



Streets and Walkways Sub (Planning and Transportation) Committee

Date: TUESDAY, 9 JULY 2024

Time: 1.45 pm

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

Members:

Graham Packham (Chairman)	Deputy Alastair Moss
Deputy John Edwards (Deputy Chairman)	Ian Seaton
Deputy Randall Anderson	Hugh Selka
Mary Durcan	Brendan Barns (Ex-Officio Member)
Deputy Marianne Fredericks	John Foley (Ex-Officio Member)
Deputy Shравan Joshi MBE	Eamonn Mullally (Ex-Officio Member)

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Ian Thomas CBE
Town Clerk and Chief Executive

AGENDA

NB: Certain matters for information have been marked * and will be taken without discussion, unless the Committee Clerk has been informed that a Member has questions or comments prior to the start of the meeting. These information items have been collated in a supplementary agenda pack and circulated separately.

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 14 May 2024.

For Decision
(Pages 5 - 14)

4. **TRANSPORT STRATEGY - REVISED DRAFT AND CONSULTATION REPORT**

Report of the Interim Executive Director.

For Decision
(Pages 15 - 264)

5. **SMITHFIELD AREA PUBLIC REALM AND TRANSPORTATION**

Report of the City Operations Director.

For Decision
(Pages 265 - 296)

6. **MUSEUM OF LONDON S278**

Report of the Executive Director of Environment.

For Decision
(Pages 297 - 314)

7. **FINSBURY CIRCUS ACCESSIBILITY IMPROVEMENTS**

Report of the Executive Director of Environment.

For Decision
(Pages 315 - 338)

8. **CREECHURCH LANE AREA IMPROVEMENTS**

Report of the Executive Director of Environment.

For Decision
(Pages 339 - 378)

9. **COOL STREETS & GREENING LUDGATE BROADWAY AND ST ANDREW'S HILL**

Report of the Executive Director of Environment.

For Decision
(Pages 379 - 414)

10. **2 ALDERMANBURY S278**

Report of the Interim Director of Environment.

For Decision
(Pages 415 - 444)

11. **TEMPLE AVENUE**

Report of the Executive Director of Environment.

For Decision
(Pages 445 - 462)

12. **21 MOORFIELDS AND FORE STREET AVENUE S278**

Report of the Executive Director of Environment.

For Decision
(Pages 463 - 486)

13. ***ADVERTISING BOARD UPDATE**

Report of the Executive Director of Environment.

For Information
(Pages 487 - 498)

14. ***BANK JUNCTION IMPROVEMENTS PROJECT: NEXT STEPS FOLLOWING THE OUTCOME OF THE TRAFFIC AND TIMING REVIEW**

Report of the Interim Executive Director of Environment.

For Information
(Pages 499 - 504)

15. ***UPDATE ON ACTIONS FOR IMPROVING DOCKLESS E-BIKE HIRE IN THE CITY**

Report of the Executive Director of Environment.

For Information
(Pages 505 - 526)

16. ***DAUNTSEY HOUSE, FREDERICK'S PLACE - PUBLIC REALM IMPROVEMENTS (\$278)**

Report of the Interim Executive Director of Environment.

For Information
(Pages 527 - 540)

17. ***RED BADGE HOLDER SURVEY**

Report of the Interim Executive Director of Environment.

For Information
(Pages 541 - 588)

18. ***OUTSTANDING REFERENCES**

Report of the Town Clerk.

For Information
(Pages 589 - 590)

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

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

**STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)
COMMITTEE
Tuesday, 14 May 2024**

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, 14 May 2024 at 1.45 pm

Present

Members:

Graham Packham (Chairman)
Deputy John Edwards (Deputy Chairman)
Deputy Randall Anderson
Brendan Barns
Mary Durcan
Deputy Marianne Fredericks
Deputy Shravan Joshi MBE
Hugh Selka

Officers:

Zoe Lewis	- Town Clerk's Department
Olumayowa Obisesan	- Chamberlain's Department
Melanie Charalambous	- Environment Department
Gillian Howard	- Environment Department
Ian Hughes	- Environment Department
Bruce McVean	- Environment Department
Stephen Oliver	- Environment Department
Emmanuel Ojugo	- Environment Department
Giles Radford	- Environment Department
Bob Roberts	- Environment Department
Kristian Turner	- Environment Department
George Wright	- Environment Department

The Clerk stated that since the agenda was published Brendan Barns had been appointed to the Sub-Committee by the Finance Committee and John Foley had been appointed by the Port Health and Environmental Services Committee.

The Chairman welcomed Brendan Barns, John Foley, Mary Durcan and Hugh Selka who were new Members of the Sub-Committee.

1. APOLOGIES FOR ABSENCE

The Clerk stated that since the agenda was published Brendan Barns had been appointed to the Sub-Committee by the Finance Committee and John Foley had been appointed by the Port Health and Environmental Services Committee.

The Chairman welcomed Brendan Barns, John Foley, Mary Durcan and Hugh Selka who were new Members of the Sub-Committee.

Apologies were received from John Foley.

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

Graham Packham stated he had a disclosable pecuniary interest in relation to Agenda Item 7 as his flat was in the area. He stated he would leave the room for this item and the Deputy Chairman would chair the item.

3. **MINUTES**

RESOLVED, That the public minutes of the meeting of 19 March 2024 be approved as an accurate record of the proceedings.

Matters Arising

Bus stop by the monument on London Bridge

The Chairman stated he would be meeting TfL with an Officer and Deputy Lord to discuss options regarding moving the bus stop. He added that they could also discuss the repairs to the bridge. A Member raised concerns about the scaffolding causing congestion around the bus stop, tree pits which had been covered up and were collecting rubbish, lights out and the missing handrail. An Officer stated that these matters could be raised with TfL. He added that TfL were looking at designs for work to the bridge but also required funding. A Member raised concern about the lack of funding given that TfL had listed this as one of their top priorities.

Moorfields Highwalk

The Chairman queried if the lifts and escalator were now running at all times and an Officer confirmed that the developer had returned them to 24 hours a day, 7 days a week operation. Officers would continue to monitor this. He added that the highwalk was still privately maintained until it was formally adopted at a future Planning & Transportation Committee meeting.

4. **ST. PAUL'S GYRATORY TRANSFORMATION PROJECT - PHASE 1 (GREYFRIARS SQUARE DESIGN)**

The Sub-Committee considered a Gateway 4C report which provided Members with details of the proposed final RIBA Stage 3 developed design for Greyfriars Square and sought Member approval to progress the design of the public space to RIBA Stage 4 (detailed design).

Members received a presentation on the proposal and were informed that closing the carriageway at King Edward Street and Newgate Street slip road would help create approximately 3,000 square metres of new public space. Work had been undertaken on developing the detailed design of the public space including the play feature and this had been overseen by a steering group.

At the Chairman's request, particulate matter from the underground air vent had been monitored by an independent company. This concluded that there were

no abnormal levels of particulate matter and the location identified was suitable for the play feature. In response to a Member's question about how often the air quality standards were breached, the Officer stated he understood there were no breaches of particulate matter standards. He would check and confirm that the nitrogen oxide standards had not been breached.

Members were shown images of the proposed public space and were informed there would be a large paved area which could be used for occasional public events, large planters, rain gardens, permeable paving and a linear feature of Thames embankment granite through the space. There would also be quieter areas with seating and tables. The Officer stated that work had been taking place on a modification to the steps proposed at the southwest corner of 81 Newgate Street.

The Officer stated that the design of the play feature had involved the City Parent Carer Forum which included the parents of children with special educational needs or disabilities. He stated their input had been invaluable in designing the feature to be inclusive and for children of different ages. The feature included sensory features and more traditional play features as well as a trampoline.

Members were informed that a Gateway 5 report would be submitted to the Sub-Committee in October 2024 for approval to start work on the highway design. Officers were aiming for work to start in early 2025 once the traffic changes were in place and King Edward Street was closed.

A Member commented that the location chosen for the play area was relatively close both to the road and the underground vent and asked whether any other spaces had been explored. An Officer stated that two possible locations for the play area had been considered. The location chosen maximised the space available. The other location was close to Angel Street.

In response to a Member's suggestion that the play area be moved, the Officer stated that there were no locations identified as suitable that were at the heart of the site and away from surrounding streets. The Chairman stated there were competing needs e.g. the constraints of the existing gardens, required open space for events and cathedral views. The Officer stated that Historic England had expressed informal concerns about views if the play area was located close to the scheduled historic monument and Grade I listed building. The Officer stated that the report to the Sub-Committee in January 2024 included the assessments that had taken place about where the play feature could be introduced and it was concluded that the location proposed was the best location.

Member raised concern about safety with the play area being so close to the main road. An Officer stated that this had been raised by the City Parent Carer Forum and the plan had been modified to extend the barriers.

An Officer stated that if the view of the Sub-Committee in relation to the location of the play area was unclear, it would not be possible to approve the detailed

design and Officers would consider the feedback and come back with another proposal.

The Chairman asked for confirmation that Officers considered the chosen location for the play area was the best location and the Officer confirmed it was. The Chairman requested that the area between the play area and Newgate Street be made impermeable to improve safety and minimise the risks.

A Member stated that the plan on page 43 of the agenda showed the spatial position of the play area more clearly than the CGIs. He stated that the play area was secluded and the ventilation building offered some protection to the play area from the street. He suggested that spatially accurate plans should be highlighted in all future presentations.

Concern was also raised about people cycling through the space as this would be available permeable space without traffic. An Officer stated that it was not possible to entirely prevent this but there would be a traffic order prohibiting cycling which would be enforceable and a protected cycle route would be created around the space. Members were informed that any physical measures to stop people from accessing the space on a bicycle, would make it an inaccessible space. The space had been clearly designed to send a signal that it was not for people to cycle through. A Member asked for consideration to be given to ensuring that Grand Axial Route did not look like a throughway to bicycles.

Members were informed that the existing cycle docking station would be relocated to enable two-way traffic on Newgate Street. TfL had stated it had to be reprovided close by and the proposed location was the only suitable location for a docking station of that size.

A Member commented positively on the scheme having been amended following previous comments about the design.

A Member asked about the content in relation to the pavement telling a story. An Officer stated that Historic England had asked to be involved.

The Chairman asked for reassurance that the design of the plant borders would not attract skateboarders. An Officer stated that the whole space was being designed to deter skateboarders.

In response to a question about the permeable paving, an Officer stated that in certain areas, there would be a full depth construction to the sub-base to allow water to percolate through the layers.

A Member enquired as to why the conditioned foliage on 81 Newgate Street was not shown on the CGI. The Member stated he would raise this with Planning Officers.

RESOLVED - That Members of the Sub-Committee:

1. Approve the recommended RIBA Stage 3 developed design for the Greyfriars Square new public space, subject to the area between the play area and Newgate Street being made impermeable, and authorise officers to commence the RIBA Stage 4 detailed design;
2. Approve an additional budget of £110,000 from the agreed capital allocation (OSPR) to reach Gateway 5 (as outlined in section 3 of the Officer report); and
3. Note the revised total proposed project budget of £5,454,622 (including risk) is required to reach Gateway 5.

5. **PEDESTRIAN PRIORITY STREETS PROGRAMME - CHANCERY LANE**

The Sub-Committee considered a report of the Interim Executive Director Environment concerning the results of the traffic experiment including the statutory and public consultation exercise and seeking Member approval for making the traffic changes permanent.

RESOLVED - That Members of the Sub-Committee approve Option 1 to make the experimental traffic measures permanent (restricting vehicles from travelling north on Chancery Lane north of the junction with Carey Street between 7.00am and 7.00pm, Monday to Friday, except taxis and vehicles requiring access to properties or parking and loading facilities in Chancery Lane). Subject to the Chancery Lane scheme receiving TMAN approval from TfL.

6. **LIVERPOOL STREET AREA HEALTHY STREETS PLAN**

The Sub-Committee considered a Gateway 5 report of the Interim Executive Director, Environment on the Liverpool Street Area Healthy Streets Plan.

A Member stated that Liverpool Street Station was the busiest station in the country and was now directly linked to Heathrow Airport. He stated that in the future, there would be an increasing volume of passengers using the station and carrying luggage and that there was likely to be increased accessibility to the station concourse in the future which would increase the number of disabled people using the station. He raised concern that the plan did not include these increased numbers and raised concern that there would be a future need for vehicular access to the station. He added that there was a need to future-proof for this and make the plan sustainable in the long term. He stated that there should be research into the transport makeup of Liverpool Street changing in the future.

An Officer responded that the Healthy Streets Plans were deliberately high level. Much of the detailed work was still to take place. He added there had also been a planning application submitted for the station. Some changes had been made in response to feedback e.g. the references to potentially reducing the size of the rank on Liverpool Street had been removed so there was no presumption. He added that the type of taxi provision in the area would be looked at when there was more clarity on the potential future redevelopment of the station.

The Chairman stated that the opening of the Elizabeth Line was having a beneficial impact.

RESOLVED - That the Liverpool Street Area Healthy Streets Plan in Appendix 1 of the Officer report be adopted.

7. **COOL STREETS AND GREENING PROGRAMME UPDATE**

The Sub-Committee considered a report of the Interim Executive Director, Environment which provided an update on the delivery of the Cool Streets and Greening programme (CSG).

The Chairman who had declared an interest in this item, left the room and the Deputy Chairman took the Chair for this item.

An Officer stated that the Cool Streets and Greening programme was part of the Climate Change Action Strategy. The programme was divided into four phases and the first three phases were well under way. The fourth phase involved sustainable drainage and 45 projects would be delivered as part of this. There were also some citywide projects for tree planting plus replanting city garden spaces with more resilient planting. It was anticipated that the project would be delivered by March 2026.

The Officer stated that the next priority project on the list was Temple Avenue which had been chosen as it had very little greening, there was demand for greening and the existing road closure to traffic presented an opportunity. The Officer stated there would be a cost increase for the Little Trinity Lane project to cover the costed risk provision diverting utilities for sustainable drainage and additional planting. Overall, the total budget remained unchanged.

In response to a question as to why the work on the Crescent had been paused, an Officer advised that this was due to the sale of the adjacent property and Officers had to ensure that the scheme was fully supported by all the adjacent property owners and if necessary was adapted to take account of any future development.

In response to a Member's question about the increase in budget to the Little Trinity scheme, an Officer stated that there had been a difficulty in finding enough sites to spend the full allocation. Little Trinity Lane was one of the spaces where a large rain garden could be incorporated and the scheme was likely to provide the largest amount of sustainable drainage of any of the projects.

A Member asked for clarification on why Section 106 money was no longer available. An Officer stated that there were several Section 106 agreements with clauses and this one had a clause specific for TfL bus stop works. At the time this was allocated to the project, TfL stated they did not need the money for these works but they had since stated they did need it.

The Deputy Chairman, in the Chair, asked the Officer to outline the different technologies that had been trialled in the sustainable drainage projects. The

Officer outlined the technologies and the projects where they had been trialled. The Deputy Chairman requested that the areas where these technologies had been trialled be included as part of the planned Streets and Walkways walk around the City.

In response to a Member's question, the Officer stated that if a trial was not successful, there was a fallback position in the design.

RESOLVED - That Members of the Sub-Committee:

1. Note the content of this progress update;
2. Note the extension of the Cool Streets and Greening programme timeframes by 12 months to March 2026;
3. Agree to transfer the Cool Streets and Greening allocation of £350,000 from the Crescent project (which has been paused) to the next priority Cool Streets and Greening project which is Temple Avenue;
4. Agree to amend the funding allocations between the phases and projects and approve the required budget increases as set out in Appendix 1;
5. Agree the increase in the Cool Streets and Greening allocation for the Little Trinity Lane project of £150,000 to replace S106 funds that are no longer available and fund additional planting, utility works and the costed risk provision;
6. Delegate approval and drawdown of the Costed Risk Provision for the projects in the programme to the Chief Officer if one is sought at Gateway 5; and
7. Request the inclusion of visits to see the sustainable drainage projects where technologies had been trialled, be included in the planned walking tour for Members of the Sub-Committee.

8. CITY GREENING AND BIODIVERSITY: LONDON WALL/MOORGATE RELANDSCAPING

The Sub-Committee considered a Gateway 5 report of the Interim Executive Director, Environment on the London Wall/Moorgate Relandscaping.

RESOLVED - That Members of the Sub-Committee:

1. Agree authorisation to initiate public realm works for the delivery of the London Wall/Moorgate Green space at a total cost of £612,335, to be funded from the Cool Streets and Greening Programme (£442,655) and Section 106 Contributions (£168,680);
2. Agree to the installation of Keats Bust under S115B of the Highways Act (1980), to commemorate the birthplace of the poet, and formally enter into the legal agreement with the funder and sculptor (see section 4); and
3. Agree to delegate the drawdown of the costed risk provision to the Chief Officer.

9. MILLENNIUM BRIDGE HOUSE AREA IMPROVEMENTS S278

The Sub-Committee considered a report of the Interim Executive Director, Environment outlining the Millenium Bridge House Area Improvements S278.

RESOLVED - That Members of the Committee:

1. Approve the reconfiguration of the approved evaluation budget of £50K of which £29,812 remains to reach the next reporting stage. as summarised in Table 2: Adjustment Required to reach the next Gateway, in paragraph 3 of this report;
2. Request that the Gateway 5 report (Authority to Start Work), be delegated to the Director of the Built Environment, when final costs are known, provided detailed costs of the S278 works do not exceed the maximum limit of the agreed cost range by 10% (in accordance with project procedure); and
3. Agree that any future required allocation of Costed Risk Provision be agreed by the Executive Director Environment and the Chamberlain, and that the Executive Director Environment is delegated to authorise the future drawdown of funds from this register.

10. **GLOBE VIEW WALKWAY - OPENING UP AND ENHANCING THE RIVERSIDE WALK**

The Sub-Committee considered a report of the Interim Executive Director, Environment, which provided an update on the opening up and enhancing of the Riverside Walk.

A Member spoke positively about the project and stated that the walkway was safe and enhanced by the good lighting.

RESOLVED - That Members of the Sub-Committee note the conclusions of the report and approve the closure of the Globe View Walkway project.

11. **EASTERN CITY CLUSTER PHASE 1 (LANDSCAPING)**

The Sub-Committee received a report of the Town Clerk and Members were asked to formally close the project in respect of the Eastern City Cluster Phase 1 (landscaping).

RESOLVED - That the project in respect of the Eastern City Cluster Phase 1 (landscaping) be formally closed.

12. *** BANK JUNCTION IMPROVEMENTS (ALL CHANGE AT BANK): TRAFFIC MIX AND TIMING REVIEW CONCLUSIONS**

The Sub-Committee considered a report of the Interim Executive Director, Environment concerning the Bank Junction Improvements (All Change at Bank): Traffic Mix and Timing Review Conclusions.

The Chairman stated that this item would be discussed at the upcoming Planning and Transportation Committee.

RESOLVED - That Members of the Sub-Committee note the content of the report, which concludes the review of traffic and timing mix at Bank Junction.

13. *** PEDICABS (LONDON) BILL 2024**

The Sub-Committee considered a report of the Remembrancer concerning the Pedicabs (London) Bill 2024 which empowered Transport for London (TfL) to make regulations concerning pedicabs operating in Greater London.

In response to a Member's question about timelines, the Officer stated that there had not been communications with TfL as there was a strict line on correspondence communications in the pre-election period. It was expected that TfL would provide an update in the coming months.

The Chairman commented that it was regrettable that the scope of this bill was narrow and did not include e-bikes.

RECEIVED.

14. *** OUTSTANDING REFERENCES**

The Sub-Committee received a report of the Town Clerk concerning Outstanding References. The Chairman stated that there would be reports on Dockless Vehicles and Bank Junction to the Planning and Transportation Committee later in the week.

An Officer confirmed that the reopening of Old Jewry was still scheduled for the end of June 2024.

The Chairman requested that Dockless Vehicles and Bank Junction be removed from the Outstanding References list. Old Jewry would remain on the list. The Chairman also requested an update on Ironmonger Lane.

RECEIVED.

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

A Member asked for an update on the legal advice being sought on using the highway for sporting purposes. An Officer stated that the advice was expected imminently. Members would then be updated as would the applicant who had triggered this and the Destination City team. The Officer added that if an event lasted up to three days, it sat within existing legislation. The Officer stated that if the advice gave freedom of action, there would be a process for evaluating and giving permission and this would depend on the advice of the City Solicitor. One of the challenges could be that Officers might not have that delegated authority to approve events, which could then require Officers to seek delegation from the Sub-Committee or for the Sub-Committee to become an approving authority. Work would take place to consider the benefits and disbenefits of each request. A Member stated that many of the events were being funded by Business Improvement Districts and third-parties and event organisers would need sufficient notice to run events in Summer 2024.

The Chairman stated that the heat map was a good way to evaluate the impact in terms of benefits and disbenefits and meeting Destination City objectives could be added into the model.

The Officer stated that once the legal advice had been received and considered, Members of the Sub-Committee would be advised of the process and way forward.

The Officer confirmed that screens were covered under an existing licensing process.

A Member commented on riverside lights which were not working. An Officer stated this would be looked into and Officers would try and resolve the power issue with Network Rail.

16. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
There was no urgent business to be considered.

The meeting ended at 3.15 pm

Chairman

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

Agenda Item 4

Committee(s): Streets & Walkways Sub-Committee Planning & Transport Committee	Dated: 9 July 2024 23 July 2024
Subject: Transport Strategy – Revised Draft and Consultation Report	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	- Providing excellent services - Diverse Engaged Communities - Dynamic Economic Growth - Leading Sustainable Environment - Vibrant Thriving Destination - Flourishing Public Spaces
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?	N/A
Report of: Bob Roberts, Interim Executive Director Environment	For Decision
Report author: Samantha Tharme, Head of Transport Strategy, Environment Department	

Summary

This report seeks approval to recommend the revised Transport Strategy to the Court of Common Council for adoption at Appendix 3.

The Transport Strategy was adopted in May 2019 and was scheduled to be reviewed every three years. The current review period has been extended to autumn 2024, in part due to the impacts of the Covid-19 pandemic and to allow it to better align with the review of the City Plan.

In April 2021, the Streets and Walkways Sub Committee agreed that the Transport Strategy Vision, Aims and Outcomes are still considered relevant and fit for purpose and that an update, rather than a wholesale revision of the Transport Strategy was appropriate.

A first phase of engagement took place in early 2023, with analysis of any changing trends, helping inform changes and revisions to the Strategy. In October 2023, the Planning and Transportation Committee approved draft changes to the Strategy for consultation. Consultation then took place between November 2023 and January 2024.

This report sets out the responses received during the consultation period, in appendix 2.

Feedback from that consultation is outlined in this report, concluding that no further significant changes to Strategy Outcomes and Proposals are recommended.

The Engagement Plan for the Strategy Review is attached as Appendix 1. This provides details of the different stages of engagement during the Strategy Review and who has been involved.

The Commonplace online consultation received responses from over 430 individuals, across the 13 elements of the consultation (some individuals made more than one contribution, totalling over 750 contributions).

In addition, more than 50 residents and visitors attended the local drop-in sessions. A further 26 stakeholders attended the Stakeholder Workshop, eight attended the City of London Access Group (CoLAG) workshop, business representatives and interest groups provided some very detailed individual comments and 1-1 meetings held. Adding these to the Commonplace contributions resulted in total, more than 800 contributions to the consultation were received.

13 organisations provide responses to the consultation. 11 of these expressed overall support for the focus of the Strategy and supported the changes. These included, City Property Association, City of London Business Improvement Districts, Members of the City of London Access Group (CoLAG), St Bartholomew's Hospital and NHS Trust and Transport for London (TfL).

Most key changes received overall majority support, and for the two that didn't the consultation response was closely split with only 1 or 2 percentage points difference. These were the proposal to include new forms of micromobility which is attracting a lot of attention and changes to the freight proposal to no longer provide a City Corporation funded consolidation centre. Comments received across all the changes are responded to in the Consultation Summary in detail.

There were general themes, the main positive feedback focused on our ambitions to reduce motor traffic, accompanied by endorsement enabling active and sustainable travel and movement, with an anticipated reduction in air pollution.

The majority thought that a strong focus on the prioritisation of people, rather than vehicles was also important, together with public realm and safety improvements for people who walk/wheel and cycle. Comments were received asking us to go further with changes that prioritise people walking and wheeling and not to undermine this with responding to minority needs.

There was support overall for removal of the 15mph mandatory speed limit from the Strategy, and agreement that a more targeted approach would be appropriate with some streets benefiting from advisory slower speeds to fit the nature and use of the streets. The wording in the Strategy has been updated to reflect the advisory targeted approach.

The most common theme in the negative feedback received was on a perceived failure to recognise a practical need for motor transport by some people due to age, mobility issues or circumstance, although these were in the minority compared to

those supporting prioritisation of people walking and wheeling. This linked to the second theme relating to inequality as a result of restricted motor vehicle access. The third most frequent theme was a perceived failure to address inconsiderate and dangerous cycling, predominantly from City residents.

The largely positive response to consultation on the changes in the draft Transport Strategy means that no significant changes have been made. Changes to the Transport Strategy are shown as tracked changes in Appendix 3, these include:

- Including further wording to underline our commitment to working with TfL and neighbouring boroughs, on designing safer streets that are on or just beyond the City boundaries.
- Updates to promote the use of advanced driver assistance systems (ADAS) which includes telematics, intelligent speed assistance (ISA) etc, in place of solely ISA.
- Proposal 21 has been updated to include reference to crime against women and girls.
- Updates to relevant proposal and Electric Vehicle Infrastructure Plan to include consideration of mobility scooters in provision of EV charging.

The principles of the proposals will be embedded in future schemes and initiatives where some of the broader concerns about accessibility can be addressed on a case by case basis. We recognise that access for some who cannot walk or wheel, needs to be possible and will use the EQIA process to ensure essential needs are met.

Recommendation(s)

Members are asked to:

- Approve the changes to the Transport Strategy

Main Report

Background

1. The Transport Strategy was adopted in May 2019 and was scheduled to be reviewed every three years. The current review period has been extended to 2024, in part due to the need to understand the impacts of the Covid-19 pandemic and to allow it to better align with the review of the City Plan.
2. The review has focussed on ensuring that the Strategy remains relevant and fit for purpose. This included understanding changes in how people are travelling and the pattern of travel post Covid-19 pandemic.
3. The Streets & Walkways Sub Committee agreed in April 2021 that the Transport Strategy Vision, Aims and Outcomes are still considered relevant and fit for purpose and that an update, rather than a wholesale revision of the Transport Strategy is appropriate.
4. In October 2023, the Planning & Transportation Committee approved draft changes to the Strategy for consultation.
5. The Engagement Plan for the Strategy Review is attached as Appendix 1. This provides details of the different stages of engagement and of who has been involved.

Transport Strategy Review consultation, November 2023 to January 2024

6. Using the Commonplace engagement platform, a seven-week consultation on the proposed changes to the Strategy ran from Thursday 16 November 2023 to Sunday 7 January 2024 (inclusive). The consultation was open to anyone (group or individual), whether a resident, business owner, worker or visitor, with an interest in the City.
7. A stakeholder workshop was also held in late November as part of the consultation. This was attended by representatives from businesses, interest groups, neighbouring London boroughs and Transport for London (TfL).
8. Drop-in sessions were held in a number of public buildings (the Guildhall, libraries etc) throughout November and December 2023. These were attended mostly by residents. Officers also attended the City Residents' meeting in the Old Bailey in December 2023.

9. Earlier, pre-consultation engagement included joint workshops with the City Plan team, given the relationship between both documents. More details on the earlier engagement stages are included in Appendix 1 (Engagement Plan).
10. The Commonplace online consultation received responses from over 430 individuals, across the 13 elements of the consultation (some individuals made more than one contribution, totalling over 750 contributions).
11. In the workshops and on the Commonplace consultation platform we drew attention to the key changes, while also allowing people to review and feedback on the detailed changes to proposals. The Commonplace website allowed people to access the full draft text and proposed changes and comment directly on the changes under each outcome. Free text allowed people to provide additional comments.
12. In some instances respondents commented on proposals in the Strategy with no proposed changes. For completeness, we have included these comments in our analysis in the Summary consultation report.
13. This report summarises the consultation feedback and the response to this, with the consultation report provided in Appendix 2. The full final draft of the Transport Strategy is provided in Appendix 3. This includes tracked changes for any amendments made following the consultation to the draft that was approved by the Planning & Transportation Committee in October.
14. Note that responses received through the Commonplace platform are included as percentages with the number of respondents included in brackets. Consultation questions the detailed changes tend to receive low response rates.
15. The sections below cover feedback received on:
 - a. the overarching focus of the Strategy
 - b. the ' proposed changes under each of the ten Outcomes, including those highlighted as 'key changes' which received the most responses.

a. Focus of the Strategy

16. Other than changes to the cycling outcome to include other micromobility modes, changes to the overall approach and focus of the Strategy were limited. However, we still asked for feedback on the Transport Strategy continuing to focus on:
 - Prioritising the needs of people walking and wheeling, make streets more accessible and deliver high quality public realm
 - Making the most efficient and effective use of street space by reducing motor traffic, including the number of delivery and servicing vehicles

- Ensuring that no one is killed or seriously injured while travelling on our streets, including through measures to deliver safer streets and reduce speeds
 - Enabling more people to choose to cycle by making conditions for cycling in the Square Mile safer and more pleasant
 - Improving air quality and reduce noise, including by encouraging and enabling the switch to zero emission capable vehicles.
17. 58% (198) of consultation respondents agreed that the activity described above should remain the focus of the Strategy. 33% (113) of respondents disagreed..
18. The main positive feedback focused on our ambitions to reduce motor traffic, accompanied by endorsement for the ethos of enabling active and sustainable travel and movement, with an anticipated reduction in air pollution. A strong focus on the prioritisation of people, rather than vehicles was also mentioned, together with public realm and safety improvements for people who walk and/or cycle (creating a more pleasant, healthy and ‘people-based’ environment in which to move through and spend time in). Comments were received asking us to go further with changes that prioritise people walking and wheeling and not to undermine this with responding to minority needs.
19. The most significant theme in the negative feedback received was on a perceived failure to recognise a practical need for motor transport by some people due to age, mobility issues or circumstance. This linked strongly to the second theme relating to inequality as a result of restricted motor vehicle access. The third most frequent theme was a perceived failure to address inconsiderate and dangerous cycling, predominantly from City residents.

b. Feedback on the key changes

20. This section summarises the feedback received through the Commonplace website, responses from organisations and stakeholder workshops.

Vision and the addition of Proposal 1b: Embed inclusion in our approach to transport planning and delivery

21. The online consultation attracted responses from 384 people. More than half (53%, 203) agreed with revising the Vision and including Proposal 1b to take a more inclusive approach. 108 respondents (28%) disagreed.
22. The ethos of promoting greater inclusivity through revisions to the Vision (*Streets that inspire and delight, world class connections and a Square Mile that is inclusive and accessible to all*) and the new Proposal 1b (Embed inclusion in our approach to transport planning and delivery) was welcomed by a number of stakeholders who regarded this as an important and forward-thinking step. It was felt that Proposal 1b showed clear alignment with the ambitions and the promotion of equality.

23. Some comments related to concerns that the Transport Strategy's ambition to reduce motor traffic was not achievable or inclusive. Respondents noted concerns that street closures and restrictions have negative impacts on accessibility (and do not strengthen inclusivity), especially for disabled people and those who need motorised access.

24. Mitigating this impact will be covered in decisions through the EqlA process. Whilst recognising there may be negative impact for some people, the overall approach to reduce traffic while maintaining access creates a safer, more comfortable environment for people moving around and spending time in the City, including older and disabled people.

25. Following detailed comments and engagement, we have **updated** the introductory text for this section with context on:

- Our Inclusivity Action Plan and how we will develop our understanding of inclusivity
- How Proposal 1b will support corporate Equality, Diversity and Inclusion (EDI) objectives, the Corporate Plan other City Corporation Strategies and Policies

26. We have **updated** the wording of Proposal 1b and the Inclusion Principles to:

- Clarify accountability mechanisms for championing and monitoring progress
- Acknowledge the diversity of our communities and make reference to specific personal experiences
- Take the opportunity to name protected groups where possible, so that everyone recognises themselves in our Inclusion Principles and ambitions.
- Simplify the language and use plain English wherever possible
- Review the language in the Strategy to follow the Social Model of Disability
- Name all protected groups in the Proposal text, and take the opportunity to identify benefits to specific groups where appropriate
- Provide more references to Equity
- Provide definitions of terms, in a glossary.

Outcome 1: The Square Mile's streets are great places to walk, wheel and spend time

27. For the key change flagged in this Outcome, almost 190 people (60% of 315 respondents) agreed with the proposal to extend 'walking' language to include 'walking and wheeling', 21% (66) disagreed. On the key change flagged in this Outcome, almost 60% (189) of 315 respondents to this question agreed with the proposal to extend 'walking' language to include 'walking and wheeling'. disagreed.

28. Given the importance of proposals in this outcome to delivering other strategy commitments we also asked questions on three key proposals:
- 65% (30) of respondents agreed with the proposal to reallocate more street space to people walking and wheeling, alongside the improvement of pedestrian routes (Proposal 2)
 - Public realm improvements, together with the renewal and rejuvenation of spaces proved a particularly popular proposal – welcomed by 75% (34) of respondents (Proposal 7)
 - Greening and tree planting – in the context of meeting the Climate Action Strategy ambition –received a positive response from 74% (33) of respondents (Proposal 8).
29. Further comments included support for concentrating tree planting and greening on streets where needed most for their cooling effect. Comments noted that the introduction of greening and small parks provides a significant boost to wellbeing.
30. Most negative comments received challenged the level of priority given to walking and wheeling, and expressed concern that there is a continued need for motor vehicles to move around city streets.
31. The priorities set out in the strategy that put those walking and wheeling first reflects the fact that these are the main ways that people travel around the City. This view, on the whole, was supported by consultation responses. We are making no further changes to proposals under this outcome.

Outcome 2: Street Space is used more efficiently and effectively

32. In the 'key changes' section, we asked for feedback on our approach to road user charging in the Strategy, removing the commitment to developing a road user charging mechanism specific to the City of London (a local 'congestion' charge), and instead committing to support the Mayor of London and Transport for London on the development of a new London wide charging system. 352 people responded to this question. 42% (148) were in agreement with the proposed change, compared to 40% (140) against.
33. Comments included support for a uniform charge across all central London, rather than having a separate road user charge in the Square Mile. However, some respondents supporting the principle felt that there was a lack of certainty regarding the Mayor's approach. Many of those disagreeing did not agree with any form of road user charging.
34. A collective response from the Business Improvement Districts (BIDs) was supportive of the approach to achieve change, including traffic reduction, through the Healthy Streets Plan approach, recommending working in partnership with them.
35. Traffic reduction measures are key to delivering the elements of the Strategy, including creating more space for walking and wheeling, greening and public

realm improvements. No further changes will be made to the proposals in this outcome.

Outcome 3: The Square Mile is accessible to all

36. To ensure inclusive engagement on the Strategy we held workshops with accessibility groups which elicited a lot of detailed comments. The majority of stakeholders that engaged in the Transport Strategy review acknowledged the importance of accessibility for all. Those who supported the changes to the Accessibility Outcome included City residents, employees of City businesses, members of the City of London Access Group (CoLAG), and the City Property Association (CPA).
37. 25 responses were received through the online consultation, attracting support for the proposed changes from 48% (12) respondents, with 40% (10) disagreeing.
38. Respondents, through the CoLAG workshop felt that the Strategy should prioritise access for disabled people through slowing traffic, including wheelchair buttons on pedestrian crossings and allowing more time for people to cross, and providing more places to stop and rest for disabled people. Comments also included the importance of improving wayfinding and ensuring lifts, escalators and pavements are well maintained.
39. Representation was made to include electric vehicle charging for mobility scooters within our plans, therefore proposal 30 (provision of Electric Vehicle infrastructure) has been **updated** to include wheelchairs / mobility scooters in the list of users to be considered in the Electric Vehicle Charging Action Plan.
40. There were no comments disagreeing with the Proposals within this Outcome, but there were comments strongly urging the City Corporation to do more to improve accessibility and consider the needs of disabled people.

Outcome 4: People using our streets and public spaces are safe and feel safe

41. Feedback in the 'key change' section, on removing the commitment to 15mph as a mandatory speed limit across the Square Mile, received mixed views. 45% (157) of respondents agreed with this while 39% (136) disagreed.
42. 191 comments were received that supported removing the commitment to a mandatory 15mph speed limit. Themes included that the 15mph limit was too slow (61), unnecessary (24) and that 20mph was sufficiently low already (23).
43. Comments disagreeing with the removal of 15mph speed limit, included stating that 15mph limits were necessary for improving safety (91), and further that there would be benefits for the environment (9).
44. A number of comments were made in workshops and through the detailed points in consultation responses, that have been addressed in the updates described below.

45. We have updated proposal 20 to note that we will explore the introduction of lower advisory speed limits on specific streets across the Square Mile where they would help support efforts to prioritise people walking and wheeling and reduce road danger. This approach will focus on creating low speed environments where appropriate, that are self-enforcing.
46. We have updated proposal 20 to include further wording to underline our commitment to working with TfL and neighbouring borough on safer streets that are on or just beyond the City boundaries, reflecting that TfL and other neighbouring London boroughs have a commitment to Vision Zero.
47. We have updated proposal 20 to promote the use of advanced driver assistance systems (ADAS) which includes telematics, intelligent speed assistance (ISA) etc, for our own fleet and suppliers, in place of solely ISA. This revision allows more flexibility in the type of system we support and promote.
48. We have updated proposal 21 to include reference to crime against women and girls, following representation on the importance of this.

Outcome 5: Improve the experience of riding cycles and scooters in the City

49. The proposed change to the cycling Outcome and Proposals to include micromobility (e.g. scooters and electric scooters) were included in the 'key change' section. This change was responded to by 386 people. 35% (135) people agreed with inclusion of scooters, their view was countered by 37% (143) who disagreed.
50. Support for this change was received from TfL, City of London BIDs and the CPA.
51. Detailed comments in support of this change were related to the following themes: support for the change but request to be more ambitious (21); promotes a practical alternative to motor vehicles (16); promoting inclusivity (12); and a need to segregate routes (4).
52. The 143 respondents who did not support the change commented on the following themes; danger posed by people riding cycles (52) and scooters (91), only providing for a minority group (14); and it representing anti motorist policy (12).
53. Much of the negative feedback was around the relationship between people riding scooters and cycles and other street users. We will continue to work on providing a network which addresses these issues where possible. Comments also reflected a view that tackling anti-social e-bike and scooter parking is essential, as well as regulation of scooters in future.
54. There were a number of comments raising concern on the changes to the delivery timetable for the cycle network, some sections of which are being implemented later than originally planned.

55. The new programme for delivery of cycle infrastructure is considered to best reflect funding available and feasibility to deliver changes within other major traffic management schemes. Some sections of routes have been delivered earlier than planned through pandemic response schemes being retained. There will be no changes to the programme on this basis.
56. We are committed to working with the City of London Police to address illegal behaviour of all street users, particularly where it impacts on road danger for others. Many comments also related to poor management of rental e-bikes, impacting safety and space. The Strategy already includes lobbying for regulation to allow us to manage operators better.

Outcome 6: The Square Mile's air and streets are cleaner and quieter

57. The proposal to remove the commitment to local Zero Emission Zones (ZEZ) covering parts of the City of London was included in the 'key change' section of the consultation. A total of 297 people responded, 37% (110) agreed with this change, 36% (107) disagreed.
58. Of those who agreed with the change, a number considered ZEZs a money-making scheme (15) and that providing a ZEZ in the City was unnecessary and unachievable (29).
59. Other respondents made positive comments (32 in total) that pursuing alternatives as now proposed is appropriate.
60. The combined BIDs response supported the changes to this outcome and welcomed the action to engage with SMEs to accelerate the transition to zero emission capable vehicles, but also called for an increase to charging infrastructure by the City to assist with this aim. London Cycling Campaign supported; and TfL noted the progress on reducing nitrogen oxides since the introduction of the ULEZ.
61. Concern was expressed that the reliance on the next generation of road user charging to control traffic levels and vehicle related pollution was at risk, as this was not a firm commitment from the London Mayor. Concern was also expressed about over reliance on electric vehicles.
62. Respondents had concerns that the removal of the ZEZ proposal failed to tackle air pollution and that we should pursue alternatives (63 comments).
63. Our EV Charging Infrastructure action plan will be updated in 2024 to reflect targets to 2030, therefore the future number is likely to increase. The EV charging infrastructure plan will also be updated to reflect a consideration of charging for larger vehicles, and awareness of innovative approaches where possible.
64. Proposal 30 has been **updated** to include consideration of mobility scooters in provision of EV charging.

Outcome 7: Delivery and servicing needs are met more efficiently, and impacts are minimised

65. Feedback on the change to remove the commitment for the City of London Corporation to provide a consolidation centre, was flagged as a 'key change'. 25% (84) agreed with this proposed change while 27% (90) disagreed. The remainder neither agreed or disagreed.
66. Respondents, including the Port of London Authority (PLA), CPA and Network Rail, expressed support for more goods and services being delivered by cargo bike, rail and river. TfL supported the aim to increase the use of cargo bikes and encourage freight travel on foot for local deliveries.
67. Concerns were expressed around reducing our direct commitment to providing a consolidation centre, and the slow progress on providing last mile logistics hubs.
68. We are committed to reducing freight traffic on the City's streets and support the use and promotion of consolidated deliveries and consolidation centres. However, as consolidation centres are already satisfactorily provided by the market, there is no longer a need for the City Corporation to invest or develop its own consolidation operation.
69. We continue to promote and encourage consolidation as set out in the Strategy (Proposal 38). This includes encouraging occupiers of existing buildings to operate consolidated delivery, and voluntary area-based consolidation, being developed in partnership with the BIDs.
70. No changes will be made to the proposals in this outcome.

Outcome 8: Our street network is resilient to changing circumstances

71. Proposals to make streets more resilient received support. 10 of the 18 respondents agreed with the changes, compared to only three that disagreed. Five respondents were neither agreed or disagreed about changes to the proposals.
72. Positive comments included welcoming:
- the approach of embedding resilience within design
 - the acknowledgement of increasing issues with flooding, particularly in the context of continued development of ground space in the City
 - tree planting
 - increased drainage.
73. The only negative comment was challenging that we were over-prioritising climate polices at the expense of transport and other issues such as crime.
74. No changes will be made to the proposals in this outcome.

Outcome 9: Emerging technologies benefit the Square Mile

75. Feedback was received on the Proposals and proposed changes within the 'Emerging technologies benefit the Square Mile' Outcome. One of the proposals (Proposal 44) is being deleted and merged into the Proposal 43, as setting up an active board is a significant commitment and not considered the most productive approach to achieving the outcome.
76. 18 people responded to this online, with nine people and the CPA expressing support with the Proposal changes. Five people disagreed with the proposed changes.
77. The CPA expressed support for finding app-based solutions that would allow disabled passengers to use taxis in instances where traffic restrictions would otherwise prevent access. Comments from the CPA included welcoming and utilising future technology, including driverless vehicles for deliveries/freight consolidation, whilst recognising the need for effective management of electric and driverless vehicles.
78. Most of the negative comments raised were concerns about how this Outcome will manage the challenges, rather than opposition to the proposal.
79. Reflecting the need for effective management of driverless vehicles, the Strategy already states that we will ensure emerging technology will be adopted in line with delivering Healthy Streets. We have stipulated a number of requirements in proposal 43 to ensure that technology supports and does not undermine our core Vision and Aims.
80. Proposal 43 has been **updated** to reflect the need to accommodate every user where possible, adding those with sensory impairments, to expand the definition and attention to different requirements.

Outcome 10: The Square Mile benefits from better transport connections

81. Nine respondents agreed with the outlined approach while seven disagreed.
82. The PLA supported working with TfL and river boat operators to improve or intensify passenger services on the Thames. The CPA welcomed the aim to prioritise buses and expects this will improve journey reliability for their users.
83. CoLAG welcomed better transport connections, including river passenger transport, but stressed the need for them to be accessible and inclusive. CoLAG also noted the importance of bus stops and bus routes to the City, as this is the only fully accessible public transport at present.
84. No changes will be made to the proposals in this outcome.

Managing Traffic Movement and Access

85. We are proposing a framework for how we will manage traffic movement and access to enable delivery of the Transport Strategy (under Outcome 2: Street space is used more efficiently and effectively).

86. 11 people agreed with the approach, but this was exceeded by 13 people who disagreed with the approach.
87. Comments included that it is positive to see a street hierarchy in the Strategy; and it is important to prioritise those who walk and those who cycle.
88. Further comments were received that supported the proposed approach to traffic movement and access but encouraged us to go further. These included, that it is important to legalise private e-scooters; and that the approach should ensure signage clarifies where service vehicle access is allowed.
89. Negative comments were largely around access for different vehicle classes expressing concern that the approach affects access for Blue and Red badge holders and for taxis.
90. The Motorcycle Action Group (MAG) challenged the proposed approach on the basis that powered two wheelers were included within general traffic, and that they merit different consideration in that 'licenced PTWs are a part of the two wheeled transport continuum from bicycles to e-bikes and e-scooters and e-cargo bikes'.
91. We have **updated** the different types of traffic on the City's streets, to include an additional category, of L category vehicles, which includes powered two wheelers, mopeds, motorbikes. We consider that although vehicles in this classification are still private transport, there may be some circumstances where we wish to differentiate locally for the purposes of access.

Corporate & Strategic Implications

92. Delivery of the Transport Strategy supports the delivery of Corporate Plan outcomes.

The Transport Strategy will help contribute to Flourishing Public Spaces and a Vibrant Thriving Destination and Provide Excellent Services by:

- Reducing motor traffic levels to enable space to be reallocated to walking and wheeling, cycling, greenery and public spaces
- Making streets safer and reducing the number of traffic related deaths and serious injuries
- Enabling people to walk, wheel and cycle and reducing the negative health impacts of transport
- Ensuring streets are accessible to all and provide an attractive space for the City's diverse community to come together

Providing a Leading Sustainable Environment will be supported by actions in the Transport Strategy to:

- Improve air quality and reducing noise from motor traffic
- Ensure streets are well maintained and resilient to natural and man-made threats

Dynamic Economic Growth will be supported by:

- Enabling the City to continue to grow and accommodating the associated increase in demand for our limited street space
- Helping create a smarter City, that supports and enables innovative transport technology and other mobility solutions
- Advocating for improved local, national and international transport connections

Diverse Engaged Communities will be supported by:

- Ensuring that the City's streets and public spaces are places where no one is excluded or feels excluded
- Building trust with local communities through transparency, accountability and demonstrating how engagement has developed our processes and plans.

93. The Transport Strategy will support and help deliver the objectives of the City Plan. Work is in progress on the City Plan review which is being undertaken in parallel with work and recommendations to inform the Transport Strategy Review.

94. Delivery of the Transport Strategy also helps mitigate departmental risk ENV-CO-TR 001 – Road Safety and corporate risk CR21 – Air Quality.

95. The strategy review has ensured that alignment with other Corporate priorities and areas of work is identified and addressed. These include health and wellbeing, crime prevention and community safety and air quality.

96. The Strategy review has also considered how to best support the Destination City programme.

97. The City Corporation is required to demonstrate how it is delivering the Mayor's Transport Strategy (MTS), which is done through submission of the Local Implementation Plan (LIP). The Transport Strategy forms part of our LIP. The vision, aims, outcomes and proposals of the Transport Strategy are in line with the MTS.

Financial implications

98. We will continue to provide a costed 5-year Delivery Plan. This will be updated annually and reported to the Planning & Transportation Committee.

99. Approval for funding for projects within the Delivery Plan will be sought as necessary through the capital bidding process for funds from CIL, OSPR and other sources as appropriate.

100. Data collection, engagement and consultation costs associated with the review are funded through local risk budget and TfL - LIP funding.

Resource implications

101. Staff resource is required to deliver the Transport Strategy the Delivery Plan sets out the 5 year commitments for schemes and initiatives, programme dates and funding agreed for implementation. Monitoring of progress and the impact of delivery will be reported on an annual basis. Teams within the Environment department are in place to undertake this work.

Equalities implications

102. A full EQIA for the review has been carried out, the first stage report was included with committee report in October 2023. The second and final report is available as a background paper, as listed below.
103. The EqIA identified that the review of the Strategy had provided an opportunity to improve our approach with a broader group of people and to be more inclusive; particularly recognising that the new overarching Proposal 1b has brought in a number of improvements which are now explicit in the Strategy.
104. The report also noted that as the majority of journeys in the City of London involve walking, improving walking routes will significantly benefit those travelling with babies and small children, and disabled people or elderly people walking or wheeling who may find it difficult to negotiate crowded and narrow footways.
105. It recognised that reducing traffic sets out principles to reduce road danger, measures which will beneficially impact older, disabled people, young people and BAME groups who are more likely to be victims in traffic collisions (average across London rather than the City specifically, as these groups are under represented in the City at present).
106. The EqIA noted a number of positives for disabled people who are dependent on motor vehicles including that vehicles used by disabled people are recognised in the list of 'essential traffic', and that whilst some vehicle journeys may become more indirect due to restrictions on through traffic, any necessary access will be retained to those streets. It noted that any remaining concerns should be addressed by the commitments to community engagement and EQIAs which are undertaken when considering traffic restrictions.

Climate implications

107. Delivery of the Transport Strategy contributes to carbon reduction through reduction in motor vehicle use, a switch away from fossil fuel vehicles and to building climate resilience. The review includes changes to support the delivery of the adopted Climate Action Strategy, which provides more specific actions and targets for delivery since adoption in 2020.

Security implications

108. As the Transport Strategy is relevant to the management of public space and the transport network, security implications are relevant at a detailed level and inform decision making at a scheme level.

Conclusion

109. The consultation results do not suggest that any significant changes to the proposed revisions to the Transport Strategy are necessary.
110. Levels of support for and numbers of responses to the proposed changes varied. However, the survey responses suggest that proposals are either supported by most respondents, or that levels of support are largely equally split between those that agree or disagree.
111. This is also reflected in the comments gathered online and through direct stakeholder engagement, through workshops and direct responses from City organisations, which include both positive and negative feedback.
112. It is recommended that Members agree the revisions to the Transport Strategy (Appendix 3).
113. The report is due to be considered by Planning & Transportation Committee on the 23 July 2024.

Appendices

- Appendix 1 – Engagement Report
- Appendix 2 – Summary of Consultation feedback
- Appendix 3 – Draft Transport Strategy (for approval)

Background Papers

- [City of London Transport Strategy](#)
- [Transport Strategy Review - Streets & Walkways Sub-Committee 29 April 2021.](#)
- [Transport Strategy Review - Streets & Walkways Sub-Committee 8 November 2022.](#)
- [Transport Strategy Review - Streets & Walkways Sub-Committee 23 May 2023.](#)
- [Transport Strategy Review – Planning and Transportation Committee 3 October 2023](#)
- [Transport Strategy Equalities Impact Assessment – City of London Corporation May 2024.](#)

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City of London Transport Strategy Review Engagement Plan

Department of Environment

November 2022 – April 2024

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Executive Summary

In the period since November 2022 Streets & Walkways Committee, we have undertaken a comprehensive programme of engagement with stakeholders to inform the Transport Strategy Review. This report contains the outcomes of the two phases of engagement, which influenced the Second Edition of the Transport Strategy, 2019-2044 , subject to Committee reviews and approvals.

Phase 1a and Phase 1b

These phases included, but were not limited to, engagement with transport and logistics professionals, neighbouring local authorities, early career representatives, Equality, Diversity and Inclusion representatives, City businesses, senior and executive business leaders, hospitality and retail representatives, schools, residents, non-governmental organisations etc.

The following key themes emerged from a number of workshops, events and one to one meetings (some held jointly with the City Plan team):

- Support for accessibility improvements and inclusive design, for a more inclusive City. Recommendations included:
 - engaging with diverse communities to understand their views
 - ensuring all the Transport Strategy proposals supports equality, diversity and inclusion
 - ensuring street closures or access restrictions consider the needs of disabled people, and those who are reliant on motorised transport
- Support for more natural, open spaces and public realm, in addition to, increasing climate resilience on our streets
- Support for making the Square Mile a desirable destination
- Support for more, and improved walking infrastructure including wider pavements, priority of crossings and improved wayfinding
- Support for maintaining access for essential traffic to the Square Mile freight deliveries, personal mobility, and safety.

Between 28 November and 19 December 2022, a public survey of 693 workers, 200 residents, 39 students, and 49 visitors was undertaken. It contained wide ranging questions about participants' current travel patterns and perceptions of transport in

the Square Mile. Through a combination of telephone interviews, an online panel, and face-to-face interviews nearly 1000 responses were recorded.

981 respondents ranked the following Outcomes as most important:

- Create streets that are accessible to all
- Make City streets a great place to walk
- Make streets safer by reducing traffic collisions and road danger

Stakeholder feedback was incorporated into the draft changes to the Strategy Outcomes and Proposals, which were reviewed by Planning & Transportation Committee in October 2023 and approved for public consultation. .

Phase 2a

This Phase of engagement included the public consultation on the Proposed changes to the Strategy and further engagement on *Proposal 1b: Embed inclusion in our approach to transport planning and delivery*.

Utilising the online engagement platform, Commonplace, stakeholder workshops and public drop-in sessions, over 800 contributions from more than 400 participants were gathered in the seven-week consultation from 16 November 2023 to 7 January 2024. Respondents to the consultation included transport and logistics professionals and groups, neighbouring local authorities, early career representatives, Equality, Diversity and Inclusion representatives, residents, workers and visitors.

Corporation officers also hosted an “Accessibility in the City” event in partnership with City Belonging and Google to discuss accessibility issues in the City of London and gather feedback from businesses and residents. Further targeted engagement with the City of London Access Group, City Corporation Diversity Networks and interested stakeholders was undertaken up to April to inform Proposal 1b.

Key findings from the engagement activities highlight strong support for improving accessibility, fostering inclusivity, and enhancing the public realm. Specific recommendations include better infrastructure for walking and cycling, more natural open spaces, and considerations for the needs of disabled individuals in transport planning. The public consultation phase, facilitated through various platforms and events, demonstrated significant public interest and participation, with many

respondents emphasizing the importance of making City streets safer and more accessible.

Next steps involve incorporating additional feedback, and presenting the revised Transport Strategy Outcomes and Proposals to relevant committees, ensuring alignment with existing policies and strategies.

Introduction

The City of London Transport Strategy, adopted in May 2019, provides a 25-year framework for the design and management of the City's streets, to ensure the Square Mile remains a great place to live, work, study, and visit.

The purpose of the Transport Strategy review is to ensure it continues to reflect the priorities of City residents, workers, and businesses, changing circumstances and developments in transport technology. The current review period was originally scheduled for 2022 but has been extended to 2024 to:

- Align with the review of the City Plan 2040
- Allow time for travel and work patterns to settle post Covid-19
- Allow for further engagement and consultation

It is proposed that future reviews take place every five years.

This plan sets out the proposed approach for engaging and consulting with stakeholders, including the public, on the review of the Transport Strategy. It is a live document that will capture engagement to date and will be revised as work on the Transport Strategy Review progresses.

Alignment with the City Plan

The Engagement Plan has been developed to ensure that stakeholder engagement and consultation for the Transport Strategy Review is aligned with the timescales, methods, and audiences of the City Plan 2040.

The City Plan Review has its own Engagement Plan, which sets out the key steps for engaging on the Plan the Statement of Community Involvement and a complementary Developer Engagement Guidance document. Whilst the anticipated date of adoption of the City Plan is later than that of the Transport Strategy, many of the audiences are the same, and the City Plan includes pre-engagement during a similar period as the Transport Strategy Review. Opportunities to work together on engagement have been taken wherever possible, to minimise meetings and consultation fatigue.

Transport Strategy Review Engagement Objectives

The objectives of this Engagement Plan are to:

1. Identify and engage key stakeholders to understand their needs and priorities.
2. Build on existing relationships and establish new ones, noting that they will vary significantly according to level of engagement and interest.
3. Proactively engage unrepresented groups to ensure that the review of the Transport Strategy is informed by a wide range of stakeholders and reflects the needs of City workers, residents, businesses, students, and visitors.
4. Build support for the Transport Strategy by clearly setting out the challenges for transport in the City of London and involving stakeholders in the development of solutions to these challenges.
5. Keep all stakeholders engaged and informed on the Transport Strategy Review at a level that meets their expectations. A clear hierarchy of communication between stakeholder groups will ensure that groups closer to the project are engaged and kept informed ahead of the wider groups.
6. Ensure there are no surprises for any stakeholder at any stage through clear and regular communication.
7. Ensure that communication and the engagement approach is transparent and inclusive.

The Engagement Plan outlines how the engagement objectives will be achieved, including a programme of engagement throughout the life of the project. It takes into consideration recommendations from the Transport Strategy Equality Impacts Assessment (EqIA) Version 2.1 to use inclusive language and a wide range of engagement methods, and reasonable adjustments to engage with our communities.

The project team recognises participation itself is a barrier and to mitigate this has taken a number of actions including:

- using accessible venues
- hosting hybrid workshops
- offering remuneration for some workshops
- providing aids or services (reasonable adjustments) at workshops and events

- allocating resources to the solicitation and recruitment process to help achieve representation across all protected characteristics
- offering clear written information and using various communication channels and materials – online, hardcopy, large print, presentations
- offering drop in sessions at local libraries or community centres
- offering one to one meetings for interested parties who may be uncomfortable in workshop settings or prefer to talk in private

The types of engagement activity will vary according to the stakeholder groups being engaged, and the stage of the Strategy Review.

Please note: This is the fourth version of the Engagement Plan following previous iterations in November 2022, May 2023 and September 2023.

Stakeholder Groups

Stakeholders with similar levels of interest and influence have been grouped together to ensure a consistent level of engagement. Stakeholder groups closer to the project will be kept informed of project developments sooner, and to a greater level of detail than the wider groups (Table 1).

Table 1: Stakeholder groups and their predicted level of engagement

Stakeholder Group	Stakeholder Group Role	Group Members (non-exhaustive list)
Decision Makers	Political members making decisions on the Transport Strategy Review	<ul style="list-style-type: none"> • Policy and Resources Committee • Planning and Transportation Committee • Streets and Walkways Committee
Project Advice & Scrutiny	Stakeholders central to the delivery of the project. Responsible for project direction.	<ul style="list-style-type: none"> • Senior Leadership Board • Transport Strategy Board • Working Group • City Plan Team
Primary Stakeholders	Stakeholders that have a significant influence on overall direction.	<ul style="list-style-type: none"> • Transport for London • Greater London Authority • Environment Department • City of London Police • Neighbouring boroughs
Actively Interested Stakeholders	A wider group of stakeholders not directly involved with the project's direction, but influential in specific areas.	<ul style="list-style-type: none"> • Business Improvement Districts (BIDs) • Business representative groups e.g., Heart of the City, Active City Network, City Property Association • City of London Access Group • City Resident Associations • National Health Service (NHS) • Trade representative groups, e.g., Licensed Taxi Drivers Association • Modal & special interest groups e.g., London Cycling Campaign, Living Streets, Transport for All
Wider Public Engagement	All other stakeholders. Includes the public and businesses that are not otherwise engaged.	<ul style="list-style-type: none"> • City workers • City residents • City visitors / tourists



Detail of Information
Interest
Influence

Engagement activities

Inclusion and proportionality of engagement

In planning and delivering our engagement on the Transport Strategy Review, we have sought to involve the full cross-section of the communities that live, work and travel within the Square Mile. This document sets the benchmark for public engagement and forms the heart of our approach to this work.

We have sought to develop the deepest understanding of our communities' requirements and have ensured that our engagement and consultation activities follow an inclusive approach. This is essential for ensuring our stakeholders feel they can engage with us and that people who may currently be underrepresented in the City of London, have the opportunity to input into the Strategy Review.

We have also sought to ensure venues are accessible and chosen to minimise travel requirements. Meetings were held at times that did not exclude those who may have caring responsibilities. A mixture of virtual and in-person meetings were available. Hybrid meetings have ensured that participants attending in-person and online are given equal opportunity to contribute. However, it was also imperative that we achieved proportionality in our engagement, ensuring that the views and opinions of the greatest number of users of the City's streets i.e., city workers, made up most responses in our engagement programme.

Engagement methods

Ongoing engagement took place with all stakeholders, with the public engaged at key points in the process. The engagement approach included regular meetings with internal project steering and working groups to report and discuss project progress. Streets and Walkways Sub-Committee has been the main forum for Member engagement and reviewed progress, steered the project, and advised officers on the review of the Strategy.

Key engagement activities included:

1. Updates for Members of the Streets and Walkways Committee and Planning and Transportation Committee.
2. Focus groups to bring together specific groups of stakeholders, some of whom could have been underrepresented in the wider survey. This approach

allowed the review to take a more focussed look at transport issues and aspects of the emerging strategy.

3. A public sentiment and behaviour survey to understand perceptions on transport and the public realm within the City, and compared this against previous engagement activities, to inform ongoing studies and Transport Strategy Review.
4. Presentations and workshops with stakeholder groups through roundtable events, as well as, one to ones to communicate updates and gather feedback.
5. Social media to reach the representative audience when promoting the public sentiment and behaviour survey, and wider consultation.
6. Engagement events, complemented by drop-in sessions, jointly with the City Plan team, to allow residents and workers to discuss transport issues directly with Officers.
7. Online consultation tool (website) to engage and consult the wider public.

The two phases of the Transport Strategy Review are as follows, with stages 1a and 2a being the two engagement and consultation phases respectively, each followed by redrafting and Committee engagement:

- Phase 1a (Engagement) – Preliminary engagement with stakeholders and public (November 2022 to July 2023)
- Phase 1b – Transport Strategy drafting following pre-engagement and informed by Committee Review and approval (April 2023 to November 2023)
- Phase 2a (Consultation) – Stakeholder consultation on proposed changes to Transport Strategy (November to January 2023)
- Phase 2b – Transport Strategy final amendments, Committee review and approvals and Strategy adoption (February to October 2024)

Monitoring and evaluation of engagement

As part of the Transport Strategy engagement activity we evaluated:

1. Reach – what did the stakeholders see, for example media and social media coverage, events attended, direct contact etc.

2. Engagement / Consultation – how did the stakeholders get involved, for example: Partnerships, endorsements, visits to websites, sharing content etc.
3. Actions – commitments made in response to points raised through the surveys and focus groups.

A detailed outline of the engagement is presented in Table 2 below, with the engagement activity at each phase of the Review. Further information on the outcomes of the Transport Strategy Engagement can be found in the Progress to Date section.

