>2. Next steps and requested decisions</p>	<p>Next Gateway: Gateway 6: Outcome Report</p> <p>Next Steps: Complete the detailed design package and finalise the construction planning, in advance of work commencing on site.</p> <p>Requested Decisions:</p> <p>It is recommended that Members of the Streets and Walkways Sub-Committee:</p> <ol style="list-style-type: none"> 1. Note and approve the associated contents of this report; 2. Approve an increase in the approved budget of £831,006 (an increase of £686,777, excluding costed risk and commuted maintenance) to reach Gateway 6, following receipt of funds from the Developer in late December 2023; 3. Approve the Risk Register in Appendix 3 and the requested Costed Risk Provision of £139,000, and that the Executive Director Environment is delegated to authorise the drawdown of funds from this register; 4. Approve the Commuted Maintenance sum of £5,229; 5. Note the revised total project cost of £931,006 inclusive of costed risk and commuted maintenance as detailed in Appendix 2; 6. Approve the design option shown in Appendix 4 for construction. 7. Agree that the Corporate Programme Management Office, in consultation with the Chairman of the Streets & Walkways Sub Committee and Chief Officer as necessary, is to decide whether any project issues or decisions that falls within the remit of paragraph 45 of the 'City of London Project Procedure – Oct 2023' (Changes to Projects: General), as prescribed in Appendix 8 of this report, is to be delegated to Chief Officer or escalated to committee(s). 															
<p>3. Budget</p>	<table border="1" data-bbox="528 1480 1406 2033"> <thead> <tr> <th data-bbox="528 1480 778 1608">Item</th> <th data-bbox="778 1480 1007 1608">Reason</th> <th data-bbox="1007 1480 1198 1608">Funds/ Source of Funding</th> <th data-bbox="1198 1480 1406 1608">Cost (£)</th> </tr> </thead> <tbody> <tr> <td data-bbox="528 1608 778 1854">Environmental Services (Highways) Staff costs</td> <td data-bbox="778 1608 1007 1854">To enable Highways staff to undertake design and supervision work to reach Gateway 6</td> <td data-bbox="1007 1608 1198 1854">S278 Developer funding</td> <td data-bbox="1198 1608 1406 1854">£48,000</td> </tr> <tr> <td data-bbox="528 1854 778 2033">Planning and Transportation (P&T) Staff costs</td> <td data-bbox="778 1854 1007 2033">To enable P&T staff to project manage the scheme to reach Gateway 6</td> <td data-bbox="1007 1854 1198 2033">S278 Developer funding</td> <td data-bbox="1198 1854 1406 2033">£30,000</td> </tr> </tbody> </table>				Item	Reason	Funds/ Source of Funding	Cost (£)	Environmental Services (Highways) Staff costs	To enable Highways staff to undertake design and supervision work to reach Gateway 6	S278 Developer funding	£48,000	Planning and Transportation (P&T) Staff costs	To enable P&T staff to project manage the scheme to reach Gateway 6	S278 Developer funding	£30,000
Item	Reason	Funds/ Source of Funding	Cost (£)													
Environmental Services (Highways) Staff costs	To enable Highways staff to undertake design and supervision work to reach Gateway 6	S278 Developer funding	£48,000													
Planning and Transportation (P&T) Staff costs	To enable P&T staff to project manage the scheme to reach Gateway 6	S278 Developer funding	£30,000													

Fees	To fund work by external parties required to reach Gateway 6 such as but not limited to surveys and temporary traffic orders.	S278 Developer funding	£26,173
Works	Funding for construction costs.	S278 Developer funding	£521,982
Utilities	Funding for provisional and confirmed utility alterations	S278 Developer funding	£60,622
Sub-total			£686,777
Risk	S278 Developer funded. Further details can be found in Appendix 2 – Risk Register		£139,000
Commuted Maintenance	S278 Developer funded. A chargeable amount to account for the future maintenance implications of the scheme.		£5,229
Project Total			£831,006

Detailed financial information is shown in **Appendix 2**.

Environmental Services (Highways) Staff Costs

Approximately 400 hours of additional staff time has been estimated for the team to plan, manage and supervise the construction of the work.

Planning and Transportation Staff Costs

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

Fees

An additional £26,173 is requested to fund work by parties external to the project such as, but not limited to, highway surveys and temporary traffic orders.

Works

City Engineers have estimated that the proposed works will cost £521,982. The works themselves are shown in **Appendix**

	<p>4 and detailed in section 4 of this report.</p> <p><u>Utilities</u> £60,622 is requested to fund for provisional and confirmed alterations to apparatus affected by the S278 work proposals which is owned by statutory undertakers.</p> <p><u>Commuted Maintenance</u> £5,229 is requested to account for the future maintenance implications of the scheme, fully funded by the developer and chargeable at the end of the project. Specifically, these are to cover maintenance uplifts for street furniture, highway areas constructed in setts and where areas which were previously paved in Mastic now being paved in Yorkstone.</p> <p>Costed Risk Provision requested for this Gateway: £139,000 (as detailed in the Risk Register – Appendix 2)</p>
<p>4. Overview of project options</p>	<p>The Section 278 proposals shown in Appendix 4 have been developed in conjunction with the Developer to both accommodate and complement the new building, and to comply with the City’s Public Realm Supplementary Planning Document, Transport Strategy and Climate Action Strategy. As required by the S.278 Agreement the developer has been consulted on the specifications and their comments considered. It also further promotes points 1 and 9 of the City’s Corporate Plan. Broadly the scheme consists of, but is not limited to:</p> <ul style="list-style-type: none"> • A reconstructed Whittington Avenue in granite setts with a flush footway/ carriageway surface. • A reconstructed and widened footway on Leadenhall Street which delivers part of the City Cluster Vision to make the street a more pedestrian-focused environment; • Carriageway resurfacing and reprofiling on all affected streets where required; • Alterations to utilities and drainage in the locality of the Development as required to meet the scope of the section 278 work; • Amended and additional street furniture and signage around the Development. This will include the replacement of the previous gate at the top of Whittington Avenue with removable bollards to improve cycle permeability. <p>In terms of other design options, ‘Do nothing’ would be the single substantial alternative to these proposals, where the footways and carriageways are reinstated as they were previously. This would result in drainage and levels issues</p>

	<p>around the development and would leave these areas sub-standard. Also, the work on Leadenhall Street would not meet the objectives of the City Cluster Vision. Therefore, this option is not recommended.</p> <p>Street lighting is not included with the scope of this project and is instead dealt with separately by the City Highways team in accordance with the City's Lighting Strategy. Also not included are any changes to Gracechurch Street on the western elevation of the development. As this street forms part of the Transport for London Road Network (TLRN), it is subject to a separate agreement between the Developer and Transport for London where they have highways responsibilities. Therefore, this report solely relates to the aspects of the development that sit with the City as the Highway Authority.</p>
<p>5. Recommended option</p>	<p>It is recommended by Officers that the design shown in Appendix 4 and outlined in this report is progressed into construction.</p> <p>Whilst detailed construction planning is on-going, it's currently planned that construction would start in Spring 2024. In total, construction is expected to last approximately 6-8 months. This is longer than usual due to the time it will take to lay the setts in Whittington Avenue, the required drainage works and programming the construction activities around the developer's construction programme. Project closure for all projects would then occur approximately six months after this in 2025.</p> <p>To support these recommendations, Officers have undertaken City of London Streets Accessibility Tool (CoLSAT) and Healthy Streets assessments on the proposed design.</p> <p>The Healthy Streets assessments, shown in Appendix 5, showed an approximately 5 percentage points score increase above the existing street scores. The CoLSAT assessments, summarised overpage and detailed in Appendix 6, indicated in broad terms an improvement in accessibility of a third over the current environment. In some instances, it's not possible to improve on some of the lower scores such as proximity of bus stops, blue badge parking and accessible toilets due to the scope of the project. Also, by virtue of a flush carriageway and footway as proposed for Whittington Avenue, there is a zero-score due to the lack of kerb edge but the benefits of the flush surface are believed to outweigh this.</p>

CoLSAT Summary Results Table				
	Total 0 scores* – severe accessibility issue		Total 1 scores** - significant accessibility issues	
	Before	After	Before	After
Electric Wheelchair user	1			
Manual Wheelchair user	1			
Mobility Scooter user	1			
Walking Aid user			3	2
Person with a walking impairment			7	4
Long cane user	4	2		1
Guide Dog user	1	1	4	3
Residual Sight user			4	2
Deaf or Hearing impairment			4	2
Acquired neurological impairment			3	2
Autism/Sensory-processing diversity				
Developmental Impairment	3	1	7	5
Total	11	4	32	21

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

** This score means some people in this segment may be able to negotiate the street characteristic in the selected configuration, but it would significantly deplete their levels of confidence and energy, and they would be likely to give up on the journey if they had to negotiate it more than once or twice.

Pedestrian Comfort Level assessments, undertaken as part of the separate City Cluster Vision Leadenhall Street project indicate a slight improvement from 'B' to 'A' scores. Similar assessments have not been undertaken on Whittington Avenue as there is no pedestrian count data available.

6. Risk

The overall risk level of this project is estimated to be low due to the standard nature of the construction activities involved. The project is fully funded by the Developer and any reasonable costs will be met by them under the terms of the S278 agreement. The aforementioned delays in their programme, whilst unfortunate, have not had any substantive impact on the City. The Costed Risk Register submitted for approval can be seen in **Appendix 3**.

Traffic Implications

In exercising its traffic authority functions, the City is under a duty to “*secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)*” so far as practicable (S.122 Road Traffic Regulation Act 1984). Temporary traffic orders will be required, and regard will be had to this duty in making them. The scheme proposals have no impact on the current access arrangements for vehicles and

	<p>will deliver improvements for people walking and cycling.</p> <p><u>Legal Implications</u> A section 278 Agreement in respect of the works was entered into with the associated developer on 18 November 2021. It provides for reasonable payment to be made for the Section 278 Works after consultation regarding the specifications for these works. An invoice for the work was to be issued to the developer within six months of the construction start date, payable within 28 days of the invoice date. The invoice was subsequently issued, and payment received in December 2023. All other legal implications are included in the body of the report.</p> <p><u>Equalities</u> As a Public Authority, the City must have due regard to equality considerations when exercising its functions (section 149 Equality Act 2010). Therefore, an independent Equalities Impact Assessment (EqIA) has been undertaken by WSP on the proposed overall design. This and responses to it can be seen in Appendix 7. These issues have been mitigated during the design.</p>
7. Procurement approach	Highway construction works will be delivered by the City's Highway Term Contractor, FM Conway.
8. Design summary	<ol style="list-style-type: none"> 1. Reconstructed footway and carriageway in Whittington Avenue; 2. A reconstructed and widened footway on Leadenhall Street; 3. Carriageway resurfacing and reprofiling where required; 4. Alterations to utilities and drainage in the locality of the Development; and 5. Amended and additional street furniture and signage around the Development, including the replacement of the previous gate at the top of Whittington Avenue with removable bollards.
9. Delivery team	Project management will be provided by the project team within the Transport and Public Realm Projects Team. Highway construction works will be delivered by the City's Highway Term Contractor, FM Conway, with construction supervision undertaken in-house by City Highway Engineers.
10. Success criteria	<ol style="list-style-type: none"> 1. To create additional space for people to walk safely 2. To increase the extent of pedestrian-priority streets, in line with the aims of the Transport Strategy. 3. To ensure the street environment can accommodate the predicted increase in footfall as a result of the new development.

11. Progress reporting	Officers will report via monthly Project Vision updates. Should it be required, issues requiring further decisions by Members will be brought back as an Issue Report. Any delegated decisions taken will be reported back to Committee.
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Appendices

Appendix 1	Project Coversheet
Appendix 2	Financial Information
Appendix 3	Risk Register
Appendix 4	Scheme Design
Appendix 5	Healthy Streets Assessments
Appendix 6	CoLSAT Assessments
Appendix 7	Equalities Impact Assessment
Appendix 8	Paragraph 45 from Project Procedures

Contact

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Project Coversheet

[1] Ownership & Status

UPI: 12293

Core Project Name: 1 Leadenhall Street section 278 Highway works

Programme Affiliation (if applicable): n/a

Project Manager: Daniel Laybourn

Definition of need: Under the Section 106 Agreement the developer is obligated to fund the required works on the public highway to mitigate the impacts as a result of the new development.

Key measures of success:

- Improved public realm surrounding the development to create an attractive environment.
- Enhanced approach to Leadenhall Market supporting the area as a local destination.
- Providing additional space for people to walk on Bishopsgate and Leadenhall Street, in line with the City's adopted strategies.

Expected timeframe for the project delivery: Construction would start in Spring 2024, lasting approximately 6-8 months. Project closure for all projects would then occur approximately six months after this in 2025.

Key Milestones: Early 2025 – completion of construction work.

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

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:

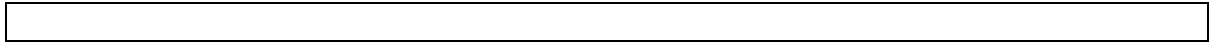
'Project Briefing' G1 and 'Project Proposal' G2 reports (as approved by PSC and S&W committees in February 2021):

- Approved Budget: £100,000
- Total Estimated Cost (excluding risk): £550k - £800k
- Costed Risk Against the Project: n/a at this stage
- Estimated Programme Dates: Q4 2022 – Q1 2023

Scope/Design Change and Impact: Report formalised the project and set up the budgets allowing officers to proceed with the design & evaluation process.

Total anticipated on-going commitment post-delivery [£]: None

Programme Affiliation [£]: n/a



Appendix 2 – 1 Leadenhall Street Highways Works S278 Scheme Finances

Table 1: Spend to date - 16800448: 1 Leadenhall Street Highways Works S278			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	30,000	26,250	3,750
P&T Staff Costs	50,000	45,054	4,946
P&T Fees	20,000	15,292	4,708
TOTAL	100,000	86,596	13,404
Table 2: Resources Required to reach the next Gateway			
Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
Env Servs Staff Costs	30,000	48,000	78,000
P&T Staff Costs	50,000	30,000	80,000
P&T Fees	20,000	26,173	46,173
Env Servs Works	-	521,982	521,982
Utilities	-	60,622	60,622
Costed Risk Provision	-	139,000	139,000
Commuted Maintenance	-	5,229	5,229
TOTAL	100,000	831,006	931,006
Table 3: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
S278	100,000	831,006	931,006
Total Funding Drawdown	100,000	831,006	931,006

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City of London: Projects Procedure Corporate Risks Register

Project Name: 1 Leadenhall Street section 278 Highway works

PM's overall risk rating: Low

CRP requested this gateway: £ 139,000

Average unmitigated risk score: 5.1

Open Risks: 10

Unique project identifier: 12256

Total estimated cost (exec risk): £ 694,332

Total CRP used to date: £ -

Average mitigated risk score: 1.2

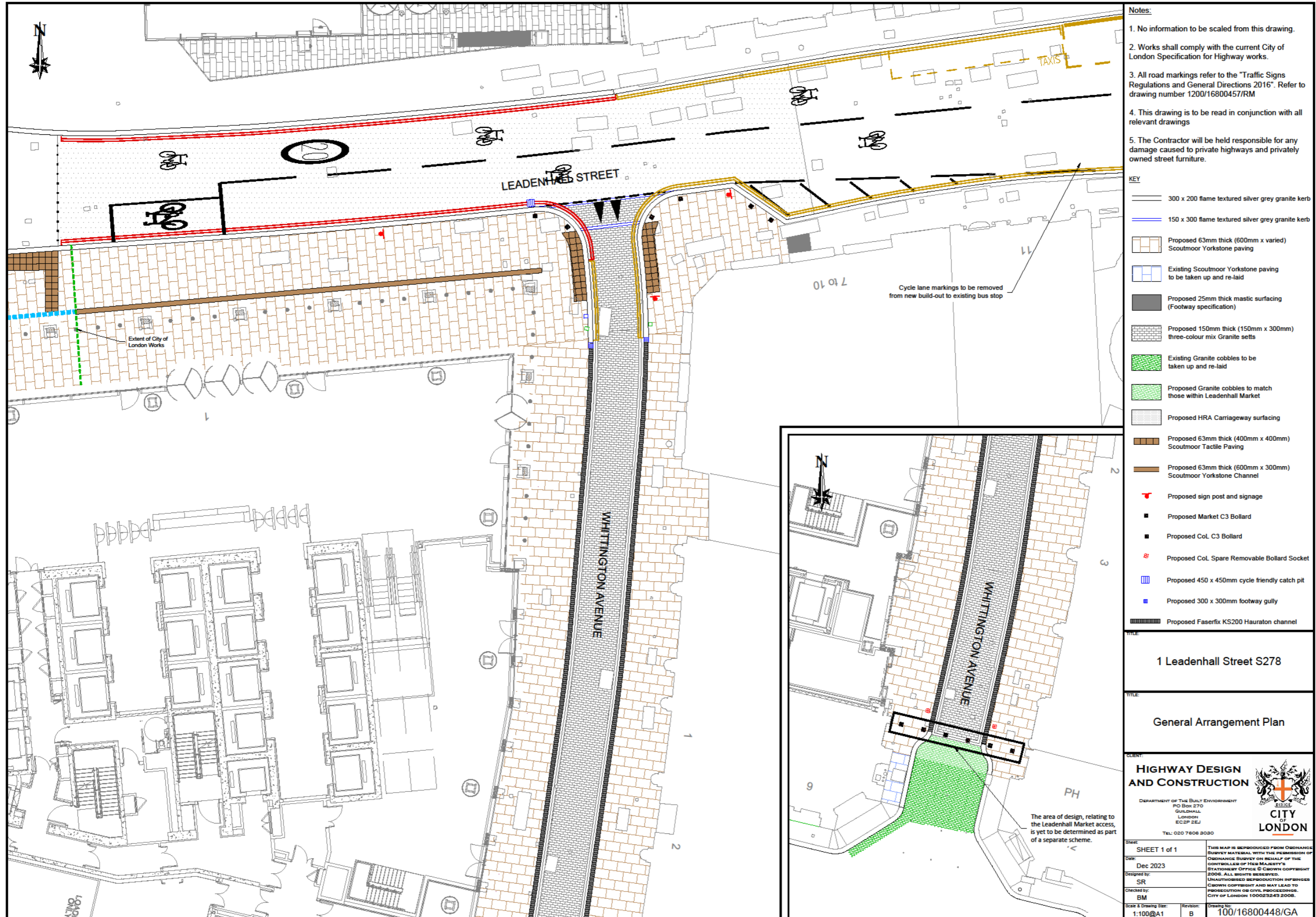
Closed Risks: 0

General risk classification											Mitigation actions					Ownership & Action					Comment(s)		
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed Impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification on post-mitigation	Impact Classification 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
R1	5	(3) Reputation	Delays or vacation of worksite due to external events and/or occurrences	Should such an event happen, a number of possibilities could occur: * Change in project scope * Change in project resources * Change in project delivery timescales * Pause to project whilst situation is assessed * Increased costs	Possible	Serious	6	£25,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	* Budget and programme slack to account for likely low impact events * Regular meetings with the Developer to help identify any potential issues sooner	£0.00	Possible	Minor	£10,000.00	3	£0.00	Use of CRP could include but is not limited to additional staff time, labour, works and utility costs to accommodate	14/09/2023	Gillian Howard	Daniel Laybourn		14/9/23 - The complexity and impact of construction lends itself to a low risk score in the event of an occurrence external to the project. The project team will continue to assess and mitigate against such risk as part of its BAU processes.
R2	5	(1) Compliance/Regulatory	Issues or delays in any required consents such as Permits which cause delay to project delivery	If there was to be any delay in the arrival of any required consents, such as planning permissions, TMOs, Permits, discharge of conditions, heritage, IFL, etc.; its likely the project may suffer from some form of unplanned delay, additional work and/or costs.	Unlikely	Minor	2	£15,000.00	Y - for costed impact post-mitigation	A - Very Confident	* Map out the required consents with project team and continually monitor & update throughout the project * Schedule regular meetings with consent approvers, especially those with long lead in times or complex approval procedures.	£0.00	Rare	Minor	£8,000.00	1	£0.00	Use of CRP could include but is not limited to additional staff time, labour, works and utility costs to accommodate	15/09/2023	Gillian Howard	Daniel Laybourn		14/9/23 - The scheme only requires standard internal consents. Therefore the risk is already very low before BAU processes ensure that these are acquired in good time before construction.
R3	5	(3) Reputation	Issue(s) with external engagement and buy-in lead to project delays/increased costs	Further time and therefore resource may be required if planned engagement work with local external stakeholders didn't go as planned.	Possible	Minor	3	£15,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	* Early identification and engagement with key stakeholders.	£0.00	Rare	Minor	£8,000.00	1	£0.00	Use of CRP could include but is not limited to additional staff time, labour and works costs to accommodate	16/09/2023	Gillian Howard	Daniel Laybourn		14/9/23 - As this is a basic project delivering a standard improvement to the highways conditions, opposition to the scheme is expected to be zero. Some BAU engagement work will be required with local stakeholders as construction approaches to ensure the disruption to the activities is minimised. As of this time, the scope of the project has been agreed with the Developer.
R4	5	(4) Contractual/Partnership	Project supplier delays, productivity or resource issues impacts negatively on project delivery	Referring both to internal and external suppliers to projects, alternative arrangements which require additional resource may be required if a potential or existing supplier is unable to deliver as agreed for whatever reason.	Possible	Serious	6	£25,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	* Arrange construction planning meeting with Conways just prior to construction to ensure that resources are available (i.e. construction pack from them is received in good time)	£0.00	Possible	Minor	£12,000.00	3	£0.00	Use of CRP could include but is not limited to additional staff time, labour, works and utility costs to accommodate	17/09/2023	Gillian Howard	Daniel Laybourn		14/9/23 - BAU activities with the Principal Contractor will ensure that the required resources are available to meet the programme. The required internal resource is small and easily replaceable if needed.

R5	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.	Possible	Major	12	£80,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	* Monitor for scope creep * Regular catch-ups with Principal Contractor to review costs during construction both internal and external to the project via contract management staff	£0.00	Possible	Serious	£30,000.00	6	£0.00	Use of CRP could include but is not limited to additional staff time, labour, fees, works and utility costs to accommodate	18/09/2023	Gillian Howard	Daniel Laybourn	14/9/23 - The estimate included in the G3/4/5 report has been reviewed and revised a number of times when confirming the scope. Therefore BAU activities will ensure its reviewed as the project progresses. However, resource prices are continuing to increase due to recent events. Despite officers' best efforts to determine as many involved, a number of significant risks still remain.
R6	5	(10) Physical	Utility and utility survey issues lead to increased costs/ scope of works	At the earlier stages of a project, delays could occur which result unplanned costs if utility companies don't engage as expected. Also, extra resource would be needed if further surveys are required. During construction, any issues with required utility companies could result in extra resources being required.	Possible	Major	12	£90,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	* Ensure the utilities within the scope of the project are continually monitored as design and construction works proceed in an effort to identify any issues as soon as possible. * collaborate with the developer who hold information relating to the utilities around their development. * If possible, undertake any utility work as soon as possible to front load this element of work before highway works proceed.	£0.00	Possible	Serious	£30,000.00	6	£0.00	Use of CRP could include but is not limited to additional staff time, labour, fees, works and utility costs to accommodate	19/09/2023	Gillian Howard	Daniel Laybourn	14/9/23 - the scheme's utilities estimate at G5 is generally made up of provisional sums inferred from previous experience. This is due to time constraints around the project, therefore a higher risk score has been included here.
R7	5	(4) Contractual/Partnership	Third party delays impacts negatively on project delivery (time & costs)	A CoL project may require a third party to complete its work before it can proceed. Should this work be delayed in anyway, its likely to impact (time and cost-wise) on a project.	Possible	Minor	3	£25,000.00	Y - for costed impact post-mitigation	A - Very Confident	* Include regular meetings with the developer and local stakeholders * Include some slack in the programme to absorb low-level delays	£0.00	Rare	Minor	£10,000.00	1	£0.00	Use of CRP could include but is not limited to additional staff time, labour, fees, works and utility costs to accommodate	20/09/2023	Gillian Howard	Daniel Laybourn	14/9/23 - Whilst there's not a lot the project team can do if the Development is delayed, regular meetings with the developer will ensure that a fair amount of notice is received should CoL works need to be reprogrammed. The terms of the S278 agreement mean that the Developer is responsible for any associated resultant costs.
R8	5	(10) Physical	Network accessibility before and during construction which cause project delay and/ or increased costs	Should parts of the road network not be available or become unavailable during a project when planned for or required, expect delivery delays.	Possible	Minor	3	£15,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	* Engage with the Traffic Management Team at the appropriate point to both programme the works and to reserve the road space.	£0.00	Possible	Minor	£8,000.00	3	£0.00	Use of CRP could include but is not limited to additional staff time, labour, fees, works and utility costs to accommodate	21/09/2023	Gillian Howard	Daniel Laybourn	14/9/23 - BAU processes will ensure the required network space is allocated as required to allow for the required work to be completed.
R9	5	(10) Physical	Unforeseen technical and/ or engineering issues identified	late identification of any engineering or technical issues that disrupt delivery could result in further costs whether they be time, funding or resources.	Possible	Minor	3	£35,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	* Undertake standard BAU surveys * Consider trial holes if required * Site visits during development's construction	£0.00	Rare	Minor	£15,000.00	1	£0.00	Use of CRP could include but is not limited to additional staff time, labour, fees, works and utility costs to accommodate	22/09/2023	Gillian Howard	Daniel Laybourn	14/9/23 - Given the standard nature of the project and the fact that most of the area required for the project has already been disturbed by the construction of the development, the project team aren't expecting any surprises when they visit site. BAU surveys will ascertain if there's any causes for concern on this front, and trial holes can be used if required. There is a risk however the the interface between the development and the highway may experience some slight issue which are usually overcome during construction in cooperation with the developer.

R10	5	(3) Reputation	Accident during construction impacts on project delivery and/or costs	Regardless of whether it be a member of public or a contractor on site, should an accident occur in or around site delays are likely to occur	Rare	Minor	1	£15,000.00	Y - for costed impact post-mitigation	A - Very Confident	* Consider regular site visits with the Principal Designer should it become necessary.	£0.00	Rare	Minor	£8,000.00	1	£0.00	23/09/2023	Gillian Howard	Daniel Laybourn	14/9/23- The principal contractor is the firm highways contractor for the Col. and is therefore required to prove their H&S credentials at a much higher level. In BAU, the Project Engineer will be visiting site regularly and visits by the Principal Designer can be arranged if there's causes for concern.
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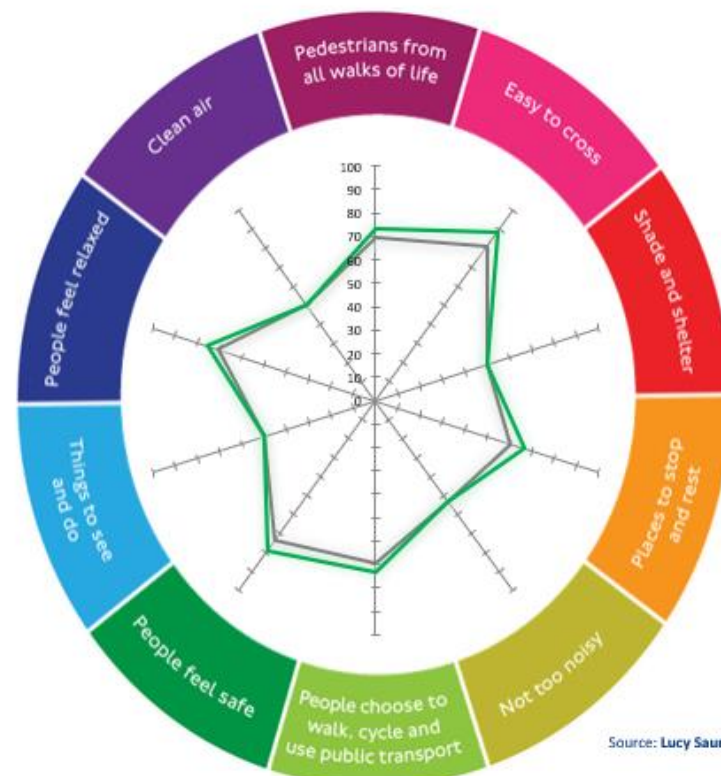
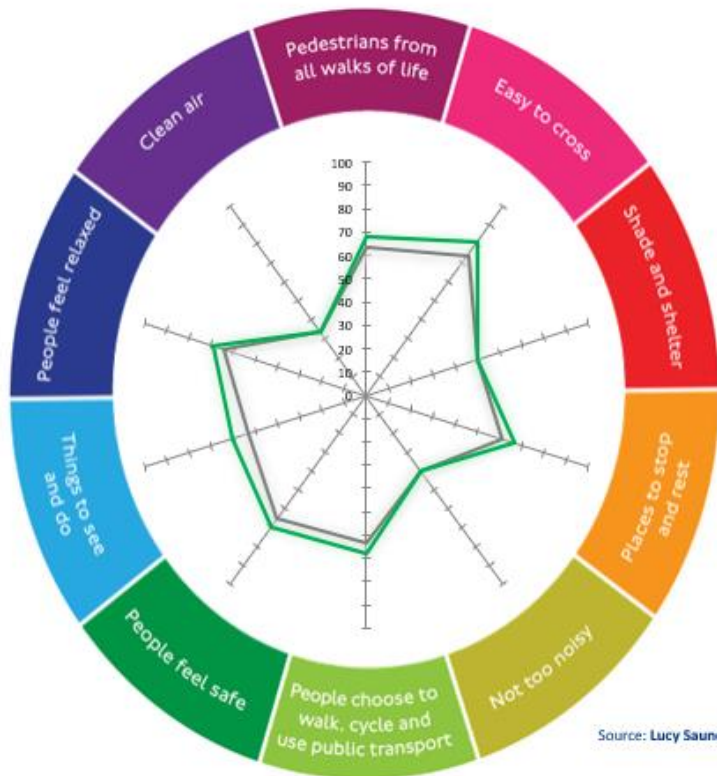


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Appendix 5 – Healthy Streets Assessments

Name of scheme 1 Leadenhall Street S278 - Leadenhall
Segment number n/a

Name of scheme 1 Leadenhall Street S278 - Whittington
Segment number n/a



	Existing layout	Proposed layout	% point change
Overall Healthy Streets Check score	62	67	5

	Existing layout	Proposed layout	% point change
Overall Healthy Streets Check score	69	73	4

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v 1.2

Step 1

Set each of the drop downs below to best describe the street characteristics for the section being analysed

Step 2

Review the results for each needs segment b

Step 3

Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature



Comments

		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Point														
Crossing Type	Uncontrolled crossing > 8m road width	3	2	3	1	2	0	2	2	3	1	2	1	
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	4	
Edge Marking	No tactile edge marking	3	3	2	3	4	0	1	1	3	4	2	0	
Tactile Paving Back Edge	Back edge onset from kerb edge	3	3	3	3	3	2	2	3	3	3	3	3	
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	2	3	3	3	
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	2	3	3	3	
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	4	3	3	3	3	4	3	
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	3	3	3	3	4	4	3	3	
Island Type	No island	2	3	2	2	2	2	2	3	2	2	2	3	
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	4	3	4	4	4	3	
Kerb Drop Slope	Kerb drop 1/6, 9.5 dea, 17% to 1/12, 4.7 dea, 8% incline	3	3	3	3	2	3	3	3	3	2	3	3	
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	3	2	3	2	2	3	3	4	3	1	
Signal (red/green man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	3	
Audible (beeping)	No Audible	3	3	2	2	3	2	3	2	3	2	3	1	
Count Down	No count down	2	3	3	3	3	3	3	3	2	3	3	2	
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	2	3	3	3	3	3	3	
Surface Material														
Surface Type	York Stone with gaps/bumps	2	2	2	2	1	2	2	2	1	2	3	3	
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	
Contrast with Road	Higher tonal contrast between paving and road	3	3	3	4	3	3	3	4	3	4	3	4	
Lines	yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4	
Kerb														
Kerb Type (crossing over)	Crossing upstand 0 mm to 3 mm (undelineated)	3	4	3	3	4	0	0	1	2	4	2	1	Crossing at the crossing point across Whittington Ave
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	4	3	3	
Footway Width														
Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	4	3	3	4	4	
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	
Street Furniture														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	4	4	4	4	
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	
Bench Spacing	Bench between 150 m and 400 m away	3	3	3	2	3	3	3	3	3	3	3	3	
Bench Design	Benches without backrests or arms	3	3	2	2	1	3	3	2	2	3	3	3	
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	4	3	3	3	
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	
Slopes														
Gradient (in direction of travel)	Gradient < 1/50	3	4	4	4	3	3	3	4	3	4	3	3	
Camber (across footway)	Camber 1/20 to 1/50	3	2	3	3	3	3	3	3	3	3	3	3	
Vehicle Access														
Vehicle Crossover	No crossover	3	3	3	3	3	3	3	3	3	3	3	3	
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	3	3	3	3	3	2	1	
Taxi Drop Off Location	Taxi drop off 10 m to 100 m away	3	3	2	3	3	3	1	3	4	3	3	3	
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	2	
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	
Bus Stop Location	Within 100 m	3	4	4	4	3	4	3	4	3	4	3	3	
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	3	3	
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	
Toilets														
Accessible Toilets	Further than 500 m away	2	2	2	1	2	3	2	3	3	1	3	2	
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	

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Step 1

Set each of the drop downs below to best describe the street characteristics for the section being analysed

v 1.2

Step 2

Review the results for each needs segment by

Step 3

Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature



		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Point														
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	3	3	3	3	3	3	3	3	3	2
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	3	4
Edge Marking	No tactile edge marking	3	3	2	3	4	0	1	1	3	4	2	0	0
Tactile Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	2	2	3	3	3	3	3	3
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	2	3	3	3	3
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	2	3	3	3	3
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	4	3	3	3	3	4	3	3
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	4	4	3	3	3
Island Type	No island	2	3	2	2	2	2	2	3	2	2	2	3	3
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	4	3	4	4	4	3	3
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3	3	3	3	3	3	3	3	2	3	4	4
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	3	2	3	2	2	3	3	4	3	1	1
Signal (red/green man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	3	3
Audible (beeping)	No Audible	3	3	2	2	3	2	3	2	3	2	3	1	1
Count Down	No count down	2	3	3	3	3	3	3	3	2	3	3	2	2
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	2	3	3	3	3	3	3	3
Surface Material														
Surface Type	York Stone with gaps/bumps	2	2	2	2	1	2	2	2	1	2	3	3	3
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	3
Contrast with Road	Higher tonal contrast between paving and road	3	3	3	4	3	3	3	4	3	4	3	4	4
Lines	Yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4	4
Kerb														
Kerb Type (crossing over)	Crossing kerb 50 mm to 100 mm	0	0	0	2	3	2	3	1	2	2	3	0	0
Kerb Type (moving alongside)	Delimiting kerb 50 mm to 100 mm	3	3	3	3	3	3	3	3	3	3	4	3	3
Footway Width														
Width	Footway width 1.5 m to 2 m	3	3	3	2	2	4	3	3	2	2	2	3	3
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	3
Street Furniture														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	3
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	3	4	4	4	4
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	4
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	3
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	3
Bench Spacing	Bench between 150 m and 400 m away	3	3	3	2	2	3	3	3	3	3	3	3	3
Bench Design	Benches without backrests or arms	3	3	2	2	1	3	3	2	2	3	3	3	3
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	4	3	3	3	3
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	3
Slopes														
Gradient (in direction of travel)	Gradient < 1/50	3	4	4	4	3	3	3	4	3	4	3	3	3
Camber (across footway)	Camber 1/20 to 1/50	3	2	3	3	3	3	3	3	3	3	3	3	3
Vehicle Access														
Vehicle Crossover	Crossover dropped	3	3	3	3	1	3	3	3	3	2	3	3	3
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	3	3	3	3	3	2	1	1
Taxi Drop Off Location	Taxi drop off 10 m to 100 m away	3	3	2	3	3	3	1	3	4	3	3	3	3
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	2	2
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	3
Bus Stop Location	Within 100 m	3	4	4	4	3	4	3	4	3	4	3	3	3
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	3	3	3
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	2
Toilets														
Accessible Toilets	Further than 500 m away	2	2	2	1	2	3	2	3	3	1	3	2	2
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	1
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v 1.2

Step 1

Set each of the drop downs below to best describe the street characteristics for the section being analysed

Step 2

Review the results for each needs segment b) Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature

Step 3

Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature



Comments

		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Point														
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	3	3	3	3	3	3	3	3	3	2
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	3	4
Edge Marking	800 mm deep tactile paving edge marking (partial width)	3	3	3	3	3	1	2	3	3	3	3	3	4
Tactile Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	2	2	3	3	3	3	3	3
Tactile Paving Colour	Tactile colour as per guidance (red at contr. buff at uncontr.)	3	3	3	3	3	3	3	3	3	3	3	3	3
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	2	3	3	3	3
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	4	3	3	3	3	4	3	3
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	4	4	3	3	3
Island Type	No island	2	3	2	2	2	2	2	3	2	2	2	2	3
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	4	3	4	4	4	4	3
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3	3	3	3	3	3	3	3	2	3	3	4
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	3	2	3	2	2	3	3	4	3	3	1
Signal (red/green man)	Fair side signal	3	4	2	4	3	4	4	4	4	4	4	4	3
Audible (beeping)	No Audible	3	3	2	2	3	2	3	2	3	2	3	3	1
Count Down	No count down	2	3	2	3	3	3	3	3	2	3	3	3	2
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	2	3	3	3	3	3	3	3
Surface Material														
Surface Type	Smooth York Stone	3	3	3	3	4	4	4	3	3	4	3	3	3
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	3
Contrast with Road Lines	Higher tonal contrast between paving and road yellow/red/white lines at road edge	3	3	3	4	3	3	3	4	3	4	3	4	4
Kerb														
Kerb Type (crossing over)	Crossing upstand 0 mm to 3 mm + 800 tactile paving	4	3	4	4	2	3	4	3	3	4	3	3	3
Kerb Type (moving alongside)	Delineating kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	3	4	3
Footway Width														
Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	4	3	3	4	4	4
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	3
Street Furniture														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	3
Cafe Tables	No cafe tables	4	4	4	4	3	4	3	3	4	4	3	4	4
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	3	4	4	4	4	4
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	3
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	3
Bench Spacing	Bench between 150 m and 400 m away	3	3	3	2	3	3	3	3	3	3	3	3	3
Bench Design	Benches without backrests or arms	3	3	2	2	1	3	3	2	2	3	3	3	3
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	4	3	3	3	3
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	3
Slopes														
Gradient (in direction of travel)	Gradient < 1/50	3	4	4	4	3	3	3	4	3	4	3	3	3
Camber (across footway)	Camber 1/20 to 1/50	3	2	3	3	3	3	3	3	3	3	3	3	3
Vehicle Access														
Vehicle Crossover	No crossover	3	3	3	3	3	3	3	3	3	3	3	3	3
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	3	3	3	3	3	2	1	1
Taxi Drop Off Location	Taxi drop off 10 m to 100 m away	3	3	2	3	3	3	1	3	4	3	3	3	3
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	3	2
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	3
Bus Stop Location	Within 100 m	3	4	4	4	3	4	3	4	3	4	3	3	3
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	3	3	3
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	2
Toilets														
Accessible Toilets	Further than 500 m away	2	2	2	1	2	3	2	3	3	1	3	2	2
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	3	1

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Step 1

Set each of the drop downs below to best describe the street characteristics for the section being analysed

v 1.2

Step 2

Review the results for each needs segment b

Step 3

Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature



		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Point														
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	3	3	3	3	3	3	3	3	3	2
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	3	4
Edge Marking	No tactile edge marking	3	3	2	3	4	0	1	1	3	4	2	0	
Tactile Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	2	2	3	3	3	3	3	
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	3	3	3	3	
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	3	3	3	3	
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	4	3	3	3	3	4	3	
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	4	4	3	3	
Island Type	No island	2	3	2	2	2	2	2	3	2	2	2	3	
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	4	3	4	4	4	3	
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3	3	3	3	3	3	3	3	2	3	4	
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	2	4	3	2	2	3	4	4	4	3	
Signal (red/green man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	3	
Audible (beeping)	No Audible	3	3	2	2	3	2	3	2	3	2	3	1	
Count Down	No count down	2	3	3	3	3	3	3	3	3	2	3	3	
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	2	3	3	3	3	3	3	
Surface Material														
Surface Type	Smooth York Stone	3	3	3	3	4	4	4	3	3	4	3	3	
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	2	3	2	3	3	3	
Lines	No lines at road edge	3	3	3	3	3	3	2	2	2	2	2	2	
Kerb														
Kerb Type (crossing over)	Crossing upstand 0 mm to 3 mm (undelineated)	3	4	3	3	4	0	0	1	2	4	2	1	
Kerb Type (moving alongside)	Delimiting kerb 50 mm to 100 mm	3	3	3	3	3	3	3	3	3	3	4	3	
Footway Width														
Width	Footway width 1.5 m to 2 m	3	3	3	2	2	4	3	3	2	2	2	3	
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	
Street Furniture														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	
Cafe Tables	No cafe tables	4	4	4	4	3	4	3	3	3	4	3	4	
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	
Contrast	High tonal contrast with paving	3	3	3	3	3	3	4	4	3	3	3	3	
Bench Spacing	Bench between 150 m and 400 m away	3	3	3	2	2	3	3	3	3	3	3	3	
Bench Design	Benches without backrests or arms	3	3	2	2	1	3	3	2	2	3	3	3	
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	4	3	3	3	
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	
Slopes														
Gradient (in direction of travel)	Gradient < 1/50	3	4	4	4	3	3	3	4	3	4	3	3	
Camber (across footway)	Camber 1/20 to 1/50	3	2	3	3	3	3	3	3	3	3	3	3	
Vehicle Access														
Vehicle Crossover	No crossover	3	3	3	3	3	3	3	3	3	3	3	3	
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	3	3	3	3	3	2	1	
Taxi Drop Off Location	Taxi drop off 10 m to 100 m away	3	3	2	3	3	3	1	3	4	3	3	3	
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	2	
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	
Bus Stop Location	Within 100 m	3	4	4	4	3	4	3	4	3	4	3	3	
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	3	3	
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	
Toilets														
Accessible Toilets	Further than 500 m away	2	2	2	1	2	3	2	3	3	1	3	2	
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	
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EQUALITY ANALYSIS (EA) TEMPLATE

Decision

Click or tap here to enter text.

Date

Click or tap here to enter text.



What is the Public Sector Equality Duty (PSED)?

The Public Sector Equality Duty (PSED) is set out in the Equality Act 2010 (s.149). This requires public authorities, in the exercise of their functions, to have 'due regard' to the need to:

- Eliminate discrimination, harassment and victimisation
- Advance equality of opportunity between people who share a protected characteristic and those who do not, and
- Foster good relations between people who share a protected characteristic and those who do not

The characteristics protected by the Equality Act 2010 are:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex (gender)
- Sexual orientation

What is due regard?

- It involves considering the aims of the duty in a way that is proportionate to the issue at hand
- Ensuring real consideration is given to the aims and the impact of policies with rigour and with an open mind in such a way that influences the final decision

The general equality duty does not specify how public authorities should analyse the effect of their business activities on different groups of people. However, case law has established that equality analysis is an important way public authorities can demonstrate that they are meeting the requirements.

Case law has established the following principles apply to the PSED:

- **Knowledge** – the need to be aware of the requirements of the Equality Duty with a conscious approach and state of mind.
- **Sufficient Information** – must be made available to the decision maker.
- **Timeliness** – the Duty must be complied with before and at the time that a particular policy is under consideration or decision is taken not after it has been taken.
- **Real consideration** – consideration must form an integral part of the decision-making process. It is not a matter of box-ticking; it must be exercised in substance, with rigour and with an open mind in such a way that it influences the final decision.
- **Sufficient information** – the decision maker must consider what information he or she has and what further information may be needed in order to give proper consideration to the Equality Duty.
- **No delegation** – public bodies are responsible for ensuring that any third parties which exercise functions on their behalf are capable of complying with the Equality Duty, are required to comply with it, and that they do so in practice. It is a duty that cannot be delegated.
- **Review** – the duty is not only applied when a policy is developed and decided upon, but also when it is implemented and reviewed.

- Due regard should be given before and during policy formation and when a decision is taken including cross cutting ones as the impact can be cumulative.

What is an Equality Analysis (EA)?

An equality analysis is a risk assessment tool that examines whether different groups of people are, or could be, disadvantaged by service provision and decisions made. It involves using quality information, and the results of any engagement or consultation with particular reference to the protected characteristics to understand the actual effect or the potential impact of policy and decision making decisions taken.

The equality analysis should be conducted at the outset of a project and should inform policy formulation/proposals. It cannot be left until the end of the process.

The purpose of the equality analysis process is to:

- Identify unintended consequences and mitigate against them as far as possible, and
- Actively consider ways to advance equality and foster good relations.

The objectives of the equality analysis are to:

- Identify opportunities for action to be taken to advance quality of opportunity in the widest sense;
- Try and anticipate the requirements of all service users potentially impacted;
- Find out whether or not proposals can or do have any negative impact on any particular group or community and to find ways to avoid or minimise them;
- Integrate equality, diversity and inclusion considerations into the everyday business and enhance service planning;
- Improve the reputation of the City Corporation as an organisation that listens to all of its communities;
- Encourage greater openness and public involvement.

However, there is no requirement to:

- Produce an equality analysis or an equality impact assessment
- Indiscriminately collect diversity data where equalities issues are not significant
- Publish lengthy documents to show compliance
- Treat everyone the same. Rather, it requires public bodies to think about people's different needs and how these can be met
- Make service homogenous or to try to remove or ignore differences between people.

An equality analysis should indicate improvements in the way policy and services are formulated. Even modest changes that lead to service improvements are important. In it is not possible to mitigate against any identified negative impact, then clear justification should be provided for this.

By undertaking an equality analysis, officers will be able to:

- Explore the potential impact of proposals before implementation and improve them by eliminating any adverse effects and increasing the positive effects for equality groups
- Contribute to community cohesion by identifying opportunities to foster good relations between different groups
- Target resource more effectively
- Identify direct or indirect discrimination in current policies and services and improve them by removing or reducing barriers to equality

How to demonstrate compliance

The Key point about demonstrating compliance with the duty are to:

- Collate sufficient evidence to determine whether changes being considered will have a potential impact on different groups.
- Ensure decision makers are aware of the analysis that has been undertaken and what conclusions have been reached on the possible implications.
- Keep adequate records of the full decision making process.

In addition to the protected groups, it may be relevant to consider the impact of a policy, decision or service on other disadvantaged groups that do not readily fall within the protected characteristics, such as children in care, people who are affected by socio-economic disadvantage or who experience significant exclusion or isolation because of poverty or income, education, locality, social class or poor health, ex-offenders, asylum seekers, people who are unemployed, homeless or on a low income.

Complying with the Equality Duty may involve treating some people better than others, as far as this is allowed by discrimination law. For example, it may involve making use of an exception or the positive action provisions in order to provide a service in a way which is appropriate for people who share a protected characteristic – such as providing computer training to older people to help them access information and services.

Taking account of disabled people's disabilities

The Equality Duty also explicitly recognises that disabled people's needs may be different from those of non-disabled people. Public bodies should therefore take account of disabled people's impairments when making decisions about policies or services. This might mean making reasonable adjustments or treating disabled people better than non-disabled people in order to meet their needs.

2019

Deciding what needs to be assessed

The following questions can help determine relevance to equality:

- Does the policy affect service users, employees or the wider community, including City businesses?
- How many people are affected and how significant is the impact on them?
- Is it likely to affect people with particular protected characteristics differently?
- Is it a major policy, significantly affecting how functions are delivered?
- Will the policy have a significant impact on how other organisations operate in terms of equality?
- Does the policy relate to functions that engagement has identified as being important to people with particular protected characteristics?
- Does the policy relate to an area with known inequalities?
- Does the policy relate to any equality objectives that have been set?

Consider:

- How the aims of the policy relate to equality.
- Which aspects of the policy are most relevant to equality?

- Aims of the general equality duty and which protected characteristics the policy is most relevant to.

If it is not clear if a policy or decision needs to be assessed through an equality analysis, a Test of Relevance screening tool has been designed to assist officers in determining whether or not a policy or decision will benefit from a full equality analysis.

Completing the Test of Relevance screening also provides a formal record of decision making and reasoning. It should be noted that the PSED continues up to and after the final decision is taken and so any Test of Relevance and/or full Equality Analysis should be reviewed and evidenced again if there is a change in strategy or decision.

Role of the assessor

An assessor's role is to make sure that an appropriate analysis is undertaken. This can be achieved by making sure that the analysis is documented by focussing on identifying the real impact of the decision and set out any mitigation or improvements that can be delivered where necessary.

Who else is involved?

Chief Officers are responsible for overseeing the equality analysis process within departments to ensure that equality analysis exercises are conducted according to the agreed format and to a consistent standard. Departmental equality representatives are key people to consult when undertaking an equality analysis.

Depending on the subject it may be helpful and easier to involve others. Input from another service area or from a related area might bring a fresh perspective and challenge aspects differently.

In addition, those working in the customer facing roles will have a particularly helpful perspective. Some proposals will be cross-departmental and need a joint approach to the equality analysis.

How to carry out an Equality Analysis (EA)

There are five stages to completing an Equality Analysis, which are outlined in detail in the Equality Analysis toolkit and flowchart:

2.1 Completing the information gathering and research stage – gather as much relevant equality-related information, data or research as possible in relation to the policy or proposal, including any engagement or consultation with those affected;

2.2 Analyse the evidence – make and assessment of the impact or effect on different equality groups;

2.3 – Developing an action plan – set out the action you will take to improve the positive impact and / or the mitigation action needed to eliminate or reduce any adverse impact that you have identified;

2.4 Director approval and sign off of the equality analysis – include the findings from the EA in your report or add as an appendix including the action plan;

2.5 Monitor and review – monitor the delivery of the action plan and ensure that changes arising from the assessment are implemented.

The Proposal

Assessor Name:	Phoebe Wood	Contact Details:	Phoebe.wood@wsp.com
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1. What is the Proposal

The Section 278¹ works around the new development at 1 Leadenhall Street and Whittington Avenue are being undertaken by Brookfield Properties and are due to be completed in 2024. Section 278 allows developers to enter into a legal agreement with the Highway Authority to make permanent changes or improvements to a public highway as part of a planning approval. 1 Leadenhall Street, which will provide 430,000 sq. ft of business space, will generate a significant number of additional commuter trips to the area. As well as office space, the Site will house retail space along Gracechurch Street and a free public terrace, attracting recreational users, residents, and tourists. The new development is also in close proximity to the historic Leadenhall Market therefore large numbers of pedestrians are expected to congregate in and around the market and use Whittington Avenue as a key access route. As part of the development, EV charging points and over 700 bicycle spaces will be provided for users, encouraging active travel and in turn helping to reduce local emissions.

The proposed works, due to start in Spring 2024 currently consist of:

Leadenhall Street:

- Footway widening and repaving on Leadenhall Street between number 1 Leadenhall Street to the junction with Whittington Avenue
- Footway build out outside number 7-10 Leadenhall Street
- Carriageway resurfacing and reinstatement of road markings on Leadenhall Street between number 1 and 7-10 Leadenhall Street
- Installation of City of London bollards adjacent to uncontrolled crossing point
- Pillars will support the oversailing building and be lined by bollards

Whittington Avenue:

- Removal of road markings on Whittington Avenue. Existing pedestrian zone restrictions to remain unchanged (pedestrian zone except for permit holders and loading Mon-Fri: 11pm – 10am & Sat-Sun: At any time)
- Repaving of the footways along the length of the street
- Provision of tactile paving at the informal crossing point
- Installation of removable bollards at both ends of the street
- Raising of the carriageway surface to be flush with the footway and repaving in granite setts
- Introducing an informal crossing point at the Whittington Avenue junction with Leadenhall Street

¹ [Highways Act 1980 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

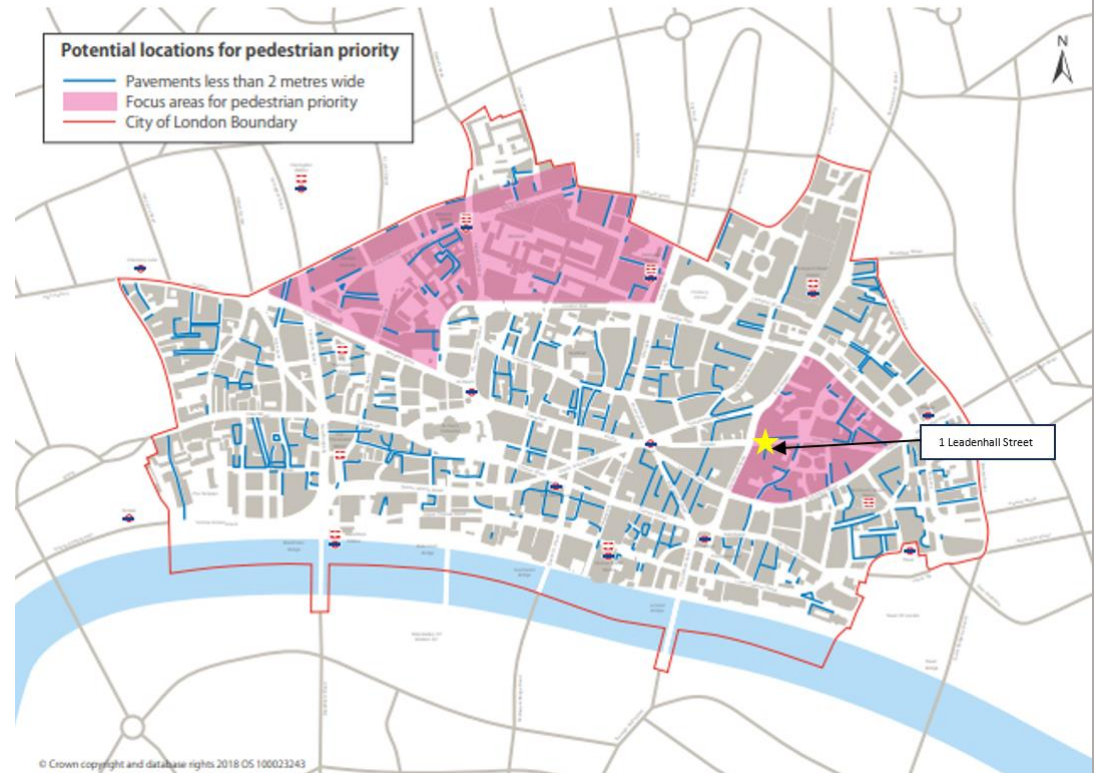
These measures are shown on the '100-16800448-GA 1 LEADENHALL GENERAL ARRANGEMENT PLAN'.

These works align with the City of London's Transport Strategy (2019)² to introduce pedestrian priority streets.

Figure 1 illustrates that 1 Leadenhall Street is located within one of the two focus areas for pedestrian priority in the City of London.

The proposed works also align with Proposal 5 of the City's Transport Strategy², which states that new developments should contribute to improving the experience of walking and spending time on the City's streets.

Figure 1: City of London's Potential Locations for Pedestrian Priority (Transport Strategy, 2019)



² [City of London Transport Strategy](#)

2. What are the recommendations?

Given that the proposals are at the preliminary design stage (See General Arrangement drawing for more details), it is highly recommended that the following are considered to mitigate any negative impact on protected characteristic groups when developing the detailed design:

- **Level Access:** In line with DfT's Inclusive Mobility Guide 2021³, it is recommended that level access is provided at the informal crossing on Whittington Avenue to enable easy access for elderly people, those with limited mobility and those using mobility aids and pushchairs.

CoL Response 4/10/23 – Design already includes a flush footway across Whittington Avenue at the junction with Leadenhall St.

- **Tactile paving:** In line with Department for Transport's Inclusive Mobility Guide 2021 guidance³, it is recommended that the proposed tactile paving at the Whittington Avenue junction with Leadenhall Street adheres to guidance to aid users with visual impairments. This is particularly important to consider given that the Royal National Institute of Blind People (RNIB) report that walking is the main mode of travel for blind and partially sighted people, many of whom will have fewer transport options available to them than others⁴.

CoL Response 4/10/23 – Tactile paving included complies with the relevant requirements. As its an informal side road crossing, no tails are included.

- **Footway Widths:** Given the scale of the development, it is advised that the renewed footways are the appropriate width to accommodate the subsequent increase in trip generation and footfall. This will prevent vulnerable road users, which includes people with disabilities, as well as elderly people and young people, from having to cross the road unnecessarily and/or utilise the carriageway, improving road safety for users. It is recommended that the footway widths are designed in conjunction with TfL's Pedestrian Comfort Guidance Technical guide (See Appendix B⁵).

CoL Response 4/10/23 – PCLs have been calculated for both existing and extended footways on Leadenhall St and they both comply with the guidance. PCLs for Whittington Avenue aren't possible as there's no pedestrian count data available. However, as the development does not have a main entrance here, the carriageway being raised up to be flush and the extremely minimal amount of traffic, its not believed by officers to be a problem.

- **Bollards:** With regards to the bollards, it is presumed these are included to act as a Vehicle Security Barrier (VSB). If so, these should be placed at a maximum of 1.2 metres apart to enable passage of wheelchair and mobility scooter users, many of whom are more likely to be elderly whilst providing adequate protection for pedestrians. This recommendation also aligns with DfT guidance³.

CoL Response 4/10/23 – The design already aligns with this recommendation.

³ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/101422/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf)

⁴ [Travel, transport and mobility | RNIB](https://www.rnib.org.uk/travel-transport-and-mobility)

⁵ [Pedestrian Comfort Guidance for London \(tfl.gov.uk\)](https://www.tfl.gov.uk/road-users/pedestrian-comfort-guidance-technical-guide)

- Maintenance of Setts: The setts proposed along the Whittington Avenue carriageway will need to be regularly maintained. This is because uneven and/or gaps between setts, can cause issues for some users, including those who are vision impaired, wheelchair users, and those using crutches and sticks³. This is particularly important given that Whittington Avenue will be used by large vehicles, including HGV's, which are more likely to cause damage to the carriageway, and footfall associated with Leadenhall Market is likely to be high.

CoL Response 4/10/23 – City Engineers and their contractors are used to this problem and are able to build a running surface resistant to these problems. Furthermore, the Developer is to be charged a commuted maintenance sum so that there's no additional maintenance liability on the City for 20 years.

- Lighting: Sufficient levels of lighting should be included in the design along Leadenhall Street and Whittington Avenue, particularly within the pedestrian zone to improve the safety of users and account for any blind spots. This is particularly important given that some groups are more at risk of hate crimes and feeling unsafe in public space than others, therefore such measures could help to deter anti-social behaviour such as hate crimes. CCTV can also be considered to improve safety.

CoL Response 4/10/23 – lighting does not form part of the S278 project, and is instead dealt with by a separate team. Therefore this comment will be passed to them. In regards to CCTV, both streets already have it but they are extremely overlooked and busy so neither is considered to be a risk for users.

- Construction: A Construction Environmental Management Plan (CEMP) or Construction Logistics Plan (CLP) should be implemented to minimise construction impacts. It should include measures such as suitable diversion routes with appropriate signage for any required footway closures, noise and pollution mitigation, and an appropriate CLP to avoid sensitive receptors such as schools. Continued liaison with stakeholders, including emergency services, should also be undertaken to inform them of the diversion routes. Places of worship located near to the site should be included in the stakeholder list and be informed of any out of hours works, allowing consideration of service times and religious holidays during the construction phase. On completion of the works, the develop could also offer a guide to familiarise the changes to those who are visually impaired.

CoL Response 4/10/23 – These recommendations are standard practice for CoL highways projects so will be undertaken as normal.

- Road Safety Audit: A Stage 3 Road Safety Audit should also be completed on completion of the works to ensure that the improvements are accessible i.e., ensuring sufficient dropped kerbs and flush surfaces.

CoL Response 4/10/23 – Due to the scale of the project and the changes involved, a RSA stage 3 will not be undertaken. However, officers will ensure what's constructed will match the design.

3. Who is affected by the Proposal? *Identify the main groups most likely to be directly or indirectly affected by the recommendations.*

The proposed scheme is located in the City of London, within the Aldgate ward. The City of London is a key commercial district, hosting the primary business district for the capital. The area around the proposed scheme also comprises of retail space, most notably Leadenhall Market, as well as restaurants, cafes, and bars. 1 Leadenhall is located within a short distance of Fenchurch Street station (seven-minute walk) and is also accessible by Aldgate, Bank, Monument and Tower Hill stations.

Given the proposed works are located within a key commercial district and the area boasts a high Public Transport Accessibility Level (PTAL) rating of 6b⁶, those that are likely to be affected by the proposals are pedestrians, cyclists, and other non-motorised users. These users are more likely to be of the working population commuting to their places of work. The City of London estimates approximately 513,000 daily commuters⁷ and this specific development, which will provide 430,000 sq. ft of business space, will generate a significant number additional commuter trips to the area. Further to this, 1 Leadenhall Street will also house retail space and a public terrace, attracting recreational users, as well as residents and tourists, all of whom will be affected by the proposed scheme. It is also important to note that although the population of the City of London is comparatively small compared to other London boroughs, residents living in the borough have the highest overall active, efficient, and sustainable mode share (93%)⁸, suggesting that residents are also likely to benefit from the improvements.

Although a predominantly business district, several other trip generators are located within close proximity of 1 Leadenhall, which will attract users to the area who may also be affected by the proposed works and construction. These include places of worship, schools, and health facilities which have been detailed in the full assessment below. The site is easily accessible by sustainable modes therefore users are most likely to travel to these trip generators on foot, by bike or public transport.

It is assumed that although construction will take place within the existing hoarding boundaries, some protected characteristic groups, particularly disabled and elderly/younger groups, may be adversely impacted if the appropriate pedestrian diversions, noise and pollution mitigation, and CLPs are not in place. Further to this, although the resurfacing of Leadenhall Street will require a short term/temporary closure, with one-way working and temporary traffic lights, it is not considered that this will lead to access issues for those with protected characteristics. This is because Leadenhall Street will still be open and vehicle access, including buses, will be maintained throughout construction. A full assessment of the potential impacts on each of the protected characteristic groups with regards to construction is provided below.

Age

Check this box if NOT applicable

Age - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

The Office for National Statistics (ONS) 2021⁹ population estimates for the City of London states a total population of 8,580 for the borough. The age breakdowns for the City of London and Greater London are detailed in Table 1 below:

⁶ <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat?Input=1%20Leadenhall%20Street%2C%20London%2C%20UK&locationId=ChIJ7VGP61IDdkgR9w0Pu16EIoI&scenario=Base%20Year&type=Ptal>

⁷ <https://www.cityoflondon.gov.uk/about-us/about-the-city-of-london-corporation/our-role-in-london#:~:text=In%20just%201.12%20square%20miles,commuters%20and%2010m%20annual%20visitors>

⁸ <https://content.tfl.gov.uk/travel-in-london-report-13.pdf>

⁹ https://www.nomisweb.co.uk/sources/census_2021_bulk

Table 1: Age Breakdown for City of London and London (Source: ONS Census Data 2021)

Age	City of London %	Greater London %
Under 5 years	2.5%	6%
5 to 15 years	4.3%	12.1%
16 to 24 years	13.4%	12.3%
25 to 64 years	65.8%	57.8%
65 years and over	14%	11.9%
Total	100%	100%

This figures above illustrate that the City of London has significantly fewer people under the age of 15 (6.4%) compared to Greater London (18.1%). Conversely, the City of London has a slightly higher percentage of people aged 16 to 24 years and 65 years and over, when compared to Greater London. The percentage of people aged 25 to 64 years is similar between the City of London and Greater London region.

It should be noted however that this data is not considered representative of the majority of the people likely to be affected by the proposed scheme given the large percentage of commuters regularly travelling to the area, and more specifically the development, rather than residents.

Table 2: Workforce Age Structure, City of London and Greater London 2011 (Source: City of London Workforce CENSUS 2011- Analysis by Age and Occupation)

Age Band	City of London		Greater London	
	Actual	%	Actual	%
16 - 19	2,521	1%	81,959	2%
20 - 24	26,806	8%	387,569	9%
25 - 29	67,481	19%	685,431	15%
30 - 34	70,450	20%	697,643	16%
35 - 39	56,574	16%	591,814	13%
40 - 44	45,902	13%	548,352	12%
45 - 49	35,964	10%	507,549	11%
50 - 54	24,541	7%	405,451	9%
55 - 59	14,941	4%	295,937	7%
60 - 64	8,293	2%	196,176	4%
65 - 69	2,370	1%	73,115	2%

70 - 74	863	0%	29,485	1%
Total	356,706	100%	4,500,481	100

Table 2 shows the age breakdown of the workforce of the City of London compared to Greater London. The figures show that the ages of 25-34 contribute a substantial proportion of the workforce at 39%. The same age range for Greater London comprises 31% of the workforce. This shows that the City of London has a greater proportion of young professionals compared to Greater London. Similarly, the 35-49 age group comprises 39% of the workforce in the City of London, compared to 36% of the Greater London workforce. The percentage of the workforce in the City of London aged 50 years and above (14%) is lower than the percentage for Greater London (23%), showing that the City of London has a smaller proportion of older professionals. Further to this, the most recent census data (2021) shows that the City of London has a workforce much younger than the rest of the country, with 61% of workers aged between 22 and 39¹⁰.

Sensitive receptors

With regards to sensitive receptors relevant to age, there are some schools and colleges located within 500 metres of the proposed works where higher proportions of children and young people are likely to be concentrated. These include:

- Drama Classes London – 200 metres east of the proposed scheme
- Finch University – 225 metres west of the proposed scheme
- Lgt Vestra School – 300 metres west of the proposed scheme
- BPP University London City – 200 metres northeast of the proposed scheme
- Bral School of Acting – 100 metres east of the proposed scheme
- School of Business and Technology London – 175 metres north of the proposed scheme
- Kaplan City of London Business School – 500 metres northwest of the proposed scheme
- London School of Banking and Finance – 350 metres south of the proposed scheme
- HCA City Of London Hospital – 200 meters northwest of the proposed scheme
- International Wellbeing Community Medical – 350 metres northwest of the proposed scheme
- Roodlane Medical – 400 meters north of the proposed scheme
- Japan Green Medical Centre – 400 metres northwest of the proposed scheme
- Leightons Hearing Care – 400 metres east of the proposed scheme
- Hearology Liverpool Street – 430 meters north of the proposed scheme
- The Body Balance Clinic – 350 metres south of the proposed scheme
- London Health and Wellbeing - 400 meters north of the proposed scheme

There are also Boots stores in close proximity to the proposed scheme which provide pharmacy facilities. There are no nurseries within 500 metres of the proposed works.

¹⁰ <https://www.cityoflondon.gov.uk/assets/Business/city-stats-factsheet-2023.pdf>

What is the proposal's impact on the equalities aim? *Look for direct impact but also evidence of disproportionate impact i.e., where a decision affects a protected group more than the general population, including indirect impact*

The proposed improvements surrounding the development are likely to positively benefit people of all ages, including elderly and younger people.

Research by TfL has found that walking is the most frequently used mode of transport by older Londoners aged 65 and over¹¹, with 87% walking at least once a week. Looking at the census data above, a large proportion of the City of London's population (14.1%) would therefore benefit from the proposals to improve the pedestrian environment outside 1 Leadenhall.

Clear, high-quality footways are particularly important for elderly people, who are more likely to be living with a long-term health condition and may have more limited mobility and stamina. Research undertaken by Age UK underlines this intersectionality between age and disability further, with figures showing that 52% of those aged 65 and over are disabled compared with only 9% under 64¹².

With this in mind, the proposals to renew the footways and retain the restrictions on Whittington Avenue, would benefit both elderly and younger users and help to address some of the key barriers to active travel for the elderly population. It should be acknowledged however that there are some potential pinch points along Whittington Avenue which could negatively affect some elderly users who are reliant on mobility aids as well as adults travelling with young children in pushchairs. There are also some potential pinch points around the bollards in Whittington Avenue which could negatively affect those with using mobility aids or travelling with pushchairs.

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Given that the proposals are at the preliminary design stage (See General Arrangement drawing for more details), it is highly recommended that the following is considered to mitigate any negative impact on elderly and younger people when developing the detailed design:

- **Level Access:** In line with the DfT's Inclusive Mobility Guide 2021³, it is recommended that level access is provided at the informal crossing in Whittington Avenue to enable easy access for elderly people, particularly those using mobility aids, as well as those travelling with young children in pushchairs.
- **Footway Widths:** Given the scale of the development, it is advised that the renewed footways are the appropriate width to accommodate the subsequent increase in trip generation and footfall. This will prevent vulnerable road users, particularly elderly and younger people¹¹¹¹, as well as those using mobility aids, from having to cross the road to avoid congestion and/or step in the carriageway to pass other pedestrians. It is recommended that the footway widths are designed in conjunction with TfL's Pedestrian Comfort Guidance Technical guide (See Appendix B⁵).
- **Maintenance of Setts:** The setts proposed along the Whittington Avenue carriageway will need to be regularly maintained. This is because uneven, loose and/or gaps between setts, can cause issues for some users, including those who are elderly, wheelchair users, those using crutches and sticks³ and those traveling with young children and pushchairs. This is particularly important given that Whittington Avenue will be used by large vehicles, including HGV's, which are more likely to cause damage to the carriageway.

¹¹ [Travel in London: Understanding our diverse communities 2019 \(tfl.gov.uk\)](https://tfl.gov.uk)

¹² <https://www.ageuk.org.uk/london/about-us/media-centre/facts-and-figures/>

The use of setts in the carriageway in Whittington Avenue could negatively affect elderly, rely on mobility aids or canes and those with young children and pushchairs. Setts that are not properly maintained can become loose, uneven and/or have gaps between paving. This is of particular importance in consideration of the type of vehicle that will be using Whittington Avenue such as HGVs and LGVs that will be more likely to damage the paving.

Although the City of London has a smaller population under the age of 15 compared to London as a whole, 6.4% compared to 18.1% respectively, children and young people attending the educational establishments located within 500 metres of the proposed works, are likely to benefit from the improved pedestrian environment on their journeys to school / college. This could deliver a particular benefit to pupils attending the establishments located in the area.

It should be acknowledged however that the majority of users are likely to be those commuting to or visiting the area. As illustrated in Table 2, those commuting to the City of London are most likely to be between the ages of 25-49 (78% of the workforce) and are therefore not considered vulnerable to the factors listed above due to their age.

Construction:

Some of the proposed works, particularly those on Whittington Avenue, will be undertaken within the existing hoarding boundaries, however it is assumed that some of the works will require further traffic management. The footway works on Leadenhall Street will require a closure of the footway and pedestrian diversions in place on Leadenhall Street to divert users away from the closed footways. This could have a negative impact on pedestrians, particularly more vulnerable road users including those who are elderly or young.

There is an existing signalised pedestrian crossing with dropped kerb and tactile paving slightly east of the proposed works that can remain open providing a connection between Gracechurch Street and Bishopsgate. A further temporary crossing point may be required to safely divert pedestrians. Currently, temporary ramps and tactiles have also been installed on Whittington Avenue and Leadenhall Street. The quality of the ramps are substandard, which may already pose an accessibility issue for some users and are also likely to affect elderly people during the construction phase.

- **Bollards:** With regards to the bollards located at both ends of Whittington Avenue, as well as those on the footway build out and adjacent to the pillars, it is understood that these are included to act as a Vehicle Security Barrier (VSB). It is also understood that the bollards in Whittington Avenue are removable to allow vehicles through at the allotted times. All bollards, including the temporary slots for the removable bollards, should be placed at a maximum of 1.2 metres apart to enable passage of wheelchair and mobility scooter users, many of whom are more likely to be elderly whilst providing adequate protection for pedestrians.
- **Construction:** A CEMP or CLP should be implemented to minimise construction impacts¹⁴. It should include measures such as suitable diversion routes with appropriate signage for any required footway closures as well as noise mitigation. The CLP should consider any educational establishment located near the site, ensuring the construction routes avoid key routes to and from nearby schools and access / deliveries are arranged outside of school operating times. Continued liaison with stakeholders should also be undertaken to inform the plans.
- **Road Safety Audit:** A Stage 3 Road Safety Audit should also be completed on completion of the works to ensure that the improvements are accessible i.e., ensuring sufficient dropped kerbs and flush surfaces.

<p>Building on this, several potential negative impacts on elderly and younger people have been identified if the appropriate measures are not in place during the construction phase¹³. These include:</p> <ul style="list-style-type: none"> • Wheelchair and mobility aid users and those travelling with pushchairs may find it difficult to utilise the temporary ramps • Construction noise can negatively affect elderly and young people • Construction can also generate additional dust and pollutants which negatively impact people with respiratory or long-term illnesses <p>Young people travelling to schools in the area may also be affected on their journeys if the appropriate footway diversions are not in place during construction¹⁴. Further to this, construction traffic to the site may increase traffic risk to vulnerable road users, which includes both elderly and young people.</p> <p>Summary: In summary, the positive impacts associated with the improved pedestrian environment and public realm, are likely to be felt by all users, including residents, visitors, and commuters to the area, regardless of age.</p> <p>With regards to construction, it is recommended that any negative impact on access for elderly and younger people is offset by ensuring that suitable, clear diversions with ramps and appropriate signage are provided. See adjacent section for further details.</p>	
<p>Key borough statistics:</p> <ul style="list-style-type: none"> • The City of London is dominated by businesses and the residential population is significantly lower compared to other London boroughs. • The City has proportionately more people aged between 25 and 69 living in the Square Mile than in Greater London. Conversely, there are fewer 	<ul style="list-style-type: none"> • There is a smaller percentage of younger people (under 25) working in the City of London in comparison to Greater London, as well as a smaller percentage of over 45s. There is a larger percentage working in the City in the 25-44 age bands in comparison to Greater London.

¹³ [Transport, health and wellbeing \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

¹⁴ [Code of Practice for Deconstruction and Construction Sites \(cityoflondon.gov.uk\)](https://cityoflondon.gov.uk)

younger people. Approximately 762 children and young people under the age of 19 years live in the City. This is 9% of the total population in the area.

- Summaries of the City of London [age profiles from the 2011 Census can be found on our website](#)

Disability

Check this box if NOT applicable

Disability - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

ONS disability and well-being 2021 analysis shows that disability can negatively affect wellbeing. For example, the average well-being ratings for people aged 16 to 64 with a self-reported long-standing illness, condition or impairment which causes difficulty with day-day activities between July 2013 to June 2021 showed lower scores for life satisfaction each year¹⁵. Looking at the City of London more specifically, 56.6% of people in the City of London described themselves as having 'very good health' (see Figure 2 below) and just 0.7% reported as having 'very bad health' (Figure 3) and 2.4% as having 'bad health' (Figure 4)¹⁶. As shown in the Figures below, compared to other London boroughs, the City of London has one of the highest proportions of people reporting to have 'very good health' and one of the lowest proportions of people reporting to have 'bad' and 'very bad health'.