Table 2: Detailed engagement activity and target groups

Activity	Type and date of events	Target groups
<p><u>Committee updates:</u></p> <p>Updated members central to the delivery of the project.</p> <p>Approvals for consultation activity and changes to Transport Strategy</p>	<p>Phase 1 and Phase 2 engagement</p> <p>Streets & Walkways sub- committee – 8 November 2022</p> <p>Streets & Walkways sub-committee – 23 May 2023</p> <p>Streets & Walkways sub-committee – 9 July 2024</p> <p>Planning & Transportation Committee – 7 March 2023 (City Plan approval for consultation)</p> <p>Planning & Transportation Committee – 3 October 2023</p> <p>Planning & Transportation Committee – 23 July 2024</p> <p>Policy and Resources Committee – 26 September 2024</p> <p>Court of Common Council – 10 October 2024</p>	<p>Decision makers</p>
<p><u>Focus groups and roundtable workshops:</u></p> <p>Bringing stakeholders together to explore themes for discussion.</p> <p>Workshops provided an opportunity to gather feedback and allow stakeholders to hear from each other.</p>	<p>Phase 1 Preliminary engagement</p> <p>Transport Strategy only workshops in November – August 2023.</p> <ul style="list-style-type: none"> • 12 specific focus group and round table workshops invited over 200 business and industry leaders, Equality, Diversity and Inclusion Network Leads, City of London Business Improvement Districts (BIDs), Active City Network (ACN) Board members, City of London Access Group (CoLAG) members and the Secondary schools (City of London school and City of London School for Girls) to take part in preliminary engagement. <p>City Plan and Transport Strategy workshops invited residents, businesses, students and university professionals to take part in:</p> <p>Topic-based Workshops in June – August 2023</p> <ul style="list-style-type: none"> • Building a Healthy and Inclusive City 	<p>Primary Stakeholders</p> <p>Actively Interested Stakeholders</p>

	<ul style="list-style-type: none"> • Building in Culture (Destination City) • Retrofitting and Building a Sustainable Future <p>Area-based Workshops in June – September 2023</p> <ul style="list-style-type: none"> • Fleet Street & Ludgate • Smithfield & Barbican • Thames Riverside, Pool of London, and Blackfriars • City Cluster and Liverpool Street • Aldgate, Tower and Portsoken <p>Phase 2 Consultation</p> <p>Follow-up workshops were held with Industry professional stakeholders, CoLAG members and the ACN board.</p> <p>“Accessibility in the City” event on the 7 Dec 2023 delivered in partnership with Google, City Belonging and Framestore invited City Business to learn and discuss Accessibility barriers in the City of London, communicated the proposed changes to the Accessibility outcome of the Transport Strategy Review and gave participants the opportunity to feedback to officers on Proposals and Outcomes changes.</p>	
<p><u>Survey:</u></p> <p>Representative surveys to understand perceptions of travel, transport and public realm and the approach being taken to review the Transport Strategy.</p>	<p>Phase 1 Preliminary engagement</p> <p>SYSTRA public sentiment, behaviour and perceptions survey undertaken 28 November - 19 December 2022 targeting workers, residents and visitors to the City of London</p>	<p>Actively Interested Stakeholders</p> <p>Wider Public Engagement</p>
<p><u>Briefings and one to ones:</u></p>	<p>Phase 1 and Phase 2 engagement</p> <p>One to one meetings were held with stakeholders during both phases of engagement / consultation.</p>	<p>Project Advice & Scrutiny Actively Interested</p>

<p>Updated stakeholders central to the delivery of the project and project direction.</p> <p>Attended scheduled events such as resident and special interest group meetings.</p> <p>Meetings and workshop with other departments or teams on relevant overlap of strategies needing connection or partnership working.</p>	<p>Examples of one to ones include:</p> <ul style="list-style-type: none"> • Motorcycle Action Group (MAG) in November 2022 and December 2023 • London Cycling Campaign (LCC) in January 2023 • Transport for All in April 2023 • Port of London Authority (PLA) in April 2023 • London Councils in April 2023 • City Bridge Foundation in January 2024 • London E-scooter trial operational board January 2024 <p>One to one meetings invited stakeholder to submit consultation feedback on Proposals via email. More than eight organisations including the BIDs, the City Property Association and Transport for London responded to the Transport Strategy in this way.</p> <p>City Corporation Diversity Networks and Divisions with relevant overlap of Strategies were engaged on Proposal 1b: Embed inclusion in our approach to transport planning and delivery between December and April 2024.</p>	<p>Wider Public Engagement</p>
<p><u>Drop-in sessions:</u></p> <p>Viewing documents or speaking to officers in Guildhall were made possible during the consultation phase.</p> <p>These drop-in sessions were held jointly with City Plan team and were for residents and members.</p>	<p>Phase 2 Consultation</p> <p>12 locally hosted face-to-face drop-in sessions were held throughout November and December 2023. Furthermore, City Corporation officers also joined residents City Question Time and hosted an Accessibility event, which gave participants to give further opportunity for interested parties to gather information, pose questions and give feedback.</p> <p>Barbican Library - Silk St, Barbican, EC2Y 8DS</p> <ul style="list-style-type: none"> • Monday 13 November 11am-2pm • Tuesday 14 November 5pm-7pm • Saturday 25 November 11am-2pm <p>Artizan Library Community Centre - 1 Artizan St, E1 7AF</p>	<p>Primary Stakeholders Actively Interested Stakeholders Wider Public Engagement</p>

	<ul style="list-style-type: none"> • Monday 20 November 5pm-7pm • Tuesday 21 November 11am-2pm <p>Shoe Lane Library - Hill House, 1 Little New St, EC4A 3JR</p> <ul style="list-style-type: none"> • Tuesday 14 November 4.30pm-6.30pm • Wednesday 22 November 11am-2pm <p>London Centre - 3 Aldermanbury, EC2V 7HH</p> <ul style="list-style-type: none"> • Thursday 23 November 1pm-5pm • Tuesday 28 November 11am-2pm <p>Guildhall - North Wing, EC2V 7HH</p> <ul style="list-style-type: none"> • Tuesday 5 December 11am-2pm • Thursday 7 December 11am-2pm • Tuesday 12 December 8am-6pm <p>City Question time - Old Bailey, EC4M 7AN</p> <ul style="list-style-type: none"> • Tuesday 14 December <p>Accessibility in the City - 28 Chancery Lane, WC2A 1LB</p> <ul style="list-style-type: none"> • Thursday 7 December, 8.30am-10am 	
<p><u>Online engagement:</u></p> <p>Use of website and newsletters to reach as wide an audience as possible during Phase 2a for consultation.</p>	<p>Phase 1 Preliminary engagement</p> <p>City Plan / Transport Strategy Workshops were advertised on the City Corporation website, City Plan commonplace website, City Corporation e-shot and Fleet Street Newsletter in May.</p> <p>Phase 2 consultation</p> <p>Transport Strategy consultation took a similar approach and the online consultation and drop-in sessions were advertised on:</p> <ul style="list-style-type: none"> • Commonplace website • City Corporation website • City Corporation CoLNET (Internal) • City Estates Newsletters 	<p>Primary Stakeholders</p> <p>Actively Interested</p> <p>Wider Public Engagement</p>

	<ul style="list-style-type: none"> • City Resident Newsletter • Dragon Café in the City Newsletter <p>Posters were placed in Local Libraries.</p>	
<p><u>Social Media and Press:</u> Presence on all relevant City social media platforms.</p> <p>Promoted content will target City workers and residents.</p> <p>Stakeholder organisations will also be encouraged to promote engagement activities to widen reach</p>	<p>Social media was used throughout both Phases, to advertise and raise awareness of the opportunity to engage and feed in views as required.</p> <p>Phase 1 Preliminary engagement</p> <p>ECF workshops were advertised on Social Media Platforms, such as LinkedIn, Eventbrite and Facebook.</p> <p>City Plan / Transport Strategy workshops were advertised on LinkedIn, Twitter, Facebook, and Eventbrite. Further publicity and press releases through City Resident in May 2023, City AM, City Matters</p> <p>Phase 2 consultation</p> <p>Transport Strategy consultation, drop-ins and workshops were advertised on City Corporation LinkedIn, with further publicity in City Matters published Nov 2023.</p> <p>The consultation was further advertised on the Commonplace website and a social media campaign was run on the following channels including: Facebook and Instagram.</p>	<p>Actively Interested Stakeholders</p> <p>Public</p>

Progress to date

The following section summarises the engagement activity that has taken place over the Transport Strategy Review.

Phase 1: Preliminary engagement and Strategy development with stakeholders

This section covers the preliminary engagement with stakeholders and public took place between November 2022 to July 2023 (Phase 1a). Followed by engagement on the “proposed changes” to Outcomes and Proposals within Transport Strategy between April 2023 and November 2023 (Phase 1b).

Various engagement methods including stakeholder workshops, public drop-in sessions, surveys etc, were used to gather feedback from a wide and demographically diverse variety of workers, commuters, visitors, stakeholders, residents and others.

Focus groups with Engage Communicate and Facilitate

A two-stage focus group programme with Engage Communicate and Facilitate (ECF) sought to gather in depth feedback from stakeholder groups. The first stage included three focus groups, which were held during November 2022, themed by the different groups of representatives that were invited:

1. Young and early career network representatives
2. Professional and workplace Diversity Network representatives
3. Representatives from City businesses

These focus groups involved representatives from equality and diversity networks within the business community, including disabled people and other people with protected characteristics as defined in the 2010 Equalities Act. Representatives from business in the City including senior business representatives and Chairs / Directors of relevant business groups, and finally young people.

Topic discussions included existing challenges to travelling around the Square Mile, safety, attractiveness, accessibility and inclusivity, and opportunities to improve travelling in the City. Key discussion outcomes included:

- Participants would like to see more open spaces for people to enjoy during breaks at work.
- The need for more step free access was noted, including on narrow streets and in many Underground stations.
- Attendees highlighted that poorly lit streets reduce the visibility of traffic and oncoming vehicles.
- The timing of traffic lights is insufficient for all to safely cross.
- Some participants stated that prolonged periods of construction around the Square Mile made the surroundings look unattractive and blocked pavements.

Key discussion outcomes from the session identifying opportunities to improve travelling around the City included:

- Create streets that are accessible to all - making it clearer where dropped kerbs are, ensuring pavements are not blocked by parked vehicles, improved ramp, and hand-rail access and to ensure pavements are non-slip.
- Better, more accessible communication with communities – information to be more accessible and more readily available to users, including traffic updates, diversions, and locations of accessible infrastructure.
- More cycle infrastructure to ensure people of all abilities feel safe to cycle.
- Better public realm - additional planters or other street furniture
- Better freight management - designated loading bays in the vicinity of businesses that have regular on-site deliveries.

The second phase of engagement took place from March to May 2023 and consisted of the following activities, each with targeted outreach, methodologies, and prompts:

1. Targeted focus groups with Senior and Executive Business Leaders and Early Careers Professionals.
2. One-to-one interviews with Disability, Equality and Inclusion representatives, hospitality representatives and retail representatives.
3. Dedicated school workshops with the City of London School and the City of London School for Girls.

Specifically, activities addressed the engagement gap with Accessibility and Inclusivity Group representatives from the first round of engagement and engagement with people aged 18 - 35. The following key themes emerged:

- Support for increasing accessibility, inclusive design, and more inclusive communication. Recommendations included:
 - using simplified language and definitions in the Transport Strategy
 - engaging with diverse communities to understand their views
 - raising awareness of transport users with disabilities, whether visible or invisible and how to support other transport users,
 - ensuring dockless bikes and e-scooters do not continue to render pavements and streets inaccessible,
 - ensuring taxi vehicles continue to be allowed access to the Square Mile for circulation, mobility, and safety reasons.
 - requests for greater wayfinding and signage within the Square Mile.
- Support for enhanced safety through brighter streetlights and better night-time visibility in certain areas, specifically around the Barbican. Concerns were raised that the City Corporation's performance in achieving the safety and Vision Zero Outcome was not satisfactory.
- Support to make the Square Mile more desirable and a destination for workers, students, and visitors, including maintaining a 'city buzz' and more spaces for unstructured and free socialising.
- Concern that the Square Mile is an attractive location for business, however, a reduced service on key public transport routes, especially buses and trains, risks threatening this. Furthermore, a lack of bus prioritisation on Square Mile streets means it is a slow mode of travel and subsequently deters users.
- Support for increased use of the Thames for travel and freight, with a caveat that this should be a regulated and affordable way to travel.
- Requests for an integrated, central information hub that highlights key information on network changes and accessible/inclusive methods of travel. Suggestion to partner with Ewan's Guide to aid this effort.

City Streets Survey

Between 28 November and 19 December 2022, a public survey of workers, residents, students, and visitors was undertaken to understand perceptions on transport and the public realm.

It contained wide ranging questions about participant's current travel patterns and perceptions of transport in the Square Mile through a combination of telephone interviews, an online panel, and face-to-face interviews.

It had 981 respondents was made up of:

- 693 workers.
- 49 visitors.
- 200 residents (representative by age and gender); and
- 39 students.

The outcomes ranked as most important overall were:

- Create streets that are accessible to all,
- Make City streets a great place to walk; and
- Make streets safer by reducing traffic collisions and road danger.

Overall, perceptions of transport and the walking environment within the City of London were positive. Most respondents found travelling to/from and around the City easy, with older respondents tending to find this more difficult than younger respondents.

Nearly half of respondents stated that they do not experience any barriers or challenges when travelling to, from or around the City. The most common barriers or challenges identified by respondents were:

- Congestion on the road network,
- Impacts of strikes,
- Delays/cancellations to public transport; and
- Crowding on public transport and streets.

Despite this, respondents were positive about the walking environment in the City, with around three quarters agreeing that:

- The walking environment in the City is pleasant,
- City streets are well-lit at night; and
- It is easy to cross the street in the City.

There were concerns expressed about air quality in the City, with around two in five respondents perceiving the air in the City to be unclear - the most disagreed with of all the positive statements listed in the survey.

70% of respondents felt that the outcomes were important or very important. The only exception was around the outcome to enable more people to cycle, which was the outcome that fewest respondents stated was important or very important.

Industry professional stakeholder workshop

On 19 January 2023, 30 people from 28 different organisations ranging from industry professionals, campaigners, transport representative groups and public sector bodies came together to discuss the review of the Transport Strategy.

Discussion focused on the most significant changes since the publication of the 2019 Strategy and key asks for the update to the Strategy. There was broad agreement from the attendees that the headlines and strategic direction of the Transport Strategy are still relevant and fit for purpose over the period of the Strategy.

Key themes of discussion included the:

- Importance of sustainable last mile freight deliveries,
- Importance of a robust and effective freight and servicing strategy
- Need for appropriate management of the kerbside to support the outcomes of the Transport Strategy
- Benefits of collaboration between central London highway authorities,
- Priority to improve accessibility of the City's streets.
- Continued commitment to deliver Vision Zero and improve air quality in the Square Mile

City Property Association event

On 28 February 2023, the Transport Strategy Review was presented to a breakfast briefing event of the City Property Association. The event was attended by over 100 attendees from developers, planning consultants and industry professionals. Survey of City residents and workers

Between October and December 2022, a polling organisation conducted a survey of City residents and workers, asking a wide range of questions relating to life in the Square Mile. A number of these related to transport and the findings are summarised below.

- In the results of the poll, 'good transport links was the highest rated attribute of the City, with 81% of residents and 77% of residents who also work in the City strongly agreeing that the City has good transport connections.
- Around nine out of 10 would strongly or somewhat agree that the City is safe, clean, visually attractive, has good transport connections, enjoyable to walk around.
- The number one comment with regards to good things about living in the City was 'transport links,' with 32% of residents stating this.
- As with residents, good transport connections are the highest rated attribute among workers, with seven in ten stating they strongly agree.

City of London Access Group workshop

A workshop was held on 27 June 2023 to offer City of London Access Group (CoLAG) members the opportunity to feed into the Strategy Review. Participants made suggestions on how the City Corporation could improve accessibility and inclusion.

These included:

- Ensuring we use inclusive design and engage with our communities early to ensure meaningful change can happen.
- Integrating inclusivity into other strategic transport outcomes, rather than regarding it as a separate outcome, which is an approach bound to fail in terms of delivering accessibility and inclusion.

- Improving disability awareness and understanding that the requirements of different groups of disabled people vary and can at times be contradictory. It was felt that often when people think about access, and particularly physical access from a mobility perspective, people often think you can either walk or use a wheelchair. CoLAG members felt it was important for Officers to recognise that some people can only walk 10 to 15 steps without experiencing severe breathlessness or discomfort. So having transport to the doorway of your destination is often essential and it is important that this is not overlooked when delivering the objectives of the Transport Strategy.
- Street closures or access restrictions need to be flexible and consider the needs of disabled people, people with fluctuating health conditions, and people who are reliant on motorised transport (who may be disabled or neurodivergent).
- It was noted that only one third of London's tube stations are accessible with step free access. Underground stations in the City are not all accessible and the City Corporation needs to work more closely with Transport for London to ensure this is improved.

Concerns were raised that policy aspirations and regulations aimed at reducing air pollution to improve health and to improve the environment were frequently counter intuitive, because they do not take into consideration the unintended health and safety consequences on disabled people. These discussions focused on improving engagement and monitoring, coordinating internal processes, reviewing policies in line with the Equality Act 2010 and making the City's streets more accessible.

City Plan/ Transport Strategy workshops

During the summer of 2023, public engagement was undertaken to inform the development of the City Plan 2040 and the Transport Strategy Review.

Ten public events were held, split between those covering specific themes and those related to the City's seven Key Areas of Change. Below are some key themes that emerged relevant to the Transport Strategy:

- Support for more, and better infrastructure for people walking, using mobility aids and pushchairs/buggies. Suggestions were made to increase pavement widths,

improve wayfinding and crossings, ensure lifts are in working order, ensure dropped kerbs are present and that pavements are continuous and not obstructed.

- Support for more, and better cycle routes and cycle parking infrastructure. In addition to support for encouraging businesses to switch from motor vehicle deliveries to cleaner modes/cargo bikes.
- There was support for more natural, open spaces and public realm to relax and rest with requests for additional amenities including toilets, benches, drinking water and childcare facilities. Urban Greening and increasing climate resilience on our streets and in our public spaces was also discussed. Suggestions included introducing more diverse forms of planting and landscaping, providing more seating areas and dwelling spaces, and promoting the existing open spaces and parks, routes and events happening in the City (and improve connectivity between them).
- Discussions were held on using closure of streets to make public spaces and buildings more welcoming. Suggestions included removing cars from Cheapside with attendees noting that the City's relationship between cars and people is much better than it used to be. There were also expressions of interest for Bank Junction to be similar to Time Square.
- There was support for improving transport connections to the City. Attendees discussed Elizabeth line and made suggestions to improve nighttime transport.
- Support to improve safety and help people feel safe, including improving lighting, upgrading alleyways, activating the ground floor of buildings and hosting events and installations.

All the outcomes of engagement for the public events and the Commonplace engagement platform were reported to Planning and Transportation Committee by the City Plan team in November 2023.

One-to-one meetings

Several one-to-one meetings with stakeholders have also been held, including with Transport for London, the Port of London Authority (PLA), Transport for All, London

Cycling Campaign, Living Streets, City Bridge Foundation, Heart of the City, London Councils, and the Motorcycle Action Group (MAG).

Each of these stakeholders has provided detailed input specific to their area of expertise which has contributed to the ongoing development of the Transport Strategy.

Stakeholders who sent responses to the Phase 2 consultation via email included:

CoLAG members, the City of London BIDs (including EC BID, Culture Mile, Aldgate and Fleet Street Quarter), City Property Association, London Cycling Campaign, Port of London Authority, UK Coach Operators Association, London Borough of Islington, Transport for London, as well as members of the public.

Phase 2: Stakeholder consultation on proposed changes to Transport Strategy

This section covers the outcomes of the public consultation and further engagement on Proposal 1b: Embed inclusion in our approach to transport planning and delivery (Phase 1a).

Utilising the online Commonplace engagement platform, stakeholder workshops and public drop-in sessions, over 800 contributions from more than 400 participants were gathered. These participants included a wide and demographically diverse variety of industry professional stakeholders, workers, residents and others.

Commonplace online consultation

A seven-week online consultation on the recommended changes to the Transport Strategy Outcomes and Proposals ran from Thursday 16 November 2023 to Sunday 7 January 2024. The consultation invited anyone (group or individual), whether a resident, business owner, worker or visitor, with an interest in the area to view and comment on the recommended changes. With the choice of providing comments by responding to the questions asked, and/or leaving comments as necessary.

The consultation received responses from over 433 individuals, across the 13 separate surveys (some individuals made more than one contribution). The 'Key Changes' section received the most responses, with the following topics providing the most popular responses:

- revising the Vision and including a new Proposal (Proposal 1b) to take a more inclusive approach section received 384 responses,
- proposed changes to the Cycling section received 386 responses,
- and proposed changes to the Road User Charging section received 352 responses

The changes to the Resilience outcome (18 responses), Innovation benefiting the Square Mile (18 responses) and Delivering the Strategy sections (17 responses) received the lowest number of responses.

The main positive feedback focused on reducing motor traffic, accompanied by endorsement for the ethos of enabling active / sustainable travel and movement, with an anticipated reduction in air pollution. A real focus/prioritisation on people, rather than vehicles, together with public realm and safety improvements for people who walk and/or cycle (creating a more pleasant, healthy and 'people-based' environment in which to move through and spend time in) were also mentioned.

Respondents noted a perceived failure to recognise a practical need for motor transport by some people due to age, mobility issues or circumstance. This linked strongly to the second theme of inequality as a result of restricted motor vehicle access. Responses highlighting a perceived failure to tackle dangerous behaviour by people cycling, were received predominantly from City residents.

In terms of demographics of respondents, the majority of consultation participants (61%) described themselves as a man. 27% described themselves as a woman, 7% preferred not to say and 5% identified as non-binary or another gender. The highest proportion of respondents were aged 55-64 (24%), followed by 45-54 (21%) and 65-74 (20%). 23% of consultation participants indicated a limitation of their day-to-day activities due to a physical or mental health condition or disability. Resident postcodes included SE (16%), N1 (11%) and EC (10%), with an income of over £100,000 the most common response for the household's approximate annual income. It is noted that these socioeconomic circumstances are not reflective of London as a whole and demonstrates that the kind of individuals that engaged with the consultation or have a vested interest in the City may not reflect all that visit or travel through it. Leisure visitors (54%), workers (32%) and business visitors (26%) were the three main connection types to the area.

Two social media campaigns on Facebook & Instagram were supported by Commonplace. The results are shown in

Table 3 and describe the following:

- Impressions: indicate the number of times your content is displayed.
- Landing Page Visits: indicate the number of people who visited the Commonplace website.

- Contributions: indicates the number of comments made on Commonplace website, as a result of the social media campaign.

Table 3: Commonplace social media campaign results

Social Media Campaigns	Impressions	Landing Page Visits	Contributions
28 November to the 11 December	1033075	7895	90
2 January to 7 January	208000	1838	32

Consultation drop-in sessions

12 locally hosted face-to-face drop-in sessions were held throughout November and December 2023 to engage residents, employees, students and visitors in the consultation. Drop-in sessions took place at the City of London Libraries, The City Centre and the Guildhall.

The timings and dates were chosen to coincide with other events, for example:

- Barbican Library consultation drop in on Saturday 25 November took place to coincide with “Rhyme Time” to try and engage with carers and parents.
- Shoe Lane Library consultation time on 22 November took place to coincide with “Rhyme time” and “Dragon Café in the City”.

City Corporation officers also joined “City Question Time” (230 people registered) to engage with residents.

Feedback from drop-in sessions was collated and used to supplement the Commonplace online consultation data.

A Transport Strategy Review Consultation Report will be presented to Streets & Walkways sub-committee on the 14 of May and Planning & Transportation Committee on the 16 May 2024.

Industry professional stakeholder follow-up workshop and one-to-one meetings

To collect feedback from a wide range of stakeholders – including those in the logistics industry, transport associations and professionals, a hybrid online/in-person workshop was held in late November 2023.

The workshop was attended by 26 representatives and Officers updated attendees on the progress made in reviewing the Strategy since the previous stakeholder engagement session in January 2023, giving them the opportunity to feed back the proposed changes. A further plenary session explored the views of attendees on Strategy delivery.

Feedback from drop-in sessions was collated and used to supplement the Commonplace online consultation data.

City of London Access Group follow-up workshops

Workshop was held to facilitate the consultation with CoLAG members on 16 November 2023 and gather feedback on changes to proposals. During the session, the proposed changes to the Transport Strategy were presented by City Corporation, whilst Transport for All facilitated and gathered feedback:

- It was agreed that the addition of the inclusivity proposal, Proposal 1b was a positive change. Members noted that that equity is mentioned and that this is very positive. They also welcomed proposals to improve disability awareness and an understanding that the requirements of different groups of disabled people vary and can at times be contradictory. Members stressed the importance of provide different options as people have different accessibility requirements and communication preferences for engagement. Members also touched on the importance of collecting qualitative data and reporting back to engaged stakeholders on results and monitoring.
- It was noted that the Strategy needs a more consistent use of language reflecting the social model of disability, i.e. “disabled people” instead of “people with disabilities”.
- Members requested further investigation into the use of Walking and Wheeling needed to be carried out before adoption.

- Noted that electric scooters are dangerous, frequently used on pavements, and cause obstruction.
- Concerns were raised around the Strategy's policy aspirations and the practical implementation of proposals.

CoLAG were further engaged on *Proposal 1b: Embed inclusion in our approach to transport planning and delivery* at a workshop on the 19 January 2024.

- Members highlighted support for several aspects of the proposal, including:
 - the idea of inclusion as a shared responsibility between the public and the City Corporation.
 - more robust and transparent Equality Impact Assessments (EQIAs)
 - additional training and improving disability awareness
 - having regard to the fact that equity is not the same as equality and that our approach will work aim to provide additional support to those who need it most
 - CoLSAT (City of London Street Accessibility Tool) and encouraging more people to use it
 - Adopting the social model of disability in language (e.g. disabled people, not people with disabilities)
- Members requested the City appoint an accountable officer for inclusion and/or accessibility to act as a main point of contact to champion accessibility and deal with related issues when they arise.
- Members noted transparency and accountability are both key to the delivery of the strategy and expressed support for ensuring there are appropriate communication channels with the right officers at the City Corporation.
- Members requested the Strategy focus on removing more than just physical barriers to inclusivity and accessibility (e.g. socio-economic barriers and perceptions).
- Members requested the Strategy to do more to influence better behaviours and support the City of London Police to improve safety and the feeling of safety.

- Members expressed a desire for an “operational plan” that would outline how compliance and monitoring of actions within this proposal are tracked and reported

Accessibility in the City event

Accessibility in the City event on the 7 Dec 2023, held in Partnership with Google, City Belonging, Framestore, Fieldfisher and others invited City Business to learn and discuss Accessibility barriers in the City, the proposed changes to the Transport Strategy and feedback to Officers on changes to the Strategy Proposals and Outcomes.

70 people from around 50 organisations registered to attend the event and main themes from the event highlighted the need to:

- promote a culture of inclusivity at work and in our policies
- continue to work together to improve street, transport and workplace accessibility to encourage behaviour change and equitable access to all
- encourage community participation and engagement

Further engagement on Proposal 1b

Internal City Corporation Divisions, Sections and Diversity Networks were engaged to review Proposal 1 in January and February 2024. Our Equal Opportunities Statement notes that *“The City Corporation’s vision is to build and support strong, sustainable and cohesive communities by ensuring our policies, processes and employment are inclusive”*. Thus it was important to engage with the Networks and Divisions where there was evident overlap of Equality Diversity and Inclusion ambitions and strategies.

Feedback was received from Chairs of the following:

- the Young Employees Network,
- the Carers and Parents Network,
- the City of London Ethnicity & Race Network,
- the Multi-Faith Staff Network,
- the Women’s Inclusive Network,
- the City Pride Network,
- and the Social Mobility Network,
- Equality Diversity and Inclusion Team,
- City Plan Team,
- Transportation and Public Realm Team,

All were supportive of the Proposal and its ambitions and noted the importance to align the Proposal with existing policies or strategies for coherence, identifying how inclusivity goals will be achieved, showing a holistic approach across the City Corporation.

Network Chairs noted a lack of “representation” of certain groups in our wording in this Proposal and though the original Strategy. There is strong support for the addition of more (clearly defined) protected characteristics groups.

Next Steps

Stakeholder engagement and feedback has been incorporated in the final draft changes to the Transport Strategy Outcomes and Proposals. These changes will be presented to the Streets & Walkways Sub-Committee and Planning & Transportation Committee in July 2024.

We will work with our partners and stakeholders to inform any further changes resulting from our Committees.

The Equality Impact Assessment will be reviewed in line with the proposed changes to the Strategy resulting from the public consultation in line with the Public Sector Equality Duty (PSED) and the Equality Act 2010

Appendix

Appendix 1: Engagement phases and main tasks

Appendix 2: List of stakeholders engaged in the Transport Strategy from 2022 to February 2024

Appendix 1: Engagement phases and main tasks

Startup phase

Purpose	Activity/Deliverables	Stakeholder Group	Dates	Transport Strategy	City Plan
To identify stakeholders with an interest in the transport strategy and ensure appropriate levels of engagement	Stakeholder identification and categorisation	Project Advice and Scrutiny Group (see table 1 above)	September / October 2022	✓	✓
Ensure appropriate membership of all groups within Project Advice and Scrutiny.	Appoint members to Steering Group and Working Group and hold kick-off meetings.	Project Advice and Scrutiny	November 2022	✓	✓
Agree stakeholder engagement plan with Committee	Local Plan Sub Committee	Decision Makers	September 2022	✓	✓
	Planning & Transportation Committee		November 2022	✓	✓
	Streets & Walkways Committee		November 2022	✓	

Phase 1a (Engagement) – Preliminary engagement with stakeholders

Purpose	Activity/Deliverables	Stakeholder Group	Dates	Transport Strategy	City Plan
Procure relevant consultants to support the Review	Draft and appoint consultants for focus group, surveys, resident focus groups	Project Advice and Scrutiny	September / October 2022	✓	✓
Ensure compliance with relevant guidelines and policies for Data Protection and Equalities Act	Undertake a Data Protection Impact Assessment Review all Privacy Notices	Project Advice and Scrutiny	September 2022 to October 2023	✓	✓
Stakeholder engagement development	Finalise and launch online engagement tool – Sentiment Survey	Project Advice and Scrutiny	November 2022	✓	✓
	Undertake thematic focus group workshops (first round)	Actively Interested Stakeholders	November 2022	✓	
	Prepare website and social media material as required		June – September 2023	✓	✓

Purpose	Activity/Deliverables	Stakeholder Group	Dates	Transport Strategy	City Plan
Stakeholder engagement development	Launch webpages and social media as required	Project Advice and Scrutiny	June/July 2023	✓	✓
Establish and undertake engagement with all levels of stakeholder	Roundtable stakeholder workshops	Primary Stakeholders	November– August 2023	✓	
	One to one briefings	Actively Interested Stakeholders	November – August 2023		
Establish and undertake engagement with all levels of stakeholder	Undertake resident / employee focus group workshops with City Plan.	Actively Interested Stakeholders	June – September 2023	✓	✓

Phase 1b – Transport Strategy drafting following engagement and Committee Review

Purpose	Activity/Deliverables	Stakeholder Group	Dates	Transport Strategy	City Plan
Engagement monitoring and review of results	Review all engagement Monitoring and Results Report writing	Project Advice and Scrutiny	March 2023	✓	
Committee reporting	Reporting Phase 1a engagement results to Streets & Walkways Committee Reporting Phase 1a engagement results and headline strategy amendments to Planning & Transportation Committee	Decision makers	May 2023 October 2023	✓ ✓	
Redrafting of the Transport Strategy	Redrafting of the Transport Strategy based on Planning & Transportation and Streets and Walkway Committees and Phase 1a engagement		May 2023 October 2023	✓ ✓	

Phase 2a (Consultation) – Stakeholder consultation on proposed changes to Transport Strategy

Purpose	Activity/Deliverables	Stakeholder Group	Dates	Transport Strategy	City Plan
Consultation with stakeholders on Draft Strategy, building on earlier engagement work.	Undertake focus group workshops and 1-1 with already engaged Stakeholders as necessary	Actively Interested Stakeholders Public Engagement	November/January 2024	✓	
Consultation development	Update Transport Strategy Website with draft Strategy details for consultation	Actively Interested Stakeholders Public Engagement	October 2023	✓	
Consultation with stakeholders on Draft Strategy, building on earlier engagement work.	Undertake drop-in sessions for residents and members at local libraries	Actively Interested Stakeholders	November/January 2024	✓	
Consultation with stakeholders on Draft Strategy, building on earlier engagement work.	Roundtable workshop session	Primary Stakeholders	November/January 2024	✓	

Phase 2b – Final amendments, Committee and Strategy adoption

Purpose	Activity/Deliverables	Stakeholder Group	Dates	Transport Strategy	City Plan
Committee Reporting	Reporting Phase 2a consultation results to Streets and Walkways Committee	Decision Makers	July 2024		
Committee Reporting	Reporting Phase 2a draft final Strategy to Planning & Transportation Committee	Decision Makers	July 2024		
Committee Reporting	Policy and Resources Committee	Decision Makers	September 2024		
Committee Reporting	Court of Common Council	Decision Makers	October 2024		
Development and publication	Revised Strategy published online	N/A	November 2024		

Appendix 2: List of stakeholders engaged in the Transport Strategy Review from November 2022 to April 2024.

City Corporation Departments, Divisions and Diversity Networks

City Bridge Foundation

Children and Community Services

City Corporation Carers and Parents Diversity Network

City Corporation City of London Ethnicity and Race Staff Network

City Corporation Disability, Ability and Wellbeing Network

City Corporation Equality, Diversity and Inclusion team

City Corporation Multi-Faith Staff Network

City Corporation Public Health

City Corporation Social Mobility Network

City Corporation Women's Inclusive Network

City Corporation Young Employees Network

City Corporation Highways Division

City of London Ethnicity & Race Network

City of London Police Enabling Network

City Operations - frontline services, such as street cleansing, highway maintenance, domestic waste collection, gardens maintenance and parking enforcement, with core public service duties including road safety management, highway licensing, utility street works and major on-street events.

City Plan and Planning Division

Climate Action Strategy Team

Corporate Strategy and Performance Team

Destination City Team

Air Quality Team

Port Health and Public Protection – formerly part of Markets & Consumer Protection and deals with public protection by providing comprehensive and effective environmental health, trading standards and licensing services for the City of London.

Road Danger Reduction Partnership

City of London Police (CoLP)

London Fire Brigade (LFB)

London Ambulance Service (LAS)

Transport for London (TfL)

Public agencies and professional groups

Action Vision Zero

Brewery Logistics Group

City Bridge Trust
City Bridge Foundation
City Property Association (CPA)
City Youth Forum
City of London Access Group (CoLAG)
City of London Cycling Association
E-scooter trial operational board
Footways
Greater London Authority (GLA)
Heart of the City
Institute of Couriers
John Lewis
Licenced Taxi Drivers' Association
Licensed Private Hire Car Association
Living Streets
Logistics UK (United Kingdom)
London Councils
London Cycling Campaign (LCC)
London Travel Watch
Momentum Transport
Motorcycle Industry Association (MCIA)
Motorcycle Action Group (MAG)
Network Rail
Port of London Authority
Road Haulage Association
Royal National Institute of Blind People (RNIB)
Solace Women's Aid
Transport for All (TFA)
Transport for London
UK Coach Operators Association
United Cabbies Group

National Health Services

St Bartholomew's Hospital
NHS Green travel sub group

Business Improvement Districts

Cheapside Business Alliance

Chancery Lane Association/Primera
Aldgate Partnership
Eastern Cluster Partnership
Culture Mile Partnership
Fleet Street Quarter

City of London Schools

City of London Boys School
City of London School for Girls

Neighbouring Local Authorities

London Borough of Southwark
Camden Council
Hackney Council
London Borough of Islington
Westminster City Council
London Borough of Lambeth
London Borough of Tower Hamlets

Businesses*

Allen Overy
Brookfield Properties
McCann
British Land
Baker Mckenzie
Spice Design
Brookfield Properties
Broadgate Estates
Momentum Consultancy
Nomura
Fieldfisher
Land Securities
John Lewis
Metro Bank
Freshfields
Dawai Capital Markets
Weightmans LLP
Pedal Me

Spice Design
Arcadis LLP
Royal Bank of Canada

[\[1\] *197 businesses invited to engage in the ECF workshops, furthermore a suite of businesses were invited to engage with the City Plan and Transport Strategy Workshops, approximately 1200 individuals were invited to the Accessibility event through the 'City Belonging' mailing list.](#)

City Residents Associations

Golden Lane Estate Residents Association
Barbican Association
Middlesex Street Estate Residents Association

Accessibility in the City (registered businesses and professionals)

AbilityNet
Aldgate Connect / Cheapside Business Alliance
Allen & Overy
Arup
Barbican centre
Bates Wells
BJSS
BNY Mellon
City Corporation
City of London Access Group
City of London Police
CMC Markets
De Montfort University
ERM - First Option
Fidelity
Fieldfisher LLP
Fleet Street Quarter
Google
Harshita Patel
Hays
Hiscox
Irwin Mitchell
Kennedys
LGIM
Mediorite

Mercer Limited
MS Amlin
MSF UK
Nanyang Technological University, Singapore
Natixis
Phoenix
Portfolio Career
RBC
Saffery
Schroders
SEAM Advisory
Slaughter and May
The Barbican
The Helen Hamlyn Centre for Design, RCA
The Lord Mayor's Appeal
The Phoenix Group
Transport For London
TT Group
Uptree
VINCENT BURKE COMMUNICATIONS
WCIT
Wells Fargo
We Swim
WSPUK

Please note the public consultation included additional responses from individuals who live, work, visit and study in the City of London.



City of London Transport Strategy Review Consultation Report

Department of Environment

July 2024

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Introduction to the Report

This report summarises feedback received during the public consultation on the City of London Corporation's Transport Strategy Review and the response to this feedback.

In some instances respondents commented on proposals in the Strategy with no proposed changes. For completeness, we have included these comments in our analysis and this report.

The analysis of responses has covered all methods of communication and engagement during the consultation period. This included correspondence from organisations, stakeholder workshops, one to one meetings and the online consultation through the Commonplace platform.

We have reviewed all comments, and several Outcomes and Proposals have been updated, providing further detail or clarity based on stakeholder feedback, however, no significant changes are considered necessary.

Consultation Methodology

Utilising the Commonplace engagement platform, a seven-week consultation on the proposed changes to the Strategy ran from Thursday 16 November 2023 to Sunday 7 January 2024 (inclusive). The consultation was open to anyone (group or individual), whether a resident, business owner, worker or visitor, with an interest in the City. A stakeholder workshop was held in late November, this was attended by representatives from businesses, interest groups, neighbouring London boroughs and Transport for London (TfL) and St Bartholomew's Hospital, Barts Health NHS Trust

Drop-in sessions were held in a number of public buildings (the Guildhall, libraries etc) throughout November and December 2023. These were attended mostly by residents. Officers also attended the City Residents' meeting in the Old Bailey in December 2023.

Feedback from all of these sources are included in this report.

The Commonplace consultation received responses from over 400 individuals (some individuals made more than one contribution). The 'Key Changes' section received the most responses and in particular key changes relating to becoming more inclusive (384 responses), to the Cycling Outcome (386 responses) and to Road User Charging (352 responses). More details sections covering each outcome all received fewer than 60 responses, with Resilient Streets (18 responses), Innovation Benefiting the Square Mile (18 responses) and Delivering the Strategy sections (17 responses) receiving the fewest responses.

Organisations that responded through Commonplace :

- Action Vision Zero
- London Living Streets
- St Bartholomew's Hospital and NHS Trust
- United Cabbies Group
- UK Coach Operators Association

Organisations that responded direct in writing:

- City Property Association
- City of London Business Improvement Districts (BIDs gave a collective response, for “*Aldgate Connect BID, Cheapside Business Alliance, Culture Mile BID, EC BID, Fleet Street Quarter BID*”,)
- Members of the City of London Access Group (CoLAG), (with additional workshop)
- London Cycling Campaign
- Motorcycle Action Group
- Port of London Authority
- Transport for London (TfL)
- UK Coach Operators Association (and via Commonplace, see above)

In terms of demographics of respondents on the Commonplace platform, the majority of consultation participants (61%) described themselves as a man. 27% described themselves as a woman, 7% preferred not to say and 5% identified as non-binary or another gender. The highest proportion of respondents were 55-64 (24%), followed by 45-54 (21%) and 65-74 (20%). 23% of consultation participants indicated their day-to-day activities are limited due to a physical or mental health condition or disability. The most common postcodes for place of residence were SE (16%), N1 (11%) and EC (10%). An income of over £100,000 was the most common response for the household's approximate annual income. Leisure visitors (54%), workers (32%) and business visitors (26%) were the three main connection types to the area.

Commonplace's report on the consultation is available at www.cityoflondon.gov.uk/transportstrategy.

Focus of the Strategy

Other than changes to the cycling outcome to include other micromobility modes, changes to the overall approach and focus of the Strategy were limited. However, we still asked for feedback on the Transport Strategy continuing to focus on:

- Prioritising the needs of people walking and wheeling, make streets more accessible and deliver high quality public realm
- Making the most efficient and effective use of street space by reducing motor traffic, including the number of delivery and servicing vehicles
- Ensuring that no one is killed or seriously injured while travelling on our streets, including through measures to deliver safer streets and reduce speeds
- Enabling more people to choose to cycle by making conditions for cycling in the Square Mile safer and more pleasant
- Improving air quality and reduce noise, including by encouraging and enabling the switch to zero emission capable vehicles.

58% (198) of consultation respondents agreed that the activity described above should remain the focus of the Strategy. 33% (113) of respondents disagreed. 342 people responded to this question.

Expressions of support for the focus of the Strategy.

The main positive feedback focused on reducing motor traffic (33 comments), accompanied by applause for the ethos of enabling active/sustainable travel and movement (32), with an anticipated reduction in air pollution (30). A real focus/prioritisation on people, rather than vehicles, together with public realm (30) and safety improvements for people who walk and/or cycle (28) (creating a more pleasant, healthy and 'people-based' environment in which to move through and spend time in) were additionally mentioned. Improved safety (22) and health (15) also featured.

- **TfL** expressed support for the strategy overall, including commitment to Healthy Streets approach and delivery and the Vision Zero targets, which support the Mayor's Transport Strategy.
- The **CPA** commented supporting the overall ambition and asking us to go further with changes that prioritise people walking and wheeling and not to undermine this with responding to minority needs.
- The **City BIDs** noted support for overall approach and many of its proposals, supporting walking and wheeling remaining as the top priorities to be considered in designing and managing streets.

Expressions of opposition to the focus of the Strategy

The top theme focused on a perceived failure to recognise a practical need for motor transport (28 comments) by some people due to age, mobility issues or circumstance. This linked strongly to the second theme of inequality as a result of restricted motor access (22). The third most frequent theme was a perceived failure to address inconsiderate and poor cycling behaviour (21).

Vision and the addition of Proposal 1b: Embed inclusion in our approach to transport planning and delivery

The Transport Strategy seeks to make explicit the City Corporation's commitment to ensuring our streets and public spaces are welcoming and inclusive by introducing a new overarching Proposal. **Proposal 1b: Embed inclusion in our approach to transport planning and delivery.**

Proposal 1b will sit alongside Proposal 1a: Embed the Healthy Streets Approach and will inform the delivery of all other proposals. It will set out our method to considering all protected characteristics and socio-economic impacts when planning and making changes to our streets. It supports processes for inclusive engagement and consultation, inclusive design and for assessing the positive and negative impacts of projects (and services) we intend to implement through Equality Impact Assessments (EqIA) and the Public Sector Equality Duty (PSED). It also ensures we challenge and support ourselves and our delivery partners in developing best practice in regard to inclusive policy-making and design.

It was important that the Vision of the Transport Strategy be revised to reflect the addition of Proposal 1b and the emphasis on 'inclusiveness', which goes beyond accessibility. Hence, it was proposed that the Vision be updated to: *'Streets that inspire and delight, world-class connections and a Square Mile that is inclusive and accessible to all'*.

Key change - feedback on changing the Vision and the addition of Proposal 1b.

Feedback was received from a number of stakeholders in person at workshops, meetings, drop-in sessions and through written communication via email and the online consultation.

The ethos of promoting greater inclusivity through revisions to the Vision and the new Proposal 1b (Proposal 1b: Embed inclusion in our approach to transport planning and delivery) was welcomed by a number of stakeholders who regarded this as an important and forward-thinking step. It was felt that Proposal 1b showed clear alignment with the ambitions and the promotion of equality. Within this theme some gave praise that the Proposal seeks to ensure all voices are heard, showing commitment to remove barriers in the design stage and promote equity.

The online consultation attracted responses from 384 people. More than half (53%) agreed with revising the Vision and including Proposal 1b to take a more inclusive approach, 108 online respondents (28%) disagreed. Looking at demographic group

differences, respondents who cycle and women were higher than average in recording support for revising the Vision and increasing inclusivity.

Members of the **City of London Access Group**, members of the **City Property Association**, the **UK Coach Operators Association** and **St Bartholomew's Hospital, Barts Health NHS Trust** all supported the additional of Proposal 1b to the strategy. Online consultation respondents left 78 positive comments noting that they considered this proposal an important, positive and forward-thinking step to improve inclusivity and equity in the City. It was recognised that reducing traffic, street closures and implementing pedestrian priority streets can be a significant benefit to society and certain protected characteristic groups. Additional supportive feedback from the open drop-in sessions and workshops included:

- recognising the need to consider all members of society during service delivery
- encouraging EDI training for all City Corporation staff, and especially those who are involved with delivering the Transport Strategy

Engagement **with City Corporation Equality, Diversity and Inclusion officers** and leads of the **City Corporation Staff Diversity Networks** indicate they are supportive of the addition of Proposal 1b to the Strategy. These groups are:

- the Young Employees Network,
- the Carers and Parents Network,
- the City of London Ethnicity & Race Network,
- the Multi-Faith Staff Network,
- the Women's Inclusive Network
- the City Pride Network,
- and the Social Mobility Network

Consulting a wide diversity of voices and experiences has been key to informing Proposal 1b. It has shown there is strong support for the addition of Proposal 1b and a call for the City Corporation to be more specific regarding accessibility, safety and inclusivity objectives.

A number of respondents made requests for more inclusive language, requests for language to follow the Social Model of Disability, and requests to include further references and representation of protected characteristics and other groups in the Strategy.

Expressions of opposition to the proposed changes

108 online respondents (28%) disagreed with revising the Vision and including Proposal 1b to take a more inclusive approach.

Those who use private transport (Private transport' includes car drivers/passengers and powered 2 wheeler riders) were lower than average in terms of support for the proposal changes.

Comments from online consultation respondents related to concerns that the Transport Strategy's ambition to reduce motor traffic was not achievable or inclusive. Respondents noted concerns that street closures and restrictions have negative impacts on accessibility (and do not strengthen inclusivity), especially for disabled people and those who need motorised access.

Some respondents also felt that the change was an unnecessary revision and represented "vague terminology" and "box-ticking semantics".

Summary responses and changes.

The Strategy recognises that restrictions on motor traffic may negatively affect some disabled people, older people, pregnant people, those who care for infants and/or young children or those who may find it difficult to walk. It also acknowledges that for many people with accessibility requirements, vehicle access remains necessary to maintain even a low level of personal mobility and independence. The Proposals in Outcome 2 have already been updated to acknowledge this and we will ensure these requirements are considered through the Equalities Impact Assessment process (under Proposal 1b). Access to properties is retained within all our proposals, although it is recognised that restrictions may impact the route options to a location and make some journeys longer.

The measures on reducing traffic are core to the Transport Strategy and the City Corporation's commitment to increase active travel, improve air quality and improve health and wellbeing, as well as supporting Vision Zero, Climate Action Strategy and City Plan ambitions. Taking a proactive approach to reducing motor traffic, making the best and most efficient use of street space and continuing to improve accessibility are central to the delivery of the Transport Strategy. Mitigating the impact will be covered in decisions through the EqIA process. Whilst recognising some of the negative impact on those with protected characteristics, the overall approach to removal of traffic creates a safer more comfortable environment for people while moving around the City, including older and disabled people.

The concerns raised by respondents reinforce the need for Proposal 1b to assist with identifying and mitigating impacts. Proposal 1b makes explicit our commitment to taking an inclusive approach to all transport and public realm project delivery and policy-making.

As many of the opposition comments expressed concerns about decreasing accessibility and not considering the needs of disabled people, it is important to note that we have retained 'Outcome 3: The Square Mile is Accessible to all' and its constituent Proposals. These are dedicated to improving accessibility of our streets and reflect the priority to maintain our focus on removing barriers to travel in and around the Square Mile.

An Action Plan will be developed in collaboration with our stakeholders to review our ambitions and set out steps that can be implemented, and monitored against a timeline. This will meet our new commitments around being more transparent and accountable as we develop and implement the Transport Strategy. We will report on progress in the Transport Strategy Annual Report.

We have **updated** the introductory text with context on:

- Our Action Plan and how we will develop and grow our understanding of inclusivity
- How Proposal 1b will support corporate EDI objectives, Corporate Plan other City Corporation Strategies and Policies for coherence

We have **updated** the wording of Proposal 1b and Inclusion Principles to:

- Clarify accountability mechanisms for championing and monitoring progress
- Acknowledge the diversity of our communities and make reference to specific personal experiences
- Take the opportunity to name protected groups where possible, so everyone sees themselves in our ambitions in our Inclusion Principles.
- Simplify the language
- Review the language in the Strategy to follow the Social Model of Disability
- Name all protected groups in the Proposal text, and take the opportunity to identify benefits to specific groups where appropriate so everyone sees themselves in our ambitions
- Provide more references to Equity
- Provide definitions of terms, in a glossary.

We acknowledge our stakeholders' desires for more detail on training. This can be considered further during the development of the Action Plan. Corporate Plan objectives also identify staff and member training as necessary and will report on progress.

Proposal 1b has been well researched and modelled off guidance developed by the UN Secretariat for the Convention on the Rights of Persons with Disabilities, the Cities for All Global Campaign on Inclusive and Accessible Cities, and Oxford University's Inclusive Cities Framework and other national guidance, policies or strategies for coherence, the ambition is important to set to change culture and attitudes.

Outcome 1: The Square Mile's streets are great places to walk, wheel and spend time

Walking is, and will remain, the main way that people travel around the Square Mile. We want people walking in the City to feel that their needs have been prioritised. By delivering this Strategy we will make the experience of walking on our streets a more enjoyable and rewarding experience – a great way to travel and to discover all that the City has to offer.

Fewer and cleaner motor vehicles will mean that streets are less dominated by traffic and easier to cross. People driving and riding in the City will recognise the Square Mile as a place where people on foot come first – they will travel slowly and be prepared to give way to people walking.

Respondents were asked to indicate their support or opposition to the proposed changes under Outcome 1 – outcome name, proposals 1-10. A summary of proposed changes to the text of Proposals 1 - 10 are listed below.

- Update the language to be more considerate and inclusive, for example we propose to adopt “walking and wheeling” across all of our proposals. Using ‘walking and wheeling’ together is advocated by Active Travel England, Wheels for Wellbeing, Transport for All, Sustrans, Mobility and Access Committee in Scotland and more, as it includes people who use mobility aids on our streets.
- Deliver new pedestrian priority routes going from east to west and north to south (Figure 5 shows future commitments to priority routes).
- Deliver new pedestrian priority routes through the Healthy Streets Plans and seek to make our streets safer, easier to cross, and more accessible in partnership with Transport for London. In places we will re-allocate more space to people walking in wheeling, from motor traffic, by widening pavements and reducing space for traffic.
- Refer to the ambitions of the City’s 2020 Climate Action Strategy (CAS) and Biodiversity Action Plan 2021-2026, which commit to implementing more greenery into the City’s streets and public spaces, including planting an additional 100 trees by 2025.
- Update and maintain Legible London maps and directional signs across the Square Mile, including reference to accessible routes and lifts where possible. We will explore the potential for additional wayfinding to support Destination City activity. Improve the experience of spending time on the City’s streets by identifying temporary and permanent opportunities to integrate exercise and play, planting and greening, art installations, and more seating for people.

Key change - feedback on a change of language to reference ‘wheeling’ to include people who use wheelchairs, mobility scooters and other wheeled mobility aids

On the key change flagged in this Outcome, almost 60% (189) of 315 respondents to this question agreed with the proposal to extend ‘walking’ language to include ‘walking and wheeling’. 21% (66) disagreed.

Looking at demographic differences, those who cycle and younger people were slightly more supportive of this proposed language change compared to other groups. Private transport users were less supportive than average.

Feedback on the Proposals and other proposed changes to the ‘Square Mile’s Streets are a great place to walk, wheel and spend time’ Outcome.

50 people responded to the general question on whether they supported changes to proposals within this Outcome with overall agreement at 54%, 32% disagreed.

All of the other questions asked in this outcome received positive feedback.

- 65% (30) of consultation participants agreed with the proposal to reallocate more street space to people walking and wheeling, alongside the improvement of pedestrian routes (Proposal 2)
- Public realm improvements, together with the renewal and rejuvenation of spaces proved a particularly popular proposal – welcomed by 75% (34) of consultation participants (Proposal 7)
- Greening and tree planting – in the context of meeting the Climate Action Strategy ambition – also proved a popular proposal, receiving a positive response by 74% (33) of consultation participants (Proposal 8).

Further comments included concentrating tree planting and greening on streets, as well as small parks where they are needed most for their cooling effect and significant boost to wellbeing.

Expressions of support for the proposed changes

27 people online and the organisations listed below expressed their support or agreed with the changes proposed to these Proposals within this Outcome:

- City of London Business Improvement Districts (BIDs)

- City Property Association (CPA)
- Port of London Authority (PLA)

Some of those respondents highlighted particular reasons for their support, including:

- The **CPA** welcomed the general approach and in particular pedestrian priority streets, upgrades to crossing points and connections to the riverside walking route, and creating accessible walking and wheeling routes across the City. They support temporary public space creation to demonstrate the benefits of long term schemes (such as the 'Lunchtime Streets' programme)
- The **PLA** welcomed the aim that a series of north-south and east-west routes will provide improved walking, wheeling, and cycling connections to key attractions, destinations and public spaces, including to link to the various bridges across the River Thames within the City as well as east-west along the Thames Path.

The online comments included:

- Positive proposals contributing to a healthy society, with improved living, air quality.
- Reducing motorised traffic.
- Promoting a walk, wheel and cycle ethos.
- A radical, forward-thinking set of ambitions in the context of a climate emergency.
- Retaining the original essence of the proposals whilst making them more inclusive.
- Providing an oasis of resting and relaxing space for residents, visitors and wildlife.

A number of outcome level comments included suggestions to further enhance the network of walking and wheeling routes and general quality of public realm, including working closely with BIDs and other local stakeholders to help deliver improvements.

Supportive comments on proposal with no proposed change

Further comments were made on proposals which had no proposed changes, stating support and encouraging us to deliver those actions and proposals. **TfL** supported improvements to pavement widening that should be advanced as far as possible, even if not able to achieve the desirable comfort levels (Pedestrian Comfort Level B+) (proposal 2). **LCC** requested further temporary link enhancements which could be delivered pending full enhancement of the cycle network (proposal 2).

LCC stated that access to the riverside could be improved immediately by re-opening the gate on Upper Thames St at Puddle Dock. With a crossing point this would be a key element in improving step-free access to the City of London School, as well as the riverfront. **CPA** also supported improvements to the riverside walking route, and in particular upgrades / improvements to the crossing points (proposal 3)

The **PLA** broadly supported proposal 3 but recommended that the City's own Riverside Strategy should be brought into the Transport Strategy, specifically referencing the importance of river safety in any enhancement works.

The City of London BIDs suggested proposal 6 should be expanded, recommending the use of public art should be considered to help wayfinding and compliment Legible London maps, with the Barbican explicitly mentioned as an appropriate location for this.

The **CPA** were keen to see more public space in the City. They note that traffic reductions over the last few years should provide the opportunity to free up and reallocate space once used for car parking and traffic and to create new and vibrant public spaces. They noted that they would like to see the City Corporation go further including pedestrianising City streets with low traffic volumes where appropriate (proposal 7).

Action Vision Zero stated that missing from this outcome was a vision for walking that is unique and personal to the City. Action Vision Zero commented that there was an opportunity for parts of the City to become car-free at the weekend.

Requests to improve littering and cleansing standards also came up in few comments.

Expressions of opposition to the proposed changes

United Cabbies Group (UCG) felt that the City Corporation was inappropriately prioritising people that wheel over those with disabilities/mobility issues who are unable to wheel.

16 online respondents did not support the changes within this Outcome. Some of their reasons were:

- Increasing space for active travel will increase congestion and air pollution.
- Prioritising people who walk over those who cycle.
- Decreasing public safety.
- Lack of access to taxis.

- Anti-motorist.

Most negative comments received were challenging the level of priority given to walking and wheeling, and expressing concern that there is a need for motor vehicles to move around city streets.

Summary responses and changes

The priorities set out in the strategy putting those walking and wheeling first, reflects the fact that walking and wheeling are the main way that people travel around the City. Access by vehicle to all locations is possible for those who cannot walk, however we accept that for some locations the journey may be made longer due to reallocation of street space or access restrictions.

The Strategy already commits to a programme of Healthy Streets minor schemes, which deliver improvements on walking routes, including those to the riverside. We will continue to work with TfL to provide pedestrian / walking and wheeling links to the Thames path.

Work with Destination City team and BIDs is intended to explore and maximise partnership opportunities. Detailed plans will be provided in the Transport Strategy 5yr Delivery Plan.

No changes will be made to proposals in this outcome.

Outcome 2: Street Space is used more efficiently and effectively

We want the use of the Square Mile's streets to better match the priorities of residents, workers and businesses. Street space will be used more efficiently, with more space and time provided for people walking, cycling and travelling by bus. General reductions in the number of motor vehicles will help reduce delays for the essential traffic that remains.

Some streets will be used in different ways at different times of the day. For example, by providing space for people to walk and relax during the day, while allowing deliveries overnight. Temporary closures of streets to motor vehicles will provide opportunities for cultural and community events or simply enjoying the City. The kerbside will also be used more dynamically and effectively, with commercial vehicles having priority access to parking and loading no longer causing an obstruction, particularly at the busiest times of day.

Respondents were asked to indicate their support or opposition to the proposals under Outcome 2 – Street Space is used more efficiently and effectively (proposals 11-15). A summary of proposed changes to the text of Proposals 11 - 15 are listed below.

- Update to make explicit that we will retain access to streets for essential traffic. We will also recognise that restrictions on motor traffic can result in longer journeys and may negatively affect a proportion of people who are disabled, and others who have mobility impairments. The extent of restrictions and types of vehicles excluded will be decided on a case-by-case basis, applying the approaches outlined for inclusivity, walking and wheeling and in accordance with the street hierarchy
- Complete and develop a number of Healthy Streets Plans by 2027 (shown in Figure 7 of the Transport Strategy) and commit to reviewing these every 10 years
- Remove the commitment to developing a road user charging mechanism specific to the City of London (like a local 'congestion' charge), and instead commit to support the Mayor of London and TfL on the development of a London wide charging mechanism
- Remove "Proposal 15: Support and champion the 'Turning the Corner' campaign" as these principles were incorporated into the revised Highway Code January 2022. Motor vehicles are now required to give way to people walking and cycling when turning left into a side street
- Commit to monitoring the numbers of private hire vehicles (PHVs) operating in the City and support TfL's approach to managing the number of PHVs operating in London to an appropriate level.

Key change - feedback on our approach to road user charging in the City

In the Key Questions section, we asked for feedback on our approach to road user charging as part of the Strategy. This involved removing the commitment to developing a road user charging mechanism specific to the City of London (a local 'congestion' charge), and instead committing to support the Mayor of London and Transport for London on the development of a London wide charging system. 352 people responded to this question, and the views on proposals for road user charging were split, with 42% in agreement, compared to almost 40% against.

Comparison of support across the demographic groups, showed those that walk and cycle being more supportive than average. Whereas private vehicle users and taxi/PHV drivers and passengers, along with those whose day-to-day activities were limited by a physical/mental health condition or disability showed lower than average support for this proposal.

When reviewing the comments for the key change, support for a uniform charge across all central London was welcomed, rather than having a separate road user charge in the Square Mile. However, some respondents felt that there was a lack of certainty that the Mayor's proposal for this was likely to be delivered.

Feedback on the changes to Proposals within the 'Street Space is used more efficiently and effectively' Outcome

39 people responded to this question and there was mixed opinion on the proposed changes to the efficient use of street space Outcome. Just under half (49%) of consultation participants agreed with the Proposal changes, countered by 40% who disagreed with them.

Expressions of support for the proposed changes

19 people and the organisations listed below expressed their support for changes to proposals within this Outcome but made no specific requests for changes. Some of the online respondents highlighted particular reasons for their support, including:

- A genuine commitment to reprioritising street use
- Considering people before profits
- Making the city easier to walk in and around
- Monitoring the use of private hire vehicles

- An opportunity to tackle unlawful e-scooter/e-bike usage.

Other comments of support for continuing or enhancing the approach already set out in the Transport Strategy were made including, **City of London BIDs** supported the 10-year horizon for Healthy Streets Plans (HSPs) (proposal 11) but would welcome a 5-year interim review to ensure progress is on track. They requested that BIDs are consulted at the very early stages of design development to ensure that BID public realm strategies can align closely with HSPs.

The **PLA** supported the proposal to prepare a Healthy Streets Plan for the City Riverside Area by 2027 (proposal 11). The **City Bridge Foundation** made representation to seek support for traffic reduction on Tower Bridge, particularly for larger vehicles. (proposal 11).

Expressions of opposition to the proposed changes

15 people (39% of 39 respondents) disagreed with the changes to proposals in this outcome. When reviewing the detailed comments, it is likely that a number of those disagreeing with the proposed change to support the next generation of road user charging did not agree with any form of road user charging. Some of those opposing the change to the City's road user charging principle, were noting concern about the reduction in tools/mechanisms to deliver traffic reduction committed to in the City's own targets and felt that there was considerable uncertainty around a London wide scheme being delivered.

Many of the comments directed at changes in proposal 11 (key change) to road user charging were around the impact on businesses of any road user charging system. Others noted the view that these (systems) were 'only' additional taxation of motorists and money generating schemes.

Motorcycle Action Group (MAG) stated that the City Corporation's decision to classify powered two wheelers as 'general traffic' alongside cars is irrational and ultimately counterproductive to the City's aims (Approach to managing traffic and Access).

Other online respondents highlighted particular reasons for their opposition, including:

- Making London more restricted and less welcoming
- Restricting road access and individual movement
- Discriminating against car drivers and those who cannot walk/cycle long distances

- Black cab accessibility should not be restricted
- No consideration of motorcycles.

Summary Responses and Changes

Traffic reduction measures are core to delivering the benefits of the Strategy, including creating more space for walking and wheeling, greening and public realm improvements.

Changes to vehicles access and traffic reduction are key to achieving more and better space for walking and wheeling, as well as other outcomes. Access by vehicle to all locations is possible for those who cannot walk or wheel. We accept that for some, the journey may be made longer due to reallocation of street space or point access restrictions. We endeavour to find app-based solutions when available, to providing taxi access for disabled passengers through restrictions.

We consider that the next generation of road user charging will give the opportunity to explore more targeted approaches to road pricing and therefore traffic reduction. The revised proposal 11 includes the commitment to working with TfL to develop the next generation of road user charging. The next generation of charging should overcome some of the limitations of the congestion charge, being capable of being more sensitive to location, user type, and distance travelled.

Whilst the Mayor of London has not set a target date for a new road user charge scheme, he has initiated engagement and commenced discussion on options and objectives, which the City is participating in.

No further changes will be made to the proposals in this outcome.

We have **updated** the classification for powered two wheelers (PTWs) and others in DVLA class L1, in the text setting out how we approach **Managing Traffic Movement and Access**.

Outcome 3: The Square Mile is accessible to all

The City of London Corporation will continue to work towards ensuring everybody is able to travel easily, comfortably and confidently to and around the Square Mile. This includes supporting and championing accessibility improvements to Underground stations, offering opportunities for people to stop and rest, and continuing to remove obstacles to walking, wheeling and cycling.

The Strategy will continue to ensure pavements and crossings are not obstructed and are designed to be smooth, level and wide enough to avoid uncomfortable crowding wherever possible. The City of London Corporation will continue to work collaboratively with partners, residents, and stakeholders representing the needs of different street users when designing streets, and make spaces that are usable by everyone, regardless of age, ability and circumstance.

Respondents were asked to indicate their support or opposition to the policies and actions under Outcome 3 – The Square Mile is accessible to all. A summary of proposed changes to the text of Proposals 16-19 are listed below.

- Remove the commitment to create a City of London Street Accessibility Standard, as we have now developed the City of London Street Accessibility Tool (CoLSAT). The tool enables street designers to easily identify how street features impact on the different needs of disabled people and identifies the trade-offs that may be needed to ensure no one is excluded from using the City's streets. We will apply CoLSAT to all projects on-street and in the public realm, and we will encourage developers and partners to use it during their own design and planning process.
- Update our commitments with reference to additional dockless bikes and scooter use in the Square Mile. Ensuring partnership working encourages safer and more inclusive behaviours, and ensures that people parking cycles and e-scooters do not cause obstruction on our pavements.
- Remove "Proposal 18: Keep pedestrian crossings clear of vehicles". This proposal is no longer considered necessary as existing legislation includes blocking a crossing, except in instances where it is absolutely necessary to avoid injury or damage. The use of colour and markings at crossings is likely to negatively impact on some disabled people and is no longer considered an appropriate mechanism for tackling this issue.
- Support accessibility improvements to London's wider public transport network, as improvements beyond the City's boundary are key to reducing extra travel time or longer routes. Furthermore, we acknowledge that barriers to travel include more than just lack of step free access, but also lack of accessible route planning information, poorly trained staff, absence of visible staff to help etc.

Feedback on the Proposals and proposed changes to the 'Accessible to All' Outcome

The majority of stakeholders that engaged in the Transport Strategy review acknowledged the importance of accessibility for all.

Stakeholders who supported the changes to the Accessibility Outcome included:

- City residents
- Employees of City businesses
- Members of the **City of London Access Group (CoLAG)**
- Members of the **City Property Association (CPA)**

25 responses were received from the online consultation, with support from 12 of the consultation participants (48%), but receiving disapproval from 10 (40%) respondents.

A lot of detailed comments were received through focussed workshops with CoLAG and some online respondents also left very detailed comments.

As this Outcome contained few changes, or changes that simply reflected updates following progress made, there were no questions in the Key Changes section for this Outcome.

Expressions of support for the proposals.

Stakeholders including the **CPA, COLAG** and other workshops stakeholders supported this outcome and its proposals and noted that accessibility should be a priority for the Strategy.

When we analysed the comments left by respondents in the online consultation, it was clear that respondents felt the Strategy should prioritise access for disabled people and improve accessibility through:

- Slowing traffic; 'managing' cycle behaviour; including wheelchair buttons on pedestrian crossings to allow more time for people to cross.
- Improving wayfinding and ensuring lifts and escalators are better maintained.
- Providing more places to stop and rest for disabled people.

Further comments encouraged us to:

- go further with provision for disabled people and ensure bridges and riverside connections are more accessible
- develop app based options to allow taxi access where essential
- ensure full engagement with disabled groups, including those with neuro diverse issues
- better provide for disabled electric mobility scooters;
- prioritise good maintenance to streets and pavements affecting disabled people, and
- better manage temporary obstacles such as e-bikes and scooters.

There was support from residents for the update to Proposal 17 to include more enforcement for e-scooters and e-bikes and remove obstructions to create safer streets. Other comments focussed on the impact that vehicles and cyclists jumping red lights have on visually impaired people feeling unsafe.

Several residents and online comments noted that more should be done to ensure pavements are well maintained and accessible including during construction work.

There was support from City residents and CoLAG for improving accessibility to stations and having accessible stations. However, a City resident noted that they felt that although the Elizabeth Line is step-free, the distances are too far to walk, making the station inaccessible to a lot of people.

CoLAG and other online comments reflected the view that the use of vehicles is essential for many wheelchair users.

Expressions of opposition to the proposed changes

10 online respondents disagreed with the changes. When reviewed in more detail, online respondents who expressed their opposition for Proposals within this Outcome did not indicate that their opposition was directly related to specific changes in Proposals 16-19. Instead, many of the comments received expressed concerns and strongly requested the City Corporation to do more to improve accessibility in the City and consider the needs of disabled people. Nearly all of these comments have already been considered or provided for within the Strategy.

United Cabbies Group (UCG) felt that the Strategy is overly focussed on being accessible to those on foot or wheeling at the detriment to those who need accessible public transport like publicly hired taxis.

Summary Responses and Changes

The **updated** introductory text for the Outcome will provide context around accessibility and respond to many of the comments made which have requested greater clarity and explanation, but changes to the proposals are not considered necessary.

Comment on the impact of access restrictions is included in Outcome 2 response above.

Proposal 30 (provision of Electric Vehicle infrastructure) will be **updated** to include wheelchairs / mobility scooters in the list of users to be considered in the Electric Vehicle Charging Action Plan.