Figure 2: Percentage of People in the City of London with 'Very good health' (Source: ONS Census data 2021)

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¹⁵ <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/datasets/disabilityandwellbeing>

¹⁶ <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandwellbeing/bulletins/disabilityenglandandwales/census2021>

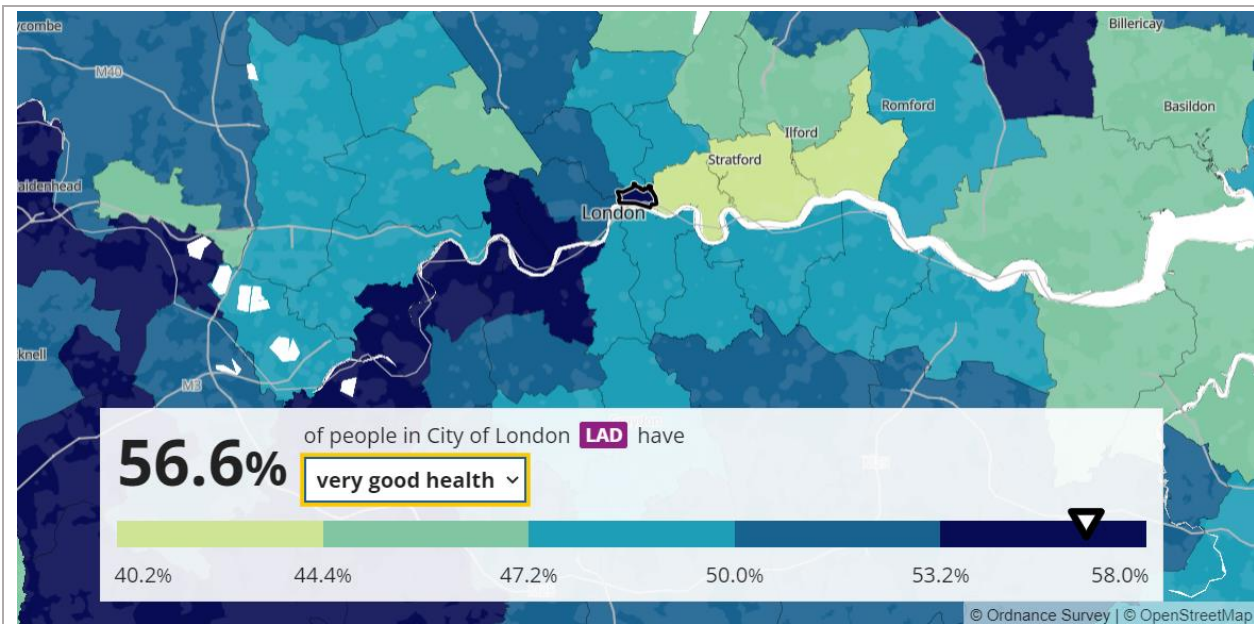


Figure 3: Percentage of People in the City of London with 'Very bad health' (Source: ONS Census data 2021)

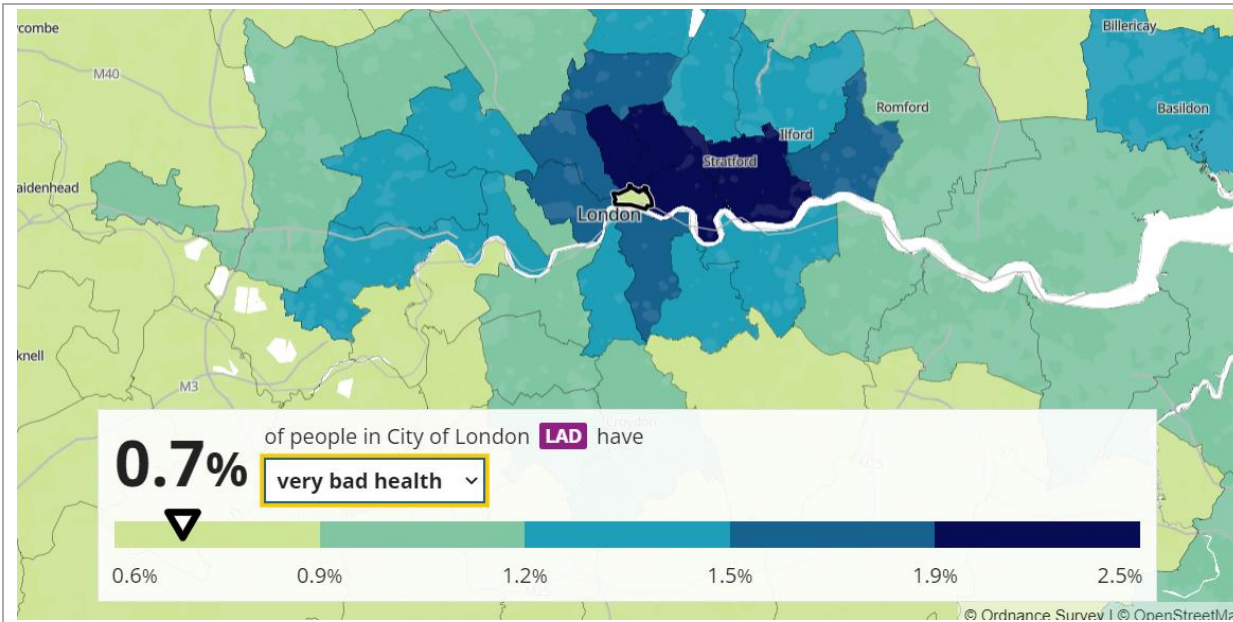
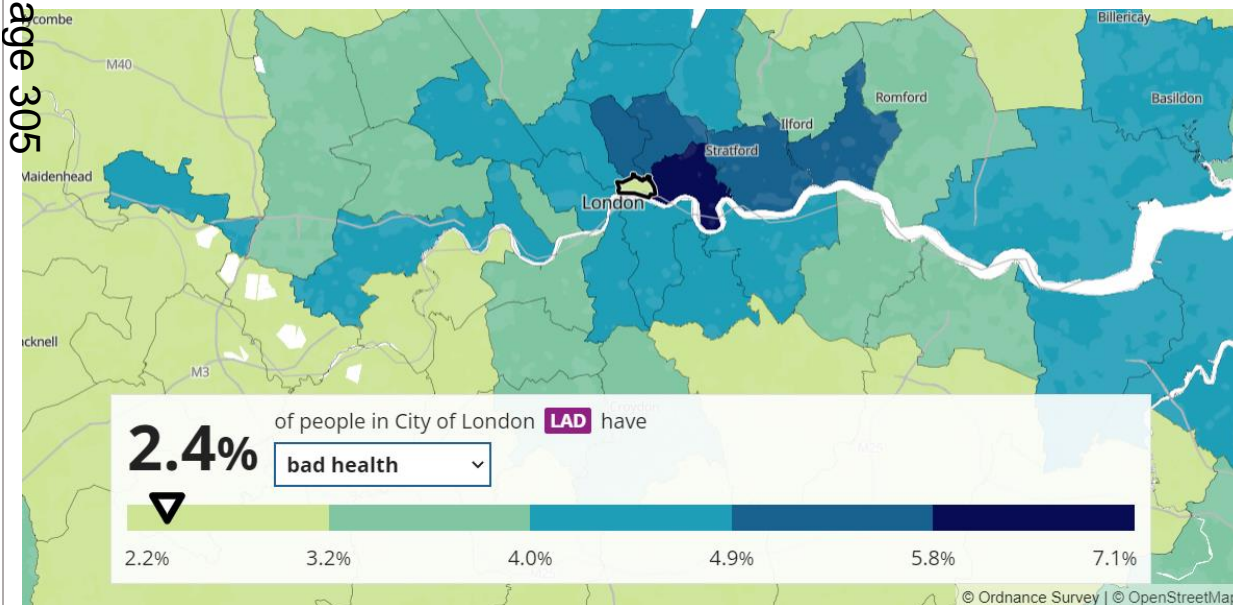


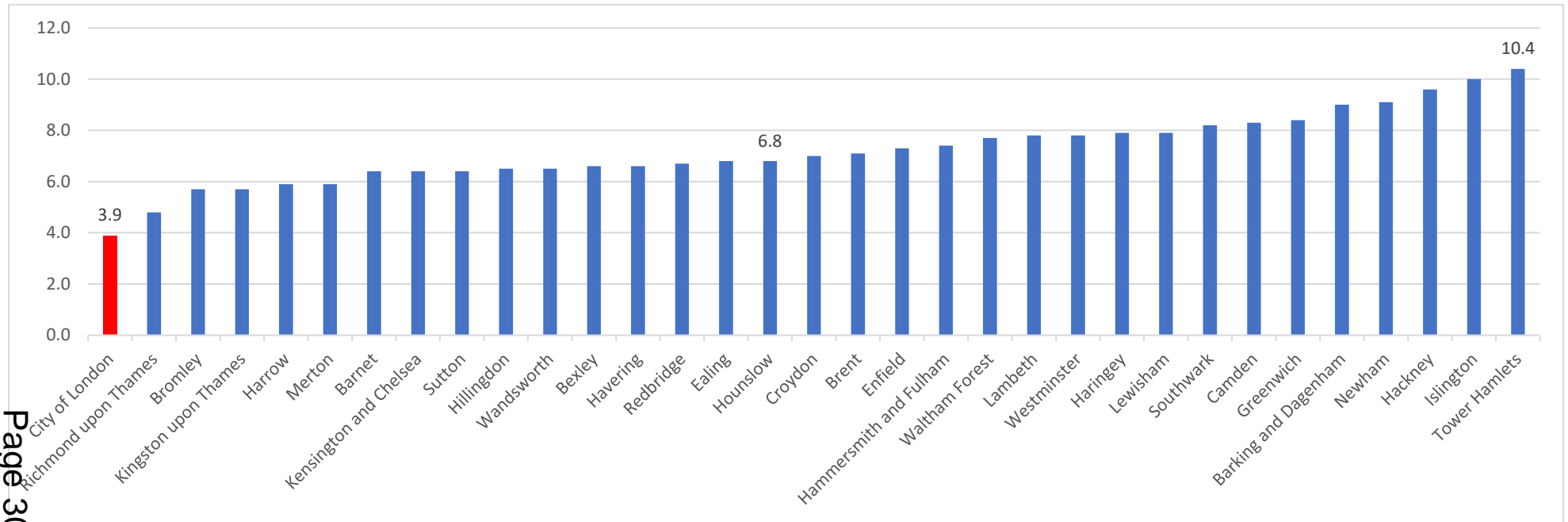
Figure 4: Percentage of People in the City of London with 'Bad health' (Source: ONS Census Data 2021)



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Furthermore, Figure 5 shows the percentage of the City of London residents who considered their day-to-day activities limited a lot due to disability or long-term illness compared with other London boroughs. The City of London compares favourably as it has the lowest percentage at 3.9%.

Figure 5: Disabled under the Equality Act: Day-to-day activities limited a lot (Source: ONS Census 2021)



Public Health England statistics support the above trend, as they report the percentage of people with a limiting long-term illness or disability in the City of London is 11.8% compared to 17.7% for England. This is considered significantly better than the national average¹⁷.

As mentioned above, it should be noted that this data is not considered representative of the majority of the people likely to be affected by the proposed scheme given the large percentage of commuters regularly travelling to the area, and more specifically the development, rather than residents. Given that the area is likely to be visited by individuals living outside of the City, it is important to note that approximately one in ten individuals are estimated to be neurodivergent in Greater London (equating to approximately 900,000), and one-tenth of those are possibly autistic¹⁸. Further to this, there are over 2 million people in the UK living with sight loss¹⁹. With these statistics in mind, it is therefore paramount that the construction of and design of the proposed works considers all users.

Sensitive receptors

¹⁷ https://www.localhealth.org.uk/#c=report&chapter=c05&report=r01&selgeo1=ialt_2021.E09000001&selgeo2=eng.E92000001
¹⁸ <https://www.london.gov.uk/questions/2022/1716#:~:text=Andrew%20Boff%20AM%3A%20With%20approximately,900%2C000%20Londoners%20with%20neurodivergent%20conditions>
¹⁹ <https://www.rnib.org.uk/professionals/health-social-care-education-professionals/knowledge-and-research-hub/key-information-and-statistics-on-sight-loss-in-the-uk/> (data is not available at a local scale)

There are several medical facilities in proximity to the proposed scheme which offer services more likely to be used by members of this protected characteristic group. These include:

- HCA City of London Hospital – 200 meters northwest of the proposed scheme
- International Wellbeing Community Medical – 350 metres northwest of the proposed scheme
- Roodlane Medical – 400 meters north of the proposed scheme
- Japan Green Medical Centre – 400 metres northwest of the proposed scheme
- Leightons Hearing Care – 400 metres east of the proposed scheme
- Hearology Liverpool Street – 430 meters north of the proposed scheme
- The Body Balance Clinic – 350 metres south of the proposed scheme
- London Health and Wellbeing - 400 meters north of the proposed scheme

There are also Boots stores in close proximity to the proposed scheme which provide pharmacy facilities.

What is the proposal's impact on the equalities aim? *Look for direct impact but also evidence of disproportionate impact i.e. where a decision affects a protected group more than the general population, including indirect impact*

The proposed improvements surrounding the development are likely to positively benefit all users, including those with disabilities.

The informal crossing point at the Whittington Avenue and Leadenhall Street junction is being upgraded to include dropped kerbs and tactile paving. At present, there is a temporary dropped surface and tactiles, which do not appear to adhere to guidance standards, therefore the proposals will improve the accessibility for disabled users, particularly those with visual impairments and those relying on mobility aids.

The baseline data shows that there is a low comparative percentage of people with disabilities in the City of London. As illustrated in the section above however, the majority of people likely to be affected by the proposed works are less likely to be residents, therefore it is acknowledged that there may be a larger number of disabled people accessing 1 Leadenhall and the surrounding area than the data suggests. This is likely to be facilitated by the accessibility of the area by public

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Given that the proposals are at the preliminary design stage (See General Arrangement drawing for more details), it is highly recommended that the following is considered to mitigate any negative impact on people with disabilities, when developing the detailed design:

- Tactile paving: In line with Department for Transport's Inclusive Mobility Guide 2021 guidance³, it is recommended that the proposed tactile paving at the Whittington Avenue junction with Leadenhall Street adheres to guidance to aid users with visual impairments. This is particularly important to consider given that the Royal National Institute of Blind People (RNIB) report that walking is the main mode of travel for blind and partially sighted people, many of whom will have fewer transport options available to them than others²³.
- Level Access: In line with the DfT's Inclusive Mobility Guide 2021³, it is recommended that level access is provided at the proposed raised

²³ [Travel, transport and mobility | RNIB](#)

transport, enabling those with limited mobility to access the site and surrounding area given bus and step-free tube/train station provision.

Statistics show that 14% of Londoners currently consider themselves to have a disability that impacts their day-to-day activities ‘a little’ or ‘a lot’, and this is expected to rise to 17% by 2030²⁰. Further to this, walking is the main mode of travel for disabled Londoners, with 78% reporting they walk at least once a week. However, 65% of disabled Londoners consider the condition of the pavements to be a barrier to walking more frequently²¹. It is therefore important that the design considers these requirements, which aligns with the City of London’s Transport Strategy proposal to develop and apply the City of London Street Accessibility Standard (see page 52 of the strategy for more information²).

Research by Transport for All²² has identified some of the key barriers to active travel for those with disabilities, including:

- Pavements cluttered by obstacles are difficult for those with mobility impairments to navigate and can pose a hazard to those with visual impairments. They are also confusing and overwhelming for those who are neurodivergent.
- Pavements that are steep, uneven, or bumpy are difficult to traverse in a wheelchair and can be trip-hazards. Tree roots, cobblestones, and poorly laid or maintained paving stones all contribute to this.

Similarly, these findings are echoed by DfT’s Inclusive Mobility³ guide, whereby a number of barriers to navigating the pedestrian environment were identified, including obstacles, uneven surfaces, crossing the road, navigating slopes and ramps, and lack of confidence to travel. The guidance also underlines that good, inclusive design benefits all users, including those who have non-visible disabilities.

The proposed footway and public realm improvements associated with the development should help to tackle some of these key barriers, however it should

junctions in Whittington Avenue and for the length of the street, to enable easy access for those with limited mobility and mobility aids.

- **Footway Widths:** Given the scale of the development, it is advised that the renewed footways are the appropriate width to accommodate the subsequent increase in trip generation and footfall. This will prevent vulnerable road users, which includes people with disabilities¹¹¹¹, from having to cross the road unnecessarily and/or utilise the carriageway, improving road safety for the users. Appropriate widths will improve the overall user experience and help to support independent travel. It is recommended that the footway widths are designed in conjunction with TfL’s Pedestrian Comfort Guidance Technical guide (See Appendix B⁵).
- **Bollards:** With regards to the bollards located at both ends of Whittington Avenue, as well as those on the footway build out and adjacent to the pillars, it is understood that these are included to act as a Vehicle Security Barrier (VSB). It is also understood that the bollards in Whittington Avenue are removable to allow vehicles through at the allotted times. All bollards, including the temporary slots for the removable bollards, should be placed at a maximum of 1.2 metres apart to enable passage of wheelchair and mobility scooter users, whilst providing adequate protection for pedestrians. Bollards should also be a minimum of 1m in height to ensure they are not a trip hazard for visibly impaired pedestrians. This recommendation also aligns with DfT guidance³.
- **Maintenance of Setts:** The setts proposed along the Whittington Avenue carriageway will need to be regularly maintained. This is because uneven, loose and/or gaps between setts, can cause issues for some users, including those who are vision impaired, wheelchair users, and those using crutches and sticks³. This is particularly important given that Whittington Avenue will be used by large vehicles, including HGV’s, which are more likely to cause damage to the carriageway. The colour mix of setts should also be considered as it is of particular importance to visibly impaired

²⁰ <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/articles/outcomesfordisabledpeopleintheuk/2021>

²¹ <https://www.cityoflondon.gov.uk/assets/Services-Environment/city-of-london-transport-strategy.pdf>

²² <https://www.transportforall.org.uk/campaigns-and-research/pave-the-way/>

be acknowledged that there may be some accessibility issues resulting from the proposals. These include:

- Potential pinch points on Whittington Avenue can cause accessibility issues for those who use mobility aids. In line with the DfT's Inclusive Mobility Guide 2021³, it is recommended that a minimum footway width of 2m is provided to allow two wheelchair or mobility scooter users to pass each other. If this is not feasible then 1.5m could be regarded as the minimum acceptable. The bollards on Whittington Avenue restrict the footway width, creating a pinch point of approximately 1.5m.
- The use of setts in Whittington Avenue could be an accessibility issue as loose/uneven setts or gaps between setts can cause issues for some users, including those who are vision impaired, wheelchair users, and those using crutches and sticks³. This is particularly likely given the type of vehicle that is expected to use this road. It is also important for visually impaired users to have a colour contrast between the footway and carriageway materials.
- The flush footway and carriageway in Whittington Avenue could be an accessibility issue for visually impaired users as there isn't a detectable kerb upstand which allows them to differentiate between footway and carriageway.

Recommendations have been provided to address each of these elements in the adjacent section).

In terms of sensitive receptors, there are medical facilities within 500 metres of the proposed works which may be used by disabled people. Following construction, users of the local medical centres are likely to benefit from the improved pedestrian environment on their journey's to and from these facilities.

Construction:

During the construction stage, people with disabilities travelling to health centres or pharmacies in the area may also be affected on their journeys if the appropriate footway diversions are not in place during construction. During construction they may need to use a different route. This should be clearly outlined.

pedestrians that there is a colour contrast between the footway and carriageway.

- Construction: A CEMP or CLP should be implemented to minimise construction impacts¹⁴. It should include measures such as suitable diversion routes with appropriate signage for any required footway closures, as well as noise mitigation. Continued liaison with stakeholders should also be undertaken to inform the plans. On completion of the works, the developer could also offer a guide to familiarise the changes to those who are visually impaired.
- Road Safety Audit: A Stage 3 Road Safety Audit should also be completed on completion of the works to ensure that the improvements are accessible i.e., ensuring sufficient dropped kerbs and flush surfaces.

Some of the proposed works, particularly those on Whittington Avenue, will be undertaken within the existing hoarding boundaries, however it is assumed that some of the works will require further traffic management. The footway works on Leadenhall Street will require a closure of the footway and pedestrian diversions in place on Leadenhall Street to divert users away from the closed footways. This could have a negative impact on pedestrians, particularly more vulnerable road users including those with disabilities or those who are neurodivergent.

There is an existing signalised pedestrian crossing with dropped kerb and tactile paving slightly east of the proposed works that can remain open providing a connection between Gracechurch Street and Bishopsgate. A further temporary crossing point may be required to safely divert pedestrians. Currently, temporary ramps and tactiles have also been installed on Whittington Avenue and Leadenhall Street. The quality of the ramps are substandard, which may already pose an accessibility issue for some users and are also likely to affect elderly people during the construction phase.

Building on this, several potential negative impacts on people with disabilities have been identified if the appropriate measures are not in place during the construction phase¹³. These include:

- Wheelchair and mobility aid users may find it difficult to utilise the temporary ramps
- Those who are considered sensitive to changes in visual stimuli may find the diversions difficult to navigate
- Construction noise can negatively affect people with autism
- Altered public realm and footway/carrageway closures can be confusing to those with visual impairments who are familiar with the area
- Construction can also generate additional dust and pollutants which negatively impact people with respiratory or long-term illnesses

Summary:

It is likely that disability would be the protected characteristic group most affected by the proposals. Once construction is complete, the improved pedestrian environment and public realm would provide substantial benefits to disabled people.

With regards to construction, it is recommended that any negative impact on access for those with disabilities is offset by ensuring that suitable, clear diversions with ramps and appropriate signage are provided. See adjacent section for further details.

Key borough statistics:

Day-to-day activities can be limited by disability or long-term illness. In the City of London as a whole, 88% of the residents feel they have no limitations in their activities – this is higher than both in England and Wales (82%) and Greater London (86%).

Measures on self-reported health were also collected during the 2021 census for the City of London borough. The responses were categorised into Very Bad, Bad, Fair, Good and Very Good health.

- 0.7% of the population of The City self-reported as having Very Bad health – a 0.1% decrease from the 2011 census
- 56.6% of the population self-reported as having Very Good health – a rise from 55% in the 2011 census

The 2021 Census identified that for the City of London’s population:

- 3.9% had a disability that limited their day-to-day activities a lot
- 7.9% had a disability that limited their day-to-day activities a little

Source: 2021 Census: [Disability, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/disabilitiesandlongtermhealth/articles/disabilityenglandandwales)

Pregnancy and Maternity

Check this box if NOT applicable

Pregnancy and Maternity – Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

The ONS Conception Statistics, England and Wales, 2020 show the conception numbers for the City of London. Note these numbers have been combined with the Hackney borough to preserve confidentiality. There were 5,659 conceptions in Hackney and the City of London in 2020. This equates to a conception rate per 1,000 women aged 15 to 44 years of 74.6%. This is slightly higher than the average for Inner London (66.1%) and lower than the average for London as a whole (76.2%).²⁴

There were 60 live births in the City of London in 2021. The Total Fertility Rate (TFR) in the City was 1.74. This is the average number of live children that women in the group could bare if they experienced age specific fertility rate of the calendar year throughout their childbearing lifespan. This is higher than the average for Inner London (1.28) and also for London as a whole (1.52)²⁵.

²⁴ <https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/conceptionandfertilityrates/datasets/conceptionstatisticsenglandandwalesreferencetables>.

²⁵ [Births in England and Wales: summary tables – Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/summarytables)

As mentioned above, it should be noted that this data is not considered representative of the majority of the people likely to be affected by the proposed scheme given the large percentage of commuters regularly travelling to the area, and more specifically the development, rather than residents.

Sensitive receptors

Facilities providing services for sensitive receptors in proximity to the proposed scheme which are most relevant to pregnancy and maternity are the same as those for disability.

What is the proposal's impact on the equalities aim? *Look for direct impact but also evidence of disproportionate impact i.e. where a decision affects a protected group more than the general population, including indirect impact*

Pregnant women are known to have restricted mobility due to their pregnancy. The proposed works will provide safety and accessibility benefits to this group in a similar way to those mentioned for the above protected characteristics. Parents with younger children and push chairs could also benefit from the improvements to the public realm during maternity, as the proposed works would improve the overall pedestrian environment and accessibility.

In terms of sensitive receptors, there are medical facilities within 500 metres of the proposed works which may be used by pregnant women. Users of these facilities will benefit from the improved pedestrian environment on their journey's to and from these facilities.

Construction:

Some of the proposed works, particularly those on Whittington Avenue, will be undertaken within the existing hoarding boundaries, however it is assumed that some of the works will require further traffic management. The footway works on Leadenhall Street will require a closure of the footway and pedestrian diversions in place on Leadenhall Street to divert users away from the closed footways. This could have a negative impact on pedestrians, particularly more vulnerable road users including pregnant women and those travelling with pushchairs.

Although some existing traffic management is in place, the quality of the temporary ramps provided are substandard, which may already pose an

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Given that the proposals are at the preliminary design stage (See General Arrangement drawing for more details), it is highly recommended that the following is considered to mitigate any negative impact on pregnant women and women with young children when developing the detailed design:

- **Level Access:** In line with the DfT's Inclusive Mobility Guide 2021³, it is recommended that sufficient dropped kerbs are provided to enable easy access for those travelling with young children in pushchairs.
- **Footway Widths:** Given the scale of the development, it is advised that the renewed footways are the appropriate width to accommodate the subsequent increase in trip generation and footfall. This will prevent vulnerable road users, which includes pregnant women and those travelling with children and pushchairs¹¹, from having to cross the road unnecessarily and/or utilise the carriageway, improving road safety for the users. Appropriate widths will improve the overall user experience and help to support independent travel. It is recommended that the footway widths are designed in conjunction with TfL's Pedestrian Comfort Guidance Technical guide (See Appendix B⁵).
- **Bollards:** With regards to the bollards located at both ends of Whittington Avenue, as well as those on the footway build out and adjacent to the pillars, it is understood that these are included to act as a Vehicle Security Barrier (VSB). It is also understood that the bollards in Whittington Avenue

accessibility issue for some users and are also likely to affect pregnant women and those traveling with pushchairs. Pregnant women travelling to health centres or pharmacies in the area may also be affected on their journeys if the appropriate footway diversions are not in place during construction.

Building on this, several potential negative impacts on pregnant women and those using pushchairs have been identified if the appropriate measures are not in place during the construction phase. These include:

- Pushchair users may find it difficult to utilise the temporary ramps
- Construction can also generate additional dust and pollutants which negatively impact pregnant women

Further to this, although the resurfacing of Leadenhall Street will require a short term/temporary closure, with one-way working and temporary traffic lights, it is not considered that this will lead to access issues or longer journey times for pregnant women and those travelling with young children. This is because the works will not require road or bus stop closures therefore, access to the site and surrounding area via public transport or car will still be possible.

Summary:

Pregnant women may be negatively affected during the construction phase and without sufficient lighting incorporated into the design, however, the potential adverse impacts would be sufficiently managed through implementation of suitable design measures discussed in the adjacent actions section.

Key borough statistics:

- There were 5,659 conceptions in Hackney and The City in 2020. This equates to a conception rate per 1,000 women aged 15 to 44 years of

are removable to allow vehicles through at the allotted times. All bollards, including the temporary slots for the removable bollards, should be placed at a maximum of 1.2 metres apart to enable passage of wheelchair and mobility scooter users but also those travelling with pushchairs and young children, whilst providing adequate protection for pedestrians. Bollards should also be a minimum of 1m in height to ensure they are not a trip hazard for visually impaired pedestrians. This recommendation also aligns with DfT guidance³.

- Maintenance of Setts: The setts proposed along the Whittington Avenue carriageway will need to be regularly maintained. This is because uneven, loose and/or gaps between setts, can cause issues for some users, including those who are pregnant or traveling with young children and pushchairs. This is particularly important given that Whittington Avenue will be used by large vehicles, including HGV's, which are more likely to cause damage to the carriageway.
- Lighting: Pregnant women and those with pushchairs can feel especially vulnerable in places with limited surveillance and low lighting. It is therefore recommended that sufficient levels of lighting should be included in the design along Leadenhall Street and Whittington Avenue, particularly within the pedestrian zone to account for any blind spots.
- Construction: A CEMP or CLP should be implemented to minimise construction impacts¹⁴. It should include measures such as suitable diversion routes with appropriate signage for any required footway closures. Continued liaison with stakeholders should also be undertaken to inform the plans.
- Road Safety Audit: A Stage 3 Road Safety Audit should also be completed on completion of the works to ensure that the improvements are accessible i.e., ensuring sufficient dropped kerbs and flush surfaces.

- There were 60 live births in The City of London in 2021. The Total Fertility Rate (TFR) in the City was 1.74. This is higher than the average for Inner London (1.28) and also for London as a whole (1.52)²⁵.

74.6%. This is slightly higher than the average for Inner London (66.1%) and lower than the average for London as a whole (76.2%)²⁴.

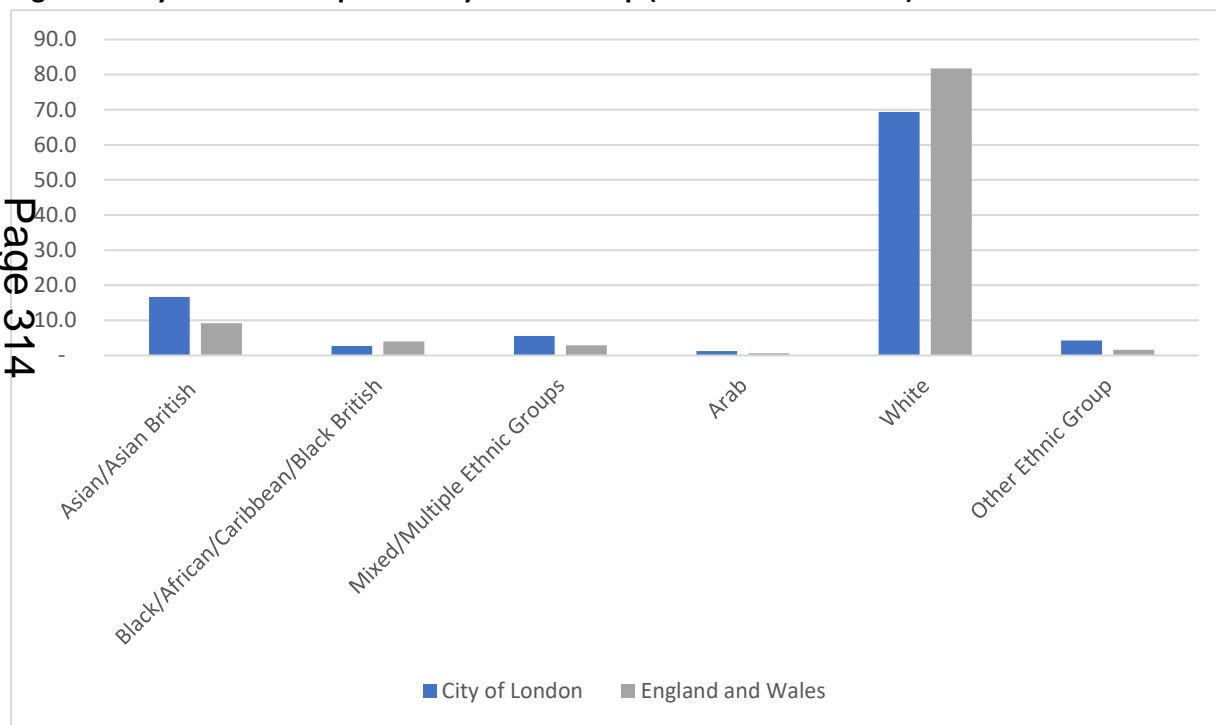
Check this box if NOT applicable

Race

Race - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

Figure 6 shows the ethnic group breakdown for the City of London as per the 2021 Census. It clearly shows that the majority of the population is White (69.4%), with the second largest ethnic group classed as Asian/Asian British (16.7%). The proportion of the population from Mixed/multiple ethnic groups, Black/African/Caribbean/Black British and Other ethnic groups and Arab are similar (5.5%, 2.7%, 4.3% and 1.3% respectively).

Figure 6: City of London Population by Ethnic Group (Source: Census 2021)



The White and Black populations are lower than the national averages for England, with differences of 12.4% and 1.3% respectively. The other ethnic group categories are higher than the national averages, with the greatest difference occurring for the Asian population which is 7.5% higher²⁶.

²⁶ https://www.nomisweb.co.uk/sources/census_2011_ks/report?compare=E09000001

It should be noted that this data is not considered entirely representative of all of the people likely to be affected by the proposed scheme given that users are likely to be a combination of residents, commuters and visitors.

Sensitive receptors

There are no sensitive receptors in proximity to the proposed scheme which are of specific relevance to race.

What is the proposal’s impact on the equalities aim? *Look for direct impact but also evidence of disproportionate impact i.e. where a decision affects a protected group more than the general population, including indirect impact*

There is no clear evidence, data, or rationale that the proposed works would have a disproportionate effect on groups based on race as a protected characteristic. It is acknowledged however that some groups are more at risk of hate crimes than others if the security measures associated with the proposed works are insufficient.

Summary:

The potential adverse impact would be sufficiently managed through implementation of suitable design measures discussed in the adjacent actions section.

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Given that the proposals are at the preliminary design stage (See General Arrangement drawing for more details), it is highly recommended that the following is considered to mitigate any negative impact on different racial groups, when developing the detailed design:

- Lighting and CCTV: Sufficient levels of lighting should be included in the design along Leadenhall Street and Whittington Avenue, particularly within the pedestrian zone to improve the safety of users and account for any blind spots. This is particularly important given that some groups are more at risk of hate crimes than others, therefore such measures could help to deter anti-social behaviour such as hate crimes. CCTV can also be considered to improve safety.

Key borough statistics:

Our resident population is predominantly white. The largest minority ethnic groups of children and young people in the area are Asian/Bangladeshi and Mixed – Asian and White.

The second largest ethnic group in the resident population is Asian, which totals 16.7% - this group is fairly evenly divided between Asian/Indian at 3.7%; Asian/Bangladeshi at 3.3%; Asian/Chinese at 6.3% and Asian/Other at 3%. Asian / Pakistani only accounts for 0.4%.

The City has a relatively small Black population, less than London and England and Wales. Children and young people from minority ethnic groups account for 41.71% of all children living in the area, compared with 21.11% nationally.

The City of London has the highest percentage of Chinese people of any local authority in London and the second highest in England and Wales. The City of London has a relatively small Black population comprising 2.7% of residents. This is considerably lower than the Greater London wide percentage of 13.3% and also smaller than the percentage for England and Wales of 3.3%.

See [ONS Census information](#).

Religion or Belief

Check this box if NOT applicable

Religion or Belief - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

Census 2021 data shows the percentages of the population in the City of London who identify as a particular religion. They are as follows:

- No religion: 43.8%
- Christian: 34.7%;
- Religion not stated: 8.9%;
- Muslim: 6.3%
- Jewish: 2.1%;
- Hindu: 2.6%;
- Buddhist: 1.1%;
- Other religion: 0.4%; and
- Sikh: 0.1%.

The majority of the population identify as non-religious. The second highest proportion of the population identify as being Christian, and the third highest proportion of the population have not stated a religion. This differs with the averages for England and Wales (Christian: 46.2%, No religion: 37.2% and Religion not stated: 6%). As determined by the Annual Population Survey, the employment rate by religion estimates for 2018 show the percentage of the population in England identifying as having no religion to have the highest employment rate at 77.3%, followed by those who identify as Hindu at 76.2% and then those identifying as Christian at 76%.²⁷

It should be noted that this data is not considered entirely representative of all of the people likely to be affected by the proposed scheme given that the users are likely to be a combination of residents, commuters and visitors.

Sensitive receptors

²⁷ <https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/religion/datasets/religioneducationandworkinenglandandwales>

There are several places of worship in the surrounding area of the proposed scheme servicing members of this protected characteristic group. Those in closest proximity are as follows:

- The Guild Church of St Katherine Cree – 300 metres northeast of the proposed scheme
- St Andrew Undershaft Church – 180 metres northeast of the proposed scheme
- St Katherine Coleman Church – 350 metres southeast of the proposed scheme
- St Helen’s Bishopsgate – 200 metres north of the proposed scheme
- St Botolph without Bishopsgate – 400 metres north of the proposed scheme
- Bevis Marks Synagogue – 350 metres north of the proposed scheme
- St Olave’s Church – 200 metres south of the proposed scheme
- St Margaret Pattens – 250 metres south of the proposed scheme
- All Hallows by the Tower – 370 metres south of the proposed scheme
- St Clements Church – 280 metres southwest of the proposed scheme
- Dutch Church – 300 metres northwest of the proposed scheme
- St Margaret’s Church – 400 metres northwest of the proposed scheme
- St Mary Woolnorth Church – 300 metres west of the proposed scheme

Pa 09317
What is the proposal’s impact on the equalities aim? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

There is no clear evidence, data, or rationale that the proposed works would have a disproportionate effect on groups based on religion or belief as a protected characteristic. It is acknowledged however that some groups are more at risk of hate crimes than others if the security measures associated with the proposed works are insufficient.

Construction:

Noise associated with the construction of the works could have a negative impact on places of worship during services and religious holidays.

Summary:

The potential adverse operational impact would be sufficiently managed through implementation of suitable design measures discussed in the adjacent actions section.

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Given that the proposals are at the preliminary design stage (see General Arrangement drawing for more details), it is highly recommended that the following is considered to mitigate any negative impact on religion or belief as a protected characteristic, when developing the detailed design:

- **Lighting and CCTV:** Sufficient levels of lighting should be included in the design along Leadenhall Street and Whittington Avenue, particularly within the pedestrian zone to improve the safety of users and account for any blind spots. This is particularly important given that some groups are more at risk of hate crimes than others, therefore such measures could help to deter anti-social behaviour such as hate crimes. CCTV can also be considered to improve safety.

In addition to this, places of worship located near to the site should be included in the stakeholder list and be informed of any out of hours works, allowing

	consideration of service times and religious holiday's during the construction phase.
<p>Key borough statistics – sources include:</p> <p>The ONS website has a number of data collections on religion and belief, grouped under the theme of religion and identity.</p> <p>Religion in England and Wales provides a summary of the Census 2011 by ward level</p>	

Sex

Check this box if NOT applicable

Sex – Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

The Census 2021 reported that males comprised 55.5% of the population in the City of London, whereas females comprised 44.5%. This contrasts with the national average which shows males comprising 49% of the population and females 51%, as well as the London average which shows males comprising 49.3% of the population and females 50%. For the same year, the gender split for the London region was estimated at 50.1% for males and 49.9% for females.

It should be noted that this data is not considered entirely representative of all the people likely to be affected by the proposed scheme given that users are likely to be a combination of residents, particularly of the Barbican Estate, commuters, and visitors.

What is the proposal's impact on the equalities aim? *Look for direct impact but also evidence of disproportionate impact i.e. where a decision affects a protected group more than the general population, including indirect impact*

There is the potential that insufficient lighting, particularly in the pedestrian zone, could disproportionately affect women in terms of their personal safety. Improving lighting is particularly important given that one in two women feel unsafe walking along after dark in a busy public space, compared to one in five men²⁸.

Summary:

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Given that the proposals are at the preliminary design stage (See General Arrangement drawing for more details), it is highly recommended that the following is considered to mitigate any negative impact on women when developing the detailed design:

- Lighting and CCTV: Sufficient levels of lighting should be included in the design along Leadenhall Street and Whittington Avenue, particularly within the pedestrian zone to improve the safety of users and account for any blind spots. This is particularly important given that some

²⁸ <https://www.endviolenceagainstwomen.org.uk/new-data-women-feel-unsafe-at-night/>

<p>The potential adverse impact would be sufficiently managed through implementation of suitable design measures discussed in the adjacent actions section.</p>	<p>groups are more at risk of hate crimes than others, therefore such measures could help to deter anti-social behaviour such as hate crimes. CCTV can also be considered to improve safety.</p>
<p>Key borough statistics: At the time of the 2021 Census (Sex - Office for National Statistics (ons.gov.uk)) population of the City of London could be broken into could be broken up into:</p> <ul style="list-style-type: none"> • 4722 males (55.5%) • 3,816 females (44.5%) 	<p>A number of demographics and projections for demographics can be found on the Greater London Authority website in the London DataStore. The site details statistics for the City of London and other London authorities at a ward level:</p> <ul style="list-style-type: none"> • Population projections <p>NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.</p>

Sexual Orientation and Gender Reassignment

Check this box if NOT applicable

<p>Sexual Orientation and Gender Reassignment - Additional Equalities Data (Service Level or Corporate) <i>Include data analysis of the impact of the proposals</i></p> <p>ONS 2021 survey data displays a self-perceived sexual identity overview for London’s population and more specifically the City of London’s population, as follows:</p> <p>London:</p> <ul style="list-style-type: none"> • Heterosexual: 86.2% • Gay or Lesbian: 2.2% • Bisexual: 1.5% • Pansexual: 0.4% • Asexual: 0% • Queer: 0.1% • All other sexual orientations: 0% • Not answered: 9.5% <p>City of London:</p> <ul style="list-style-type: none"> • Heterosexual: 79.3% • Gay or Lesbian: 7.6% • Bisexual: 2.3% • Pansexual: 0.3% • Asexual: 0.1%
--

- Queer: 0.1%
- All other sexual orientations: 0%
- Not answered: 10.4%

The data shows that the City of London has a slightly lower percentage of people who identify as heterosexual than London as a whole, 79.3% compared to 85.2% respectively. Conversely, the City of London has a higher percentage of people who identify as Gay or Lesbian, at 7.6% compared to 2.2% for London. This is a similar trend for those identifying as Bisexual; 1.5% for London, compared to 2.3% for the City of London.