Outcome 4: People using our streets and public spaces are safe and feel safe

No one should be prevented from choosing a particular mode of transport because of concerns for their personal safety. Delivering the Strategy will result in fewer motor vehicles on our streets and those vehicles will be moving at slower speeds. Collisions will occur less often and will not result in death or serious injury. Fewer, slower vehicles, together with high quality street lighting, will also mean that streets feel safer at all times of the day.

Motor vehicles themselves will be equipped with advanced sensors and better automatic safety features that will further reduce or eliminate human driving error. Security features will be sensitively incorporated into the streetscape and will incorporate features that help make streets more attractive places to walk and spend time. The Square Mile will continue to experience a low rate of crime and fear of crime, supported by

Respondents were asked to indicate their support or opposition to the policies and actions under Outcome 4 – People using our streets and public spaces are safe and feel safe, proposals 20-23. A summary of proposed changes to the text of Proposals 20-23 are listed below.

- Remove the commitment to seek a City-wide mandatory 15mph limit after this was turned down by the Department for Transport.
- Change the trajectory of our ambition to achieve zero fatal and serious injuries by 2040, with a new target of fewer than 20 deaths and serious injuries by 2030.
- Update priority locations for Safe Streets interventions based on revised collision and casualty data analysis.
- Update the proposal to include a Post Collision Response theme, including collision investigation, evaluation and post-crash victim care.
- Broaden the crime and fear of crime proposal to include anti-social behaviour, violence against women and girls, and serious violence, with a focus on the night-time economy.
- Update the street lighting proposal to reflect the completion of the street lighting upgrade and focus on the application of the Lighting Strategy when operating existing and installing new lighting.

Key change - feedback on the Proposal to remove the commitment to introduce a 15mph speed limit in the Square Mile

In the Key Questions section, the proposal received mixed views on *not* committing to a 15mph speed limit in the Square Mile. 157 respondents (45% of consultation participants) agreed with this while almost 136 (39% of respondents) disagreed.

191 comments were received that supported the proposal to remove the commitment to introduce 15mph limits. Themes of commentary included that the 15mph speed limit was too slow, (61 comments) unnecessary (24 comments) and that 20mph was sufficiently low (23 comments). Those responding to the key change question around the removal of 15 mph restriction, where 136 people disagreed, the comments mostly challenged the proposal to remove the commitment, stating that 15mph limits were necessary for improving safety (91 comments), with benefits for the environment (9 comments).

Looking at average scores for different demographics, residents and those whose day-to-day activities were limited by a physical/mental health condition or disability, were slightly more likely than average to agree with this change. However, there were lower than average levels of agreement with this change amongst other groups, namely those visiting the City for leisure and business purposes, those who walk and/or cycle, and younger people, under the age of 35. Comments in the survey reflected that people that cycle were less likely to support the proposal to remove the 15mph commitment as they felt that it would reduce the opportunity improve their safety on the City's streets.

Two stakeholder representatives (Living Streets, Action Vision Zero) and a number of online consultation respondents expressed the need to rethink the removal of 15mph from the Strategy, with clearer explanation of the rationale for this, they suggested it would be good to keep the ambition.

Feedback on the Proposals and proposed changes to the 'Safe Streets' Outcome

28 people responded and 17 (over 60%) agreed with the proposals and proposed changes regarding Safe Streets. 10 people (36%) disagreed with the changes.

Expressions of support for the proposed changes

The organisations listed below expressed their support for proposals within this outcome but made no specific suggestion of requests for changes:

- The **CPA** welcomed the Safe Systems approach, including designing for lower speeds, as the target for collision reduction is not yet met. Achieving Vision Zero is core to making walking, wheeling and cycling more inclusive.
- **TfL** noted its support for the outcome and welcomed joint efforts to eliminate all road deaths by 2041.
- **Barts Health NHS Trust** welcome and support continued action to develop streetscapes that induce lower speeds and give greater priority to enable safer and more comfortable flow for pedestrians and cyclists.

In the online consultation, 17 people (61% of consultation participants) agreed with the proposals and proposed changes regarding Safe Streets, suggesting that there is broad support for the changes made.

Comments made agreed with the priority to address serious collisions amongst people walking and cycling, which represent the greatest numbers in the collision and casualty data.

On-street policing and lighting is identified as a priority, in line with the Strategy.

Further comment themes included welcoming that the strategy includes an approach to make progress towards Vision Zero; and doing more to ensure people driving cars correctly give way to those who walk and/or cycle.

Referring to proposal 20, comments were received that recognised and welcomed the commitments made in the proposal to deliver junction improvements, but pointed out that these did not include locations outside of the Square Mile.

Expressions of opposition to the proposed changes

From the online consultation, 10 people disagreed with the changes to proposals, and a number of comments were received that challenged the proposed changes to the Safe Streets outcome. Some of the comments made supported the principles of road danger reduction but felt that proposed changes weakened this section of the Strategy, treating motor traffic fatal risk less seriously at the expense of more vulnerable users of the City's streets

Other themes of responses challenged the 'Safer Systems' approach overall, rather than the specific changes, describing it as unachievable due to the fallibility of humans, and dismissed the need to have slower speeds.

Summary responses and changes.

We have **updated** proposal 20 to note we will explore the introduction of lower advisory speed limits on specific streets across the Square Mile where they would help create lower speed environments, support efforts to prioritise people walking and wheeling and reduce road danger.

We have **updated** proposal 20 to include further wording to underline our commitment to working with TfL and neighbouring boroughs, on designing safer streets that are on or just beyond the City boundaries, reflecting that TfL and other neighbouring London boroughs have a commitment to Vision Zero.

We have **updated** proposal 20 to promote the use of advanced driver assistance systems (ADAS) which includes telematics, intelligent speed assistance (ISA) etc, for our own fleet and suppliers, in place of solely ISA.

We have **updated** proposal 21 to include reference to crime against women and girls.

We have **updated** proposal 22 to include a reference to 'cycle parking' in the statement to work with industry partners on hostile vehicle mitigation street furniture.

Outcome 5: Improve the experience of riding cycles and scooters in the City

Delivery of the Transport Strategy will mean more people choosing to cycle, and cycles being used for more types of journeys. We want the range of people choosing to cycle to match the diversity of people who live, work, study in and visit the City. Most people, whether they choose to cycle or not, will consider cycling to be a safe, easy and pleasant way to travel around the Square Mile. Reduced traffic, slower speeds and a dense network of cycle friendly streets will mean that anyone who wishes to cycle is not prevented from doing so because of concerns about safety. The cycle network will cater for all types of cycles, including cycles as mobility aids and cargo cycles. Different types of cycles will also be available for hire across the City, supporting more flexible cycling. A safer and calmer cycling experience will in turn encourage more considerate and appropriate cycling behaviour that reflects the priority given to people walking on the City's streets.

Respondents were asked to indicate their support or opposition to the policies and actions under Outcome 5 – Improve the experience of riding cycles and scooters in the City, proposals 25-28. A summary of proposed changes to the text of Proposals 25-28 are listed below.

- Update the outcome and proposal to include scooters, as well as to treat scooters in the same way as cycles in our policies and projects (subject to them being made fully legal in future legislation by central Government).
- Revise our minimum design standard to reflect changes in deliverability, ensuring it remains in line with best practice in London outlined in Transport for London's Cycle Route Quality Criteria.
- Expand proposals to improve cycle hire in the City to reference e-scooter hire as well and provide more parking spaces for all dockless hire vehicles.

Key Change - feedback on the proposed change to the cycling Outcome and Proposals to include micromobility (e.g. Scooters, Electric Scooters)

This proposed change was responded to by 386 respondents in the Key Questions section. Around 135 (35%) of consultation participants agreed with this change to include scooters, their view was countered by a slightly higher number 143 (37%) who disagreed.

Younger people and those who cycle or walk scored higher than average levels of support for this change. City residents, private transport users and those whose day-to-day activities were limited by a physical/mental health condition or disability expressed lower than average support.

This outcome and the three proposals have had a substantial rewrite to reflect the changes in what vehicles and types of vehicles should be catered for under an umbrella term of 'micromobility'. This drew a lot of comments reflecting the amount of change, and that these were highlighted for respondents to comment on.

Support was received for the approach to accept scooters and e-bikes, by 135 people. Detailed comments in support of this proposal were on the following themes:

- Positive but be more ambitious (21)
- Promotes a practical alternative to motor vehicles (16)
- Promoting inclusivity (12)
- Need to segregate routes (4)
- Tackling scooter parking being necessary and regulating scooters (4)

Expressions of opposition to the proposed changes

From the online consultation 143 respondents did not support the change, and included comments on the following themes:

- Scooter behaviour (91)
- Cycle behaviour (52)
- Only provides for a minority group (14)
- Anti motorist (12)

- Cycle lanes underused (6)
- Scooter regulation need (6)

Feedback on the Proposals and proposed Changes to the ‘More People Choose to Cycle in the City’ Outcome

44 people responded online with 19 agreeing with the proposed changes (43%) and 17 disagreeing (39%).

Expressions of support for the proposed changes

The organisations listed below expressed their support for Proposals within this Outcome (in full or in part) but made no specific suggestion of requests for changes:

- **TfL**
- **City of London BIDs**
- The **CPA** welcomes the aim to improve the experience of cycling and scooting, in particular achieving a minimum service level, and improving key intersections with micromobility in mind.

Whilst most respondents felt that better regulation is essential, some concerns were raised by **LCC** that heavy handed regulation of e-bikes / scooters and rental schemes would be a step backwards, as the presence of these in the transport system is welcome.

Expressions of opposition to the proposed changes

Comments expressing opposition, to both the key change and other changes in this section, fell under two key areas, firstly the impact on space and safety for people walking and wheeling. Comments included that riding and parking of dockless bikes and scooters was having an impact on people walking around the city, feeling that space available on pavements has been badly affected by poor dockless e-bike parking. Opposition was received on safety grounds, with comments that that moving bikes and e-scooters are more of a threat as there is a new trend to cycle on pavements in some locations, around residents areas rather than busy streets in the office dominated space. Comments were also focussed on the lack of observance of traffic signals and zebra crossings by people cycling, making people feel unsafe, with this issue affecting disabled people more significantly.

A number of respondents felt that scooters and cycles are given a higher priority, including investment in infrastructure, than they need.

The second key theme that raised objections was that we should be doing more for people cycling. The changes to the delivery timetable where infrastructure is being completed later than first planned drew negative comment. Additionally a call to lobby TfL more strongly on the parts of the cycle network that are TLRN and need some changes to address cycle and pedestrian safety and to ensure we are aligning with MTS.

Summary response and changes.

Much of the negative feedback was around the relationship between people riding scooters and cycles and other street users. We will continue to work on providing a network which addresses these issues where possible. We are actively reviewing locations of high conflict, and will consider any physical changes possible.

We also work closely with the City of London Police to address illegal behaviour of all street users. Many comments also related to poor management of hire e-bikes, impacting safety and space, which we are working to resolve and lobbying for regulation to allow us to manage operators better.

The changes to the delivery timetable, where infrastructure is being completed later than first planned, drew negative comment; it should be noted that some sections of the cycle network have been delivered earlier than planned through pandemic response schemes being retained. The new programme for delivery of cycle infrastructure is considered to best reflect funding available and feasibility to deliver changes within other major traffic management or street reconfiguration schemes, such as St Paul's gyratory and the Rotunda, improvements will be delivered linked to timetable for major developments.

There are no further changes to the proposals in this outcome.

Outcome 6: The Square Mile's air and streets are cleaner and quieter

Delivery of the Transport Strategy will mean that by 2044, transport related local air pollution and carbon emissions will have been cut to virtually zero, and streets will be quieter more relaxing places. Together with wider action to reduce emissions from buildings and development, this will mean that the City enjoys some of the cleanest urban air in the world. There will be fewer motor vehicles and those remaining will be powered by electricity or other zero emission technologies.

Emerging automation technology will reduce speeds and avoid aggressive acceleration and braking, leading to less tyre and brake wear. New approaches to noise management will mean that street works cause less disturbance.

Respondents were asked to indicate their support or opposition to the policies and actions under Outcome 6 – The Square Mile's air and streets are cleaner and quieter, proposals 29-37. A summary of proposed changes to the text of Proposals 29-37 are listed below:

- Remove the commitment to local Zero Emissions Zones (ZEZ) covering parts of the City of London.
- Remove the reference to supporting a ZEZ covering central London within the next Mayoral term, given the indication by City Hall and TfL that the Mayor no longer intends to implement one.
- Support the use of next generation road user charging to control traffic more sensitively according to location and time and to replace the congestion charge and ULEZ charge.
- Update our proposal to reference the work the Department for Transport (DfT) is doing on noise enforcement and our intention to use new powers if appropriate for city locations after the completion of a 'noise camera' trial.

Key change - feedback on the proposal to remove the commitment to a local Zero Emission Zone (ZEZ) covering parts of the City of London

This proposal was included in the Key Questions section of the consultation where a total of 297 people responded. The proposal received mixed views in relation to removing our commitment to provide a ZEZ. 110 people (37% of respondents) agreed with this change, while 107 people (36%) who disagreed.

Of those who agreed with the change, a number considered ZEZs a money-making scheme (15 comments online) and commented that providing a ZEZ in the City was unnecessary and unachievable (29 comments online). Other respondents made positive comments (32 in total) that pursuing alternatives as now proposed is appropriate.

In detailed comments, concern was expressed that the reliance on the next generation of road user charging to control traffic levels and vehicle related pollution was at risk as this was not a firm commitment from the Mayor. Concern was also expressed about over reliance on electric vehicles.

Respondents had concerns that the removal of the ZEZ proposal failed to tackle air pollution and that we should pursue alternatives (63 online comments).

Looking at the demographic differences, City of London residents and workers, rail users and older people (aged 55+) were slightly more supportive than average of this change to proposal. Those who cycle were less supportive than average.

Feedback on the Proposals and proposed changes to the ‘Cleaner and Quieter’ Outcome

29 people responded to this question, with 17 people (58% of consultation participants) agreeing with the proposed changes regarding the Square Mile’s air and streets being cleaner and quieter. However, nine people (31%) disagreed with these.

Expressions of support for the proposed changes

The organisations listed below expressed their support for Proposals within this Outcome but made no specific suggestion of requests for changes:

- **City of London Business Improvement Districts (BIDs)**
- **London Cycling Campaign (LCC)**

- **TfL** noted the progress on reducing nitrogen oxides since the introduction of the ULEZ.

The combined **BIDs** response supported this outcome and welcomed the action to engage with SMEs to accelerate the transition to zero emission capable vehicles, but also called for an increase to charging infrastructure by the City to assist with this aim.

Action Vision Zero expressed strong support for the noise camera trial, under proposal 34; and further in the online responses this proposal attracted a number of comments, indicating that tackling noisy vehicles is a priority and that a progressive approach should be adopted which could act as a model for neighbouring boroughs.

Of the 29 respondents to the overarching question on changes proposed to the outcome, 17 of these (58%) expressed their support. Online comments included:

- Excellent recommendations regarding noise enforcement and working with businesses to look at alternative delivery systems.
- Applause for removing the commitment to provide a ZEZ; including that air quality no longer needs improvement.
- The need to expand provision of electric charge points, including for larger vehicles in the future

Some other suggestions were made encouraging clarity and the need to go further, in providing for a wider range of vehicle types in future, vehicles over 7.5 tonne and coaches, and consideration of hydrogen as well as electric. There was also a request to ensure we clarify the targets in relation to national standards for air quality as these have changed since the publication of the 2019 Strategy.

Expressions of opposition to the proposed changes

Of the 29 respondents to the overarching question, nine expressed their opposition to the changes proposed for the Outcome. Comments were similar to those commenting on the key change noting a weakening of the Strategy with the removal of the ZEZ, with no compensatory action to achieve targets; concerns were expressed that this would result in failing to tackle air pollution and that we should pursue alternatives (63 online comments).

Further comments were made on:

- Data showing improvements to air quality are unreliable and over-played

- A misplaced confidence in electric vehicles.

Summary response and changes

In response to the challenges around weakening of the Strategy the robust data provided on ULEZ measures show that these have led to a significant improvement in air quality, with just 7% of the City exceeding the legal NO₂ limit of 40 µg/m³ in 2022, compared to 33% in 2019 when commitments to zero emission zones were made. Data on air quality is verified by TfL and the Department for Environment, Food and Rural Affairs (DEFRA).

With nitrous oxides having been reduced in the Square Mile, our priority will now be on introducing very localised emissions-restrictions in the remaining 'problem areas' where appropriate, and working on overall traffic reduction measures to achieve further improvement. PM₁₀ and PM_{2.5} require wider area approaches as are transboundary pollutants, being affected by weather and wider area pollution.

It is noted that the next generation of road user charging is still at an early stage of development, without certain dates to implement, however the Mayor of London has commenced engagement and we will support the development and delivery of this as it is an appropriate way to manage traffic on our streets.

We have based our EV infrastructure targets on forecast demand. Our EV Charging Infrastructure action plan will be updated in 2024 to reflect targets to 2030, therefore the future number is likely to increase. The EV charging infrastructure plan will also be updated to reflect a consideration of charging for larger vehicles, and awareness of innovative approaches where possible.

Proposal 30 has been **updated** to include consideration of mobility scooters in provision of EV charging.

Outcome 7: Delivery and servicing needs are met more efficiently, and impacts are minimised

Deliveries and servicing are an essential part of a thriving business district. Delivering the Transport Strategy will ensure these needs are met by fewer, quieter, safer and cleaner lorries and vans. Deliveries for buildings or areas of the City will be grouped together at consolidation centres, meaning fewer, fuller vehicles. The lorries and vans making these deliveries will use the return journey to transport waste and recycling. The Thames will also carry goods into the City as well as waste out, including the materials needed for construction projects. Logistics hubs within the City will enable deliveries to be made by cargo cycles and pedestrian porters. Cargo cycles will also be used for servicing businesses and buildings, with tools and parts securely stored at locations within the Square Mile. New technologies will help improve the routing of deliveries and make it easier to find a place to park or unload.

Respondents were asked to indicate their support or opposition to the policies and actions under Outcome 7 – ‘Delivery and servicing needs are met more efficiently, and impacts are minimised’. A summary of proposed changes to the text of Proposals 38-39 are listed below.

- Remove the commitments to deliver five last mile logistics hubs by 2025, instead working with BIDs and neighbouring boroughs to identify suitable sites, including potential sites within the City.
- Remove the commitment to deliver a sustainable logistics consolidation centre by 2030. Instead, we will encourage consolidation through the planning process by requiring developments to consolidate vehicle deliveries and servicing trips as a condition of their planning application.
- Update our aim to establish a collaborative procurement programme for small and medium-sized businesses by 2022 to 2028 and work together with BIDs to trial collective delivery areas, where deliveries and servicing activities are consolidated into as few operators as possible.
- Promote the role of rail in reducing the number of freight vehicles in the City and across London and work with Network Rail to identify any opportunities for inward freight at railway stations in the City.

Key change - feedback on the proposal to remove the commitment for the City of London Corporation to provide a consolidation centre

This proposal was included in the Key Questions section of the consultation where a total of 334 people responded, and views to remove the commitment to introduce a consolidation centre were divided. 160 people (48% of respondents) felt that they were undecided in relation to this. 84 people (25%) agreed and 90 people (27%) disagreed with the change to this proposal.

From reviewing the comments and reasons given, there was some confusion in understanding the proposed change. We are removing a commitment to provide a City Corporation run/subsidised consolidation centre, not removing our commitment to support the use of consolidation centres and using initiatives to do so. Some comments evidently thought the latter. We expect that this has impacted responses, drawing more disagreement and negative comment. We also note that we had a high number of undecided responses to this question.

We are committed to reducing freight traffic on the City's streets, and support the use and promotion of consolidated deliveries and consolidation centres. However, as consolidation centres are provided by the market, there is not a need for the City Corporation to invest or develop its own consolidation operation. We continue to promote and encourage consolidation as set out in the proposal text. We will make sure the final text is clear.

Feedback on the Proposals and proposed changes to the 'More Efficient Freight and Servicing' Outcome

Proposals to improve efficiency in freight and servicing proved unpopular with 10 people (45% of consultation participants) disagreeing with the proposals, compared to nine (41%) in agreement.

Expressions of support for the proposed changes

The organisations listed below expressed their support for proposals within this Outcome and made no specific suggestion of requests for changes:

- The **PLA** supported the emphasis on the need to promote use of the Thames for light freight.
- The **CPA** noted the complex needs for freight and servicing and supported the City's pragmatic approach to reducing the number of freight vehicles.

- The **CPA** welcomed working with BIDs, occupiers, Network Rail and logistics providers – and that this will lead to more goods and services being delivered by cargo bike, rail and river. It was also noted that developing new technology and smart systems will assist in the achievement of this.
- **TfL** supported the aim to increase the use of cargo bikes and encourage freight travel on foot for local deliveries.

From the online consultation, a number of comments were received that supported the proposed changes to the Delivery and Servicing outcome. Comment themes included, that:

- The proposal was strengthening measures to reduce motorised road freight, and promote freight into London by rail
- Adding requirements for consolidated deliveries to planning consents is a positive move
- It was welcomed to prioritise reducing deliveries at night (between 11pm and 8am) given the disturbance and noise inflicted on residents.

Some comments from the stakeholder workshops, which support the principles but suggested potential improvements by:

- Providing increased access to loading bays/kerbside - deliveries are more efficient at higher speeds.
- Consideration of a pilot scheme to digitally record all highway traffic regulation orders and create, for example, bookable loading bays – potentially revolutionising servicing and its management in the City.

Expressions of opposition to the proposed changes

A number of comments in the consultation and through broader stakeholder engagement opposed the changes to proposals in the freight and servicing outcome. These were mainly relating to a reduction in the level of ambition, to the removal of the commitment to fund and deliver a freight consolidation centre, and further that the City Corporation was removing commitments and failing to replace them with new commitments.

Comments were received noting that not all deliveries can be consolidated, and that existing buildings would not be made to meet the same standards as new buildings through the planning decision process.

Summary response and changes.

As noted above there was some confusion over the intention of the change to providing a consolidation centre and similarly, regarding the change to reduce the number of last mile logistics hubs introduced directly by the City. Reading the detailed comments, a number of respondents had taken this to mean a removal of the support for the principle of hubs.

We remain committed to both concepts but are reducing the direct commitment by the city to provide a consolidation centre and last mile hubs. It is not considered necessary or good value for money for the City Corporation to provide something the market is already doing.

Supporting actions will still be delivered by the City and should assist in meeting the freight vehicle reduction target.

Refurbished buildings and existing buildings will be encouraged to operate consolidated delivery, some of this can be achieved through planning conditions. Voluntary area-based consolidation is being developed in partnership with two of the BIDs during 2024, and further opportunities will be sought.

We do recognise that not all deliveries will be able to shift to a consolidated delivery system, but that we should still aim to support changes where possible.

No changes will be made to the proposals in this outcome.

Outcome 8: Our street network is resilient to changing circumstances

Occasional disruption to people using our streets and transport networks is inevitable. This includes disruption caused by construction and streetworks, breakdowns and severe weather. By delivering the Strategy, we will ensure that these disruptions have as little impact on the ease and experience of travelling in the City as possible. Streets will be kept open to people walking and cycling during construction and streetworks. Long-term works that require streets to be closed to traffic will provide an opportunity for people to enjoy the benefits of a traffic-free environment, and to assess the potential for permanent change. When necessary, alternative routes will be made available for motor traffic on streets that are normally only used for access. The Square Mile will be prepared for the impacts of a changing climate or more extreme weather events; enabling people to comfortably use the City streets regardless of the weather.

Respondents were asked to indicate their support or opposition to the policies and actions under Outcome 8 – Our street network is resilient to changing circumstances, proposals 40-42. A summary of proposed changes to the text of Proposals 40-42 are listed below:

- Revise our proposal on making the City's streets resilient to severe weather events to include commitments from the Climate Action Strategy and the Biodiversity Action Plan.
- We will install sustainable drainage where possible and appropriate on our streets to absorb rainwater runoff and provide more greening.
- We will plant more trees on City streets and gardens, with at least 100 new climate resilient street trees to be planted by 2025. These will provide shade and shelter and absorb carbon from the atmosphere.
- We will increase the amount of permeable street surfaces, where possible, to minimise rainwater runoff, which helps to mitigate flood risk in the City.

Feedback on the Proposals and proposed changes to the 'Resilient Streets' Outcome

The consultation response to the 'Resilience' outcome received more support than opposition.

Proposals to make streets more resilient received support, although many respondents were undecided. 10 of the 18 respondents agreed with the changes, compared to only three that disagreed. Five respondents neither agreed nor disagreed with the changes and enhancements to the outcome.

Since the 'Resilience' outcome contained few changes, and changes were to align with other City Corporation adopted strategies such as the Climate Acton Strategy, we did not include anything in the Key Changes section, therefore those that responded to the 'Resilience' outcome would have included those with a particular interest on the topic.

Expressions of support for the proposed changes

Ten consultation respondents supported the changes to the Outcome.

Online comments included:

- Value of recognising resilience within design.
- The need to measure physical changes against cost and carbon impact.
- Welcoming the acknowledgement of increasing issues with flooding in the context of continued development of ground space.
- Welcoming tree planting.
- Welcoming increased drainage.

Comments expressing concerns related to this outcome or proposals.

LCC suggested that the City Corporation could learn from TfL through their initiatives to reduce road danger and local amenity as a consequence of road works and construction sites.

Feedback received through drop-in session engagement highlighted the importance of frequent and costed maintenance of any additional greening measures installed on City streets.

Expressions of opposition to the proposed changes

Only three respondents expressed opposition to the Outcome changes, and an online comment expressed that we were over-prioritising climate policies and modelling at the expense of transport and other issues such as crime. This point was not elaborated on any further.

Summary response and changes.

The City Corporation has signed up to deliver a reduction in carbon and to produce a more climate resilient public realm and street network, this is a corporate priority.

No changes will be made to the proposals in this outcome.

Outcome 9: Emerging technologies benefit the Square Mile

The advent of new transport technology innovations, such as autonomous vehicles (AVs) and new apps and services, promise to change the way our streets function and the way we choose to travel on them. Delivering the Strategy will ensure that transport innovations are seamlessly integrated into the fabric of the City and improve the experience of travelling and spending time on the Square Mile's streets. A proactive rather than reactive approach to policy making will ensure appropriate policy and legislation is in place while supporting and accelerating beneficial innovations. The City will be a test-bed for urban transport innovations and seen as a world leader in improving people's personal mobility and livelihoods through new technologies.

Respondents were asked to indicate their support or opposition to the policies and actions under Outcome 9, proposals 43-45. A summary of proposed changes to the text of Proposals 43-45 are listed below:

- Remove the commitment to establish a Future Transport Programme and associated action plan and to lead on developing future technology in transport. Instead, our emphasis will be to engage with innovators and be open to opportunities to support and facilitate new innovations that are in line with our principles and objectives.
- Remove the commitment to establish a Future Transport Advisory Board, instead seeking more targeted additional expert advice as needed.

Feedback on the Proposals and proposed changes to the ‘Emerging technologies benefit the Square Mile’ Outcome

The consultation response to the ‘Emerging technologies benefit the Square Mile’ Outcome received more support than opposition. 18 people responded to this, with nine consultation participants agreeing with these Proposals and Outcome changes. Five people disagreed with them. Most of the negative comments raised were concerns about how this Outcome will manage the challenges, rather than strong opposition, these comments are set out below.

Since the ‘Emerging Technologies’ Outcome contained few significant changes, or changes that simply reflected updates following progress since the publication of the Strategy, we did not ask anything in the Key Changes section. Those respondents that commented in the ‘Emerging Technologies’ outcome are likely to have included those with a particular interest in the Outcome.

Expressions of support for the proposed changes

Nine of the 18 respondents and the **City Property Association (CPA)** expressed their support for changes to the Proposals within this Outcome:

Some of those respondents highlighted particular reasons for their support, including:

- **CPA** expressed support for finding app-based solutions that would allow disabled passengers to use taxis in instances where traffic restrictions would otherwise prevent access.

Support for the principle but with concerns around impact of changes to the proposal, were expressed in the following comments:

- **CPA** noted acknowledgement that over the coming years, great strides will be made in the availability of technology that can support the objectives of the Transport Strategy and Destination City. This includes, but is not limited to, driverless vehicles for deliveries/freight consolidation. Noted a need to reflect this in the proposed changes, with the City Corporation leading the way in the innovation and use of technologies that can support the City’s growth
- Risk of the City of London falling behind on technology in the absence of a future-focused team
- **LCC** suggested that regulation of dockless cycle and scooter schemes should not undermine their viability and the City Corporation should help to ensure this
- Improved management of electric and driverless vehicles is required
- Over-emphasising technology can lead to misplaced surveillance and control

- The proposals require further clarity on the use of ‘droids’.

Summary responses and changes

In response to the point ensuring improved management of electric and driverless vehicles, whilst this is expected to be regulated at a national level, the Strategy already states that we will ensure emerging technology will be adopted in line with delivering Healthy Streets, and have stipulated a number of requirements in proposal 43 to ensure that technology supports and does not undermine our core Vision and Aims.

Proposal 43 has been **updated** to reflect the need to accommodate every user where possible, adding those with sensory impairments.

The explanatory text for this proposal 43 contains some further detail on droids.

Outcome 10: The Square Mile benefits from better transport connections

Public transport will remain the main way that people travel to the Square Mile and continued investment will ensure that the City remains one of the most well-connected business districts in the world. Public transport will provide efficient and direct 24-hour connectivity to major local, regional, national, and international destinations. The building of new rail and underground connections will provide the additional capacity people need to get to the City quickly and comfortably from across Greater London and the UK.

Respondents were asked to indicate their support or opposition to the policies and actions under Outcome 10 'The Square Mile benefits from better transport connections', Proposals 46 - 51. A summary of proposed changes to the text of Proposals 46 - 51 are listed below:

- We committed to work with river service operators to encourage more affordable fares on river services to align with the remainder of the public transport network.
- We updated proposal 47 to reflect the opening of the Elizabeth Line and the extension of the Overground to Barking Riverside.
- We updated proposal 47 to include reference to support for rail freight and additional passenger services on the River Thames which now stretch to Essex and Kent.

Feedback on the Proposals and proposed changes to the ‘Better Transport Connections’ Outcome

The proposed approach to better transport connections attracted mixed feedback from the online consultation respondents. Nine people (36% of respondents) agreed with the outlined approach, but seven people (28% of respondents) disagreed with the approach, with a further nine people (36%) neither agreeing nor disagreeing. Only one question was asked of respondents under this outcome, as a result of few changes being made to the proposals, and no Key Changes.

Expressions of support for the proposed changes

Nine of the 25 respondents, along with the organisations listed below expressed their support for changes to Proposals, and existing proposals within this Outcome.

- **Port of London Authority (PLA)**
- **City Property Association (CPA)**
- **City of London Access Group (CoLAG)**

Some of those respondents highlighted particular reasons for their support, including:

- The **PLA** would encourage the City Corporation to work with TfL and river boat operators to improve or intensify passenger services on the Thames
- The **CPA** welcomes the aim to prioritise buses and expects this will improve journey reliability for their users
- **CoLAG** welcomes better transport connections, if they are accessible and inclusive, noting there is no use in having an accessible City if people with access requirements cannot get there. Furthermore, CoLAG noted the importance not to reduce bus stops and bus routes to the City, as this would have a negative impact on people who cannot walk very far.

From the online survey, positive comments included:

- Applauding the proposals
- Prioritising bus journey times – ideally accompanied by a review of parking arrangements on bus routes
- Providing more river services
- Linking trains to airports.

General expressions of concern

Comments were made raising concerns around the outcome and proposals as drafted, not specifically the changes to this proposal.

One comment was made on continuing airport expansion being inadvisable in the light of the climate emergency. It expressed a need for more detail regarding the rationale for this proposal (46) including the City Airport's capacity.

One comment was raised requesting the City Corporation fund feasibility studies on extension of the Waterloo & City Line to Liverpool Street and of the DLR to Farringdon or Euston, although noting that these are TfL services.

There was one online comment that river travel is not accessible.

With respect to the issue of the bus network and optimising bus services and routes, TfL noted that the Mayor's transport Strategy puts a key emphasis on bus travel to support the Healthy Streets approach and to provide an attractive whole journey experience that will facilitate mode shift away from the car. Therefore, stating that any proposal to optimise the number of buses travelling through the city or relocate bus priority space to other modes should be carefully considered in line with TfL's operational requirements and Healthy Streets policy.

On proposal (49) online consultation (six comments) also reflected concerns about the impact on buses, of changing bus routes, bus journey times for passengers, considering improvements on parking on bus routes, and doing more with traffic light sequences to benefit bus journey times.

Summary response and changes

Airport expansion is supported by the City Corporation in the context of allowing for appropriate growth in international travel while still bringing down CO2 emissions for that sector.

We regularly engage and work with TfL on projects that affect the City. In principle, the City would support improvements to the new connections through and to the City, resources do not currently allow the City to fund such a study, and any such study would more appropriately be carried out by TfL.

Accessibility improvements will be sought and delivered through the Riverside Healthy Streets Plan.

The revised text for proposal 49 includes a change to state we will optimise bus services rather than reduce those running through the City. This revision took into account comments the City received during the TfL consultation on removal of some services. We

agree that any changes or recommendations would be in consultation with TfL, and TfL's operational policy and the Healthy Streets Policy would be the framework for considering change.

No changes will be made to the proposals in this outcome.

Delivering the Strategy

The City of London Corporation will continue to champion the use of Healthy Streets Plans and other area strategies to coordinate and accelerate delivery on City of London streets. We will continue to monitor data around key targets, including on vehicular traffic reduction, road danger reduction, public perception, and others. We have amended targets where necessary, and added two new indicators to monitor progress on the Strategy.

Respondents were asked to indicate their support or opposition to the policies and actions under the section on Delivering the Strategy which includes performance indicators. A summary of the proposed changes to the text of Proposals 52-54 are listed below:

- We will change some of the key performance indicators we use to reflect new data collection methodologies
- We will add a key performance indicator and target for reducing carbon emissions from vehicle traffic in the City
- We will add a key performance indicator and target associated with the perceptions of City street accessibility for people of all ages and abilities.

Feedback on the Proposals and proposed changes to the 'Delivering the Strategy' Outcome

There was a balanced opinion in relation to the changes proposed in delivering the Strategy. Nine people (53%) of consultation participants agreed with these changes, this was closely countered by eight people (47%) in disagreement.

'Delivering the Strategy' did not contain any Key Changes. Most of the changes reflect updates. Two new performance indicators are included in the revised Strategy, one to cover users views of improvements in accessible streets, and to provide a more specific measure of contribution to carbon reduction from transport initiatives.

Expressions of support for the proposed changes

Nine out of the 17 respondents agreed with the changes to this section of the Strategy.:

Some of those respondents highlighted particular reasons for their support, including:

- Prioritising those who walk and use public transport.
- Focusing on reducing the number of motor vehicles (instead of a switch to EV usage)

Expressions of opposition or concern to the proposed changes

Eight out of the 17 respondents disagreed with the changes proposed, with comments around whether the balance was right on prioritising different vehicles, cycles and walking/wheeling.

- Failing to consider the needs of disabled and less mobile people as an integral part of the Strategy.
- Failing to recognise that older people may not wish/be able to walk/cycle to and around the City of London.
- Worsening safety for those who are forced to walk.

London Cycling Campaign (LCC) challenged the removal of proposal 52 to use temporary interventions to trial and refine transport measures. LCC suggests that the proposal be reinstated, or an alternative similar proposal introduced.

Summary response and changes

Comments made in response to delivering the Strategy were repeated comments that had been made around access issues for disabled or less mobile people. As noted in response to Outcome 1, access restrictions on the street network and traffic reduction are key to achieving more and better space for walking and wheeling, and the Strategy sets out to prioritise space for these people. Access by vehicle to all locations is possible for those who cannot walk or wheel. We accept that for some, the journey may be made longer due to reallocation of street space or point access restrictions. We endeavour to find app-based solutions when one is available to providing taxi access for disabled passengers through restrictions.

Whilst we have amended proposal 52 to no longer use temporary interventions that are not cost effective, we will continue to trial traffic management measures where appropriate.

No changes will be made to the proposals in this outcome.

Managing Traffic Movement and Access

Respondents were asked to indicate their support or opposition to the proposed approach to Managing Traffic Movement & Access. We are proposing a framework for how we will manage traffic movement and access to enable delivery of the Transport Strategy (under Outcome 2: Street space is used more efficiently and effectively).

The following statements set out our approach for managing the allocation of space and allowing access for the different types of traffic on the City's streets. This supports Outcome 1 and 2.

- Walking and wheeling – is the main way that people travel around the City and will be prioritised accordingly, with more space and priority.
- Cycling – the City Corporation will seek to maximise the choice of safe & convenient routes for people cycling, where it does not conflict with the need to prioritise people walking. We will allow cycling on most streets.
- Scooters and e-scooters – scooters will be treated in the same way as cycles in terms of street space and access. Private e-scooters are not permitted to use public highway at present.
- Buses – the City Corporation will prioritise bus traffic, but this will be through traffic reduction rather than space allocation. Dedicated bus priority space may be needed for reallocation to pavement widening.
- Taxis – taxi access will be considered on a case-by-case basis, separately to other vehicles, with accessibility implications reviewed through a project's Equalities Impact Assessment (EqIA).
- Freight & Servicing – freight and servicing vehicles with a destination in the City are essential traffic and we will seek to maintain access where possible.
- General Traffic – all streets (except on pedestrianised or bus and/or cycles only sections) will continue to provide space for general traffic.

Feedback on the proposed approach to the 'Managing Traffic Movement and Access'

The proposed approach to 'Managing traffic movement and Access' attracted mixed feedback. 11 people (41% of respondents) agreed with the approach, but this was exceeded by 13 people (48%) who disagreed. This was a relatively small sample of respondents, with 27 in total, they provided 17 free text comments, both positive and negative.

Expressions of support for the proposed changes

From the online consultation, a number of comments were received that supported the proposed approach to traffic movement and access. Themes included, that:

- It was positive to see a street hierarchy included in the Strategy.
- It is important to prioritise those who walk and those who cycle.

Further comments were received that supported the proposed approach to traffic movement and access but encouraged us to go further. Comment themes included, that:

- It would be important to legalise private e-scooters as safe and efficient ways to move around
- The City should consider increasing the number of clean buses
- The approach should ensure signage clarifies where service vehicle access allowed
- The approach and Strategy is providing insufficient traffic calming and restrictions in high density residential areas such as the Barbican
- The City Corporation should consider free pedicabs circulating within the City.

Expressions of opposition to the proposed changes

There are negative comments relating to how the Transport Strategy prioritises some modes of travel, with a challenge received on the relative prioritisation of taxis that they should be given higher priority than other vehicles.

Comment themes included that the proposal was:

- Restricting blue/red badge accessibility
- Restricting taxi access

- Failing to address the need for black cab access.

Concerns on the impacts of the approach.

Comment themes included that the proposal was:

- Dictating travel mode choice, and punishing car/delivery drivers
- Displacing traffic into neighbouring boroughs
- Harming business/making the City less competitive/driving up consumer costs
- Causing the City of London to become less attractive

Motorcycle Action Group (MAG) challenged the proposed approach to traffic access and movement on the basis that powered two wheelers are included within general traffic, and that they merit different consideration in that ‘licenced PTWs are a part of the two wheeled transport continuum from bicycles to e-bikes and e-scooters and e-cargo bikes’.

Summary response and changes

The approach intentionally creates a framework for how we will manage different modes of transport in the City. There is no evidence that the approach will displace motor traffic into neighbouring boroughs. At the core of the Strategy is the approach to reduce motor vehicles as far as possible, whilst retaining essential access to allow businesses to continue, including finding alternative approaches to deliveries. Reducing traffic allows street space to be made more comfortable and attractive primarily for those walking and wheeling.

Traffic restrictions do apply to blue and red badge holders, however this does not prevent access to any location in the City, although it may make some journeys longer requiring alternative routes. Traffic restrictions do not stop access to disabled parking.

We will continue to work closely with TfL and lobby central government to achieve the changes to deliver further improvements in the City, including on buses and bike/scooter hire schemes. TfL have set targets for transition to all buses being hydrogen or electric. We are working with TfL and London Councils to provide a better framework for managing hire bike and scooter schemes.

We have **updated** the different types of traffic on the City's streets, to include an additional category, of L category vehicles, which includes powered two wheelers, mopeds, motorbikes, (see [DVLA definition](#)). We consider that although vehicles in this classification are still private transport, there may be some circumstances where we wish to differentiate locally for the purposes of access.

Conclusion

The analysis of consultation responses has covered all methods of communication during the consultation period. This included individual correspondence from organisations, stakeholder workshops, one to one meetings where appropriate and the online consultation through the 'Commonplace' platform.

Outcomes and Proposal have been updated following consultation on the draft changes to the Transport Strategy. These are:

- Proposal 1b
- Proposal 20
- Proposal 21
- Proposal 22
- Proposal 30
- Approach to Managing Traffic Movement and Access.

All changes to Outcome and Proposals made following feedback from this report can be viewed in the revised Transport Strategy.



City of London Transport Strategy

Second Edition

July 2024

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Foreword

To follow

Introduction

The City of London, also known as the Square Mile, is the historic heart of London and one of the world's leading financial and business centres. 1 in every 52 UK workers are employed in the City. It is home to 8,600 residents and a working population of over 614,000 people. Each year the City also welcomes over 10 million tourists, in addition to those visiting for business.

How people and goods travel to and around the City has a significant impact on the experience of living, working and studying in or visiting the Square Mile. Facilitating the safe, clean and efficient movement of people and vehicles serving the City, alongside improving the quality of streets and public spaces, will be essential to ensuring the continued success of the City as a global centre for business and cultural destination.

As the highway authority for the Square Mile, the City of London Corporation (City Corporation) is responsible for the management of most streets within the City. Transport for London (TfL), the integrated transport authority for Greater London, manages the Transport for London Road Network (TLRN, also known as 'Red Routes'), of which there are several miles within the Square Mile. TfL also manages and operates London's public transport, the Congestion Charge and Emission Zones.

This Transport Strategy provides a 25-year framework for future investment in and management of the City's streets, as well as measures to reduce the social, economic, and environmental impacts of motor traffic and congestion. It also sets out our aspirations for improvements to the TLRN and local, national, and international transport connections. It details an ambitious approach to transport and the design and management of streets in response to the challenges arising from significant growth, fast-moving technological development and changing travel habits.

There is a projected increase of 66,000 jobs in the City up to 2040. To accommodate these, up to 1.2 million m² of new office floorspace is required. Much of this will be accommodated in the City Cluster, the area that is already home to most of the City's tall buildings. The residential population will also grow, with around a thousand more people living in the Square Mile by 2040. This growth will lead to more people travelling on the City's streets, and in particular more people walking and wheeling, and increased demand for high quality public spaces. More residents, workers and visitors will also mean more deliveries and servicing of offices, homes, shops, pubs, cafes and restaurants.

This extra demand must be accommodated within a fixed amount of street space. The Square Mile's streets must enable the movement of people and vehicles to and through the City while also providing space for parking and loading. Our streets are also public spaces that provide workers, residents and visitors with places to meet, eat and drink, or just appreciate the unique character of the Square Mile. Attractive and safe public spaces, with seating and things to see and do, are a vital ingredient of a modern city.

The next 25 years will see major changes in transport technology. Vehicles will increasingly be connected and automated, and new mobility services will emerge.

New technology can present great opportunities for travel and transport, but also presents challenges over how these new advancements are managed and controlled. Automated vehicles, for example, may be able to use street space more efficiently and reduce collisions, but the availability of relatively cheap private transport could lead to more people choosing not to use public transport.

As the City grows it will be essential to reduce motor traffic and facilitate the movement of people by the most efficient modes of transport. Reductions in traffic will also help improve air quality and make our streets safer. Fortunately, most people already travel to and around the Square Mile on foot, by cycle or public transport. These travel trends are likely to continue in the future, but only if walking, cycling and using public transport are convenient, attractive, inclusive and safe ways to travel.

Placeholder for Figure:

- *TfL road Network*

Travel and transport in the Square Mile

The City is one of the best-connected places in the world. TfL rates the whole of the Square Mile as having a Public Transport Accessibility rating of above 6 – the highest possible score. This is made possible by an extensive public transport network with six mainline railway stations, 12 Underground and DLR stations, two Elizabeth Line stations (Figure 2) and a high density and frequency of bus services.

Large numbers of commuters also use stations near the City, including London Bridge and Waterloo. There are also river bus services which stop at Blackfriars Pier and at Tower Pier just outside the City.

Significant improvements have been made to public transport provision, particularly with the construction of the Elizabeth line which operates trains to the City at Farringdon and Liverpool Street/Moorgate. These new services began running in 2022.

Data shows that 97% of all trips to, from, and around the City were made by walking and wheeling (33%), cycling (5%) and public transport (60%) between 2017-2019 (Transport for London, 2023). Fewer than 3% of trips were made by other modes such as private car, taxi, private hire, and motorcycle. While this data was collected before the Covid-19 pandemic, the latest data from TfL suggests it is still broadly representative of current travel behaviour. Walking remains by far the main mode of travel within the City and a significant majority of people travelling to the City still do so by public transport and cycling.

In recent years investment in cycling infrastructure has resulted in an estimated quadrupling in the number of people cycling in the Square Mile. People cycling now make up over a quarter of vehicles and this figure can rise to over 50% on major streets during rush hour. In 2022, people cycling made up a greater proportion of traffic than cars and private hire vehicles on our streets. People walking and cycling now make up more than two-thirds of all observed travel activity on the City's streets (City of London Corporation, 2023).

Traffic in the City has changed significantly since the late 1990s, both in terms of total volume and overall composition. Traffic counts across the City show that overall motor traffic volumes have reduced by approximately 66% since 1999, with the greatest reduction being in the number of cars and taxis. The greatest observed reductions have coincided with key events such as the introduction of the Congestion Charge, the global recession, the introduction of Cycle Superhighways, and the Covid-19 pandemic.

Our 2022 traffic surveys counted 20% fewer motor vehicles, 2% more people cycling, and 35% fewer people walking and wheeling compared to 2019 pre-pandemic levels. From 2019 to 2022, there were fewer recorded motor vehicles across all types, including vans and lorries, taxis, cars and private hire vehicles, and motorcycles. We are seeing more varied working patterns, with changes to numbers during the week, especially during the traditional AM and PM 'peak hours'. Recent counts show that evening footfall has returned closer to previous levels more than daytime (City of London Corporation, 2023).

[Placeholder for Figure:](#)

- [City of London Rail and Tube Network](#)

[Placeholder for two new infographics:](#)

- [Mode share infographics](#)
- [How motor vehicle volumes have changed since 1999](#)

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How the Square Mile's streets have changed over the last 30 years

In common with cities around the world, the focus of transport planning and traffic management in the Square Mile during the 1960s, 70s and 80s was accommodating motor vehicles. Streets such as London Wall, Upper and Lower Thames Street and the Aldgate gyratory were rebuilt to maximise the flow of motor traffic. People walking were expected to cross these streets via bridges and subways. A thirty-mile network of walkways was planned, but never completed. Very few junctions had pedestrian crossings and pavement widths were kept to a minimum.

This approach began to change in the early 1990s, when the City Corporation approved an experiment to close Bank Junction to through movement and to retime traffic signals throughout the Square Mile. The proposals for Bank were part of a wider plan, 'Key to the future', which sought to reduce motor traffic in the centre of the City. These proposals took on an extra urgency following the IRA bombings of the Baltic Exchange and Bishopsgate in 1992 and 1993, leading to the introduction of a temporary 'Ring of Steel' in July 1993.

Around thirty years later the aspirations for Bank have been delivered, through the All Change at Bank project.

Officially known as the 'Traffic and Environment Zone', the Ring of Steel was made permanent in 1994. It significantly reduced the number of places where motor vehicles could enter the City, with many smaller streets closed to through traffic. This, together with carriageway narrowing and the installation of check points at the remaining access points, meant that fewer motor vehicles could enter the City. Motor traffic in the centre of the Square Mile fell by 30% as a result. Associated changes made key junctions outside the Ring of Steel more efficient by cutting out some of the movements, for example the Southwark Bridge/Queen Street/Upper Thames Street junction.

The Ring of Steel was extended in 1996 to incorporate Saint Paul's and Old Bailey and in 2000 to include Broadgate and a slight extension into Hackney. A further extension in 2003 brought the west of the City into the traffic management zone. Other functional changes through the 1990s and early 2000s, saw pedestrian crossings added to 10 junctions and the installation of dropped kerbs and pedestrian refuges.

The last 20 years has seen an increased focus on improving the quality of the Square Mile's streets as places to walk, cycle and spend time. Overall, around a third of the City's streets have been improved over this period. 99% of guard railing was removed through the 2000s and around 100 granite courtesy crossings installed at junctions. Two-way cycling began to be introduced on one-way streets in 2006,

with over 100 streets made two-way for people cycling by 2015. In partnership with Transport for London, two Cycle Superhighways and a Quietway through the City have been completed. These have helped make cycling safer and allow more people to choose this increasingly popular mode of transport.

Starting in 2003, the Street Scene Challenge matched money generated from on-street parking and penalty charges to contributions from developers and occupiers – funding the delivery of multiple small schemes to improve the public realm across the Square Mile, such as Devonshire Square and Mitre Square. This collaborative approach has also funded significant improvements to:

- The area south of Saint Paul's, including converting the coach park into a new garden (completed 2011)
- The Cheapside quarter, including wider pavements to make Cheapside a more attractive place to shop and spend time (completed 2012)
- Holborn Circus, with more public space and seating and improved pedestrian crossings (completed 2014)
- The removal of the gyratory at Aldgate, which has enabled the creation of Aldgate Square – one of the largest public spaces in the Square Mile (completed 2018)
- Widening pavements, improving pedestrian and cycle crossings and creating new public spaces as part of the London Wall Place development (completed 2018)
- Public realm improvements around new offices for Bloomberg (completed 2018) and Goldman Sachs (completed 2019)
- All Change at Bank, an ambitious change to improve safety for people walking and cycling through Bank Junction, banning general motor vehicle traffic through the junction was made permanent in 2019. Work to enhance the benefits of the scheme and totally transform the space for people walking, wheeling and cycling through the area is nearing completion in 2024, with pavement widening, new tree planting and landscaping.

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Understanding people's views of transport and streets in the Square Mile

The development of the Strategy has been informed by extensive engagement with the public and organisations with an interest in transport in the Square Mile.

Engagement on the 2019 Transport Strategy took place in February and March 2018, and included:

- City Streets survey: 1,949 people accessed this survey which included questions on perceptions of the City's streets, priorities for the use of streets and kerbside space, and ideas and suggestions for future street and transport improvements
- City Streets exhibition: A supporting exhibition was held at the City Centre on Basinghall Street. The exhibition took visitors through historic and recent changes to the City's streets and presented future challenges. More than 7,000 people visited the City Centre over the two-month period
- Stakeholder workshops: 77 representatives from City businesses, transport user groups and other organisations with an interest in transport in the Square Mile attended workshops to share their views on the transport challenges and opportunities.

Engagement on the review of the Transport Strategy was undertaken in two phases between November 2022 and April 2024. The first phase aimed to understand people's views and inform changes to the Outcomes and Proposals. The second phase engaged stakeholders and the public in a consultation on the proposed changes to the Transport Strategy.

- Stakeholder workshops, focus group events and one to one meetings: representatives from transport and logistics organisations, neighbouring local authorities, City businesses, City schools and more came together to share their perceptions and priorities for use of the City's streets, and give their views on the transport challenges and opportunities.
- Public perception survey: Between 28 November and 19 December 2022, a public survey of workers, residents, students and visitors was undertaken. It contained wide ranging questions about participants' current travel patterns and perceptions of transport in the Square Mile. Through a combination of telephone interviews, an online panel, and face-to-face interviews nearly 1,000 responses were recorded.

Public Consultation: Utilising the online Commonplace engagement platform, stakeholder workshops and public drop-in sessions over 800 contributions from more than 400 respondents were gathered in the seven-week consultation from the 16 November 2023 to 7 January 2024. A Strategy Board made up of City business representatives, representatives from the Greater London Authority and TfL, and transport experts also met in developing the first edition of the Strategy and during the review period for this second edition. This Board provided advice and acted as a sounding board for emerging proposals and response to the consultations. Supporting the delivery of the City of London Corporate Plan

The Transport Strategy is one of a suite of strategies that help to deliver the City Corporation's Corporate Plan.

The Plan sets six Outcomes:

- Dynamic Economic Growth
- Vibrant Thriving Destination
- Flourishing Public Spaces
- Leading Sustainable Environment
- Providing Excellent Services
- Diverse Engaged Communities

The Transport Strategy will help contribute to Flourishing Public Spaces and a Vibrant Thriving Destination by:

- Reducing motor traffic levels to enable space to be reallocated to walking and wheeling, cycling, greenery and public spaces
- Making streets safer and reducing the number of traffic related deaths and serious injuries
- Enabling people to walk, wheel and cycle and reducing the negative health impacts of transport
- Ensuring streets are accessible to all and provide an attractive space for the City's diverse community to come together

Providing a Leading Sustainable Environment will be supported by actions in the Transport Strategy to:

- Improve air quality and reducing noise from motor traffic
- Ensure streets are well maintained and resilient to natural and man-made threats

Dynamic Economic Growth will be supported by:

- Enabling the City to continue to grow and accommodating the associated increase in demand for our limited street space
- Improving the quality of streets and transport connections to help attract talent and investment
- Helping create a smarter City, that supports and enables innovative transport technology and other mobility solutions
- Advocating for improved local, national and international transport connections

Diverse Engaged Communities will be supported by:

- Ensuring that the City's streets and public spaces are places where no one is excluded or feels excluded
- Developing and growing our understanding of inclusivity, especially how it relates to our streets and public spaces
- Working collaboratively with our partners and diverse communities to meaningfully apply our Principles of Inclusivity. These will promote equity and support the four pillars of sustainability (economic, social, environmental, and institutional).

- Encouraging community participation and engagement through ensuring a diversity of voices are heard;
- Building trust with local communities through transparency, accountability and demonstrating how engagement has developed our processes and plans.

Climate action strategy

The City of London Corporation has adopted a Climate Action Strategy which sets out how the organisation will achieve net zero, build climate resilience and champion sustainable growth, both in the UK and globally, over the next two decades.

The City Corporation has committed to achieve net zero carbon emissions from our own operations by 2027; achieve net zero carbon emissions across our investments and supply chain by 2040; support the achievement of net zero for the Square Mile by 2040.

The Transport Strategy supports the Climate Action Strategy by delivery of the Transport Strategy contributes to carbon reduction through reduction in motor vehicle use, a switch away from fossil fuel vehicles and to building climate resilience. Actions and targets reflect the need to support Climate Action by reducing carbon emissions and by creating a more resilient street network and public realm through use of materials and planting more trees and greening across our schemes.

The Transport Strategy also supports the City of London Police Policing Plan, which seeks to keep those who live, work, and visit the city safe and feeling safe.

Destination City

The Destination City programme includes a £2.5 million annual investment to boost the Square Mile's leisure offer, building on recent cross-London campaigns and creating a leading City destination for workers, residents and UK and international visitors to enjoy. Destination City builds on a long track record of culture investment in the Square Mile. The City Corporation is already the fourth largest funder of heritage and cultural activities in the UK and invests over £130m every year.

Through partnerships with brands, City Business Improvement Districts, and landowners, Destination City will deliver an exciting all-year-round events programme. Major events and new and exciting seasonal arts and culture activity will enliven the City's streets and venues, encouraging audiences to experience this part of London in a new way.

The Transport Strategy supports Destination City through making radical changes to the Square Mile's streets, with wider pavements, al-fresco dining, and first-class infrastructure for people walking and cycling.

Also by using planning powers to create new inclusive public spaces and cultural experiences, our City roof gardens, terraces, and viewing galleries are already a magnet for visitors with the Sky Garden, on top of 20 Fenchurch Street, welcoming over 10 million visitors.

Alignment with the City Plan 2040

The emerging City Plan 2040, sets out the planning policies that will guide future growth and decisions on planning applications for the next 20 years.

Transport plays a key role in enabling and accommodating development, and the way the City grows affects demand for travel and public space. Reflecting this interrelationship, relevant policies and proposals in the City Plan 2040 and this Strategy are aligned. In particular, several proposals support and respond to the significant change anticipated in the following 'Key Areas of Change' (Figure 3):

- Aldgate Tower and Portsoken: there is likely to be further commercial development, especially through the refurbishment or redevelopment of older buildings. The area will also experience increased tourism activity, in line with the continued increase in tourist numbers in London as a whole. Opportunities include the potential redevelopment of the Mansell Street estate
- Blackfriars: public realm enhancements are proposed along the Riverside walk, and the development of the Thames Tideway Tunnel will create a large new public space
- City Cluster: a number of significant tall buildings are under construction, with further tall buildings permitted but not yet commenced. The planned intensification of development in a relatively small geographic area will inevitably lead to a significant increase in footfall and put more pressure on public transport, streets, open spaces and services, therefore requiring better walking and cycling routes, enhanced public realm, and specialised approaches to freight and servicing
- Fleet Street and Ludgate: significant occupational change in major buildings is expected in the short to medium term as buildings in this area are under development. A new combined court and City of London Police headquarters is also being developed. Retail provision along Fleet Street is being considered, encouraging greater diversity of retail, culture and leisure and the extension into the evening and weekends.
- Pool of London: there is opportunity for renewal through development and public realm improvements that enhance heritage assets, such as Custom House; the churches of All Hallows by the Tower and St Magnus the Martyr; Adelaide House; Old Billingsgate Market and the quay, cranes and stairs on the riverside in front of Custom House. Although the area will retain its strategically significant office uses, there is significant potential to enhance the area for visitors, tourists, children and young people
- Liverpool Street: further development in the Liverpool Street area is anticipated following the completion of Elizabeth Line at Liverpool Street station. Potential redevelopment of the railway station will initiate change in this area
- Smithfield and Barbican: a cultural quarter focused on the Barbican and the new London Museum (due to open in 2026); Smithfield Market, London's major wholesale meat market, is expected to relocate in the coming years.

Supporting the delivery of the Mayor's Transport Strategy

The Mayor's Transport Strategy (MTS) sets out the Mayor of London's policies and proposals to reshape transport in London by transforming the Capital's streets, improving public transport and creating opportunities for new homes and jobs. To achieve this, the Mayor wants to encourage more people to walk, cycle and use public transport.

The three key themes of the MTS are:

- **Healthy Streets and healthy people:** Creating streets and street networks that encourage walking, cycling and public transport to reduce car dependency and the health problems it creates
- **A good public transport experience:** Enabling more people to travel by public transport, the most efficient way for people to travel over distances that are too long to walk or cycle
- **New homes and jobs:** Planning the City around walking, cycling and public transport use to unlock growth in new areas and ensure that London grows in a way that benefits everyone

Local Implementation Plan

The City Corporation, along with London's 32 boroughs, is required to produce a Local Implementation Plan (LIP) that details how we will support the delivery of the MTS. This Strategy, together with a separate LIP Delivery Plan, form the City of London Corporation's Local Implementation Plan. The LIP Delivery Plan is published alongside this Strategy and is available on our website. The LIP Delivery Plan provides more details of the alignment between our visions, aims, outcomes and proposals and the MTS. It also sets out the projects that will be funded in full or in part by contributions from TfL.

Placeholder for Figure:

- *Key Areas of Change*

Vision, aims and outcomes

Our vision

Streets that inspire and delight, world-class connections and a Square Mile that is inclusive and accessible to all.

By delivering this vision we aim to...

Ensure the Square Mile is a healthy, attractive and easy place to live, work, learn and visit.

Support the development of the Square Mile as a vibrant commercial centre and cultural destination and protect and enhance its unique character and heritage.

To create a future where...

- The Square Mile's streets are great places to walk, wheel and spend time
- Street space is used more efficiently and effectively
- The Square Mile is accessible to all
- People using our streets and public spaces are safe and feel safe
- Improve the experience of riding cycles and scooters in the City The Square Mile's air and streets are cleaner and quieter
- Delivery and servicing are more efficient, and impacts are minimised
- Our street network is resilient to changing circumstances
- Emerging transport technologies benefit the Square Mile
- The Square Mile benefits from better transport connections

Proposals

Revised text changes are shown as tracked changes.

For each of the 10 Outcomes, this chapter outlines our ambitions, summarises the key issues and challenges and sets out the proposals for delivery.

The Healthy Streets Approach and Inclusivity

The Healthy Streets Approach provides the framework for this Strategy. This means we will place improving people's health and their experience of using streets at the heart of our transport decision making.

The 10 Healthy Streets Indicators (shown below) capture the elements that are essential for making streets attractive and accessible places to walk, cycle and spend time, and for supporting social and economic activity. All the proposals set out in this Strategy will contribute to the delivery of Healthy Streets.

Placeholder for updated infographic:

- *Updated Healthy Streets Indicators*



We recognise that some of the City's streets and public spaces are not as welcoming and inclusive to different groups of people and individuals as they should be. This is in part due to the historic nature of many City streets and the way our streets and spaces have been designed and managed in the past.

To address this, we will take an inclusive approach to transport planning and delivery that will put the lived experience of people using our streets and spaces at the heart of our decision-making and delivery.

This will ensure that the City's streets and public spaces are places where no one is excluded or feels excluded, regardless of their age, disability, gender identity or reassignment, being married or in a civil partnership, being pregnant or on maternity

leave, race or ethnicity, religion or belief, sex, sexual orientation or socio-economic background.

To achieve this it will be necessary to develop and grow our understanding of inclusivity, especially how it relates to our streets and public spaces. We will work collaboratively with our partners and diverse communities to promote equity and support the four pillars of sustainability (economic, social, environmental, and institutional) by meaningfully applying our inclusion principles.

[The following text will go in a box]

Our Inclusion principles

We have developed five inclusion principles to steer the development of our Inclusivity and Equity Action Plan and the delivery of this Transport Strategy. These principles have been developed in accordance with national and international best practice and guidance, listed in the references section.

These principles are our current best understanding of an inclusive approach to transport planning and delivery. They have informed our approach to ensuring everyone can safely and confidently access and travel around the City of London. They will hold us accountable as we continue to remove barriers that may exclude people from accessing all the opportunities the City has to offer.

- Improving our street network and supporting the improvement of London's public transport network to ensure everyone is able to experience the benefits of our policies and projects, and particularly those currently excluded.
- Designing and delivering spaces and services, which are inclusive by default and work to provide equitable access to all.
- Encouraging community participation and engagement and ensuring a diversity of voices are heard through the decision-making process.
- Building trust with local communities through transparency, accountability and demonstrating how engagement has driven change in our processes and plans.
- Developing shared, local stories of inclusion best practice and lessons learnt, showing how changes to our streets and our policies have improved people's lives; and promoting a culture of inclusivity.

[End of text box]

Proposal 1a: Embed the Healthy Streets Approach in transport planning and delivery

We will ensure that the Healthy Streets Approach is embedded in our transport planning and the design and delivery of projects by:

- Using the Healthy Streets Approach to inform strategic decision making and project prioritisation

- Using the Healthy Streets Design Check for Designers to assess proposals for projects that will have a significant impact on people's experience of using the City's streets and publishing the results
- Assessing planning applications against the Healthy Streets Indicators and requiring the use of the Healthy Streets Design Check for Designers on all developments that will have a significant impact on surrounding streets
- Assessing the health impacts of projects as part of the design process and post-implementation monitoring
- Including questions relating to the Healthy Streets Indicators in project monitoring and public perceptions surveys

[The following text will go in a box]

Healthy Streets Design Check

The Healthy Streets Design Check is a tool for designers and engineers that uses 19 metrics to assess how a street performs against the 10 Healthy Streets Indicators. It can be used to assess an existing street, proposed changes to a street or a completed project.

Using the Healthy Streets Design Check helps ensure that the factors that influence people's experience of being on street are properly considered. It also allows for easy comparison of different design options to help inform decision making and make it easier for people to understand the relative benefits of different proposals during consultations.

An example of the results from a Healthy Streets Check demonstrating improvements against each Indicator is shown on the right.

[Placeholder for updated infographic:]

- Healthy Streets Check

[End of text box]

Proposal 1b: Embed inclusion in our approach to transport planning and delivery

We know we need to do more and do better to create an equitable and inclusive City, and that this change needs to happen as soon as possible. To achieve this at pace, an Inclusivity and Equity Action Plan will be developed by 2025. This will outline the key actions and steps we will take to deliver this proposal, alongside a series of qualitative and quantitative metrics and measures to ensure transparency and accountability as we implement this Strategy.

We will embed inclusion in our transport planning and the design and delivery of our projects by:

- Using ~~the principles of~~ inclusive design and delivery to inform strategic decision-making and project prioritisation
- Developing robust, comprehensive ~~and co-created~~ and evidence-based Tests of Relevance and Equality Impact Assessments (as per our Public Sector Equality Duty in the Equalities Act 2010) for all projects and major policy decisions, striving to co-create these where ever possible, ~~publishing those assessments in accessible formats, communicating the publication to a stakeholders and interested groups, and ensuring that the findings and mitigations are materially incorporated into our policies and projects.~~
- ~~We will require~~ Requiring our Inclusion Principles and the Healthy Streets Approach to ~~the principles of inclusion as to be considered in transport assessments and the design and delivery of associated improvements~~
- Making mandatory the inclusion of ~~Including~~ questions relating to inclusivity and equity in project monitoring and public perceptions surveys
- Identifying new metrics to report our progress on improving inclusivity and equity and publishing updates to those metrics on ~~at least~~ an annual basis
- Using community engagement and tools such as the City of London Street Accessibility Tool (CoLSAT; proposal 16) to identify opportunities to further improve the accessibility and inclusivity of our projects
- Ensuring that ~~physical~~ changes to streets are supported by community education, engagement and enforcement ~~if introducing legal regulations, whenever appropriate~~
- Developing internal guidance on what constitutes inclusive language and media, and how we publish and best communicate with our stakeholders and audiences, including ensuring all texts are accessible. ~~Using inclusive language and materials to reach as broad an audience as possible when engaging and consulting on policies or projects we undertake~~
- Ensuring we reach a wide audience through, ~~including but not limited to~~ representative networks, dedicated surveys and direct engagement with local interest and minority groups, among many others
- Ensuring staff involved in the delivery this Strategy and the Inclusivity and Equity Action Plan are formally trained in our Inclusion Principles ~~the principles of inclusivity~~, and have an understanding best practice and our responsibilities under the Equality Act 2010
- Engaging with the Mayor of London, the Greater London Authority, neighbouring boroughs, Transport for London, the Government, transport

operators and other related partners to support and champion a more inclusive -transport network

- Supporting and challenging our suppliers and delivery partners to embed inclusivity and equity in their processes and projects
- Building trust with local communities through transparency, accountability and demonstrating how engagement has driven change in our processes and plans
- Establishing effective feedback mechanisms and complaint procedures to address inclusivity concerns

[The following text will go in a box]

Our Corporate Equity, Equality, Diversity and Inclusion Objectives

In March 2024, we published Our Corporate Equality Objectives, which set out making systemic change through championing and advancing equity, equality, diversity and inclusion in everything we do.

Consideration of equity, equality, equality, diversity and inclusion is integral in the design, development, implementation and evaluation of our services in compliance with the Public Sector Equality Duty (and specifically Section 149 of the Equality Act 2010). Throughout the Strategy and we will look to take a community-centred approach, as set out in our Ethical Policy, to help us better understand the challenges our communities face and include them in our planning and decision-making processes.

The Transport Strategy will support the four City of London Corporation Equality Objectives:

- **Inclusive and Trustworthy Leadership.** This objective recognises the City Corporation has an inward and outward leadership role in advancing equity, equality, diversity, and inclusion (EEDI). It aligns to the Corporate Plan 2024-2029 and People Strategy 2024-2029.
- **Inclusive and Diverse Community.** This recognises it is essential to tackle unlawful discrimination, inequity and unfair bias and the need for systemic change.
- **Accessible and Excellent Services.** This aligns to the Corporate Plan outcome focussed on providing excellent services and our ambition to be world class.
- **Socio-Economic Diversity.** The focus is internal and external, including social mobility and social inclusion. It also aligns with aspirations in the Corporate Plan, People Strategy and our commitments through the Social Mobility Index.

[End of text box]

Outcome 1: The Square Mile's streets are great places to walk, wheel and spend time

Walking and wheeling* are , and will remain, the main ways that people travel around the Square Mile. We want people walking and wheeling in the City to feel that their needs have been prioritised. By delivering this Strategy we will make the experience of walking and wheeling on our streets a more enjoyable and rewarding experience – a great way to travel and to discover all that the City has to offer.

Fewer, cleaner and quieter motor vehicles will mean that streets are less dominated by traffic and easier to cross. People driving and riding in the City will recognise the Square Mile as a place where people on foot come first – they will travel slowly and be prepared to give way to people walking and wheeling. Pavements will be wide enough to avoid feeling uncomfortably crowded, even during the hustle and bustle of the morning and evening commute. High quality public realm, more seating, greenery, public art and events will mean that streets are also great places to stop, rest and relax.

Our recent survey of nearly 1000 City workers, visitors, residents and students, found that 76% of respondents thought that the walking environment in the City is pleasant (SYSTRA, 2023).. Research indicates that the two biggest priorities for respondents to create streets that are accessible for all and make the City's streets a great place to walk (SYSTRA, 2023).The City's streets are busy with people walking at all times of the day, and between 7am and 11pm there are more people walking on our streets than travelling by any other mode (City of London Corporation, 2023).

65% of all travel movements in the Square Mile are made on foot and almost all of the 8,600 residents and 614,000 workers in the City will walk at least once during the day (City of London Corporation, 2018). These numbers will increase as the City grows, with potentially a further 104,000 people walking on our streets within the next 20 years, as suggested by employment projections including all employment sectors (City of London Corporation, 2024).

The completion of the Elizabeth line in 2022 has intensified the arrival of people into the City – with each Crossrail train capable of accommodating 1,500 passengers, and transports thousands of people into the City on a daily basis (Transport for London, 2023).

We will continue to prioritise improving the walking and wheeling environment in the City and enhancing people's experience and ease of getting around.

* References to people walking and wheeling include people using: mobility aids such as wheelchairs, rollators or mobility scooters designed for use on the pavement, and people with physical, sensory or cognitive impairments who are travelling on foot. It also includes people who are using buggies, strollers, prams and pushchairs.

Placeholder for updated infographic:

- % of journeys walked in the City of London

Placeholder for new infographic:

- Wheeling - A term encompassing use of wheelchairs, mobility scooters, pushchairs, scooters and other mobility or carrying aids.

Proposal 2: Put the needs of people walking and wheeling first when designing and managing our streets

We will ensure that the needs of people walking and wheeling are prioritised by:

- Applying the Healthy Streets Approach (proposal 1) and considering the needs of people walking and wheeling first when delivering changes to streets
- Accepting that delivering priority for people walking and wheeling may result in delays or reduced capacity for other street users, while seeking to minimise the impact on essential traffic through general traffic reduction (proposal 11)
- Increasing the number of pedestrianised or pedestrian priority streets from 25 kilometres at present, to 35 kilometres by 2030. By 2044, at least 55 kilometres will be pedestrian priority, equating to half of all streets (by length)
- Making streets easier to cross and giving people walking and wheeling greater priority at the entrances to side streets
- Widening pavements to provide more space, with the aim that all pavements will have a minimum Pedestrian Comfort Level of B+
- Ensuring that the al fresco eating and drinking policy is correctly applied, to put the safety and accessibility of people walking in the City first when considering the potential to grant temporary pavement licences for al fresco eating and drinking. The longer term 10-year policy that will be developed in 2024 will also ensure that safety and accessibility are prioritised when considering al fresco dining and eating.

[The following text will go in a box]

Pedestrian Comfort Levels

Pedestrian Comfort Levels are used to assess the level of crowding on a pavement or at a pedestrian crossing. The level of comfort, which is graded between A+ (most comfortable) and E (least comfortable), is based on the number of people walking and the space available, taking account of street furniture and other restrictions.

Transport for London's Pedestrian Comfort Guidance recommends a minimum comfort level of B+.

This provides enough space for people to feel comfortable when walking at a typical pace and for them to be able to choose where to walk. Below this level, conflicts between people walking become frequent, walking is increasingly uncomfortable and frustrating and can lead to people stepping into the carriageway.

[End of text box]

Key walking and wheeling routes

We will prioritise improvements to junctions and routes that are busiest and where pavement width and pedestrian crossings are inadequate for current or forecast demand. Improvements to the following routes and junctions will be delivered by 2030 to make walking and wheeling quicker, safer and more comfortable. The first phase of delivery has included the completion of the streets around Moorgate and Liverpool Street Stations, Globe View along the river and changes to Bank Junction. Figure 5 shows future commitments to priority routes.

A series of north-south and east-west routes will provide improved walking, wheeling, and cycling connections to key attractions, destinations and public spaces. The north-south routes will link to the bridges across the Thames. The improved routes will deliver better crossings, improved safety, and improved accessibility. The routes are shown in Figure 4, and are as follows:

Routes north-south from:

- Millennium Bridge to Barbican via St Pauls Cathedral, which supports the new Museum of London and Smithfield area changes.
- Southwark Bridge to Barbican via Guildhall
- Cannon Street to Liverpool Street via Bank
- Blackfriars Bridge to Farringdon via Ludgate Circus (in partnership with TfL)
- London Bridge to Liverpool Street via Bishopsgate including Monument junction (in partnership with TfL); and

Routes east-west from:

- Farringdon to Aldgate via Smithfield and the Barbican
- Fleet Street to Aldgate via Bank and the City Cluster, including Ludgate Circus (in partnership with TfL)
- Temple to Tower Hill via the Thames Riverside

Pedestrian priority streets

New pedestrian priority streets will be introduced across the Square Mile, with opportunities identified within Healthy Streets Plans (see proposal 12). We will prioritise opportunities to introduce pedestrian priority on streets with a pavement width of less than two metres.

An indicative map of these streets is shown below in Figure 5.

Pedestrian priority streets will allow access for motor vehicles, with all vehicles, including cycles, expected to give way to people walking and wheeling. In some instances, streets will be fully pedestrianised or not allow motor vehicle access at certain times. The access requirements for each pedestrian priority, fully pedestrianised or timed pedestrianised street will be fully assessed as part of the

project delivery process. The use of pedestrianised streets by cycles will be decided on a case-by-case basis to ensure people walking, wheeling and cycling feel safe and comfortable. Pedestrian priority will be supported by design measures to encourage slow and courteous driving and riding.

[The following text will go in a box]

Pedestrian priority streets

There are already 25 kilometres of streets in the Square Mile that, through various restrictions, limit access to motor vehicles to prioritise people walking and wheeling.

[End of text box]

Pedestrian crossings

We will work with Transport for London to make it easier for people walking and wheeling to cross streets by reviewing all signalised pedestrian crossings with the aim of:

- Reducing the amount of time people wait for a green person, initially to a maximum of 60 seconds, followed by further reductions in waiting time over the life of this Strategy
- Giving people more time to cross by using a walking speed of 0.8 metres per second to determine crossing times (currently 1.2 metres per second)
- Installing sensors (Pedestrian SCOOT) to allow the amount of green person time to be automatically adjusted according to the number of people crossing
- Reducing overcrowding by widening crossings to provide a minimum pedestrian comfort level of B+ where possible.
- Introducing formal diagonal crossings at all crossroads, ensuring pedestrian crossings are on desire lines and removing multi-stage crossings
- Installing raised tables to improve accessibility and ease crossing
- Introducing 'green person authority' at appropriate locations – providing a default green person for people walking and wheeling rather than a default green light for motor traffic.

Where new or upgrades to signal controlled crossing points are installed, they will provide the following as a minimum:

- Countdown timers,
- Audible signals
- Far side signals
- Rotating cones in working order

- Suitable tactile warning surfaces.
- Ensuring no ponding at dropped kerbs and that these kerbs are not excessively steep.

Continuous footways and courtesy crossings

We will give people walking and wheeling greater priority and make streets easier to cross by:

- Providing courtesy crossings or continuous footways across all side street entrances
- Installing raised tables at junctions
- Installing raised tables at existing informal crossings, and installing pedestrian refuge islands where appropriate
- Identifying locations for additional crossing points that incorporate raised tables and pedestrian refuge islands

Campaigns and promotion

Campaigns and promotional activities will raise awareness among all street users of the priority being given to people walking and wheeling in the Square Mile. Physical changes to streets will be supported by education, engagement and enforcement to reinforce positive behaviours by people driving and riding towards people walking and wheeling.

Placeholder for Figures:

- *Proposed walking improvements*
- *Potential locations for pedestrian priority*

Proposal 3: Enhance the riverside walkway and improve walking and wheeling connections between the riverside and the rest of the City

We will work with Transport for London, landowners, developers and other partners to:

Improve the connections between the riverside and the rest of the City by making it easier to cross Upper and Lower Thames Street. Improvements will include installing a new pedestrian crossing at the junction with Puddle Dock by 2025, to provide direct access to Blackfriars Pier. We will also work with Transport for London to explore the potential to improve accessible connections and install additional street-level crossings as an alternative to existing bridges.

Improve the quality of the public realm along the riverfront and identify opportunities to create new open spaces.

Wherever feasible, use the redevelopment of sites along the riverside to widen the walkway and to activate the riverfront by introducing more ground floor leisure uses such as restaurants and cafes where they will not adversely affect residents.

Proposal 4: Enhance the Barbican high walks

We will ensure that the Barbican high walks are well maintained and enhanced where necessary. The proposed Barbican podium works will commence on site in late 2024, with an expected completion date of early 2027. The work will include maintenance of the area and a 70 per cent increase in the amount of soft landscaping. Further phases are anticipated with the detail of these still to be developed.

Future work will include further improvements to signage and the visibility of access points to make them easier to navigate, particularly along the key north-south link from Wood Street. Any enhancements made to the high walks will be in line with the special architectural and historic interest of the Barbican and the requirements of the Barbican Listed Building Management Guidelines SPD.

We will maintain existing public lifts that provide access to the high walks and other walking and wheeling routes. We will explore the potential to add new public and publicly accessible lifts where required through the development process and we will ensure that new developments provide connections to the network where possible.

Proposal 5: Ensure new developments contribute to improving the experience of walking, wheeling and spending time on the City's streets

Through the planning process we will work with developers and future occupiers to ensure all new developments provide world-class public realm and adequate space for people walking and wheeling, and contribute to improvements to surrounding streets and walking routes. Existing walking routes and public access across private land will be maintained and major developments will be expected to create new walking routes through their site.

Proposal 6: Promote and celebrate walking and wheeling

We will encourage residents, workers and visitors to explore the Square Mile on foot by:

- Updating and maintaining Legible London maps and directional signs across the Square Mile, including reference to accessible routes and lifts where possible

Exploring the potential for additional wayfinding, for example through on-street cues or apps.

- Improving people's awareness of traffic free walking and wheeling routes, such as alleyways and routes through parks and gardens, through promotional activities and dedicated wayfinding
- Organising led walks, working with our partners, businesses, residents and heritage and cultural institutions to promote walking. We will continue to share learnings, promote good practice and celebrate walking through an annual Walking and Cycling Conference.
- Supporting London-wide, national and international walking campaigns.

[The following text will go in a box]

Legible London

City wide installation of Legible London signs was completed in 2019. Legible London maps and signs were developed by Transport for London to make it easier for people to walk around London. They provide a consistent approach to wayfinding, with over 2,000 signs and maps already installed across the Capital. Legible London maps are also provided in Underground stations, and at bus stops and cycle hire docking stations. The maps encourage people to walk or wheel by showing destinations that can be reached within 5 and 15 minutes.

[End of text box]

Proposal 7: Provide more public space and deliver world-class public realm

We will improve the experience of spending time on the City's streets by:

- Identifying opportunities to create new public spaces by reallocating carriageway.
- Identifying opportunities for temporary public realm improvements to renew and rejuvenate spaces in advance of permanent change. This could include temporary planting and greening, art installations, or seating for people.
- Increasing the amount of formal and informal seating on-street and in squares, public spaces and parks. The amount and location of additional on-street seating will be carefully considered to maximise opportunities for social interaction while maintaining adequate width and comfort for people walking. Where necessary, space will be reallocated from the carriageway.
- Identify opportunities to integrate for exercise and play and into the public realm.
- Extension of the City Corporation's al fresco dining and drinking policy will help to ensure that the hospitality sector continues to thrive in the Square Mile, whilst safety and accessibility on the pavement are prioritised. Applications from restaurants and bars to provide on-street seating will be welcomed and granted if criteria in the policy are met. The longer term 10-year policy that will developed in 2024 will also ensure that safety and accessibility are prioritised when considering al fresco dining and eating.
- Implementing a high standard of design when delivering improvements to streets and public spaces and ensuring streets and public spaces are clean and well maintained.
- Working with partners, such as Business Improvement Districts, to make the experience of walking, wheeling and spending time on streets and public spaces more interesting and engaging, for example through planting, public art, temporary installations and events.
- Improving the public realm in areas where there are buildings and structures of significant historical, architectural and archaeological importance. Improvements will respect, protect and enhance the setting of significant buildings and other heritage assets and improve accessibility to historic attractions.

We will publish a Public Realm Toolkit in 2024 to provide a guide on materials and design standards for developers and our own designers. This will be reviewed on a regular basis and at least every five years.

Proposal 8: Incorporate more greenery into the City's streets and public spaces

We will work with BIDs and other partners to provide and maintain more greenery on the City's streets. This will include incorporating greenery and planting when making changes to streets and the public realm, including measures that deliver pedestrian priority, traffic calming and vehicle access restrictions. Where possible, new planting on City streets will incorporate Sustainable Drainage Systems (SuDS) as set out in proposal 9.

We will support delivery of the City's Biodiversity Action Plan (BAP) (City of London Corporation, 2021) through greening and tree planting on our streets and public spaces.

We will seek to introduce additional trees across the Square Mile, with 100 new trees to be planted by 2025. These will provide increased shade and canopy cover, helping to create shaded cool routes and green corridors which will support biodiversity and improve habitat connectivity between the City's Sites of Importance for Nature Conservation (SINCs).

The green corridors, as seen in Figure 6, will follow routes through the following:

A North-South route through Temples – Chancery Lane - Holborn

A North-South route through St Pauls – Postman's Park – Barbican – Islington

A North-South route through Aldgate – Minories – Tower Hill

An East-West route through Embankment Riverside – Riverside Walk – towards Wapping.

An East-West route through Smithfield – Barbican – Finsbury Circus – Bishopsgate.

These will be delivered through planned projects funded by Climate Action Strategy programme and through developer contributions to improve the public realm.

We will choose plants that are drought resistant, require minimal maintenance, maximise biodiversity, and create a more interesting and engaging streetscape.

Proposal 9: Reduce rainwater run-off on City streets and public realm

Opportunities to incorporate Sustainable Drainage Systems (SuDS) will be reviewed for all transport and public realm schemes, with projects designed to minimise the volume and discharge rate of rainwater run-off. The inclusion of soft landscaping, planters, green walls, trees and permeable surfaces in all schemes where space and conditions permit, will also contribute to reducing surface water run-off rates. The City's Public Realm Toolkit (proposal 8) will set out requirements for future streetscape schemes to incorporate SuDS.

Alongside incorporating SuDS in projects, we will deliver additional SuDS infrastructure, initially at ten locations that provide the opportunity to minimise the risk of flooding close to trunk sewers. Delivery of the first ten SuDS schemes will be completed by 2025.

Proposal 10: Incorporate protection from adverse weather in the design of streets and the public realm

Where possible, transport and public realm projects will incorporate features that provide people walking, wheeling, cycling and spending time on streets with protection from rain, wind and high temperatures. For example, shade and shelter provided by trees, building canopies and awnings and other street furniture, such as bus stop shelters. Designs will be carefully considered to ensure features to provide shade and shelter help make streets and public space more attractive and engaging.

Planting additional trees is a commitment through our Climate Action Strategy (City of London Corporation, 2020), green corridors ('cool routes'), as set out in in proposal 8. In total 100 new street trees will be planted by 2025.

The potential impact on street users of sun exposure and any increase in wind speeds and tunnel effects from new developments (particularly tall buildings) will be assessed and mitigated through the planning process and the application of Thermal Comfort Guidelines (City of London Corporation, 2020).

Outcome 2: Street Space is used more efficiently and effectively

We want the use of the Square Mile's streets to better match the priorities of residents, workers and businesses. Street space will be used more efficiently, with more space and time provided for people walking, wheeling, cycling, scooting and travelling by bus. General reductions in the number of motor vehicles will help reduce delays for the essential traffic that remains.

Some streets will be used in different ways at different times of the day. For example, by providing space for people to walk and relax during the day, while allowing deliveries overnight. Temporary closures of streets to motor vehicles will provide opportunities for cultural and community events or simply enjoying the City. The kerbside will also be used more dynamically and effectively, with commercial vehicles having priority access to parking and loading no longer causing an obstruction, particularly at the busiest times of day.

Findings from our recent survey of nearly 1000 City workers, visitors, residents and students (SYSTRA, 2023) indicated that reducing motor traffic and making streets safer by reducing traffic were the joint fourth highest priorities (after accessible streets, making City streets great places to walk and getting more people cycling).

Since 1999 there has been a 66% reduction of motor traffic levels in the Square Mile, while the number of workers in the City has increased by at least 50%.^{xv} In 2022, 7am-7pm, 35% of motor vehicles in the Square Mile are cars (including private hire vehicles), 20% are taxis and 30% vans and goods vehicles.

Cycles and buses represent the most space efficient modes of vehicular transport. Based on average occupancy, they require 200m² and 250m² of street space respectively to move 100 people. The same number of people travelling in a car or taxi would need 760m².

[The following text will go in a box]

Purpose of the Approach for managing traffic movement and access

This approach sets out the principles for managing traffic and access around the city.

We are proposing to include a summary of how we will manage traffic movement and access to enable delivery of the Transport Strategy (under Outcome 2: Street spaces is used more efficiently and effectively). By clearly setting out the approach for different modes of travel we aim to make it easy for people to see how the application of Transport Strategy proposals will affect the allocation of street space and access.

As well as reflecting the Transport Strategy outcomes and proposals, including the street hierarchy, the proposed approach takes account of what we can legally and practically 'control' in terms of purpose and movement of specific vehicles on our

streets. For example, for legal purposes private hire vehicles have to be considered as part of general traffic and separately to taxis.

The approach will sit alongside our definition of essential traffic: walking, cycling, buses, freight and servicing trips with a destination in the City and private and shared vehicles used by people with particular access needs.

Managing traffic movement and access

Street space is a finite resource, and the Transport Strategy recognises the trade-offs between competing demands for that space. These trade-offs are weighted towards improvements for people walking (including people using wheelchairs and mobility scooters), and to a lesser extent people cycling, and to enhancing the public realm.

As is noted under Proposal2: Put the needs of people walking first when designing and managing our streets: “[We accept] that delivering priority for people walking may result in delays or reduced capacity for other street users, (while seeking to minimise the impact on essential traffic through general traffic reduction)”.

In a constrained environment like the City, it is only possible to give more space or priority on a street to people walking by reallocating space from or changing access for other street users. Where traffic changes are required, access for motor vehicles will be retained to ensure people who need to use a taxi, private hire vehicle or their own vehicle to travel to and within the City can reach their destination. Access is also required for deliveries and servicing. However, some increases in journey lengths will be unavoidable.

Decisions on reallocating space or changing access will be informed by a street’s classification in the City Street Hierarchy. The street hierarchy, illustrated in the map below, sets out how each street should function in terms of vehicular movement. Its application and the phasing and coordination of project delivery (where streets are temporarily closed) ensures traffic can move around the City and access parking, loading space and properties.

The following statements set out our approach for managing the allocation of space and allowing access for the different types of traffic on the City’s streets. All decisions will include an assessment of impacts on access and movement around the city through a project’s Equalities Impact Assessments (EIQAs).

Walking

Walking, which includes people using wheelchairs and mobility scooters and people walking to and from public transport, is the main way that people travel around the City and will be prioritised accordingly by:

- Creating pedestrian priority streets where traffic access is limited for all or part of the day.
- Giving greater priority at junctions and side streets and making streets easier to cross.
- Reallocating street space to widen pavements and enable public realm improvements.

Where improvements for people walking are required, including to make streets more accessible, then these will take precedence over the use of the streets by other traffic, particularly motor traffic.

Cycling

Pedal cycles include electrically assisted pedal cycles, adapted cycles, cycles used as mobility aids and cargo bikes. They may have more than two wheels.

Where it does not conflict with the need to prioritise people walking, we will seek to maximise the choice of safe and convenient routes for people cycling. This includes allowing people cycling through the City on longer journeys to use local access and City access streets. This reflects the fact that cycles are a space efficient, zero emission, affordable and healthy form of transport that can be used independently by children and adults, as well as for deliveries and servicing. The number of people cycling on the City's streets has grown significantly over the last two decades and people cycling make up our single largest vehicle proportion.

We will allow cycling on most streets, including maintaining two-way cycling on streets that are otherwise one-way for motor vehicles and an assumption that people will be allowed to cycle though bus only restrictions. In some instances, the primary reason for seeking to restrict or limit motor traffic on a street will be to create safe and inclusive conditions for cycling.

Cycle access on streets or sections of streets that are entirely closed to motor vehicles will be considered on a case-by-case basis and streets designed accordingly, taking account of the availability of other safe routes and the potential for interactions between people walking and cycling.

Scooters/E-scooters

Scooters and e-scooters have the potential to provide a space efficient and low emission transport options that is likely to appeal to people who may not otherwise choose to cycle and potentially provide a non-car link for public transport journeys. Subject to the final classification of e-scooters in any future legislation, e-scooters (subject to their legal status) will be treated in the same way as cycles in terms of street space and access. For e-scooters this currently only applies to e-scooters hired through the London-wide trial. Private e-scooters are not permitted to use public highway.

Buses

There are unlikely to be opportunities to improve bus journey times by reallocating space to bus lanes or other bus priority measures. In some instances, it may also be necessary to use space currently allocated to bus lanes for pavement widening. Maintaining and where possible improving bus journey times will instead need to be achieved through traffic reduction, both in general terms and, on local access streets, by restricting other traffic. We will seek to minimise any changes to bus routes, but this may be necessary in some instances.

Taxis

Taxi access where motor vehicles are otherwise restricted will be considered on a case-by-case basis, separately to other vehicles, including private hire vehicles, and

against the objectives of the specific project. The impacts on access and of potentially longer journeys for passengers who need to use a taxi will be assessed through a project's Equalities Impact Assessments (EqIAs). There is no assumption that taxis will be permitted through bus gates or other bus only restrictions.

We are actively seeking an as yet undeveloped automated solution for identifying taxis carrying registered disabled passengers that can potentially allow them to use otherwise restricted streets and reduce the potential for higher fares. If this system becomes available, then existing restrictions will be reviewed to assess their suitability for allowing this limited access.

Freight and Servicing

Freight and service vehicles provide a different service to other general traffic, however it is generally not possible to differentiate freight and servicing vehicles from general traffic when considering restrictions. Freight and servicing vehicles with a destination in the City are recognised as essential traffic. Access requirements for these purposes will be a specific consideration when any restrictions on access or movement are being considered.

L category vehicles.

L category vehicles, which includes powered two and three wheelers such as, mopeds and motorbikes. (including electric bikes that are not classed as electrically assisted pedal cycles) (see DVLA definition)

We consider that although vehicles in this classification are still private transport, there may be some circumstances where we wish to differentiate locally for the purposes of access.

General traffic

In most instances any restrictions or constraints on the use of streets will apply equally to private hire vehicles, freight and servicing and private cars.

All streets, except on sections that are pedestrianised or restricted to bus and/or cycles only, will continue to provide space for general traffic in accordance with access requirements accommodated in line with the street hierarchy. It may be necessary to convert some streets to one-way for motor traffic to enable the reallocation of space to pavement widening. The impacts of potentially longer journeys for drivers or passengers will be assessed through a project's Equalities Impact Assessments (EqIAs).

We are actively seeking an as yet undeveloped automated solution for identifying private hire vehicles carrying disabled passengers that can potentially allow them to use otherwise restricted streets and reduce the potential for higher fares. If this system becomes available, then existing restrictions will be reviewed to assess their suitability for allowing this limited access.

[End of text box]

Note that above text will include mini infographics to make it more visual.

Placeholder for new infographic:

- City Streets Survey respondents prioritising street users

Proposal 11: Take a proactive approach to reducing motor traffic

Delivering this Strategy will result in a reallocation of street space from motor vehicles to provide more space for people walking, wheeling, cycling and spending time on the City's streets. To avoid unreasonably impacting the movement of essential motor traffic it will be necessary to reduce the overall volume of motor vehicles. Reducing motor traffic is also key to improving air quality and delivering Vision Zero. We will proactively seek to reduce motor traffic to support the delivery of this Strategy, with the aim of achieving at least a 25% reduction by 2030. Reductions in all types of motor traffic will be required to achieve this, with the most significant reductions being in the number of private cars and private hire vehicles using the City's streets.

To achieve this, we will champion ~~and support~~ the development of the next generation of road user charging for London and ~~support~~ the Mayor of London and TfL on the development of new charging mechanisms.

Additional measures and initiatives to reduce motor traffic in the Square Mile will include:

1. We will continue to monitor numbers of private hire vehicles (PHVs) operating in the City and support TfL's approach to managing the number of PHVs operating in London to an appropriate level. We will also work with TfL and large operators to reduce circulation and empty running and promote ridesharing.
- Working with the taxi industry to reduce empty running of taxis within the Square Mile, including a City-wide review of taxi ranks and promotion of ride hailing apps, while ensuring suitable availability of taxis for those that rely on them for door-to-door transport.
 - Delivering proposals 38 and 39 to reduce the number of delivery and servicing vehicles in the Square Mile, particularly at peak travel times.
 - Working with TfL to identify opportunities to optimise the number of buses travelling through the City without compromising public transport accessibility (proposal 49).
 - Not providing any additional on-street car and motorcycle parking, identifying opportunities to use parking reductions and restrictions to discourage private vehicle use and continuing to require all new developments to be car-free.
 - Working with businesses to reduce the use of private cars, private hire vehicles and taxis for commuting and for trips within the Square Mile and central London.
 - Introducing access restrictions and other measures to reduce through traffic in line with the City of London Street Hierarchy (proposal 12).
 - In addition to reducing traffic by 25% by 2030 we will aim for a reduction in motor traffic volumes of at least 50% by 2044. We will publish more details about our traffic reduction plans following the next Mayoral election and clarification of how the next Mayor will approach road user charging. This will include how we will work with TfL and neighbouring boroughs to develop coordinated measures across central London. Achieving this level

of traffic reduction is also likely to require new shared mobility services and other transport technology innovations, which the City Corporation will support and facilitate (proposal 43).

-

Placeholder for new infographic:

- *Essential Traffic Infographic*

[The following text will go in a box]

Road user charging

London was a global leader in road user charging when the Congestion Charge was introduced to central London in 2003. There was an immediate reduction in congestion of 30% and 15% less circulating traffic (Greater London Authority, 2018)

The Congestion Charge is now over 20 years old. Although it has had some alterations since it was introduced it remains a relatively simple system while the challenges facing central London have changed considerably.

A thriving weekend and night time economy now means that evening and weekend traffic levels (when the Congestion Charge is not in operation) are now similar to those on weekdays.

An updated road user charge, that could be varied according to patterns of demand, vehicle type or by distance travelled, would be more effective in reducing traffic levels and congestion in central London. A central London or London-wide approach, compared to a City specific charge, would be the most beneficial model. TfL has initiated engagement on future road user charging system and approach. We support developing this to help deliver the City's objectives including traffic reduction.

[End of text box]

Proposal 12: Design and manage the street network in accordance with the City of London Street Hierarchy

The City of London Street Hierarchy describes the function of every street in terms of motor traffic movement. We will design and manage the street network in accordance with the hierarchy shown in Figure 7 below to encourage drivers to use the right street for the right journey.

The categories in the hierarchy are:

London Access streets

Preferred streets for motor vehicles that do not have a destination in, or immediately adjacent to, the Square Mile.

City Access streets

Preferred streets for motor vehicles that are travelling around the Square Mile or to immediately adjacent destinations.

Local Access streets

Primarily used for the first or final part of a journey, providing access for vehicles to properties.

A street's position in the hierarchy will be one factor that helps inform decisions on how space is allocated between different users and uses of that street. Alongside the street hierarchy we will also consider

- The views and aspirations of different street users and City residents, workers and businesses
- How to best prioritise walking, cycling and buses as the most efficient ways to move people
- How to incorporate the street's role as a public space and reflect the types of buildings and uses along it, including planned development
- How to provide appropriate access for delivery, servicing, and other commercial activities
- How to provide access for residents, people of all abilities and people with access requirements, such as heavy luggage or injuries and illness
- How to maintain emergency response times and access for emergency services

We will maintain access for essential traffic and recognise that this may result in longer journeys in some cases. We recognise that in reducing motor traffic there are certain protected groups who may rely on using a car and are unable to participate in active travel. Any traffic restrictions and the promotion of sustainable modes of transport will be reviewed in line with proposal 1b, the Public Equality Duty set out under the Equalities Act 2010 and any other relevant guidance or legislation for all projects and major policy decisions.

Traffic management measures to implement the street hierarchy will be identified through the development of area based Healthy Streets Plans (HSP). These will consider:

- How to reduce the use of Local Access streets by through traffic, while maintaining access
- Opportunities to introduce pedestrian priority, improve the experience of walking, wheeling and cycling, enhance the public realm and create new public space
- Potential changes to kerbside uses including loading and parking
- Opportunities for area-based approaches to the management of freight and servicing, including consolidation and retiming of deliveries
- The need for network changes to support planned and future development

~~Progress on completing Healthy Streets Plans is in the 'Update and Progress' section of this document in more detail. The Healthy Streets approach and identification of opportunities will be established through completing HSPs for the following areas (shown in Figure 7):~~

Healthy Street Plans will be developed in consultation with residents, businesses, BIDs and other partners and stakeholders. Initial delivery will focus on implementing functional network changes, small scale projects to change the look and feel of streets and provide additional public space. This will be followed by full implementation, including major transformational projects, which will be programmed to correspond with major developments in the area. All Healthy Streets Plan areas will be reviewed on a 10-year cycle, so that changes in conditions are reflected in our plans and priorities. The identification of opportunities will be established through completing HSP Healthy Streets Plans s for the following areas (shown in Figure 7):

Healthy Streets Plans to be developed by 2027 include:

- Aldgate, Tower and Portsoken. This area is bounded on the east by the City Boundary with Tower Hamlets, at Mansell Street and Middlesex Street. It includes the junction at Minories Gyratory near Tower Hill and Aldgate Station in the north. The HSP will be completed by ~~2025~~2027.
- Bunhill Barbican and Golden Lane Healthy Neighbourhood Plan. This area extends in the north to Old Street which is the area within Islington, to the south London Wall, east to Moorgate and west to Aldersgate Street. We will work in partnership with Islington Council to develop a plan setting out an integrated approach to improving the public realm and managing traffic to support delivery of the Transport Strategy and opportunities created by new developments. This will be completed by 2024.
- Fenchurch Street area. This includes area around Fenchurch Street Station and proposed upgrade, extends to include area south to the Thames, and includes Eastcheap and Monument junction. To be completed by 2026.
- Bank and Cheapside area, covers the reconfigured St Paul's gyratory to Bishopsgate in the east. The plan will be completed by 2027.
- Riverside area, addressing links to the Thames path, south of Upper and Lower Thames Street, by 2027.

Healthy Streets Plans that are in delivery or due to be completed in 2024 include:

- The City Cluster Healthy Streets Plan was completed in 2021. Work to deliver the recommendations as part of the City Cluster Vision is in progress over the period to 2029, through an area programme including traffic management restrictions and pavement widening, focussed on Leadenhall Street and St Mary Axe as key routes. A series of improvements to public spaces including climate resilient planting and Sustainable Drainage Systems (SuDS) in St Helen's Churchyard, St Andrews Undershaft Churchyard, Jubilee Gardens. Activation and engagement programme with the Destination City team and in partnership with EC BID. This Healthy Streets plan will be reviewed in 2030.
- Fleet Street Area Healthy Streets Plan, covers the area to the city boundary at Chancery Lane, north and south Fleet Street including the Temples, and extends to St Pauls in the east past Ludgate Circus. The plan was completed and adopted in 2024. Delivery of the recommendations will be over the period to 2033, including improvements associated with new development. This Healthy Streets Plan will be reviewed in 2033
- The Liverpool Street Area Healthy Streets Plan, covers from London Wall to the City northern boundary and Bishopsgate on the east. The plan includes improvements such as pedestrian priority streets with timed restrictions for motor vehicles, improved crossings and public realm improvements, including widened pavements, tree planting, and places for people to rest and relax. The plan was completed in 2024. Delivery of the recommendations will be in conjunction with developments in the area.

Placeholder for Figure:

- *Street Hierarchy*

Proposal 13: Use timed and temporary street closures to help make streets safer and more attractive places to walk, wheel, cycle and spend time

Where necessary and appropriate, we will introduce timed restrictions to motor vehicle access to support the implementation of pedestrian priority streets. This will make walking, wheeling and cycling safer and more accessible; and improve the experience of spending time on the City's streets. The potential for timed closures to general motor traffic to improve bus journey times will also be explored. The extent of timed restrictions and types of vehicles excluded will be decided on a case-by-case basis, applying the approaches outlined in proposal 1b and proposal 12, and subject to modelling, impact assessments and consultation prior to implementation.

We will work with the City Corporation's Destination City team, BIDs and third parties to use temporary street closures to enhance the City's leisure and cultural offer. This includes closures for annual or one-off events as well as regular timed closures, for example on weekday lunchtimes or at the weekend.

Placeholder for Figure:

- *Proposed Healthy Street Plans*

Proposal 14: Make the best and most efficient use of the kerbside and car parks

We will keep the use and management of the kerbside and City Corporation car parks under frequent review to:

Identify opportunities, through Healthy Streets Plans and individual projects, to reallocate space from on-street car and motorcycle parking to increase the space available for people walking, support the delivery of cycle infrastructure and provide additional public space and cycle and scooter parking.

- Ensure adequate on-street provision of short stay commercial parking, disabled bays, taxi ranks, loading bays and coach bays
- Ensure adequate provision of off-street long stay parking provision, including dedicated disabled bays, while identifying spare capacity in City Corporation car parks and exploring alternative uses for this space
- Identify opportunities to reduce obstructions caused by vehicles loading or waiting to pick up passengers, particularly at peak travel times
- Ensure cycle and bus lanes are kept clear of obstructions from stationary or parked vehicles

We will complete and consult on the outcomes of the City-wide kerbside review by 2024, with further reviews conducted at least every five years. Each review will include a comprehensive data collection exercise to understand current use of the kerbside and City Corporation Car Parks. No strategic changes to the provision of kerbside facilities will be implemented before the review is completed or consulted on.

In addition to the items outlined above, this review will consider the potential to:

- Extend the charging period for on-street parking bays to include evenings and weekends
- Introduce variable charging for motorcycle parking based on motorcycle size and emissions
- Encourage the use of car parks for long stay parking by reducing the maximum parking time for cars and vans on-street and introducing a maximum on-street parking time for motorcycles
- Extend the Controlled Parking Zone hours to evenings and weekends
- Designate on-street car parking as 'service bays' during the working day (7am-7pm), with parking restricted for use by commercial vehicles
- Reduce the maximum loading period from the current 40 minutes when the City's Controlled Parking Zone restrictions apply
- Introduce more dedicated loading bays and use technology to allow real-time management of loading activity
- Implement multi-use spaces, for example loading bay during off-peak hours, additional pavement space during the morning, lunchtime and evening peaks and a taxi rank during the evening

Deleted Proposal 15: Support and champion the 'Turning the Corner' campaign

Outcome 3: The Square Mile is accessible to all

Everybody must be able to travel easily, comfortably and confidently to and around the Square Mile. Delivering this Strategy will help remove obstacles to walking, wheeling, cycling, scooting and using public transport. Pavements and crossings will be smooth, level and wide enough to avoid uncomfortable crowding. Streets will be cleaner, quieter and less stressful places that offer more opportunities to stop and rest. Changes to streets will be supported by new transport technologies that will emerge over the next 25 years, including new shared transport services. Advancements in transport innovations will help provide specialised and tailored accessibility support and an accessible public transport network will mean that people with limited mobility are no longer penalised by having to make longer or more expensive journeys.

13% of Londoners currently consider themselves to have a disability that impacts their day to day activities 'a little' or 'a lot' (Transport for London, 2024). This is expected to rise due to an aging population.. Almost every journey starts and ends with some amount of walking and wheeling, if only to the vehicle, station or stop. However, too often poor pavement surfaces, street clutter including dockless e-cycles and lack of dropped kerbs are known to create barriers and inequalities (Transport for All, 2023).

London-wide the proportion of disabled Londoners who travel by Underground and National Rail is considerably lower than for non-disabled Londoners. Gaps in the step-free public transport network mean that a step-free journey is on average 5.76 minutes slower for customers requiring step free access. It has been found that 12.5% of disabled people don't feel Transport for London provides a safe service (Transport for London, 2024) .

Findings from our recent survey of nearly 1000 City of London workers, visitors, residents and students (SYSTRA, 2023) ranked creating streets that are accessible to all as the most important Outcome of the Strategy. It also found disabled respondents were more likely than those without disabilities to disagree (44.4% vs 19.3%) with the statement that "our City streets are accessible for people of all ages and abilities". Workshop engagement with disability groups also noted the Strategy should better consider the needs of disabled people and others reliant on motorised transport.

Placeholder for updated infographic:

- *15.7% of Londoners consider themselves to have a disability that impacts their day to day activities 'a lot' or 'a little'. This is expected to rise (Transport for London, 2024).*

[The following text will go in a box]

City of London Street Accessibility Tool

City of London Street Accessibility Tool (COLSAT) (City of London Corporation, 2022) was created based on interviews with 34 disabled people in 12 different needs segments. The segmentation attempted to represent the full spectrum of disabled peoples' needs including:

- 5 segments representing people with mobility impairments,
- 4 covering people with sensory impairments and
- 3 covering neurodivergent people

It enables our street designers to easily identify how street features impact on the different needs of disabled people.

The tool's key feature is that it recognises that the needs of different groups of disabled people can be contradictory; that improving accessibility for one group may decrease accessibility for another. It identifies the trade-offs that may be needed to ensure no one is excluded from using the City's streets.

CoLSAT in practice

CoLSAT has been in regular use by officers in the City of London since its development and is applied to every design project, from simple individual crossing to major schemes. The Tool is used in conjunction with National Guidance, Road Safety Audits, Equality Impact Assessments and engagement to inform decision making.

When designing and delivering changes to our streets and public spaces CoLSAT highlights potential issues early, and allows City Corporation officers to have meaningful discussions with Stakeholders. Identify solutions, remove barriers and make design changes to improve standards of accessibility.

COLSAT's ease of use has allowed it to be happily adopted by officers already resulted in design changes. At The Bank Junction, for example:

- level surfaces and 25mm kerb upstands were abandoned in favour of 60mm kerb upstands,
- additional tactile paving was applied to fully delineate footway and carriageway on traffic tables,
- where possible, the spacing between security bollards was increased

Placeholder for new Infographic

- *CoLSAT was developed working with Urban Movement and Ross Atkin Associates and has won the "Transport Accessibility Award" at the CiTTi Awards and the "Best Practice in Diversity, Inclusivity and Accessibility Award" at the UK National Transport Awards. It is free to download from the City Corporation website and we are encouraging everyone to use it.*

[End of text box]

Proposal 16: Make the City's streets more accessible and apply the City of London Street Accessibility Tool

We will make the City's streets more accessible by:

- Applying the City of London Street Accessibility Tool (CoLSAT) on all projects to identify opportunities to improve accessibility
- Delivering accessibility improvements at locations that are not covered by existing or planned projects through the Healthy Streets Minor Schemes programme. A proportion of our Local Implementation Plan (LIP) funding will be committed on an annual basis to fund these schemes.
- Continuing to engage disabled users of our streets and groups representing the needs of different street users to expand and improve CoLSAT, ensuring the tool and the data within it remains robust and adaptable to change
- Completing an audit to identify locations with sub-standard or missing accessible crossing points. Necessary improvements will be delivered through the Healthy Streets Minor Schemes programme if not covered by existing or planned projects
- Establishing a mechanism for people to report accessibility problems and identify barriers on our streets and public spaces
- Working with developers to apply CoLSAT when assessing the transport impacts of planned developments and to identify accessibility improvements that can be delivered through section 278 projects
- Encouraging TfL to apply CoLSAT to projects on the Transport for London Road Network (TLRN) within the Square Mile

Proposal 17: Keep pavements free of obstructions

We will ensure that pavements and streets* are free of obstructions by:

- Not permitting A-boards on the public highway
- Only allowing outdoor seating where businesses can demonstrate that adequate width (including private space) will be maintained during the busiest time of day
- Working with owners and landlords and using highways powers and the licensing system to prevent pavements and streets being blocked by people standing outside bars and pubs, including prohibition of furniture that encourages this
- Ensuring operators of dockless cycle and scooter hire schemes require users to leave cycles and scooters in designated parking locations and promptly remove any cycles not left in these locations (see Proposal 25)
- Continuing to reduce clutter by removing unnecessary street furniture and ensuring remaining furniture is positioned to maintain a clear walking and wheeling route, including identifying opportunities to affix signs to buildings
- Seeking to maintain a pedestrian comfort level of B+ when installing new street furniture, signage, trees and greenery, bollards and security features (see Proposal 2)
- Minimise the extent to which temporary signage reduces pavement width and work with contractors, utilities and developers to ensure signs are placed in the carriageway when they will not pose risk to road users
- Review the role of pavement obstructions in incidences of trips, falls and claims against the City Corporation
- Where it is essential to locate electric vehicle charging infrastructure on-street, charge points will be installed in the carriageway rather than on the pavement (see Proposal 30)
- Enforce against people who park on the pavement

* Pavements and streets are used in lieu of the legal definition of public highway which includes all publicly adopted carriageway, pavements and City walkways. The Highways Act 1980 requires highways authorities to maintain free, unobstructed access along the highway (Section 130) and allows the City Corporation to restrict any furniture on its highway though section 115(E)(1)(b)(i) of the Act.

Deleted Proposal 18: Keep pedestrian crossings clear of vehicles

Proposal 19: Support and champion accessibility improvements to Underground stations

We will work with TfL to prioritise investment in accessibility improvements to Underground and DLR stations within the Square Mile. Through the planning process we will identify opportunities to introduce step free access as part of new developments and major refurbishments. We will also work with Network Rail to introduce step free access to Moorgate national rail platforms.

We will champion and support improvements that allow people to travel safely and comfortably. This can often involve ensuring information is accessible, providing easy route planning information, providing information in forms that are useable by a range of people and training transport staff to understand the needs of disabled and elderly people.

Our ambition is that all stations within the Square Mile are accessible by 2044. We will liaise with TfL to identify the programme of investment required to achieve this.

In addition to seeking accessibility improvements to stations in the Square Mile we will support accessibility improvements to London's wider public transport network. Improvements beyond the City's boundary are key to reducing the extra time or longer routes that can be required for a barrier free journey.

Placeholder for new infographic:

- *Step-free access to London Underground and DLR stations in the City of London*

Outcome 4: People using our streets and public spaces are safe and feel safe

No one should be prevented from choosing a particular mode of transport because of concerns for their personal safety. Delivering this Strategy will result in fewer motor vehicles on our streets and those vehicles will be moving at slower speeds. Collisions will occur less often and will not result in death or serious injury. Fewer, slower vehicles, together with high quality street lighting, will also mean that streets feel safer at all times of the day. Motor vehicles themselves will be equipped with advanced sensors and better automatic safety features that will further reduce or eliminate human driving error. Security features will be sensitively incorporated into the streetscape and will incorporate features that help make streets more attractive places to walk and spend time. The Square Mile will continue to experience a low rate of crime and fear of crime, supported by reductions in thefts of and from vehicles.

In 2022 , 59 people were reported killed or seriously injured in traffic collisions on the City's streets, including 27 while cycling, 17 while walking and wheeling and eight while riding a moped or motorcycle. Other than during the Covid-19 pandemic period when serious injury numbers reduced, the number of people reported killed and seriously injured in the Square Mile has, remained relatively consistent, fluctuating between 50 and 80 per year, since 2010 (City of London Corporation, 2024) Around eight out of 10 collisions in the Square Mile that result in a death or serious injury involve a motor vehicle (Transport for London, 2024).

The City is fortunate to experience low levels of crime and fear of crime, with 64% of people reporting that they feel safe from crime and terrorism. However, some groups experience crime and fear of crime more than others, particularly women and girls. For example from our recent survey, women were less likely to agree than men that City streets were well-lit at night (SYSTRA, 2023). We will continue to provide effective and proactive policing, well designed and maintained public spaces and proportionate security measures that ensure people are safe and feel safe.

[Placeholder for updated infographic:](#)

- [Collision Stats infographic](#)

Proposal 20: Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero

Our commitment to the ambition of Vision Zero means we will seek to eliminate transport related deaths and serious injuries from the streets of the Square Mile by 2040.

Our interim target is that there are fewer than 20 deaths or serious injuries a year by 2030.

Measures to deliver Vision Zero and reduce road danger will be delivered across five themes:

- Safe streets
- Safe speeds
- Safe vehicles
- Safe behaviours
- Post collision response

We will work in partnership with the City of London Police, TfL and organisations representing different street users to apply the Safe System approach and the principles of road danger reduction. This means:

- Being proportional in our efforts to tackle the sources of road danger, focussing on those users of our streets who have the greatest potential to harm others due to the size and speed of their vehicle.
- Recognising that people will always make mistakes and that collisions can never be entirely eliminated. Our streets must therefore be designed, managed and used to cater for an element of human error and unpredictability.
- Reducing vehicle speeds on our streets to minimise the energy involved in collisions and protect people from death or injury.
- Seeking to reduce slight injuries and fear of road danger alongside the principal focus on eliminating death and serious injuries.

Further details on how we will work towards Vision Zero ~~will~~ ~~were~~ be published in the Vision Zero Action Plan which ~~is expected to be~~ ~~was~~ adopted in February 2024 (City of London Corporation, 2024). ~~We will revisit~~ review the plan ~~later in 2023 and will be updated~~ at least every five years to ensure that it remains appropriate and up to date.

Safe streets

We will use the analysis of collisions to prioritise investment in Safe Streets scheme that will be scoped, designed and delivered to reduce danger and the fear of danger at the highest risk locations.

The current priority locations for investment are:

- London Wall / Moorgate
- Holborn Circus
- Aldgate High Street (Outside Aldgate Station)

- Newgate Street / Warwick Lane
- Aldersgate Street / Long Lane (Outside Barbican Station)
- Fleet Street / Bouverie Street
- London Wall / Old Broad Street
- Fenchurch Street / Lime Street
- Fetter Lane / New Fetter Lane
- Fenchurch Street / Mincing Lane

Proposals for improvements at all these prioritised junction locations will be developed by 2028.

We will also use collision data to highlight priority locations on the TLRN and work with TfL to deliver the necessary improvements including at Monument junction.

There are further casualty hotspots on or near to the City boundary, which are the responsibility of neighbouring London boroughs. We will engage with these partners to encourage them to address these locations through remedial engineering measures to reduce risk to people travelling to and from the Square Mile.

We will continue to deliver other measures that improve the street environment to reduce the likelihood and severity of collisions, including:

- The development of a City of London Vision Zero design audit, applied to all engineering schemes, to ensure that guidance and best practice have been applied,
- Delivering Safe Streets interventions through other planned projects and programmes,
- Enhancing the delivery of Safe Streets initiatives through effective monitoring and reporting,
- Continuing to maintain a smooth and level surface on pavements and carriageways to reduce the risk of trips and falls by people walking, wheeling and riding in the City.

Safe speeds

Reducing the speed of vehicles decreases the likelihood of a collision and the severity of injury in the event of one.

To ensure that all vehicles, including cycles, are driven or ridden at speeds appropriate to the City context we will support the City of London Police's engagement and enforcement through activity to promote compliance including:

- Identifying locations across the Square Mile where trials of innovative signage will help create lower speed environments and reduce road danger. This may include advisory lower speed limit signage on particular streets across the Square Mile where they would help create lower speed environments and reduce road danger.
- Using projects that deliver changes to the City's streets to help create a low speed environments,
- ~~Trialling the use of on-street signage and messaging to highlight the need for people to drive and ride at appropriate speeds,~~

- Installing speed indicator devices at locations with the lowest levels of speed limit compliance and highest risk of serious collisions,
- Introducing [advanced driver intelligent speed assistance systems \(ADAS/ISA\)](#) in our own vehicle fleet and promoting its use by other fleets that operate in the City, including the fleets of City Corporation partners, suppliers and service providers,
- Using City Corporation channels, including to the business community, to amplify national and London speed awareness campaigns.

The City of London Police will continue its on-street engagement and speed enforcement activity with a focus on locations and times where poor compliance presents the greatest risk.

Safe vehicles

We will adopt a variety of measures to improve the safety of motor vehicles which use City's streets, including:

- Continuing to engage with TfL to provide insight, data and advice on the approach to reduce the risk posed by London buses,
- Encouraging TfL to identify all opportunities to improve safety, both in the design specification for future London black cabs and in its influence over private hire vehicle operators,
- Seeking the highest standards through the use of the innovative CityMark initiative, which encourages construction sites to take a more holistic view of safety beyond the hoardings and to prioritise the reduction of risk to other road users. [The City Corporation adheres to the highest gold standard of FORS \(Fleet Operator Recognition Scheme\) as well as CLoCS \(Construction Logistics and Community Safety\); and we will promote these standards to suppliers and partners,](#)
- Collaborating with partners to improve vehicle standards and maintenance and seek to support the development of a motorcycle fleet accreditation standard,
- Supporting the City Police's education, engagement and enforcement against people driving or riding vehicles that put themselves and others at risk,
- [Raising vehicle safety standards, through the City Corporation setting the benchmark through its own fleet, whilst using procurement processes, supply chain and influence on other businesses to further extend the benefits.](#)
- [Continuing to inspect hundreds of vehicles each year with the City Police Commercial Vehicles Unit and continue to support the London Freight Enforcement partnership alongside Transport for London, the Metropolitan Police and the Driver and Vehicle Standards Agency.](#)

Safe behaviours

We will support the City Police's intelligence led and highly visible approach to tackling unsafe and illegal behaviour on the City's streets through education and enforcement. We will seek Community Safety Accreditation Scheme (CSAS)

powers to enable police-type functions, including enforcing cycling on the pavement, to be undertaken by accredited individuals or organisations.

Campaigns, communication and training interventions to improve behaviours of all street users will include:

- Working with the City Police to support and amplify the campaigns, communications and behaviour change activity of TfL, the DfT and other agencies.
- Promoting training opportunities to cycle and e-scooter users, including those that use cycles and e-scooters for work, to ensure that they ride in a way that minimises risk to people using the City's streets.
- Investigating the potential to strengthen our existing Fleet Operator Recognition Scheme (FORS) requirements for suppliers, including a condition that drivers have Safer Urban Driving training or on-cycle / immersive training.
- Collaborating with TfL and other authorities to help inform national standards, including the design (and database) of Compulsory Basic Training for new and novice powered two-wheeler riders and compulsory requirement for Safer Urban Driving in Driver Certificate of Professional Competence (CPC).
- Working with TfL's Taxi & Private Hire team to encourage them to strengthen safety requirements where possible, for example driver safety training, police incident reporting, Disclosure and Barring Service (DBS) frequency etc.

Post Collision Learning, Analysis and Support

Fatal and serious injury collisions on the City's streets are tragic but largely preventable events, and through treating them as such, the Corporation and Police will learn from them to help prevent their reoccurrence whilst supporting the victims that suffer the consequences.

The City Corporation and City Police will:

- Collaborate to improve the investigation of collisions to help inform and develop the approach to reducing road danger and preventing fatal and serious injuries
- Work together to improve support for those that suffer the most from the effects of fatal and serious collisions, with the City Police signposting and referring individuals to the specialist services that exist, to aid and support those bereaved or seriously injured at the most difficult of times
- Work closely when developing traffic restrictions to reduce potential impacts on emergency response times.

Placeholder for Figure:

- *Safer Streets priority locations*

[The following text will go in a box]

Trial of Advanced Driver Assistance Systems (ADAS) on City Corporation fleet vehicles

In 2023, we undertook a trial of three different Advanced Driver Assistance Systems (ADAS) on vehicles within the City Corporation fleet. The trial intended to inform our understanding of which system would be most appropriate to use in the City's fleet to help improve safety, reduce fuel and CO₂ emissions and aid in the management and operation of the fleet. The trial included a form of intelligent speed assistance (ISA), a driver coaching and gamification tool and a telematics device.

The trial concluded that the driver coaching and gamification system was the one most appropriate for use in the City's fleet due to the fuel reduction, driver behavioural improvements and risk reduction demonstrated. We are seeking to expand the use of the technology across the City Corporation's fleet to multiply the benefits and cost saving potential.

[End of text box]

Proposal 21: Work with the City of London Police to reduce crime and fear of crime

We will work with the City of London Police to ensure the design and management of streets helps everyone feel safe and reduces opportunities for crime at all times of the day.

Through the Safer City Partnership, which brings together agencies including the City Corporation, City Police, London Fire Brigade and City and Hackney Integrated Care Board, we will work in partnership to tackle anti-social behaviour, violence against women and girls, and serious violence focussed on the night-time economy.

Collaboration between the City Corporation and City Police will address crime trends, hotspots and crowded places and identify opportunities to reduce crime, particularly against women and girls through changes to street design and management, enforcement and awareness campaigns.

Further measures to reduce crime and fear of crime will include:

- Identifying particular locations of concern for powered two-wheeler and cycle theft and working with the City Police to explore the potential for additional or improved facilities and police presence to address this
- Running campaigns with motorcycle and cycle groups to promote best practice locking and security measures
- Supporting City, London and national safety campaigns, such as the City of London Police's Operation Reframe, a partnership approach to support the night-time economy by providing a reassuring high visibility presence.

Proposal 22: Ensure on-street security measures are proportionate and enhance the experience of spending time on our streets

We will work with the City of London Police, developers and City businesses to review and where necessary enhance security measures. Initiatives will take a risk-based approach to implementing appropriate and proportionate on-street security measures. We will aim to ensure that security measures are:

- Discreet and installed to avoid reducing the space available to people walking, wheeling and cycling, including those using nonstandard cycles (see Proposal 24)
- Multi-functional, incorporating seating, greenery or public art where possible to improve the experience of walking, wheeling, cycling and spending time on streets
- Designed and installed to take account of the access needs of disabled people
- Designed and installed to take account of access requirements for servicing

We will also work with industry partners to develop hostile vehicle mitigation standard benches, planters, [cycle parking](#) and other street furniture. This will include moveable security features to support timed access restrictions for motor vehicles.

Proposal 23: Install and operate street lighting in accordance with the Lighting Strategy

The City Corporation has completed its up-grade of street lighting in accordance with the City of London Lighting Strategy (City of London Corporation, 2018). In 2023 the City Corporation adopted a new lighting guidance, which will support its net zero ambition. The 'Lighting SPD' will provide guidance for developers on lighting buildings and the spaces between them, covering the design, delivery, operation, and maintenance of artificial light within the City of London. The new initiative will also require developers to submit detailed plans to minimise light pollution, at the early stages of their planning applications.

The following principles will be embedded in the ongoing operation of street lighting and applied to new lighting delivered by transport and public realm projects and, through the planning process, developments:

- Use street lighting to improve the look, feel and ambience of streets
- Improve the quality of lighting for people walking, wheeling and cycling
- Reduce road danger through appropriate lighting at areas of higher risk, such as junctions
- Match lighting provision to the City of London Street Hierarchy and the character of streets
- Ensure lighting supports CCTV operation
- Utilise flexible and intelligent lighting control to support City of London Police operations
- Utilise flexible and intelligent lighting control in accordance with night time activity and to support safe travel during winter months and respond to community concerns
- Report on energy savings from new lighting system for Carbon savings

Outcome 5: Improve the experience of riding cycles and scooters in the City

Most of the vehicles on the City's streets will be cycles, with more people choosing to cycle and cycles being used for more types of journeys. We want the range of people choosing to cycle to match the diversity of people who live, work, study in and visit the City. Most people, whether they choose to cycle or not, will consider cycling to be a safe, easy and pleasant way to travel around the Square Mile. Reduced traffic, slower speeds and a dense network of cycle friendly streets will mean that anyone who wishes to cycle is not prevented from doing so because of concerns about safety. Over the lifetime of the Strategy we expect scooters and possibly other forms of 'micromobility' to be legalised for use on street, classified in a similar way to cycles. The cycle network will cater for all types of cycles and scooters, including cycles as mobility aids and cargo cycles. Different types of cycles will also be available for hire across the City, supporting more flexible cycling. A safer and calmer cycling experience will in turn encourage more considerate and appropriate cycling behaviour that reflects the priority given to people walking on the City's streets.

Our recent survey of almost 1000 residents, workers and visitors found that 36% of people consider the experience of cycling in the City to be pleasant (and 17% disagreed) We want this figure to be 75% by 2044. 33% of respondents agreed that it is safe to cycle in the City, but 18% disagreed (SYSTRA, 2023).

On average, 23 people each year have been seriously injured whilst cycling on our streets between November 2021 to November 2023 (Transport for London, 2024). We recognise that the current situation on many of our streets is also leading to perceived and real conflicts between people who cycle and other streets users, with negative interactions between people walking and cycling or using other forms of micromobility being raised as a significant issue in public consultations.

Despite these challenges, the number of people choosing to cycle or use other forms of micromobility in the Square Mile has grown significantly over the last 20 years. People cycling now make up nearly a third of all vehicular traffic during the daytime in the City, compared with less than 4% in 1999 (City of London Corporation, 2023) There is significant potential to further increase the number of people cycling. Analysis by TfL has found that up to 15,700 trips a day to the City that are currently made by motorised modes could potentially be cycled in part or full. Over two thirds of these trips are currently made by taxi or car (Transport for London, 2017)

[The following text will go in a box]

Micromobility refers to small vehicles that can be safely ridden alongside conventional pedal bicycles in cycle lanes. Micromobility includes fully active modes like cycling and scooting. It also includes partially active modes, for example electric bikes (e-bikes) and electric scooters (e-scooters) (Sustrans, 2019). Since 2020, a trial e-scooter rental scheme has been operational in the City, although it is still illegal to use privately-owned e-scooters or other powered transporters on public roads. Anything defined by DVLA as a cycle or permitted to use cycle lanes and other infrastructure will be included in our cycle network planning.

[End of text box]

Placeholder for new infographic:

- % of cycle user increase or definition of adaptive cycles, micromobility, e-scooters etc

Proposal 24: Improve the experience of riding cycles and scooters and prepare for future forms of ‘micromobility’

We will make the Square Mile a safe, attractive, and accessible place to ride cycles and scooters by applying a minimum cycling level of service to all streets by 2035.

On the streets shown in Figure 10 below, which will form a core cycling and scooting network (referred to as the City cycle network throughout this strategy), we will ensure that either:

Motor traffic volumes are kept below 150 vehicles an hour in each direction at the busiest time of day and priority is given to people cycling over motor vehicles. If necessary, we will introduce traffic management measures to reduce the number of vehicles on these streets

or...

Protected cycle lanes that are a minimum of 1.5m wide per direction of travel are provided, with at least 2m wide protected cycle lanes wherever possible.

The core network streets meet the [LTN 1/20](#) or London Cycling Design Standards (LCDS 2016) and the New Cycle Route Quality Criteria (NCRQC 2019). We will align with any future changes to these standards to ensure our approach remains consistent with best practice.

We recognise that initially it may not be possible to achieve this level of service at all locations and will identify mitigating measures in the short and medium term to manage this.

We will prioritise cycling improvements and interventions on the core cycle network. This will ensure that nearly all property entrances are within 250m of the network, providing access to destinations across the Square Mile and linking with the wider London cycle network.

We will support cycle logistics and the use of cycles and scooters as mobility aids by ensuring that all parts of this network are designed to be accessible to non-standard cycles, such as cargo cycles, adapted cycles and scooters.

The following parts of the core cycle network will be delivered:

- ~~Houndsditch C2 to C3 by 2025~~
- Aldgate to Blackfriars via Queen Victoria Street by 2028
- Moorgate by 2028
- Holborn Circus via Bank including connecting the City Cluster to Cycleway (C2) 2 and C6 by 2035
- City Cluster to St Pauls via London Wall (in conjunction with planned network improvements at St Paul’s Gyratory) by 2035
- Monument Junction to C4 in partnership with TfL by 2030
- The remaining sections of the core cycle network will be delivered by 2035.

On Local Access streets that do not form part of the core cycling network, we will aim to keep motor traffic volumes below 150 vehicles an hour in each direction at the busiest time of day to give priority to people cycling and using scooters over motor vehicles. For the majority of Local Access streets this will require relatively little intervention, other than junction improvements. Traffic levels are already low,

and this Strategy will deliver reductions in traffic volumes (proposal 11) and reduce speeds through street design. In cases where traffic volumes exceed this limit, we will seek to reduce traffic volumes through changes to access and traffic management.

On City Access streets, we will aim to meet the standards described above but recognise this may not be possible on all streets due to their role in traffic movement or space constraints. Other proposals in this Strategy, such as, traffic reduction and slower speeds through design, will help make these streets safer, more attractive, more inclusive and more accessible places to cycle and scoot.

We will also seek to limit the speeds of rental e-bikes and e-scooters wherever possible to no greater than 15mph through the use of gps-enabled speed limiters and geofencing systems and continue to proactively manage where geofenced vehicles can and cannot travel through to improve safety and reduce conflict between these vehicles and other modes of travel.

To support the new cycling level of service we will also:

- Review all shared pedestrian/cycle/scooter spaces, such as Queen Street, and contraflow cycle lanes, and where necessary propose physical changes, campaigns, education, engagement and enforcement to improve interactions between people walking and wheeling, people riding cycles and scooters, and people driving
- Use signage and road markings to emphasise priority for people cycling and scooting over motor vehicles.
- Introduce safety improvements at the priority locations identified in proposal 20 to ensure they are safe and easy places to cycle and scoot.
- Trial temporary schemes and infrastructure when appropriate to review impacts on other street users and accelerate the delivery of the cycle network.
- ~~Learn from and~~ Work to incorporate design standards and guidance, such as the TfL Cycle Route Quality Criteria and DfT Technical Note 1/20. , when designing and delivering cycling infrastructure improvements in the City.

Additional measures to support the delivery of the core cycle network will include:

- The use of Construction Logistics Plans and Delivery and Servicing Plans to manage the number of freight vehicles using the network, particularly at peak times.
- Enhanced cycle wayfinding and signage, including signage at eye level wherever suitable.
- Working with boroughs neighbouring the City and TfL to improve continuity and connectivity between our cycle networks.

Placeholder for figure:

- *Core cycling Network.*

Placeholder for new infographic:

- *Sentiment survey*

Proposal 25: Increase the amount, variety and quality of cycle and scooter parking and facilities in the City

We will conduct a City-wide cycle parking review and publish a Cycle and Scooter Parking Improvement Plan by 2025. This will:

Review the availability and distribution of both on and off-street public and residential cycle and scooter parking provision to ensure adequate provision, taking account of forecast demand.