Sensitive receptors

There are no facilities providing services to sensitive receptors in proximity to the proposed scheme which are of specific relevance to sexual orientation.

What is the proposal’s impact on the equalities aim? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

There is the potential that insufficient lighting, could disproportionately affect people based on their sexual orientation and gender reassignment, in terms of their personal safety.

Summary:

The potential adverse impact would be sufficiently managed through implementation of suitable design measures discussed in the adjacent actions section.

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Given that the proposals are at the preliminary design stage (See General Arrangement drawing for more details), it is highly recommended that the following is considered to mitigate any negative impact on individuals based on their sexual orientation and/or gender reassignment when developing the detailed design:

- **Lighting and CCTV:** Sufficient levels of lighting should be included in the design along Leadenhall Street and Whittington Avenue, particularly within the pedestrian zone to improve the safety of users and account for any blind spots. This is particularly important given that some groups are more at risk of hate crimes than others, therefore such measures could help to deter anti-social behaviour such as hate crimes. CCTV can also be considered to improve safety.

Key borough statistics:

- [Sexual orientation, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk/people-and-population/sexual-orientation)
- [Measuring Sexual Identity - ONS](https://ons.gov.uk/people-and-population/sexual-orientation)

Marriage and Civil Partnership

Check this box if NOT applicable

Marriage and Civil Partnership - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

The marriage and civil partnership profile for the City of London borough as reported in the 2021 Census is as follows:

- Single: 48.33%;
- Married: 35.1%;
- Divorced or formerly in a same-sex civil partnership which is now legally dissolved: 7.8%;
- Widowed or surviving partner from a same-sex civil partnership: 4.69%;
- Separated: 2.38%; and
- In a registered same-sex civil partnership: 1.7%.

The percentage of the population who fall within the Single and Married categories differ from the averages for England, where 37.9% are single and 46.9% are married. This shows the City of London to have a significantly higher number of single people, which aligns with the lower number of people who are married. The other four categories follow the national averages closer, with the differences between the City of London and England being much smaller as follows:

- Divorced or formerly in a same-sex civil partnership which is now legally dissolved: 0.4% lower;
- Widowed or surviving partner from a same-sex civil partnership: 1.4% lower;
- Separated: 0.1% lower; and
- In a registered same-sex civil partnership: 1.5% higher.

It should be noted that this data is not considered entirely representative of all the people likely to be affected by the proposed scheme given that users are likely to be a combination of residents, particularly of the Barbican Estate, commuters, and visitors.

What is the proposal's impact on the equalities aim? *Look for direct impact but also evidence of disproportionate impact i.e. where a decision affects a protected group more than the general population, including indirect impact*

There is no clear evidence, data, or rationale that the proposed works would have a disproportionate effect on marriage and civil partnership.

Key borough statistics – sources include:

- [The 2021 Census contain data broken up by local authority on marital and civil partnership status](#)

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

No actions or measures proposed.

Additional Impacts on Advancing Equality and Fostering Good Relations

Check this box if NOT applicable

Additional Equalities Data (Service Level or Corporate)

Click or tap here to enter text.

Are there any additional benefits or risks of the proposals on advancing equality and fostering good relations not considered above?

Click or tap here to enter text.

What actions can be taken to avoid or mitigate any negative impact on advancing equality or fostering good relations not considered above? Provide details of how effective the mitigation will be and how it will be monitored.

Click or tap here to enter text.

This section seeks to identify what additional steps can be taken to promote these aims or to mitigate any adverse impact. Analysis should be based on the data you have collected above for the protected characteristics covered by these aims.

In addition to the sources of the information highlighted above – you may also want to consider using:

- Equality monitoring data in relation to take-up and satisfaction of the service
- Equality related employment data where relevant
- Generic or targeted consultation results or research that is available locally, London-wide or nationally
- Complaints and feedback from different groups.

Additional Impacts on Social Mobility

Check this box if NOT applicable

Additional Social Mobility Data (Service level or Corporate)

Click or tap here to enter text.

Are there any additional benefits or risks of the proposals on advancing Social Mobility?

Click or tap here to enter text.

What actions can be taken to avoid or mitigate any negative impact on advancing Social Mobility not considered above?

Provide details of how effective the mitigation will be and how it will be monitored.

Click or tap here to enter text.

This section seeks to identify what additional steps can be taken to promote the aims or to mitigate any adverse impact on social mobility. This is a voluntary requirement (agreed as policy by the Corporation) and does not have the statutory obligation relating to protected characteristics contained in the Equalities Act 2010. Analysis should be based on the data you have available on social mobility and the access of all groups to employment and other opportunities. In addition to the sources of information highlighted above – you may also want to consider using:

- Social Mobility employment data
- Generic or targeted social mobility consultation results or research that is available locally, London-wide or nationally
- Information arising from the Social Mobility Strategy/Action Plan and the Corporation's annual submissions to the Social Mobility Ind

Conclusion and Reporting Guidance

Set out your conclusions below using the EA of the protected characteristics and submit to your Director for approval.

If you have identified any negative impacts, please attach your action plan to the EA which addresses any negative impacts identified when submitting for approval.

If you have identified any positive impacts for any equality groups, please explain how these are in line with the equality aims.

Review your EA and action plan as necessary through the development and at the end of your proposal/project and beyond.

Retain your EA as it may be requested by Members or as an FOI request. As a minimum, refer to any completed EA in background papers on reports, but also include any appropriate references to the EA in the body of the report or as an appendix.

This analysis has concluded that ...

It is anticipated that the once complete, the proposed works will provide benefits for protected characteristics including improved accessibility and comfort levels. These improvements would be enjoyed by all users and are likely to particularly benefit groups with protected characteristics related to age and disability.

As detailed throughout the assessment, there are opportunities for enhancement and impact mitigation during the construction phase, which are discussed in Section 2: Recommendations. Further to this, the designs are assessed using the City of London Street Accessibility Tool which has been developed in consultation with key accessibility groups, and our team continues to engage with the developer on a bi-weekly basis to share and address any accessibility concerns. In line with the City of London's existing practices, it is advised that the final detailed design is assessed by the borough's in-house accessibility expert. Given the level of intervention, it is advised that this level of consultation is sufficient.

Outcome of analysis – check the one that applies

Outcome 1

No change required where the assessment has not identified any potential for discrimination or adverse impact and all opportunities to advance equality have been taken.

Outcome 2

Adjustments to remove barriers identified by the assessment or to better advance equality. Are you satisfied that the proposed adjustment will remove the barriers identified.

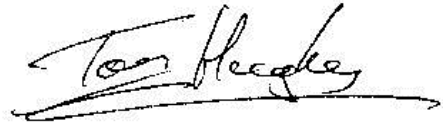
Outcome 3

Continue despite having identified some potential adverse impacts or missed opportunities to advance equality. In this case, the justification should be included in the assessment and should be in line with the duty to have 'due regard'. For the most important relevant policies, compelling reasons will be needed. You should consider whether there are sufficient plans to reduce the negative impact and/or plans to monitor the actual impact.

Outcome 4

Stop and rethink when an assessment shows actual or potential unlawful discrimination.

Signed off by Director:



Name: Ian Hughes

Date 14/11/2023

Appendix 8 - Paragraph 45 of the 'City of London Project Procedure – Nov 2023' (Changes to Projects: General)

Changes to Projects: General

45. *In cases where:*

- *the financial implications will be higher or lower than the agreed confidence range (capital or revenue expenditure or income/returns/savings);*
- *the overall programme needs to be accelerated or delayed +/- 10% of time against the last numbered Gateway report;*
- *the specification will be significantly different to that agreed, i.e. there will be a shortfall against one or more of the key objectives/ SMART targets, or the inclusion or reduction in the parameters of the project, which may include changing operational performance criteria and business benefits;*

Officers will report to the Committee(s) or Chief Officer who approved the last Gateway report on the circumstances, the options available and a recommended course of action. For example, if circumstances change on the Light and Regular routes where Authority to start work is delegated to Chief Officer, they would need to return to Committee to progress to the next gateway.

If additional unallocated City Corporation resources are required (i.e. from Central resources, not local risk budgets), the approval of the Policy and Resources Committee must also be obtained as Service Committees cannot approve Central resources.

In such cases the Policy and Resources Committee must be advised of the impact of the proposed increase in the City's overall Programme and any agreed increase must be reported to the next meeting of the Resource Allocation Sub-Committee for appropriate adjustments to be made to the City Corporation's Programme.

Note that Chamberlains have prepared guidance on the preparation of Whole Life Costing (available on the corporate intranet).

These will not apply to the costed risk provision drawdown increases to budgets as they have already been considered and delegated [See 49]:

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Committees: Streets and Walkways Sub - <i>for decision</i> Projects and Procurement Sub - <i>for information</i>	Dates: 30 January 2024 12 February 2024
Subject: 2-6 Cannon Street Public Realm Improvements Closedown Report Unique Project Identifier: 11004	Gateway 6: Outcome Report Regular
Report of: Interim Executive Director Environment Report Author: Emmanuel Ojugo, Policy and Projects, City Operations	For Decision
<h2 style="margin: 0;">PUBLIC</h2>	

Summary

1. Status update	<p>Project Description:</p> <p>1.1. This project proposed public realm improvements related to the redevelopment of 2-6 Cannon Street (formerly Scandinavia House). The project was to be delivered in three phases as previously reported to committee in July 2018:</p> <ul style="list-style-type: none"> • <u>Phase 1:</u> Resurfacing footways and carriageway around the new building at Distaff Lane in Yorkstone. • <u>Phase 2:</u> Re-landscaping the garden space between Old Change House and Nicholas Cole Abbey Church with new greenery, new seating areas and a new modern water bottle refill point. • <u>Phase 3:</u> Re-landscaping the small parcel of land with a new planting schedule, to the south of Nicholas Cole Abbey Church on Queen Victoria Street. (Works element commenced in September 2023). <p><u>Summary</u></p> <p>Phase 1 and 2 works are practically complete, with a small section of street furniture awaiting delivery to be installed. There are some minor Phase 3 works adjacent to Nicholas Cole Abbey Church due to commence in January 2024 to reinstate two damaged planters with associated planting as part of the City's obligation to maintain a parcel of land under its lease.</p>
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	<p>The Diocese of London required some updates to the City’s Service Level Agreement (SLA) to validate the works. This meant some additional officer time to finalise the SLA with the Diocese</p> <p>These works are considered minor and non-invasive, having agreed a way forward with the Diocese of London and are expected to begin in January 2024 for a duration of 4-6 weeks.</p> <p>Appendix E shows a breakdown of the funding total and funding sources attributable to this project.</p> <p>RAG Status: Green.</p> <p>Risk Status: Low (as last report to committee).</p> <p>Costed Risk Provision Utilised: N/A.</p> <p>Final Outturn Cost: £1,175,</p>
<p>2. Next steps and requested decisions</p>	<p>Requested Decisions:</p> <ol style="list-style-type: none"> I. Agree to adjust the budget as set out in Appendix E to cover the additional staff time expended. II. Approve the revised project budget to be utilised to complete minor outstanding public realm works to complete the project. III. Approve outstanding actions in Section 13 of this report are completed on which final accounts and project closure can commence.
<p>3. Key conclusions</p>	<ul style="list-style-type: none"> • The main works are complete, and the greening elements have been largely successful providing a pleasant backdrop to the vehicular traffic on Queen Victoria Street. • The developer’s aspirations and requirements were met by ensuring the surrounding highways works were completed to the City standard in accordance with the public realm enhancement Supplementary Planning Document (SPD) 2016. <p>Key learning and recommendations for future projects:</p> <ul style="list-style-type: none"> • The project area was adjacent to three competing works programmes. Aside from the 2-6 Cannon Street developer, Old Change House, Bracken House and Nicholas Cole Abbey Church were engaged in refurbishment programmes so it was essential to maintain good relationships over a long period of time, and closely coordinate between them and phasing public realm improvement works. • Early engagement with utilities programmes and other highway activities, enabling works to facilitate adjacent development; reduces the impact on the City’s improvement

	<p>works, as developments are often impeded by other surrounding factors.</p> <ul style="list-style-type: none"> • It is important that information is tracked and shared more efficiently between the City's service areas to manage highway activity and reduce areas of conflict. • Continuous engagement with the developer and the City's development management division was invaluable to ensure the developer discharged conditions in accordance with their planning approval, prior to the commencement of public realm works. • When proposing works adjacent to a church building, it is important to engage with the operational management team of The Archdeaconry of London. Such engagement ensures clear guidance on whether faculty approval is required or whether another mechanism must be entered into to achieve consensus. These processes are often quite lengthy so establishing what is required early on is essential for project programming and minimising delays.
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Main Report

Design & Delivery Review

<p>4. Design into delivery</p>	<p>The design of the scheme utilised the City's existing palette of materials in accordance with the Public Realm SPD (2016).</p> <p>The scope of the scheme was specified in the Section 106 Agreement.</p> <p>One of the aspirations was to increase greenery in the central area west of the Nicholas Cole Abbey Church. Unfortunately, as previously reported, in-ground planters proposed for the central area were removed from the design in favour of free-standing planters, due to some identified voids when excavation started.</p> <p>Areas adjacent to the Church saw a marked increase in the quality of greenery and seating. New trees and underplanting replaced an area of fixed granite seating flanked by flat perimeter box hedging increasing plant variety and local biodiversity. New seating has been installed in around the new planters.</p>
<p>5. Options appraisal</p>	<p>The design scope was agreed with the developer as part of the Section 106 Agreement (S106) originally completed in 2015. The progression of a single option to be delivered in phases was agreed that would utilise the City's standard palette of materials in accordance with the S106.</p>

	<p>The redevelopment was practically completed by June 2019 and coincided with the initiation of project works.</p> <p>Some elements of the project design were adjusted over time to respond to changes in the environment. This was mainly around the central planting area, where in-ground planters were simply replaced by free standing planters as surveys had not fully detected areas of void when excavated.</p>
6. Procurement route	<ul style="list-style-type: none"> • The design was developed and completed in house by City Engineers working closely with the developer of 2-6 Cannon Street to progress the scheme and finalise the construction design. • Hard landscaping and civils works on-site were to be undertaken by the City's highway term contractor.
7. Skills base	<ul style="list-style-type: none"> • The project team had the skills, knowledge and experience to manage delivery of this and similar future projects. • A communication strategy was developed in the early stages of the project to include the numerous stakeholders and ensure good coordination of the public realm works whilst managing the expectations of local occupiers and Ward Members. • The landscape design was delivered in-house, developing designs that would inform the final construction package. • City officers were also engaged in the process to ensure that utilities companies' programmes were accommodated and monitored in the City's Highways Activities Programme.
8. Stakeholders	<p>The main stakeholders were:</p> <ul style="list-style-type: none"> • 2-6 Cannon Street (Developer - Section 106 contribution) • The Diocese of London • Nicholas Cole Abbey Church • Old Change House • Bracken House • Transport for London • Ward Members

Variation Review

9. Assessment of project against key milestones	<p>Gateway 5 – July 2020 Committee Approval</p> <p>Expected start – October 2020 Actual start – October 2021</p> <p>Impacts on the Delivery Programme</p> <p>As reported to Members in November 2022, competing programmes in the area meant that some works had to be re-scheduled and staggered to accommodate local activity. It was envisaged that this work would be completed by March 2023.</p>
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	<p>The designation of a church as either affiliated with or wholly managed by the Diocese of London was not known early enough by the project team due to structural changes that were not known at the time. This meant that approval to carry out works in an area adjacent to a church (Phase 3) was delayed. Work had to be undertaken to satisfy the needs of the freeholder (Diocese of London) and ensure the City of London was not in breach of its lease agreement regarding the space.</p> <p>Overall, the project originally anticipated that work would be complete in April 2021. However, this was hampered by refurbishment work to the Church, and the timing of the improvement works schedule coinciding with the pandemic, so these timescales had to be extended. The last elements of greening are expected to commence in January to meet the upcoming planting season deadline of March 2024.</p>
<p>10. Assessment of project against Scope</p>	<p>The project scope remained unchanged. There was a single design approach to the completion of this project in keeping with the schedule specified within the Section 106 Agreement.</p>
<p>11. Risks and issues</p>	<p>During the construction phase a few risks materialised affecting the overall programme:</p> <ul style="list-style-type: none"> • The impact to the delivery programme was mainly as a result of: procurement issues, competing highway and development activities in the local area and being compelled to accommodate them throughout the programme. • Whilst ground surveys had been undertaken prior to works, a void was still uncovered in the central planting area surveys did not fully detect. An alternative option for planting was implemented that still met project objectives. • Noisy working hours had to be adapted to accommodate an operating Church with regular an ongoing events programme. This put some pressure on the project programme as the Church’s re-activation measures to respond to the pandemic required a reduction in the duration of previously agreed noisy work times.
<p>12. Transition to BAU</p>	<p>This project utilised standard design practices with a clear plan for transitioning to business as usual. The project has remained within scope with commonly agreed maintenance regime that will commence when the project has concluded.</p>

Value Review

13. Budget

The project is practically complete with a few outstanding actions to be carried out as summarised below:

Outstanding Actions

- Re-instate planters to the south of Nicholas Cole Abbey Church, implement planting plan and resurface an adjacent patch of footway/carriageway.
- Carry out signing and lining following resurfacing.
- Estimated at £ 129,006 and included in the works final outturn cost below.

<i>Estimated Outturn Cost (G2)</i>	Estimated cost (including risk): £1-3m Estimated cost (excluding risk): £1-3m
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	<i>At Authority to Start work (G5)</i>	<i>Final Outturn Cost</i>
<i>Fees</i>	£97,942	£ 86,356
<i>Staff Costs</i>	£283,460	£ 374,448
<i>Works</i>	£710,405	£ 626,010
<i>Other*</i>	£84,150	£0
<i>Total</i>	£1,175,957	£ 1,086,814

**Commuted Maintenance to be spent once project is complete.*

The full budget is expected to be utilised in full. These figures represent the expected spends to complete works carry out the outstanding actions summarised earlier in this section.

Please confirm whether or not the Final Account for this project has been verified.

Final account will be verified upon completion of works and payment of invoices. Although it is not expected to be the case, any unspent funds will be returned to the developer of 2-6 Cannon Street, in accordance with the Section S106 Agreement with the City of London.

14. Investment

N/A

15. Assessment of project against SMART objectives**Objectives from Gateway 2 report:**

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

- The project delivered a high-quality environment by utilising natural materials in keeping with the City's Public Realm

	<p>SPD (2016). In particular, the planting coverage was increased with new trees and robust under planting.</p> <ul style="list-style-type: none"> • Lighting coverage was improved in the area. Notably, strip lighting installed around planters, rather than uplighters that City Gardens have advised can negatively affect local wildlife in denser green areas. • New Yorkstone pavements replaced damaged and inconsistent material that were no longer in keeping with the City's approved palette of materials. • Positive relationships with the City's Development Management Division helped to resolve a potential issue with the developer that would have had implications for the project. This issue concerned removal of the obligation to rotate Church steps (Distaff Lane) to create a direct path to Queen Victoria Street from the garden north of Distaff Lane. The undertaking proved to be high risk due to Listed Building requirements and was removed through amendment to the City Walkways works Agreement under the City of London (Various Powers) Acts.* • Strong co-ordination and engagement with stakeholders were key to developing designs and delivering this project.
<p>16. Key benefits realised</p>	<ul style="list-style-type: none"> • Improved planting design to provide a more inviting environment and improved greening in an area that previously had a limited planting palette. • Increased provision of formal seating in line with the City's access requirements and incorporating anti-skating measures. • Improved lighting provision to illuminate vertical surfaces, improve legibility and heighten the sense of security, in keeping with aims in the City Lighting Strategy 2018. • Better pedestrian experience by delivering high quality enhancements that improve legibility and tie in with the On-Site Garden adjacent to the new development.

Lessons Learned and Recommendations

<p>17. Positive reflections</p>	<p>Despite being challenging to deliver because of many external factors impacting a relatively small area, the changes to the public highway and the surroundings of 2-6 Cannon Street have been well received by local stakeholders.</p>
<p>18. Improvement reflections</p>	<p>Earlier understanding of the process with the Church and the Faculty would have been beneficial to the programme. A lesson learned here is that this information needs to be established at the beginning of a project when working near to or on Church land.</p>

	An internal officer resource would also provide the necessary guidance when planning works adjacent to a Listed Buildings and other scheduled heritage assets. This is not currently the case and would improve efficiency of engagement between the Diocese of London and Historic England.
19. Sharing best practice	By engaging in regular meetings to share ideas, disseminate and record best practice, improvements are assured. Lessons learnt are captured as part of a peer review process.
20. AOB	Whilst there is still work outstanding, they are minor and are programmed to take place in January 2024. It is requested that the Gateway 6 findings are noted and that when the final elements of the work complete that the final account is requested, and the project closed.

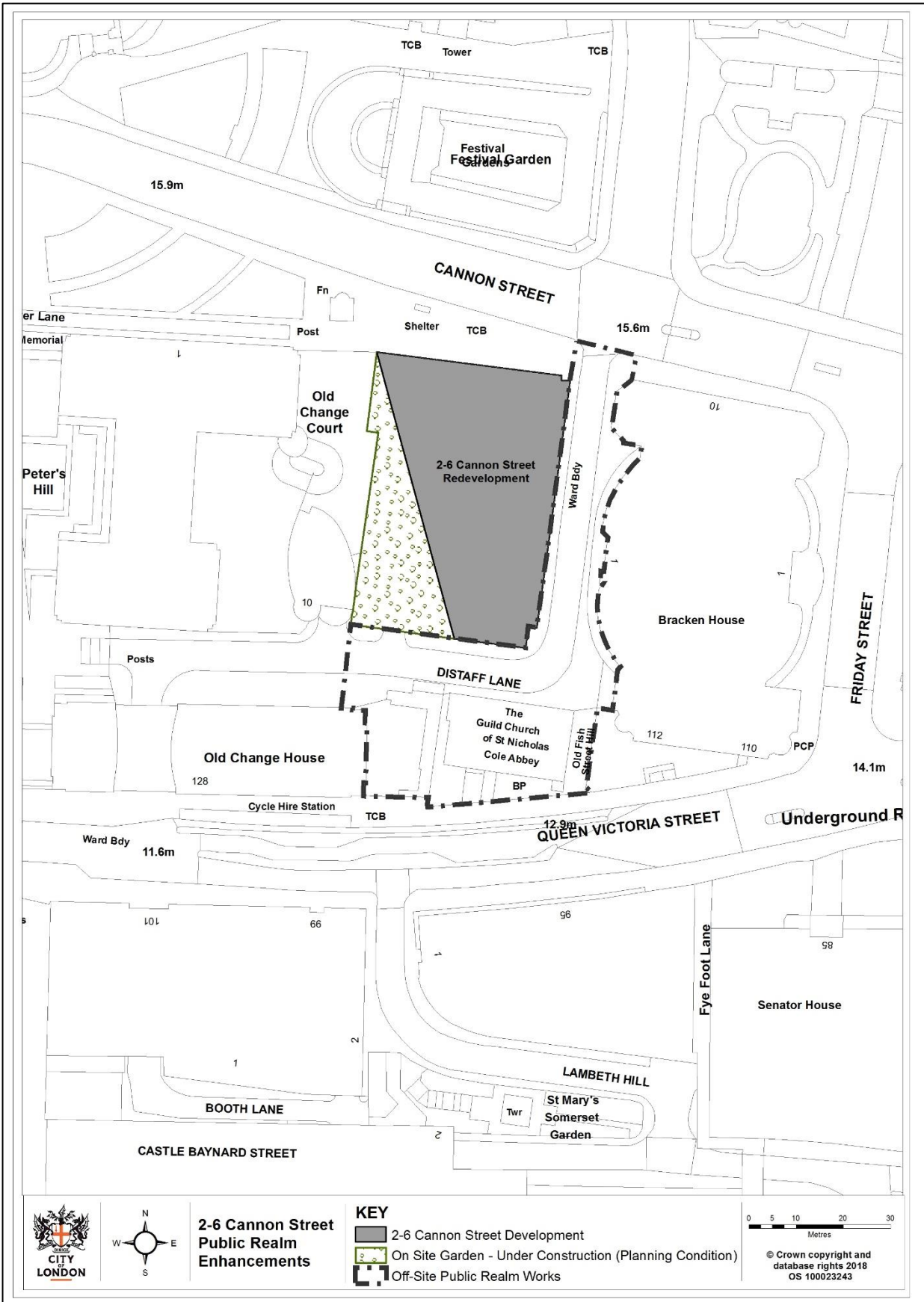
Appendices

Appendix A	Site Location Plan
Appendix B	Project Phase Plan
Appendix C	General Arrangement Plan
Appendix D	Images
Appendix E	Finance Tables
Appendix F	Risk Register
Appendix G	Project Coversheet

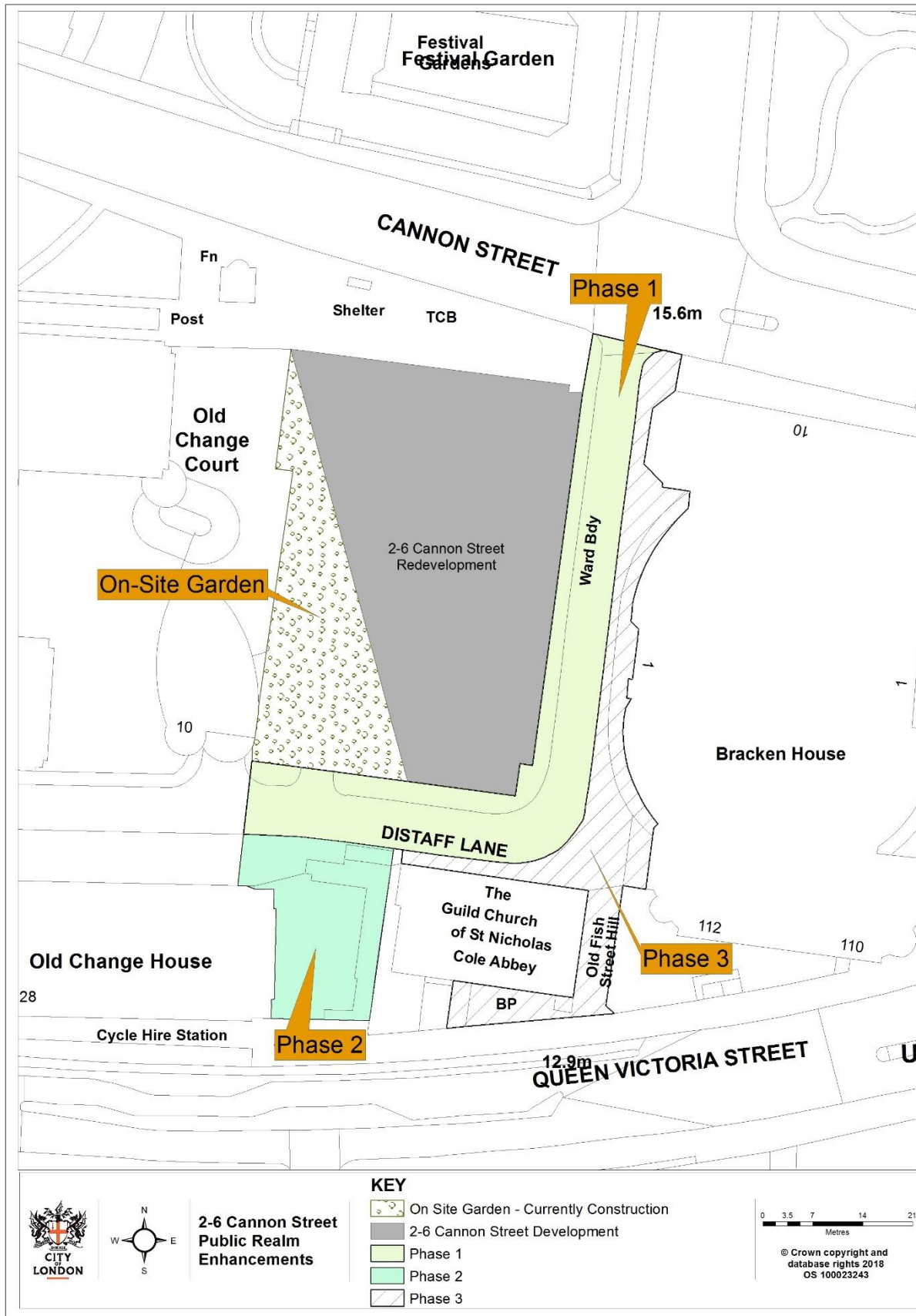
Contact

Report Author	Emmanuel Ojugo
Email Address	emmanuel.ojugo@cityoflondon.gov.uk
Telephone Number	0207 332 1158

Appendix A: Site Location Plan



Appendix B: Project Phase Plan



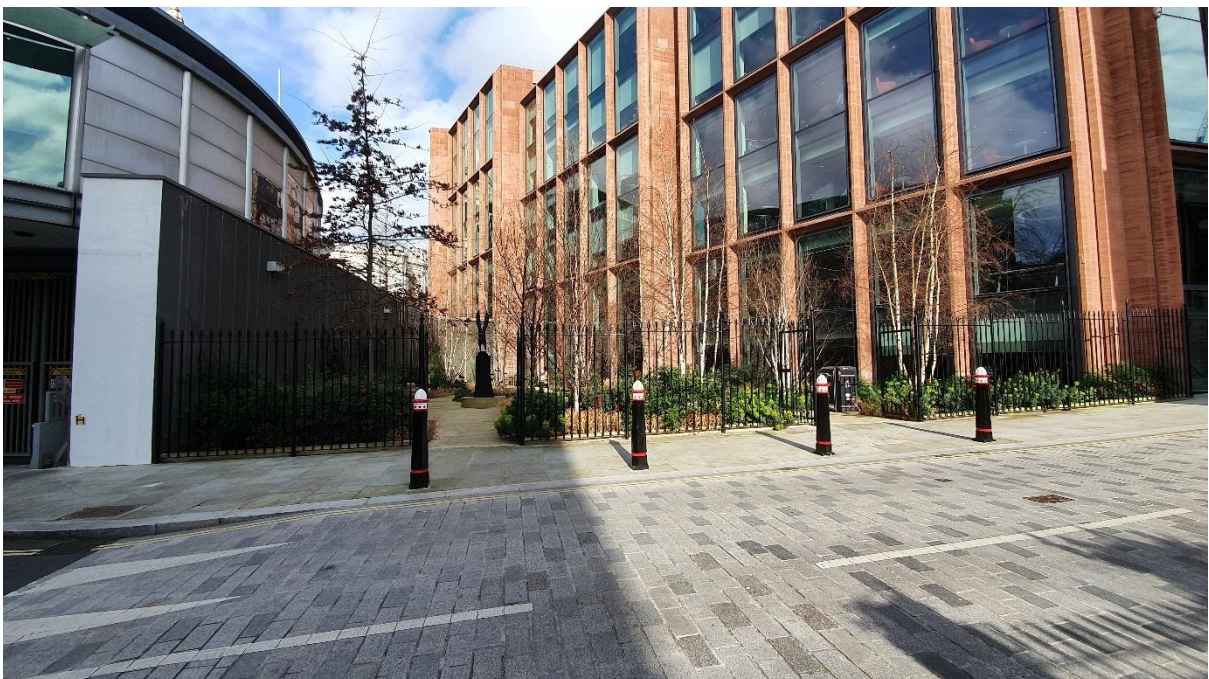
Appendix C: General Arrangement Plan Snapshot



Appendix D: Images



On-site Garden site and mastic asphalt footways | Before



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



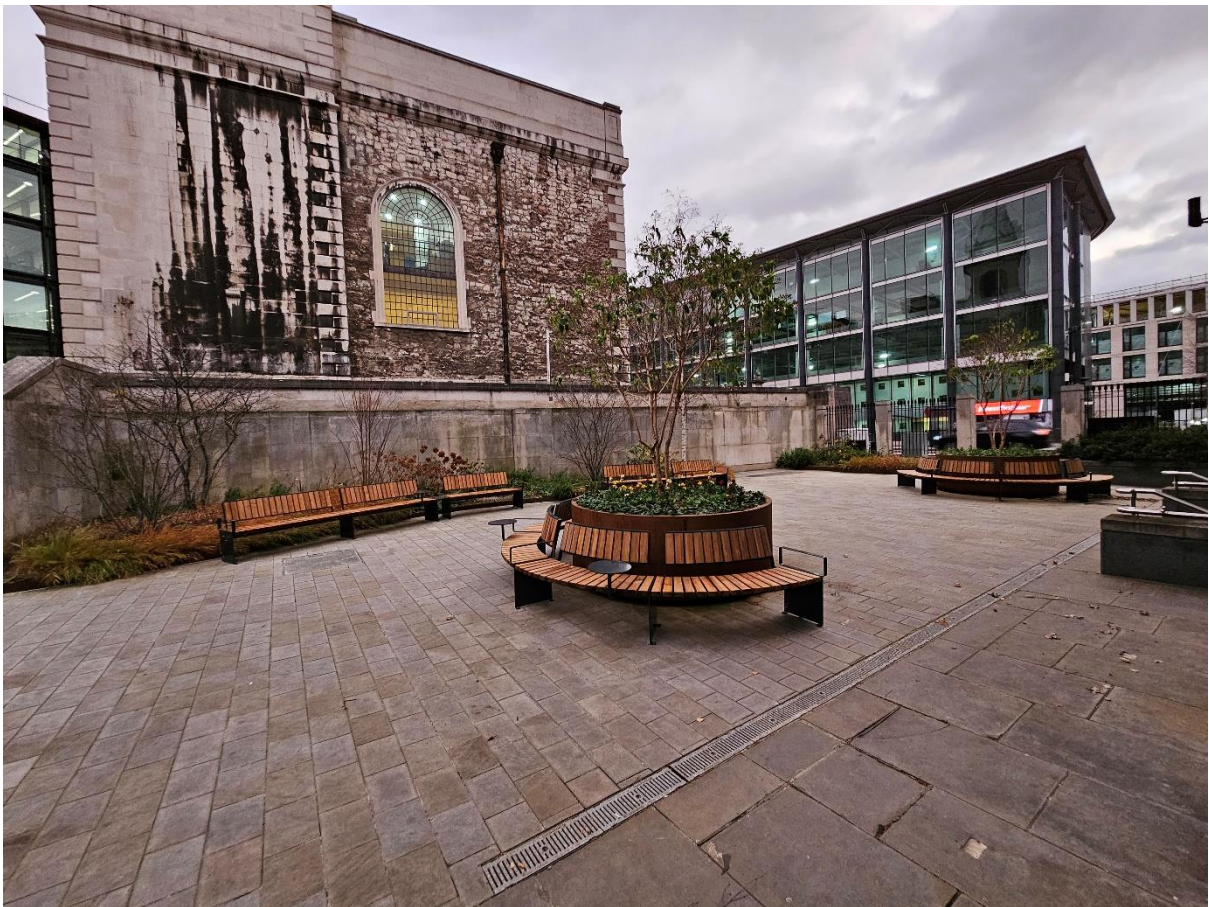
Phase 1: Distaff Lane footway around 2-6 Cannon Street development | Before



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



Phase 2 | Site of new Off-Site Garden | Before



Phase 2 | Site of new Off-Site Garden | After



Phase 2 | Completed Off-Site Garden at night looking north from Nicholas Cole Abbey Church



Phase 3 | Damaged planters adjacent to Church to be rebuilt in January 2024 - Existing

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APPENDIX E: FINANCE

Table 1: Expenditure to Date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
16800293: 2-6 Cannon Street (SRP)			
P&T Staff Costs	17,000	17,000	-
Total 16800293	17,000	17,000	-
16100293: 2-6 Cannon Street (CAP)			
DBE Structures Staff Costs	123	123	-
Env Servs Staff Costs	102,659	111,222	(8,563)
Legal Staff Costs	3,500	3,500	-
Open Spaces Staff Costs	9,000	4,008	4,992
P&T Staff Costs	228,078	238,595	(10,517)
Civil Engineer	10,494	10,494	-
P&T Fees	56,748	59,862	(3,114)
Structural Engineer	16,000	16,000	-
Highway Works	606,705	472,492	134,213
Open Spaces Works	35,000	24,513	10,487
Utilities	6,500	-	6,500
Total 16100293	1,074,807	940,808	133,999
Maintenance	84,150	-	84,150
GRAND TOTAL	1,175,957	957,808	218,149

Table 2: Budget Adjustment Required			
Description	Approved Budget (£)	Additional Resources Required (£)	Revised Budget (£)
16800293: 2-6 Cannon Street (SRP)			
P&T Staff Costs	17,000	-	17,000
Total 16800293	17,000	-	17,000
16100293: 2-6 Cannon Street (CAP)			
DBE Structures Staff Costs	123	-	123
Env Servs Staff Costs	102,659	8,563	111,222
Legal Staff Costs	3,500	-	3,500
Open Spaces Staff Costs	9,000	-	9,000
P&T Staff Costs	228,078	10,517	238,595
Civil Engineer	10,494	-	10,494
P&T Fees	56,748	3,115	59,863
Structural Engineer	16,000	-	16,000
Highway Works	606,705	(10,695)	596,010
Open Spaces Works	35,000	(5,000)	30,000
Utilities	6,500	(6,500)	-
Total 16100293	1,074,807	-	1,074,807
Maintenance	84,150	-	84,150
GRAND TOTAL	1,175,957	-	1,175,957

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City of London: Projects Procedure Corporate Risks Register

Project Name:	2-6 Cannon Street Public Realm Improvements	PM's overall risk rating:	Low	CRP requested this gateway:		Average unmitigated risk:	4.0	Open Risks:	1
Unique project identifier:	PV11004	Total estimated cost (exc risk):	£ 1,175,957	Total CRP used to date:	£ -	Average mitigated risk score:	3.0	Closed Risks:	8

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 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	5	(10) Physical	Delays to the Developer's programme	Likely to impact the City's ability to access sections of public highway	Likely	Minor	4	£0.00			Maintain regular contact with the Developer, local stakeholders and disseminate updates as required	£0.00	Possible	Minor	£0.00	3	£0.00		01/06/19	DBE		30/11/23	
R2	5	(10) Physical	Site conditions affect the build	Due to the presence of pipe subway and utilities access points, opportunities for planting are adversely affected.	Possible	Minor	3	£0.00			Carry out survey work and necessary site appraisals early on to ensure the integrity of the design to maximise opportunities for planting.	£0.00	Possible	Minor	£0.00	3	£0.00		01/06/19	DBE		15/12/19	The survey has now been carried out and the presence of High Yield steel shows it is possible to carry out the scheme as designed.
R3	5	(10) Physical	Sections of footway are too shallow to lay York Stone	Subsurface appraisals prove that some sections of footway contain voids and cannot accommodate York Stone pavibus.	Likely	Minor	4	£0.00			Establish a solution with the adjacent developer to ensure the footway is resurfaced in appropriate footway material.	£0.00	Rare	Minor	£0.00	1	£0.00		01/06/19	DBE		12/12/19	Bracken House have agreed to the alteration of proposed footway materials from York Stone to retain mastic asphalt. Any water ingress is a risk totally held by the building owner who must ensure the integrity of their building.
R4	5	(5) H&S/Wellbeing	Potential for adverse amenity impacts	New landscaping will create some areas of relative tranquillity that appear partially secluded.	Possible	Serious	6	£0.00			- A gate structure to the On-site Garden has been installed on Dittoff Lane to manage access in the most secluded areas. - The design of the open areas will incorporate anti-skipboarding measures and improved lighting in the area will encourage natural surveillance. - City Police and City's Rough Sleeping Coordinator are notified of the implementation timetable, so they are mindful of the new amenity space.	£0.00	Possible	Minor	£0.00	3	£0.00		01/06/19	DBE/Comptroller		15/12/19	The relative seclusion of the southern section of Dittoff Lane is partially obscured and its proximity to a drinking establishment may give rise to potential anti-social behaviour. The City Police are aware of the City's programme of works and the potential for people to gather and dwell.
R5	5	(3) Reputation	Delays in the City Programme	likely reputational impact due to delays. A significant slip in the programme could impact the Open Spaces planting season which has a specific window, inadvertently extending the programme further	Rare	Serious	2	£0.00			This is primarily concerned with authorisation of the final project phases. Delays from the developer are not uncommon and therefore manageable. Delays to the City's programme often have wider implications.	£0.00	Possible	Serious	£0.00	6	£0.00		31/07/22	Env Dept (formerly DBE)		30/11/23	
R6		(1) Compliance/Regulatory	Integrity of adjacent buildings is compromised	A change in surface materials such as mastic asphalt to York stone or granite, can on occasion lead to water ingress into basements, due in part to poor building upkeep and the spaces joining leaves for water to leave the paving surface.	Rare	Serious	2	£0.00			Building owners are responsible for the integrity and water tightness of their buildings. PM will always communicate with adjacent occupiers about the works and instruct the standard basement surveys prior to works commencing	£0.00	Unlikely	Minor	£0.00	2	£0.00		01/09/21	Env Dept (formerly DBE)		30/11/23	
R7		(3) Reputation	Unknown impacts of Target Operating Model on Staff Resources	Target Operating Model may have wider impacts in service delivery if structure is significantly altered with redundancies, leaves and new roles	Likely	Serious	6	£0.00	N		Reappraise Roles and Responsibilities. May require budget adjustments and acquiring external services previously delivered internally.	£0.00	Possible	Minor	£0.00	3	£0.00		01/09/21	Env Dept (formerly DBE)		30/11/23	
R8		(3) Reputation	Delay in Programme due to Capital Programme Review	Project programmes were put on hold to carry out a review of Capital projects, temporarily impacting project schedules.	Likely	Serious	6	£0.00	N		Await outcome of CRP and seek approval to extend the work programme	£0.00	Likely	Minor	£0.00	4	£0.00		01/08/22	City Chamberlain		30/11/22	
R9		(2) Financial	Inflation of material costs	Inflation may cause a rise in the unit cost of materials	Likely	Minor	4	£0.00	N		A schedule of rates have been agreed with the Term Contractor (Began July 2022). These costs have been factored into the latest works estimates.	£0.00	Possible	Minor	£0.00	3	£0.00		01/08/22	Env Dept (formerly DBE)			
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							
R16							£0.00				£0.00			£0.00		£0.00							
R17							£0.00				£0.00			£0.00		£0.00							
R18							£0.00				£0.00			£0.00		£0.00							
R19							£0.00				£0.00			£0.00		£0.00							
R20							£0.00				£0.00			£0.00		£0.00							
R21							£0.00				£0.00			£0.00		£0.00							

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Project Coversheet

[1] Ownership & Status

UPI: 11004

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

Programme Affiliation (if applicable): N/A

Project Manager: Emmanuel Ojugo

Definition of need: 2-6 Cannon Street is an office development that was practically completed on Cannon Street and Distaff Lane circa 2021. The development involved the demolition of the former Scandinavian House building constructed between 1958-59 with office (B1) and retail uses (A3); and construction of a new office building (Class B1) comprising 7 storeys plus basement and associated hard and soft landscaping, roof top plant, accessible terrace, access and servicing, ancillary cycle parking and other associated works.