Review and report on the demand for cycle and scooter parking and identify pavement and carriageway space available to accommodate parking that doesn't negatively impact other street uses and users, including for:

- cargo cycles
- adapted cycles and scooters
- dockless hire cycles
- rental e-scooters

Review, in collaboration with Network Rail and Transport for London, current parking distribution and available potential cycle and scooter parking locations around City stations.

Identify requirements for public and residential cycle and scooter parking that can accommodate cargo cycles and adapted cycles, including retrofitting existing cycle parking

Review facilities and demand to promote the use of City Corporation car parks for long stay cycle and scooter parking

Explore the potential for innovative parking solutions that increase the space efficiency, security and quality of cycle and scooter parking to mitigate against cycle and scooter theft and vandalism.

Assess the potential for commercially operated cycle parking hubs that provide enhanced security and facilities and support provision of these through the development and planning conditions process.

Assess occupancy levels of cycle parking in recently completed commercial buildings to understand current use and inform future planning policy on workplace cycle and scooter parking

Further reviews will be conducted on a regular basis, and at least every 5-years.

We will also lay out the City Corporation's expected standards for dockless hire operators who are active in the City or on our borders, including insisting that:

- Dockless hire vehicles and schemes fully comply with all local and national standards and legislation, especially concerning the construction and safety standards of vehicles
- Dockless hire vehicles and associated infrastructure do not obstruct pavements or pedestrian crossings or pose a danger to street users
- Dockless hire scheme operators cover the costs of any additional infrastructure required to facilitate their schemes
- Dockless hire scheme operators use zero emission capable or preferably non-motorised vehicles as part of their operations

- Dockless hire scheme operators actively restrict their users from parking outside designated areas and quickly remove vehicles that are not parked in these areas
- Dockless hire scheme operators seek and retain accreditation with Collaborative Mobility UK (CoMoUK)

Further reviews will be conducted on a regular basis, and at least every 5-years.

Through the planning process we will also work with developers and future occupiers to:

- Ensure all new developments provide secure cycle parking facilities that are at least in line with the London Plan's minimum standards for cycle parking including an appropriate mix of foldable bike parking and full-size bike parking, have step free access to cycle parking and in particular to non-standard cycle parking spaces and include lockers and showers in commercial developments
- Ensure that development proposals demonstrate how cycle parking facilities will cater for non-standard cycles, including adapted cycles for disabled people
- Encourage the provision of parking facilities that are suitable for non-standard cycles, including providing off-street storage for cargo bikes and hand carts in developments that include ground floor retail and takeaway food outlets
- Provide on-site short stay cycle parking for visitors and, where possible, additional public cycle parking and dockless vehicle parking bays in the public realm
- Contribute to improving conditions for cycling on adjacent streets, particularly those that connect to or form part of the core cycling network
- Ensure that cycle parking in new developments minimises potential negative interactions between people walking, wheeling and cycling, particularly on pavements.

New Proposal 26: Support and celebrate micromobility in the City

We will encourage residents, workers and visitors to ride cycles and scooters to and around the Square Mile by:

- Connecting businesses and residents to additional cycling support services, such as maintenance and insurance
- Support City of London Corporation employees to cycle more and work with businesses and heritage and cultural institutions in the Square Mile to encourage more of their workers and visitors to cycle and use scooters.
- Improving people's awareness of the cycling network and cycle routes to the City through promotional activities and wayfinding
- Supporting organisations and businesses to organise group and guided led rides, working with businesses and heritage and cultural institutions to promote cycling
- Supporting London-wide, national and international cycling campaigns and hosting periodic cycling events
- Targeted campaigns and promotional activities to encourage a more diverse range of people to cycle and use scooters and promote better behaviours when cycling and travelling by scooter.

Placeholder for new infographic:

- *What is Micromobility*

Deleted Proposal 27: Promote and celebrate cycling

Deleted Proposal 28: Improve cycle hire in the City

Outcome 6: The Square Mile's air and streets are cleaner and quieter

By 2044, transport related local air pollution and carbon emissions will have been cut to virtually zero and streets will be quieter more relaxing places. Together with wider action to reduce emissions from buildings and development, this will mean that the City enjoys some of the cleanest urban air in the world. There will be fewer motor vehicles and those remaining will be powered by electricity or other zero emission technologies. Emerging automation technology will reduce speeds and avoid aggressive acceleration and braking, leading to less tyre and brake wear. New approaches to noise management will mean that street works cause less disturbance.

Poor air quality has been linked to poor respiratory health. A recent report highlighted the health inequalities caused by poor air quality and its often disproportionate impacts on those with protected characteristics (Greater London Authority , 2023). Exposure to high concentrations of Nitrogen Dioxide (NO₂) can irritate the airways of the lungs, increasing the symptoms of those suffering from lung diseases. Fine particles (PM₁₀ and PM_{2.5}) can be carried deep into the lungs where they can cause inflammation and a worsening of heart and lung diseases (DEFRA, 2024).

In 2021, 93% of the Square Mile met its target, as set by the UK government, for NO₂, while PM₁₀ and PM_{2.5} levels were both below the target. The World Health Organization (WHO) recommended Air Quality Guidelines were revised in 2021 and are set well below the government targets (World Health Organisation, 2021). Current annual mean concentrations of NO₂, PM₁₀ AND PM_{2.5} within the Square Mile exceed these and the WHO recognises that there is no safe limit for these pollutants.

[Placeholder for Figure: City of London LAEI mean NO₂ concentrations 2025 projection map.](#)

(Greater London Authority, 2019)

In 2019, road transport was responsible for 22% of NO_x, 7% of PM₁₀ and 11% of PM_{2.5} in the Square Mile (Greater London Authority, 2019). Since the publication of our first Transport Strategy in 2019, data shows improvements in air quality at each of our roadside monitoring sites across the City. However, despite having achieved significant improvements over the last 5 years, current air quality monitoring still records exceedances of the annual mean AQO for NO₂ close to our busiest streets (City of London Corporation, 2024).

[Placeholder for Figure – NO₂ at Transport Strategy Air Quality Monitoring Sites](#)

Brake and tyre wear and tiny deposits of material from the road surface mean that motor vehicles will also continue to be a significant source of particulate matter even once the majority of vehicles are zero tailpipe emission capable.

In 2019, 17% of the Square Mile's CO2 emissions were produced by motor vehicles. The carbon emissions from electric vehicles are dependent on the source of electricity. However, electric vehicles are far more efficient in fuel use/CO2 output than combustion engines (European Environment Agency, 2016) An EU study based on expected performance in 2020 found that an electric car using electricity generated solely by an oil-fired power station would use only two-thirds of the energy of a petrol car travelling the same distance (European Commission, 2020). However, it should be noted that electric vehicles still contribute to non-exhaust emissions (which are produced by the wearing down of brakes, tyres, and road dust and can be detrimental to human health) so particulate matter must be minimised by an overall reduction of vehicle traffic (OECD, 2020).

The direct health impacts of noise pollution include sleep disturbance, stress, anxiety, high blood pressure, poor mental health and school performance, and cognitive impairment in children. Risk of cardiovascular disease increases significantly when noise levels exceed 60 decibels, as they often do on urban streets. Noise can also discourage people from walking, wheeling, cycling and spending time on streets (Greater London Authority, 2018).

Proposals relating to air quality directly support the City's Air Quality Strategy (City of London Corporation, 2019), which is undergoing review for the next period 2025 to 2030. The Air Quality Strategy addresses all sources of air pollution in the Square Mile, such as construction machinery, domestic and commercial heating, and commercial cooking. Work to monitor and manage cross boundary pollution is also included in the Strategy.

The Air Quality Strategy includes a full monitoring programme, some of which is directly related to anticipated changes resulting from Transport Strategy proposals. This will inform and quantify the actions and outcomes in the Transport Strategy.

Placeholder for Figure

- *City of London LAEI mean NO2 concentrations 2025 projection map.*

Placeholder for updated infographic

- *Nox and PM2.5*

Proposal 29: Support and deliver air quality improvements

Through supporting emission controls as part of a new approach to road user charging (proposal 11) and City specific measures, we aim for 90% of motor vehicles entering the Square Mile to be zero emission capable by 2030.

We will support and lobby TfL to introduce an additional charging mechanism that supports the existing benefits of the Congestion Charge and the Ultra Low Emission Zone (ULEZ) but go further to deter the remaining polluting vehicles from driving in London. We will support TfL work to develop the next generation of road user charging to achieve traffic reduction, particularly at peak times, to improve both air quality and health outcomes.

In line with the City's Air Quality Strategy, we will continue to monitor air quality across the City, and, where appropriate, use localised emission-based restrictions or controls in streets or zones to target particular hotspots of poor air quality, where they are in breach of targets set in the City's Air Quality Strategy.

We will deliver improvements in air quality by reducing traffic volumes in the City and delivering changes to our transport network that prioritise the needs of people walking, wheeling and cycling.

The City's anti-idling restriction will remain in place and will continue to be enforced, and we will continue to support campaigns like anti-vehicle idling and National Clean Air Day, as outlined in the City's Air Quality Strategy.

[The following text will go in a box]

Ultra Low Emission Zone

ULEZ is the world's first 24-hour Ultra-Low Emission Zone, implemented and managed by TfL. It launched in 2019, covering Central London (including the City), before being extended up to the North and South Circular in 2021 and all the way to the M25 in September 2023. The ULEZ aims to reduce the proportion of polluting vehicles on London's roads by setting emission-based standards. Those vehicles not meeting the standard set are charged a daily fee. Compliance with the ULEZ in central London has resulted in substantial improvement in Nitrogen Oxides.

In February 2023, for the inner London area, the Greater London Authority (GLA) reported that:

- 94.4% of vehicles seen driving within the inner London zone met ULEZ emissions standards
- The proportion of diesel cars on London's roads continues to decrease
- Pollution emissions have reduced drastically, with nitrous oxide (NO_x) emissions 26% lower and PM_{2.5} 19% lower in 2023 than in 2019 within the inner London ULEZ
- There has been an overall reduction in vehicles and traffic within the zone since its implementation

The Mayor of London has announced that he is not progressing a Central London zero emission zone (ZEX), and analysis shows that ULEZ has had a significant impact on air quality. Locally just 7% of the City monitoring points exceed the legal NO₂ limit of 40 µg/m³ in 2022, compared to 33% in 2019 before the ULEZ was introduced.

ULEZ has been successful in reducing NO_x and NO₂ and increasing the uptake of zero emission vehicles, however the remaining pollutants of concern (PM₁₀ and 2.5) tend to be transboundary and need broader measures; this, alongside the difficulty of implementing ZEXs that rely on penalty charge notices, means that a different approach is required to achieve further reductions in air pollution in the City. The opportunity to develop the next generation of road user charging to be smarter in tackling air pollution and traffic reduction will replace previous commitments to local zero emission zones. We will still consider emission-based restrictions if necessary after first aiming to reduce overall traffic volumes. We will coordinate proposals with TfL, London Councils and London's boroughs to ensure alignment with other existing and planned zero emissions areas and streets. (Greater London Authority, 2023)

[End of text box]

Placeholder for Figure

- *ULEZ map*

Placeholder for updated infographic

- *ULEZ infographic*

Proposal 30: Install additional electric vehicle charging infrastructure

We will install additional publicly accessible electric vehicle (EV) charge points to support the transition to zero emission capable vehicles. An update to the EV Charging Action Plan will be published in 2024 based on forecast demand to 2030. This will be updated on a minimum of a 5-year basis. This will identify how many charge points, including charging hubs, are required up to 2030 as well as longer-term forecasts. In developing the plan we will consider the charging needs of:

- residents
- Blue Badge and Red Badge holders
- electric wheelchair/mobility scooter users
- taxis
- freight and servicing
- electric motorcycles and mopeds
- electric cycles and scooters

Locations will be identified through engagement with the TfL, EV Infrastructure Taskforce and wider consultation. The first preference will be to install any charge points in car parks or other suitable off-street locations. Where it is essential to locate on-street, charge points will be installed in the carriageway rather than on the pavement and in a way that is sensitive to the streetscape and public realm.

Up to 5 new locations for rapid charge points on-street will be commissioned by 2025.

Through the planning process we will require the installation of rapid charge points in new developments with off-street loading. We will also encourage the owners, managers and occupiers of existing buildings with loading bays to install rapid charge points.

The provision of charging infrastructure will be kept under review to ensure it is sufficient to meet the needs of residents and vehicles serving the City without generating additional traffic. Reviews will also consider the need to update, and potentially reduce, charging infrastructure as battery technology improves.

[The following text will go in a box]

Existing electric vehicle charging provision

Fast charge points are currently available for visitors and residents in all City Corporation public car parks and in the Barbican residents' car park. We are ~~working in partnership~~ partnered with TfL to deliver a rapid charging hub for taxis in Baynard House car park, and installed ~~a single~~ taxi only rapid charge point on Noble Street.

[End of text box]

Proposal 31: Request an accelerated roll out of zero emission capable buses

We will urge TfL to prioritise zero emission capable buses on routes through the Square Mile, with the expectation that all buses serving the City will be hybrid or zero emission by 2025. In the longer-term we will request that all buses serving the City are electric or hydrogen by 2030, ahead of TfL's current commitment for 2034.

Proposal 32: Support small businesses to accelerate the transition to zero emission capable vehicles

We will work with the Government, TfL and manufacturers to support incentive schemes and favourable leasing arrangements that support small businesses in acquiring zero-emission capable vehicles. This will include supporting the switch to non-motor vehicle alternatives, such as cargo bikes. We will consider opportunities, such as preferential pricing for parking/loading for vehicles in this category, to provide time limited incentives to invest in zero emission capable vehicles.

We will provide information and support to SMEs and business improvement districts (BIDs) through the Climate Action Strategy to assist their transition to cargo bike and zero emission vehicles. We support Heart of the City, which provides training and mentoring to SMEs in the City to help them do this and achieve their net zero goals.

Proposal 33: Make the City of London's own vehicle fleet zero emissions

The City Corporation will upgrade its remaining vehicles, including City Police vehicles where appropriate, which operate in the Square Mile to be zero emission or zero emission capable as vehicles need replacing and alternatives become available. Many trips in the City can be made by cargo bike or other zero emission L-category vehicle and the City Corporation will adopt their use wherever possible.

Contractors' vehicles that operate within the Square Mile will also be required to meet these standards, and the use of cargo bike for the delivery of goods and services will be encouraged. Where possible EV charging infrastructure in City Corporation operational sites will be made available to contractors' vehicles.

Proposal 34: Reduce the level of noise from motor vehicles

The transition to zero emission capable vehicles and general traffic reduction will help to reduce noise from motor traffic. Other measures to reduce noise will include: well-maintained carriageway surfaces and utility access covers; campaigns to reduce engine idling and the inappropriate use of horns; and working with the emergency services to reduce the use and volume of sirens.

We will work with the City of London Police to undertake targeted noise enforcement of motor vehicles that do not comply with legal requirements to maintain an appropriate ('type approved') exhaust or are not within legal decibel limits for the vehicle type.

In 2022, the Department for Transport (DfT) announced a trial using noise cameras, a new technology, to detect when vehicles are breaking legal noise requirements. Subject to the outcome of this trial and DfT approving equipment, we will seek to obtain the powers to introduce noise enforcement equipment on City streets, where noise poses a particular local problem.

Proposal 35: Reduce noise from streetworks

The City Corporation will manage and seek to reduce the noise impacts of streetworks through the Code of Practice: Minimising the Environmental Impact of Streetworks. This requires contractors working for the City Corporation and third parties to use the 'best practicable means'

to minimise the effects of noise and dust, including:

- Restricting periods of operation of noisy activities
- Undertaking liaison with neighbours
- Using less noisy methods and equipment
- Reducing transmission and propagation of noise, for example by using noise enclosures or barriers
- Managing arrangements including contract management, planning of works, training and supervision of employees to ensure measures are implemented

A review of the Code of Practice will be undertaken in 2024 to ensure it reflects best practice, with further updates as required. The review will also consider how we can better work with TfL, utility companies and contractors to improve the level of adherence to the Code.

Proposal 36: Encourage innovation in air quality improvements and noise reduction

We will work with the Government, TfL, industry and other partners to encourage the development of innovative solutions to reduce transport related noise and emissions. For example, by supporting trials, sponsoring competitions and awards, and hosting conferences and seminars.

Proposal 37: Ensure street cleansing regimes support the provision of a world-class public realm

Ensure street cleansing regimes support the provision of a world-class public realm. The City's street cleansing regime will ensure all walking routes, cycle routes and public realm areas as well as streets are cleaned to a high standard and kept free of litter.

We will reduce litter from smoking, working with Public Health to support campaigns and initiatives to stop smoking and, if necessary, prosecuting offenders. We will continue to work with businesses to minimise the impact of waste collection on the public realm, including through time banded collections that restrict the times when rubbish and recycling can be left on the street.

Outcome 7: Delivery and servicing needs are met more efficiently, and impacts are minimised

Deliveries and servicing are an essential part of a thriving business district. Delivering this Strategy will ensure these needs are met by fewer, quieter, safer and cleaner lorries and vans. Deliveries for buildings or areas of the City will be grouped together at consolidation centres, meaning fewer, fuller vehicles. The lorries and vans making these deliveries will use the return journey to transport waste and recycling. The Thames will also carry goods into the City as well as waste out, including the materials needed for construction projects. Logistics hubs within the City will enable deliveries to be made by cargo cycles and pedestrian porters. Cargo cycles will also be used for servicing businesses and buildings, with tools and parts securely stored at locations within the Square Mile. New technologies will help improve the routing of deliveries and make it easier to find a place to park or unload. We endorse and support any expansion of deliveries made to the City by rail or river.

During the day, freight and servicing vehicles make up 30% of motorised traffic in the Square Mile. This proportion increases to 39% between 7am and 10am, coinciding with the busiest times of day for walking and cycling.

Projections for 2025 indicate freight and servicing activities are still expected to contribute 14% of transport related NO_x and 27% of PM_{2.5} emissions in Central London (Greater London Authority, 2019).

Large goods vehicles make up only 4% of vehicles on the City's streets (City of London Corporation, 2023). However, 17% of collisions that result in someone being seriously injured involved a large goods vehicle, during the period November 2018 to November 2023 (Transport for London, 2024).

Placeholder for updated infographic

- *Freight % mode share*

Proposal 38: Reduce the number of freight vehicles in the Square Mile

We will seek to reduce the number of motorised freight vehicles in the Square Mile by 15% by 2030 and by 30% by 2044 and facilitate the transition to ultra-low emission and zero emission delivery vehicles. A particular focus of our work will be to reduce the number of freight vehicles that pass through the City without an origin or destination in the Square Mile.

To achieve our targets, we will work with businesses, suppliers, the freight industry and other relevant partners to deliver an integrated freight programme that incorporates retiming, consolidation, last mile logistics, construction logistics, better use of the river and smarter procurement practices. These solutions are not uniformly applicable to all types of deliveries and we will work with the freight industry to target interventions at the most appropriate types of delivery.

Retiming and rerouting deliveries

We will explore the potential for area and City-wide timed access and loading restrictions for motorised freight vehicles. Our aim is to reduce the number of these vehicles on our streets in the peak periods by 50% by 2030 and by 90% by 2044, while ensuring businesses and residents can still receive essential deliveries.

Measures to encourage retiming will include:

- Permitting night-time deliveries where there will be negligible impact on residents both enroute and in the City. Through the planning process we will ensure all appropriate new developments have restrictions to limit deliveries between 7am-10am, 12pm-2pm and 4pm-7pm
- Engaging with property managers, occupiers and businesses which may wish to retime deliveries and seeking to remove any restrictions in their planning consents where there will be negligible impact on residents
- Integrating out of peak deliveries as part of the sustainable logistics programme and identify opportunities for retiming freight on an area basis within Healthy Streets Plans (see proposal 12)
- Working with London Councils, TfL and neighbouring local authorities to support the modernisation of the London Lorry Control Scheme (LLCS) to generate more opportunities for out of peak and night time deliveries following a review of the Exempt Route Network timings and vehicle types.

We will explore opportunities to influence the routing of freight traffic that continues to travel through the Square Mile. Through signage, engagement with the freight and haulage industry and engagement with mapping and satellite navigation companies we will encourage strategic freight traffic travelling through the City to use the Transport for London route network and other London access streets, rather than City or Local access.

Consolidation

An engagement exercise with City businesses will promote and encourage the use of consolidation services. This will include developing a consolidation toolkit for

City businesses, informed by monitoring of the benefits arising from businesses that have consolidated their deliveries.

We will also continue to use the planning process to require all new major developments to use a consolidation service to reduce deliveries to their buildings. Where developments are applying for planning permission for significant expansion or change of use then they will be required to consolidate their deliveries. We no longer plan to provide a City Corporation-managed consolidation centre as they are well provided by market operators. We will continue to promote and encourage consolidation through the planning system and working with partners.

The City Corporation will work with the Business Improvement Districts (BIDs) to trial collective delivery areas, where deliveries and servicing activities are consolidated into as few operators as possible.

Last mile logistics

We will enable more deliveries within the Square Mile to be made by cargo cycles, on foot and by small electric vehicles by:

Seeking a coordinated approach to last mile logistics across central London, working with neighbouring boroughs, Transport for London, the Greater London Authority and developers to identify sites that serve the Square Mile, including beyond the City boundary.

- Exploring opportunities to acquire new sites within or adjacent to the Square Mile for last mile logistic hubs
- Working with developers and land owners to integrate last mile logistic hubs as part of major City developments
- Promoting cargo bike usage amongst businesses in the City and highlighting businesses that are adopting good practice in relation to cargo bike usage

We will also explore the potential for new and innovative approaches to freight consolidation, such as allocating space on street for mobile distribution hubs.

Increase the use of the River Thames for freight

We will maximise the potential to use the Thames for the movement of freight by:

- Maintaining the commercial waste operation at Walbrook Wharf and supporting additional waste carried through the Wharf
- Identifying opportunities to increase the use of the river for freight deliveries to the Square Mile, including exploring the potential for inward river freight at Walbrook Wharf, which could tie in with the site's future redevelopment, and be operational by the early 2030s
- Working closely with Thames Tideway to identify future opportunities for their wharves and barges once construction is completed
- Working with river freight operators to ensure that their fleets meet Port of London Authority air quality standards and avoid adverse impacts on water quality and biodiversity

- Exploring the use of Blackfriars and Tower Piers and a reinstated Swan Lane Pier as points to transfer freight for last mile delivery on foot or by cargo cycle

Encourage freight into the City by rail

We will support any increase in the use of the railways for freight into the City by:

- Working with Network Rail to explore opportunities for inward freight at mainline railway stations in the City, in light of Network Rail's Rail Freight Strategy. Network Rail and TfL are currently joint working on a 'Rail Strategy for London'
- Supporting and encouraging rail freight trials undertaken by the logistics industry, such as the rail freight opportunity due to be trialed at London Waterloo station, [and parcel deliveries being trialled at London Liverpool Street Station.](#)

Reducing the impact of construction logistics

To facilitate future development while minimising the impact of construction logistics, we will:

- Work with TfL to update Construction Logistics Plan guidance and help ensure that it is followed in the Square Mile. We will push for updated guidance to include stricter expectations for construction consolidation and on-site waste compaction, as well as reviewing the potential for emerging technology, such as 3D printing or higher payload and carrying potential of new rigid axle vehicles to reduce the number of deliveries
- Work with developers and contractors to adapt and develop construction delivery management systems to facilitate retiming of deliveries to outside the 7-10am peak
- Through the planning process, require all development within the City to consider use of the River Thames for the movement of construction materials and waste.

Procurement and personal deliveries

To encourage smarter commercial decision making for our businesses and influence how residents and workers get goods delivered, we will:

- Share information on the impact of personal deliveries on traffic in the City, including air quality and road danger and promote the use of click and collect services
- Establish a collaborative procurement programme for the Square Mile by 2028. This will allow businesses, particularly small and medium sized businesses, to share suppliers and waste services. We will work with BIDs to trial the programme prior to rolling out the approach more broadly.
- Identify opportunities for other City Corporation initiatives, such as Plastic Free City and our Responsible Business Strategy, to support efforts to reduce the number of deliveries and waste collections.

[The following text will go in a box]

Freight consolidation

Freight consolidation involves routing deliveries to a business, building or area via a warehouse where they are grouped together prior to final delivery. This approach means that the final stage of delivery is made by fewer, fuller vehicles, significantly reducing the number of lorries and vans making deliveries.

Examples of consolidation include the Bristol and Bath Consolidation Centre, the London Borough Consolidation Centre and Regent Street Clipper Consolidation. The City Corporation already mandates the use of consolidation centres in planning consents, including 22 Bishopsgate and 1 Undershaft, to mitigate the impact of new development on City streets. Case studies have shown that freight consolidation can reduce the number of vehicle delivery trips by up to 80% (AXA, 2021). Enabling freight consolidation is critical to achieving our targets for reducing freight vehicles.

Placeholder for updated infographic

- *Consolidation infographic*

[End of text box]

Proposal 39: Develop a sustainable servicing programme

We will work with servicing businesses and facility and property managers to share good practice in relation to reducing motor vehicle trips. This will provide examples of how to reduce the number of vans and other service vehicles in the Square Mile while seeking to improve response times and quality of service. We will work with BIDs to promote opportunities for more sustainable servicing practices to businesses in their area.

We will work with TfL and other neighbouring boroughs to inform the development of future guidance that draws together case study examples of best practice in servicing. We will also explore the potential to provide secure storage space in car parks and other underutilised assets.

Outcome 8: Our street network is resilient to changing circumstances

It is inevitable that people using our streets and transport networks will experience occasional disruption. This includes disruption caused by construction and streetworks, breakdowns and severe weather. By delivering this Strategy we will ensure that these disruptions have as little impact on the ease and experience of travelling in the City as possible. Streets will be kept open to people walking and cycling during construction and streetworks. Long-term works that require streets to be closed to traffic will provide an opportunity for people to enjoy the benefits of a traffic-free environment, and to assess the potential for permanent change. When necessary, alternative routes will be made available for motor traffic on streets that are normally only used for access. The Square Mile will be prepared for the impacts of a changing climate or more extreme weather events; enabling people to comfortably use the City streets regardless of the weather.

In 2023/24 the City Corporation received over 10,000 applications for permits to work on the highway, approximately half of these are from utility companies, and half for street maintenance and improvements. 96% of these applications were approved. Since 2021, combining streetworks through collaborative working 'saved' 998 excavation days on City Streets.

Extreme weather events, including higher rainfall and temperatures, are increasing as a result of a changing climate (Buro Happold, 2020) The City Corporation is committed to increasing climate resilience through the work of the City's Climate Action Strategy (City of London Corporation, 2020). This includes building climate resilience into the design of City streets and public spaces.

[Placeholder for updated infographic](#)

Proposal 40: Allow some Local Access streets to function as City Access streets during significant disruption

We will maintain a primary 'resilience network' for motor vehicles that can be 'switched on' in response to significant planned or unplanned disruption (Figure 12). Local Access streets on the resilience network will be designed to allow temporary reopening to through traffic or occasionally accommodate higher volumes of motor vehicles. This approach will also ensure that emergency services can use these streets when necessary.

Appropriate management arrangements will ensure streets remain safe for all users, such as a clear demarcation of pedestrian space, lower speed limits and marshalling. We will explore the use of technology for advanced messaging both on-street for all users and through in-vehicle navigation systems to communicate and manage changing or temporary arrangements. Monitoring of any uses of Local Access streets in this way will be included to ensure management arrangements are working well and to ensure any negative effects on the built environment and air quality are mitigated.

Placeholder for Figure:

- [Resilience Network map](#)

Proposal 41: Reduce the impact of construction and streetworks

The needs of people walking and wheeling will be prioritised during streetworks and construction, with the aim of maintaining a comfortable and accessible walking route on both sides of the street, with space reallocated from general traffic as necessary. Accessible diversions must be provided if space constraints do not allow an acceptable level of temporary provision.

We will work with utility companies, contractors, and developers to minimise the impact of construction and streetworks on people walking, wheeling and cycling. Traffic management plans for construction sites and streetworks will maintain access for different users in accordance with the following hierarchy:

- Walking
- Cycling
- Buses and taxis
- Freight access
- General traffic

We have a Network Management Duty which requires us to ensure we apply best practice to managing streetworks. We will review this on a regular basis to ensure our activity and processes remain up to date and effective.

Within the context of the Network Management Duty, we will encourage the drafting of legislation to allow penalties to be charged against developments that overrun their agreed licence periods for scaffolds and hoardings.

We will review the City's Guidance Notes for Activities on the Public Highway on a regular basis to ensure that guidance is in line with best practice and the requirements outlined above. A review will include considering the opportunity to introduce lane rental controls on our major streets to further reduce the impact of street works.

We will seek to minimise disruption caused by streetworks by:

- Encouraging collaborative working and coordinating street works
- Exploring the potential for new technology to reduce noise and the extent of works and speed up delivery
- Reducing the duration of works by allowing extended and night-time working where noise considerations allow, while maintaining protection for residents
- Improving signage and permit information, to include contact details, purpose of works and other information such as reason for site inactivity
- Improving communication through better engagement with businesses and residents for longer duration work
- Work with TfL to improve communication on the impact of streetworks and other maintenance on public transport services
- We will work with TfL to explore the potential to further adjust traffic signal timings to reflect actual and modelled traffic flows during periods of network disruption. We will also explore new adaptive traffic control technologies as they emerge (proposal 43).

We will work with the utilities sector to develop and adopt a Utilities Infrastructure Strategy will identify future infrastructure requirements (based on City Plan 2036 growth forecasts) and a programme of planned investment. This will help improve the coordination of large-scale utilities works and minimise associated disruption.

We will use medium and long-term street closures as an opportunity to open streets to people, for example working with businesses to provide temporary seating or programmed events. We will also monitor the traffic impacts of long-term street works to inform transport and resilience planning and assess the potential for retaining capacity reductions or access restrictions.

Placeholder for Figure

- *Winter maintenance map – this figure is not referenced in the text*

Placeholder for updated infographic

- *Combining Streetworks infographics*

Proposal 42: Make the street network more resilient to severe weather events

We will ensure principles of the City's Climate Action Strategy are embedded and reflected in transport and public realm interventions to help reduce the impacts of climate change on the City's streets.- This includes:

- Increasing the resilience of the City's public realm to extreme weather. We will mitigate the impact of flooding events by incorporating greening, planting and SuDS (such as rain gardens) where feasible into the landscape of streets, to better manage surface water from rainfall.
- Increasing the amount of permeable street surfaces, where possible, to minimise rainwater runoff and mitigate flood risk.
- Planting more trees on City streets, to create more shade and reduce the impact of the Urban Heat Island Effect (an impact where the inner-city experiences higher temperatures than the surrounding suburbs and countryside). We will plant at least 100 new climate resilient street trees by 2025.
- Replanting across City Gardens, with climate resilient plants and landscaping. 14 locations have been selected to be either partially or fully replanted with a more climate resilient palette and to improve biodiversity by 2024.

We will continue routine emergency planning for severe weather events, ensuring the street network, including pavements, and transport system remains open and functional during periods of extreme weather.

Placeholder for new infographic

- *Climate Action Strategy*

Outcome 9: Emerging technologies benefit the Square Mile

The advent of new transport technology innovations, such as autonomous vehicles (AVs) and new apps and services, promise to change the way our streets function and the way we choose to travel on them. Delivering this Strategy will ensure that transport innovations are seamlessly integrated into the fabric of the City and improve the experience of travelling and spending time on the Square Mile's streets.

We welcome innovative approaches and the potential for partnerships to develop them. We will consider opportunities for testing and supporting new opportunities that help deliver our objectives.

Further investment from central government in the UK was announced in 2023, including up to £150 million for Connected and Automated Mobility. The Automated Vehicles (AV) Act (UK Government, 2024) became law in May 2024 and is designed to deliver a comprehensive legal framework, for self-driving vehicles with safety and innovation at its core (Department for Transport, 2024). The Department for Transport suggests that self-driving vehicles could be on British roads by 2026.

Forecasts indicate that a quarter of global new vehicle sales in 2035 will be autonomous (Connected Places Catapult, 2020). Disruptive technologies, such as Uber, and dockless bikes, have already demonstrated their ability to rapidly change how people travel. They have also highlighted the potential negative impacts of these changes. While no one is certain of what the future holds the City must be ready to respond in a way that supports the successful implementation of this Strategy.

Placeholder for infographic

- *Autonomous vehicles*

Proposal 43: Support, enable and facilitate innovation in transport and the public realm

We will engage with industry, academia, government Catapults, local governments, and local and international partners to support, enable and facilitate transport innovation and technology trials across the City.

We will prioritise supporting and facilitating innovations and projects that:

- Enable disabled passengers to hire and travel by taxis and private hire vehicles more easily by permitting those vehicles carrying disabled passengers through motor vehicle restrictions in parts of the City
- Ensure kerbside space is used as efficiently as possible through adopting new technologies and approaches to booking and reserving kerbside space when appropriate
- Enhance our data collection and processing capabilities, including through the use of sensors, AI processing and dashboards
- Explore the use of GPS-enabled technologies and geofencing to aid the regulation of dockless vehicles (proposal 28), drones and droids.

We recognise the significant potential for new technologies to improve the City's streets and will openly enter into discussion with innovators. Future transport innovations will be considered appropriate for trial and use in the City context if they support the delivery of Healthy Streets and adhere to the following requirements (when applicable):

- Support priority for people walking and efforts to enable more people to choose to walk, cycle and take public transport, and not shift people from these sustainable travel modes to unsustainable travel modes
- Contribute to efforts to reduce motor vehicle volumes and mileage and not increase motor traffic volumes
- Ensure that all users are accommodated and that no street user is excluded
- Lead to an overall increase in vehicle occupancy and loading
- Help make our streets safer and not increase road danger, collision rates, collision severity, terrorism risk, or the need for additional policing or enforcement
- Reduce vehicle speeds and ensure vehicles travel at speeds appropriate to conditions and the City context
- Minimise obstructions to vehicles and people walking, and not permanently obstruct pavements or add clutter
- Improve the efficiency of kerbside use and not increase parking or loading space requirements
- Help spread travel demand, for both people and goods, more evenly across the day, such as outside morning, lunchtime and evening peaks and overnight
- Help make streets and the City's air cleaner and quieter by reducing transport related emissions and noise
- Improve the experience of using the City's streets and open spaces and support efforts to increase the amount of public space

Additional requirements apply to the introduction of connected and autonomous vehicles, drones and droids on our streets:

- Autonomous vehicles must not require any changes or infrastructure that have a negative impact on our streets, such as bollards or barriers
- Drones must not operate without Civil Aviation Authority and City of London permission
- Droids must not operate on pavements or in such a way as to obstruct or pose a danger to any user of our streets.
- Developers and operators of new transport innovations and services are expected to:
 - Share all beneficial data generated or collected with the City Corporation to aid in policy and decision making
 - Not discriminate against any potential user, either through active discrimination, profiling or algorithmic/AI discrimination or bias
 - Accommodate every user, especially those requiring using wheelchairs or mobility aids or with sensory impairments when innovations and technologies incorporate motor vehicles. Where possible, manage inclusion for those with sensory impairments.
 - Not generate any unreasonable additional costs for the City Corporation or users
 - Ensure any supporting digital software and hardware is sufficiently and rigorously safeguarded from malicious use or intent that could pose a risk to physical or digital safety in the City Readily and proactively engage with the City Corporation, City residents and workers, students, and other interested parties

[The following text will go in a box]

Emerging transport technologies

Autonomous vehicles, also known as driverless cars or AVs, are vehicles equipped with sensors and on-board computers that allow them to effectively drive themselves. There are many levels of automation, from partial automation, which can include self-parking cars and adaptive cruise control, to full automation and a hands-off driving experience. The autonomous operation of motor vehicles on our streets could significantly reduce road danger and improve traffic flow.

Drones, also known as unmanned aerial vehicles or UAVs, are small flying vehicles which rely on remote-controlled piloting or fly using onboard sensors and GPS. The operation of drones in the City could improve delivery times of sensitive or high-value goods such as medical supplies and may aid in asset inspection, construction site monitoring, and emergency services activities.

Droids are small wheeled vehicles that are controlled by remote-controlled piloting or onboard sensors and GPS. The use of droids in the City could include couriering and deliveries.

Shared mobility services are transport services that share the use of a vehicle for personal travel, examples include ridesharing and pooled rides.

[End of text box]

Proposal 45: Explore the need for legislative change to ensure emerging technology and innovation benefits the Square Mile

We will support and engage with all levels of government, industry and sector representatives to develop frameworks and legislation for future transport and ensure overall positive outcomes for the Square Mile, London and other cities. We will also challenge any new legislation on emerging transport technology that does not align with our principles on inclusivity in the City. Initially we will seek local and national legislative action on:

- Licensing for the semi and fully- autonomous vehicle market, alongside the development of safety, design, digital security, and supporting infrastructure regulations.
- Strengthening existing Civil Aviation Authority regulations on small remotely- piloted aircraft and drones
- Developing a procedure and clarifying the operating parameters of droids and other small autonomous vehicles.
- Additional regulatory powers to effectively manage current and future cycle hire activities on our streets.
- The formalisation of rental e-scooter trial powers in primary legislation to enable the regulation of the rental e-scooter market.

Outcome 10: The Square Mile benefits from better transport connections

Public transport will remain the main way that people travel to the Square Mile and continued investment will ensure that the City remains one of the most well-connected business districts in the world. Over 96% of office floorspace in the City lies within a five-minute walk from a National Rail, Underground, Elizabeth Line or DLR station.

Public transport will provide efficient and direct 24-hour connectivity to major local, regional, national, and international destinations. The completion of the Elizabeth Line added new, accessible platforms at Moorgate/Liverpool Street and Farringdon and provides fast and direct connections within Central London and beyond to Heathrow Airport, Essex and Berkshire. TfL reported that at Liverpool Street, the line opening prompted a 150,000 increase in station movements (entries, exits and interchanges) per day in the midweek (Transport for London, 2023). With the opening of the Elizabeth Line in 2022, over 6.37 million people of working age can now access the City of London within a 1 hour's public transport journey (City of London Corporation, 2023). The opening of this new infrastructure, alongside the building of new rail and underground connections, including Crossrail 2, the northern line extension to Battersea Power Station and High Speed 2, and improvements to bus services in outer London through the Mayor of London's 'Superloop' services, will provide the additional capacity people need to get to the City quickly and comfortably from across Greater London and the UK. Expanded Night Tube and 24-hour bus networks will serve and grow the City's thriving cultural offer and night-time economy.

Although there have been adjustments in the travel to work patterns, forecasts indicate that 66,000 more jobs will be created in the Square Mile by 2040, and adequate public transport capacity is key to facilitating this (City of London Corporation, 2024). The Mayor and TfL are still committed to expanding the Capital's public transport networks to ensure the service meets the needs of the Capital in the longer-term future. We will work with TfL to support the delivery of these aspirations.

Placeholder for updated infographics

- *60 minute journey from the City*
- *96% of office floor space*

Proposal 46: Support and champion better national and international connections to the Square Mile

We will work with the Mayor of London, TfL, the Government, airport and rail operators and other related partners to improve national and international connectivity to the City, including through supporting:

- Increased airport capacity in the Southeast, recognising that this will most efficiently be delivered through a third runway at Heathrow, to be delivered as soon as possible
- Improved connectivity to London's airports through:
 - Increased capacity and additional frequency on the West Anglia Main Line to Stansted Airport
 - A new Crossrail station at City Airport, constructed at the same time as the delivery of the Ebbsfleet extension
 - Increased DLR frequency to City Airport
- The delivery of High Speed 2 as quickly as reasonably possible
- Improved national rail access to London, including electrification, station expansions, accessibility and general service improvements.

Proposal 47: Support and champion improved connections to the Square Mile from Greater London and the surrounding region

We will work with the Mayor of London, TfL, Government, local authorities neighbouring the City and other related partners to improve regional connectivity to the Square Mile, including through supporting:

- Devolution of suburban rail service franchising to TfL, with a view to providing a London Suburban Metro service by 2030.
- Accessibility improvements to rail and Underground stations in the Square Mile, as outlined in proposal 19.
- The delivery of Crossrail 2 as soon as reasonably possible
- Enhancing the coverage and frequency of 24-hour public transport services in central London, including increasing the number of lines operating night tube services, enhancing the 24-hour bus network, and improving night-time DLR and rail operations, including Crossrail. Any extensions to operating hours must take account of the need to avoid noise and other impacts on people living in, working in, studying in, and visiting the City the number of lines operating night tube services, enhancing the 24-hour bus network, and improving night-time DLR and rail operations, including Crossrail. Any extensions to operating hours must take account of the need to avoid noise and other impacts on people living in, working in, studying in, and visiting the City.
- Enhanced 24-hour bus services to/ from the City.
- Improvements to Liverpool Street Rail Station, including enhancing step free access and improving entry points. This may be achieved through the proposed Liverpool Street redevelopment, for which planning permission is currently being sought.
- Exploring the feasibility of Sunday operation of the Waterloo and City Line in the longer term, especially in light of the Destination City programme.
- Improvements to street level interchange between Fenchurch Street and Tower Hill, Tower Gateway and Aldgate stations, including wayfinding, as a longer-term aspiration.
- Access and capacity improvements at Aldgate Station and exploration of the feasibility of a direct interchange between Aldgate and Aldgate East stations.
- Extending the Metropolitan Line to Watford Junction and the Bakerloo Line to Lewisham.
- The delivery of more high-quality cycling routes to and through central London including Quietways and Cycleways.
- Improved walking connections to boroughs neighbouring the City.
- Additional Thames Clipper passenger services serving Kent and Essex.
- Increased inward rail freight to mainline stations in the Square Mile.

Proposal 48: Support the increased use of the Thames for passenger services

We will work with partners including TfL River Services, the Port of London Authority and riverboat operators to increase the use of the River Thames for passenger services. Activities will include promotion of river services, including the expansion of Thames Clippers services to Kent and Essex, enhancing walking routes to Blackfriars and Tower piers and improving overall pier efficiency and accessibility. We will explore the potential to reinstate Swan Lane pier for leisure and passenger services and light freight. We will also work with river passenger service operators to ensure that their fleets meet Port of London Authority air quality standards and avoid adverse impacts on water quality and biodiversity. We will encourage TfL and riverboat operators in the medium term, to introduce more affordable fares on river services that are aligned more closely with the rest of the TfL network, and to work to ensure river services are accessible.

Proposal 49: Review bus provision across the City

We will work with TfL to improve bus journey times to and connectivity through the Square Mile by:

- Reviewing bus routing and frequency throughout the City to ensure they are optimised
- Introducing targeted junction improvements to enhance bus priority where possible, recognising that bus priority in the Square Mile is most effectively delivered by reducing general traffic
- Identifying opportunities to improve bus priority when developing and implementing Healthy Streets Plans (see proposal 12) and projects

The key routes for bus priority measures are shown in Figure 14. Improvements to these routes will be delivered by 2030.

Placeholder for Figure

- *Bus priority Network*

Proposal 50: Support the Mayor of London in retaining locally-generated taxation

We will support the Mayor of London and TfL's efforts to retain additional locally-generated taxation, such as vehicle excise duty, to fund investment in transport infrastructure across the Capital, including investment to help deliver the outcomes of this Strategy.

Proposal 51: Encourage continued Government investment in major London transport projects

We will continue to encourage the Government to invest directly in strategic Healthy Streets projects and programmes and large transport infrastructure projects, such as Crossrail 2. Significant investment across Greater London is required to ensure the Capital remains an attractive place to live, work, study and invest and protect the significant contribution London makes to the national economy.

Outcome 11: Delivering the Strategy

Projects and programmes

The major projects and programmes that will be delivered by the Transport Strategy are summarised below. Further details on the projects that will be delivered in the first three years will be set out in the Transport Strategy Delivery Plan. The Delivery Plan will be published on our website by the end of 2019 and then updated on an annual basis.

Managing delivery

Further details on the actions and programmes to deliver elements of this Strategy will be set out in a series of reviews and delivery plans, including:

- The Transport Strategy Delivery Plan, a rolling five -year delivery plan that will be updated on an annual basis
- Healthy Streets Plans, providing details of how we will manage the street network in areas of the City in accordance with our proposed Street Hierarchy (Proposal 12)
- A City-wide kerbside review to better understand and manage kerbside activities on our streets (Proposal 14)
- Inclusion Action Plan, that will outline the key actions and steps we will take to deliver Proposal 1b, alongside a series of qualitative and quantitative metrics and measures to keep us transparent and accountable as we implement this Strategy.
- Cargo Bike Action Plan. This document will set out barriers to the use of cargo bikes followed by actions to encourage the uptake of their use in the City. It will set out ambitious targets for cargo bike usage, and we will monitor numbers of bikes through bi-annual counts.
- Road Danger Reduction Action Plan, a five-year delivery plan for measures to achieve Vision Zero and implement the safe systems approach (Proposal 20)

We will continue to engage and consult with City residents, workers, businesses and other relevant street users and partner organisations as we develop and deliver this Strategy. Any projects that will lead to significant and permanent changes to the form or function of our street network will also undergo transport and traffic modelling. Impact assessments, including Environmental Impact Assessments and Equality Impact Assessments, will be conducted for all relevant projects and proposals. These will test options and ensure potential benefits are maximised and any potential negative impacts are identified and mitigated. Modelling and assessments will consider potential impacts beyond the Square Mile.

Deleted Proposal 52: Use temporary interventions and trials to accelerate the pace of delivery

Proposal 53: Improve our monitoring of transport in the Square Mile

We will improve the quantity and quality of data we hold on transport in the City by:

- Exploring the potential to improve our City-wide database of vehicular and pedestrian traffic counts by increasing count locations and the number of count days.
- Repeating the City Streets survey every two years (as a minimum) to understand what people who live and work in, or travel through the Square Mile think about transport and streets in the City
- Ensuring that our data collection is inclusive and captures the views and impacts of transport policy and measures on people with different protected characteristics including through public perception surveys.
- Exploring the potential to gather ongoing feedback through web or app-based surveys and interactive maps
- Making best use of technological advancements in sensors and other monitoring methods to improve both the quality and the quantity of data we collect, reduce of the cost of data collection, and increase the speed of data processing
- Sharing data with other organisations that collect metrics on relevant indicators
- Ensuring our data is standardised whenever possible and protected from inappropriate use or exploitation
- Exploring opportunities to make our databases more publicly accessible (in compliance with GDPR) when relevant
- A measure to capture carbon savings associated with traffic reduction and the switch to EVs.

Some of the data used for monitoring and evaluating the Strategy will be provided by outside organisations. We will engage with these data owners and sources to review our targets and performance indicators as new datasets become available, and work with them to obtain data and information that is appropriate, up to date, and reliable.

Funding delivery

The delivery of this Transport Strategy will be funded from a range of sources, including:

Money received from TfL, including:

- LIP Corridors and Neighbourhoods – an annual allocation that contributes to projects identified in our LIP
- Liveable Neighbourhoods – funding for large projects that encourage walking, cycling and the use of public transport, allocated through a bidding process
- Strategic funding – funding for specific priorities or initiatives, such as cycling infrastructure, air quality improvements and bus priority
- The City Corporation’s on-street parking reserve – reinvesting revenue from parking charges and penalty charge notices
- Contributions from developers through the Community Infrastructure Levy, Section 106 and Section 278

The long-term nature of this Strategy means we have not scoped the full cost for all projects and programmes outlined above. However, a core principle will be to generate the necessary revenue/funding to make the delivery of this Strategy largely self-supporting.

Measuring and reporting progress

Progress on delivering this Strategy will be publicly reported to the City Corporation’s Planning and Transportation Committee on an annual basis from March 2020. Every two years we will publish a City Streets report which will include data on our targets set out in Table 2, the key performance indicators set out in Table 3, and analysis of traffic trends based on our vehicular and pedestrian traffic counts collected every two years.

The Transport Strategy evidence base is available on our website. This provides further details of the analysis that has informed the development of this Strategy.

City of London Key Targets

City of London Key Targets	Baseline	2030	2044
<ul style="list-style-type: none"> Reduction in all-day motor vehicle traffic volumes 	185k	139k (-25%)	93k (-50%)
<ul style="list-style-type: none"> Proportion of people who strongly agree that their experience of walking in the City as pleasant 	28% (2022)	50%	75%
<ul style="list-style-type: none"> Number of kilometres of pedestrian priority streets 	25km (25%)	35km (33%)	55km (55%)
<ul style="list-style-type: none"> Number of people killed and seriously injured on our street 	61 - KSIs	20 KSIs	0 KSIs
<ul style="list-style-type: none"> Proportion of people who strongly agree that their experience of cycling in the City as pleasant 	10% (2022)	45%	75%
<ul style="list-style-type: none"> Increase in the number of people cycling 	44k	66k (+50%)	88k (+100%)
<ul style="list-style-type: none"> Increase in the proportion of zero emission capable vehicles entering the City 	2022 baseline 30%	90%	100%
<ul style="list-style-type: none"> Reduction in all-day motorised freight vehicle volumes 	39k	-15%	-30%
<ul style="list-style-type: none"> Reduction in peak-time motorised freight vehicle volumes 	18k	-50%	-90%
<ul style="list-style-type: none"> NEW: Reduction in carbon tonnes from transport on City streets 	2022 baseline	tbc	tbc
<ul style="list-style-type: none"> NEW: Disabled people who strongly agree that City streets as accessible for people of all ages and abilities' 	2024 baseline	Tbc	Tbc

Partnerships and leadership

We recognise that we cannot deliver this Strategy on our own and will work with a range of partners to achieve the vision, aims and outcomes for streets and transport in the Square Mile. This will include working in partnership with:

City residents and residents' associations

City businesses and institutions

The City of London Police

Business Improvement Districts (BIDs) The Mayor of London and TfL

London Councils and London's boroughs

Property developers and the construction industry

National rail and river service operators

Transport industry and representative bodies

Campaign organisations and special interest groups

Developers of new transport technologies

We recognise that our unique position as a global financial district allows us to be particularly bold in our proposals for changing and improving streets and transport. Nevertheless, the lessons we will learn from delivering this Strategy may be insightful and relevant to London's boroughs and other cities and transport authorities. Likewise, we can learn from and be inspired by the experiences of others.

We will share our experiences and identify transferable best practice by:

Hosting and contributing to conferences, seminars and other events that highlight and discuss best practice

Networking and developing knowledge-sharing relationships with London's boroughs to capture lessons learnt from the development and delivery of this Strategy

Establishing and maintaining relationships with other cities, both in the UK and internationally, and participating in local, national and international networks

Sharing knowledge with relevant private sector, academic and third sector organisations

Proposal 54: Support change across London that is aligned with this Strategy

The Square Mile does not exist in isolation and change across the Capital is required to maintain the City's attractiveness as a place to live, work, learn and visit. We will support projects and initiatives delivered by TfL and London's boroughs that align with the vision, aims and outcomes of this Strategy. We will also support changes to relevant national policy and legislation that will positively impact on transport and connections to London.

Updating the Transport Strategy

This Strategy will be reviewed and updated every five years to ensure it reflects the priorities of City residents, workers and businesses, changing circumstances and developments in transport technology. Updates will be informed by in depth engagement and analysis of economic, social and transport trends, and will be subject to formal consultation prior to adoption.

Glossary

Accessible: easy to reach, enter and use

AV: an autonomous vehicle, also known as a self-driving vehicle, is capable of sensing its environment and operating without human involvement

BID: Business Improvement District

Blue Badge: the Blue Badge scheme helps disabled people park closer to their destination

Cargo bike: a bicycle with a large container attached, designed for transporting heavy loads, or passengers, including children

Climate action: refers to the efforts taken to reduce greenhouse gases and build resilience to adapt to climate change

Climate change: a change of climate which is attributed directly or indirectly to human activity that alters the composition of the global atmosphere and which is in addition to natural climate variability over comparable time periods

Climate resilience: the ability to anticipate, prepare for and respond to hazardous events, trends or disturbances related to climate change

Congestion Charge: a daily charge to be paid by those who wish to drive a vehicle inside the Congestion Charge zone, which operates in Central London

Consolidation centre: a warehouse where lots of deliveries are sorted and grouped together prior to a single final delivery

DfT: Department for Transport

Droids: small wheeled vehicles that are controlled by remote-controlled piloting or onboard sensors and GPS

Drones: small flying vehicles which rely on remote-controlled piloting or fly using onboard sensors and GPS, also known as unmanned aerial vehicles or UAVs

Equality: ensuring every individual has an equal opportunity to make the most of their lives and talents. It is also the belief that no one should be excluded because of their protected characteristics.

Equity: whilst equality means each person is given the same resources or opportunities. Equity recognizes that each person has different circumstances and allocates the exact resources and opportunities needed to reach an equal outcome.

Equality Impact Assessments (EQIA): a risk assessment tool that examines whether different groups of people are, or could be, disadvantaged by policy and decision making within an organisation. It is also an opportunity to identify any positive impacts for a protected equality group in line with the three equality aims (eliminate unlawful discrimination; advance equality of opportunity; foster good relations) as per our Public Equality Duty in the Equalities Act 2010. Engaging and striving to co-creating EQIA and sharing these with interested groups, and ensuring that the findings and mitigations are materially incorporated into our policies and projects.

EV: electric vehicle

Freight consolidation: involves routing deliveries to a business, building or area via a warehouse, typically located further out of town

Freight: goods transported in bulk, usually by lorry, van, boat, train or aircraft

General Data Protection Regulation (GDPR): the Data Protection Act 2018 is the UK's implementation of the General Data Protection Regulation (GDPR). Under the Data Protection Act 2018, you have the right to find out what information the government and other organisations store about you

GLA: Greater London Authority

Healthy Streets Plans: is a set of proposals to redesign streets and manage access to make streets more accessible, engaging and safe places for people to walk, cycle and spend time in

Inclusive design: "Inclusive design results in an environment which everyone can use, to access and benefit from the full range of opportunities available; confidently, independently, with choice and dignity, which avoids separation or segregation and is made up of places and spaces that acknowledge diversity and difference, meeting the needs of everyone in society"

KSI: Killed or seriously injured (in a road traffic collision)

Last mile delivery: refers to the final leg of the delivery process. It usually begins at a transportation hub (such as a parcel sorting facility or regional hub) and ends at the final destination of the customer's home or business address

LEZ: the Low Emission Zone covers most of Greater London and is in operation 24 hours a day, every day of the year, and is in place to encourage the most polluting heavy diesel vehicles driving in London to become cleaner

Logistics: overall process of managing how resources are acquired, stored, and transported to their final destination

NO₂: one of a group of highly reactive gases known as oxides of nitrogen or nitrogen oxides (NO_x). NO₂ is used as the indicator for the larger group of nitrogen oxides

NO_x: a mixture of gases that are composed of nitrogen and oxygen

PM₁₀: inhalable particles, with diameters that are generally 10 micrometers (µm) and smaller

PM_{2.5}: fine inhalable particles, with diameters that are generally 2.5 micrometers (µm) and smaller

Protected characteristic: under the Equality Act 2010, the protected characteristics are: age, disability, gender identity or reassignment, marriage and civil partnership, pregnancy or maternity, race, religion or belief, sex and sexual orientation.

The public sector Equality Duty: comes from section 149 of the Equality Act 2010 and require public bodies to publish relevant, proportionate information showing compliance with the Equality Duty, and to set equality objectives

Red Badge: the City of London's Red Badge Scheme provides extra parking facilities within the City of London for City residents and workers with disabilities

Social Model of Disability: an approach that focuses on removing barriers that prevent a person from fully taking part in society.

SME: Small to medium enterprise

SuDS: Sustainable Drainage Systems, a range of sustainable measures for surface water management which reduce the amount, flow or rate of surface water discharge into sewers

Test of Relevance: the screening process of using the Test of Relevance template aims to assist in determining whether a full Equality Impact Assessment (EQIA) is required

Transport Assessments: an approach that helps identify the transport impacts of a new development and ensures planning applications show how the new development supports Vision Zero and the Healthy Streets Approach.

TfL: Transport for London

UAV: unmanned aerial vehicles, otherwise known as drones, are remote controlled pilotless aircraft, or small flying devices

ULEZ: the Ultra Low Emission Zone refers to a daily charge payable by vehicles that do not meet certain emissions standards and covers all London boroughs since August 2023

Walking and wheeling: throughout the Strategy references to people walking and wheeling include people using: mobility aids such as wheelchairs and rollators; 'invalid carriages' including mobility scooters designed for use on the footway, and people with physical, sensory or cognitive impairments who are travelling on foot. The term 'electric wheelchair' relates to wheeled mobility aids that are often referred to as 'powered wheelchairs'. It also includes people who are using buggies, strollers, prams and pushchairs.

Wheeling: a term encompassing use of wheelchairs, mobility scooters, pushchairs, scooters and other mobility or carrying aids

ZEC vehicle: zero emission capable vehicles should emit very small quantities of CO₂, and be capable of being operated with no (zero) exhaust emissions for a certain distance

ZEZ: zero emission zone

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Our Inclusion principles and Proposal have modelled off guidance:

- UN Secretariat for the Convention on the Rights of Persons with Disabilities (United Nations, 2006)
- The Global Compact on Inclusive and Accessible Cities (Cities for All, 2019)
- Inclusive Cities Framework (University of Oxford, 2019)
- Transport for London's (2024), Equity in Motion, Issue 2.
- The Inclusive Transport Strategy: achieving equal access for disabled people (Department for Transport, 2018)
- Key Principles of Inclusive Street Design (Royal National Institute for the Blind, 2023)
- Department for Transport (2021), Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (Department for Transport, 2018)
- Corporate Plan 2024-2029 (City of London Corporation, 2024)
- Equality Act 2010: Guidance. (Government Equalities Office and Equality and Human Rights Commission, 2013)
- (Data Protection Act, 2018)

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<p>Committees:</p> <p>Streets and Walkways Committee <i>[for decision]</i> Projects and Procurement Sub <i>[for information]</i></p>	<p>Dates:</p> <p>09 July 2024 15 July 2024</p>
<p>Subject:</p> <p>Smithfield Area Public Realm and Transportation</p> <p>Unique Project Identifier:</p> <p>PV Project ID: 11956</p>	<p>Complex Issue Report (last report Gateway 3 Issue Report)</p>
<p>Report of:</p> <p>City Operations Director</p> <p>Report Author:</p> <p>Clarisse Tavin</p>	<p>For Decision</p>
<h1 style="font-size: 2em; margin: 0;">PUBLIC</h1>	

<p>1. Status update</p>	<p>Project Description: The project aims to provide a coordinated approach for the delivery of new public spaces and improved environment in the Smithfield area. This is to be delivered in line with the City Transport Strategy, the Climate Action Strategy, and the anticipated major increase in the number of visitors to the area following the opening of the new Museum of London (MoL) and future transformation of the Meat Market.</p> <p>RAG Status: Green (last report: green)</p> <p>Risk Status: Low (last report: low)</p> <p>Total Estimated Cost of Project (excluding risk): £12m</p> <p>Change in Total Estimated Cost of Project (excluding risk): N/A</p> <p>Spend to Date: £ 1,088,050</p> <p>Costed Risk Provision Utilised: 0</p> <p>Funding Source: OSPR</p> <p>Slippage: None</p>
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<p>2. Requested decisions</p>	<p>Next Gateway: Gateway 4 - Detailed Options Appraisal (Complex)</p> <p>Progress to date</p> <ul style="list-style-type: none"> • The Smithfield Area Public Realm and Transportation Project will deliver enhancements in the Smithfield area and is currently at RIBA Stage 3. The Stage 3.1 related to overarching strategies was completed, and engagement has continued. This includes a temporary play project for families developed with the MoL Team, to be delivered in the area for the London Festival of Architecture in Summer 2024. • The lighting element of the project was progressed to detailed design stage, to align with the phased opening of the General Market and Poultry Market as part of the Museum’s opening timeline. • The MoL S278 project has also progressed since Gateway 1/2 was approved in January 2022, and the scope of work has been defined. The development of the Public Realm project and the S278 project will be coordinated to maximise the efficiency of each project. • Taking a programmatic approach with integrated project management of both the S278 project for the museum and the wider public realm projects is the best way forward. It is however necessary to report separately on these projects as the scope of the Public Realm project extends beyond the MoL boundary and beyond the lifecycle of the S278 project. • The next stage of work has been identified and is split between the S278 requirements for the MoL and the wider public realm project. The MoL S278 project is the subject of a separate report submitted to Streets and Walkways Sub Committee in July 2024, to align with this report. <p>1. Project Update</p> <p>Smithfield Area Public Realm and Transportation Project :</p> <p>1.1 The project is phased to align with key dependencies with the museum development and associated s278 improvements as follow (see Phasing Plan in Appendix 3):</p> <ul style="list-style-type: none"> - Stage 3.1: Overarching strategies and approaches to develop elements of the Concept Design and to test feasibility – <i>complete</i>. - Stage 3.2a: Developed Designs for Area 1 - around the future Museum of London – General Market site
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- **Stage 3.2b:** Developed Designs for Area 1 -around the future Museum of London– Poultry Market site.
- **Stage 3.3:** Developed Designs for Area 2 (around the Meat Market site)

1.2 A Gateway 3 Issue report was approved in July 2022 and provided an update on the progress made to date. It agreed for this project to restart and run in parallel with the requirements for the MoL through their S278 project.

1.3 The report anticipated that Stage 3.2 of the public realm project design would commence when the broad scope of the MoL S106 agreement (and within this document the outline scope of its associated S278 agreement) is understood; with a new report be submitted to Committees. We are now at this stage. A Gateway 3 report for the S278 works is also on the agenda for the July 2024 Streets & Walkways Sub Committee and provides further details on this project.

Museum of London Programme:

1.4 The General Market building is anticipated to open to the public in 2026. As part of that phase of opening, West Poultry Avenue will be closed to traffic permanently and become the main entrance to the Museum.

1.5 The Poultry Market building is planned to open to the public in 2028. As stated above, the Public Realm and S278 projects will have to dovetail with these timescales, accommodating the use of highway for the completion of the building works where needed post 2026, and delivering the public realm and S278 works on the public highway to facilitate visitors of the Museum between the two distinct openings of 2026 and 2028 and then beyond. See indicative Phasing Plan in Appendix 3.

1.6 Timings for the Annexe needs to be confirmed, but City Surveyor Team is working with the Environment Team on the Marketing & Disposal plan for this asset.

Markets Co-location programme:

1.7 The project team has continued to liaise with the Market Colocation team as key stakeholders to finalise Stage 3.1 and initiate 3.2. Further engagement will restart when the broad scope of the future Meat Market is understood.

1.8 What is understood is that there will be an operational meat market until 2028, and so works around the Museum building need to accommodate the market operation during this time frame. There is likely to be wider scope for

change in terms of public realm after the meat market is vacated. However, the construction work and S278 for any future development of this site will also need to be considered.

2. Next steps

2.1 Taking the above in consideration, it is now proposed to continue the Smithfield Area Public Realm project (Stage 3.2) with the design team.

2.2 This is to be done in coordination with the Museum of London S278 project to maximise the efficiency of each project, and ensure the programmes align with the Museum development and phased openings.

Requested Decisions:

1. That budget of £335k is approved for the Smithfield Area Public Realm project to cover the next stage of the project, funded from the £12m OSPR funding, approved in principle for the project, subject to the relevant approvals;
2. Note the revised project budget of £1,695,014 (excluding risk), from the £12m estimated budget which is unchanged;
3. Approve £35k in Costed Risk Provision;
4. Note the revised programmatic approach to coordinate projects in Smithfield area, and the changes to the delivery plan; and
5. Note the updates since the last Committee Report.

3. Budget

Funding requested to reach the next Gateway.

Table 1: funding table to reach next gateway

Item	Reason	Cost (£)
Consultant Costs (fees)	Pedestrian modelling, stakeholder engagement and consultation, public realm design work, COLSAT assessment (Long Lane/Aldersgate - West Smithfield entrance)	£140,000*
P&T Staff Costs	Project management	£75,000
P&T Highways	Design engineering costs	£50,000

Surveys (Fees)	Ground surveys and load testing for potential public realm installations	£50,000*
Legal fees	Legal agreements as part of the public realm design	£20,000
Total		£335,000

- *Shared costs with Museum of London s278 project
- 1) Staff time for 1.5 days per week for 6 months (combined with the S278 report to make around 3 days per week for 6 months)
 - 2) Staff time for a highways engineer to carry out detailed design work.
 - 3) Fees for consultancy services – to be used on pedestrian modelling, stakeholder engagement and City of London Streets accessibility Tool (COLSAT) assessment.
 - 4) Fees for civil engineering surveys such as trial holes and load tests for lighting as well as ground surveys for any public realm installations and utility searches.
 - 5) Fees for legal agreements that are to be signed for any changes to the highway or footway that are required.

Costed Risk Provision requested for this Gateway: £35k

See detailed Funding tables in Appendix 2.