The Section 106 agreement required that the developer enter into said agreement with the City, prior to commencing construction works. The new development offers a significant opportunity to address the impacts of the scheme by providing:

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

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

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

Key measures of success:

- 1) Creation of new garden space that improves green coverage and improves the pedestrian experience.
- 2) Improved lighting and high-quality materials is expected to increase public perception of safety when using the new passageway, between Distaff Lane and Queen Victoria Street.

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<p>3) The developer’s aspirations and requirements will be met, by ensuring the surrounding highways work is completed to a high standard.</p>			
<p>Expected timeframe for the project delivery: up to March 2024 (to meet planting season)</p> <p>Key Milestones:</p> <table border="1"> <tr> <td>1) Agree Method Statement and Construction Package – August 2023</td> </tr> <tr> <td>2) Complete Planting design schedule – September 2023</td> </tr> <tr> <td>3) Initiate Works - January 2024</td> </tr> </table> <p>Are we on track for completing the project against the expected timeframe for project delivery? Y</p> <p>Has this project generated public or media impact and response which the City of London has needed to manage or is managing? N/A</p>	1) Agree Method Statement and Construction Package – August 2023	2) Complete Planting design schedule – September 2023	3) Initiate Works - January 2024
1) Agree Method Statement and Construction Package – August 2023			
2) Complete Planting design schedule – September 2023			
3) Initiate Works - January 2024			

<p>[2] Finance and Costed Risk</p>
<p>Headline Financial, Scope and Design Changes: The project scope remained unchanged. There was a single design approach to the completion of this project in keeping with the schedule specified within the Section 106 Agreement.</p> <p>Minor design changes were around the central planting area, where in-ground planters were simply replaced by free standing planters as surveys had not fully detected areas of void when excavated.</p>
<p>‘Project Briefing’ G1 report (as approved by Chief Officer 25/02/14):</p> <ul style="list-style-type: none"> • Total Estimated Cost (excluding risk): £1,000,000-£3,000,000 • Costed Risk Against the Project: N/A • Estimated Programme Dates: Q4 2015 – Timescales are subject to agreement with the developer <p><i>Scope/Design Change and Impact: N/A</i></p>
<p>‘Project Proposal’ G2 report (as approved by PSC xx/yy/zz):</p> <ul style="list-style-type: none"> • Total Estimated Cost (excluding risk): £1,000,000-£3,000,000 • Resources to reach next Gateway (excluding risk) • Spend to date: N/A • Costed Risk Against the Project: N/A • CRP Requested: N/A • CRP Drawn Down: N/A • Estimated Programme Dates: Q4 2015 – Timescales are subject to agreement with the developer <p><i>Scope/Design Change and Impact: N/A</i></p>
<p>‘Options Appraisal and Design’ G3-4 report (as approved by PSC xx/yy/zz):</p> <ul style="list-style-type: none"> • Total Estimated Cost (excluding risk): £1,133,048 - £1,288,048 • Resources to reach next Gateway (excluding risk) • Spend to date: £17,000 • Costed Risk Against the Project: N/A

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- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: Implementation programmed for March 2017

Scope/Design Change and Impact: N/A

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

- Total Estimated Cost (excluding risk): N/A
- Resources to reach next Gateway (excluding risk) £783,220
- Spend to date: £392,737
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: Works to be completed by March 2024 to accommodate the City Gardens planting season.

Scope/Design Change and Impact: N/A

Total anticipated on-going commitment post-delivery [£]: S106 makes a provision for ongoing maintenance costs:

Schedule 3 of S106:

Paragraph 1.5 Prior to Occupation of the Development the Off-site Public Realm Maintenance Costs shall be paid to the City Corporation.

"Off-site Public Realm Maintenance Costs" means the sum of £84,150 Indexed. (Off site garden to the north of Distaff Lane.

Schedule 3 of S106:

Paragraph 12.9 - The Owner shall for a period of 19 years from the issue of the Final Certificate pay to the City Corporation the sum of £15,244.45 (Indexed) per annum towards the management and maintenance of the soft landscaping of the Open Space (and in addition the Owner shall pay to the City Corporation within 30 days' of written demand such additional costs reasonably incurred by the City Corporation in carrying out such maintenance as may arise from any vandalism or other anti-social behaviour in the Open Space).

Programme Affiliation [£]:N/A

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Committees: Streets and Walkways Sub - <i>for decision</i> Projects and Procurement Sub - <i>for information</i>	Dates: 30 January 2024 12 February 2024
Subject: St Bartholomew’s Hospital environmental enhancements Closedown Report	Gateway 6: Outcome Report Regular
Unique Project Identifier: 11057	For Decision
Report of: Executive Director of Environment	
Report Author: Emmanuel Ojugo, Policy and Projects,	
<h2 style="margin: 0;">PUBLIC</h2>	

Summary

1. Status update	<p>Project Description:</p> <p>This project involves improvements to the public highway surrounding St Bartholomew’s Hospital and is wholly funded by the Section 106 agreement, related to the extensive redevelopment of the hospital complex. The project was to be delivered in two phases to meet the developer’s timetable and these are as follows.</p> <ul style="list-style-type: none"> • <u>Phase 1:</u> Little Britain – Resurfacing of footways in Yorkstone, installation of planters with multi-stem trees with underplanting, planting of new street trees, seating and cycle stands. Reinstatement of historic street lighting. • <u>Phase 2:</u> West Smithfield/Giltspur Street – Resurfacing of footways in Yorkstone adjacent to St Bartholomew Hospital. Widening a section of footway to improve pedestrian movement. Planting of street trees and seating. <p><u>Summary</u></p> <p>Phase 1 works are complete. Some delays in the developer’s programme means, although largely complete, Phase 2 works will deliver some minor elements in January 2024. These elements include the planting of three street trees on Giltspur Street, installation of street furniture and the re-installation of the bus shelter, to be delivered by Transport for London (TfL). This has meant some additional officer resource to communicate the revised programme with the hospital, TfL and other local stakeholders.</p>
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	<p>Appendix 4, shows a breakdown of the funding total and funding sources attributable to this project.</p> <p>RAG Status: Amber (as last report to Committee).</p> <p>Risk Status: Low (as last report to committee).</p> <p>Costed Risk Provision Utilised: N/A.</p> <p>Final Outturn Cost: £ 542,296</p>
<p>2. Next steps and requested decisions</p>	<p>Requested Decisions:</p> <ol style="list-style-type: none"> I. Agree to adjust the budget as set out in appendix 3 to cover the additional staff time expended. II. Approve outstanding actions in Section 13 of this report are completed on which final accounts and project closure can commence.
<p>3. Key conclusions</p>	<p><u>Expected Programme Delays</u></p> <p>The redevelopment of St Bartholomew Hospital was an extensive, programme initiated by Bart’s and the London NHS Trust in March 2005. The final phases of works on Giltspur Street, were only substantially complete by March 2023. It is accepted the City’s project programme was subject to the developer’s programme as this would affect the City’s ability to access public highway.</p> <p>The developer reported a number of programme delays that were not unusual over such an extended period which would impact the project programme. Due to some of this work relating to planting, a delay in the developer’s programme often had larger impacts on our programme due to the best planting season being between November and March.</p> <p><u>Unforeseen Programme Delays</u></p> <p>The impact of the COVID-19 pandemic in March 2020 was an unforeseen risk and affected work activity. In addition, there was an officer resource issue that affected tree planting and other planting delivery. These issues affected the Phase 1 works programme.</p> <p><u>Summary</u></p> <ul style="list-style-type: none"> • Phase 1 works were successfully completed in March 2022. • Phase 2 works are substantially complete with some outstanding elements such as tree planting to be delivered in January 2024. These outstanding elements are considered quite minor. • The redevelopment of the St Bartholomew Hospital complex has taken almost 18 years to complete. This has

	<p>meant that the delivery of the public realm enhancements has been piecemeal to tie in with the redevelopment.</p> <ul style="list-style-type: none"> • The development has been a catalyst for other transformative improvements in the area, such as the Bart's Close neighbourhood, adjacent to the project area. • The developer's aspirations and requirements were met by ensuring the surrounding highways work was completed to the City standard in accordance with the public realm enhancement Supplementary Planning Document (SPD) 2016. <p>Key learning and recommendations for future projects:</p> <ul style="list-style-type: none"> • Continuous engagement with the developer and the City's development management division is essential to ensure the developer discharges conditions in accordance with their planning approval prior to the commencement of public realm works. The developer sought extensions to hoarding licences that had lapsed and were deemed no longer necessary by the City's highways division and looked to extend their presence through a non-material amendment to their planning approval. Therefore, engagement was necessary to agree removal of hoarding occupying highway, that provided convenience for the developer but was non-essential to the viability of the development at such an advanced stage. • The developers' programme is prone to change which is often the case with Listed Buildings especially in the case of St Bartholomew Hospital. Flexibility must be built into the project programme to accommodate changes in the environment. This was achieved by negotiating temporary ambulance routes to the hospital to allow for perimeter footway works and agreeing to rebuild a cross-over point outside the newly refurbished King Henry VIII's Gate on the weekend when access was not required.
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Main Report

Design & Delivery Review

<p>4. Design into delivery</p>	<p>The design of the scheme utilised the City's existing palette of materials in accordance with the Public Realm SPD (2016).</p> <p>The scope of the scheme was specified in the Section106 Agreement.</p> <p>One of the aspirations was to increase greenery in the area and improve pedestrian movement around St Bart's Hospital. This has</p>
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	been achieved, with a further two trees to be planted on Giltspur Street.
5. Options appraisal	The design scope was agreed with the developer as part of the Section 106 Agreement. A single option was therefore considered that utilised the City's standard palette of materials.
6. Procurement route	<ul style="list-style-type: none"> • The design was developed and completed in house by City Engineers working closely with the developer of St Bart's Hospital to progress the scheme and finalise the construction design. • Hard landscaping and civils works on-site were to be undertaken by the City's term contractor. • Where Transport for London (TfL) require their assets to be relocated, such as the bus shelter and flag, the TfL contractor was inducted in the City's works area and managed by the City's Term Contractor.
7. Skills base	<ul style="list-style-type: none"> • The project team had the skills, knowledge and experience to manage delivery of this and similar future projects. • A communication strategy was developed in the early stages of the project to include the numerous stakeholders and ensure good coordination of the public realm works whilst managing the expectations of local occupiers and Ward Members. • The landscape design was delivered in-house, developing designs that would inform the final construction package. • City officers were also engaged in the process to ensure that utilities companies programmes were accommodated and monitored in the City's Highways Activities Programme
8. Stakeholders	<p>The main stakeholders are:</p> <ul style="list-style-type: none"> • St Bartholomew Hospital (Section 106 contribution) • London Ambulance • Transport for London • Developer of Bart's Close • Ward Members

Variation Review

9. Assessment of project against key milestones	<p>Gateway 5 – July 2020 Committee Approval</p> <p>Expected start – October 2020 Actual start – January 2021</p> <p>Expected end – March 2023 Actual end – February 2024*</p>
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	<p>*Phase 2 works began on 2nd October 2023 and whilst civils works were completed by the end of 2023, the trees are expected to be planted on Giltspur Street will be installed in late January 2024.</p> <p>Impacts on the Delivery Programme</p> <ul style="list-style-type: none"> • Phase 1 works have been completed. • Delays to Phase 2 were mainly due to changes in the developer’s programme. Much of the delay centred around achieving statutory approvals to refurbish Listed Building elements such as King Henry’s VIII Gate on Giltspur Street. • As reported to Members in November 2022, the developer notified the City of changes to their expected completion of the Giltspur Street phase of works. The latest information shared at the time of reporting was for the building to be occupied by Summer 2023. • As a result of the developer’s shifting programme, it was agreed that due to the minor impact of the works, these could occur post occupation without impacting the local street network. • Overall, the project originally anticipated that work would be complete in September 2021, but the changes to the developer’s programme, coinciding with the pandemic, these timescales had to be extended. The last outstanding elements of work to complete Phase 2 are considered minor, they are still to take place but will be completed the upcoming planting season.
<p>10. Assessment of project against Scope</p>	<p>The project scope remained unchanged in keeping with the Section 106 Agreement.</p>
<p>11. Risks and issues</p>	<p>During the construction phase a few risks materialised affecting the overall programme:</p> <ul style="list-style-type: none"> • The impact to the programme was mainly as a result of the developer’s shifting programme to meet conditions of what is an extensive complex of Listed Buildings. • The other main impact was the global pandemic, slowing activity through uncertainty, procurement issues, competing highway activities in the City . • There were very few complaints regarding noise as a result of construction, but there were some anxieties expressed regarding the programme. Officers looked to reduce this risk by working with Environmental Health officers to minimise the impact on local occupiers and businesses.
<p>12. Transition to BAU</p>	<p>This project utilised standard design practices with a clear plan for transitioning to business as usual. The project has remained within</p>

	scope with a commonly agreed maintenance regime that will commence when the project has concluded.
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Value Review

13. Budget	<p>Final minor works (Phase 2) are currently underway and include the widening of a section of footway on West Smithfield/Giltspur Street and resurfacing the footway in Yorkstone. See Appendix 4.</p> <p>Outstanding Actions</p> <p>*The project is practically complete with the following minor outstanding actions to be carried out in January 2024:</p> <ul style="list-style-type: none"> • Plant three street trees • Install street furniture • Re-instate the bus shelter removed to facilitate footway works. <p>*Note – this element is to be delivered by Transport for London.</p> <table border="1" style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 30%;"><i>Estimated Outturn Cost (G2)</i></td> <td>Estimated cost (including risk):£400k-£500k Estimated cost (excluding risk): £400k-£500k</td> </tr> </table> <table border="1" style="width: 100%; margin-top: 10px;"> <thead> <tr> <th></th> <th><i>At Authority to Start work (G5)</i></th> <th><i>Final Outturn Cost</i></th> </tr> </thead> <tbody> <tr> <td><i>Fees</i></td> <td>£20,000</td> <td>£14,968</td> </tr> <tr> <td><i>Staff Costs</i></td> <td>£94,798</td> <td>£ 157,638</td> </tr> <tr> <td><i>Works</i></td> <td>£427,498</td> <td>£ 369,690</td> </tr> <tr> <td><i>Other*</i></td> <td>£23,100</td> <td>£0</td> </tr> <tr> <td><i>Total</i></td> <td>£565,396</td> <td>£ 542,296</td> </tr> </tbody> </table> <p>*Commuted Maintenance to be spent once project is complete.</p> <p>The budget of £565,369 is expected to be utilised in full, no additional funding is sought and the project is being delivered wholly within the existing budgetary constraints. These figures represent the expected spends to complete the project elements including minor outstanding elements.</p> <p>Final account will be verified upon completion of works and payment of invoices. Although considered unlikely, any unspent funds (including unspent interest accrued against the funds) will be returned to the developer of St Bartholomew Hospital, in accordance with the Section S106 Agreement with the City of London.</p>	<i>Estimated Outturn Cost (G2)</i>	Estimated cost (including risk):£400k-£500k Estimated cost (excluding risk): £400k-£500k		<i>At Authority to Start work (G5)</i>	<i>Final Outturn Cost</i>	<i>Fees</i>	£20,000	£14,968	<i>Staff Costs</i>	£94,798	£ 157,638	<i>Works</i>	£427,498	£ 369,690	<i>Other*</i>	£23,100	£0	<i>Total</i>	£565,396	£ 542,296
<i>Estimated Outturn Cost (G2)</i>	Estimated cost (including risk):£400k-£500k Estimated cost (excluding risk): £400k-£500k																				
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<i>Other*</i>	£23,100	£0																			
<i>Total</i>	£565,396	£ 542,296																			
14. Investment	N/A																				

v.April 2019

<p>15. Assessment of project against SMART objectives</p>	<p>Objectives from Gateway 2 report: Note: When this project was originally initiated, the template at the time cited success criteria:</p> <ul style="list-style-type: none"> - Improved walking routes and connections - Improved accessibility and comfort - Providing an enhanced environment <ul style="list-style-type: none"> • The project delivered a high-quality environment by utilising natural materials in keeping with the City’s approved palette of materials. • New materials provide a smoother surface for people walking and wheeling, and wider pavements increase their comfort. • Places to stop and rest have also been included.
<p>16. Key benefits realised</p>	<ul style="list-style-type: none"> • Increasing greenery in an area that previously had a limited planting palette. • Increased provision of opportunities for formal seating with the furniture provided in line with City’s access requirements and incorporating anti-skating measures. • Better experience for people walking and wheeling by delivering high quality enhancements that improve legibility and tie in with the adjacent Bart’s development.

Lessons Learned and Recommendations

<p>17. Positive reflections</p>	<p>Efficient, joined up thinking between City officers ensured a co-ordinated clear approach to resolving potential issues. This was further strengthened by officers’ regular communication with the developer and other stakeholders to facilitate the success of the project, resulting in a much-improved environment.</p> <p>Cost increases in materials and labour in the last few years have been managed within the existing budget. Where possible savings were made by re-using materials that may have been discarded to respond to reduce environmental impacts.</p>
<p>18. Improvement reflections</p>	<p>Aside from the extensive redevelopment of St Bartholomew Hospital, activity in the Smithfield area has seen great changes. This is evidenced by the nearby Bart’s Close development, the emergence of a new cultural quarter and the planned relocation of the Museum of London to the area.</p> <p>As the hospital redevelopment has taken many years to complete, the public realm works were also impacted by other</p>

	development work making it difficult to programme these relatively small-scale changes for the hospital in a timely manner. With the volume of change planned in the Smithfield area in the coming years, good communication and stakeholder engagement will be required to ensure that the future public realm schemes in the area can be delivered effectively and in a timely manner.
19. Sharing best practice	By engaging in regular meetings to share ideas, disseminate and record best practice, improvements are assured. Lessons learnt are captured as part of the end of year review process.
20. AOB	Whilst there is some work outstanding, they are minor and are programmed to take place in January 2024. It is requested that the Gateway 6 findings are noted and that when the final elements of the work are complete, that the final account is requested, and the project closed.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Site Location/Works Phase Plan, S106/Indicative General Arrangement Plan
Appendix 3	Finance Tables
Appendix 4	Site Photos
Appendix 5	Risk Register

Contact

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Project Coversheet

[1] Ownership

Unique Project Identifier: 11057

Report Date: 30th January 2024

Core Project Name: St Bartholomew's Hospital environmental enhancements

Programme Affiliation (if applicable): N/A

Project Manager: Emmanuel Ojugo

Next Gateway to be passed: This is a closedown report (Gateway 6).

[2] Project Brief

Project Mission statement:

To deliver phased public realm and street enhancements related to the redevelopment of St Bartholomew Hospital. The project seeks to reinstate and increase green coverage in the area, improve pedestrian movement across the area and the general visitor experience in support of the emerging new cultural quarter in Smithfield (Culture Mile).

Enhancements will include resurfacing footways in Yorkstone, widening footways, raising carriageways, reinstating trees and greenery lost to facilitate the development of the hospital, and seating opportunities mindful of social distancing. Other measures include improved signage and wayfinding to help visitors better navigate and artistic embellishments that celebrate the unique cultural history of the Smithfield area.

The enhancements would be entirely funded by Developer contribution through Section 106 Agreement.

Definition of need:

St Bartholomew's Hospital have recently completed on a modernisation programme for which they were granted approval in 2004. Between 2004 and present day the area has largely undergone a metamorphosis with local streets bearing the brunt of facilitating local development. As the hospital development neared completion in 2016, works to the adjacent mixed residential development at Bartholomew's Close began and are currently under construction.

The new hospital works on Giltspur Street that are underway, Crossrail and the planned relocation of the Museum of London to Smithfield are also a demonstration of the sheer weight of activity in the area.

The objectives of the Section 106 are clear in that a condition of the hospital development was to contribute to improvements to mitigate its effects in adjacent footway.

Increases in visitors, and inevitable service changes are now apparent. It is now incumbent on the City to improve the local streets and integrate them with the new reality of new buildings increased population, their relative servicing needs and their active frontages.

Key measures of success:

- | |
|---|
| 1) Introducing greenery to the area that traditionally has low coverage to improve local air quality and contribute to local biodiversity. |
| 2) Better pedestrian experience by delivering high quality enhancements that improves wellbeing and legibility given its proximity to a busy transport hub and the emerging Culture Mile quarter at Smithfield. |
| 3) Works are carried out in a timely manner in line with Environmental Guidelines to ensure minimal disruption to the local street network, local business and construction activity. |

[3] Highlights**Finance:****Total anticipated cost to deliver [£]: £532,161****Total potential project liability (cost) [£]: N/A****Total anticipated on-going commitment post-delivery [£]:** Maintenance – £23,100 (to be fully funded by developer contribution as part of the Section 106 agreement, included in the delivery cost above)**Programme Affiliation [£]: N/A**

[A] Budget Approved to Date*	[B] New Financial Requests	[C] New Budget Total (Post approval)
£30,000	£532,161	£565,369
[D] Previous Total Estimated Cost of Project	[E] New Total Estimated Cost of Project	[F] Variance in Total Estimated Cost of Project (since last report)
£400,000 - £550,000 (as agreed in 2014)	£565,369 (2020)	£16,369
[G] Spend to Date	[H] Anticipated future budget requests	
£379,826 (inclusive of committed orders)	N/A	

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

▲ The total estimated cost of the project at last Gateway reported as between £400,000 and £550,000 as part of the original S106 deposit in 2005. However, this figure has been increased to £565,369 in 2020, in line with indexation and interest accrued over this period, to carry out public realm works and project scope to compliment new and emerging developments in the area. This remains unchanged.

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

N/A.

A gateway 6 **Closedown Report** is now submitted for Committee approval, to acknowledge the final works currently underway and minor outstanding works such as tree planting and installation of street furniture.

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

An issue report (Gateway 5) was submitted November 2022 to Committee to notify Members of delays to the programme largely due to a slip in the developer's programme at Giltspur Street complete Nuffield Health Pathology Unit and restoration of King Henry's VIII Gate on West Smithfield.

Project Status:

Overall RAG rating: Amber

Previous RAG rating: Amber

[4] Member Decisions and Delegated Authority

N/A. Decisions are as per the approval of the previous Gateway 1&2 report. The recommended approvals for the next stage of the project are listed in the Gateway 5 Issues report in November 2022.

[5] Narrative and change

Date and type of last report:

St Bartholomew's Hospital environmental enhancements
Gateway 5 / Regular

Streets and Walkways Sub *for decision* - 08 November 2022

Operational Property & Projects Sub Committee – *Delegated (No longer active)*

Key headline updates and change since last report.

Increase in estimated cost

The budget remains unchanged since the Gateway 5 Issue report was approved in November 2022.

Change in programme

Throughout the project, regular engagement with the developer has meant changes to their programme to which the City has adjusted. These revisions have been reported with the latest submission to committee in November 2022 when the Phase 2 programme was extended to financial year end 2022/23 to accommodate the developer's programme. Unfortunately, further delays to the developer's programme meant targeting the current planting season (23/24) to complete the works which are currently underway at West Smithfield/Giltspur Street.

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

Since 'Project Proposal' (G2) report:

NA.

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

N/A

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

N/A

Timetable and Milestones:

Expected timeframe for the project delivery: October 2023 – March 2024

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

- | |
|--|
| 1) Finalise TfL relocation of bus stop and shelter – June 2023 |
| 2) Finalise construction design of Giltspur Street footway and wider planting plan – July 2023 |
| 3) Initiate Phase 2 works – October 2023 (Complete minor elements in January 2024) |

Are we on track for this stage of the project against the plan/major milestones? Phase 1 works have been completed. The main Phase 2 have been completed. However, some outstanding elements have yet to be completed namely planting of three street trees, which are expected to be installed in January 2024 (within the current planting season up to March 2024).

Are we on track for completing the project against the expected timeframe for project delivery? Yes. We believe the project can be delivered within the reported revised time frame.

Risks and Issues

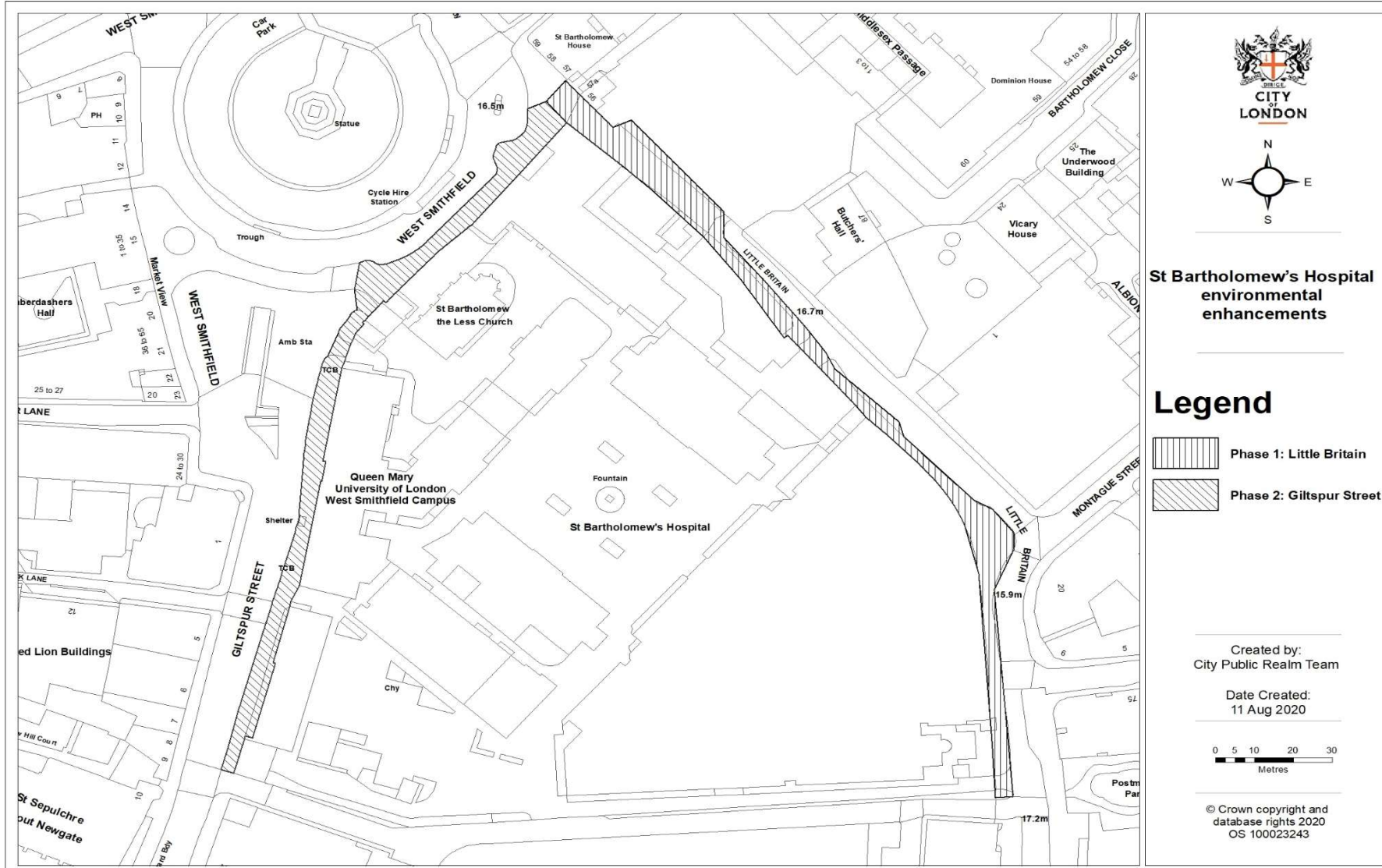
Top 3 risks: <things that have not come to pass>

<i>Risk description</i>	<i>Site conditions affect the City's ability to install street furniture</i>
<i>Risk description</i>	<i>Trees cannot be planted due to the lack of underground space</i>
<i>Risk description</i>	<i>Local occupiers complain about noise from works</i>

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

N/A

Appendix 2 | Site Location/Works Phase Plan



Appendix 3 - Finance

Table 1: Expenditure to Date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
16800301: St Barts Hospital (SRP)			
P&T Staff Costs	33,235	33,234	1
Total 16800301	33,235	33,234	1
16100301: St Barts Hospital (CAP)			
Env Servs Staff Costs	43,894	57,518	(13,624)
Open Spaces Staff Costs	3,000	293	2,708
P&T Staff Costs	63,328	66,592	(3,264)
P&T Fees	14,000	14,968	(968)
Env Servs Works	363,839	361,942	1,897
Open Spaces Works	14,000	7,415	6,585
Utilities	7,000	-	7,000
Total 16100301	509,061	508,728	333
Highways Maintenance	7,700	-	7,700
Open Spaces Maintenance	15,400	-	15,400
Total Maintenance	23,100	-	23,100
GRAND TOTAL	565,396	541,962	23,434

Table 2: Budget Adjustment Required			
Description	Approved Budget (£)	Adjustment Required (£)	Revised Budget (£)
16800301: St Barts Hospital (SRP)			
P&T Staff Costs	33,235	-	33,235
Total 16800301	33,235	-	33,235
16100301: St Barts Hospital (CAP)			
Env Servs Staff Costs	43,894	13,624	57,518
Open Spaces Staff Costs	3,000	(2,707)	293
P&T Staff Costs	63,328	3,264	66,592
P&T Fees	14,000	968	14,968
Env Servs Works	363,839	(1,896)	361,943
Open Spaces Works	14,000	(6,253)	7,747
Utilities	7,000	(7,000)	-
Total 16100301	509,061	-	509,061
Highways Maintenance	7,700	-	7,700
Open Spaces Maintenance	15,400	-	15,400
Total Maintenance	23,100	-	23,100
GRAND TOTAL	565,396	-	565,396

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Appendix 4 | Phase 1 works Completed



Phase 1 Area: Little Britain looking northwest from Montague Street Circa 2004



Phase 1 Area: **Completed** | Little Britain looking north from Montague Street

Appendix 4 | Henry VIII's Gate - completed restoration works



Restoration of Henry VIII's Gate delayed Phase 2 works, West Smithfield/Giltspur Street

Appendix 4 | Phase 2: West Smithfield/Giltspur Street



Phase 2 Area: Recap of West Smithfield/Giltspur Street circa July 2022



Phase 2 Area: Footway works largely complete, 3 Trees to be planted January 2024

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City of London: Projects Procedure Corporate Risks Register

Project Name:	St Bartholomew's Hospital environmental enhancem	PM's overall risk rating:	Low	CRP requested this gateway:		Average unmitigated risk:	0.0	Open Risks:	0
Unique project identifier:	PV11057	Total estimated cost (exc risk):	£ 565,369	Total CRP used to date:	£ -	Average mitigated risk score:	0.0	Closed Risks:	12

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	(10) Physical	Project not delivered to programme	There is a possibility the project programme will be impacted by developer (St Bart's) activities adjacent to the project area. It is necessary to address this with regards to Giltspur Street where the developer has erected hoarding to facilitate their build.	Likely	Minor	4	£0.00	N		Keep in regular contact with the developer/other stakeholders and be aware of any changes to their programme and communicate them in a timely manner	£0.00	Likely	Minor	£0.00	4	£0.00		01/06/19	DBE	Emmanuel Ojugo	02/10/23	WORKS ARE UNDERWAY
R2	5	(10) Physical	Trees cannot be planted due to a lack of depth or utilities	Site conditions may impact the ability to plant trees and not fulfil the need to increase greenery in an area that has low coverage.	Possible	Minor	3	£0.00	N		Site surveys have been carried out and tree locations will be optimised to reduce the possibility of site conditions having a negative impact. Alternative locations and solutions have been identified should some sites prove difficult to plant trees, the main solution being a build out on a section of Giltspur Street.	£0.00	Unlikely	Minor	£0.00	2	£0.00		01/06/19	DBE	Emmanuel Ojugo	02/10/23	TREES TO BE INSTALLED THIS PLANTING SEASON
R3	5	(3) Reputation	Failure to complete works in Little Britain now that the Hospital have vacated the area and the Bart's Close Development near completion	Failure to complete the improvement works in line with the S106 agreement, would negatively impact the good relationship the city has with local developers and stakeholders, given the extensive regeneration investment in the area.	Possible	Major	12	£0.00	N		Discuss and agree to the removal of hoarding currently occupying a section of Little Britain with Highways to meet the programme	£0.00	Unlikely	Serious	£0.00	4	£0.00		01/06/19	DBE	Emmanuel Ojugo	02/10/23	
R4	5	(10) Physical	Impact of Crossrail in the surrounding area	Crossrail programme will increase the potential for visitors to the area, it is essential that the arterial streets in the area are fit for purpose to support the current regeneration activity. However, there is little physical impact on the City's works programme.	Unlikely	Minor	2	£0.00	N		Maintain dialogue with the Crossrail to ensure minimal impact on City's work programme	£0.00	Unlikely	Minor	£0.00	2	£0.00		01/06/19	DBE	Emmanuel Ojugo	02/10/23	
R5	5	(4) Contractual/Partnership	Delays to the Procurement of materials	A significant delay to the receipt of materials will impact the programme for implementation	Possible	Serious	6	£0.00	N		Agree priorities with the Col Chamberlain and maintain dialogue with Highways Manager/ Term Contractor to establish procurement targets to inform the programme and meet stakeholders expectations.	£0.00	Likely	Minor	£0.00	4	£0.00		01/06/19	DBE	Emmanuel Ojugo	02/10/23	
R6	5	(6) Safeguarding	Access to Little Britain and TEZ (Ring of Steel) is impeded	Access to northern section of Little Britain (with West Smithfield) may be required to facilitate works in the area. The TEZ may restrict movement of materials	Possible	Minor	3	£0.00	N		The design has already incorporated some flexibility into the TEZ profile in Little Britain to enable Emergency Access. This flexibility will also be extended to facilitate activity in the area temporarily, whilst works are underway.	£0.00	Unlikely	Minor	£0.00	2	£0.00		01/06/19	DBE	Emmanuel Ojugo	02/10/23	
R7	5	(5) H&S/Wellbeing	Noisy Works	Noisy Works could generate complaints from local occupiers and delay the programme	Likely	Minor	4	£0.00	N		All noisy works times will be agreed with Environmental Health Officers and communicated with local occupiers. Flexibility is also built in to allow for these times to be altered occasionally.	£0.00	Possible	Minor	£0.00	3	£0.00		01/06/19	DBE	Emmanuel Ojugo	02/10/23	
R8	5	(5) H&S/Wellbeing	Impact of Covid-19 on works	Due to Covid-19 the programme may be impacted by measures that may reduce activity and extend the programme	Likely	Serious	8	£0.00	N		1. The City have developed a Covid-19 response. The Highway Authority and Term Contractor have agreed a Covid-19 response that is compliant that will enable works to go ahead safely. 2. Any Covid-19 related intervention measures will be incorporated into the design for Mark Lane and the wider area.	£0.00	Possible	Minor	£0.00	3	£0.00		15/03/20	DBE	Emmanuel Ojugo	02/10/23	
R9	5	(10) Physical	Access is limited in a section of Little Britain	Emergency Access for ambulances is located on a small section of Little Britain (approx. 3.3sqm) and may impact the programme of resurfacing works at that section.	Likely	Minor	4	£0.00	N		Having spoken to the hospital, when works are scheduled, the access for Ambulances can be temporarily re-routed but this must be communicated in a timely manner	£0.00	Possible	Minor	£0.00	3	£0.00		15/10/19	DBE	Emmanuel Ojugo	02/10/23	

R10		(3) Reputation	Unknown impacts of Target Operating Model on Staff Resources	Target Operating Model may have wider impacts in service delivery if structure is significantly altered with redundancies, leavers and new roles	Likely	Serious	8	£0.00	N		Reappraise Roles and Responsibilities. May require budget adjustments and acquiring external services previously delivered internally.	£0.00	Possible	Minor	£0.00	3	£0.00		01/09/21	Env Dept (formerly DBE)		02/10/23
R11		(3) Reputation	Delay in Programme due to Capital Programme Review	Project programmes were put on hold to carry out a review of Capital projects, temporarily impacting project schedules.	Likely	Serious	8	£0.00	N		Await outcome of CPR and seek approval to extend the work programme	£0.00	Likely	Minor	£0.00	4	£0.00		01/08/22	City Chamberlain		02/10/23
R12		(2) Financial	Inflation of material costs	Inflation may cause a rise in the unit cost of materials	Likely	Minor	4	£0.00	N		A schedule of rates have been agreed with the Term Contractor (began July 2022), these costs have been factored into the latest works estimates.	£0.00	Possible	Minor	£0.00	3	£0.00		01/08/22	Env Dept (formerly DBE)		02/10/23
R13								£0.00				£0.00					£0.00					
R14								£0.00				£0.00					£0.00					

Committees: Streets and Walkways Sub - <i>for decision</i> Projects and Procurement Sub - <i>for information</i>	Dates: 30 January 2024 12 February 2024
Subject: Mark Lane Public Realm and Transportation Enhancements – Phases 2 and 3 Unique Project Identifier: 9583	Gateway 6: Outcome Report Regular
Report of: Interim Executive Director Environment Report Author: Emmanuel Ojugo, Policy and Projects, City Operations	For Decision
<h2 style="margin: 0;">PUBLIC</h2>	

Summary

1. Status update	<p>In November 2016 Members approved a phased approach to a suite of public realm improvements related to the redevelopment of 70 Mark Lane.</p> <p>Project Description:</p> <p>The two main streets in the project area are New London Street and Mark Lane. Improvements include a series of measures to enhance pedestrian movement, improve street network performance and green coverage in the area. The improvement phases are as follows:</p> <p><u>Phase 1:</u> Resurfacing footway in York stone around the new development. Reinstatement of the Mark Lane Traffic & Environment Zone (TEZ) temporarily removed to facilitate the development of 70 Mark Lane. Completed.</p> <p><u>Phase 2A - New London Street:</u> Pedestrianisation of a narrow side street by raising carriageway to footway level. Following a successful eighteen-month experiment to close the street (initiated in January 2019), the street was fully pedestrianised in 2021, with carriageway being raised to footway. Completed.</p> <p><u>Phase 2B: - Mark Lane:</u> Widening a section of footway north of Hart Street/south of London Street to improve pedestrian movement and reinstate trees removed to facilitate the development of 70 Mark Lane. Completed.</p> <p><u>Phase 3:</u> Wider transportation improvements in the Section 106 catchment area. Measures to improve pedestrian movement, network performance, mindful of the City’s commitment to road danger reduction. At the time of writing Phase 3 works are underway. These works have been reported separately (April 2022) and no requested decisions relating to Phase 3 are</p>
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v.April 2019

	<p>contained within this report. A subsequent Gateway 6 for Phase 3 works will also be submitted separately.</p> <p><u>Summary</u></p> <p>Phases 1, 2A and 2B works have now been completed, see project photos in Appendix 4 of completed phases. It should be noted that as part of the Phase 2B works up to four pay and display parking spaces are required to be installed and will be delivered as part of the Phase 3 implementation.</p> <p>Members will recall that as part of the implementation of Phase 2A and 2B there were aspirations to seek opportunities for planting and seating in surrounding streets such as Crutched Friars. It is proposed to utilise the remaining funds to deliver additional street furniture, tree planting (subject to site conditions) and the installation of pay and display parking spaces to offset those removed from Mark Lane. These outstanding items elements are considered minor.</p> <p>Additional officer time is required to manage the statutory traffic order process to install the new pay and display spaces. The costs are reflected in the finance tables in Appendix 3. Due to the nature of Phase 3 works and the wider transportation improvements the traffic order originally part of Phase 2B and requires no extensive highways works, will be delivered as part of the Phase 3 programme.</p> <p>Appendix 3, table, shows a breakdown of the funding total and funding sources attributable to this project.</p> <p>RAG Status: Green (as last report to Committee).</p> <p>Risk Status: Low (as last report to committee).</p> <p>Costed Risk Provision Utilised: N/A.</p> <p>Final Outturn Cost: £649,690</p>
<p>2. Next steps and requested decisions</p>	<p>Requested Decisions:</p> <ul style="list-style-type: none"> I. Note the contents of this report. II. Agree to adjust the budget as set out in appendix 3 to cover the additional staff time expended. III. Note outstanding actions in Section 13 of this report are to be completed, on which final accounts and project closure can commence.

<p>3. Key conclusions</p>	<ul style="list-style-type: none"> • The eighteen-month experiment to close New London Street to motor vehicular traffic provided the appropriate test bed to assess the viability of the final scheme. • Raising the carriageway to footway level at New London Street significantly improved pedestrian movement in a where footways were characteristically narrow. • Widening the footway on Mark Lane improved pedestrian movement and the removal and relocation of parking spaces provided opportunities for seating to support adjacent retail development. <p>Key learning and recommendations for future projects:</p> <ul style="list-style-type: none"> • The project pre-dates the existing project procedures and gateway process has had to be adapted to the current reporting processes as it has developed. • Due to the length of time the project has been active it has had to adapt to new design standards and requirements. To reduce the possibility of abortive works it important to engage early with the developer and understand their development timelines to inform our own design programme. However, in these circumstances a lot of the delays were outside of the control of the project team. • Close co-ordination and engagement with stakeholders and City project teams is essential enables smooth project delivery. Especially where there are competing wants and needs. • Early engagement with utilities programmes and other highway activities, enabling works to facilitate adjacent development; reduces the impact on the City's improvement works, as this development was impeded by other surrounding factors. • It is important that information is tracked and shared more efficiently between the City's service areas. • Continuous engagement with the developer and the City's development management division is invaluable to ensure the developer discharged conditions in accordance with their planning approval, prior to the commencement of public realm works.
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Main Report

Design & Delivery Review

<p>4. Design into delivery</p>	<p>The design of the scheme utilised the City’s existing palette of materials in accordance with the Public Realm SPD (2016).</p> <p>In New London Street there was an aspiration to install trees at the southern end of the street near Hart Street. Unfortunately, this element was not achieved to accommodate emergency access are now intended to be planted elsewhere in the area as part of the outstanding actions.</p> <p>It was always intended to reinstate street trees which were removed to facilitate the development of 70 Mark Lane. Changes to the local Traffic & Environment Zone (TEZ), meant some design alterations to install the trees further north of their intended location on Mark Lane by reclaiming a section of carriageway.</p>
<p>5. Options appraisal</p>	<p>The design scope was agreed with the developer as part of the Section 106 Agreement. A single design option was considered that saw the reinstatement of street trees, resurfacing areas in natural materials such as Yorkstone and granite setts in keeping with the City’s agreed palette of materials.</p>
<p>6. Procurement route</p>	<ul style="list-style-type: none"> • The concept design was initially developed by landscape consultants and later completed in house by City Engineers working closely with the developer of 70 Mark Lane to progress the scheme and finalise the construction design. • Hard landscaping and civils works on-site were undertaken by the City’s term contractor.
<p>7. Skills base</p>	<ul style="list-style-type: none"> • The project team has the skills, knowledge and experience to manage the delivery of this and similar future projects. • A communication strategy was developed in the early stages of the project to include the numerous stakeholders and ensure good coordination of the public realm works whilst managing the expectations of local occupiers and Ward Members. • The landscape detailed design was delivered in-house, developing designs that would inform the final construction package. • City officers were also engaged in the process to ensure that utilities companies’ programmes external to the development were accommodated and monitored in the City’s Highways Activities Programme.
<p>8. Stakeholders</p>	<p>The main stakeholders were:</p> <ul style="list-style-type: none"> • 70 Mark Lane (Section 106 contribution)

v.April 2019

	<ul style="list-style-type: none"> • Ward Members • The Clothworkers' Company • 50 Fenchurch Street (adjacent developer) • Fenchurch Street Station • Local retail vendors
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Variation Review

<p>9. Assessment of project against key milestones</p>	<p>Gateway 5 – July 2020 Committee Approval Expected start – October 2020 Actual start – October 2021 The construction programme was affected by delays some were expected whilst others were beyond the control of the project.</p> <p>Impacts on the Delivery Programme</p> <p>Despite engaging with highways engineers and utilities programmes regularly, it is not possible to account for emergency utility services works. The project programme was delayed by emergency gas works on Hart Street by 4 months.</p> <p>It also became necessary to reconstruct the steps from London Street to New London Street which had developed some structural failures. This meant works for this project could not commence until these matters had been concluded. This led to a delay of almost twelve months to the start of Phase 2A.</p> <p>Other Impacts</p> <p>Phase 2B experienced delays following internal staff changes which required the redistribution of some roles and responsibilities in order to complete the design work ahead of delivery. This programme change was reported to Members in November 2022. The main works were able to start in April 2023 and were practically complete by September 2023.</p>
<p>10. Assessment of project against Scope</p>	<p>The project's scope is unchanged and is summarised below:</p> <ul style="list-style-type: none"> • Full pedestrianisation was achieved in New London Street. • Footways have been resurfaced in Yorkstone, raised carriageway in granite and a section of Mark Lane has been widened to improve access. Tree planting was reinstated in Mark Lane. • Where, trees were unable to be planted as in the southern extremity of New London Street, alternative locations have been proposed in the area and will be planted in the upcoming winter planting season.

<p>11. Risks and issues</p>	<p>In addition to the aforementioned programme impacts, such as emergency gas works on Hart Street and the need to rebuild steps in New London Street prior to project works commencing, other risks materialised affecting the overall programme.</p> <p><u>Unforeseen effects of Global Pandemic</u></p> <ul style="list-style-type: none"> • The global pandemic slowed activity through uncertainty, procurement issues, competing highway activities in the City and being compelled to accommodate them by extending the programme. <p><u>Adverse site conditions impact project design</u></p> <ul style="list-style-type: none"> • The need to prioritise emergency access on New London Street meant exploring other areas where trees could be planted that would not be an unnecessary obstruction.
<p>12. Transition to BAU</p>	<p>This project utilised standard design practices with a clear plan for transitioning to business as usual. The project has remained within scope with commonly agreed maintenance regime that will commence when the project has concluded.</p>

Value Review

<p>13. Budget</p>	<p>The project is practically complete with a few outstanding actions to be carried out as summarised below:</p> <p>Outstanding Actions</p> <ul style="list-style-type: none"> • Install up to four new parking bays within the project catchment area to accommodate the removal of those from Mark Lane, and their relocation is being undertaken subject to the successful completion of the statutory traffic order process. (Please see attached plan in Appendix 2 as previously reported in November 2022). • Plant additional trees (subject to ground conditions) and seating/street furniture in the wider catchment area. <table border="1" data-bbox="491 1592 1366 1742"> <tr> <td data-bbox="491 1592 783 1742"><i>Estimated Outturn Cost (G2)</i></td> <td data-bbox="783 1592 1366 1742"> Estimated cost (including risk):£509,914 Estimated cost (excluding risk): £509,914 </td> </tr> </table> <table border="1" data-bbox="491 1778 1374 1964"> <thead> <tr> <th data-bbox="491 1778 783 1854"></th> <th data-bbox="783 1778 1082 1854"><i>At Authority to Start work (G5)</i></th> <th data-bbox="1082 1778 1374 1854"><i>Final Outturn Cost</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="491 1854 783 1892"><i>Fees</i></td> <td data-bbox="783 1854 1082 1892">£57,277</td> <td data-bbox="1082 1854 1374 1892">£ 29,479</td> </tr> <tr> <td data-bbox="491 1892 783 1930"><i>Staff Costs</i></td> <td data-bbox="783 1892 1082 1930">£228,396</td> <td data-bbox="1082 1892 1374 1930">£ 246,139</td> </tr> <tr> <td data-bbox="491 1930 783 1964"><i>Works</i></td> <td data-bbox="783 1930 1082 1964">£408,194</td> <td data-bbox="1082 1930 1374 1964">£ 374,072</td> </tr> </tbody> </table>		<i>Estimated Outturn Cost (G2)</i>	Estimated cost (including risk):£509,914 Estimated cost (excluding risk): £509,914		<i>At Authority to Start work (G5)</i>	<i>Final Outturn Cost</i>	<i>Fees</i>	£57,277	£ 29,479	<i>Staff Costs</i>	£228,396	£ 246,139	<i>Works</i>	£408,194	£ 374,072
<i>Estimated Outturn Cost (G2)</i>	Estimated cost (including risk):£509,914 Estimated cost (excluding risk): £509,914															
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<i>Staff Costs</i>	£228,396	£ 246,139														
<i>Works</i>	£408,194	£ 374,072														

v.April 2019

	<i>Other*</i>	£40,000	£0
	<i>Total</i>	£733,867	£649,690
	<p>*Commuted Maintenance to be spent once project is complete.</p> <p>The full budget is expected to be utilised in full. These figures represent the expected spends to carry out the outstanding actions summarised earlier in this section.</p> <p>Final account will be verified upon completion of works and payment of invoices. Although this is not expected to be the case, any unspent funds (including unspent interest accrued against the funds), will be returned to the developer of 70 Mark Lane, in accordance with the Section 106 Agreement with the City of London.</p>		
14. Investment	N/A		
15. Assessment of project against SMART objectives	<p>Objectives from Gateway 2 report: The project predates gateway procedures.</p> <p>The project has produced a high-quality environment by utilising natural materials in keeping with the City's Public Realm SPD (2016).</p>		
16. Key benefits realised	<ul style="list-style-type: none"> • Improved pedestrian movement in the City is expected as a result of the pedestrianisation New London Street. • Reduced pedestrian congestion outside the development is expected to result from the widening of Mark Lane footway. • An increased public perception of safety is expected due to improved lighting and high-quality materials used. • Reinstatement of street trees in Mark Lane, previously removed to facilitate the 70 Mark Lane development. 		

Lessons Learned and Recommendations

17. Positive reflections	Efficient, joined up thinking between City officers ensured a co-ordinated clear approach to resolving potential issues. This was further strengthened by officers' regular communication with developers to facilitate the success of the project, resulting in a much-improved environment
18. Improvement reflections	Where there have clearly been issues, it is important to engage in a post project debrief to ensure lessons are learnt and communicated effectively.
19. Sharing best practice	By engaging in regular meetings to share ideas, disseminate and record best practice, improvements are assured. Lessons learnt are captured as part of a peer review process.
20. AOB	Whilst there is still work outstanding, they are considered minor. It is requested that the Gateway 6 findings are noted and that when the final elements of the work complete that the final account is requested, and the project closed.

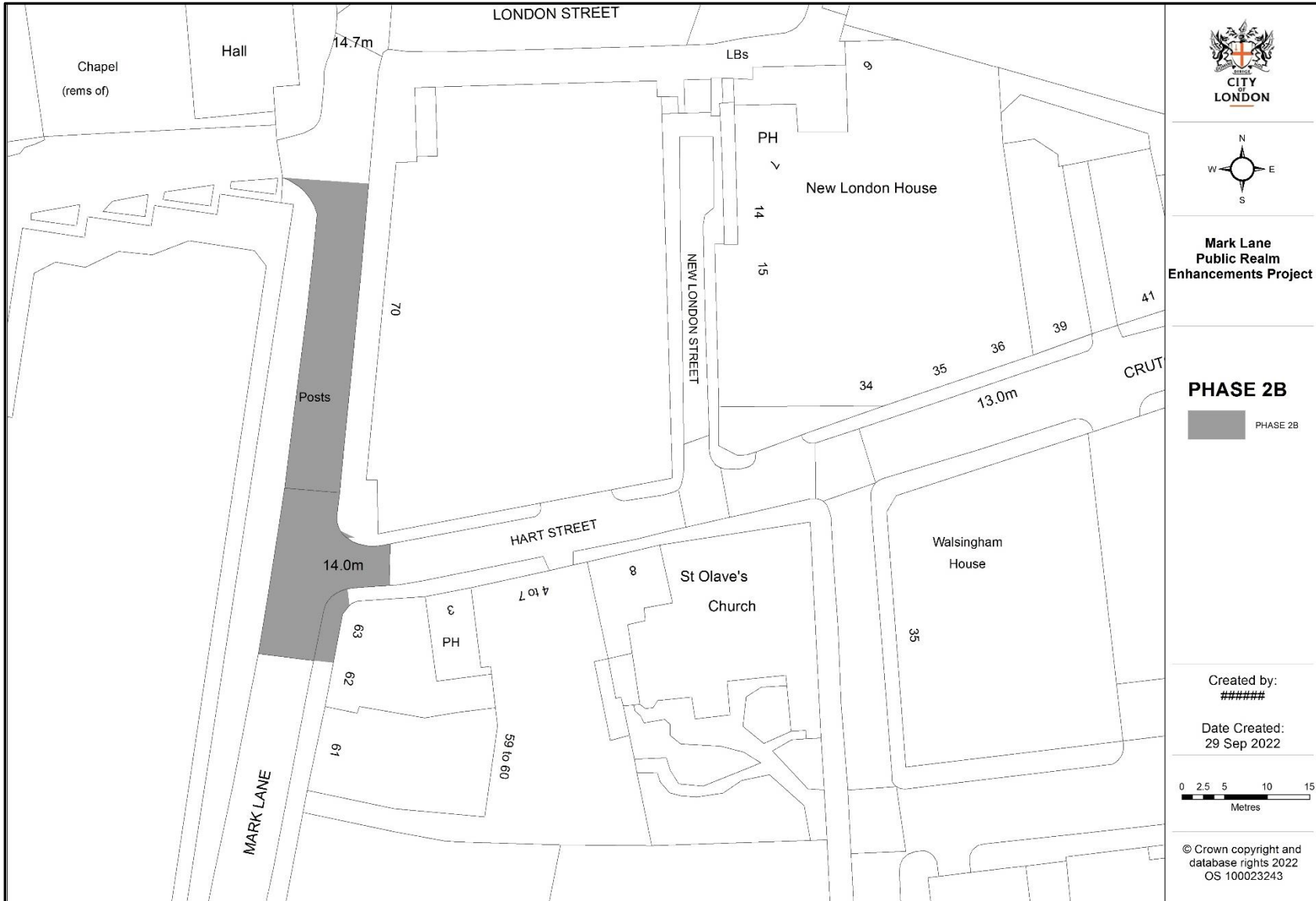
Appendices

Appendix 1	Phase 2B Location Plan, S106 Plan
Appendix 2	Phase 2A and 2B Proposals, New Parking Bay Proposals, Images
Appendix 3	Finance
Appendix 4	Risk Register
Appendix 5	Project Coversheet

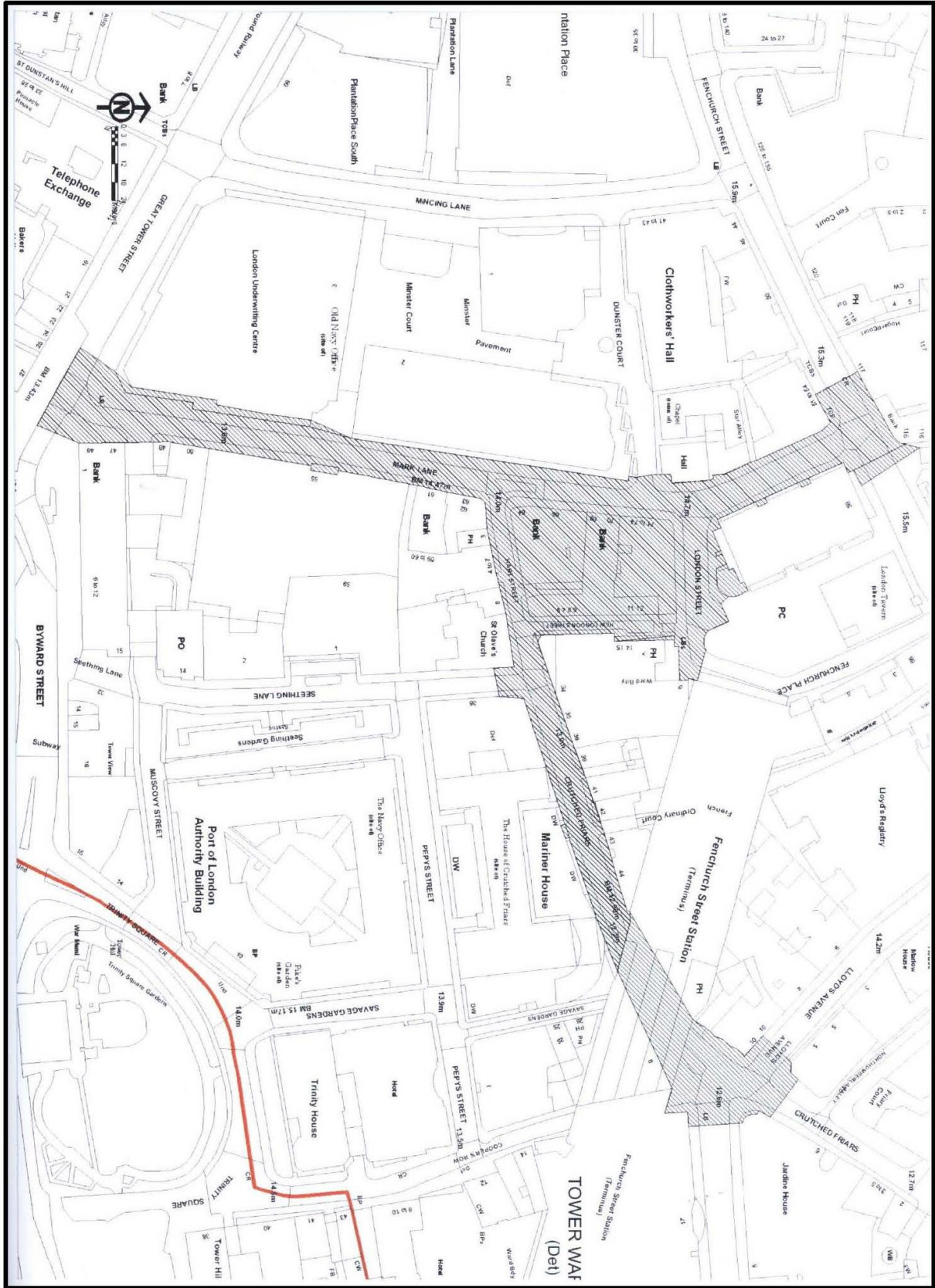
Contact

Report Author	Emmanuel Ojugo
Email Address	emmanuel.ojugo@cityoflondon.gov.uk
Telephone Number	0207 332 1158

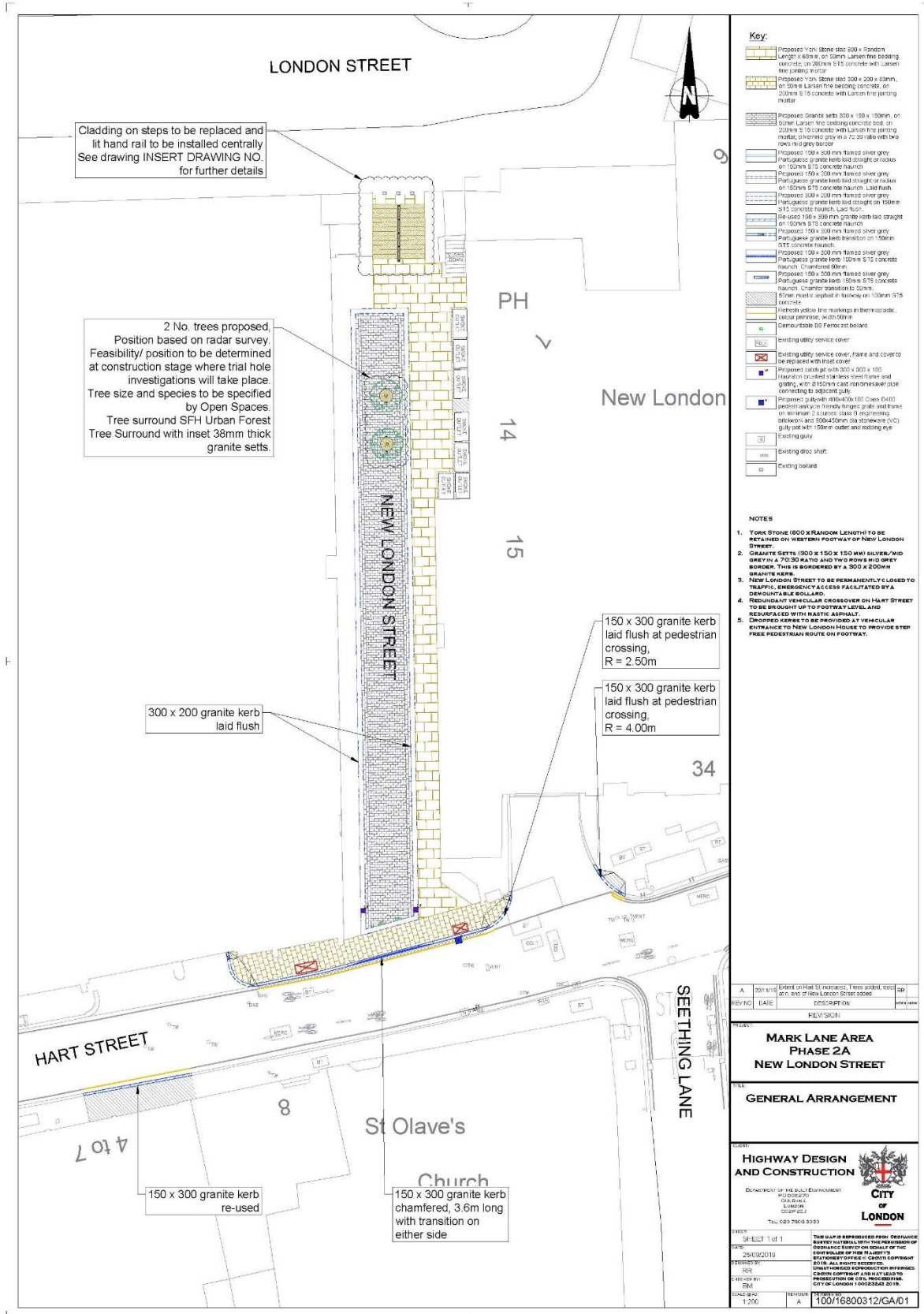
Appendix 1 | Phase 2B Location Plan



Appendix 1 | S106 Plan



Appendix 2 | Proposals: Phase 2A, New London Street (Completed)



Phase 2A Ground conditions prevented trees New London Street

Appendix 2 | Images: Phase 2A, New London Street COMPLETED

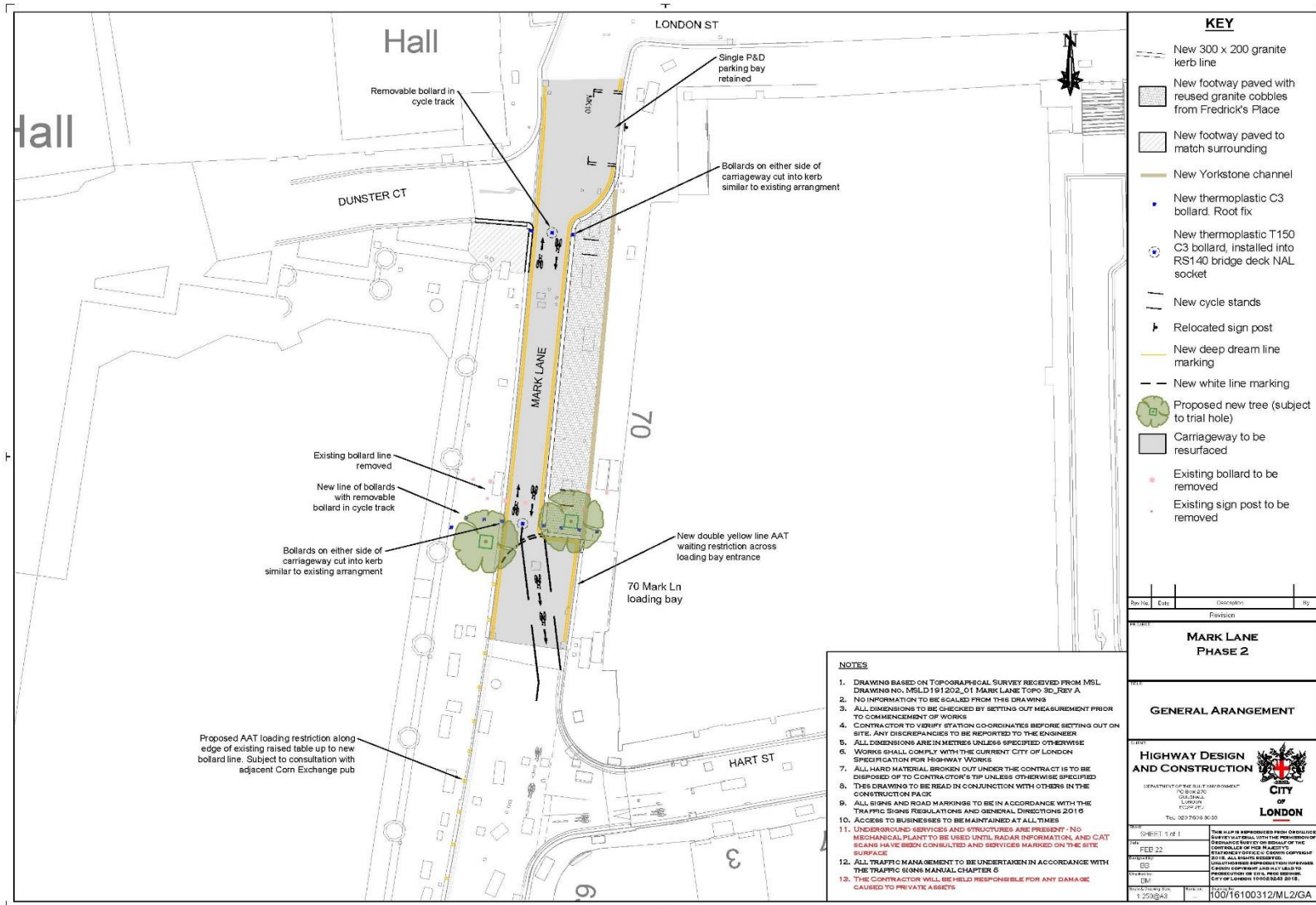


New London Street experimental closure | June 2019



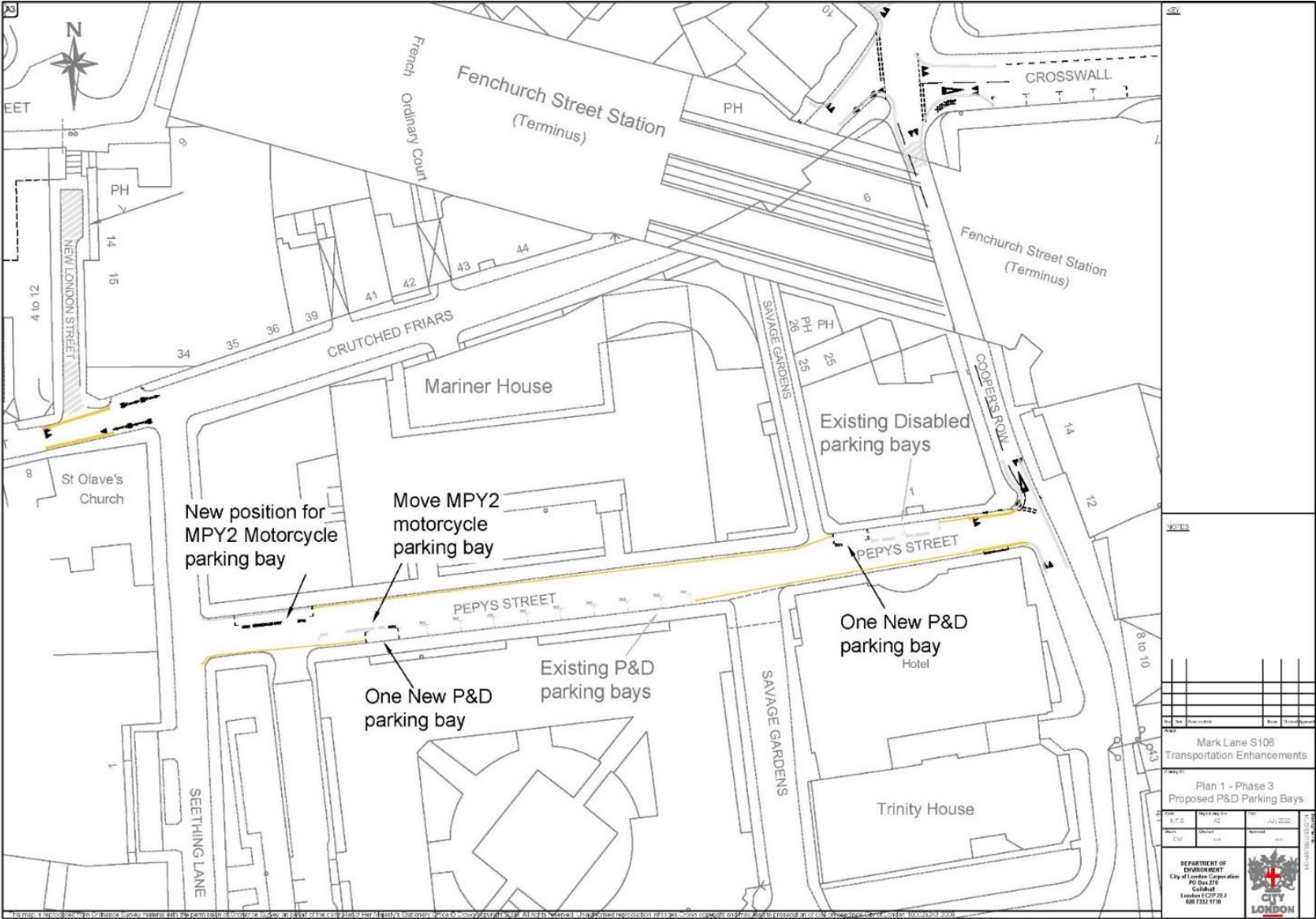
New London Street looking north - Completed | circa July 2022

Appendix 2 | Proposals: Phase 2B, Mark Lane

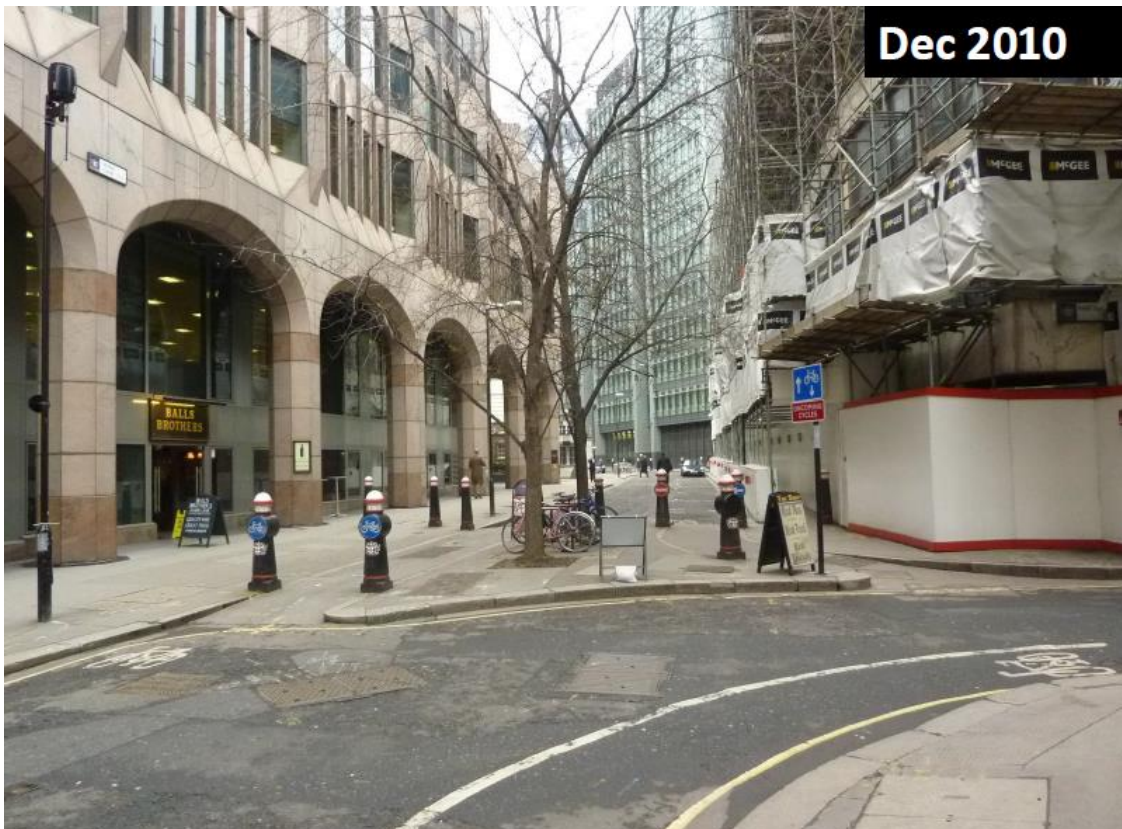


Appendix 2 | New Proposed Parking Bays: Phase 2B, Mark Lane currently being processed

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Appendix 2 | Proposals: Phase 2B, Mark Lane COMPLETED