<p>4. Issue (update) description</p>	<p>4.1 The phasing of the public realm works needs to be aligned with the programme of change for the area:</p> <ul style="list-style-type: none"> • the Museum of London’s staggered opening of 2026 (General Market and West Poultry Avenue) and 2028 (Poultry Market), • the building work and opening of the Annex building on West Smithfield (timing to be confirmed), • the continued operation of the Meat Market till 2028, and • the future redevelopment of the Meat Market building. <p>4.2 To carry out the public realm design on the area around the MoL site and key routes to the Museum, further funding will be required to develop the detailed design of those proposals.</p> <p>4.3 It is also suggested that further design work on Long Lane, linking the new Elizabeth line entrance to the MoL is also developed further to facilitate a more accessible and comfortable journey for people walking and wheeling from the station towards the MoL entrance.</p> <p>4.4 In addition, linking with the Museum of London S278 project, the wider public realm project will also benefit from some of this work, and can be extended to ensure efficiencies are made such as the wider pedestrian modelling, which will show</p>
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	<p>which routes people are most likely to take to the venue. Jointly funding this will bring efficiencies for both projects.</p> <p>4.5 The changes in approach to programme described above mean that whilst the overall strategy for the area will be kept, the delivery of the strategy will need to be completed in phases which will be consecutive in nature. This means from a governance perspective some of the work will be completed before other areas are fully designed, but the concept and the vision for the area as a whole remains the same. It is unlikely that the full public realm vision for the area will be completed before mid 2030.</p> <p>4.6 The intention is to share the workload between the Museum of London S278 project which mitigate the impact of the development, with the wider aspirations for greater public realm change for this first phase of work, ensuring the two projects align.</p>
	<p style="text-align: center;">Next steps (to be developed)</p> <p>The key next steps for the project in the next 12 months are:</p> <ol style="list-style-type: none"> 1. Progress Public Realm design for the area around the General Market, to be developed to Stage 4. 2. Stakeholder engagement and public consultation where needed, including creative engagement with the MoL team, any and changes to bays and parking in the area, or any junction changes (if required) . 3. COLSAT, Healthy Streets Design Checks and EqIA assessments to be carried out on Long Lane down to the General Market entrance at West Poultry Avenue. 4. Pedestrian modelling of Smithfield Area to be done – this is shared with the S278 as there is a need for more granular work on the areas around the Museum for the S278. 5. To put together a design for the area around the general market and for the area on Long Lane covered by the COLSAT assessment.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Finance tables
Appendix 3	Location and Phasing Plan
Appendix 4	Project programme
Appendix 5	Risk Register

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Appendix 1: Project Coversheet

Project Coversheet

[1] Ownership

Unique Project Identifier: 11956 **Report Date:** 06/06/2024
Core Project Name: West Smithfield Public Realm
Programme Affiliation: City Transport Strategy , Climate Action Strategy, Destination City
Project Manager: Clarisse Tavin
Next Gateway to be passed: 4

[2] Project Brief

Project Mission statement:

To provide new public spaces and improved environment in West Smithfield in line with the planned implementation of the Look and Feel Strategy, Healthy Streets Plan, the Climate Action Strategy, and the development of Destination City. The project will aim to achieve the following outcomes:

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

The Look and Feel Strategy objectives that will be achieved through the project include:

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

The project will fulfil the following aims in the City's Corporate Plan:

1c, 3b, 9d, 10c, 11a.

Definition of need:

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

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

Risk

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

CR21 Air Quality, CR20 Road Safety

Key measures of success:

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

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

[3] Highlights**Finance:**

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

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

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

Programme Affiliation [£]: Culture Mile Programme

Headline Financial changes:**Since 'Project Proposal' (G2) report:**

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

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

£75,000 was approved to progress some works on salvaging surface material via an Issue Report in December 2021, and £130,000 were further approved in March 2023.

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

n/a

Project Status:

Overall RAG rating: Green

Previous RAG rating: n/a

[4] Member Decisions and Delegated Authority**[5] Narrative and change****Date and type of last report:**

Issue Report in March 2023

Key headline updates and change since last report.

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

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

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

Since ‘Project Proposal’ (G2) report:

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

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

n/a

Since ‘Authority to Start Work’ (G5) report:

n/a

Timetable and Milestones:

Expected timeframe for the project delivery: Area 1 implementation to start by 2025/2026; Area 2 implementation to be complete by 2030’s to align with the Meat Market programme.

Milestones:

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

- 10) Technical Design (construction package) for Area 1 and Gateway 5 approval (2025)
- 11) Construction begins (2025/2026)
- 12) Post construction, Gateway 6 report, and monitoring (through 2030's)

Are we on track for this stage of the project against the plan/major milestones? yes

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

Risks and Issues

Top 3 risks:

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

	<i>Mitigation</i>	<i>Public Realm consultants are preparing design options that meet the ambitious scope of the project</i>
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See 'risk register template' for full explanation.

Top 3 issues realised

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

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

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

Appendix 2 : Finance Tables

Table 1: Spend to Date - West Smithfield Area Public Realm & Transportation Project - 16800391			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	40,000	13,043	26,957
Legal Staff Costs	20	20	-
Open Spaces Staff Costs	18,600	8,039	10,561
P&T Staff Costs	432,797	434,046	(1,249)
P&T Fees	803,597	632,902	170,695
Env Servs Works	60,000	-	60,000
TOTAL	1,355,014	1,088,050	266,964

Table 2: Resources Required to reach the next Gateway			
Description	Approved Budget (£)	Adjustment Required (£)	Revised Budget (£)
Env Servs Staff Costs	40,000	50,000	90,000
Legal Staff Costs	20	20,000	20,020
Open Spaces Staff Costs	18,600	-	18,600
P&T Staff Costs	432,797	75,000	507,797
P&T Fees	803,597	190,000	993,597
Works	60,000	-	60,000
Costed Risk Provision	-	35,000	35,000
TOTAL	1,355,014	370,000	1,725,014

Table 3: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
TC Central Risk Budget	90,000	-	90,000
MCP Recharge	80,000	-	80,000
OSPR	1,185,014	370,000	1,555,014
TOTAL	1,355,014	370,000	1,725,014

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Appendix 3: Plans of the area

A: Project Area

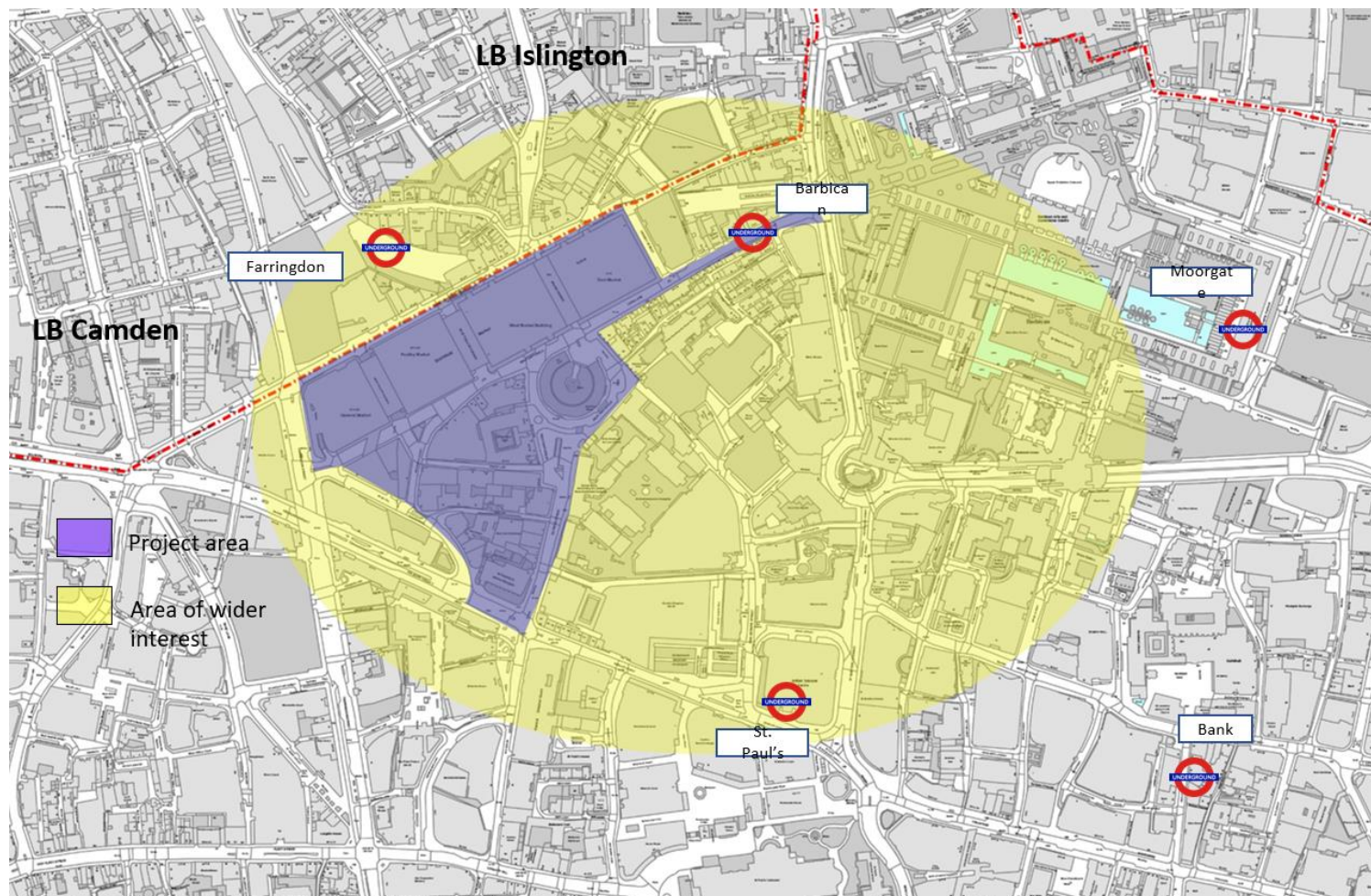


Fig 1. Public Realm Project Area

B: Implementation Phasing by Area:

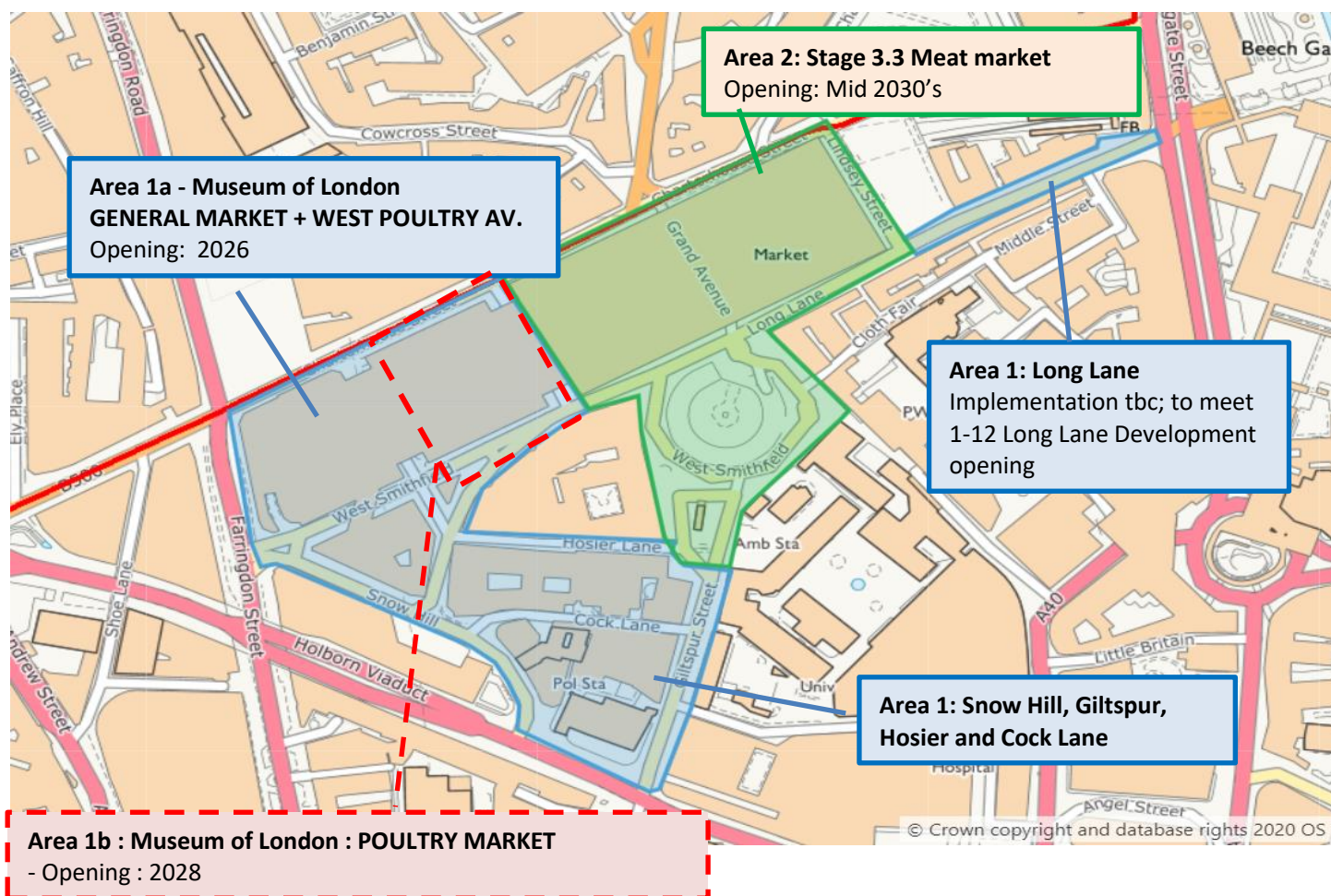
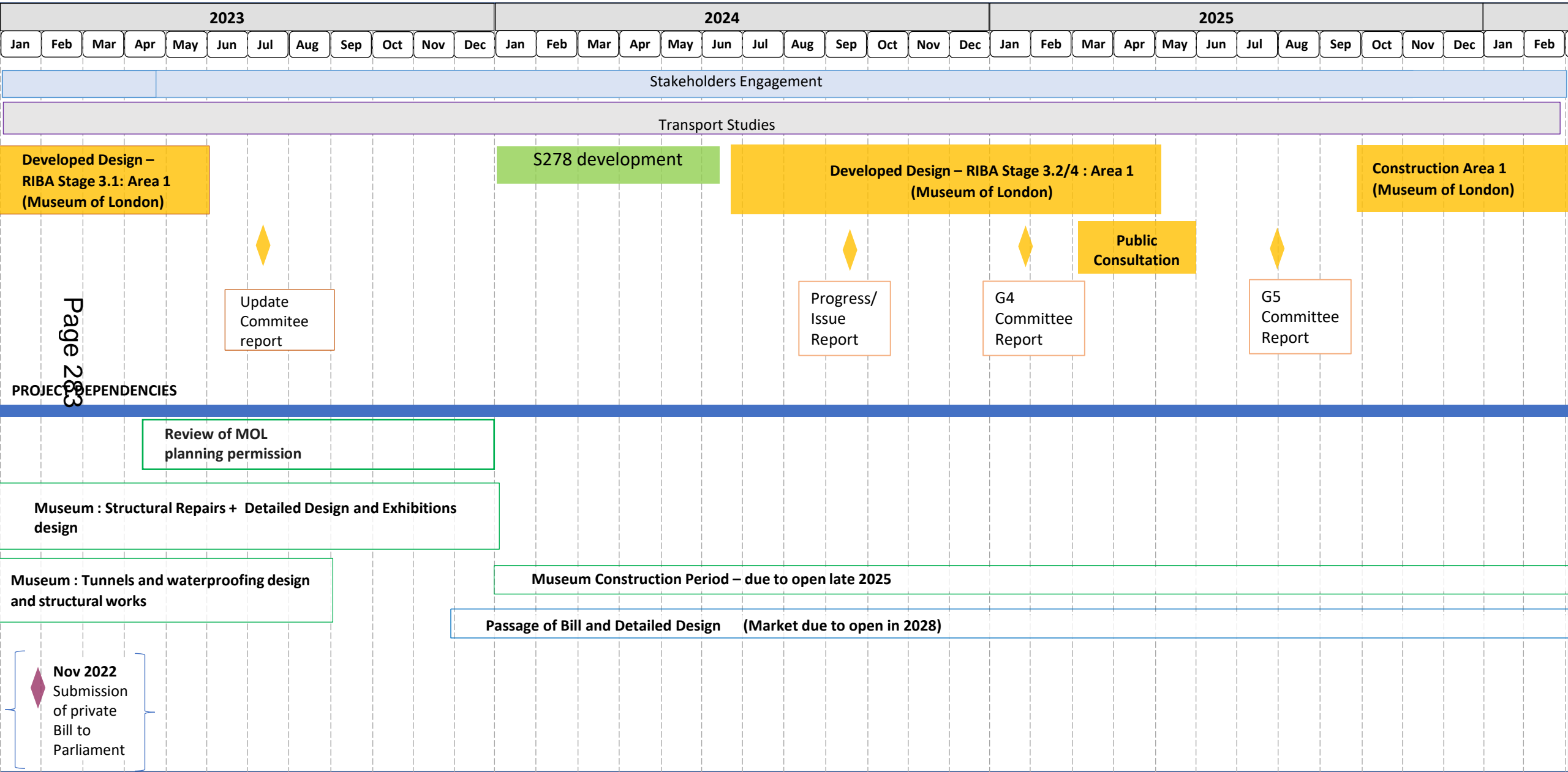


Fig 2. Public Realm Project Phases

Appendix 4: Smithfield Area Programme for the public realm



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City of London: Projects Procedure Corporate Risks Register

Project name: *Smithfield Public Realm*

Unique project identifier: *11956*

Total est cost (exc risk) *£12000000*

Corporate Risk Matrix score table

PM's overall risk rating
 Avg risk pre-mitigation
 Avg risk post-mitigation
 Red risks (open)
 Amber risks (open)
 Green risks (open)

Medium
9.0
5.3
2
12
2

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

Costed risks identified (All)

£0.00	0%
£0.00	0%
£0.00	0%
£0.00	0%

Costed risk as % of total estimated cost of project

" "

" "

Costed risk pre-mitigation (open)

Costed risk post-mitigation (open)

Costed Risk Provision requested

CRP as % of total estimated cost of project

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

Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
1	16.0	£0.00	1	0	0
3	9.3	£0.00	0	3	0
6	6.7	£0.00	0	4	2
4	10.5	£0.00	1	3	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
2	9.0	£0.00	0	2	0
0	0.0	£0.00	0	0	0

Issues (open)

0
0

All Issues

Open Issues

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

All Issues

Cost to resolve all issues (on completion)

£0.00

Total CRP used to date

£0.00

City of London: Projects Procedure Corporate Risks Register

Project Name:	Smithfield Public Realm	PM's overall risk rating:	Medium	CRP requested this gateway	£ -	Average unmitigated risk	9.0	Open Risks	16
Unique project identifier:	11956	Total estimated cost (exc risk):	£ 12,000,000	Total CRP used to date	£ -	Average mitigated risk score	6.3	Closed Risks	0

General risk classification										Mitigation actions										Ownership & Action			
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed Impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification 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	3	(2) Financial	A - The cost of the project goes over the budget. The sources of project funding and the release of funds is not agreed in time to progress the project.	B - The project scope may have to be reduced. b) An additional committee may be required, which may cause delay of the project	Likely	Serious	8	£0.00			Regular budget monitoring, checking invoices and POs. During procurement processes, be clear about budget constraints. Project funding confirmed via committee reports in good time.	£0.00	Possible	Serious	£0.00	6	£0.00		02/01/20	Helen Keamey/ Clarisse Tavin	Helen Keamey		
R2	3	(4) Contractual/Partnership	Project Dependencies: Partnership management: with key stakeholders Museum of London, Market Co-location Programme and City Surveyors (The Annex building)	The agreed scope, objectives or cost of the project changes due to partner priorities diverging, the priorities change regularly.	Likely	Major	16	£0.00			Work closely with the team throughout the project to inform all parties about possible changes and to understand where there are issues arising. Where possible come to decisions approved by both parties. Meetings with partners held regularly.	£0.00	Possible	Serious	£0.00	6			13/03/20	Helen Keamey/ Clarisse Tavin	CRP, Museum of London, Market Consolidation Programme and City Surveyors		
R3		(4) Contractual/Partnership	Project Dependencies: The Annex building occupancy and exact use is unknown at this stage of the project	The risk could have an impact on scope, budget and could create a possible delay	Likely	Serious	8	£0.00			Ensure that good communication and regular updates are maintained with the City Surveyors	£0.00	Possible	Minor	£0.00	3	£0.00		16/03/20	Helen Keamey/ Clarisse Tavin	City Public Realm and City Surveyors		
R4		(4) Contractual/Partnership	Project Dependencies: the Market building and the Refonda occupancy and exact use is unknown at this stage of the project	This risk could have an impact on scope, budget and reputation. Project could be significantly delayed, potential uses of the Market and the Refonda could be in conflict with aspiration for the Public Realm.	Possible	Serious	6	£0.00			Regular meetings are in place and good communication is maintained with Market Co location team and Consultants. Three team design meetings scheduled regularly and the client for both projects meets weekly. KPI's for each project are being set.	£0.00	Likely	Serious	£0.00	8	£0.00			Helen Keamey/ Clarisse Tavin	City Public Realm and Market Consolidation Programme		
R5		(3) Reputation	The design is not delivered on time to meet with the Parliamentary Bill deadline and opening of the New Museum of London	If the project does not meet important deadlines leading to project dependencies it could impact on the City of London's reputation and cause further delays for all related major projects	Unlikely	Major	8	£0.00			Ensure project programme is up to date and there is enough contingency within the programme. Ensure public engagement on the concept design is planned well in advance.	£0.00	Possible	Serious	£0.00	6	£0.00			Helen Keamey/ Clarisse Tavin	City Public Realm		
R6		(9) Environmental	Scope: improvements need to be significant enough to meet the Healthy Street plan and Culture Spine outcomes	The targets in Transport Strategy and Culture Mile Look and Feel strategy would not be met.	Possible	Major	12	£0.00			Continued engagement with transportation team, transportation consultants and Culture Mile team as part of the design process.	£0.00	Possible	Serious	£0.00	6	£0.00			Helen Keamey/ Clarisse Tavin	City Public Realm, City Transportation		
R7		(2) Financial	City of London not able to identify funds for the whole project	The project is not able to fulfill its objectives	Possible	Major	12	£0.00			Close working with Major Project team and City members.	£0.00	Unlikely	Major	£0.00	8	£0.00			Helen Keamey/ Clarisse Tavin	City Public Realm, Town Clerk		
R8		(3) Reputation	Conflicting opinions about the scope and objectives of the project	The risk could result in lack of consistent decision making. This could cause change in scope and have an impact on cost estimation, time and reputation.	Possible	Serious	6	£0.00			Ensure that good communication is maintained and members are receiving regular project updates. Keep Chief Officers updated	£0.00	Unlikely	Minor	£0.00	2	£0.00			Helen Keamey/ Clarisse Tavin	City Public Realm, Built Environment Director		
R9		(3) Reputation	Residents object to the project	The project is not able to fulfill its initial objectives. It could have an impact on scope and delay the project by looking for alternative design solutions.	Unlikely	Serious	4	£0.00			Residents Representative to sit on Stakeholder Working Party. Engagement on concept design. Initiate communication with residents through e-bulletin, letters, public consultation, meeting/events. Commis Strategy updated regularly.	£0.00	Rare	Minor	£0.00	1	£0.00			Helen Keamey/ Clarisse Tavin	City Public Realm		
R10		(3) Reputation	Negotiations with traders causes problems to City Public Realm project	The risk could have an impact on scope, cost estimate, time and reputation. Traders objectives could cause issues for all parties involved in the project.	Possible	Major	12	£0.00			Work closely with the MCP team who are leading on traders engagement, engagement with traders team to understand traders business needs.	£0.00	Possible	Serious	£0.00	6	£0.00			Helen Keamey/ Clarisse Tavin	City Public Realm and MCP Team		
R11		(3) Reputation	Local businesses object to transportation changes and proposed design option	The project is not able to fulfill its initial objectives. It could have an impact on scope and delay the project by looking for alternative design solutions.	Possible	Serious	6	£0.00			Ensure good communication with local businesses through surveys, e-bulletin, letters, public consultation, and other meeting/events and regular project updates are in place.	£0.00			£0.00		£0.00			Helen Keamey/ Clarisse Tavin	City Public Realm		

R12	(4) Contractual/Partnership	Problem with decision making between three large separate consultants teams	Lack of clear lines of responsibilities and poor communication could cause project delay in all consultants team. This would have an impact on budget and reputation.	Possible	Major	12		£0.00				Ensure that good communication is maintained between three separate consultants team and regular meetings are in place.	£0.00			£0.00				Helen Keamey/Clarisse Tavin	City Public Redm. MCP team. Museum of London team			
R13	(2) Financial	Issues relating to appointment of consultants	Delays cause by problems with finalising contracts with consultants	Unlikely	Major	8		£0.00				City procurement practices are in place	£0.00			£0.00				Helen Keamey/Clarisse Tavin	City Public Redm			
R14	(3) Reputation	Lack of clear and effective communication with LB Islington	Poor communication with LB Islington could impact scope of the project and cause delay. It would also impact project reputation.	Unlikely	Serious	4		£0.00				Ensure that good communication is maintained with LB Islington and regular meetings are in place.	£0.00			£0.00				Helen Keamey/Clarisse Tavin	City Public Redm			
R15	(1) Compliance/Regulatory	The Parliamentary Bill for Smithfield Market relocation not approved	The project is not able to fulfil its objectives. Significant changes to scope would be introduced.	Unlikely	Extreme	16		£0.00				MCP team working closely with Remembrances' dept. CPK team to contribute required design work in a timely manner.	£0.00			£0.00				Chris Bonner	MCP team			
R16	(9) Environmental	Covid-19 impacts	Due to Covid 19 and the impact of this (e.g. social distancing measures and contractors stopping work), certain elements of the project are delayed. Could particularly impact on stakeholder engagement and transport modelling.	Possible	Serious	6		£0.00				Reorder project programme to concentrate on priorities; ensure that transport options are set out so that one option is not pre-determined prior to engagement.	£0.00	Possible	Serious		£0.00	6	£0.00		Helen Keamey/Clarisse Tavin	City Public Redm		
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R96								£0.00				£0.00			£0.00			£0.00				
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R98								£0.00				£0.00			£0.00			£0.00				
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R100								£0.00				£0.00			£0.00			£0.00				

City of London: Projects Procedure Corporate Issues Log

Project Name: **Smithfield Public Realm**
 Unique project identifier: **11956**

General issue classification							Ownership & Action							
Issue ID	Risk ID (where previously identified)	Category	Description of the Issue	Issue Impact Description	Impact Classification	Control actions	Date raised	Named Departmental Issue Manager/Coordinator	Issue owner (Named Officer or External Party)	Dependencies	Status	Cost to resolve [£] on completion	Date Closed	Comment(s)
I.01		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.02		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.03		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.04		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.05		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.06		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.07		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.08		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.09		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.10		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.11		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.12		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.13		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.14		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.15		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.16		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.17		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.18		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.19		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									
I.20		(9) Environmental	(9) Environmental	(9) Environmental	(9) Environmental									

City of London: Projects Procedure Corporate Dependence

Project Name:

Smithfield Public Realm

Unique project identifier:

11956

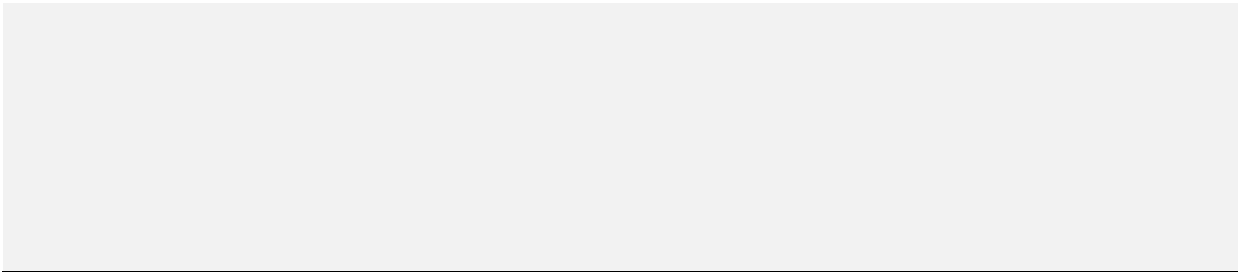
A list of any event or work that are either dependent on the result of your project, or your project will depend on.

General dependency classification				
Dependency ID	Category	Description of the Dependency	Dependency Impact Description	Impact Classification
D.1				
D.2				
D.3				
D.4				
D.5				
D.6				
D.7				
D.8				
D.9				
D.10				
D.11				
D.12				
D.13				
D.14				
D.15				

s Log

end on.

on				
Control actions	Response type	Confidence in the estimation	Date raised	Dependency owner (Named Officer or External Party)



Ownership & Action				
Dependency owner (Named Officer or External Party)	Action dependencies	Status	Date Closed	Comment(s)

City of London: Projects Procedure Corporate Assumptions Log

Project Name:

Smithfield Public Realm

Unique project identifier:

11956

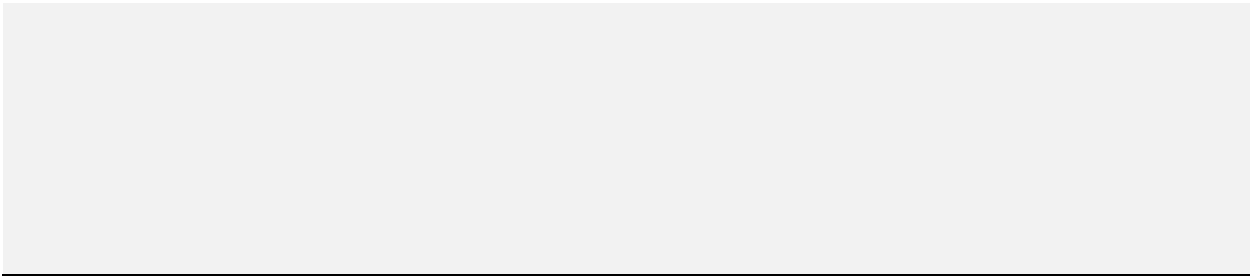
A list of any factors that you are assuming to be in place that will contribute to the successful result of your

General assumption classification				
Assumption ID	Category	Description of the Assumption	Assumption Impact Description	Impact Classification
A.1				
A.2				
A.3				
A.4				
A.5				
A.6				
A.7				
A.8				
A.9				
A.10				
A.11				
A.12				
A.13				
A.14				
A.15				

29

project.

Control actions	Response type	Confidence in the estimation	Date raised	Assumption owner (Named Officer or External Party)



Ownership & Action

Assumption owner (Named Officer or External Party)	Action dependencies	Status	Date Closed	Comment(s)

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Committees: Streets and Walkways Committee <i>[for decision]</i> Projects and Procurement Sub <i>[for information]</i>	Dates: 09 July 2024 15 July 2024
Subject: Museum of London S278 Unique Project Identifier: 12375	Gateway 3: Outline Options Appraisal (Complex)
Report of: Executive Director Environment Report Author: James Aggio-Brewe – City Operations	For Decision
<h1 style="margin: 0;">PUBLIC</h1>	

1. Status update	<p>Project Description: Highway and public realm improvements to ensure the effective and safe operation of the new Museum of London development (General Market, Poultry Market, and the Annexe building) via Section 278 obligations.</p> <p>Taking a programmatic approach with integrated project management of both the S278 project for the museum and the wider Smithfield Public Realm and Transportation project is the best way forward. It is however important to keep reporting on these projects separately as the scope of the public realm project extends beyond the Museum boundary and beyond the lifecycle of the S278 project.</p> <p>This Report:</p> <p>The purpose of this report is to:</p> <ol style="list-style-type: none"> 1) To provide an update on the work carried out since the last Gateway report (G2 Jan 2023); 2) To provide an update on the next steps and timescales for delivery; and
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	<p>3) Seek approval for the necessary level of funding to deliver the next steps and get to the next gateway, which will either be a G4 or a G4/5.</p> <p>RAG Status: Amber (<i>Amber at the last committee</i>)</p> <p>Risk Status: Medium (<i>Medium at the last committee</i>)</p> <p>Total Estimated Cost of Project (excluding risk): £3m - £7m <i>Estimated total outturn cost</i></p> <p>Change in Total Estimated Cost of Project (excluding risk): Increase/Decrease of £0m since last report to Committee.</p> <p>Spend to Date: £97,578.54</p> <p>Costed Risk Provision Utilised: £0</p> <p>Funding Source: S278 Contributions</p> <p>Slippage: N/A since the last report</p>
<p>2. Next steps and requested decisions</p>	<p>Requested Decisions:</p> <p>Members of the Streets and Walkways Sub-Committee are requested to</p> <ul style="list-style-type: none"> • Approve the additional budget of £335k to reach the next Gateway funded from S278 contributions (subject to receipt of funding); • Note the revised project budget of £435k (excluding risk); • Note the total estimated cost of the project at £3m - £7m (excluding risk); • Approve a Costed Risk Provision of £50k (to be drawn down via delegation to Chief Officer); • Delegate authority to the Executive Director Environment, in consultation with the Chamberlain, to make any adjustments between elements of the approved budget, provided the total approved budget of £435k (exc. CRP) is not exceeded. <p>Next Gateway: <i>Gateway 4: Detailed Options Appraisal</i></p> <p>Next Steps:</p> <ul style="list-style-type: none"> • To review revised plans for the Museum of London construction programme and the impact of those changes around vacant possession of the footways, loading bays, highways, and security of the public realm. • To work with the Museum of London to establish the phasing of the S278 project to align with the opening of the General Market (Mid 2026) and the Poultry Market (Q1 2028) - including any interim requirements between

	<p>when the General Market part of the Museum opens and the subsequent opening of the Poultry market in 2028.</p> <ul style="list-style-type: none"> • To carry out the necessary surveys and pedestrian modelling to ascertain the detail of the changes to the highway, pavements, crossings, and lighting. • To continue working closely with the Museum of London team and key stakeholders, including London Borough of Islington and TfL. • To work towards the signing of the S278 agreement between the Museum of London and the City. • It is proposed to submit a G4 or a G4/5 in late 2024 or early 2025. This is to align the S278 works needed for the General Market opening (phase 1) with their opening date of mid-2026. We would expect all relevant work to be complete for Phase 1 by March 2026 in preparation for the opening date, excluding any work that is not possible due to the continued construction of Phase 2. this assumes the public highway is available to us to start work on time. 																				
<p>3. Resource requirements to reach next Gateway</p>	<p>Funding: S278 Contributions. The Museum of London have been asked for further evaluation and design contributions above the £100k previously agreed as part of their S106/unilateral agreement. This is in line with other developments of this size, and the agreement provides a provision for this. This funding request is subject to the receipt of funds. Work will not be able to progress without this funding.</p> <table border="1" data-bbox="528 1256 1422 2049"> <thead> <tr> <th data-bbox="528 1256 762 1402">Item</th> <th data-bbox="762 1256 1007 1402">Reason</th> <th data-bbox="1007 1256 1251 1402">Funds/ Source of Funding</th> <th data-bbox="1251 1256 1422 1402">Cost (£)</th> </tr> </thead> <tbody> <tr> <td data-bbox="528 1402 762 1507">P&T Staff Costs</td> <td data-bbox="762 1402 1007 1507">Project management</td> <td data-bbox="1007 1402 1251 1507">S278 Contributions</td> <td data-bbox="1251 1402 1422 1507">£75,000</td> </tr> <tr> <td data-bbox="528 1507 762 1760">Consultant Costs (fees)</td> <td data-bbox="762 1507 1007 1760">Pedestrian modelling, stakeholder engagement and consultation</td> <td data-bbox="1007 1507 1251 1760">S278 Contributions</td> <td data-bbox="1251 1507 1422 1760">£75,000</td> </tr> <tr> <td data-bbox="528 1760 762 1865">P&T Highways</td> <td data-bbox="762 1760 1007 1865">Design work</td> <td data-bbox="1007 1760 1251 1865">S278 Contributions</td> <td data-bbox="1251 1760 1422 1865">£50,000</td> </tr> <tr> <td data-bbox="528 1865 762 2049">Surveys (fees)</td> <td data-bbox="762 1865 1007 2049">Trial Holes, ground surveys, load testing</td> <td data-bbox="1007 1865 1251 2049">S278 Contributions</td> <td data-bbox="1251 1865 1422 2049">£135,000</td> </tr> </tbody> </table>	Item	Reason	Funds/ Source of Funding	Cost (£)	P&T Staff Costs	Project management	S278 Contributions	£75,000	Consultant Costs (fees)	Pedestrian modelling, stakeholder engagement and consultation	S278 Contributions	£75,000	P&T Highways	Design work	S278 Contributions	£50,000	Surveys (fees)	Trial Holes, ground surveys, load testing	S278 Contributions	£135,000
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	<table border="1"> <tr> <td data-bbox="528 168 762 241">Total</td> <td data-bbox="762 168 1007 241"></td> <td data-bbox="1007 168 1251 241"></td> <td data-bbox="1251 168 1422 241">£335,000</td> </tr> </table>	Total			£335,000
Total			£335,000		
<p>4. Overview of project options</p>	<p>The proposed budget set out above is funds for:</p> <ol style="list-style-type: none"> 1) Staff time for a group manager and project manager for 1.5 days a week on average for 6-8 months. 2) Staff time for a highways engineer to carry out detailed design work. 3) Fees for consultancy services – to be used on pedestrian modelling (£35k), stakeholder engagement (£20k) and security assessments (£20k). 4) Fees for civil engineering surveys such as, but not exclusively, trial holes and load tests for lighting as well as ground surveys for any hostile vehicle mitigation or lighting columns we may use. Fees for TfL regarding any need for a signalised crossing on Charterhouse Street and associated works. <p>Costed Risk Provision requested for this Gateway: £50k – S278 Contributions (as detailed in the Risk Register – Appendix 2)</p> <p>Background:</p> <ol style="list-style-type: none"> 4.1 The project was initiated in January 2023 after the revised planning application for the new Museum of London complex was granted in April 2023. The Design and Evaluation funds (£100k) for the S278 were received in Summer 2023. This allowed officers to start work on determining the scope of the S278 and to commission pedestrian and traffic surveys and start engagement activities. The S278 project is to be developed in phases to align with the MoL programme: 4.2 Phase 1 – General Market opening – Mid 2026, 4.3 Phase 2 – Poultry Market opening 2028. 4.4 There will be a minimum 18-month interim period between when the General Market part of the Museum is open to the public and the subsequent opening of the Poultry Market area of the museum. 4.5 Our outline programme is to start work in Q2 2025 on the Phase 1 construction. Phase 2 construction will most likely begin in Q3 2026, dependent on the programme of works for the Museum. This is subject to the receipt of funds being swift and the release of the public highway by the developer. 4.6 A separate project for the transformation for the surrounding public realm was initiated in October 2017. This aims to provide new public spaces and improved environment in West Smithfield in line with the City Transport Strategy and the anticipated major increased numbers of visitors in the area. A separate report on the 				

Smithfield Public Realm and Transportation scheme is on the same agenda. This is reported on separately to the S278 project for the Museum, however, the two projects are aligned with design and delivery coordinated where appropriate and possible.

Work completed to date:

Surveys:

4.7 Pedestrian surveys and traffic surveys were recently undertaken, encompassing the whole market area (including the streets around the Meat Market). These have helped to clarify data on the numbers of people and vehicles that were collected pre-pandemic and formed part of the application details, with the current situation. Numbers of people and vehicles are down approximately around 20%. This allows officers to better understand the requirement for the new development, with the additional expected flows to and from the Museum.

4.8 Further work is likely to be needed to understand the interactions of construction vehicles for the museum between Phase 1 and Phase 2 and how the Meat Market operation continues, with a focus on the morning peak and the surrounding street network to inform our own construction work programming.

Programme and phasing:

4.9 The planning application which granted permission in 2023 was predicated on all facets of the Museum being open at the same time (General Market, Poultry Market, and Annexe buildings). This is now not the case.

4.10 Delays in the construction of the Poultry Market and the Annexe means that now the General Market will be open in mid-2026 with the Poultry Market not being open until early 2028. Timings for the Annexe needs to be confirmed, but the City Surveyor is working with the Environment Team on the Marketing & Disposal plan for this asset. Alongside this there is the Meat Market move from Smithfield to Dagenham Dock in the LB Barking & Dagenham, provisionally expected to be completed in 2028/9. This adds another layer of complexity in terms of phasing. The Meat Market must remain operational until the move to the co-located site in Dagenham Dock. Post move, the re-use of the building is yet to be established, so we do not yet know what is required from the highways for any future redevelopment, in particular from East Poultry Avenue.

4.11 This complicates the S278 scheme (and the wider public realm scheme) as part of the Museum will be open

whilst there is still construction work ongoing around the site. This may alter pedestrian flows around the buildings and may require some temporary measures to ensure visitors can arrive safely in the meantime.

4.12 There may also need to be a phased approach to any security measures on the public highway and possible alternative coach parking maybe required in that interim period (post Phase 1) whilst the Poultry Market construction and fitting out is completed. The crossing points on Charterhouse Street and surrounding streets, should the detailed modelling indicate that they are required, may also be impacted by the interactions of these phases and it may not be possible to deliver that until the second phase.

Key stakeholders' engagement:

4.13 Officers have been actively engaging with the Museum of London project and programme team, and their partners such as Momentum and Sir Robert McAlpine. We have also presented the high-level programme to the New Museum of London board as part of the Gateway 2 and will continue to regularly present progress at these meetings as needed.

4.14 Officers are engaging with the London Borough of Islington on potential changes required for the S278 which may be on their highway, as the borough boundary runs along Charterhouse Street, and also on their wider plans for the area.

4.15 Officers are also engaging with TfL around our S278 works and how to coordinate them with any TfL S278 works on Farringdon Street.

Lighting:

4.16 Work on location of the street lighting on West Smithfield has progressed and we have a good understanding of the design constraints meaning that catenary lighting will have to be fixed to the Annexe building and the Museum. Further detailed design and civil engineering will be carried out as part of the next stage of detailed work. Also, an understanding of the future programme for the Annexe building and whether this will impact the installation of the catenary lighting.

Conclusion:

4.17 The work completed to date provides a good understanding of the requirements needed for the full S278. This includes but is not limited to increases to

	<p>pavement widths around the site to ensure that the pedestrian comfort levels stay within the guidelines of a minimum B+ rating. The addition of a crossing on Charterhouse St (location tbc) is likely to be required. Installation of cycle parking and the requirements to facilitate the ramp servicing on West Smithfield, waiting and loading changes and associated traffic order changes for the coach bays etc.</p> <p>4.18 The security plan has been agreed with City of London Police Counter Terrorism Security Advisors team and with the City Planning team. Further discussion is still required on the potential use of public highway to facilitate security requirements.</p> <p>4.19 Taking all the points stated in this report into account, there is an increase in complexity from when the S278 project was first initiated. there are no specific design options to choose between at this stage and the S278 project is centred around the functional requirements to ensure the museum, when it opens (at each stage) is safe, accessible, inclusive and accommodates the number of visitors it expects. The wider West Smithfield Public Realm scheme will look to enhance these areas to provide a more welcoming and fitting public realm for a new world class museum.</p>
<p>5. Recommendation</p>	<p>5.1 It is recommended to proceed on the basis of undertaking further technical work and detailed design of the full S278 programme and continue to liaise closely with the Museum's project team on their phasing and timelines to be able to break up the required S278 works into the appropriate phases to meet the developments opening timelines. The S278 project will work in tandem with the wider public realm project sharing efficiencies of data collection and design.</p> <p>5.2 The additional pedestrian modelling, ground surveys/trial holes, investigations, and stakeholder engagement will allow the City to de-risk the S278 work and its subsequent programme reducing the risk of abortive work and cost.</p> <p>5.3 The additional design and evaluation fee is required to ensure that the complexity of all of these moving parts is well established and coordinated minimising abortive work and ensuring that all stakeholders are fully aware of the interactions of the various aspects. It will also pay for the detailed design work to determine the estimated cost for this S278 and entering into the S278 agreement.</p>

<p>6. Risk</p>	<p>6.1 The main risks for the project throughout the lifecycle are changes in the Museum’s programme. This would mean we couldn’t start work when we needed to. Whilst this is more of a Gateway 5 risk it is important to highlight this now as one of the key risks facing the project. As stated in this report the programme for the annexe buildings and for the Poultry Market have already slipped since project initiation. Our mitigation for this is early and continued engagement with the Museum project/programme team.</p> <p>6.2 Another key risk for the project is being able to balance out the complex stakeholder demands and ensuring that all stakeholders are aligned with the project. The Museum has statutory obligations as part of their agreement with the City for the S278, but there are also other stakeholders in the area such as TfL and London Borough of Islington who will either have separate S278 agreements with the museum or will need to be consulted around potential changes to highway adjacent or impacting their boundaries.</p> <p>6.3 There is also a risk that the City is delayed in receiving funding to carry out these works. A delay of this type will risk the ability for the S278 works to be delivered in time for the 2026 opening. The mitigation is continued engagement with the Museum and clear communication on why funding is required.</p> <p>6.4 At this gateway there could be challenges with ground conditions that mean a re-design may be required for hard security measures, kerb alignments, and crossing points. We intend to mitigate this by undertaking trial holes and surveys to establish the conditions and design around them.</p> <p>Costed Risk Provision Utilised at Last Gateway: £0 Change in Costed Risk: + £50k.</p> <p>Further information available in the Risk Register (Appendix 2)</p>
<p>7. Procurement approach</p>	<p>7.1 The procurement approach for any appointment or work will be completed in consultation with the City Procurement Team following the standard procurement approach for the value of work.</p> <p>7.2 Physical work is intended to be carried out by the City Term contractor FM Conway.</p>

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	Finance Table
Appendix 4	Site plan and Phasing Plan

Contact

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Email Address	James.aggio-brewe@cityoflondon.gov.uk

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Project Coversheet

[1] Ownership & Status
UPI: 12375 Core Project Name: Museum of London S278 Programme Affiliation (if applicable): Project Manager: James Aggio-Brewe Definition of need: To carry out the S278 for the Museum of London development. Highways and footway changes to create a safe, functional environment for the ongoing operation of the Museum, discharging our duty as the highway authority. Key measures of success: <ol style="list-style-type: none">1) Scope clearly defined for the S278 and agreed between the Museum and the City of London.2) To provide a safe, and functional environment for the new Museum of London to operate effectively. Expected timeframe for the project delivery: Phase 1 completed for Mar 2026, Phase 2 completed for early 2028 Key Milestones: G4/5 – Q4 2024/Q1 2025 Start Phase 1 construction: Mar 2025 Phase 1 construction complete: Mar 2026 Start Phase 2 construction: June 2026 Phase 2 construction complete: Jan 2028 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? The museum development is a high-profile piece of work, and whilst this forms a small part of it we do need to make sure all stakeholders are aligned in terms of messaging to the public.

[2] Finance and Costed Risk		
Headline Financial, Scope and Design Changes: <table border="1"><tr><td>‘Project Briefing’ G1 report (as approved by Chief Officer xx/yy/zz):<ul style="list-style-type: none">• Total Estimated Cost (excluding risk):• Costed Risk Against the Project:• Estimated Programme Dates: <i>Scope/Design Change and Impact:</i></td></tr><tr><td>‘Project Proposal’ G2 report (as approved by PSC 17/01/23):<ul style="list-style-type: none">• Total Estimated Cost (excluding risk): £5m-£10m• Resources to reach next Gateway (excluding risk): £100k• Spend to date: N/A</td></tr></table>	‘Project Briefing’ G1 report (as approved by Chief Officer xx/yy/zz): <ul style="list-style-type: none">• Total Estimated Cost (excluding risk):• Costed Risk Against the Project:• Estimated Programme Dates: <i>Scope/Design Change and Impact:</i>	‘Project Proposal’ G2 report (as approved by PSC 17/01/23): <ul style="list-style-type: none">• Total Estimated Cost (excluding risk): £5m-£10m• Resources to reach next Gateway (excluding risk): £100k• Spend to date: N/A
‘Project Briefing’ G1 report (as approved by Chief Officer xx/yy/zz): <ul style="list-style-type: none">• Total Estimated Cost (excluding risk):• Costed Risk Against the Project:• Estimated Programme Dates: <i>Scope/Design Change and Impact:</i>		
‘Project Proposal’ G2 report (as approved by PSC 17/01/23): <ul style="list-style-type: none">• Total Estimated Cost (excluding risk): £5m-£10m• Resources to reach next Gateway (excluding risk): £100k• Spend to date: N/A		

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<ul style="list-style-type: none">• Costed Risk Against the Project: £0• CRP Requested: £0• CRP Drawn Down: £0• Estimated Programme Dates: Q4 2025
<p><i>Scope/Design Change and Impact:</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):• Resources to reach next Gateway (excluding risk)• Spend to date:• Costed Risk Against the Project:• CRP Requested:• CRP Drawn Down:• Estimated Programme Dates:
<p><i>Scope/Design Change and Impact:</i></p>
<p>‘Authority to start Work’ G5 report (as approved by PSC xx/yy/zz):</p> <ul style="list-style-type: none">• 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:
<p><i>Scope/Design Change and Impact:</i></p>
<p>Total anticipated on-going commitment post-delivery [£]: Programme Affiliation [£]:</p>

City of London: Projects Procedure Corporate Risks Register

Project Name: Museum of London S278		PM's overall risk rating: Medium	CRP requested this gateway: £ 50,000	Average unmitigated risk: 9.3	Open Risks: 6
Unique project Identifier: 12375	Total estimated cost (exc cost): £ 5,000,000	Total CRP used to date: £ -	Average mitigated risk score: 7.7	Closed Risks: 0	

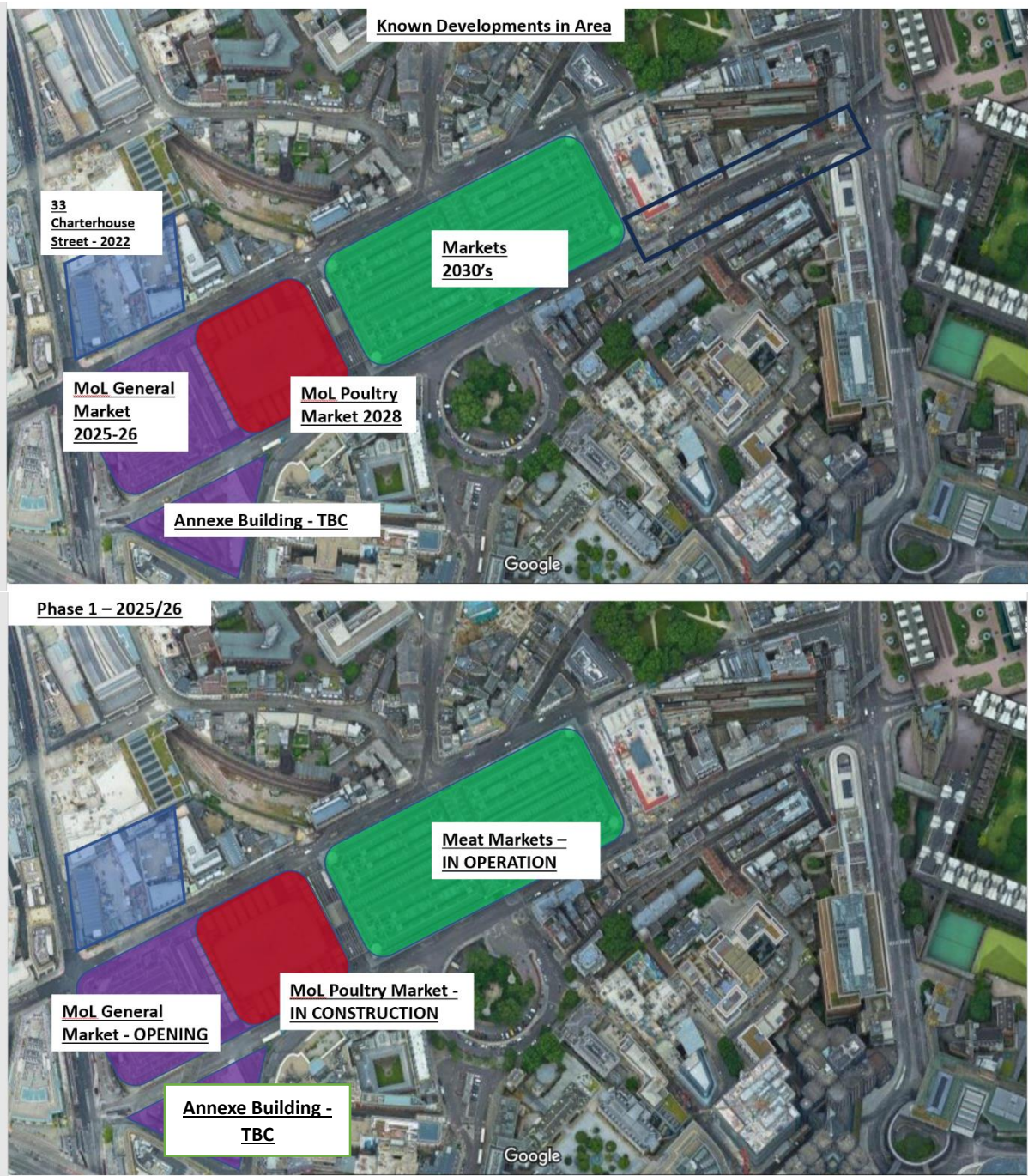
General risk classification										Mitigation actions					Ownership & Action								
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification on post-mitigation	Impact Classification on post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Comment(s)
R1	3	(10) Physical	Further Delays to the construction of the General or Poultry Market	This will result in delays in Col receiving possession of the footways and Highways and therefore delay the implementation of the S278	Possible	Major	12	£0.00	N	B – Fairly Confident	Regardless of if this happens for this gateway the work being carried out won't be affected by this.	£0.00	Possible	Major	£0.00	12	£0.00		05-Apr	Ian Hughes	James Aggio-Brewer		
R2	3	(10) Physical	Ground investigations/trial holes uncover issues for lighting columns or bollards	Any issues will need to be mitigated by re-design or further trial holes which will increase the cost	Possible	Serious	6	£25,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	This can't really be mitigated we would have to accept the cost post-mitigation	£0.00	Possible	Serious	£25,000.00	6	£0.00		05/04/2024	Ian Hughes	James Aggio-Brewer		
R3	3	(2) Financial	Delays in receiving the funding from the Museum as we had at Gateway 2	If the funding is not provided by the Museum promptly then the S278 work will slip	Possible	Major	12	£0.00	N	C – Uncomfortable	Early engagement with the Museum	£0.00	Unlikely	Serious	£0.00	4	£0.00		05-Apr	Ian Hughes	James Aggio-Brewer		
R4	3	(1) Compliance/Regulatory	Finding a way to provide the Mol with a waiting area for their delivery bay on West Smithfield	At the moment we have no mechanism to provide this on a permanent basis, so we	Possible	Serious	6	£0.00	N	B – Fairly Confident	This will only really cost extra staff time and with good planning this can be mitigated within existing budget	£0.00	Possible	Serious	£0.00	6	£0.00		05-Apr	Ian Hughes	James Aggio-Brewer		
R5	3	(4) Contractual/Partnership	Engagement from the Museum around the S278	There will be parts of the work at this gateway where Col and Mol will have to work collaboratively. This has been challenging so far and should this continue we will be delayed in completing the detailed design	Likely	Serious	8	£25,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Whilst Col can and has made every attempt to improve this, ultimately we cannot mitigate this issue fully however we can improve communication and plan in regular sessions with the Museum	£0.00	Possible	Serious	£25,000.00	6	£0.00		05-Apr	Ian Hughes	James Aggio-Brewer		
R6	5	(10) Physical	Unexpected road closures due to utility works or urgent construction	Should this occur during a period of surveys or during Mol construction this may delay the project	Possible	Major	12	£0.00	N	B – Fairly Confident	Regular engagement with the Highways team will help to mitigate this but ultimately utilities can do as they please from a legislative perspective	£0.00	Possible	Major	£0.00	12	£0.00		05-Apr	Ian Hughes	James Aggio-Brewer		
R7																							
R8																							
R9																							
R10																							
R11																							
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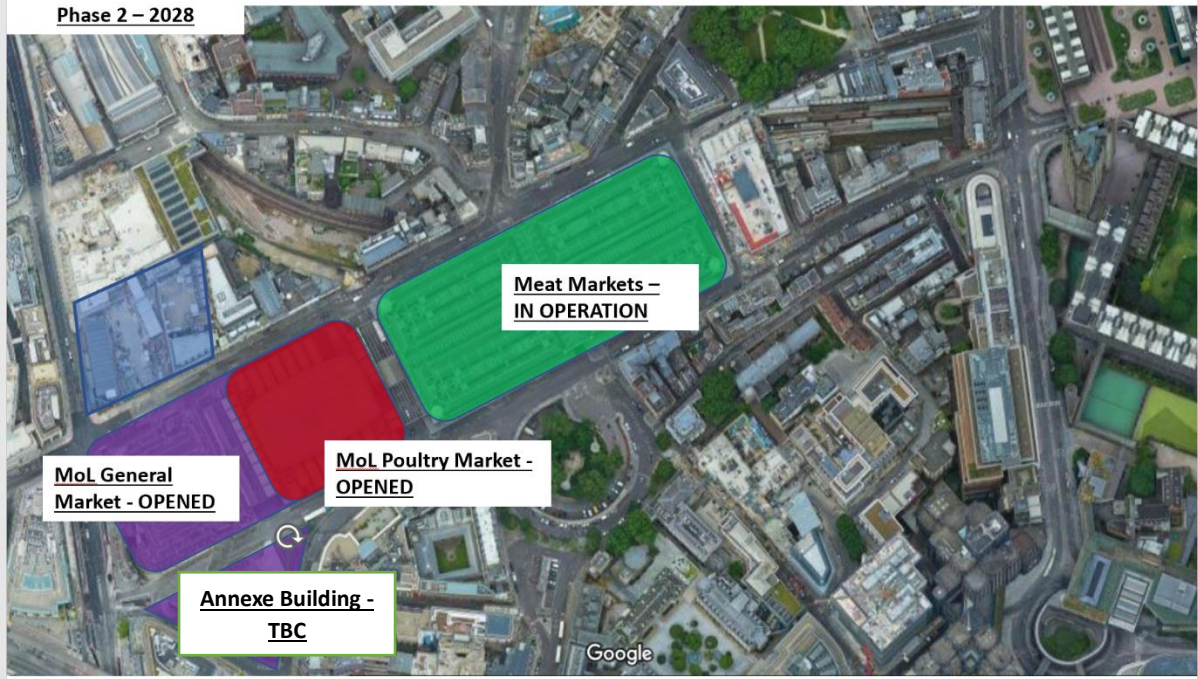
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Table 1: Spend to date - 16800489: Museum of London S278			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	2,100	1,725	375
P&T Staff Costs	37,900	44,896	(6,996)
P&T Fees	60,000	50,957	9,043
TOTAL	100,000	97,578	2,422
Table 2: Resources Required to reach the next Gateway			
Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
Env Servs Staff Costs	2,100	50,000	52,100
P&T Staff Costs	37,900	75,000	112,900
P&T Fees	60,000	210,000	270,000
Costed Risk Provision	-	50,000	50,000
TOTAL	100,000	385,000	485,000
Table 3: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
S278	100,000	385,000	485,000
Total Funding Drawdown	100,000	385,000	485,000

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Appendix 4: Implementation Phasing by Area:





Committees:	Dates:
Streets & Walkways Sub – for decision Natural Environment Board – for decision Projects & Procurement Sub – for Information	09 July 2024 11 July 2024 23 September 2024
Subject: Finsbury Circus Access Improvements	Gateway 2-5 Authority to Start Work
Unique Project Identifier: 12455	Light
Report of: Executive Director, Environment Report Author: Clive Whittle	For Decision
PUBLIC	

Recommendations

<p>I. Approval track, next steps and requested decisions</p>	<p>Project Description:</p> <p>In line with the Liverpool Street Area Healthy Streets Plan, this project seeks to implement accessibility improvements and to rearrange parking to enable improvements and to accommodate micromobility (dockless cycles and e-scooter hire) parking.</p> <p>The proposals include creating accessible crossing areas at the entrances to Finsbury Circus Gardens by raising the carriageway and by creating new and widening existing pavements. Kerbside parking provision has been comprehensively reviewed and will be amended to enable these improvements and to accommodate micromobility parking. This parking will serve both visitors to the gardens and surrounding buildings and people travelling to and from Liverpool Street and Moorgate stations.</p> <p>This project is subject to the approval of the Liverpool Street Area Healthy Streets Plan (HSP) by the Planning and Transportation Committee in July, therefore no Gateway 1 Project Briefing is necessary as this project will follow on as part of that approval.</p> <p>Next Gateway: Gateway 6 Outcome Report</p> <p>Next Steps:</p> <ul style="list-style-type: none"> • Complete detailed design and cost estimate.
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- Commence legal processes and consultation required to install the raised carriageways and amend parking bays and the waiting and loading restrictions.

Requested Decisions:

Subject to the July 2024 Planning & Transportation Committee’s approval of the Liverpool Street Area HSP;

For Streets & Walkways Sub Committee

1. Agree to the proposal as detailed in Section 6, and to note that the making of the necessary traffic orders, subject to no objections, or the resolution and consideration of any objections arising from the statutory processes, is delegated to the Director of City Operations under the Scheme of Delegation.
2. That a budget of £556,000 is approved to reach the next Gateway, to be funded from the Liverpool Street Crossrail Urban Integration project (Phase 2).
3. Note the total estimated cost of the project at £556,000 (excluding risk).
4. That a Costed Risk Provision of £304,000 is approved (to be drawn down via delegation to Chief Officer).
5. Delegate to the Executive Director Environment authority and in consultation with the Chamberlain to approve budget adjustments between budget lines and within the approved total project budget, above the existing authority within the project procedures.

For Natural Environment Board

6. Agree to the proposed changes to the pathways at the entrances inside Finsbury Circus Gardens, to align with the adjacent highway measures shown on the plan in Appendix 2.

2. Budget

Item	Reason	Funds/ Source of Funding	Cost (£)
Staff Costs (P&T)	Project management	S106	£15,000
Staff Costs (Highways)	Completion of detailed design	S106	£20,000
Staff Costs (Highways)	works supervision	S106	£35,000

		and coordination		
	Fees	Topographical and radar surveys: site investigations	S106	£36,000
	Fees	Traffic Management Orders and Public Notices	S106	£12,000
	Works Utilities	Works by utility companies	S106	£50,000
	Works	Construction of raised carriageways, footways, tactile paving, drainage, road markings, and signage	S106	£370,000
	Maintenance	Provision for maintenance works for 20 years	S106	£18,000
	Total			£556,000
	<p>Costed Risk Provision requested for this Gateway: £304,000 to be funded from S106 (as detailed in the Risk Register – Appendix 5).</p> <p>The total cost of the project has been estimated at an early stage and can deviate significantly. Therefore, the majority of the costed risk provisions requested is to cover the higher end of estimated cost range to ensure there is sufficient budget for the project.</p>			
3. Governance arrangements	<ul style="list-style-type: none"> a. Service Committee: Streets & Walkways Sub-Committee b. Natural Environment Board (for works inside the Gardens to tie in with levels on the public highway) c. Name of Senior Responsible Officer: Bruce McVean, Assistant Director. 			

	Due to the limited scope of this project, a project board is not considered necessary. All other decisions concerning this project are delegated to the Chief Officer.
4. Progress reporting	Although this is a relatively high-cost project, the proposals and risks are minor and of a routine nature. No progress report would be necessary. Any project changes will be sought by exception via an Issues Report to the Streets & Walkways Sub Committee, Natural Environment Board or delegated to the Chief Officer as appropriate.

Project Summary

5. Context	<p>The Liverpool Street Area Healthy Streets Plan (HSP) covers the area bounded by Bishopsgate to the east, Moorgate to the west, London Wall-Wormwood Street to the south, and the City of London boundary with the London Boroughs of Islington and Hackney at northern edge.</p> <p>The plan provides a framework for improvements to the streets and spaces within the HSP area. It was approved by the Streets & Walkways Sub Committee in May and is due to be considered for adoption by the Planning & Transportation Committee in July 2024. For Finsbury Circus, the plan includes exploring opportunities to:</p> <ul style="list-style-type: none"> • Create new and improved public realm around entrances to the gardens and provide accessible crossings points to access these. • Reduce and break up car and motorcycle parking around the gardens with greening and seating, reallocate some bays to cycle parking and dockless cycle and scooter bays (micromobility). • Relandscape the western arm, introducing climate resilience measures, seating, and planting. • Improve the public realm on the eastern arm of Finsbury Circus and provide a space for cycle parking and micromobility bays. <p>Works are currently being carried out in Finsbury Circus Gardens to transform it into a tranquil and beautiful environment following its occupation by Crossrail. This is due for completion later in 2024. Works are also due to commence in the next few weeks to relandscape the western arm, with completion also expected by the end of 2024. Additionally, routine resurfacing works was programmed for Finsbury Circus but in light of this project, this has been deferred until February 2025.</p> <p>Proposals, in line with the HSP for the rest of the Circus have now been developed and are being advanced at pace to co-ordinate, as far as practical, with the above activities. This would</p>
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	achieve a greater level of improvements, reduce disruption and save on abortive works and costs.
<p>6. Brief description of project</p>	<p>The main proposals include:</p> <ul style="list-style-type: none"> i. Raising of the carriageway at five locations, four of which are at the entrances to the garden and the other at the eastern end by its junction with Blomfield Street. This will improve accessibility by providing levelled-crossing points for people walking or wheeling at the key locations. The raised carriageways will also reduce traffic speeds which should create a safer, calmer and more pleasant environment. ii. New pavements and widening of existing pavements at locations where most people will be crossing. This will provide space for people waiting, improve visibility and access. In conjunction with i. above, it would also improve the public realm around and visibility of the garden. iii. Minor works to raise / adjust the footpath levels inside the entrances to the gardens, with alterations to the gates and drainage, to join on to the new and widened pavements and raised carriageways. This will ensure a step free continuation of the levelled crossing points from the carriageway and pavements into the gardens. iv. Parking around the Circus will be re-arranged to accommodate the measures detailed above (points i and ii), and to provide new and increased provisions for micromobility parking. This will necessitate reductions in other parking provisions and will be apportioned to reflect the various factors including alignment with the Transport Strategy. There is no reduction in pay & display bays. Further details of the existing and proposed kerbside provisions and considerations can be found in Appendix 4. v. Changes to the waiting and loading restrictions including new “at any time’ waiting and loading restrictions at all the raised carriageway locations to keep the junction and crossing areas clear of parked vehicles to reduce obstruction. <p>A plan of the existing and proposed layout can be found appendix 2 and 3.</p> <p>This project is being advanced at pace primarily to co-ordinate, as much as possible, with the works at the Gardens, the public realm works on the western arm and the resurfacing works, to maximise the benefits including reduction in disruption and save</p>

	<p>on abortive works and costs, but it is noted that these projects and activities are well advanced.</p> <p>An Equalities Analysis (EA) Test of Relevance has been carried out on the proposals which has identified that a full EA is not necessary.</p>
7. Consequences if project not approved	<ol style="list-style-type: none"> 1. Accessibility to the Gardens and at key crossing locations would remain sub-optimal. Step free/levelled crossing surfaces are ideal for inclusive mobility. 2. The opportunity would be missed to make the garden entrances more visible and attractive. 3. Safety would not be improved. Parking close to crossing areas can hinder visibility, and crossing distances would remain excessively wide. Traffic speeds would remain unchanged as there are no speed reduction deterrents. 4. The haphazard kerbside arrangements in the Circus won't be improved. Parking and kerbside use would continue as they are which does not make the best use of space available or meet demand in micromobility parking. Although this could be progressed independently, that approach is not optimal or holistic. 5. The opportunity to co-ordinate with the garden and the western arm public realm projects and the resurfacing works would be missed.
8. SMART project objectives	<p>The success criteria are as follows:</p> <ul style="list-style-type: none"> • The streets and accesses to the garden are accessible and free from obstruction. • The accesses to the garden are more visible, attractive and inviting. • Crossing distances are shorter and easier for people walking and wheeling. • Adequate parking provisions are provided for micromobility users, to accommodate increasing demand. Parking for other essential users is retained. • The project is advanced at pace to coordinate with works in the garden, the western arm and the resurfacing works which will reduce disruption and save on abortive works and costs.
9. Key Benefits	<ul style="list-style-type: none"> • Improved public realm, accessibility and visibility to Finsbury Circus Gardens. • Improved safety, shorter and easier crossing areas for people walking and wheeling, and a calmer and more pleasant environment.