Mark Lane looking north circa December 2010



Mark Lane looking north circa September 2023 | COMPLETED

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APPENDIX 3: FINANCE

Table 1: Expenditure to Date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
16100166: Mark Lane			
Pre-Eval DES Staff Costs	1,975	1,975	0
Pre-Eval Fees	13,909	13,908	0
Pre-Eval P&T Staff Costs	42,702	42,702	0
Total 16100166	58,586	58,585	1
16100170: Mark Lane Phase 1			
Env Servs Staff Costs	14,632	14,631	1
P&T Staff Costs	10,000	10,000	0
P&T Fees	2,000	2,000	0
Env Servs Works	40,586	40,586	0
Total 16100166	67,218	67,217	1
16800312: Mark Lane Phase 2 (SRP)			
PreEv Env Serv Staff Costs	1,017	1,017	0
PreEv Open Spaces Staff Costs	42	42	0
PreEv P&T Fees	11,369	11,368	1
PreEv P&T Staff Costs	54,788	54,788	0
Total 16800312	67,216	67,214	2
16100312: Mark Lane Phase 2 (CAP)			
Env Servs Staff Costs	51,725	52,683	(958)
Open Spaces Staff Costs	8,600	-	8,600
P&T Staff Costs	60,074	68,300	(8,226)
P&T Fees	20,000	2,202	17,798
Env Serv Works	318,022	205,951	112,071
Open Spaces Works	24,650	2,442	22,208
Total 16100312	483,071	331,578	151,493
Open Spaces Maintenance	16,000		16,000
Highways Maintenance	24,000		24,000
Total Maintenance	40,000	-	40,000
GRAND TOTAL	716,091	524,595	191,496

Table 2: Budget Adjustment Required			
Description	Approved Budget (£)	Additional Resources Required (£)	Revised Budget (£)
16100312: Mark Lane Phase 2 (CAP)			
Env Servs Staff Costs	51,725	959	52,684
Open Spaces Staff Costs	8,600		8,600
P&T Staff Costs	60,074	8,227	68,301
P&T Fees	20,000		20,000
Env Serv Works	318,022	(9,186)	308,836
Open Spaces Works	24,650		24,650
TOTAL	483,071	-	483,071

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City of London: Projects Procedure Corporate Risks Register

Project Name:	Mark Lane Public Realm and Transportation Enhan	PM's overall risk rating:	Low	CRP requested this gateway:		Average unmitigated risk:	12.0	Open Risks:	1
Unique project identifier:	PV9583	Total estimated cost (exc risk):	£ 905,746	Total CRP used to date:	£ -	Average mitigated:	2.0	Closed Risks:	10

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	5	(10) Physical	Project not delivered to programme	It has already been established that works are to be carried out in phases. However latter phases will be impacted by a further appraisal to inform the programme	Likely	Minor	4	£0.00			Keep in regular contact with the transportation team the developer/other stakeholders and be aware of any changes to their programme and communicate them	£0.00	Unlikely	Minor	£0.00	2	£0.00		01/06/19	DBE		31/12/22	
R2	5	(10) Physical	Trees cannot be planted due to a lack of depth or utilities	Site conditions may impact the ability to plant trees	Possible	Minor	3	£0.00			site surveys have been carried out and tree locations will be optimised to reduce the possibility of site conditions. Alternative locations have been identified should some sites prove difficult to plant trees	£0.00	Unlikely	Minor	£0.00	2	£0.00		01/06/19	DBE		31/12/22	
R3	5	(3) Reputation	Delays to the completion of the traffic order for New London Street	Failure to complete the traffic order in July 2020 from Experimental closure to full pedestrianisation risks delaying any work by at least 9 months as the consultation process must start again.	Possible	Major	12	£0.00			Agree processing of Traffic Order completion measures by June with City Transportation .	£0.00	Unlikely	Minor	£0.00	2	£0.00		01/06/19	DBE			
R4	5	(10) Physical	Impact of external works to the City's work programme	The recently approved 50 Fenchurch Street (Clothworker's Hall) development programme may require access in Mark Lane to develop the site which with further delay works on Mark Lane	Possible	Serious	6	£0.00			Maintain dialogue with the City Highway Authority and the developer to establish the extent of the developer's requirements This will inform how works will be phased to facilitate development whilst reducing impact on City works activity.	£0.00	Unlikely	Minor	£0.00	2	£0.00		01/06/19	DBE		31/12/22	
R5		(4) Contractual/Partnership	Delays to the Procurement of materials	A significant delay to the receipt of materials will impact the programme for implementation	Possible	Serious	6	£0.00			Agree priorities with the Col. Highways Manager and Term Contractor to establish procurement targets to inform the programme to stakeholders	£0.00	Unlikely	Minor	£0.00	2	£0.00		01/06/19	DBE		31/12/22	
R6		(6) Safeguarding	Access to Mark Lane and TEZ (Ring of Steel)	Access to Mark Lane may be required to facilitate works in the area. The TEZ may restrict movement	Possible	Minor	3	£0.00			The design has already incorporated some flexibility into the TEZ profile in Mark Lane to enable Emergency Access. This flexibility can be extended to facilitate activity in the area temporarily.	£0.00	Unlikely	Minor	£0.00	2	£0.00		01/06/19	DBE		31/12/22	
R7		(5) H&S/Wellbeing	Noisy Works	Noisy Works could generate complaints from local occupiers	Likely	Minor	4	£0.00			All noisy works times will be agreed with Environmental Health Officers and communicated with local occupiers. Flexibility is also built in to allow for these times to be altered accordingly.	£0.00	Possible	Minor	£0.00	3	£0.00		01/06/19	DBE		31/12/22	
R8		(5) H&S/Wellbeing	Impact of Covid-19 on works	Due to Covid-19 the programme may be impacted by measures that may reduce activity and extend the programme	Likely	Serious	8	£0.00			1. The City have developed a Covid-19 response. The Highway Authority and Term Contractor have agreed a Covid-19 response that is compliant that will enable works to go ahead safely. 2. Any Covid-19 related intervention measures will be incorporated into the design for Mark Lane and the wider area.	£0.00	Likely	Minor	£0.00	4	£0.00		15/03/20	DBE		30/11/23	
R9		(3) Reputation	Delays to the completion of the traffic order for Mark Lane	Failure to complete the traffic order will mean Phase 2B works at Mark Lane are not realised following changes to the proposals.	Unlikely	Serious	4	£0.00	N		Consult on the revised Traffic Order proposals subject to Member approval to enter into the process.	£0.00	Unlikely	Minor	£0.00	2	£0.00		01/05/22	DBE		30/11/23	
R10		(3) Reputation	Delay in Programme due to Capital Programme Review	Project programmes were put on hold to carry out a review of Capital projects, temporarily impacting project schedules.	Likely	Serious	8	£0.00	N		Await outcome of CPR and seek approval to extend the work programme	£0.00	Likely	Minor	£0.00	4	£0.00		01/07/22	DBE		31/12/22	
R11		(3) Reputation	Unknown impacts of Target Operating Model on Staff Resources	Target Operating Model may have wider impacts in service delivery if structure is significantly altered with redundancies, leavers and new roles	Likely	Serious	8	£0.00	N		Reappraise Roles and Responsibilities. May require budget adjustments and acquiring external services previously delivered	£0.00	Possible	Minor	£0.00	3	£0.00		01/07/22	DBE		31/12/22	
R12								£0.00				£0.00			£0.00		£0.00						

Project Coversheet

[1] Ownership

Unique Project Identifier: 9583

Report Date: January 2024

Core Project Name: Mark Lane Phase 2 (CAP)

Programme Affiliation (if applicable): N/A

Project Manager: Emmanuel Ojugo

Next Gateway to be passed: 6 (This report is seeking to conclude the project)

[2] Project Brief

Project Mission statement:

To deliver phased public realm and street enhancements related to the redevelopment of 64-74 Mark Lane (now 70 Mark Lane). The project seeks to facilitate and enhance north-south pedestrian movement across the area and improve pedestrian experience and access to and from Fenchurch Street Station.

Enhancements will include pedestrianisation of New London Street (al cul-de sac).

Enhancements in the Mark Lane and local catchment area will include, widening footways and raising carriageways, reinstating trees and greenery lost to facilitate the development, and seating opportunities mindful of social distancing.

Wider transportation improvements will also include measures to improve the street network by danger reduction and improve general safety in the Mark Lane area.

The enhancements would be entirely funded by Developer contribution through Section 106 Agreement.

Definition of need:

70 Mark Lane is an office development with retail at ground floor. Mark Lane runs along its western frontage with New London Street on its eastern flank. On Mark Lane at least 3 mature trees were removed together with dedicated cycle lanes to facilitate the development and the Traffic and Environment Zone (TEZ or Ring of Steel) was temporarily removed as a result. New London Street is a low order cul-de-sac with narrow footways and steps leading up to London Street/Fenchurch Place adjacent to Fenchurch Street Station.

The objectives of the Section 106 are clear in that a condition of the development was to contribute to improvements to mitigate its effects. Increases in visitors, and inevitable service changes are now apparent. It is now necessary to reinstate trees and greenery that were unfortunately lost due to development activity and improve the local street network and TEZ to adjust to the new reality of new buildings, their servicing needs and their active frontages onto Mark Lane.

New London Street once a quiet cul-de-sac with minimal retail predominantly acted as a convenient cut through to and from the station; or a precarious parking spot from which a vehicle would need to gingerly reverse out of onto a one way Crutched Friars (with its contraflow cycling) to exit. There is a need to improve the current situation and the City are working together with stakeholders to realise improvements.

Key measures of success:

- | |
|--|
| 1) Pedestrianisation of New London Street. |
| 2) Widening footways and reinstating tree planting and greenery. |
| 3) Safer street network for all modes of transport in keeping with the City's Road Danger Reduction and current access guidance. |

[3] Highlights**Finance:**

Total anticipated cost to deliver [£]:£590,287.

Total potential project liability (cost) [£]: N/A

Total anticipated on-going commitment post-delivery [£]: Maintenance – £40,000 (to be fully funded by developer contribution as part of the Section 106 agreement, included in the delivery cost above)

Programme Affiliation [£]: N/A

[A] Budget Approved to Date*	[B] New Financial Requests	[C] New Budget Total (Post approval)
£590,287.	N/A	£590,287.
[D] Previous Total Estimated Cost of Project	[E] New Total Estimated Cost of Project	[F] Variance in Total Estimated Cost of Project (since last report)
£590,287.	£590,287.	£590,287.
[G] Spend to Date	[H] Anticipated future budget requests	
£345,777	N/A	

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

▲ The total estimated cost of Phase 2 is £509,914 as corroborated by the City Chamberlain (July 2022) as part of the original S106 deposit in 2008 inclusive of indexation and interest accrued.

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

N/A.

An Issue Report (GW5) report is now submitted for Committee approval, to approve the increase in the staff costs allocation to manage the project following staff redundancies and other departures following the implementation of the new Target Operating Model.

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

Please see above.

Project Status:

Overall RAG rating: Green

Previous RAG rating: Green

[4] Member Decisions and Delegated Authority

N/A. Decisions are as per the approval of the previous Gateway 1&2 report. The recommended approvals for the next stage of the project are listed in the Gateway 5 report.

[5] Narrative and change

Date and type of last report:

Gateway 6 Progress Report

Corporate Projects Board *for decision (PRE DATES GATEWAY REPORTING SYSTEM* - [Click here to enter a date.](#)

Projects Sub *for decision* - 23 November 2016

Streets & Walkways Sub committee *for decision* - 8th November 2018

Key headline updates and change since last report.

Increase in estimated cost

The budget has increased from the initial estimate due to the higher costs required from the project's original inception in 2008. Cost increase is in line with indexation and interest accrued over this period, to carry out public realm works and widen the project scope to accommodate necessary transportation improvements in the area.

Change in programme

Public realm works were previously expected to commence independent of transportation works in the wider area. In part this remains the case, notably New London Street, where works can commence with minimal impact on the transport network. However, the programme for Mark Lane public realm works will be deferred to dovetail with the transportation works programme and run them in parallel.

This approach widens the scope of work activity in the area in line with the extent of the Section 106 area and reduces highways activity fatigue on the local population, businesses and other stakeholders in the area.

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

Since 'Project Proposal' (G2) report:

The design has been developed and agreed with stakeholders. The higher costs are commensurate with the scope of works and the appreciation of costs and services between 2008 (original deposit) and 2020.

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

N/A

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

N/A

Timetable and Milestones:

Expected timeframe for the project delivery: Completion year ending 2023/24

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

1) Complete main Phase 2B works – June 2023

2) Install trees – March 2023, March 2024

3) Initiate traffic orders process for relocating 4 pay and display bays – December 2023

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

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

Risks and Issues

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

<i>Risk description</i>	<i>Access to Mark Lane may be required to facilitate works in the area. The TEZ may restrict movement.</i>
<i>Risk description</i>	<i>Trees cannot be planted in Mark Lane due to a lack of underground space</i>
<i>Risk description</i>	<i>Local occupiers complain about noise from works</i>

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

N/A

Committees: Streets and Walkways Sub - <i>for decision</i> Projects and Procurement Sub - <i>for information</i>	Dates: 30 January 2024 12 February 2024
Subject: Cursitor Street / Breams Buildings Public Realm Improvements Unique Project Identifier: 11538 / 11061	Gateway 6: Outcome Report Light
Report of: Interim Executive Director Environment Report Author: Emmanuel Ojugo Policy and Projects, City Operations	For Decision

PUBLIC

Summary

1. Status update	<p>Project Description: The project area proposed enhancements to Cursitor Street and Breams Buildings, two adjacent streets that run east of Chancery Lane. On 20th October 2020 Members approved a phased approach to delivering improvements to both streets.</p> <p><u>Programme Slippage</u></p> <p>The project programme was extended beyond the expected December 2021 completion date due to a number of issues that are summarised in section 9: <i>Assessment of project against key milestones</i>.</p> <p>The summary of improvements:</p> <p><u>Phase 1: Cursitor Street</u></p> <ul style="list-style-type: none"> • Reinststate the street tree at the junction with Chancery Lane that was removed to facilitate the development of the adjacent office developments on Cursitor Street. • Install three planters with integrated seating and sustainable, low maintenance, robust planting. • Implement a new paving design layout, resurface in Yorkstone, and where possible re-using materials. • Improved street lighting and feature lighting, that both improves permeability and provides an accent to some of the more creative elements in the design. <p>Note: Works to Cursitor Street are now complete. Some additional officer time was required to make some design changes to accommodate future gas utilities access requirements. This is reflected in Appendix 4: Finance.</p>
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	<p><u>Phase 2: Breams Buildings</u></p> <ul style="list-style-type: none"> Given the existing constraints, primarily the position of the Transport for London (TfL) Cycle Hire station, it is proposed to carry out lighter touch improvements in Breams Buildings by introducing greenery (east of the station) subject to site conditions and improve the overall quality of the street. <p>Note: Works to Breams Buildings have yet to be initiated due to the emergence of the Fleet Street Area Healthy Streets Plan approved by Planning and Transportation Committee on 21st November 2023. They will be reprogrammed and delivered under wider proposals within the area as an outstanding action.</p> <p>See Appendix 1,2 and 3 for site location plans, phasing, including site photos.</p> <p>The project programme was subsequently extended due to some issues external to the project. The effect on the programme is summarised in section 9: <i>Assessment of project against key milestones</i>.</p> <p>Risk Status: Low</p> <p>Costed Risk Provision Utilised: N/A</p>
<p>2. Now Next steps and requested decisions</p>	<p>Requested Decisions:</p> <ol style="list-style-type: none"> I. Agree authorisation to revise the current approved budget allocation for the Cursitor Street phase of £371,647 (within existing totals), to cover an overspend attributable to additional officer resource required to accommodate some design changes, as reflected in Appendix 4. Note: Any funds that remain will be reallocated to Breams Buildings and reported as part of the programme of delivery for the Fleet Street Area Healthy Streets Plan. II. Approve outstanding actions in Section 13 of this report to be completed, on which final accounts and project closure can commence. III. Approve the reprogramming of the Breams Buildings phase of works to be implemented as part of the wider delivery of the Fleet Street Area Healthy Streets Plan approved in November 2023. IV. Agree authorisation to revise the current approved budget allocation for the Breams Building phase of £109,119 (within existing totals), to cover an overspend attributable to additional officer resource required, as reflected in Appendix 4.

<p>3. Key conclusions</p>	<ul style="list-style-type: none"> • The project managed to deliver the reinstatement of a tree in Cursitor Street and a significant uplift in greenery, which has long been an aspiration in an area with historically low green coverage. • The Chancery Lane community’s aspirations and expectations were met by ensuring the surrounding public realm works were completed to the City standard in accordance with the City’s current public realm enhancement guidance. • The practical completion of the works that includes new areas of York Stone paving and seating has significantly improved the look and feel of the space. The two adjacent developments were delivered consecutively which meant a full closure of the street for a number of years. The Cursitor Street works are a welcome improvement. • The proposed improvements to Breams Buildings have yet to be delivered and it is now proposed to implement works as part of a series of phased improvements, related to the Fleet Street Area Healthy Streets Plan. This will avoid carrying out abortive works and ensure the proposals work together. <p>Key learning and recommendations for future projects:</p> <ul style="list-style-type: none"> • Close co-ordination and engagement with stakeholders and City project teams enables smooth project delivery. This is essentially true of this site, where there were two developers within close proximity of each other with competing needs and programmes. • Early engagement with utilities programmes and other statutory bodies such as TfL reduces conflicts when accommodating highways activities.
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Main Report

Design & Delivery Review

<p>4. Design into delivery</p>	<p>4.1. The design of the scheme utilised the City’s existing palette of materials in accordance with the Public Realm SPD (2016). The then Chancery Lane Association and latterly the Fleet Street Bid, as local stakeholders, were included as part of design development and project governance.</p> <p><u>Cursitor Street</u></p> <p>4.2. The project area (the western section of Cursitor Street was already pedestrianised, but due to development activity it was closed to pedestrians. As part of improvement proposals, there was an aspiration to reinstate a street tree removed from</p>
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	<p>Cursitor Street at its intersection with Chancery Lane. Its removal was necessary to enable adjacent building works. It was also important to increase greenery in a street with historically low coverage and provide opportunities for seating. Works have now been completed.</p> <p><u>Breams Buildings</u></p> <p>4.3. It was determined quite early in the design process there was less scope for improvement in Breams Buildings when compared to Cursitor Street. This was mainly due to the linear presence of a Transport for London (TfL) docking station containing 25 cycles for hire. This constraint had the effect of dissecting and limiting possibilities for improving the lateral quality of the street.</p> <p>4.4. Moving or relocating the docking station was not considered viable. The expected cost of covering TfL’s temporary loss of revenue for an extended period of down-turn time was prohibitive.</p> <p>4.5. The response was to introduce some greenery, probably to the east of the TfL Cycle Hire station. This phase of works has not yet commenced. It was agreed with local stakeholders to reschedule the works to align with the needs of the wider Fleet Street Area Healthy Streets Plan programme approved by Planning and Transportation Committee on 21st November 2023, to avoid abortive work costs. The programme will be the subject of a separate report to committee.</p>
<p>5. Options appraisal</p>	<p>Due to the small scale of the changes, the project proposed single options for both Cursitor Street and Breams Buildings. Whilst Breams Buildings will not be delivered by this project, Cursitor Street has recently been completed within the existing budget allocation.</p>
<p>6. Procurement route</p>	<ul style="list-style-type: none"> • The design was developed by the Transportation and Public Realm team and later completed in house by City Engineers and the City Gardens team, working closely with local stakeholders to progress and finalise the design. • The construction package was prepared in-house by City Engineers with collaborative input from the City Gardens team to finalise the planting schedule. • Hard landscaping and civils works on-site were to be undertaken by the City’s term contractor. • All soft landscaping was to be delivered by the City Gardens team.
<p>7. Skills base</p>	<ul style="list-style-type: none"> • The project team has the skills, knowledge and experience to manage delivery of this and similar future projects. • A communication strategy was developed in the early stages of the project to include the numerous stakeholders and ensure good coordination of the public realm works whilst managing the

	<p>expectations of the adjacent building developments within close proximity.</p> <ul style="list-style-type: none"> • The landscape design was delivered in-house, developing designs that would inform the final construction package. • City officers were also engaged in the process to ensure that utilities companies programmes were accommodated and monitored in the City's Highways Activities Programme.
<p>8. Stakeholders</p>	<ul style="list-style-type: none"> • The main stakeholders were: <ul style="list-style-type: none"> • 38 Chancery Lane (adjacent developer) • 40 Chancery Lane (adjacent developer) • Colville Estate • The Chancery Lane Association • Fleet Street Quarter BID • London Borough of Camden • Local Gas Provider (Utility Service) • UK Power Networks <p>8.1. The project was delivered in close liaison with a number of stakeholders including the London Borough of Camden with whom the City shares a section of its western border. Other stakeholders included the adjacent developers of 38 and 40 Chancery Lane, both of which straddle Cursitor Street at its junction with Chancery Lane.</p> <p>8.2. Regular updates were provided to all interested parties throughout the project to reduce conflict and respond to queries.</p>

Variation Review

<p>9. Assessment of project against key milestones</p>	<p>The following milestones were reported in the Gateway 5 report September 2020</p> <ul style="list-style-type: none"> • Complete utilities asset land searches – November 2020 • Construction pack: November 2020 • Order Materials: December 2020 • Implementation Phase 1 (Cursitor Street) February/March 2021 – May 2021. • Implementation Phase 2 (Brems Buildings) July 2021 – September 2021 • Monitoring: October 2021 – November 2021 • Gateway 6: December 2021 <p>The construction programme was affected by delays, some were expected whilst others were beyond the control of the project.</p> <p>Delays to the programme</p>
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The project works were expected to be completed by the end of 2021. However, due to delays in the developers' programme and some unforeseen occurrences, the project programme was extended.

9.1. It was widely accepted that the effects of the global pandemic would impact highway activities and project programmes. The developers temporarily halted all building activities including internal fitting out of both the new 38 and 40 Chancery Lane buildings as a result of the pandemic. Activity was restricted for approximately 6 months up to October 2020. It was not practical to initiate works as the developers still required a presence in the street.

9.2. Following an easing of the pandemic social distancing rules around October 2020, the City agreed to accommodate a request from the Chancery Lane Association, a local business stakeholder group, to initiate a temporary programme of activity up to summer (2021) to reinvigorate a stagnant business environment in the Chancery Lane Area. The project implementation would be put on hold to consider accommodating elements from the Chancery Lane Association programme of activity, in particular opportunities for seating with the street food market and new pavement licences to supplement local food outlets.

9.3. It was further agreed to incorporate some temporary covid-19 response measures to provide planters and seating in Cursitor Street as a place-maker ahead of the project being implemented later.

Staff Resourcing

9.4. Following internal staff changes between March 2021 and March 2022 there was a need to defer the main green elements until the next planting season in late 2022 when additional staff resourcing was available. Therefore, the planters were also delayed to ensure they did not accumulate rubbish whilst left empty waiting for planting.

Cursitor Street

9.5. Despite engagement with utility providers, it was still necessary to redesign elements of the scheme to accommodate the requirements for Gas.

9.6. A gas main runs down the centre of Cursitor Street. In the latter stages of the construction design the local gas provider, requested the City remove the proposed 3 planters from the

	<p>design because they impacted unfettered access to their gas main, required for future maintenance needs. The planters formed the bulk of the planting in the street and therefore integral to the design, so removing these was unacceptable.</p> <p>9.7. Additional officer time was required to liaise with the local gas provider to agree a position. It was concluded that the planters would be redesigned and repositioned to provide a section of clearance for the gas provider to access their in-ground asset.</p> <p>9.8. Changes to the planter configuration also meant changes to the design and therefore volume of the planters. In order not to lose a significant amount of planting coverage, it was agreed to abandon the grass lawn element in all three planters and create a new planting schedule.</p> <p>9.9. The initial sloped design of the planters was altered to a more uniform upstand height. This allowed for an increase in planting variety/coverage. The planters' in-built seating element was removed to reduce the thickness. The in-built seating was replaced by free-standing design which responded to the unique curvatures of all three planters.</p> <p><u>Breams Buildings</u></p> <p>9.10. Similarly, it was agreed to delay project works in Breams Buildings. Again, ahead of any implementation it was agreed to install some temporary covid-19 measures such as planting and seating. See Appendix 3.</p> <p>9.11. Following the completion of Cursitor Street works it was agreed that any works to Breams Buildings would be better delivered in line with the Fleet Street Area Healthy Streets Plan approved in November 2023 at Planning Committee. The above Plan will report their programme of works separately and will include where works to Breams Buildings sits with in the programme of delivery in the area.</p>
<p>10. Assessment of project against Scope</p>	<p>Whilst the scope of works for Cursitor Street has remained quite consistent, there is some uncertainty around the implementation of the Breams Buildings project phase. It is proposed that the Breams Buildings programme of delivery be reported separately as part of a subsequent report setting out the schedule of activity for the Fleet Street Area Healthy Streets Plan.</p> <p><u>Phase 1: Cursitor Street</u></p> <ul style="list-style-type: none"> • Reinstated street tree at the junction with Chancery Lane. • Installed three planters with sustainable, low maintenance and robust planting. Integrated seating element was removed and

	<p>replaced by free-standing, flexible seating that complimented the planters' unique radii.</p> <ul style="list-style-type: none"> • Implemented a new paving design layout, utilising Yorkstone, and re-used existing materials where possible. • Introduced lighting that improves permeability and provides an accent to the curvature of the planters. <p><u>Phase 2: Breams Buildings</u></p> <ul style="list-style-type: none"> • The Breams Buildings works are currently being rescheduled to be delivered as part of wider improvements in the Fleet Street area and scheduled in a subsequent report to committee in the next financial year 2024/25.
<p>11. Risks and issues</p>	<p>During the construction phase a few risks materialised affecting the overall programme:</p> <ul style="list-style-type: none"> • The impact to the programme was mainly as a result of the global pandemic slowing activity through uncertainty, procurement issues, competing highway activities in the City. • The request from the local gas service provider to alter the Cursitor Street design to facilitate access to their underground asset, resulted in an unforeseen design change despite continuous engagement with utilities services throughout the project programme. • The project area was considered low risk with the main constraints being the TfL Cycle Hire station on Breams Buildings. However, this constraint risk was accepted. The Fleet Street Area Healthy Streets plan started to engage more widely during 2022 and it became more apparent that this scheme would sit better with the emerging Fleet Street Area Healthy Streets Plan approved by committee in November 2023. Works will now be scheduled to align with this wider programme of improvements. • There were very few complaints regarding noise as a result of construction, but there were some anxieties expressed regarding the length of the programme including other works outside of the project. Officers carried out additional engagement work to allay the fears of local stakeholders. • The biggest issue has been the overall delay to the programme, which has seen costs increase and these are reflected in the Appendix 4 Finance tables.
<p>12. Transition to BAU</p>	<p>This project utilised standard design practices with a clear plan for transitioning to business as usual. The project has remained within scope with commonly agreed maintenance regime that will commence when the project has concluded.</p>

Value Review

<p>13. Budget</p>	<p>Outstanding Actions</p> <p>Members will note that whilst the Cursitor Street phase of works have been completed, the improvement works to Breams Buildings have yet to commence. The works have been temporarily halted to dovetail with emerging commitments in the wider area related to the overarching Fleet Street Area Healthy Streets Plan approved by Planning and Transportation Committee on 21st November 2023.</p> <table border="1" data-bbox="491 725 1449 804"> <tr> <td><i>Estimated Outturn Cost (G2)</i></td> <td>Estimated cost (including risk): N/A Estimated cost (excluding risk): £180,000*</td> </tr> </table> <p>Cursitor Street</p> <table border="1" data-bbox="491 880 1428 1144"> <thead> <tr> <th></th> <th><i>At Authority to Start work (G5)</i></th> <th><i>Final Outturn Cost</i></th> </tr> </thead> <tbody> <tr> <td><i>Fees</i></td> <td>£2,750</td> <td>£1,175</td> </tr> <tr> <td><i>Staff Costs</i></td> <td>£82,947</td> <td>£ 91,525</td> </tr> <tr> <td><i>Works</i></td> <td>£260,950</td> <td>£ 241,242</td> </tr> <tr> <td><i>Other*</i></td> <td>£25,000</td> <td>£0</td> </tr> <tr> <td><i>Total</i></td> <td>£371,647</td> <td>£333,942</td> </tr> </tbody> </table> <p>*Commuted Maintenance to be spent once project is complete.</p> <p>Final accounts will be verified upon completion of works and payment of invoices. In the case of Cursitor Street, although this is not expected to be the case, it is recommended that any unspent funds be transferred to the Breams Buildings project to be delivered with the Fleet Street Area Healthy Streets Plan.</p> <p>Further to this should any funds (including unspent accrued interest) remain, these will be returned to the developers in accordance with the Section 106 Agreement with the City of London. See Appendix 4 showing funding sources.</p>	<i>Estimated Outturn Cost (G2)</i>	Estimated cost (including risk): N/A Estimated cost (excluding risk): £180,000*		<i>At Authority to Start work (G5)</i>	<i>Final Outturn Cost</i>	<i>Fees</i>	£2,750	£1,175	<i>Staff Costs</i>	£82,947	£ 91,525	<i>Works</i>	£260,950	£ 241,242	<i>Other*</i>	£25,000	£0	<i>Total</i>	£371,647	£333,942
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<i>Other*</i>	£25,000	£0																			
<i>Total</i>	£371,647	£333,942																			
<p>14. Investment</p>	<p>N/A</p>																				
<p>15. Assessment of project against SMART objectives</p>	<ul style="list-style-type: none"> • Enhancement of the public realm was achieved whilst maintaining the movement function of the street; • The project delivered improvements in quality and consistency of surface materials in the local area by utilising the City's approved palette of materials. This was a continuation of the existing design language delivered in the wider Chancery Lane area; • The improvements have been a success. Accessibility has been improved and particularly for those with mobility 																				

	impairment by providing contrast in surface materials, especially in an area where the carriageway was previously raised to footway level.
16. Key benefits realised	<ul style="list-style-type: none"> • The installation of a street tree removed to facilitate adjacent building works was reinstated, as originally conceived to make the adjacent developments acceptable; • The design of the space reflects the character of the Chancery Lane Conservation Area, in line with the objectives set out in the Chancery Lane Area Strategy to utilise natural materials that enhance the setting of the unique local heritage; • The functions of the street have been maintained, and the simple design language improves both the accessibility and permeability of the space.

Lessons Learned and Recommendations

17. Positive reflections	Efficient, joined up thinking between City officers ensured a co-ordinated clear approach to resolving potential issues. The City's Street Works team and the Comptroller and City Solicitor were particularly helpful in providing guidance when addressing future access needs from a local gas provider. This was further strengthened by officers' regular communication with local stakeholders to facilitate the success of the project, resulting in a much-improved environment.
18. Improvement reflections	Given the uncertainty around the global pandemic and its impact, on reflection it may have been better to submit the Gateway 5 report when the work environment exhibited greater stability.
19. Sharing best practice	By engaging in regular meetings to share ideas, disseminate and record best practice, improvements are assured. Lessons learnt are to be captured as part of annual review process within the wider Policy and Projects team.
20. AOB	Works to Breams Buildings have yet to commence, and will be delivered as part of a suite of improvements in the wider Fleet Street Area Healthy Streets Plan catchment (approved in November 2023).

Appendices

Appendix 1	Location Plan, Works Phase Plan
Appendix 2	Indicative General Arrangement Plan
Appendix 3	Images
Appendix 4	Finance Tables
Appendix 5	Project Cover Sheet
Appendix 6	Risk Register

Contact

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v. April 2019

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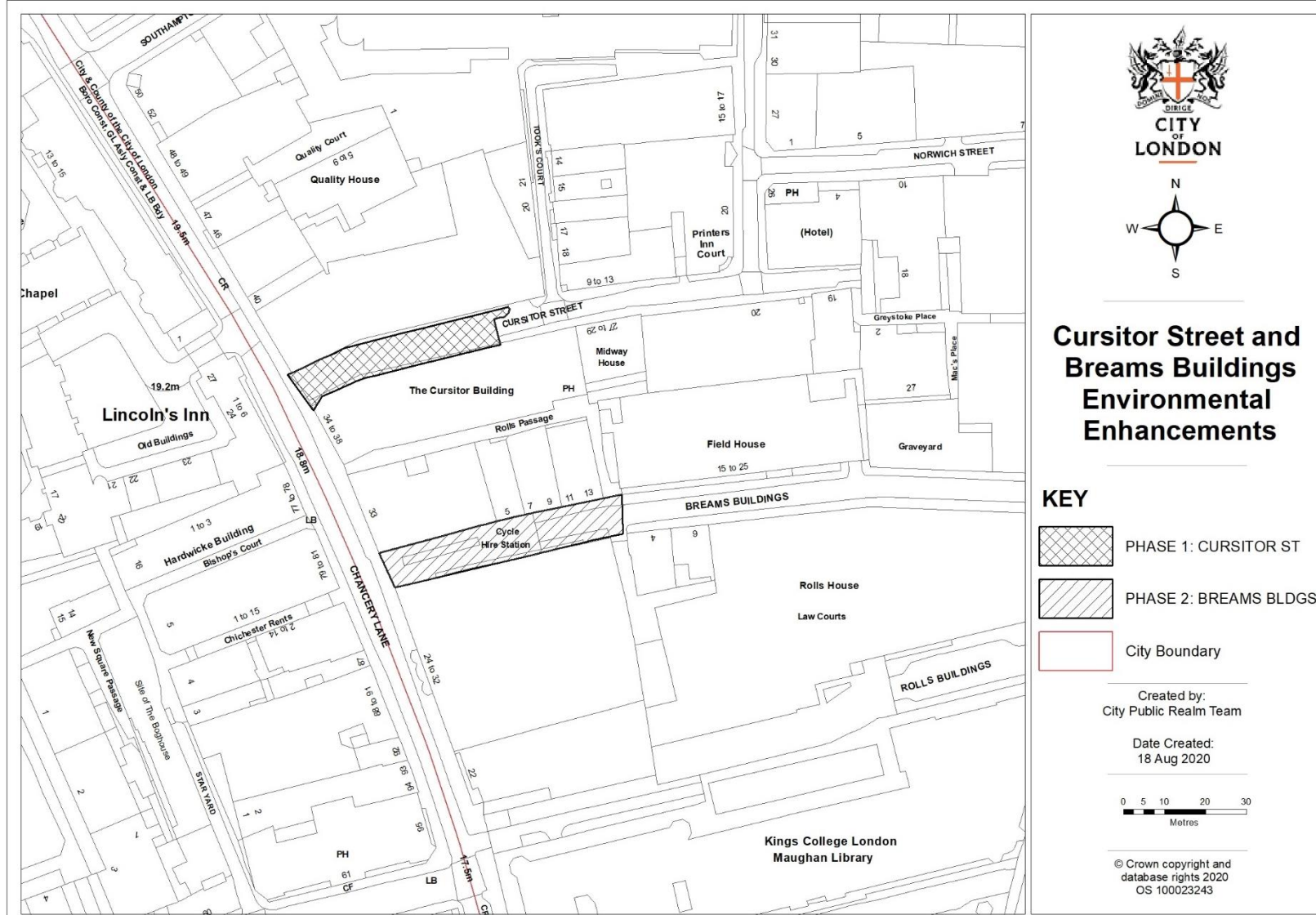
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DEPARTMENT OF THE BUILT ENVIRONMENT
Committee report progress sheet

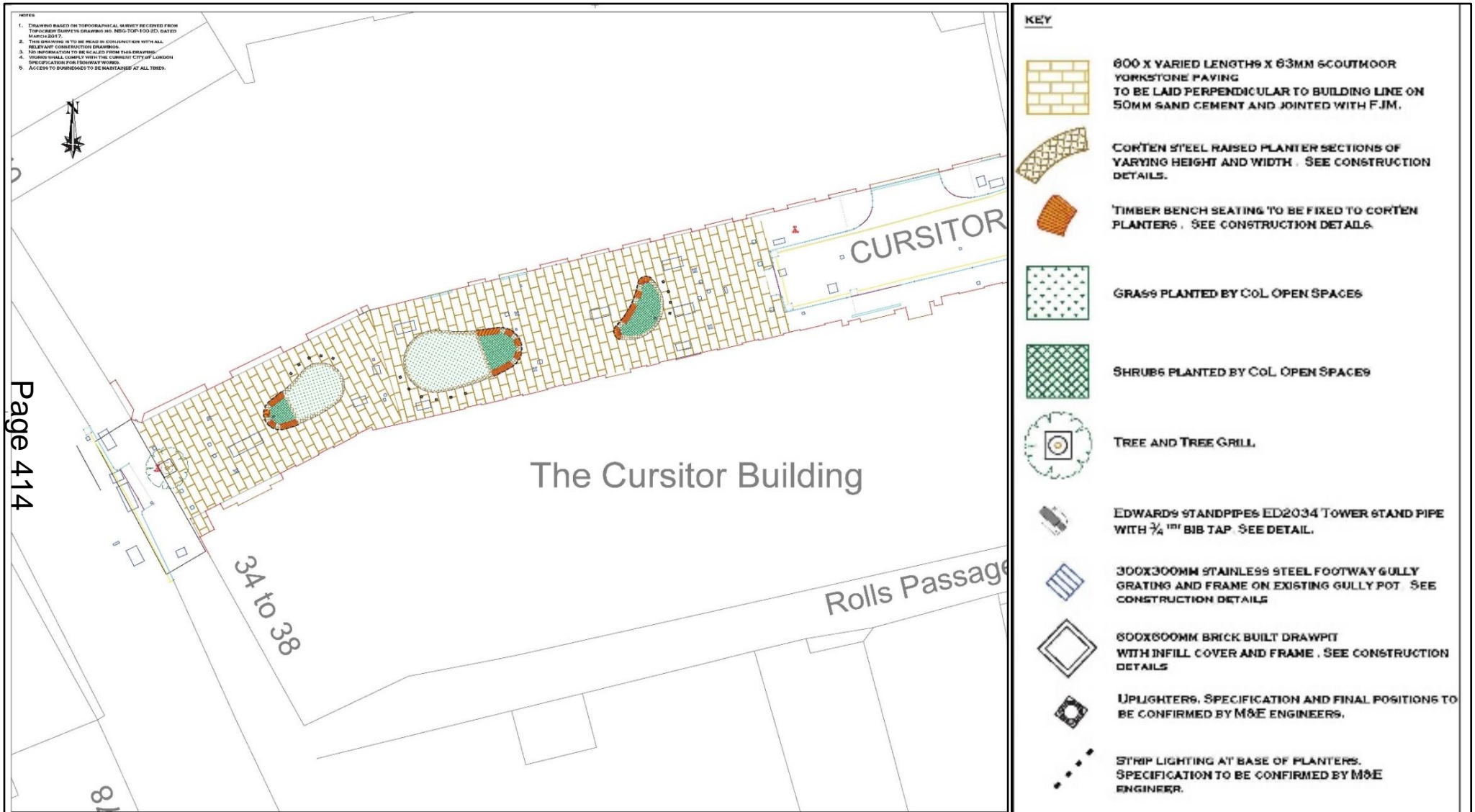
Report title: Cursitor Street / Breams Buildings Public Realm Improvements UPI: 11538 / 11061			
Committee(s):		Meeting date(s):	
Planning and Transportation		15 th October 2020	
Projects Sub		21 st October 2020	
Report originator: Emmanuel Ojugo		Date report required for Chairman (P & T/S & W/Projects Sub) consultation	
Action:	Complete by date	Completed	Signature:
10 weeks in advance of consultation/print deadline 1. Preliminary discussion with Head of Finance (to agree funding structure) 2. Check S106 requirements with S106 Officer	28/07/2020	28/07/2020	Olu
6 weeks in advance of consultation/print deadline 1. Deadline for inclusion on Planning Agenda 2. Report to Project Partner for sign-off 3. Report to team leader for comment 4. Format agreed with Head of Finance/to agree structure of funding tables	25/08/2020	31/07/2020	CT MC Olu SL
5 weeks ahead of consultation/print deadline Report to Assistant Director incl team leader comments	02/09/2020	02/09/2020	CT MC SG
4 weeks ahead of consultation/print deadline Sent to Finance, Policy Officer and other consultees	10/09/2020	07/09/2020	EO
3 weeks ahead of consultation/print deadline All comments to be received from consultees	17/09/2020	17/09/2020	EO
10 working days ahead of print deadline 1) Sent to Head of Finance for final comments 2) Sent to Divisional Director for comment	24/09/2020	24/09/2020	EO
5 working days before print deadline Sent Director of the Built Environment for comment	28/09/2020		EO
3 working days before print deadline Report submitted to Divisional Director for sign off	02/10/2020		