	<ul style="list-style-type: none"> • Parking reapportioned to create provisions for micromobility users which in turn reduces the impact of these vehicles left outside of designated bays.
10. Project category	4a. Fully reimbursable
11. Project priority	B. Advisable
12. Notable exclusions	None

Options Appraisal

13. Overview of options	<p>The scope of this project is defined by the Liverpool Street Area HSP. Therefore, only one option has been taken forward. However, variations to the option have been considered. These include raising the entire carriageway or more sections of the carriageway being raised, seating, greening and construction in different materials such as in granite setts are all possible but would not be cost effective and require more time to progress so it would not be possible to co-ordinate with the existing projects/planned resurfacing works.</p> <p>Variations to the positioning and apportionment of parking bays has also been considered but the option proposed is considered the most optimal as it aligns closest to the Transport Strategy, retains space for essential parking, servicing and enables new provisions to meet demand for micromobility parking, including for people accessing Liverpool Street and Moorgate stations.</p>
14. Risk	<p>Overall project risk: Low</p> <p>The estimated cost of the project has been provided at an early stage and may deviate significantly. To mitigate against this risk, an appropriate sum has been included in the Costed Risk Provisions. Furthermore, should additional budget be necessary, minor alterations to the proposals could be explored or an increase in the budget (from available funds) would be requested.</p> <p><u>Traffic Implications</u></p> <p>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). Traffic impact during construction will be minimised as far as possible but will require some pavement and lane closures to enable the works to be undertaken.</p> <p><u>Legal Implications</u></p>

	<p>Statutory processes will be followed to undertake the Traffic Management Order changes for the rearranged parking and waiting and loading restrictions, and for the public notices for the raised carriageways.</p> <p>Once the consultation has closed officers will need to consider whether a public inquiry should be held and must consider all objections duly made and not withdrawn, although it may be possible to manage this through dialogue with the objector or through minor amendments that do not affect the overall project. Consideration or resolution of any objections to the advertising of Traffic Orders before making them is delegated to the Director of City Operations under the scheme of delegation.</p> <p>There could be objections to the proposals, especially in relation to the reduction in motorcycle parking provisions. However, surveys carried out by officers, have shown that with the existing motorcycle spaces currently available (51 meters suspended since January 2024 for the Garden works), which is a similar amount proposed, spaces were still available. Should demand exceed the proposed on-street provisions, users can park in the London Wall car park, which is just a short walk to Finsbury Circus, free of charge.</p> <p>Further information is available within the Risk Register (Appendix 5).</p>
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Resource Implications

15. Total estimated cost	<p>For recommended option</p> <p>Total estimated cost (excluding risk): £556,000.</p> <p>Total estimated cost (including risk): £860,000</p>									
16. Funding strategy	<p>Is the funding confirmed:</p> <p>All funding fully guaranteed</p>	<p>Who is providing funding:</p> <p>External - Funded wholly by contributions from external third parties</p> <p>Recommended option</p> <table border="1" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Funds/Sources of Funding</th> <th style="text-align: right;">Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Liverpool Street Crossrail Phase 2 S106</td> <td style="text-align: right;">£860,000</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td style="text-align: right;">Total</td> <td style="text-align: right;">£860,000</td> </tr> </tbody> </table> <p>The Liverpool Street Area HSP identified a variety of funding sources that could be used. The Liverpool Street Crossrail</p>	Funds/Sources of Funding	Cost (£)	Liverpool Street Crossrail Phase 2 S106	£860,000			Total	£860,000
Funds/Sources of Funding	Cost (£)									
Liverpool Street Crossrail Phase 2 S106	£860,000									
Total	£860,000									

	Phase 2 S106 (with £1.64M available) is considered the most appropriate and suitable funding to be used for this project.
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Appendices

Appendix 1	Project Cover Sheet
Appendix 2	Plan of proposal
Appendix 3	Plan of Existing Layout
Appendix 4	Table of changes to parking places
Appendix 5	Risk Register

Contact

Report Author	Clive Whittle
Email Address	Clive.whittle@cityoflondon.gov.uk
Telephone Number	07706000265

Options appraisal table.

	<i>Option 1</i>
1. Design Summary	The project aims to create accessible crossing areas at the entrances to Finsbury Circus Gardens by raising the carriageway and by creating new and widening existing pavements. Kerbside parking provision has been comprehensively reviewed and will be amended to enable these improvements and to accommodate micromobility parking. This parking will serve both visitors to the gardens and surrounding buildings and people travelling to and from Liverpool Street and Moorgate stations.
2. Scope and exclusions	<ul style="list-style-type: none"> • Installing raised carriageways on Finsbury Circus • Reallocated parking and changes to waiting and loading restrictions • Installing new and widened pavements • Raising gates and paths, and alterations to drainage inside the gardens at the entrance points
<i>Project Planning</i>	
3. Programme and key dates	<p>It is anticipated that construction would start around November 2024 for a duration of four months.</p> <p>There will be coordination with:</p> <p>The City of London Policy and Projects, and Highways teams for the improvement works on the western arm of Finsbury Circus, from August 2024</p> <p>City of London City Gardens and City Surveyor's for the improvement works in Finsbury Circus Gardens, currently underway, with completion due in November 2024.</p>
4. Delivery Team	City of London Policy and Projects, and Highways teams
5. Risk implications	<p>Overall project option risk: Low</p> <p>The main risks are set out in the report, which are:</p> <p>Project costs increase due to issues identified with utilities apparatus during detailed design stage, which could increase costs and cause delays.</p> <p>Objections resulting from objections to the TMOs for changes to parking arrangements and to the Public</p>

	Option 1
	<p>Notices for the raised carriageways. This could cause delays and increase costs to address or overrule.</p> <p>Project costs increase due to unforeseen issues that the arise during the detailed design.</p> <p>Further information available within the Risk Register (Appendix 5).</p>
6. Benefits	<ul style="list-style-type: none"> • Improved accessibility • Improved safety • Improved public realm • More visible entrances to the gardens • Increased micromobility parking
7. Disbenefits	Reduced motorcycle parking
8. Stakeholders and consultees	<ol style="list-style-type: none"> 1. City Gardens 2. Access team 3. Statutory Traffic Management Order consultees, including the emergency services, disability, cyclist and motorcycle rider organisations. <p>An EA test of relevance has been undertaken. This indicates a full EA is not required.</p>
Resource Implications	
9. Total estimated cost	<p>Total estimated cost (excluding risk): £556,000 (moderately confident)</p> <p>Total estimated cost: £860,000 (including risk):</p>
10. Funding strategy	This is to be fully funded from the Liverpool Street Crossrail Phase 2 S106 budget, and is fully affordable.
11. Estimated capital value/return	N/A
12. Ongoing revenue implications	None
13. Investment appraisal	None. Only one visible option is available.
14. Affordability	Fully affordable
15. Procurement strategy/route to market	This work will be carried out using the Highways Term Contractor, with an agreed schedule of rates.

	Option 1
	Minor work within the gardens may be procured using City Gardens contractors.
16. Legal implications	Statutory consultation is necessary for public notices for the introduction of raised carriageways, and for traffic orders for the introduction, relocation and removal of parking bays, and for changes to waiting and loading restrictions. Once the consultation has closed officers will need to consider whether a public inquiry should be held and must consider all objections duly made and not withdrawn, although it may be possible to manage this through dialogue with the objector or through minor amendments that do not affect the overall project. Consideration or resolution of any objections to the advertising of Traffic Orders before making them is delegated to the Director of City Operations under the scheme of delegation.
17. Corporate property implications	None.
18. Traffic implications	<p>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). Traffic impact during construction will be minimised as far as possible but will require some pavement and lane closures to enable the works to be undertaken.</p> <p>There will be a reduction in space for motorcycle parking, however, this will be about the same space that has been lost for the past few months for suspensions while works are taking place in the gardens. There is still a significant amount of space available, and many users will have found alternative parking or made other travel arrangements. There is also spare capacity available nearby in London Wall carpark.</p> <p>There will also be a reduction in disabled parking bays from 10 to 9, however, surveys have shown there is an oversupply of these bays in Finsbury Circus.</p>
19. Sustainability and energy implications	None.
20. IS implications	None.

	<i>Option 1</i>
21. Equality Impact Assessment	<ul style="list-style-type: none"> An equality impact assessment will not be undertaken. The project will deliver a more accessible environment, and an EA test of relevance has been undertaken, which indicates a full EA is not required.
22. Data Protection Impact Assessment	<ul style="list-style-type: none"> N/A. The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken
23. Recommendation	Recommended

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Project Coversheet

Appendix 1

[1] Ownership & Status

UPI:12455

Core Project Name: Finsbury Circus Access Improvements

Programme Affiliation: N/A

Project Manager: Clive Whittle

Definition of need:

To implement improvements on Finsbury Circus as part of the Liverpool Street Area Healthy Streets Plan. The proposals include creating new and improved public realm around entrances to Finsbury Circus Gardens with raised carriageways and new and wider pavements to form accessible and safer crossing points, which will also improve safety by reducing vehicle speeds. Parking around the Circus will also be re-arranged to maximise kerbside use and will be apportioned to reflect the Transport Strategy, which includes new provisions for micromobility parking. There will be no reduction in pay & display parking bays.

Key measures of success:

- The streets and accesses to the garden are accessible and free from obstruction.
- The accesses to the garden are more visible, attractive and inviting.
- Road crossing distances are shorter and easier for people walking and wheeling.
- Adequate parking provisions are provided for micromobility users. Parking for other essential users is retained.
- The project is advanced at pace to coordinate with works in the garden, the western arm and the resurfacing works which will reduce disruption and save on abortive works and costs.

Expected timeframe for the project delivery: July 2024 – Mid 2025

Key Milestones:

Gateway 2-5 July 2024

Detailed design completed October 2024

Construction substantially complete mid 2025

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 report (as approved by Chief Officer 21/06/2024):

- Total Estimated Cost (excluding risk): £556,000
- Costed Risk Against the Project: £304,000
- Estimated Programme Dates: July 2024 to Mid 2025

Scope/Design Change and Impact:
None

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'Project Proposal' G2 report (N/A):

- Total Estimated Cost (excluding risk): £556,000
- Resources to reach next Gateway (excluding risk): £556,000
- Spend to date: 0
- Costed Risk Against the Project: £304,000
- CRP Requested: £304,000
- CRP Drawn Down: 0
- Estimated Programme Dates: G2/3/4/5 July 2024 – Mid 2025

Scope/Design Change and Impact:

None

'Options Appraisal and Design' G3-4 report (as approved by PSC) N/A:

- Total Estimated Cost (excluding risk): £556,000
- Resources to reach next Gateway (excluding risk): £556,000
- Spend to date: 0
- Costed Risk Against the Project: £304,000
- CRP Requested: £304,000
- CRP Drawn Down: 0
- Estimated Programme Dates: G2/3/4/5 July 2024, Completion of works, Mid 2025

Scope/Design Change and Impact:

None

'Authority to start Work' G5 report (as approved by PSC) N/A:

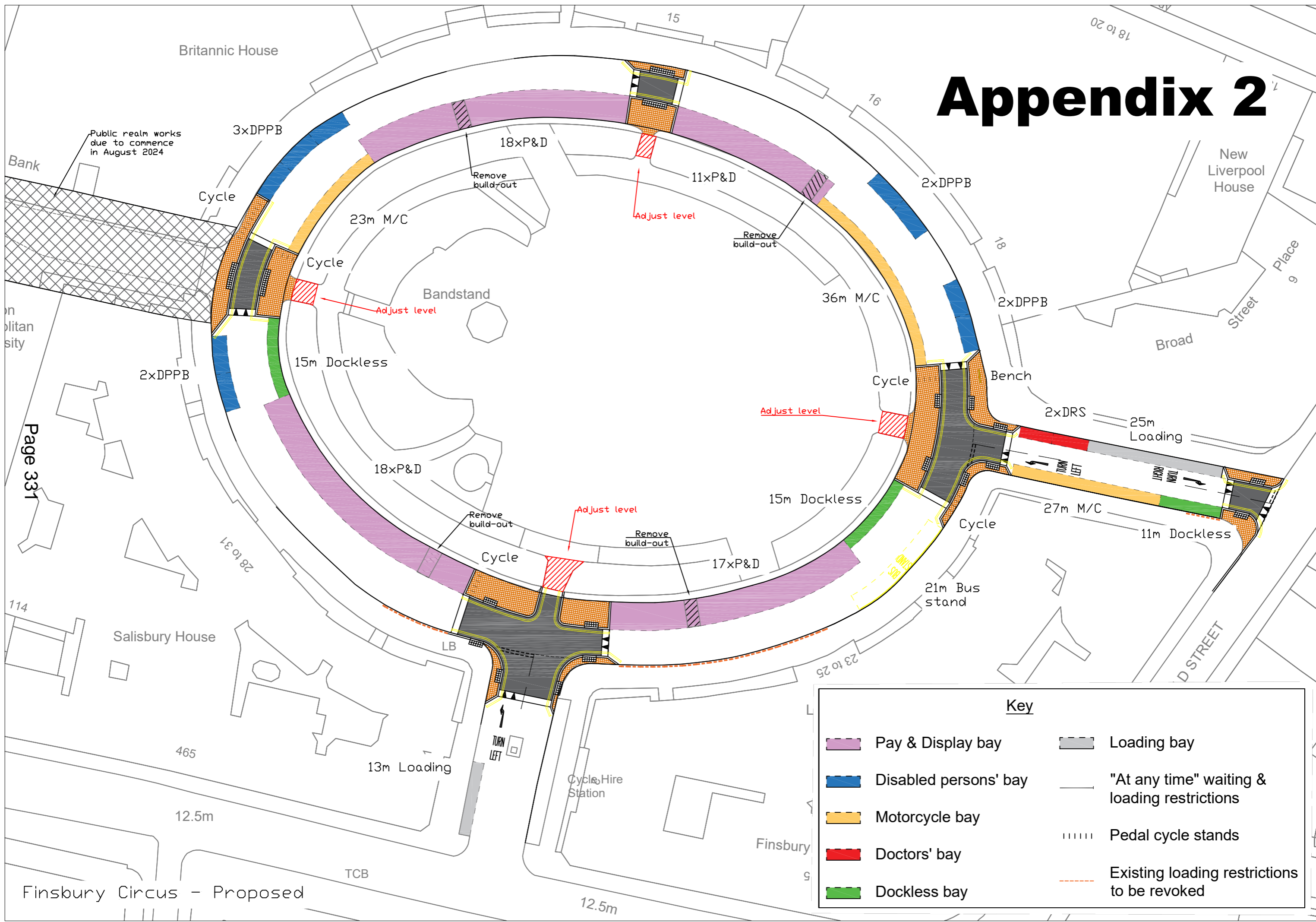
- Total Estimated Cost (excluding risk): £556,000
- Resources to reach next Gateway (excluding risk £556,000
- Spend to date: £0
- Costed Risk Against the Project: £304,000
- CRP Requested: £304,000
- CRP Drawn Down: 0
- Estimated Programme Dates: G2/3/4/5 July 2024, Completion of works, Mid 2025

Scope/Design Change and Impact:

None










Total anticipated on-going commitment post-delivery [£]18,000 Commuted maintenance (included above)

Appendix 2



Public realm works due to commence in August 2024

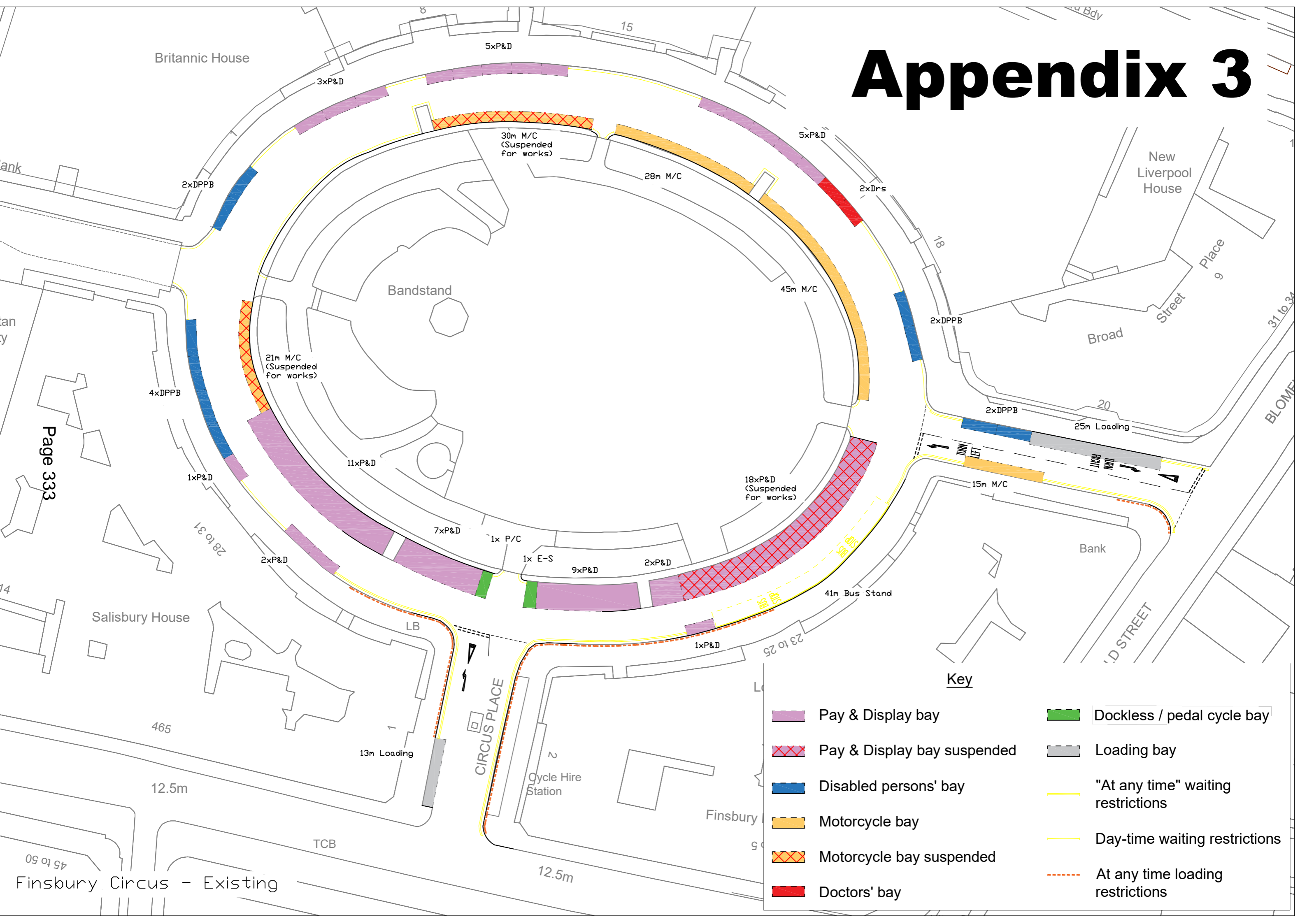
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







Key	
	Pay & Display bay
	Disabled persons' bay
	Motorcycle bay
	Doctors' bay
	Dockless bay
	Loading bay
	"At any time" waiting & loading restrictions
	Pedal cycle stands
	Existing loading restrictions to be revoked

Finsbury Circus - Proposed

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Appendix 3



Key			
	Pay & Display bay		Dockless / pedal cycle bay
	Pay & Display bay suspended		Loading bay
	Disabled persons' bay		"At any time" waiting restrictions
	Motorcycle bay		Day-time waiting restrictions
	Motorcycle bay suspended		At any time loading restrictions
	Doctors' bay		

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Table 1: Comparison between Existing (without suspensions) and Proposed kerbside provisions.

Kerbside use	Existing	Proposed
Pay & Display	64	64
Disabled bays	10	9
Doctors' bays	2	2
Loading bays (spaces)	Up to 6	Up to 6
Motorcycle bays	139m (approx. 174 spaces)	86m (approx. 107 spaces)
E-Scooter / dockless cycle bays	5m	41m
Bus Stand	41m	21m
Cycle stands	5	26

Table 2: Summary of Kerbside survey

Kerbside Use	Existing capacity	Mon 03/06 09:15	Mon 03/06 11:00	Thu 06/06 09:30	Tue 11/06 09:30	Thu 13/06 09:30	Thu 13/06 12.00 noon	Av. parked	Max. parked
Pay & Display ¹	46	48	48	50	49	48	48	49	50
Disabled bays	10	1	2	4	1	4	2	2	4
Doctors' bays	2	0	0	0	2	0	0	0	2
Loading bays (spaces)	Up to 6	2	0	2	3	3	2	2	3
Motorcycle bays ²	110 (88m)	94	99	105	101	102	103	101	105
E-Scooter / pedal cycle bays ³	10m	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Bus Stand	41m	0	0	0	0	0	0	0	0
Parking on yellow lines	Not measured	7	6	4	11	10	3	7	11
Cycle stands	5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

¹Only 46 Pay & Display bays in use as 18 are currently suspended for works in the Garden. Where parking numbers exceed 46, the excess are parked in the suspended bays.

²Only (up to) 110 spaces (88 meters) of motorcycle parking are in use as 64 spaces (51 meters) are currently suspended for works in the Garden.

³E-Scooter and cycle parking bays were suspended and barriered off

Survey observations and considerations:

- All Pay & Display bays were at or exceeded the available capacity (46 in total) leading to some drivers parking in suspended bays and, a large proportion, on yellow line restrictions. The existing number of Pay & Display bays is therefore retained which, based on the occupancy surveys, meets current demand, and has resilience for additional vehicles.
- The majority of users were small to medium size vans such as the Ford Transits Custom or Connect, making up to at least 95% of the motor vehicle composition (excluding motorcycles) in Finsbury Circus.
- Demand for motorcycle parking was at or near capacity with a few spaces remaining. This is despite the suspension of 64 spaces (51 meters). Motorcycle parking tend to be “long stay” and provide no opportunity for multiple users of the same space and thus is a less efficient use of the kerbside space than other modes. The number of motorcycle parking is to be reduced from 174 spaces (139 meters) to 107 spaces (86 meters), which is similar to what is available on street now. If more parking spaces are needed, the London Wall Car Park has spare capacity and is only a short distance walk to Finsbury Circus.
- The Bus Stand was not seen to be used by buses, but TfL has requested that this facility is retained. It should also be noted that the original length of the Bus Stand was much shorter (in the region of 25 meters) but extended over time to accommodate works including to the Liverpool Street Station, which affected the bus station. It is proposed to retain the Bus Stand but reduced to 21 meters long.
- There is an over-provision of Disabled Persons Parking bays, with a maximum of four vehicles observed using them. However, recent City-wide surveys of disabled parking places indicated that there is a lack of these provisions overall. Therefore, it is proposed to retain 9 of these bays, which should provide capacity to accommodate future needs.
- Parking for micromobility users such as pedal cycles, E-Cycles and E-Scooters is an important element of the Transport Strategy. The massive increase over the past few years has created significant impacts and challenges on our streets. Parking for E-Cycles and E-Scooters will increase from 10 meters to 41 meters, and from 5 cycle stands 26 cycle stands for pedal cycle parking. As well as serving visitors to the Gardens and surrounding properties this will also has the potential to serve people using Liverpool Street and Moorgate stations.

Appendix 5

City of London: Projects Procedure Corporate Risks Register																											
Project Name:		Finsbury Circus Access Improvements										PM's overall risk rating:		Low		CRP requested this gateway		£ 304,000		Average unmitigated risk		3.0		Open Risks		3	
Unique project identifier:		12455										Total estimated cost (exc risk):		£ 556,000		Total CRP used to date		£ -		Average mitigated risk score		2.0		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 post-mitigation	Costed Impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/Realised & moved to issues	Comment(s)				
R1	5	(2) Financial	Project costs increase due to issues identified with utilities apparatus during detailed design stage	If the risk is realised and becomes an issue needing to be resolved, this could involve a change of design or scope, or additional costs and time delays	Possible	Minor	3	£200,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	Regular liaison with Highways team to address any issues and deal with any changes as soon as they arise	£5,000.00	Unlikely	Minor	£100,000.00	2	£0.00	To protect, divert or adjust positions of utilities apparatus	14/06/2024		Clive Whittle						
R2	5	(3) Reputation	Delays resulting from the TMOs for changes to parking arrangements and to the Public Notices for the raised carriageways	This could delay the scheme	Possible	Minor	3	£10,000.00	Y - for costed impact post-mitigation	A - Very Confident	Dialogue with objector to reach a solution to withdraw objection, or follow processes to overturn objection if this is not successful.	£2,000.00	Unlikely	Minor	£7,000.00	2	£0.00	To report objections, re-advertise if necessary or make minor adjustments to TMOs to address objectors concerns	14/06/2024		Clive Whittle						
R3	5	(2) Financial	Project costs increase due to unforeseen issues that arise during the detailed design	This could increase costs as proposed designs may need to be modified	Possible	Minor	3	£97,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	Regular liaison with Highways team to address any issues and deal with any changes as soon as they arise	£5,000.00	Unlikely	Minor	£50,000.00	2	£0.00	To cover any unforeseen construction costs when the detailed estimate is produced	14/06/2024		Clive Whittle						
												£0.00			£0.00		£0.00										

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Agenda Item 8

<p>Committees: Streets and Walkways Sub – For decision Projects & Procurement Sub Committee - For information</p>	<p>Dates: 9 July 2024 15 July 2024</p>
<p>Subject: Creechurch Lane area improvements (City Cluster programme) Unique Project Identifier: City Cluster Vision Phase one – 12072</p>	<p>Gateway 3/4: Detailed Options Appraisal (Regular)</p>
<p>Report of: Executive Director, Environment</p> <p>Report Author: Maria Herrera – Transport and Public Realm Projects, City Operations</p>	<p>For Decision</p>
<h1>PUBLIC</h1>	

<p>1. Status update</p>	<p>Project Description:</p> <p>This project includes public realm and highway improvements to the Creechurch Lane, Mitre Street and Bury Street area as follows:</p> <ul style="list-style-type: none"> • Accessibility and walking improvements, including widened pavements, improved pedestrian crossings and sections of raised carriageway. • Public realm improvements and planting to provide a permanent street layout to replace the temporary parklets and planters which were installed in 2021. • Relocation of parking, e-scooter & cycle hire bay and motorcycle bay to provide additional pavement space. <p>RAG Status: Green</p> <p>Risk Status: Low</p> <p>Total Estimated Cost of Projects (excluding risk): £650-£750k for Option 1 (detailed design and construction) £750-£950k for Option 2 (detailed design and construction)</p> <p>Change in Total Estimated Cost (excluding risk): £500K-780K, cost range provided at G1-2.</p>
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	<p>Spend to Date: £ 19,880 (staff costs)</p> <p>Funding source: Section 106 contributions that have been allocated to the City Cluster Programme along with a funding contribution from the EC BID.</p> <p>Costed Risk Provision Utilised: NA</p> <p>Slippage: NA</p>
<p>2. Next steps and requested decisions</p>	<p>Next Gateway: Gateway 5 – January 2025 (delegated to Chief Officer for decision)</p> <p>Next Steps:</p> <ul style="list-style-type: none"> • Detailed engagement with stakeholders and occupiers to consult on proposals. • Draft traffic management orders and statutory advertising process. • Organise trial holes as required to assess the viability of planting trees. • Detailed design stage following completion of statutory consultation on traffic orders. <p>Requested Decisions:</p> <ol style="list-style-type: none"> I. Approve recommended Option 1 to reach the next gateway, which involves widening of pavements on the eastern side of Creechurch Lane, the reallocation of parking and paving of carriageway and junction in granite setts. II. Approve the budget of £60,000 (staff costs and fees) for the project to reach the next gateway, funded from the Section 106 agreement for the 40 Leadenhall Street development. III. Note the total estimated cost of the project at £650K-780K for Option 1 (excluding risk). IV. Authorise officers to finalise a funding letter to receive the external funding contribution from the EC BID. V. Agree to delegate to the Chief Officer the approval and drawdown of the costed risk provision at the next gateway. VI. Agree to undertake the process to prepare the traffic orders to relocate payment, motorcycle, e-scooters and cycle hire parking in the area in advance of Gateway 5 stage. VII. Authorise the Executive Director Environment to consider responses to the traffic order consultation and if they consider it appropriate, to make the Order.
<p>3. Resource requirements to</p>	<p>For recommended Option 1:</p>

reach next Gateway	Table 1: Budget required to reach Gateway 5	
	Description	Resources required to reach next Gateway (£)
	Highways Staff Costs	18,000
	P&T Staff Costs	25,000
	City Gardens Staff Costs	1,000
	Fees and surveys (including traffic management orders, detailed design, ground investigations and trial holes)	16,000
	TOTAL	£60,000
Costed Risk Provision requested for this Gateway: No risk provision is required at this stage.		
4. Overview of project options	<p>4.1 The Creechurch Lane area improvements are part of the City Cluster programme. The project will provide an improved and safer environment for people walking, wheeling, cycling and/or spending time in the area. There is also the potential to introduce greenery and tree planting, subject to underground utilities.</p> <p>4.2 The pavements and streets in the area are currently in poor condition, with narrow pavements, and a lack of accessible crossings points. This project seeks to rebalance the streetscape to provide additional space on pavements, provide level crossings at the junctions with tactile paving, and support the local economy by enhancing the area.</p> <p>4.3 This network of streets contains busy walking routes for visitors and workers and is located in the vicinity of a primary school and residential flats. This scheme is looking to improve the overall quality of the street environment, ensuring it is safe and easy to navigate, whilst maintaining the current vehicular movements and servicing requirements.</p> <p>4.4 The two options consider the relocation of payment parking bays (previously called pay & display bays), motorcycle and e-scooter & cycle hire bays to deliver an improved street environment. The contraflow cycle lane is also to be retained in both options.</p> <p>4.5 The two options are summarised below:</p> <p>Option 1:</p> <ul style="list-style-type: none"> • Widening the pavement on the eastern side of Creechurch Lane to provide additional pavement space in the section of street with ground floor activity. 	

- Resurfacing Creechurch Lane with asphalt and introducing a raised junction at Mitre Street and Bury Street, paved in granite setts.

Option 2:

- Includes widening the pavement on both sides of Creechurch Lane, and therefore only providing minimal pavement gains due to the narrow condition of the street. Resurfacing Creechurch Lane with asphalt and introducing a raised carriageway section at the junction with Mitre Street and Bury Street, paved in granite setts.

Project Options, details:

4.6 Option 1. See Appendix 2,3,4 for plans and pictures of the area.

- Remove the existing parklets and introduce a wider pavement along the eastern side of Creechurch Lane, raise the carriageway to the level of the pavement at the junction with Creechurch Lane, Mitre Street and Bury Street.
- Repave the pavements in York stone and resurface Creechurch Lane in asphalt and the raised carriageway junction in granite setts.
- Subject to underground conditions, the project will also consider tree planting, a sustainable drainage planting bed and seating.
- Relocate a payment parking bay, motorcycle bay and e-scooter & cycle hire bay from Creechurch Lane to nearby streets: Billiter Street, Bury Street and Mitre Street.
- Permanent removal of two payment parking bays, where the parklets are currently located, to extend the pavement and create more space for people walking and wheeling and permanent seating and tables and chairs.
- Retain the cycle contraflow route along Creechurch Lane.

4.7 Option 2.

- Remove the existing parklets and introduce wider pavements along the eastern and western side of Creechurch Lane, raise the carriageway to the level of the pavement at the junction with Creechurch Lane, Mitre Street and Bury Street.

- Repave the pavements in York stone and resurface Creechurch Lane in asphalt and the raised carriageway junction in granite setts.
- Subject to underground conditions, the project will also consider tree planting, a sustainable drainage planting bed and seating.
- Relocate a payment parking bay, motorcycle bay and e-scooter & cycle hire bay from Creechurch Lane to nearby streets: Billiter Street, Bury Street and Mitre Street.
- Permanent removal of two payment parking bays, where the parklets are currently located, to extend the pavement and create more space for people walking and wheeling and permanent seating.
- Retain the cycle contraflow route along Creechurch Lane

4.8 The delivery of this project will be complemented with the future changes to Leadenhall Street, which is currently at design stage. The Leadenhall Street project looks to widen the pavements and narrow the carriageway along the length of the Street, accommodating tree planting and greening where feasible. It is also intended, that the work on Leadenhall street will provide an improved junction with Creechurch Lane and provide an additional loading bay on Leadenhall Street for use of the local area.

4.9 For the consideration of these two options a traffic survey was undertaken to determine the type of vehicles using the streets, which has informed the outline design.

4.10 A maintenance budget for granite setts will be considered at the next Gateway to ensure sufficient commuted sums are allocated to the project.

4.11 Healthy Streets Design Check (refer to Appendix 6):

The current condition of the streets was also assessed utilising the Healthy Streets Design Check, and which will be undertaken again once the preferred design is developed further.

4.12 The initial evaluation concluded that the Healthy Streets scoring of the area will be improved overall as a result of providing wider pavements, an improved quality and finish of the paving material and carriageway. The introduction of greenery

and seating, and the consideration for raised tables at crossing points with tactile paving, also improved the overall outcome of the Healthy streets assessment.

4.13 City of London Street Accessibility Tool (CoLSAT) (refer to Appendix 7) :

The proposed changes will provide a more accessible street environment, with raised pedestrian crossings, tactile paving and improved finishes. The summary of the CoLSAT evaluation is included in the table below. The remaining 0 and 1 scores are largely a result of the narrow pavement on the western side of the street which is unchanged by these proposals. This is mitigated by the widening of the eastern pavement and inclusion of accessible crossings.

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

	Total	9	2	31	22
<p>5. Recommended option</p>	<p>* This score means most people in this segment would be excluded by the street characteristic in the selected configuration.</p> <p>** 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.</p> <p>Option 1 is recommended. See Appendix 4 for pictures and visuals.</p> <p>5.1 Option 1 is recommended as it creates an accessible pavement (i.e. 2m+ on the eastern side of Creechurch Lane where there are a concentration of restaurants and bars. Option 2 widens the pavement on both sides but there are remaining pinch points below 1.5 m.</p> <p>5.2 Option 1 maximises the potential for pavement widening on the side of the street with active frontages, and provides opportunities for seating, tables and chairs, and greening.</p> <p>Option 2, whilst making small improvements to the width of pavement on both sides of the street, would leave both sides facing a number of pinch points. Option 1 does not negate all of the issues for people walking and wheeling along the whole length of the eastern pavement, but it does make a more significant difference. The only way to make the street truly accessible for people walking and wheeling would be to pedestrianise it. This is not feasible with the need to access business premises.</p> <p>5.3 Improving accessibility to only one side of the street is mitigated by the accessibility improvements to the crossing points at the junctions so that people can cross to the eastern side.</p> <p>5.4 Option 1 will include removal of the existing parklets and planters and will also retain the existing cycling contraflow provision on Creechurch Lane.</p> <p>5.5 The permanent removal of two payment parking bays is proposed where the current parklets are located. This is necessary to create space that can be used for people walking and wheeling and supports the local retail economy. The two payment parking bays have been suspended since 2021 when</p>				

	<p>the parklets were first installed. The area has been able to operate effectively without these bays to date.</p> <p>5.6 Option 1 includes the use of granite setts for the raised junction at Creechurch Lane, Mitre Street and Bury Street. This is a conservation area with an important listed church and the high-quality materials will enhance the setting of the buildings and provide a more pleasant street environment.</p>
<p>6. Risk</p>	<p>6.1 The main risks are as follows:</p> <ul style="list-style-type: none"> • Underground conditions impact on project scope and cost; Due to existing underground conditions, greening interventions may need to be adapted in certain locations or may not be feasible. • Construction sites in the area impact programme; On-going development construction in the area has the potential to affect or delay the project. • Objection to traffic orders could impact the design and scope of the project. <p>Further information is available in the risk register in the appendix 5.</p> <p>Costed Risk Provision Utilised at Last Gateway: None requested at previous gateway report.</p> <p>Change in Costed Risk: NA</p> <p>Costed Risk requested: A costed risk provision will be allocated at Gateway 5. This report recommends Executive Director delegation to approve and drawdown the funds.</p>
<p>7. Procurement approach</p>	<p>7.1 Management and coordination of the project will be undertaken by the Transport and Public Realm Projects team, in consultation with Highways, City Gardens and the City's highway term contractor.</p> <p>7.2 Stages of the design work will be undertaken in-house by officers and external consultants will be brought in as required to provide specialist services.</p> <p>7.3 Construction works are to be implemented by the City's highway term contractor, working in collaboration with City Gardens for the delivery of the soft landscaping elements.</p> <p>7.4 Appointment of external consultants will be carried out in line with the City's procurement guidelines for capital projects.</p>

Appendices

Appendix 1	Cover Sheet
Appendix 2	General arrangement plan
Appendix 3	Proposed parking arrangements
Appendix 4.	Pictures of the area and proposed improvements.
Appendix 5.	Risk Register
Appendix 6.	Healthy Streets Check; summary diagram
Appendix 7.	COLSAT assessment

Contact

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Options Appraisal Matrix

<i>Option Summary</i>	<i>Option 1- Recommended (See Appendix 2-3 for plans of the area)</i>	<i>Option 2</i>
<p>1. Brief description of option</p>	<p>The project considers improving the pedestrian environment along Creechurch Lane and at the junctions with Mitre Street and Bury Street. This will be achieved by:</p> <ul style="list-style-type: none"> • Creating accessible crossing facilities at junctions, with an area of raised carriageway at the Creechurch lane/Bury Street and Mitre Street. • Providing a wider pavement along the eastern side of Creechurch lane • Resurfacing the carriageway and repave the pavements with Yorkstone. <p>The project will investigate opportunities for tree planting and the introduction of sustainable urban drainage, subject to further site investigations of underground conditions. The ECBID have expressed strong support for the introduction of greening as part of their funding contribution.</p> <p>The temporary parklets currently located on Creechurch Lane have proved to be a popular amenity with the local visitors and workers. This project aims to deliver permanent changes</p>	<p>As per option 1, with the difference being that this option evaluated widening both, eastern and western pavement along Creechurch Lane.</p>

Option Summary	Option 1- Recommended (See Appendix 2-3 for plans of the area)	Option 2
	<p>following the trial to support the local retail economy and provide space for people to walk and spend time.</p> <p>A review of the parking/loading provision and traffic flows in the area has been undertaken. The proposed changes are as follows:</p> <ul style="list-style-type: none"> • Permanent removal of two pay and display bays (CL3 and CL4) which have been out of use since 2021 where the parklets are currently located to extend the pavement and create more space for people walking, planting and to support the local businesses. • Relocation of one pay & display (CL2) which has been out of use since 2021 due to the parklets from Creechurch Lane to Mitre Street. • Relocation of a motorcycle bay (MCL1) from Creechurch Lane to Billiter Street. This revised location is better suited to accommodate motorcycle parking as it is a servicing street with loading bays to nearby office buildings. This will also help to reduce noise and air pollution in the residential and ground floor retail cluster on Creechurch 	

Option Summary	Option 1- Recommended (See Appendix 2-3 for plans of the area)	Option 2
	<p>Lane and provide a better street environment for users.</p> <ul style="list-style-type: none"> • Relocation of a dockless bike and scooter bay from Creechurch Lane to Bury Street to consolidate the provision of space for dockless bikes and scooters in the area. • Retention of contraflow cycle lane on Creechurch Lane. <p>Please refer to plans in appendix 2 and 3.</p> <p>Materials:</p> <ul style="list-style-type: none"> • This option considers the resurfacing of Creechurch Lane in asphalt. • Providing a raised carriageway section paved in granite setts at the junction with Bury Street and Mitre Street. • Pavements are to be paved in York stone in line with the City Public Realm Toolkit (2024). <p>The use of granite setts will enhance the setting of the conservation area and improve the setting of the listed church (St Katherin Cree). The high-quality paving materials will enforce the sense of</p>	

Option Summary	Option 1- Recommended (See Appendix 2-3 for plans of the area)	Option 2
	place and provide an improved street environment.	
2. Scope and exclusions	<p>Estimated cost ranges have been provided to account for detailed design, implementation, and maintenance of the project.</p> <p>The project includes re-paving the pavements along Creechurch Lane and at the junctions with Mitre Street and Bury Street. It also includes the resurfacing of Creechurch Lane in asphalt and creating a raised junction paved in granite setts.</p> <p>The scope includes consideration for areas of planting subject to underground utilities and available pavement space.</p> <p>See appendix 2 for scope of project and plans.</p> <p>The project does not include works to the entire length of Bury Street and Mitre Street.</p> <p>The relocation and removal of parking, motorcycle and e-scooter and dockless bays is subject to undertaking the statutory traffic management consultation process.</p>	<p>As per option 1.</p> <p>With the difference being that this option evaluates widening both pavements on Creechurch Lane.</p>
Project Planning		

Option Summary	Option 1- Recommended <i>(See Appendix 2-3 for plans of the area)</i>	Option 2
3. Programme and key dates	July - December 2024: <ul style="list-style-type: none"> • Detailed engagement with stakeholders and occupiers to consult on proposals. • Draft traffic management orders and statutory advertising process. • Organise trial holes as required to assess the viability of planting trees. • Detailed design stage following completion of statutory consultation on traffic orders. • Submission of Gateway 5 report 	As per option 1.
4. Risk implications	Overall project option risk: Low <ul style="list-style-type: none"> • Underground conditions impact on project scope and cost; Due to existing underground conditions, greening interventions may need to be adapted in certain locations or may not be feasible. • Construction sites in the area impact programme; On-going development construction in the area has the potential to affect or delay the delivery of projects. • Objection to traffic orders could impact the design and scope of the project. 	As per option 1.

Option Summary	Option 1- Recommended (See Appendix 2-3 for plans of the area)	Option 2
	Refer to risk register in appendix 5.	
5. Stakeholders and consultees	<p>The project is part of the City Cluster programme and has been developed in close consultation with the EC BID and the outline design has been shared with the City Cluster programme board, who oversee the development of projects in the area.</p> <p>An initial localised public consultation has been undertaken as part of the temporary installations and ongoing communication has been maintained to inform stakeholders on the proposed changes.</p> <p>Officers will continue to engage to ensure the permanent changes are communicated and discuss with businesses and residents.</p>	As per option 1.
6. Benefits of option	<ol style="list-style-type: none"> 1. Deliver attractive and inclusive spaces for people to walk and spend time in, with a significantly wider pavement (on the eastern side of Creechurch Lane. 2. Provide greenery and provide spaces for people to rest, creating a local destination for city workers and visitors. 	<ol style="list-style-type: none"> 1. Deliver attractive and inclusive spaces for people to walk and spend time in, with wider pavements of approximately 1.8-2m on both sides of Creechurch Lane. 2. Provide greenery and spaces for people to rest, creating a local destination for city workers and visitors.

Option Summary	Option 1- Recommended <i>(See Appendix 2-3 for plans of the area)</i>	Option 2
	<ol style="list-style-type: none"> 3. Provide a high-quality environment to enhance the setting of the conservation area and listed buildings. 4. Contribute to the well-being of local users by offering outdoor spaces to rest, work and spend time in, including space for cafes to install outdoor seating. 5. This option has a lower cost due to the works being focussed on the eastern pavement. 	<ol style="list-style-type: none"> 3. Provide a high-quality environment to enhance the setting of the conservation area and listed buildings. 4. Contribute to the well-being of local users by offering outdoor spaces to rest, work and spend time in.
<p>7. Disbenefits of option</p>	<p>This option will only provide a wider pavement to the eastern side of Creechurch Lane, with other surfacing improvements on the western pavement.</p> <p>This however is the recommended option as it will provide the space where the active frontages are located and where most people use.</p> <p>The western pavement has no active frontages and has the service entrance from the building.</p>	<p>This option is more expensive due to the desire to realign both kerbs along Creechurch lane. It also provides a marginal gain to both pavements without providing the space on the eastern side of the street, where the local activity and residential buildings are located.</p> <p>This option will not provide sufficient space for cafes to obtain licences for outdoor seating.</p> <p>This option has a higher cost due to the need to alter pavements on both sides and associated levels, drainage and utilities costs.</p>

Option Summary	Option 1- Recommended <i>(See Appendix 2-3 for plans of the area)</i>	Option 2
Resource Implications		
8. Total estimated cost	Estimated cost (excluding risk): £650-£780k for the implementation including maintenance.	Estimated cost (excluding risk): £780-£950k for the implementation including maintenance.
9. Funding strategy	<p>This project is proposed to be funded by:</p> <ul style="list-style-type: none"> • S106 funding (40 Leadenhall Street) • External contribution from EC BID <p>The forthcoming Gateway 5 report will set out detailed cost estimates, including costed risk provision funded from the same source: alongside a construction programme.</p>	As per option 1, with a potential need to secure further funding sources due to the additional cost of realigning both pavements on Creechurch Lane.
10. Investment appraisal	<i>NA</i>	As per option 1.
11. Estimated capital value/return	<i>NA</i>	As per option 1.
12. Ongoing revenue implications	The streets under consideration are already being maintained by the city. There is a risk that maintenance costs could increase in the coming years and any new green infrastructure and	As per option 1.

Option Summary	Option 1- Recommended (See Appendix 2-3 for plans of the area)	Option 2
	paving will include a maintenance provision within the cost estimate.	
13. Affordability	Details of the funding strategy are set out above. Funding for this project is secured as part of the wider programme.	As per option 1.
14. Legal implications	A legal agreement is required to be completed with the EC BID to receive the contribution towards the project.	As per option 1.
15. Corporate property implications	<i>None</i>	As per option 1.
16. Traffic implications	Traffic management orders will be required for the proposed changes in parking provision, location of motorcycle bays, and loading restrictions.	As per option 1.
17. Sustainability and energy implications	Material specification is in line with the City Public Realm Toolkit and standards form the City's term contractor. Works on site will be managed to minimise disruption and make efficient use of paving and modules to reduce waste.	As per option 1.

Option Summary	Option 1- Recommended (See Appendix 2-3 for plans of the area)	Option 2
	Subject to underground conditions, greening and tree planting will be explored as part of the next stage of work.	
18. ARE implications	NA	As per option 1.
19. Equality Impact Assessment	<p>The project will deliver more accessible and welcoming spaces for all user groups and provide areas where people can spend time outside their workplace environment. Pedestrian crossings would be improved across the project area, introducing tactile paving where required.</p> <p>The removal of parking is mitigated by the existence of pay&display and disabled bay in the nearby area, and the relocation of the motorcycle bay will be to a section of a street nearby.</p> <p>A “Test of Relevance: Equality Analysis” has been undertaken and the outcome is that given the scale and scope of the scheme a full Equalities impact assessment is not required at this stage.</p>	<p>The project will deliver a minor increase in footway space due to the narrow condition of the streetscape.</p> <p>Pedestrian crossings would be improved across the project area, introducing tactile paving where required.</p> <p>The removal of parking is mitigated by the existence of pay&display and disabled bay in the nearby area, and the relocation of the motorcycle bay will be to a section of a street nearby.</p>
20. Data Protection Impact Assessment	NA	As per option 1.
21. Recommendation	Recommended	Not recommended

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Project Coversheet

[1] Ownership & Status

UPI:

Core Project Name: Creechurch Lane area improvements

Programme Affiliation (if applicable):

Project Manager: Maria Herrera – Transport and Public Realm projects, Environment Department.

Definition of need:

- Existing pavements are narrow and in poor condition, with a lack safe pedestrian crossings.
- There is an absence of dropped kerbs or raised crossing points and this needs to be addressed, including consideration of road safety and the proximity to a local school and residents.
- Replacement of temporary parklets with a permanent design is required to enhance the public realm, provide a permanent seating area with greening.

Key measures of success:

- People are safe and feel safe
- People have equal opportunities to enrich their lives and reach their full potential.
- We have clean air, land and water and a thriving and sustainable natural environment
- Our spaces are secure, resilient and well maintained.

Expected timeframe for the project delivery: 12-18 months, subject to statutory consultation on traffic orders. Gateway 5 is estimated for November 2024.

Key Milestones:

- Detailed engagement with stakeholders
- Draft traffic management orders and statutory advertising process.
- Organise trial holes as required to assess the viability of planting trees, introducing low-level planting and a rain garden.
- Detailed design stage following completion of statutory consultation on traffic orders.

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 media attention.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes: Update relevant section post report approval. Add multiple entries to relevant box if issues reports are approved. Note

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this section is to tell the 'project story' of how we reached the current position outlined in the main report.

'Project Briefing' G1-2 report (as approved by Streets & Walkways sub committee, 26 September 2023)

- Total Estimated Cost (excluding risk): £500-£780k
- Costed Risk Against the Project: None at this stage.
- Estimated Programme Dates: Gateway 3-4 in Q2-2024.

Scope/Design Change and Impact: NA

'Options Appraisal and Design' G3-4 report (PENDING; submitted for approval May 2024)

- 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 [£]:<Current Range>
Programme Affiliation [£]:<(If applicable) What is the estimated total programme cost including this project:>



- Notes:**
- No information to be scaled from this drawing.
 - Works shall comply with the current City of London Specification for Highway works.
 - All road markings refer to the "Traffic Signs Regulations and General Directions 2016". Refer to drawing number 1200/16800457/RM
 - This drawing is to be read in conjunction with all relevant drawings
 - The Contractor will be held responsible for any damage caused to private highways and privately owned street furniture.

- Key:**
- Proposed 65mm thick (300 x 200mm) Scoutmoor York stone setts
 - Proposed 150mm thick (150 x 300mm) 2 colour Mix Granite setts with Mid-Grey boarder
 - Proposed HRA Carriageway surfacing
 - 150 x 300mm fine picked silver grey granite kerb
 - Existing kerb line
 - Proposed SUDs planter

Rev No.	Date	Description	By
-	DATE	DESCRIPTION 2	BY
-	DATE	DESCRIPTION 2	BY
-	DATE	DESCRIPTION 2	BY
-	DATE	DESCRIPTION 2	BY
-	DATE	DESCRIPTION 2	BY

Rev No.	Date	Description	By
-	DATE	DESCRIPTION 2	BY

Revision

PROJECT:

CREECHURCH LANE IMPROVEMENT WORKS

TITLE:

OUTLINE DESIGN

CLIENT:

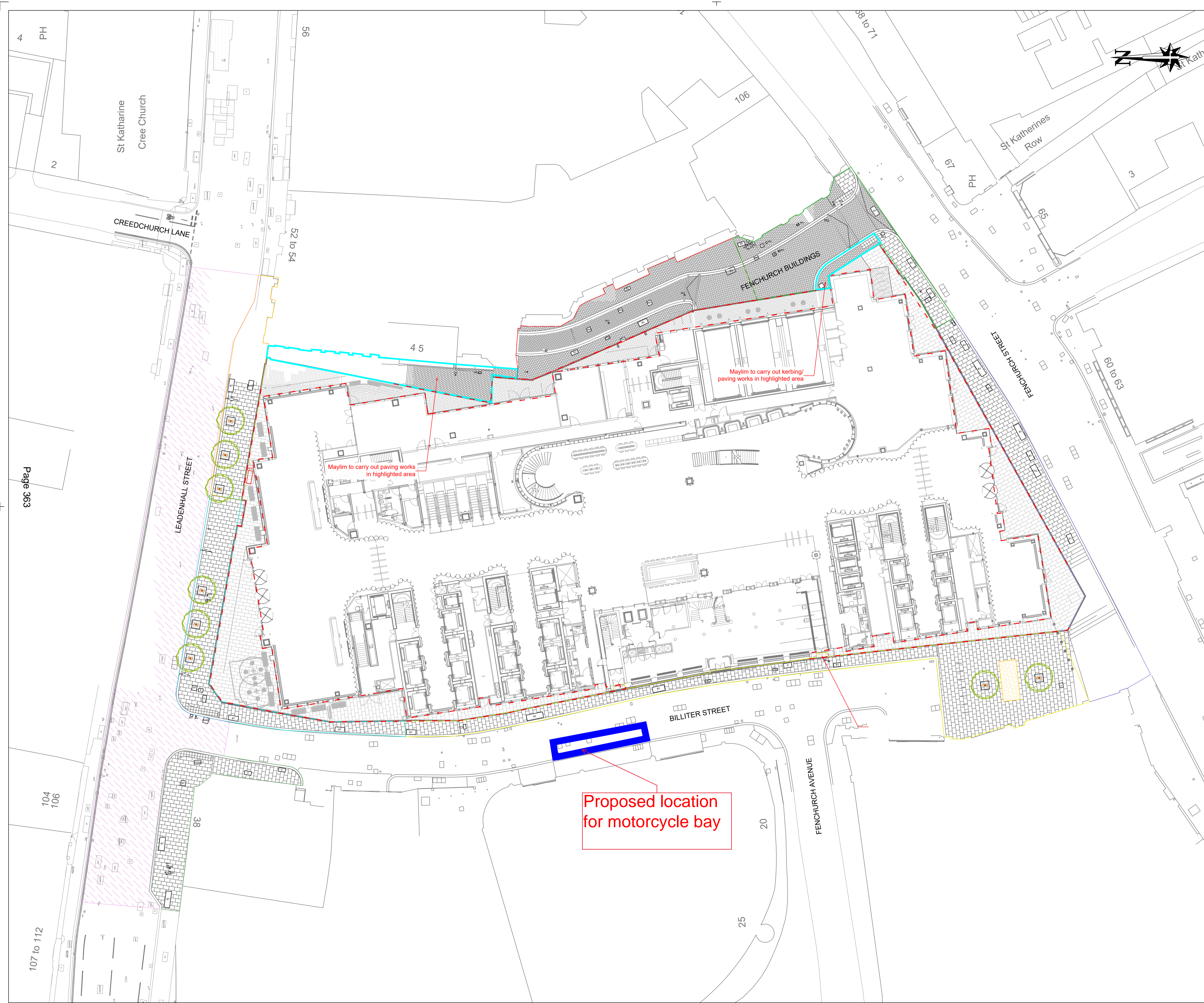
HIGHWAY DESIGN AND CONSTRUCTION

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

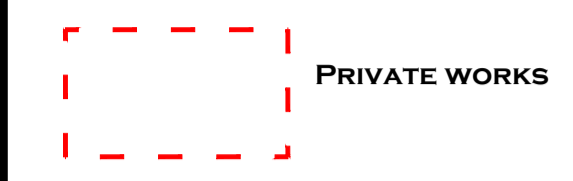
CITY OF LONDON

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Designed by:	OK	Drawing No: COL/000/1
Checked by:	BM	
Scale & Drawing Size:	1:500@A1	Revision: --

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- NOTES**
1. DRAWING BASED ON TOPOGRAPHICAL SURVEY RECEIVED FROM SES, DWG NO. SES-10709-001 (JAN 2020) AND TOPOCREW, DWG NO. LES-TOP-297-2D (APRIL 2022)
 2. WORKS SHALL COMPLY WITH THE CURRENT CITY OF LONDON SPECIFICATION FOR HIGHWAY WORKS.



- Section 278 - To be delivered by CoL Contractor
- Private Land - To be delivered by Private Contractor
- Proposed Highway Boundary

Rev No.	Date	Description	By
Revision			

PROJECT:

40 LEADENHALL HIGHWAY ENHANCEMENT SCHEME


TITLE:

SECTION 278 PHASING PROGRAMME

CLIENT:

**HIGHWAY DESIGN
AND CONSTRUCTION**

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

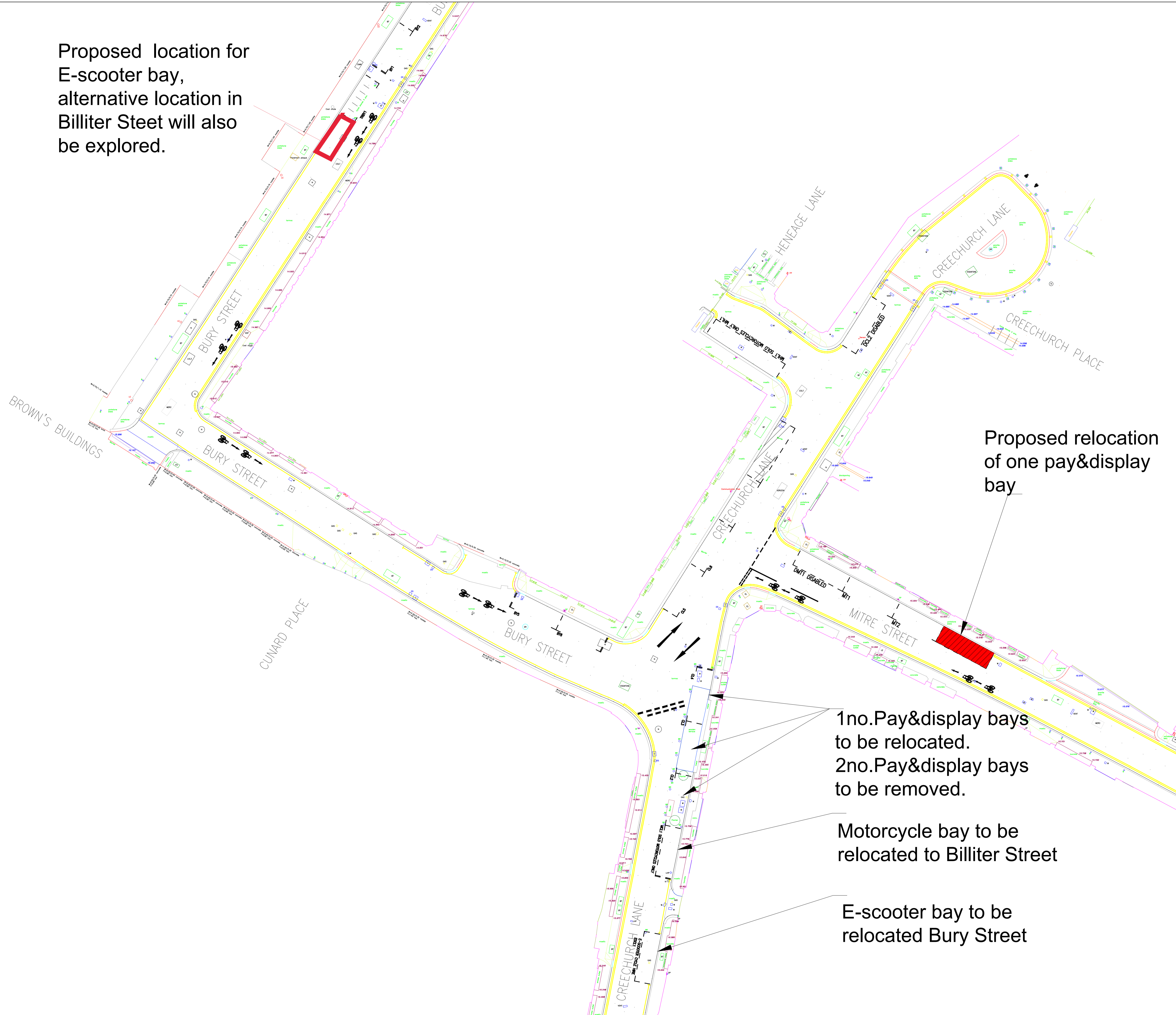


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Date: JAN 2024	
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Checked by: BM	
Scale & Drawing Size: 1:250 @ A1	
Revision: --	Drawing No: 100-16800456-PH

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Proposed location for E-scooter bay, alternative location in Billiter Steet will also be explored.



Proposed relocation of one pay&display bay

1no.Pay&display bays to be relocated.
2no.Pay&display bays to be removed.

Motorcycle bay to be relocated to Billiter Street

E-scooter bay to be relocated Bury Street

Rev No.	Date	Description	By
-	DATE	DESCRIPTION 2	BY
-	DATE	DESCRIPTION 2	BY
-	DATE	DESCRIPTION 2	BY
-	DATE	DESCRIPTION 2	BY
-	DATE	DESCRIPTION 2	BY
-	DATE	DESCRIPTION 2	BY

PROJECT:
CREECHURCH LANE

TITLE:
PARKING BAY PROPOSAL

CLIENT:
HIGHWAY DESIGN AND CONSTRUCTION
ENVIRONMENT DEPARTMENT
PO Box 270
GUILDHALL
LONDON
EC2P 2EJ
TEL: 020 7606 3030



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Date:	15.04.24	
Designed by:	OK	
Checked by:	BM	
Scale & Drawing Size:	1:500@A1	
Revision:	1	Drawing No: COL/000/1

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Appendix 4. Creechurch Lane.

Site images and proposed
improvements.

Creechurch Lane. 2019

Previous site condition, with parking along the eastern side of the street.

Page 368



Creechurch Lane. Current situation.

Installation of parklets and greenery in 2020; as part of the Covid19 response strategy in order to provide additional space for people to enjoy.



Creechurch Lane. Current situation.

Installation of parklets and greenery in 2020; as part of the Covid19 response strategy in order to provide additional space for people to enjoy.



Creechurch Lane. Proposed permanent improvements

Looking north towards Bury Street.

- Providing wider footways along eastern footway of Creechurch Lane
- Introducing a raised crossing at the junction with Bury Street and Mitre Street
- Exploring opportunities for tree planting and a rain garden.



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City of London: Projects Procedure Corporate Risks Register

Project Name:		Creechchurch Lane area improvements		PM's overall	Low	CRP requested	5.0	Open Risks	7														
Unique project identifier:				Total estimated cost	£ 500,000	Total CRP used to	£ -	Average mitigated	3.6	Closed Risks	0												
General risk classification																							
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigation 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/ Reopened & moved to Issues	Comment(s)
R1	2	(10) Physical	Project impacted by nearby developments.	There is a possibility that the project programme could be impacted by nearby developments adjacent to the project area which are undergoing planning permission. Timescales for delivery of those projects is yet unknown.	Likely	Minor	4	£0.00			Keep in regular contact with stakeholders and planning colleagues and be informed of any changes to their programme and take actions accordingly.	£0.00	Likely	Minor	£0.00	4	£0.00		8/10/2023	DBE	Maria Herrera		
R2	2	(10) Physical	A delay in establishing vehicular servicing and parking needs in the area.	To deliver the full scope of benefits the project a traffic assessment is required of the parking, loading/unloading and servicing needs of the area. If this wasn't completed, the project is unable to progress with a feasible design.	Unlikely	Serious	4	£0.00	N		City officers have undertaken an initial desktop assessment of the current provision of parking and servicing needs. This information will be progress further at the next stage alongside engagement with stakeholders.	£0.00	Unlikely	Minor	£0.00	2	£0.00		8/10/2023	DBE	Maria Herrera		
R3	2	(4) Contractual/Partnership	Procurement of materials causes delays on project delivery.	A significant delay to the receipt of materials will impact the programme for implementation.	Unlikely	Serious	4	£0.00	N		Agree piloties with the Col Chamberlain and maintain dialogue with Highway Manager/ Term Contractor to establish procurement targets to inform the programme and meet stakeholders expectations.	£0.00	Likely	Minor	£0.00	4	£0.00		8/10/2023	DBE	Maria Herrera		
R4	2	(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.	£0.00	Possible	Minor	£0.00	3	£0.00		8/10/2023	DBE	Maria Herrera		
R5	2	(4) contractual / partnership	Stakeholder support is not secured.	The project includes the review of current parking and loading provision, which could change the current vehicular traffic flows.	Possible	Serious	6	£0.00	N		The Col team will undertake close consultation with local occupiers to ensure their needs are accounted for as well as the needs to the functionality of the streets.	£0.00	Possible	Serious	£0.00	6	£0.00		8/10/2023	DBE	Maria Herrera		
R5	2	(4) Contractual/Partnership	External funding from EC BID is withdrawn.	External funding from the EC BID has been secured via an agreement in principle. A funding letter is yet to be completed at the next stage.	Rare	Minor	1	£0.00	N		The agreement for the additional funding has been agreed in principle by the Board of the EC BID. The letter of agreement will follow to receive the funds in due course. If funding was to be withdrawn, the project could be scaled to be delivered within the available budget.	£0.00	Possible	Minor	£0.00	3	£0.00		8/10/2023	DBE	Maria Herrera		
R6	2	(2) Financial	Col Capital Bid is unsuccessful and project cannot go ahead.	The project funding strategy is subject to a capital bid being confirmed. If funding is not secured, the project will need to be re-evaluated in the context of the wider City Cluster programme of work.	Possible	Major	12	£0.00	N		A funding bid has been submitted and is due to be reviewed in Autumn 2023. All paperwork and associated information has been prepared in accordance to the guidelines.	£0.00	Possible	Minor	£0.00	3	£0.00		8/10/2023	DBE	Maria Herrera		

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Healthy Streets Score

Name of street

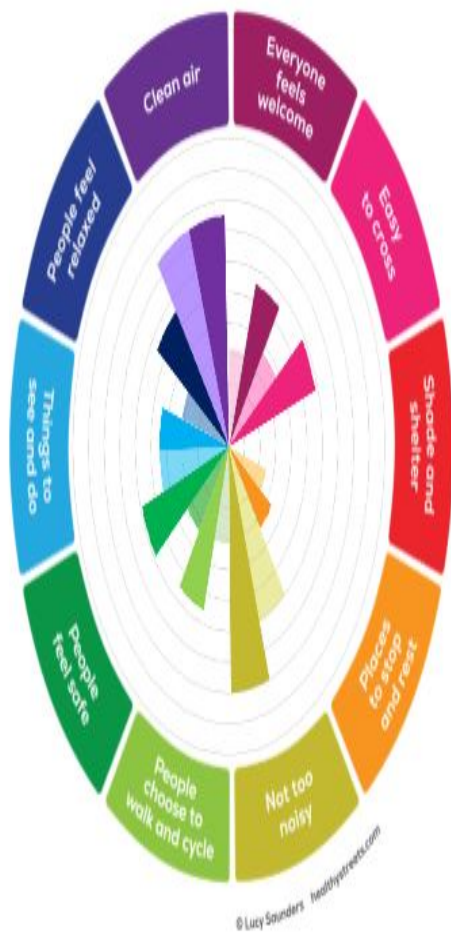
Creechurch Lane

Name of street at start junction

Leadenhall Street

Name of street at end junction

Bury Street - Mitre Street



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	37	52
Everyone feels welcome	31	56
Easy to cross	38	58
Shade and shelter	0	0
Places to stop and rest	25	33
Not too noisy	60	80
People choose to walk and cycle	31	56
People feel safe	33	59
Things to see and do	44	44
People feel relaxed	31	56
Clean air	75	75

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Appendix 7. COLSAT assessment tool



Step 1

Set each of the drop downs below to best describe the street characteristics for the section being analysed

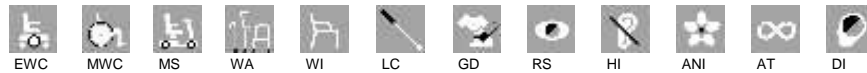
Step 2

Review the results for each needs segment below.