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Appendix 1 | Site Location/Works Phase Plan



Appendix 2 | Cursitor Street | Indicative General Arrangement Plan



Appendix 3 | Cursitor Street Works

CURSITOR STREET



Cursitor Street looking east from Chancery Lane circa 2008

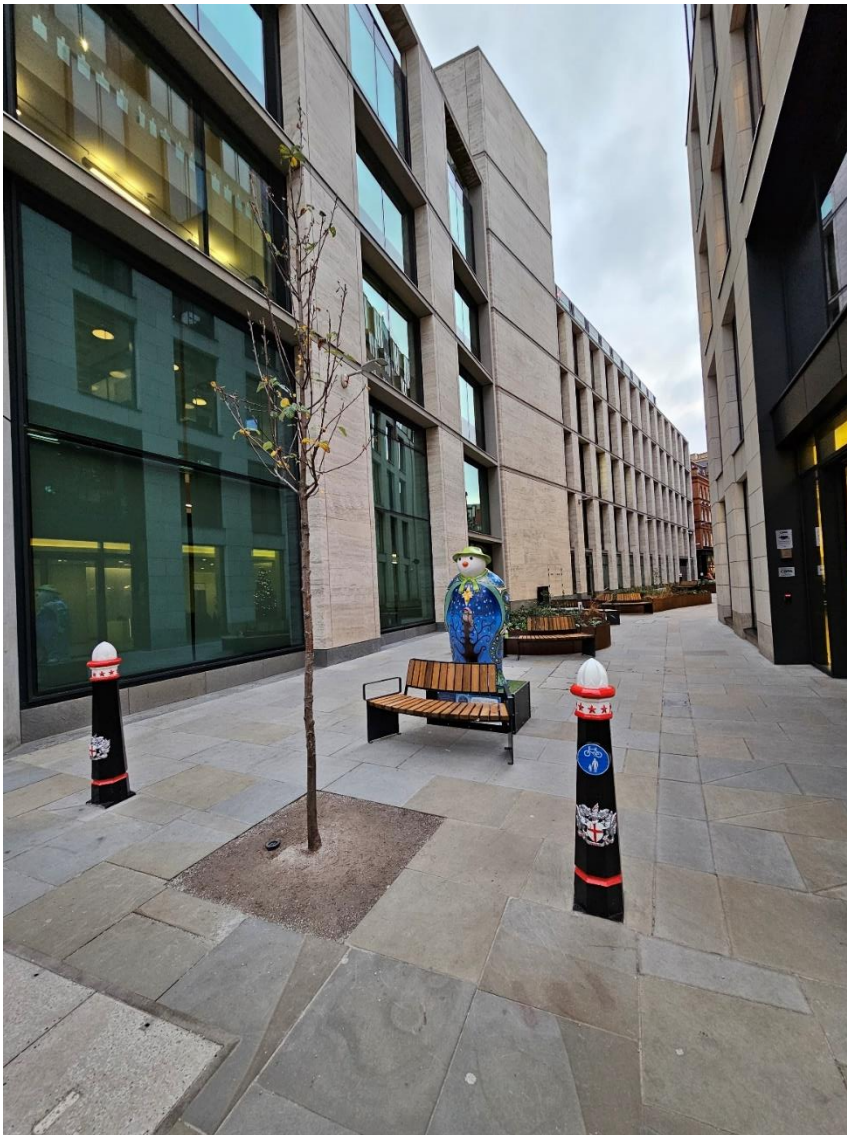


Cursitor Street | Previous scheme circa 2012

Appendix 3 | Cursitor Street Works



Cursitor Street | Temporary Covid-19 response measures



Cursitor Street | Completed (December 2023)

APPENDIX 4 | CURSITOR STREET: FINANCE

Table 1: Expenditure to Date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
16800316: Cursitor Street Improvements (SRP)			
PreEv Env Serv Staff Costs	8,053	8,052	1
PreEv P&T Staff Costs	7,996	7,995	1
Total 16800316	16,049	16,048	1
16100316: Cursitor Street Improvements (CAP)			
Env Servs Staff Costs	34,999	44,297	(9,298)
Open Spaces Staff Costs	5,300	3,244	2,056
P&T Staff Costs	26,599	27,937	(1,338)
P&T Fees	2,750	1,175	1,575
Env Servs Works	177,430	176,435	995
Open Spaces Works	18,520	25,614	(7,094)
Utilities	65,000	39,193	25,807
Total 16100316	330,598	317,894	12,704
Highways Maintenance	9,000	-	9,000
Open Spaces Maintenance	14,000	-	14,000
Cleansing Maintenance	2,000	-	2,000
Total Maintenance	25,000	-	25,000
GRAND TOTAL	371,647	333,942	37,705

Table 2: Budget Adjustment Required			
Description	Approved Budget (£)	Additional Resources Required (£)	Revised Budget (£)
16800316: Cursitor Street Improvements (SRP)			
PreEv Env Serv Staff Costs	8,053	-	8,053
PreEv P&T Staff Costs	7,996	-	7,996
Total 16800316	16,049	-	16,049
16100316: Cursitor Street Improvements (CAP)			
Env Servs Staff Costs	34,999	9,299	44,298
Open Spaces Staff Costs	5,300	-	5,300
P&T Staff Costs	26,599	1,340	27,939
P&T Fees	2,750	-	2,750
Env Servs Works	177,430	-	177,430
Open Spaces Works	18,520	7,094	25,614
Utilities	65,000	(17,733)	47,267
Total 16100316	330,598	-	330,598
Highways Maintenance	9,000	-	9,000
Open Spaces Maintenance	14,000	-	14,000
Cleansing Maintenance	2,000	-	2,000
Total Maintenance	25,000	-	25,000
GRAND TOTAL	371,647	-	371,647

APPENDIX 4 | BREAMS BUILDINGS: FINANCE

Table 1: Expenditure to Date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
16800315: Breams Buildings S106 (SRP)			
PreEv Env Serv Staff Costs	4,113	4,113	-
PreEv P&T Fees	6,080	6,080	-
PreEv P&T Staff Costs	18,664	18,664	0
Total 16800315	28,857	28,857	0
16100315: Breams Buildings S106 (CAP)			
Env Servs Staff Costs	13,550	-	13,550
Open Spaces Staff Costs	1,600	-	1,600
P&T Staff Costs	12,000	13,441	(1,441)
P&T Fees	1,600	-	1,600
Env Servs Works	44,748	-	44,748
Open Spaces Works	1,764	-	1,764
Utilities	2,000	-	2,000
Total 16100315	77,262	13,441	63,821
Maintenance	3,000	-	3,000
Total Maintenance	3,000	-	3,000
GRAND TOTAL	109,119	42,298	66,821

Table 2: Budget Adjustment Required			
Description	Approved Budget (£)	Additional Resources Required (£)	Revised Budget (£)
16800315: Breams Buildings S106 (SRP)			
PreEv Env Serv Staff Costs	4,113	-	4,113
PreEv P&T Fees	6,080	-	6,080
PreEv P&T Staff Costs	18,664	-	18,664
Total 16800315	28,857	-	28,857
16100315: Breams Buildings S106 (CAP)			
Env Servs Staff Costs	13,550	-	13,550
Open Spaces Staff Costs	1,600	-	1,600
P&T Staff Costs	12,000	1,500	13,500
P&T Fees	1,600	-	1,600
Env Servs Works	44,748	(1,500)	43,248
Open Spaces Works	1,764	-	1,764
Utilities	2,000	-	2,000
Total 16100315	77,262	-	77,262
Maintenance	3,000	-	3,000
Total Maintenance	3,000	-	3,000
GRAND TOTAL	109,119	-	109,119

Table 3: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)

S106 - Chancery Lane 25-32 - 11/00426/FULMAJ - LCE	109,119	-	109,119
Total Funding Drawdown	109,119	-	109,119

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Project Coversheet

[1] Ownership

Unique Project Identifier: 11538 / 11061

Report Date: 30th January 2024

Core Project Name: Cursitor Street / Breams Buildings Public Realm Improvements

Programme Affiliation (if applicable): N/A

Project Manager: Emmanuel Ojugo

Next Gateway to be passed: Gateway 6

[2] Project Brief

Project Mission statement:

To deliver phased public realm and street enhancements in Cursitor Street and Breams Buildings in keeping with the approved Chancery Lane Area Strategy. The project seeks to reinstate and increase green coverage in the area, improve pedestrian movement across the area and the general visitor experience in the City's western fringe.

Enhancements will include resurfacing footways in Yorkstone and granite, reinstating trees and greenery lost to facilitate development. Other improvements will include seating opportunities mindful of social distancing, improved signage and wayfinding to help visitors better navigate the area and celebrate the unique cultural history of the Chancery Lane area and the emerging creative industries.

The enhancements would be entirely funded by Section 106 contributions.

Definition of need:

Cursitor Street was one of the first projects to be delivered as part of the Chancery Lane Area Strategy (approved by Court of Common Council in 2009), completed in 2011. Since the original scheme was implemented buildings on both sides of the street have been redeveloped, changing the character of the street.

A new residential building was recently completed in Breams Buildings. The street is stark with the main constraint being the TfL Cycle Hire station. It is proposed to carry out lighter touch improvements in Breams Buildings by introducing greenery where possible and improve the lateral quality of the street.

Increases in visitors, businesses, and inevitable service changes are now apparent. It is now incumbent on the City to improve the local streets and integrate them with the new reality of new buildings increased population, their relative servicing needs and their active frontages.

Key measures of success:

- 1) Introducing greenery to the area that traditionally has low coverage to improve local air quality and contribute to local biodiversity.
- 2) Enhancement of the public realm in Cursitor Street and Breams Buildings, creating spaces to dwell whilst maintaining the movement function of both streets;

3) Works are carried out in a timely manner in line with Environmental Guidelines to ensure minimal disruption to the local street network, local business and construction activity.	
4) Show a clear design link with previous improvements in the Chancery Lane area, by retaining the local materials palette in the design to stay consistent.	

[3] Highlights

Finance:

Total anticipated cost to deliver [£]: £600,000

Total potential project liability (cost) [£]: N/A

Total anticipated on-going commitment post-delivery [£]: Maintenance – £45,000 (to be fully funded by developer contribution as part of the Section 106 agreement, included in the delivery cost above)

Programme Affiliation [£]: N/A

[A] Budget Approved to Date*	[B] New Financial Requests	[C] New Budget Total (Post approval)
£480,766	N/A	£480,766
[D] Previous Total Estimated Cost of Project	[E] New Total Estimated Cost of Project	[F] Variance in Total Estimated Cost of Project (since last report)
£480,766	£480,766	£0
[G] Spend to Date	[H] Anticipated future budget requests	
£371,600	N/A	

Headline Financial changes:

Since 'Project Proposal' (G2) report:

▲ following the Gateway 5 Report. Cursitor Street has been delivered. It is recommended that the Breams Buildings awaiting delivery be implemented along with the Fleet Street Area Healthy Streets Plan approved in November 2023. The overall cost of the project area resources remains unchanged.

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

N/A.

A gateway 6 report is now submitted for Committee approval, to close the Cursitor Street Project and notify Members of the intention to deliver the Breams Building phase of works with the Healthy Streets Plan.

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

Please see above.

Project Status:

Overall RAG rating: Green

Previous RAG rating: Green

[4] Member Decisions and Delegated Authority

The recommended approvals for the next stage of the project are listed in the Gateway 6 report.

[5] Narrative and change

Date and type of last report:

Streets and Walkways – 15th October 2020

Projects Sub – 21st October 2020

Key headline updates and change since last report.

Cursitor Street phase is now complete and Breams Buildings has yet to be implemented and is recommended for delivery with the local Healthy Streets Plan in the wider area.

Change in programme

Cursitor Street works have been completed. Breams Buildings, has yet to be implemented on site but will be delivered as part of the local Healthy Streets Plan.

Works will be carried out in phases to deliver change in a staggered way.

This approach reduces highways activity fatigue on the local population, businesses and other stakeholders in the area.

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

Since 'Project Proposal' (G2) report:

Breams Buildings works are outstanding and will be delivered as part of the Healthy Streets Plan.

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

N/A

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

N/A

Timetable and Milestones:

Expected timeframe for the project delivery: October 2024 – March 2025

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

1) Agree Healthy Streets works programme July 2024

2) Procurement of materials, permits, traffic orders to begin works – October 2024/March 2025

3) Initiate Breams Buildings Works – October 2024

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

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

Risks and Issues

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

Risk description

Delays to procurement of materials

<i>Risk description</i>	<i>Trees cannot be planted due to the lack of underground space</i>
<i>Risk description</i>	<i>Local occupiers complain about noise from works</i>

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

N/A

City of London: Projects Procedure Corporate Risks Register

Project Name:	Cursitor Street / Breams Buildings Public Realm Improvements	PM's overall risk rating:	Low	CRP requested this gateway:		Average unmitigated risk:	4.7	Open Risks:	3
Unique project identifier:	PV11538 PV11061	Total estimated cost (exc risk):	£ 480,766	Total CRP used to date:	£ -	Average mitigated risk score:	3.7	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 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	(10) Physical	Project not delivered to programme due to external activities	Events might conspire to impact the programme. Chancery Lane is known to have a programme of activities throughout the year to accommodate its wide ranging business community	Likely	Minor	4	£0.00	N		Keep in regular contact with stakeholders and be aware of any event information and changes to the programme; and communicate them in a timely manner	£0.00	Possible	Minor	£0.00	3	£0.00		01/06/19	DBE	Emmanuel Ojugo		
R2	5	(10) Physical	Trees cannot be planted due to a lack of depth or utilities	Site conditions may impact the ability to plant trees as a result of dormant utility infrastructure beneath the highway.	Possible	Minor	3	£0.00	N		Site surveys have been carried out and tree locations will be optimised to reduce the possibility of site conditions having a negative impact. Alternative locations and solutions have been identified should some sites prove difficult to plant trees	£0.00	Unlikely	Minor	£0.00	2	£0.00		01/06/19	DBE	Emmanuel Ojugo	31/12/23	
R3	5	(3) Reputation	Project not delivered to programme due to TfL asset in Breams Buildings	It may be necessary to defer works in order to agree a solution methodology with TfL to work around their asset. Because any works will restrict access to the cycle hire and temporarily impact an amenity.	Likely	Minor	4	£0.00	N		Retain dialogue with TfL in order to agree a design solution that reduces the impact of temporarily restricting access to the cycle hire station and the City works programme.	£0.00	Unlikely	Minor	£0.00	2	£0.00		01/06/19	DBE	Emmanuel Ojugo		
R4	5	(10) Physical	Relocation/reconfiguration of the TfL Cycle hire station is not possible	The Cycle Hire station impacts the lateral quality of the street. Relocating/reconfiguring the layout would allow for a more comprehensive scheme in Breams Buildings	Likely	Minor	4	£0.00			If reconfiguration/relocation of the TfL Cycle Hire station is not possible (LIKELY) the design is sufficiently flexible to accommodate it.	£0.00	Unlikely	Minor	£0.00	2	£0.00		01/06/19	DBE	Emmanuel Ojugo	31/12/23	
R5		(4) Contractual/Partnership	Delays to the Procurement of materials	A significant delay to the receipt of materials will impact the programme for implementation	Possible	Serious	6	£0.00			Agree priorities with the City Chamberlain to set up the project resources and liaise with CCL Highways Manager and Term Contractor to establish procurement targets to inform the programme to stakeholders	£0.00	Possible	Serious	£0.00	6	£0.00		01/06/19	DBE	Emmanuel Ojugo		
R6		(6) Safeguarding	Access to underground services is restricted by street furniture	Access to service utilities may be restricted by new street layout.	Possible	Minor	3	£0.00			The design has already incorporated some flexibility to provide access to services and avoid any obstruction of service covers and boxes.	£0.00	Unlikely	Minor	£0.00	2	£0.00		01/06/19	DBE	Emmanuel Ojugo	31/12/23	
R7		(5) H&S/Wellbeing	Noisy Works	Noisy Works could generate complaints from local occupiers	Likely	Serious	8	£0.00			All noisy works times will be agreed with Environmental Health Officers and communicated with local occupiers. Flexibility is also built in to allow for these times to be altered accordingly.	£0.00	Likely	Minor	£0.00	4	£0.00		01/06/19	DBE	Emmanuel Ojugo	31/12/23	
R8		(5) H&S/Wellbeing	Impact of Covid-19 on works	Due to Covid-19 the programme may be impacted by measures that may reduce activity and extend the programme	Likely	Serious	8	£0.00			The City have developed a Covid-19 response. The Highway Authority and Term Contractor have agreed a Covid-19 response that is compliant that will enable works to go ahead safely.	£0.00	Possible	Minor	£0.00	3	£0.00		15/03/20	DBE	Emmanuel Ojugo	31/12/23	
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							
R16							£0.00				£0.00			£0.00		£0.00							
R17							£0.00				£0.00			£0.00		£0.00							
R18							£0.00				£0.00			£0.00		£0.00							
R19							£0.00				£0.00			£0.00		£0.00							
R20							£0.00				£0.00			£0.00		£0.00							
R21							£0.00				£0.00			£0.00		£0.00							
R22							£0.00				£0.00			£0.00		£0.00							
R23							£0.00				£0.00			£0.00		£0.00							
R24							£0.00				£0.00			£0.00		£0.00							
R25							£0.00				£0.00			£0.00		£0.00							
R26							£0.00				£0.00			£0.00		£0.00							
R27							£0.00				£0.00			£0.00		£0.00							
R28							£0.00				£0.00			£0.00		£0.00							
R29							£0.00				£0.00			£0.00		£0.00							

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Agenda Item 14

Committee(s): Streets and Walkways Sub-Committee	Dated: 30th January 2024
Subject: Temple Area Traffic Review	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	Please see appendix
Does this proposal require extra revenue and/or capital spending?	
If so, how much?	
What is the source of Funding?	
Has this Funding Source been agreed with the Chamberlain's Department?	
Report of: Town Clerk	For Decision

Summary

Appended to this report is a ' Pre-Gateway 5' closure, which falls under Section 33 of the City Corporation's Projects Procedure. Since the attached report was presented to the Corporate Projects Board, there has been a change in governance; with decision making transferring from the former Projects Sub Committee to the Grand Committee or Board. Gateway reports are submitted to the Streets and Walkways Sub-Committee.

Recommendation(s)

Members are asked to formally close the project in respect of the Temple Area Traffic Review.

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Early Project Closure

Cancelled Projects Pre-G5

The Projects Procedure states a full outcome report is not required for projects closed prior to G5. Officers are advised to contact the Programme Office and Chamberlain's with a short narrative as to why the project should be closed. Projects Sub Committee (now Operational Property & Projects Sub Committee) granted delegated authority to the Chairman and Deputy Chairman to authorise early closures outside of the Committee cycle. Note the Chairman or the Service Committee can still request a full closure report should they wish.

Environment Department

Project Name:	Temple Area Traffic Review
Project UPI (this is the PV ID):	11959
Approval Amount:	160,000 TBC (Project total up to £3M)
Spend to date:	150,518 TBC
Amount Unspent:	9482 TBC
When the project started:	September 2017
When project was closed:	9 th November 2022
Why project was closed early:	The project was paused before any options (except for minor work on Bouverie Street) could be fully developed and formally presented to the Streets and Walkways Sub Committee for consideration. This is because the project required City capital funding, and through various funding submissions and reviews considered by Members, the project was not considered to be priority and therefore funding was not approved. However, Members requested that proposals for Bouverie Street were brought forward ahead of the main project. This means some minor work amounting to 15k out of the potential £3M estimated for the whole project was subsequently carried out in Bouverie street. The work on Bouverie Street did therefore reach G5, however, the main project did not.
Next steps:	The 'Fleet Street and Temples Area Healthy Streets Plan' project has now been initiated. This project will identify improvement measures based on the Healthy Streets concept. It will include extensive public engagement and supersedes the scope of and aims of the Temple Area Traffic Review.

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Committee(s)	Dated:
Streets & Walkways Sub Committee	30 January 2024
Subject: Special Events on the Highway	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	3, 10
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain’s Department?	N/A
Report of: Interim Executive Director of the Environment	For Decision
Report author: Ian Hughes, Director City Operations, Environment Department	

Summary

This report outlines the major special events planned for 2024 and provides Members with an opportunity to consider & comment on the appropriateness of those events, considering their nature, scale, impact, and benefits.

There continues to be a relative stable core of 12 regular sporting, ceremonial, or celebratory events likely to take place on the City’s streets in 2024. These core events are highly professional and extremely well-run, generating a range of charitable, reputational & promotional benefits to the City and delivered with the minimum of fuss or complaint.

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

Finally, this report also notes for Streets & Walkways Sub Committee the event-related ‘benefits in kind’ granted to charitable & other organisations in 2023.

Recommendation(s)

Members are recommended to:

- Agree to support the regular core events programme listed in paragraph 6 and detailed in Appendix 1.

Members are also recommended to:

- note the Benefits in Kind listed in Appendix 4.

Main Report

Background

1. This report provides an update to Members on the programme of on-street special events currently planned to take place in 2024. Although some events are more commercial than others, most are organised with the intention of raising money for charitable causes or promoting specific City strategies and Mayoral initiatives. Each event aims to deliver some form of social, financial or community benefit, but the City's long-term approach has been to ensure that the impact on residents, businesses and traffic must not be disproportionate.
2. Planning for each major event takes place well in advance to minimise their impact on others and to co-ordinate them into the wider programme of works taking place on the City's streets. Officers from the Environment Department lead this process with the assistance of a variety of departments including Town Clerks, Remembrancers, and the City Police.
3. The Executive Director, Environment Department has delegated authority to write traffic orders to close roads for special events, so Member approval for each major event is not required. However, there are established guidelines for officers to follow in determining the suitability of events (including the process for appropriate political oversight), enabling the provision of advice for organisers, and setting out the procedure for consents & approvals.

Events from 2023

4. Last year saw a new event called the London Landmarks Skyscraper Challenge involving a combination of activities in the City Cluster and organised by same team behind the London Landmarks Half Marathon. It began with a run up the 42 floors of the Leadenhall Building at 122 Leadenhall Street, followed by either an abseil down that building or a zipwire from the roof across to 30 St Mary Axe (The Gherkin).
5. The event had a highways involvement because St Mary Axe was closed for safety reasons, and although the event was not without its challenges, it was still a success, raising over £655k for charitable causes. The organisers are reviewing whether to repeat this event in 2024.

Events Calendar 2024

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

Sporting

- London Winter Run – Sunday 25 February

- London Landmarks Half Marathon – Sunday 7 April
- London Mini Marathon & Marathon – Saturday 20 & Sunday 21 April
- Ride London Cycling – Sunday 26 May
- Great City Race – Tuesday 23 July
- London Triathlon – Sunday 28 July
- Bloomberg Square Mile Run – (Thursday September TBC)
- Vitality 10k Race – Saturday 22 September
- Royal Parks Half Marathon – Sunday 13 October

Ceremonial

- Cart Marking – Saturday 20 July
- Lord Mayor's Show – Saturday 9 November

Celebratory

- New Year's Eve – 31 December

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

One-Off Events in 2024

11. Away from the core event programme outlined above, there is usually a degree of year-on-year fluctuation in terms of the number and extent of additional one-off special events. Due to their one-off nature, these events typically require a much greater degree of effort to facilitate & enable without the benefit of previous experience or necessarily a well-structured learning curve.
12. In previous years, these sorts of events have included:
 - International sporting events such as the Tour de France (2014) and the International Association of Athletics Federations marathon (2017)
 - City-led events such as the Smithfield 150 celebrations (2018), Lunchtime streets initiatives and various cultural activities & promotions
 - Events coordinated with key partners such as the Afghanistan Commemoration at St Paul's Cathedral (2015), the Commonwealth Heads of Government Visit (2018) and Car Free Day (2019)
 - State events such as those related to Her Majesty the Queen's Platinum Jubilee and the Proclamation of His Majesty the King (2022)
13. However, subject to the completion of the Martin Review of Destination City (see below), we are yet to receive any applications for one-off events in 2024 that would require roads to be closed.

Destination City

14. In 2023 Destination City delivered Bartholomew Fair and Duckie Summer Fete on the City highway and in the public realm. The events were delivered in collaboration with relevant teams in City Operations and across the Corporation. The objectives of the events were to pilot proof of concepts to deliver innovative and inclusive 'distinctly City' experiences that drive footfall that encourages spend, contribute to the vibrancy of the City, and improve the leisure offer.
15. Having delivered a year of the Destination City programme, in September 2023, the Town Clerk commissioned a one year on independent review to reflect on the programme to date and make recommendations on how the mandate can be renewed and reinvigorated. Identifying goals to include under the Destination City umbrella, and departments that could contribute to the Corporation's ambitions.
16. The independent review, led by Paul Martin will gather and evaluate views of Members, senior officers and external stakeholders of the existing programme. This feedback will help to shape emerging findings from November to December 2023 and inform a set of recommendations. A progress update will be provided to P&R and CHL Committee in February 2024. The Martin Review will make recommendations to Members on how the next phase of Destination City can best support the Square Mile in being a world leading destination for workers, residents, visitors, businesses and investors.
17. The Martin Review will shape future planning and delivery for the Destination City team. Any future activity on the highway or in the public realm will be planned and carried out in close collaboration with the relevant internal departments. To

ensure that the need for any road closures and special event applications are completed within the necessary timeframe.

Sports Strategy

18. A new sport strategy for the Square Mile was approved by the Policy and Resources Committee in June last year. The vision is for the City of London to become a global city of sport by investing in sport facilities, activating our public spaces, celebrating the impact of sport, attracting high quality sport events and promoting community sport.
19. The first phase of the strategy will see an options appraisal being undertaken on sport facility investment opportunities across the City of London. Efforts will also be made to find suitable locations for a network of outdoor gym facilities which will form an urban sports trail as part of our Destination City offer.
20. More recently, the Policy and Resources Committee gave approval to the City Corporation's strategic engagement approach for the Paris 2024 Olympic and Paralympic Games. As part of this, it is envisaged that a fan zone will be created in a suitable space in the Square Mile that will allow residents, workers and visitors to congregate together to watch some of the action on a big screen. Further details on this will be provided in due course.

Financial Implications: Benefits in Kind

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

Security Implications

25. The use of the City's Anti-Terrorism Traffic Regulation Order (ATTRO) in relation to special events will be covered in more detail by a separate report to Streets & Walkways Committee. Nevertheless, it can be noted here that the ATTRO was used in conjunction with the events related to the London Marathon and New Year's Eve celebrations.

Corporate & Strategic Risk Implications

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

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

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

Legal, Resource, Climate & Equalities Implications

28. None

Conclusion

29. This report summarises the major events planned for 2024, including a series of on-street cultural and transport-strategy related activities to supplement the core established major events. The vast majority of events continue to be delivered successfully and safely, whilst City officers work with organisers to ensure the disruption they cause is minimised wherever possible.

Appendices

- Appendix 1 – Core Event Programme for 2024
- Appendix 2 – Core Event Timeline for 2024
- Appendix 3 – Summary Event Assessment for 2024
- Appendix 4 – Benefits in Kind for 2023

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APPENDIX 1 – Core Event Programme for 2024

EVENT	DAY & DATE	TIMES	ORGANISER	APPROVAL AUTHORITY	BENEFIT OF EVENT	NO.	EVENT HISTORY	CITY OF LONDON ROUTE
London Winter Run	Sunday 25 February	7.30 am – 4 pm	Human Race Ltd	City of London	Community event raising money for charity	18,000	8 th year	City Streets, and Westminster (WCC)
London Landmarks Half Marathon	Sunday 7 April	6.30 am – 4 pm	Tommy's (with The Great Run Company)	City of London & City of Westminster	Community & Charitable Event	16,000	6 th year	Iconic sites within the City
London Mini Marathon	Saturday 20 April	7.30am – 11.30am	London Marathon Limited	Transport for London	Significant charity fund raising for schools	10,000	3 rd year	Embankment & Upper Thames St
London Marathon	Sunday 21 April	7am-8.30pm	London Marathon Limited	Transport for London	Significant charity fund raising, plus surplus used to support specific sporting projects.	50,000	Established event of more than 20 years	Embankment & Upper / Lower Thames St
Ride London	Sunday 26 May	4.30am-7.30pm	TfL (with London & Essex & London Marathon Trust Ltd)	Transport for London, City of London & other highway authorities	Mass participation event to promote cycling, inc Mayoral initiatives.	75,000	10 th year	Central CoL & Holborn, Holborn Viaduct

Cart Marking	Saturday 20 July	7am – 2pm	Worshipful Company of Carmen	City of London	Historical City event to mark trade vehicles	200	Annual event	London Wall, Gresham St, Guildhall area
Standard Chartered Great City Race	Tuesday evening 23 July	6.30pm- 10.30pm	London Marathon Ltd	City of London	Popular with City institutions & sponsored by a City company. Funds also help promote sporting initiatives to the City's resident and workforce population	6,000	More than 10 years	City Road, London Wall, Bank area & Cheapside.
London Triathlon	Sunday 28 July	5am – 1pm	Limelight Sports	TfL, Westminster City Council	Sporting Event	15,000	Annual event	Lower route (Victoria Embankment)
Bloomberg Square Mile	Thursday evening TBC September	7 pm – 9pm	Square Mile Sport	City of London	Fun Run raising money for charity	1,500,	More than 10 years	Gresham Street
Royal Parks Half Marathon	Sunday 13 October	7.30am- 8.30pm	Limelight Sport	Royal Parks and Transport for London	Charitable event for Royal Parks Foundation.	15,000	More than 10 years	Victoria Embankment west of Blackfriars.
Lord Mayor's Show	Saturday 9 November	7am-7pm	City of London	City of London / Westminster and Transport for London	Procession to facilitate the Lord Mayor's obligations to the Sovereign.	6,000	Ceremonial event	City area west of Bishopsgate.

New Year's Eve Fireworks	Saturday 31 December	From b/w 2pm- 10pm until after midnight	GLA	Transport for London, Westminster & City of London	Focus of the UK's End of Year celebrations	120,000	Annual celebratory event	Blackfriars area & Westminster near London Eye
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APPENDIX 2 – Core Event Timeline for 2024

2024 Timeline: Core events			Cumulative Disruption											
Date	Event	Disruption	Month	Week	1	2	3	4	5	6	7	8	9	10
25/02/2024	Winter Run	-2	Dec / Jan	52	New Year's Eve									
07/04/2024	London Landmarks Half M.	-3	Jan	1										
21/04/2024	London Marathon	-3		2										
26/05/2024	RideLondon	-3		3										
20/07/2024	Carl Marking	-1		4										
23/07/2024	Great City Race	-5	Feb	5										
28/07/2024	London Triathlon	-2		6										
Sept 2024 (TBC)	Bloomberg Sq Mile	-1		7										
22/09/2024	Vitality 10k Race	-2		8	Winter Run									
13/10/2024	Royal Parks Marathon	-2	Mar	9										
09/11/2024	Lord Mayor's Show	-4		10										
31/12/2024	New Years Eve	-8		11										
				12										
				13										
			Apr	14	London Landmarks									
				15										
				16	London Marathon									
				17										
			May	18										
				19										
				20										
				21	RideLondon									
			June	22										
				23										
				24										
				25										
			July	26										
				27										
				28										
				29	Carl, Great City Race									
				30	Triathlon									
			Aug	31										
				32										
				33										
				34										
			Aug / Sept	35										
			Sept	36	Sq Mile									
				37										
				38	Vitality 10k									
				39										
			Oct	40										
				41	Royal Parks									
				42										
				43										
			Nov	44										
				45	Lord Mayor's Show									
				46										
				47										
			Nov / Dec	48										
			Dec	49										
				50										
				51										
				52	New Year's Eve									

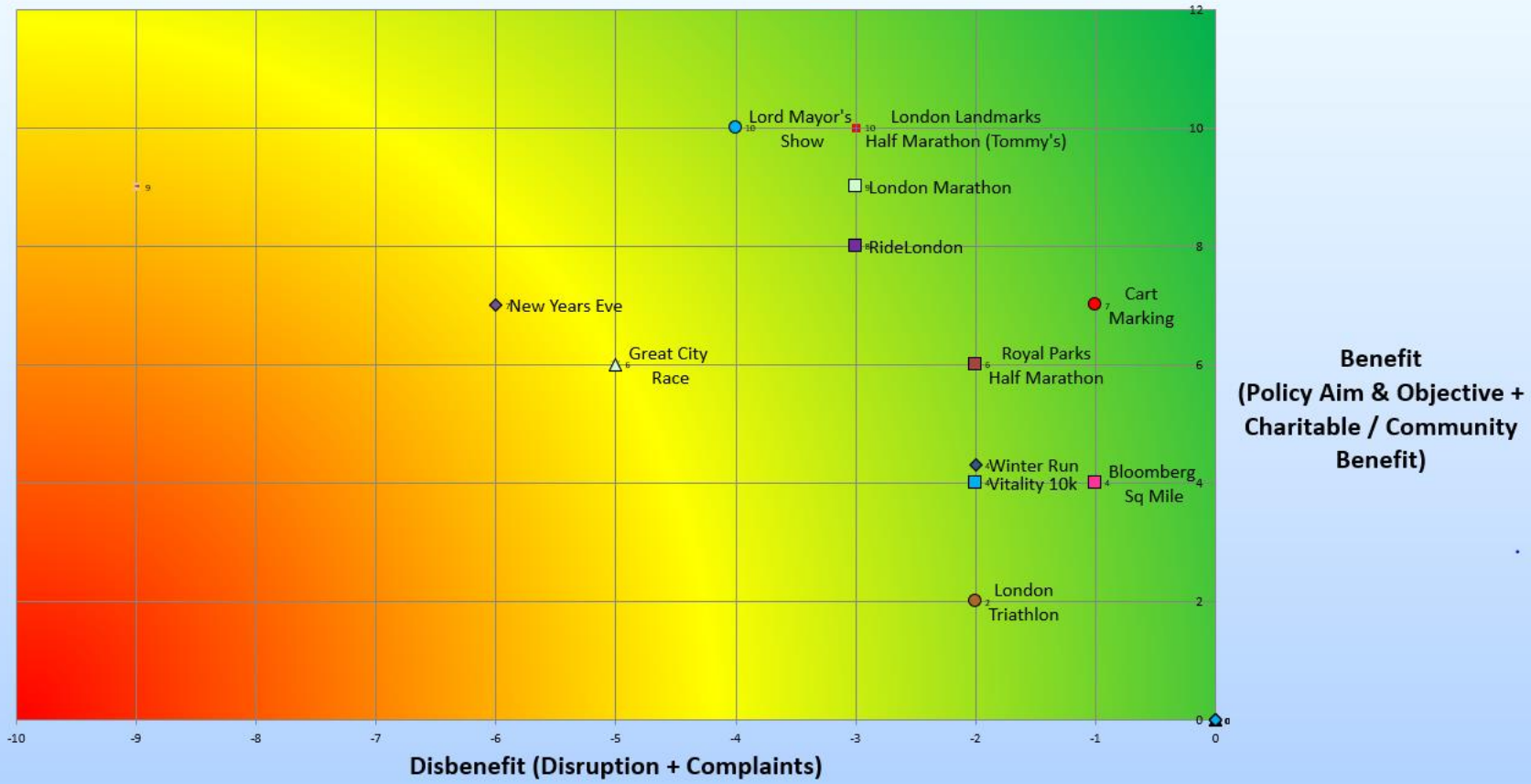
APPENDIX 3 – Summary Event Assessment for 2024

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

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

Using these criteria, the relative assessment for the planned known events in 2024 is represented on are currently as follows:

CORE EVENT ASSESSMENT (2023)



APPENDIX 4 – Benefits in Kind 2023

Date	Event Name	Application Fee	Temporary Traffic Order	Hoarding Licence	Parking Suspension	Dispensation	Total
February							
05.02.2023	London Winter Run				510		510
April							
03.04.2023	London Landmarks Half Marathon				2,430		2,430
20.04.23 – 14.07.2023	Padel Court Festival				5,040		5,040
May							
24.05.2023	Sheriff's Ride	100					100
28.05.2023	Ride London 2022				2,820		2,820
June							
13.06.2023	London Legal Walk	100					100
July							
22.07.2023	Cart Marking				1,080		1,080
September							
03.09.2023	Merchant Navy Memorial Day	100			1,700		1,800
13.09.2023	Bloomberg Square Mile Relay				1,500		1,500
22.09.2023	Christ Hospital School – St Matthew's Day Parade				320		320
24.09.2023	Vitality 10K				1,140		1,140
25.09.2023	Sheep Drive				200		200
November							
11.11.2023	Lord Mayor's Show	450	1,700	400	71,580	1,440	75,570
12.11.2023	Remembrance Sunday	450	1,700		200		2,350
13.11.2023	Lord Mayor's Banquet	120			4,140		4,260
18.11.2023 – 07.01.2024	BID (Fleet St Quarter) – Snowman Trail	120					120
December							
07.12.2023	Kevin Sinfiled 7 in 7	120					120
TOTALS		1,560	3,400	400	92,660	1,440	99,460

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