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

BEFORE. Creechurch Lane



		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI
Crossing Point													
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	3	3	3	3	3	3	3	3	2
Carriageway Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	4	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	2	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 0.6 m of building line	3	3	3	3	4	4	3	3	3	3	4	3
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	2	3	3	4	4	3	3
Island Type	No island	2	3	3	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 incline	1	1	3	2	1	3	3	2	3	1	3	2
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	3	2	3	2	2	3	3	4	3	1
Signal (red/green-man)	No Signal (zebra)	2	3	4	2	3	3	3	3	3	3	3	2
Audible (beeping)	Audible	3	3	3	4	3	4	4	4	4	4	4	4
Count Down	Count down	4	3	3	4	4	3	3	3	3	4	4	4
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	2	3	3	3	3	3	3
Surface Material													
Surface Type	Asphalt	4	4	3	4	4	4	2	4	4	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	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 kerb 150 mm +	0	0	0	2	0	1	3	1	2	2	3	0
Kerb Type (moving alongside)	Delimiting kerb 150 mm +	2	2	3	3	2	1	3	3	3	3	3	3
Footway Width													
Width	Footway width < 1.5 m	1	1	2	1	1	1	2	1	1	0	1	1
Unobstructed Width	Min unobstructed width < 1.5 m	1	1	1	1	2	2	0	1	1	1	2	1
Street Furniture													
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3
Cafe Tables	Cafe tables without 'protection'	3	3	2	2	2	2	2	3	3	2	3	3
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	3	4
Street Furniture Height	Street furniture < 0.9 m height	3	3	3	3	3	3	2	3	3	3	3	3
Contrast	Low tonal contrast with paving	3	3	3	3	2	3	2	2	3	3	2	2
Bench Spacing	Bench within 150 m	3	3	3	4	4	3	3	3	3	4	3	3
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	3	3
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	4	4	3	3
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3
Slopes													
Incline (in direction of travel)	Incline < 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	Crossover dropped	3	3	3	3	1	3	3	3	3	2	3	3
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	3	3	3	3	3	3	3
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4
Taxi Drop Off Kerb	Taxi drop off kerb > 150 mm	4	4	3	3	2	3	3	3	3	4	3	4
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	100 m to 250 m away	3	3	3	3	2	3	3	3	2	3	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	No shelter + seat	3	3	3	3	1	3	3	3	1	3	3	2
Toilets													
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	4	3	3	3	4
Changing Places Toilets	Within 500 m	3	4	3	3	3	3	3	3	3	3	4	4

Appendix 7. COLSAT assessment tool



Step 1

Set each of the drop downs below to best describe the street characteristics for the section being analysed

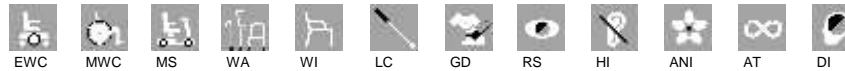
Step 2

Review the results for each needs segment below.

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

I AFTER. Creechurch Lane



		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI
Crossing Point													
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	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	4	4
Edge Marking	800 mm deep tactile paving edge marking (partial width)	3	3	3	3	3	1	2	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
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	2	3	3	3	4	4	3	3
Island Type	No island	2	3	3	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 to 1/12 incline	3	3	3	2	3	3	3	3	3	2	3	3
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	4	3
Signal (red/green-man)	No Signal (zebra)	2	3	4	2	3	3	3	3	3	3	3	2
Audible (beeping)	Audible	3	3	3	4	3	4	4	4	4	4	4	4
Count Down	Count down	4	3	3	4	4	3	3	3	4	4	4	4
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	Pattern in paving	3	3	3	3	3	3	2	2	3	3	3	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 + 800 tactile paving	4	3	4	4	2	3	4	3	3	4	3	3
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	3	3
Footway Width													
Width	Footway width < 1.5 m	1	1	2	1	1	1	2	1	1	0	1	1
Unobstructed Width	Min unobstructed width < 1.5 m	1	1	1	1	2	2	0	1	1	1	2	1
Street Furniture													
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3
Cafe Tables	Cafe tables without 'protection'	3	3	2	2	2	2	2	3	3	2	3	3
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	3	4
Street Furniture Height	Street furniture < 0.9 m height	3	3	3	3	3	3	2	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 within 150 m	3	3	3	4	4	3	3	3	3	4	3	3
Bench Design	Benches with arms + backrests	3	3	4	4	4	3	3	4	4	4	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													
Incline (in direction of travel)	Incline < 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 Within 100 m	4	3	3	3	3	3	3	3	3	3	3	3
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4
Taxi Drop Off Kerb	Taxi drop off kerb > 150 mm	4	4	3	3	2	3	3	3	3	4	3	4
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	100 m to 250 m away	3	3	3	3	2	3	3	3	2	3	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	No shelter + seat	3	3	3	3	1	3	3	3	1	3	3	2
Toilets													
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	4	3	3	3	4
Changing Places Toilets	Within 500 m	3	4	3	3	3	3	3	3	3	3	4	4

Committees: Streets and Walkways Sub (for decision) Projects and Procurement Sub (for information)	Dates: 09 July 2024 15 July 2024
Subject: Climate Action Strategy, Cool Streets and Greening Programme – Phase 4 SuDS (Sustainable Urban Drainage) for Climate Resilience Unique Project Identifier: <i>PV Project ID 12267</i>	Gateway 4: Detailed Options Appraisal
Report of: Executive Director Environment Report Author: Marta Woloszczuk, Policy and Projects, City Operations	For Decision
<h1 style="margin: 0;">PUBLIC</h1>	

1. Status update	<p>Project Description</p> <p>1.1. Cool Streets and Greening is a £6.8m Climate Action Strategy programme to pilot climate resilient streets and open spaces in the Square Mile.</p> <p>1.2. In November 2023 a Gateway 4 report was approved for Phase 4 which set out proposals for six SuDS projects. This report specified that further details of the designs for Ludgate Broadway, St Andrew’s Hill and Lloyds Avenue would be brought back to this Committee for consideration.</p> <p>1.3. Detailed designs for Ludgate Broadway and St Andrew’s Hill have now been prepared and this report seeks approval to progress these to Gateway 5. A separate Gateway 4 report for Lloyds Avenue will follow in the autumn.</p> <p>1.4. Ludgate Broadway Replacing the current temporary 'parklet' with a permanent design comprising a widened pavement, a raingarden and tree planting. Associated accessibility and paving works with a raised carriageway and new raised crossing points at Pilgrim Street and Carter Lane junctions are also included. Two options have been prepared for Members</p>
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	<p>consideration – set out in the Options appraisal section.</p> <p>1.5. St Andrew’s Hill Introduction of a rain garden and tree planting, with associated pavement adjustments. This project requires the relocation of a parking bay to facilitate the rain garden.</p> <p>RAG Status: Green (Amber at last report to Committee)</p> <p>Risk Status: Medium (Medium at last report to committee)</p> <p>Total Estimated Cost of Project post-Gateway 5 (excluding risk): <i>Ludgate Broadway: £440,000 - £475,000 (Option 1)</i> <i>St Andrew’s Hill: £190,000 – £220,000</i></p> <p>Change in Total Estimated Cost of Project (excluding risk): N/A</p> <p>Spend to Date: £594,824 as part of the whole Cool Streets and Greening programme preparation and design</p> <p>Costed Risk Provision Utilised: None</p> <p>Funding Source: Cool Streets & Greening Programme (OSPR), S106, S278</p> <p>Slippage: The project has been delayed due to the need to assess design options in more detail, to ensure that proposed option best meets the needs of all users. The projects are now expected to be completed by spring 2025.</p>
<p>2. Next steps and requested decisions</p>	<p>Next Gateway: Gateway 5 (Authority to start work) – delegated to Chief Officer</p> <p>Next Steps:</p> <ul style="list-style-type: none"> • Finalise construction package produced in collaboration with Highways Team • Undertake and finalise the legal processes including statutory public consultation to relocate the parking bays and introduce waiting and loading restrictions for the raised carriageway. • Undertake trial holes and infiltration tests to confirm the design of the raingardens • Develop construction programme with the City’s Highways Term contractor. • Gateway 5 approval (October 2024) • Construction – start on site early 2025 utilising City’s Highways Term contractor <p>Requested Decisions: It is recommended that the Streets and Walkways Sub-Committee:</p>

- I. Approve the budget adjustment/increase as per the Table 2 in Appendix 4 in order to fund the staff costs and fees required to reach the next gateway (£35K budget adjustment and £40K budget increase).
- II. Approve the design of the projects as set out in this report, including recommended option 1 for Ludgate Broadway;
- III. Approve the funding strategy for the Ludgate Broadway project as set out in Table 4 in Appendix 4 and note the total estimated project cost (excluding risk) is £440,000 - £475,000 for Option 1.
- IV. Note that the cost of the improvements at St Andrew's Hill is £190,000 – £220,000.
- V. Delegate approval and drawdown of the Costed Risk Provision to the Chief Officer if sought at Gateway 5.
- VI. Approve to undertake and complete the statutory processes and consultation for the proposed relocation of parking bays, changes to the waiting and loading restrictions and the raised carriageways, as set out in this report.
- VII. Authorise the Executive Director Environment to consider responses to the traffic order consultation and if they consider it appropriate, to make the Order.

3. Resource requirements to reach next Gateway

Table 2: Adjustment Required to reach the next Gateway			
Description	Approved Budget (£)	Adjustment Resources Required (£)	Revised Budget (£)
16800454: CAS - Cool Streets & Greening			
Env Servs Staff Costs	101,000	10,000	111,000
Open Spaces Staff Costs	15,000	-	15,000
P&T Staff Costs	140,000	10,000	150,000
P&T Fees	379,000	13,000	392,000
Smart Sensors	165,000	(35,000)	130,000
Total 16800454	800,000	(2,000)	798,000
16100454: CAS - Cool Streets & Greening			
P&T Fees	10,000	-	10,000
Total 16100454	10,000	-	-

				10,000
Ludgate Broadway SUDs				
Env Servs Staff Costs	-	10,000		10,000
P&T Staff Costs	-	10,000		10,000
P&T Fees	-	22,000		22,000
Total Ludgate Broadway	-	42,000		42,000
GRAND TOTAL	810,000	40,000		850,000

Additional fees and staff costs are required to reach the next gateway. This will include trial holes and infiltration tests as well as engagement with local occupiers, project management and finalisation of design.

Costed Risk Provision requested for this Gateway: None

4. Overview of project options

4.1. Ludgate Broadway

Both options include replacing the current temporary 'parklet' with a permanent design comprising a widened pavement, a raingarden and tree planting. Various configurations have been worked through to optimise the space available for people walking and wheeling, whilst also providing greenery, sustainable drainage and space for tables and chairs from the adjacent cafes. Essential space for on-street loading has also been retained. It is acknowledged that there are a lot of competing demands within this small area for kerbside space.

During the design development, an option was considered to omit the raingarden and instead provide more pavement space for people walking and wheeling, or to accommodate more café tables and chairs. However, additional greenery in this location will enhance the local environment and introduce climate resilience into the streetscape which is a key objective of the Climate Action Strategy and Corporate Plan. Greening in this location was also strongly supported in the recent consultation on the Fleet Street Healthy Streets Plan where comments were also made about encouraging a 'public space' feel in the street. It is acknowledged that a wider pavement here will provide more space for walking or for café tables and chairs. However, on balance, it is considered that the modestly-sized raingarden provides additional environmental and public realm benefits and therefore, this proposal is recommended.

Both options in this report include raising and resurfacing

the carriageway along the entire length of Ludgate Broadway, to create an accessible and more comfortable street environment for people walking and wheeling. This encompasses the junction with Carter Lane at the southern section and both junctions with Pilgrim Street at the northern section. The resurfacing material options for the carriageway that are being considered are granite setts or asphalt (see options below).

This scheme is proposed to be delivered using a mix of different funding sources. The Cool Streets and Greening programme will fund the raingarden, planting and associated pavement alterations. The Pilgrim Street S278 project (which has already been approved and the scope is fully incorporated within the design of this project) will fund the raised crossing and associated changes at the junction with Pilgrim Street and the remainder of the costs will be funded from S106 receipts that have been allocated to the Fleet Street area programme along with an underspend from the Barts Close S106 that the developer has agreed can be used for this project. The funding strategy and the various funding sources are detailed in Appendix 4.

4.2. Option 1

Recommended: Ludgate Broadway carriageway resurfacing is recommended to be finished in granite setts and raised. There are three areas adjacent to Ludgate Broadway that already have granite setts, so the recommendation is to keep a consistent design throughout the scheme. Also, the S278 for Pilgrim Street has already been agreed as granite sets. Furthermore, this is a conservation area, so traditional, high-quality granite setts are more appropriate here.

A maintenance sum for granite setts is included in the budget. Some of the existing granite setts are planned to be relayed to get a more uniform finish which will assist with maintenance in the future. This also aligns with the circular economy approach.

4.3. Option 2

Not recommended: Ludgate Broadway carriageway resurfacing to be done as asphalt and raised. This option is a lower-cost option (by approx. £65K). However, it is not recommended as it will not enable the 'joining up' of the existing areas of granite setts thereby resulting in a patchwork appearance that is not ideal for this conservation area.

4.4. Ludgate Broadway and Pilgrim Street: Healthy Streets Design Check (refer to Appendix 5):

The current condition of the streets and the proposed changes were assessed using the Healthy Streets Design Check.

The evaluation has concluded that the Healthy Streets scoring of the area will be improved as a result of providing wider pavements, raised crossing points with tactile paving and an improved quality and finish of the paving materials. The introduction of permanent greenery and seating also improved the outcome of the Healthy streets assessment.

There are remaining 0 scores in the assessment as a result of some sections of the pavement still being less than 1.5m wide. These cannot be addressed because of the narrow width of the streets and the continued need for vehicle access which does not leave enough space to widen the pavements.

4.5. Ludgate Broadway and Pilgrim Street: City of London Street Accessibility Tool (CoLSAT):

The proposed changes will provide a more accessible street environment, with raised pedestrian crossings, tactile paving and improved finishes. The summary of the CoLSAT evaluation is included in the table below.

The remaining 0 and 1 scores are largely a result of the remaining sections of narrow pavement as mentioned above in the Healthy Streets analysis. The carriageway has been raised to mitigate the impacts of the narrow pavements. However, it is recognised that the raised carriageway and resultant removal of the kerb upstand will result in a 0 score for long cane users walking alongside the flush kerb. However, this short street has very low vehicle numbers and vehicle speeds and tactile paving is being introduced at crossing points.

The proposals for Pilgrim Street crossings also result in a notable improvement for most users.

	Total 0 scores* – severe accessibility issue		Total 1 scores** - significant accessibility issues	
	Before	After	Before	After
Electric Wheelchair user	0	0	3	3

Manual Wheelchair user	0	0	2	2
Mobility Scooter user	0	0	1	1
Walking Aid user	0	0	2	2
Person with a walking impairment	0	0	4	3
Long cane user	1	1	2	2
Guide Dog user	1	1	1	1
Residual Sight user	0	0	3	2
Deaf or Hearing impairment	0	0	4	3
Acquired neurological impairment	1	1	1	1
Autism/Sensory-processing diversity	0	0	2	2
Developmental Impairment	1	0	4	5
Total	4	3	29	27

Table 2 - CoLSAT Summary Results Table. Pilgrim Street improvements

	Total 0 scores* – severe accessibility issue		Total 1 scores** - significant accessibility issues	
	Before	After	Before	After
Electric Wheelchair user	0	0	4	3
Manual Wheelchair user	0	0	3	2
Mobility Scooter user	0	0	1	1
Walking Aid user	0	0	2	2
Person with a walking impairment	0	0	5	3
Long cane user	2	1	2	2
Guide Dog user	2	1	1	1
Residual Sight user	0	0	4	2

Deaf or Hearing impairment	0	0	4	3
Acquired neurological impairment	1	1	2	1
Autism/Sensory-processing diversity	0	0	2	2
Developmental Impairment	1	0	6	5
Total	6	3	36	27

4.6. St Andrew's Hill

The proposal incorporates a raingarden, a tree (subject to trail hole) and widened pavement on the western side, along with the re-positioning of cycle racks. The location of the interventions is in the central section of the street adjacent to the existing motor vehicle closure point. The raingarden will extend into an existing parking bay, which will be relocated to the northern part of St Andrew's Hill, thereby providing the space needed for the raingarden whilst still retaining space for loading/unloading. The proposal also retains pedal cycle access. Subject to further investigation, a new tree will be planted in the pavement on the south side of the raingarden. A single seat will also be provided. There is also an opportunity to introduce permeable paving (subject to underground utilities). This proposal is a relatively simple intervention, therefore only one option is being proposed.

It is recognised that there is a need to carry out further accessibility improvements on this street. However, at present there are no funds allocated for these works. Funding sources will be investigated as part of the ongoing Fleet Street area programme.

4.7. St Andrews Hill: Healthy Streets Design Check (refer to Appendix 5):

The current condition of the street and the impact of the proposals were assessed utilising the Healthy Streets Design Check. The evaluation concluded that the Healthy Streets scoring of the area will be improved as a result of providing greenery and seating.

There are remaining 0 scores as a result of some sections of the pavement still being less than 1.5m wide. These cannot be addressed because of the narrow width of the street and the continued need for vehicle access and parking which does not leave enough space to widen the

pavements.

4.8. St Andrews Hill: City of London Street Accessibility Tool (CoLSAT):

A CoLSAT evaluation has been undertaken which has shown little change to the scores because of the minor nature of the changes to the small section of the street. However, the provision of seating and some widening of the pavements will provide more space to walk, wheel and rest which is an improvement over the existing street layout.

	Total 0 scores* – severe accessibility issue		Total 1 scores** - significant accessibility issues	
	Before	After	Before	After
Electric Wheelchair user	0	0	3	3
Manual Wheelchair user	0	0	2	2
Mobility Scooter user	0	0	1	1
Walking Aid user	0	0	2	2
Person with a walking impairment	0	0	2	2
Long cane user	3	3	1	1
Guide Dog user	2	2	2	2
Residual Sight user	0	0	4	4
Deaf or Hearing impairment	0	0	3	3
Acquired neurological impairment	1	1	1	1
Autism/Sensory-processing diversity	0	0	2	2
Developmental Impairment	1	1	6	6
Total	7	7	29	29

5. Recommendation

5.1. Ludgate Broadway: Option 1 is recommended for the reasons set out above.

5.2. St Andrew's Hill: Approval is also sought for the design to be taken forward to the next gateway.

<p>6. Risk</p>	<p>6.1. The main risks are as follows:</p> <ul style="list-style-type: none"> • Utilities and underground structures restrict the ability to implement the schemes. <p>Response: Ground investigations including radar surveys have been carried out for all sites. Further trial holes are needed to confirm underground conditions.</p> <ul style="list-style-type: none"> • Objections from local occupiers <p>Response: Initial consultation has been undertaken with local occupiers with positive responses and further engagement is planned as the designs are developed.</p> <ul style="list-style-type: none"> • Cost escalation as a result of inflation or other factors <p>Response: initial cost estimates have been produced and the proposed cost range is sufficient to cover the project costs including maintenance of planting and paving.</p> <p>6.2. Costed Risk Provision Utilised at Last Gateway: None Change in Costed Risk: None</p> <p>Further information is available in the Risk Register (Appendix 2)</p>
<p>7. Procurement strategy</p>	<p>7.1. A procurement exercise will be undertaken to appoint a SuDS consultant to provide technical advice on the design.</p> <p>7.2. All works will be undertaken by the City's highway term contractor FM Conway</p>

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	Plans and Sketches
Appendix 4	Finance Tables
Appendix 5	Healthy Street Assessment
Appendix 6	CoLSAT Summary

Contact

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Options Appraisal Matrix – For Ludgate Broadway only (there is only one option proposed for St Andrew’s Hill)

Option Summary	Option 1	Option 2
1. Brief description of option	<p>This option proposes a raised carriageway in granite setts.</p> <p>The scheme aims to replace the current temporary 'parklet' with a permanent design comprising a widened pavement, a raingarden and tree planting. Associated accessibility, increased waiting and loading restrictions and paving works with a raised carriageway are proposed in granite sets. Additionally, there are new raised crossing points at Pilgrim Street (approved for implementation) and Carter Lane junctions also proposed in granite sets.</p>	<p>This option proposes a raised carriageway in asphalt.</p> <p>The scheme aims to replace the current temporary 'parklet' with a permanent design comprising a widened pavement, a raingarden and tree planting. Associated accessibility, increased waiting and loading restrictions, and paving works with a raised carriageway are proposed in asphalt. Additionally, there would be new raised crossing points at Pilgrim Street (approved for implementation) and Carter Lane junctions proposed in asphalt.</p>
2. Scope and exclusions	Please see plans and sketches in Appendix 3	A separate plan has not been produced for this option as the difference in design only relates to materials
Project Planning		
3. Programme and key dates	<p>Key dates:</p> <ul style="list-style-type: none"> • Finalise drawings and surveys – September 2024 • Traffic Order Process – July - October 2024 • Gateway 5 delegated to Chief Officer – October 2024 	Same as Option 1

Option Summary	Option 1	Option 2
	<ul style="list-style-type: none"> • Start on site early 2025 	
4. Risk implications	Please refer to the main report	Same as Option 1
5. Stakeholders and consultees	<p>Local occupiers and stakeholders were consulted in autumn 2023 on the concept design and further consultation will be carried out in July 2024 on the detailed design once approved.</p> <p>This includes letters posted to all local occupiers and information on the website.</p>	Same as Option 1
6. Benefits of option	<p>This option proposes granite setts to the carriageway and a raised carriageway to provide one level. The benefits of this option are as follows:</p> <ul style="list-style-type: none"> - A consistent design approach to join up existing areas of granite setts at Carter Lane and Blackfriars Lane. - Raised carriageway enables people walking or wheeling to get past narrow pavements. - The S278 design for Pilgrim Street junction has already been agreed as granite setts - This is a conservation area and so traditional high-quality materials are more appropriate here - This area has a very low amount of traffic and is not a through-route. It also has a number of retail and café facilities, therefore the granite setts will create an enhanced public realm and pedestrian environment. - The waiting and loading restrictions keep 	<p>This option proposes standard asphalt to the carriageway and a raised carriageway to provide one level. The benefits of this option are as follows:</p> <ul style="list-style-type: none"> - This is a lower cost option (approx. £65K less than Option 1) - Raised carriageway enables people walking or wheeling to get past narrow pavements. - Black asphalt provides a higher visual contrast with York Stone which is beneficial for people with certain visual impairments. - The waiting and loading restrictions keep essential crossing areas clear of obstruction particularly for people crossing. - Space is retained to accommodate local servicing requirements.

Option Summary	Option 1	Option 2
	<p>essential crossing areas clear of obstruction particularly for people crossing.</p> <ul style="list-style-type: none"> - Space is retained to accommodate local servicing requirements. 	
7. Disbenefits of option	<p>This option proposes granite sets to the carriageway. The disbenefits of this option are as follows:</p> <ul style="list-style-type: none"> - Higher cost (approx. £65K higher than Option 2) - Lower visual contrast with York Stone (for those that require visual contrast to navigate the streets) - More expensive and disruptive to maintain. 	<p>This option proposes standard asphalt to the carriageway. The disbenefits of this option are as follows:</p> <ul style="list-style-type: none"> - The opportunity to provide a consistent material and appearance to join up the existing areas of granite sets will be missed resulting in a patchwork appearance - This is a conservation area and the aesthetics of this finish are less attractive than higher-quality granite setts - The design for the S278 for Pilgrim Street has already been agreed to be constructed in granite sets
Resource Implications		
8. Total estimated cost	Total estimated cost post Gateway 5 (excluding risk): £440,000 - £475,000	Total estimated cost post Gateway 5 (excluding risk): £385,000 - £410,000

Option Summary	Option 1	Option 2														
9. Funding strategy	<p>The table below sets out the funding strategy for the project post Gateway 5:</p> <table border="1" data-bbox="548 424 1164 927"> <thead> <tr> <th colspan="2" data-bbox="548 424 1164 464">Table 4: Funding Strategy - Ludgate Broadway</th> </tr> <tr> <th data-bbox="548 464 936 504">Funding Source</th> <th data-bbox="936 464 1164 504">Amount (£)</th> </tr> </thead> <tbody> <tr> <td data-bbox="548 504 936 584">OSPR - CAS: Cool Streets and Greening</td> <td data-bbox="936 504 1164 584">250,000</td> </tr> <tr> <td data-bbox="548 584 936 655">Pilgrim Street S278</td> <td data-bbox="936 584 1164 655">150,000</td> </tr> <tr> <td data-bbox="548 655 936 735">S106 - Barts Close - 12/00256/FULEIA - Transport</td> <td data-bbox="936 655 1164 735">66,156</td> </tr> <tr> <td data-bbox="548 735 936 855">S106 earmarked for Fleet Street Area Healthy Streets Plan Delivery*</td> <td data-bbox="936 735 1164 855">8,844</td> </tr> <tr> <td data-bbox="548 855 936 927" style="text-align: center;">TOTAL</td> <td data-bbox="936 855 1164 927" style="text-align: center;">475,000</td> </tr> </tbody> </table> <p>*This is the funding source identified for the CRP if one is required at Gateway 5</p>	Table 4: Funding Strategy - Ludgate Broadway		Funding Source	Amount (£)	OSPR - CAS: Cool Streets and Greening	250,000	Pilgrim Street S278	150,000	S106 - Barts Close - 12/00256/FULEIA - Transport	66,156	S106 earmarked for Fleet Street Area Healthy Streets Plan Delivery*	8,844	TOTAL	475,000	<p>If this option is chosen the Cool Streets and Greening Programme allocation and S278 allocation will be reduced</p>
Table 4: Funding Strategy - Ludgate Broadway																
Funding Source	Amount (£)															
OSPR - CAS: Cool Streets and Greening	250,000															
Pilgrim Street S278	150,000															
S106 - Barts Close - 12/00256/FULEIA - Transport	66,156															
S106 earmarked for Fleet Street Area Healthy Streets Plan Delivery*	8,844															
TOTAL	475,000															
10. Investment appraisal	N/A	N/A														
11. Estimated capital value/return	N/A	N/A														

Option Summary	Option 1	Option 2
12. Ongoing revenue implications	The cost estimate includes maintenance for 20 years	The cost estimate includes maintenance for 20 years
13. Affordability	The funding strategy has been agreed through the previous committee approvals.	The funding strategy has been agreed through the previous committee approvals.
14. Legal implications	N/A	If the asphalt option is chosen the S278 for Pilgrim Street will need to be renegotiated
15. Corporate property implications	None	None
16. Traffic implications	<p>Loading and waiting restrictions are proposed to ensure crossing points are key areas are not obstructed by vehicles.</p> <p>The area available for loading and unloading has reduced but it is envisaged that remaining space together with those available nearby should be sufficient to accommodate the demand.</p>	<p>Loading and waiting restrictions are proposed to ensure crossing points are key areas not obstructed by vehicles.</p> <p>The area available for loading and unloading has reduced but it is envisaged that remaining space together with those available nearby should be sufficient to accommodate the demand.</p>
17. Sustainability and energy implications	Rain gardens are shallow planting beds, designed to collect rainwater run-off from adjacent paved areas and thereby slow the movement of rainwater into the sewer system. The added benefits of these gardens are that they also soften the urban environment, enhance the public realm, support climate resilience and enhance biodiversity.	Rain gardens are shallow planting beds, designed to collect rainwater run-off from adjacent paved areas and thereby slow the movement of rainwater into the sewer system. The added benefits of these gardens are that they also soften the urban environment, enhance the public realm, support climate resilience and enhance biodiversity.

Option Summary	Option 1	Option 2
	<p>These SuDS schemes will help to establish a new way of designing the City's public realm whereby environmental resilience measures including SuDS and planting are a high priority and therefore become more prevalent, enabling the City to better adapt to climate change. These features aim to reduce the rates of surface water entering the combined sewer systems, reducing the impact of intense rainfall.</p>	<p>These SuDS schemes will help to establish a new way of designing the City's public realm whereby environmental resilience measures including SuDS and planting are a high priority and therefore become more prevalent, enabling the City to better adapt to climate change. These features aim to reduce the rates of surface water entering the combined sewer systems, reducing the impact of intense rainfall.</p>
18. IS implications	N/A	N/A
19. Equality Impact Assessment	<p>The Equality Impact Assessment has been completed and the design adapted to take it into account.</p> <p>The proposed improvements are likely to positively benefit people of all ages, including the elderly and younger people.</p> <p>The proposals to improve the pavements and crossings along Ludgate Broadway, would benefit both elderly and younger users and help to address some of the key barriers to active travel for the elderly population. The flush surfaces of the raised carriageway sections will also benefit all users but particularly those who have limited mobility, are reliant on mobility aids or are travelling with young children in pushchairs.</p>	<p>The Equality Impact Assessment has been completed and the design adapted to take it into account.</p> <p>The proposed improvements are likely to positively benefit people of all ages, including the elderly and younger people.</p> <p>The proposals to improve the pavements and crossings along Ludgate Broadway, would benefit both elderly and younger users and help to address some of the key barriers to active travel for the elderly population. The flush surfaces of the raised carriageway sections will also benefit all users but particularly those who have limited mobility, are reliant on mobility aids or are travelling with young children in pushchairs.</p>

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>
20. Data Protection Impact Assessment	N/A	N/A
21. Recommendation	Recommended	Not recommended

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Project Coversheet

[1] Ownership & Status

UPI: 12267

Core Project Name: Climate Action Strategy, Cool Streets and Greening Programme – Phase 4

Programme Affiliation (if applicable): Climate Action Strategy, Cool Streets and Greening Programme and Fleet Street Programme

Project Manager: Marta Woloszczuk

Definition of need: The Climate Action Strategy Cool Streets & Greening programme is introducing climate resilience measures into the City's public realm to avoid future disruption from climate risks. This report (July 2024) focuses on two projects, Ludgate Broadway and St Andrew's Hill.

Key measures of success: Installation of SuDS and climate resilience measures, widening the pavement and improving accessibility.

Expected timeframe for the project delivery: 2022-2025

Key Milestones:

- GW2/3 – November 2022 Programme level
- GW 4 – Summer 2023 Programme level (delayed to Nov 2023 as a result of survey delays and site constraints)
- GW 4 – Ludgate Broadway and St Andrew's Hill (July 2024)
- GW5 – Autumn 2024
- Implementation early 2025

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

The project has been delayed as a result of survey delays, site constraints and internal design reviews.

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

No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Briefing' G1 report (as approved by Chief Officer 30/09/20):

- Total Estimated Cost (excluding risk): Cool Streets and Greening Programme approved at total cost of £6.8m (all Phases)
- Costed Risk Against the Project: none
- Estimated Programme Dates: 2021-2025

Scope/Design Change and Impact:

'Project Proposal' G2/3 report (as approved by PSC 23/11/22):

- Total Estimated Cost (excluding risk): £2.4m for Phase 4
- Resources to reach next Gateway (excluding risk): £185K
- Spend to date: N/A
- Costed Risk Against the Project: None
- CRP Requested: None
- CRP Drawn Down: None
- Estimated Programme Dates: 2023-2024

Scope/Design Change and Impact: N/A

Detailed Design' G4 report (as approved by S&W 07/11/23):

- Total Estimated Cost (excluding risk): £1.4m - £1.7m
- Resources to reach next Gateway (excluding risk): £95K
- Spend to date: £93,495.
- Costed Risk Against the Project: None
- CRP Requested: None
- CRP Drawn Down: None
- Estimated Programme Dates: 2024-2025

Scope/Design Change and Impact: Reduced number of sites and extended programme due to utilities constraints and survey delays

Detailed Design' G4 report Ludgate Bradway and St Andrew's Hill (this report):

- Total Estimated Cost (excluding risk): £630,000 - £695,000
- Resources to reach next Gateway (excluding risk): £75K
- Spend to date: £594,824 as part of the development for Cool Streets and Greening programme
- Costed Risk Against the Project: None
- CRP Requested: None
- CRP Drawn Down: None
- Estimated Programme Dates: 2024-2025

Scope/Design Change and Impact: This report focuses only on Ludgate Broadway and St Andrew's Hill and includes detailed design approval.

Total anticipated on-going commitment post-delivery [£]: Included in the project cost range

Programme Affiliation [£]: Cool Streets and Greening £6.8m programme, Fleet Street Area Programme

City of London: Projects Procedure Corporate Risks Register

Project Name: Cool Streets & Greening		PM's overall risk rating: Medium	CRP requested this gateway: £ -	Average unmitigated risk: 4.8	Open Risks: 10
Unique project identifier: PV12267		Total estimated cost (exc risk): £ 1,700,000	Total CRP used to date: £ -	Average mitigated: 1.7	Closed Risks: 0

General risk classification												Mitigation actions						Ownership & Action					
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed Impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed Impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/Realised & moved to issues	Comment(s)
R1	2	(2) Financial	Funding not available	Project will not progress	Rare	Minor	1	£0.00	N	A - Very Confident	Climate Action Strategy funding identified	£0.00	Rare	Minor	£0.00	1	£0.00		0 10/01/2023	DBE	Gordon Roy		
R2	2	(1) Compliance/Regulatory	Delays due to governance & sign off procedures	Project will be delayed	Possible	Minor	3	£0.00	N	A - Very Confident	Steering Group governance structure	£0.00	Rare	Minor	£0.00	1	£0.00		0 10/01/2023	DBE	Gordon Roy		
R3	2	(4) Contractual/Partnership	Contract or partnership problems	Project will be delayed	Rare	Minor	1	£0.00	N	A - Very Confident	Procurement and controllers will oversee contracts and partnership arrangements	£0.00	Rare	Minor	£0.00	1	£0.00		0 10/01/2023	DBE	Gordon Roy		
R4	2	(4) Contractual/Partnership	Skills shortage	Project delayed	Possible	Serious	6	£0.00	N	A - Very Confident	Skills available for this phase, but key officers left/being recruited. Use consultants if needed	£0.00	Rare	Minor	£0.00	1	£0.00		0 03/07/2023	DBE	Gordon Roy		
R5	2	(9) Environmental	Minimal opportunities for resilience measures due to utilities	Find alternative sites and liaise with engineers	Likely	Serious	8	£0.00	N	A - Very Confident	Carry out this phase as preparation avoiding costly design for individual sites	£0.00	Rare	Minor	£0.00	1	£0.00		0 03/07/2023	DBE	Gordon Roy		
R6	3	(9) Environmental	Minimal opportunities for resilience measures due to environmental constraints	It may not be possible to implement resilience measures due to unforeseen underground structures	Unlikely	Serious	4	£0.00	N	A - Very Confident	Close liaison with project managers will enable early redesign before costs are incurred	£0.00	Rare	Minor	£0.00	1	£0.00		0 03/07/2023	DBE	Gordon Roy		
R7	4	(3) Reputation	Objections from local occupiers	Design adaptations may be needed	Possible	Minor	3	£0.00	N	B - Fairly Confident	Consult with local occupiers	£0.00	Rare	Minor	£0.00	1	£0.00		0 04/09/2023	DBE	Gordon Roy		
R8	4	(2) Financial	Unexpected cost increases	Review of scope may be required and identification of additional funding	Possible	Major	12	£0.00	N	B - Fairly Confident	Avoid project delays, regular meetings with contractors, regular cost reviews	£0.00	Possible	Serious	£0.00	6	£0.00		0 04/09/2023	DBE	Gordon Roy		
R09	4	(2) Financial	Utilities relocation cost	Utilities relocation cost may be more costly than expected	Possible	Serious	6	£0.00	N	A - Very Confident	Ensure ongoing engagement with utility companies to establish the cost	£0.00	Rare	Serious	£0.00	2	£0.00		0 11/06/2024	DBE	Gordon Roy		
R10	4	(1) Compliance/Regulatory	The traffic orders may cause a public enquiry to be held	Public objection to the new traffic orders	Unlikely	Serious	4	£0.00	N	A - Very Confident	Ongoing public engagement	£0.00	Rare	Serious	£0.00	2	£0.00		0 11/06/2024	DBE	Gordon Roy		
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							
R30							£0.00				£0.00			£0.00		£0.00							
R31							£0.00				£0.00			£0.00		£0.00							
R32							£0.00				£0.00			£0.00		£0.00							
R33							£0.00				£0.00			£0.00		£0.00							
R34							£0.00				£0.00			£0.00		£0.00							
R35							£0.00				£0.00			£0.00		£0.00							
R36							£0.00				£0.00			£0.00		£0.00							
R37							£0.00				£0.00			£0.00		£0.00							
R38							£0.00				£0.00			£0.00		£0.00							
R39							£0.00				£0.00			£0.00		£0.00							
R40							£0.00				£0.00			£0.00		£0.00							
R41							£0.00				£0.00			£0.00		£0.00							
R42							£0.00				£0.00			£0.00		£0.00							
R43							£0.00				£0.00			£0.00		£0.00							
R44							£0.00				£0.00			£0.00		£0.00							
R45							£0.00				£0.00			£0.00		£0.00							
R46							£0.00				£0.00			£0.00		£0.00							
R47							£0.00				£0.00			£0.00		£0.00							
R48							£0.00				£0.00			£0.00		£0.00							
R49							£0.00				£0.00			£0.00		£0.00							
R50							£0.00				£0.00			£0.00		£0.00							
R51							£0.00				£0.00			£0.00		£0.00							
R52							£0.00				£0.00			£0.00		£0.00							
R53							£0.00				£0.00			£0.00		£0.00							
R54							£0.00				£0.00			£0.00		£0.00							
R55							£0.00				£0.00			£0.00		£0.00							
R56							£0.00				£0.00			£0.00		£0.00							
R57							£0.00				£0.00			£0.00		£0.00							
R58							£0.00				£0.00			£0.00		£0.00							
R59							£0.00				£0.00			£0.00		£0.00							
R60							£0.00				£0.00			£0.00		£0.00							
R61							£0.00				£0.00			£0.00		£0.00							
R62							£0.00				£0.00			£0.00		£0.00							
R63							£0.00				£0.00			£0.00		£0.00							
R64							£0.00				£0.00			£0.00		£0.00							
R65							£0.00				£0.00			£0.00		£0.00							
R66							£0.00				£0.00			£0.00		£0.00							
R67							£0.00				£0.00			£0.00		£0.00							
R68							£0.00				£0.00			£0.00		£0.00							
R69							£0.00				£0.00			£0.00		£0.00							
R70							£0.00				£0.00			£0.00		£0.00							

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Ludgate Broadway / Pilgrim Street - Sketch



Ludgate Broadway Street looking northeast



St Andrew's Hill Sketch



St Andrews Hill looking south

Appendix 4: Finance Tables

Table 1: Expenditure to Date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
16800454: CAS - Cool Streets & Greening			
Env Servs Staff Costs	101,000	79,837	21,163
Open Spaces Staff Costs	15,000	10,964	4,036
P&T Staff Costs	140,000	87,751	52,249
P&T Fees	379,000	332,893	46,107
Smart Sensors	165,000	83,379	81,621
Total 16800454	800,000	594,824	205,176
16100454: CAS - Cool Streets & Greening			
P&T Fees	10,000	-	10,000
Total 16100454	10,000	-	10,000
GRAND TOTAL	810,000	594,824	215,176

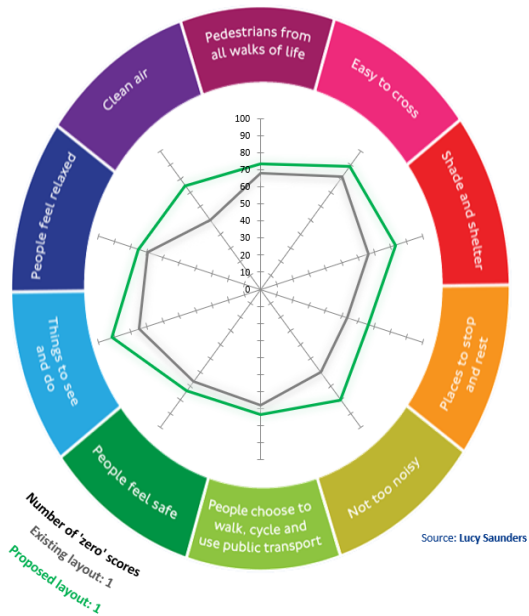
Table 2: Adjustment Required to reach the next Gateway			
Description	Approved Budget (£)	Adjustment Resources Required (£)	Revised Budget (£)
16800454: CAS - Cool Streets & Greening			
Env Servs Staff Costs	101,000	10,000	111,000
Open Spaces Staff Costs	15,000	-	15,000
P&T Staff Costs	140,000	10,000	150,000
P&T Fees	379,000	13,000	392,000
Smart Sensors	165,000	(35,000)	130,000
Total 16800454	800,000	(2,000)	798,000
16100454: CAS - Cool Streets & Greening			
P&T Fees	10,000	-	10,000
Total 16100454	10,000	-	10,000
Ludgate Broadway SUDs			
Env Servs Staff Costs	-	10,000	10,000
P&T Staff Costs	-	10,000	10,000
P&T Fees	-	22,000	22,000
Total Ludgate Broadway	-	42,000	42,000
GRAND TOTAL	810,000	40,000	850,000

Table 3: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
16800454: CAS - Cool Streets & Greening			
OSPR - CAS: Cool Streets and Greening	800,000	(2,000)	798,000
Total 16800454	800,000	(2,000)	798,000
16100454: CAS - Cool Streets & Greening			
OSPR - CAS: Cool Streets and Greening	10,000	-	10,000
Total 16100454	10,000	-	10,000
Ludgate Broadway SUDs			
OSPR - CAS: Cool Streets and Greening	-	2,000	2,000
S106 - Barts Close - 12/00256/FULEIA - Transport	-	40,000	40,000
Total Ludgate Broadway	-	42,000	42,000
TOTAL	810,000	40,000	850,000

Table 4: Funding Strategy - Ludgate Broadway	
Funding Source	Amount (£)
OSPR - CAS: Cool Streets and Greening	250,000
Pilgrim Street S278	150,000
S106 - Barts Close - 12/00256/FULEIA - Transport	66,156
S106 earmarked for Fleet Street Area Healthy Streets Plan Delivery	8,844
TOTAL	475,000

Appendix 5 – Healthy Street Check

Ludgate Broadway

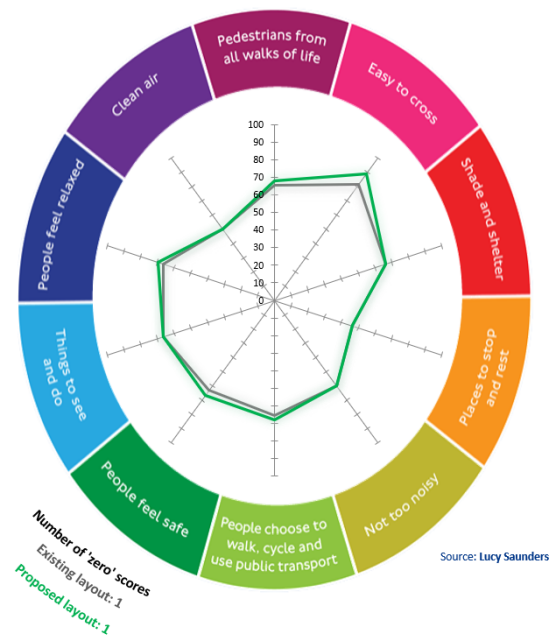


Healthy Streets Indicators' scores (%)

(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	68	74
Easy to cross	81	89
Shade and shelter	67	83
Places to stop and rest	53	67
Not too noisy	60	80
People choose to walk, cycle and use public transport	68	74
People feel safe	67	74
Things to see and do	75	92
People feel relaxed	70	75
Clean Air	50	75
Overall Healthy Streets Check score	68	76
Number of 'zero' scores	1	1
(Proposed layout score from applicable metrics)		20.00%

Pilgrim Street

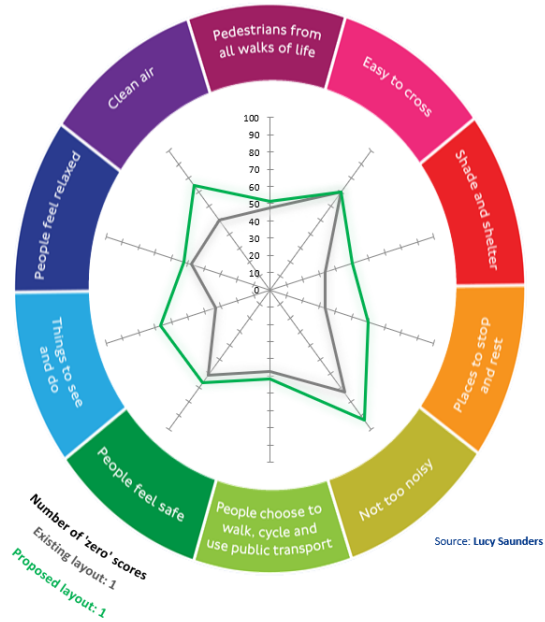


Healthy Streets Indicators' scores (%)

(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	65	68
Easy to cross	81	89
Shade and shelter	67	67
Places to stop and rest	47	47
Not too noisy	60	60
People choose to walk, cycle and use public transport	65	68
People feel safe	63	67
Things to see and do	67	67
People feel relaxed	67	70
Clean Air	50	50
Overall Healthy Streets Check score	65	68
Number of 'zero' scores	1	1
(Proposed layout score from applicable metrics)		9.09%

St Andrew's Hill




Healthy Streets Indicators' scores (%)

(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	47	52
Easy to cross	70	70
Shade and shelter	33	50
Places to stop and rest	33	60
Not too noisy	73	93
People choose to walk, cycle and use public transport	47	52
People feel safe	61	67
Things to see and do	33	67
People feel relaxed	48	52
Clean Air	50	75
Overall Healthy Streets Check score	51	58
Number of 'zero' scores	1	1
(Proposed layout score from applicable metrics)		14.29%

Appendix 6 - COLSAT Assessments SuDS

Ludgate Broadway - Existing

 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				
v 1.2		EWC	MVC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	EWC	MVC	MS	WA	WI	LC	GD	RS		HI	ANI	AT	DI
Crossing Point																										
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	~3m uncontrolled crossing at the Ludgate Broadway junction with Carter Lane, with no entry for motor vehicles via Carter Lane (except cycles). No protected space for cyclists throughout, noted that cyclists would bike directly along the Ludgate Broadway carriageway during the site visit.
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	4	No tactile edge marking at the Ludgate Broadway junction with Carter Lane. Raised table present at this junction, making the carriageway and footway flush (sets).
Edge Marking	No tactile edge marking	3	3	2	3	4	0	1	1	3	4	2	0	Note: CoL Standard Details 11 (SD 11) suggest max fall of 1:12, ideal fall of 1:20.												
Surface Material																										
Surface Type	York Stone with gaps/bumps	2	2	2	2	1	2	2	2	2	1	2	3	3	York Stone along the majority of the footway along Ludgate Broadway along the western side, with asphalt paving along the footway on the eastern side. York Stone and asphalt paving is varying in colour. High contrast between York Stone and asphalt paved carriageway. Lower contrast between asphalt used on footway and carriageway.											
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	3	3	3	Single yellow lines present along all road edges with the exception of Carter Lane which changes into double yellow lines.											
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	2	3	2	3	3	3													
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 + 800 tactile paving	4	3	4	4	2	3	4	3	3	4	3	3	Footway is flush with carriageway with a raised table at the Ludgate Broadway junction with Carter Lane (uncontrolled crossing point).												
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	3	3													
Footway Width																										
Width	Footway width < 1.5 m	1	1	2	1	1	1	2	1	1	0	1	1	-1.2m minimum footway width along both sides of Ludgate Broadway.												
Unobstructed Width	Min unobstructed width < 1.5 m	1	1	1	1	2	0	1	1	1	1	1	1	-1.8m between building line and bollard.												
Street Furniture																										
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	C3 bollards located along Ludgate Broadway.												
Cafe Tables	Cafe tables without 'protection'	3	3	2	2	2	2	2	3	3	2	3	3	Multiple dockless bikeshare bikes parked on Ludgate Broadway carriageway, adjacent to seating.												
Temporary Items	Temporary, obstructions, non chapter 8	2	2	3	2	3	1	2	2	2	2	2	2	C3 bollards along both sides of Ludgate Broadway, and temporary bollards adjacent to benches and planters on the eastern side of the Ludgate Broadway carriageway.												
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	Black C3 bollards contrast with York Stone and asphalt.												
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	Benches located directly along the eastern side of the Ludgate Broadway carriageway and footway.												
Bench Spacing	Bench within 150 m	3	3	3	4	4	3	3	3	3	4	4	3	Three benches on the Ludgate Broadway carriageway, three individual moveable timber seats without backing, and an additional three backless benches along the footway adjacent to the restaurants.												
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	3	3	Located near to Ludgate Hill which is a major through route with high traffic flows and poor air quality. In addition to this the benches are located within the carriageway boundary, although it is important to note that the number of vehicles (vpc) using Ludgate Broadway is likely to be minimal.												
Bench Seat Height	Benches seat height > 50 cm	3	3	3	3	1	3	3	3	3	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 1/20 to 1/50	3	3	3	3	3	3	3	3	3	3	3	3	Assumption based on site visit and google.												
Camber (across footway)	Camber 1/20 to 1/50	3	2	3	3	3	3	3	3	3	3	3	3	Assumption based on site visit and google.												
Vehicle Access																										
Vehicle Crossover	No crossover	3	3	3	3	3	3	3	3	3	3	3	3	One disabled parking bay is present on Black Friars Lane, located approximately 140m from the Ludgate Broadway junction with Carter Lane. Two disabled parking bays are present on Playhouse Yard, located approximately 130m from the Ludgate Broadway junction with Carter Lane. See here for more details: Show%20me%20Blue%20Badge%20Bays%20Layers">https://www.mapping.cityoflondon.gov.uk/geocortex/mapping/?viewer=compass&runworkflowbyid=Switch_Ia_yer_themes&Layer=Themes>Show%20me%20Blue%20Badge%20Bays%20Layers												
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	3	3	3	3	3	2	1	Taxis are permitted to drop off on the single yellow lines along Ludgate Broadway.												
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4													
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	3	2	2	Nearest bus stop is located on Ludgate Hill (140m / 4-minute walk) from the Ludgate Broadway junction with Carter Lane.												
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	100 m to 250 m away	3	3	2	3	2	3	3	3	2	3	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	100 m to 500 m away	3	3	3	3	2	3	3	4	3	3	3	4	Accessible toilets are available at the Manoj Coffee and Cuts which is located 15m (1-minute walk) away from the Ludgate Broadway junction with Carter Lane, found using the following tool: Show%20me%20Toilets%20Layers">https://www.mapping.cityoflondon.gov.uk/geocortex/mapping/?viewer=compass&runworkflowbyid=Switch_Ia_yer_themes&Layer=Themes>Show%20me%20Toilets%20Layers												
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	Changing Places toilets are available at the Tale Modern which is 850m (12-minute walk) away from the Ludgate Broadway junction with Carter Lane, found using the following tool: https://www.changing-places.org/find												

Ludgate Broadway - Proposed



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 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



Crossing Point		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments	
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	3	3	3	3	3	3	3	3	3	2	No controlled or uncontrolled crossing along this section. No protected space for cyclists throughout.
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	No controlled or uncontrolled crossing along this section.
Tactile Paving Back Edge	Straight back edge	2	3	3	3	3	1	4	3	3	2	2	4	4	
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	2	3	3	3	
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	3	1	4	3	3	3	3	3	3	
Tactile Paving Stem Width	Tactile stem 800 mm width	3	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	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 Details	Rear drop with tactile paving	3	2	3	4	1	3	3	3	3	3	3	4	3	
Signal (red/green man)	Far 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	3	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	Scoutmoor York Stone Tactile Paving Slabs (400mm x 400mm x 63mm deep) laid on 50mm larsens fine bedding concrete placed along all footways. New scoutmoor York Stone Tactile Paving Slabs (400mm x 400mm x 63mm deep) laid on 50mm larsens fine bedding concrete placed along all footways. High contrast between York Stone and granite setts on carriageway. Uniform on both sides of footway. Single yellow lines present along all road edges with the exception of the eastern side of Ludgate Broadway adjacent to the SuDS and Carter Lane which changes into double yellow lines.
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 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)	Delimiting upstand 0 mm to 3 mm (undelineated)	3	4	3	2	2	0	1	3	3	2	2	2	1	
Footway Width															
Width	Footway width < 1.5 m	1	1	1	2	1	1	2	1	1	0	1	1	1	-1.5m minimum footway width along both sides of Ludgate Broadway (pinch point adjacent to SuDS). This does go up to 1.6m and 2.23m further south, still adjacent to the SuDS. -1.5m as bollards have been removed in the proposed scheme.
Unobstructed Width	Mn unobstructed width < 1.5 m	1	1	1	1	2	2	0	1	1	1	1	1	1	
Street Furniture															
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	3	Scheme proposes to remove existing bollards. Recommended that dedicated parking bays are explored to avoid obstructions from dockless bikes/scooters.
Cafe Tables	Cafe tables without 'protection'	3	3	2	2	2	2	2	3	3	2	3	3	3	
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	3	3	2	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 within 150 m	3	3	3	4	4	3	3	3	3	4	4	4	3	Public seating proposed adjacent to the SuDS. Existing benches also located adjacent to cafes and restaurant on the eastern side of Ludgate Broadway. Proposed public seating adjacent to SuDS will have arms and backrests. Benches located adjacent to cafes and restaurant on the eastern side of Ludgate Broadway, do not have arms and backrests. Estimated. Located near to Ludgate Hill which is a major through route with high traffic flows and poor air quality. However, some improvements to the sensory experience with addition of seating, SuDS and associated planting which creates a barrier between the benches and the carriageway. Carriageway is narrowed also which reduces dominance of vehicles, improving the pedestrian experience.
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	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	Good sensory experience (textures, planting, sound, colour)	3	3	3	3	3	3	3	3	4	3	4	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 < 1/50	3	4	3	4	3	3	3	3	3	4	3	3	4	
Vehicle Access															
Vehicle Crossover	No crossover	3	3	3	3	3	3	3	3	3	3	3	3	3	One disabled parking bay is present on Black Friars Lane, located approximately 140m from the Ludgate Broadway junction with Carter Lane. Two disabled parking bays are present on Playhouse Yard, located approximately 130m from the Ludgate Broadway junction with Carter Lane. See here for more details: https://www.mapping.cityoflondon.gov.uk/geocortext/mapping/?viewer=compass&runworkflowbyid=Switch_Ia_yer_themes&LayerTheme=Show%20ne%20blue%20Badge%20Bays%20layers Taxis are permitted to drop off on the single yellow lines along Ludgate Broadway, single yellow lines retained in proposal. Nearest bus stop is located on Ludgate Hill (140m / 4-minute walk) from the Ludgate Broadway junction with Carter Lane.
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 within 10 m	4	4	3	4	4	4	4	4	4	4	4	4	4	
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	2	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	100 m to 250 m away	3	3	2	3	2	3	3	3	2	3	3	3	3	
Bus Stop Kerb Height	125 mm to 140 mm	3	3	3	4	4	3	3	3	3	3	3	3	3	
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	2	
Toilets															
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	4	3	3	3	4	4	Accessible toilets are available at the Mancj Coffee and Cuts which is located 15m (1-minute walk) away from the Ludgate Broadway junction with Carter Lane, found using the following tool: https://www.mapping.cityoflondon.gov.uk/geocortext/mapping/?viewer=compass&runworkflowbyid=Switch_Ia_yer_themes&LayerTheme=Show%20ne%20blue%20Toilets%20layers Changing Places toilets are available at the Tate Modern which is 850m (12-minute walk) away from the Ludgate Broadway junction with Carter Lane, found using the following tool: https://www.changing-places.org/tn
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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Pilgrim Street - Existing



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



Crossing Point		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Type	Uncontrolled crossing 6 m to 8 m road width	3	3	3	3	3	2	2	2	3	2	3	2	Uncontrolled crossing at the Pilgrim Street junction with Pageantmaster Court is approximately 9m. No protected space for cyclists throughout. Contraflow cycle facility starts on Pilgrim Street at the junction with Ludgate Broadway (no protection). No tactile paving present at the Pilgrim Street junction with Pageantmaster Court.
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	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	3
Tactile Paving Colour	Tactile colour not as per guidance	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	3	3	3	3	3
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	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	3	4	4	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	5
Kerb Drop Slope	Kerb drop > 1/6, 9.5 deg, 17% incline	1	1		2	1	3	3	2	3	1	3	2	
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	3	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 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	
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 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	4	3	
Footway Width														
Width	Footway width < 1.5 m	1	1	2	1	1	1	2	1	1	0	1	1	
Unobstructed Width	Min unobstructed width < 1.5 m	1	1	1	1	2	2	0	1	1	1	1	1	
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	3	4	4	4	
Temporary Items	Temporary obstructions, non chapter 8	2	2	3	2	3	1	2	2	2	2	2	2	
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 within 150 m	3	3	3	4	4	3	3	3	3	4	4	3	
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	3	3	
Bench Seat Height	Benches seat height > 50 cm	3	3	3	3	1	3	3	3	3	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 1/20 to 1/50	3	3	3	3	3	3	3	3	3	3	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 within 10 m	4	4	3	4	4	4	4	4	4	4	4	4	
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	2	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	100 m to 250 m away	3	3	2	3	2	3	3	3	2	3	3	3	
Bus Stop Kerb Height	125 mm to 140 mm	3	3	3	4	4	3	3	3	3	3	3	3	
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	
Toilets														
Accessible Toilets	100 m to 500 m away	3	3	3	2	3	3	4	3	3	3	3	4	
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	

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Pilgrim Street - Proposed



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 to 8 m road width	3	3	3	3	3	2	2	2	3	2	3	2	Uncontrolled crossing at the Pilgrim Street junction with Pageantmaster Court is approximately 8m. The proposed uncontrolled crossing at the northern end of Ludgate Broadway is roughly 6m also. No protected space for cyclists throughout. Contraflow cycle facility will be retained, which starts on Pilgrim Street at the junction with Ludgate Broadway (no protection). No cycle infrastructure proposed as part of these works.
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	4	Tactile edge markings provided along both sides of Pilgrim Street uncontrolled junction with Pageantmaster Court, and at the northern end of Ludgate Broadway. This entire section will be a raised table (flush carriageway and footway) therefore the tactile only cover a small section of the flush area - this can be a significant issue for those who are visually impaired as they're unable to detect where the footway stops and where the carriageway begins.
Edge Marking	800 mm deep tactile paving edge marking (partial width)	3	3	3	3	3	3	3	3	3	3	3	3	Buff Scoutmoor York Stone paving at uncontrolled crossing.
Tactile Paving Back Edge	Straight back edge	2	3	3	3	3	1	4	2	3	3	3	4	
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	
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	3	2	2	2	3	3	
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	3	1	4	3	3	3	3	3	
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	3	2	3	3	3	4	4	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	1	4	3	
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	4	3	3	3	3	3	3	3	3	3	3	Entire section is flush.
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	3	3	3	2	2	3	3	3	3	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	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	Smooth York Stone	3	3	3	3	3	4	4	4	3	3	4	3	Scoutmoor York Stone Tactile Paving Slabs (400mm x 400mm x 63mm deep) laid on 50mm larsens fine bedding concrete placed along all footways.
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	New Scoutmoor York Stone Tactile Paving Slabs (400mm x 400mm x 63mm deep) laid on 50mm larsens fine bedding concrete placed along all footways.
Contrast with Road	Higher tonal contrast between paving and road	3	3	3	4	3	3	3	4	3	4	3	4	High contrast between York Stone and granite setts on carriageway. Uniform on both sides of footway. Double yellow lines are proposed to replace the existing single yellow line markings. Double kerb lips proposed also.
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 + 800 tactile paving	4	3	4	4	4	2	3	4	3	3	4	3	Raised granite table is proposed on Pilgrim Street means footway and carriageway will be flush.
Kerb Type (moving alongside)	Delimiting upstand 0 mm to 3 mm (undelineated)	3	4	3	2	2	0	1	3	3	2	2	1	
Footway Width														
Width	Footway width < 1.5 m	1	1	2	1	1	1	2	1	1	0	1	1	~2m footway width along Pilgrim Street and Pageantmaster Court.
Unobstructed Width	Min unobstructed width < 1.5 m	1	1	1	1	2	2	0	1	1	1	1	1	~2m footway width along Pilgrim Street and Pageantmaster Court as bollards have been removed in the proposed scheme.
Street Furniture														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	Scheme proposes to remove existing bollards, retaining some at the junctions only.
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	3	4	3	4	Recommended that dedicated parking bays are explored to avoid obstructions from dockless bikes/scooters.
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	3	3	2	3	3	3	3	3	
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	Benches located adjacent to cafés and restaurant on the eastern side of Ludgate Broadway.
Bench Spacing	Bench within 150 m	3	3	4	4	4	3	3	3	3	4	4	4	Benches located adjacent to cafés and restaurant on the eastern side of Ludgate Broadway.
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	3	4	4	4	3	
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	4	3	3	3	3	4	3	3	Located near to Ludgate Hill which is a major through route with high traffic flows and poor air quality. However, some improvements to the sensory experience with addition of SUDs and associated planting which creates a barrier between the benches and the carriageway. Carriageway is narrowed also which reduces dominance of vehicles, improving the pedestrian experience.
Bench Sensory Experience	Good sensory experience (textures, planting, sound, colour)	3	3	3	3	3	3	3	3	3	4	3	4	
Slopes														
Gradient (in direction of travel)	Gradient 1/20 to 1/50	3	3	3	3	3	3	3	3	3	3	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	One disabled parking bay is present on Black Friars Lane, located approximately 190m from the Pilgrim Street junction with Pageantmaster Court. Two disabled parking bays are present on Playhouse Yard, located approximately 180m from the Pilgrim Street junction with Pageantmaster Court. See here for more details: https://www.mapping.cityoflondon.gov.uk/geocortex/mapping/?viewer=compass&runworkflowbyid=Switch_Layer_theme&LayerTheme=Show%20the%20Blue%20Badge%20Bays%20layers
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 within 10 m	4	4	3	4	4	4	4	4	4	4	4	4	Taxis are permitted to drop off on the single yellow lines along Pilgrim Street which are being retained as part of the proposed scheme.
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	2	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	100 m to 250 m away	3	3	2	3	2	3	3	3	3	2	3	3	Nearest bus stop is located on Ludgate Hill (120m / 2-minute walk) from the Pilgrim Street junction with Pageantmaster Court.
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	100 m to 500 m away	3	3	3	3	2	3	3	4	3	3	3	4	Accessible toilets are available at the Manj Coffee and Cuts which is located 33m (1-minute walk) away from the Pilgrim Street junction with Pageantmaster Court, found using the following tool: https://www.mapping.cityoflondon.gov.uk/geocortex/mapping/?viewer=compass&runworkflowbyid=Switch_Layer_theme&LayerTheme=Show%20the%20Toilets%20layers
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	Changing Places toilets are available at the Tate Modern which is 1.0km (14-minute walk) away from the Pilgrim Street junction with Pageantmaster Court, found using the following tool: https://www.changing-places.org/find

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St Andrew's Hill - Existing



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	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	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	3	4	4	3	3
Island Type	No island	2	3	2	2	2	2	3	2	2	2	2	3	3
Island Depth	Island depth > 1.2 m	3	4	3	3	3	4	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	4
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	4	3	3
Signal (red/green man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	4	3
Audible (beeping)	No Audible	3	3	2	3	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	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	Lower tonal contrast between paving and road	3	3	3	3	3	3	2	3	2	3	3	3	3
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 upstand 0 mm to 3 mm (undelineated)	3	4	3	3	4	0	0	1	2	4	2	1	1
Kerb Type (moving alongside)	Delineating upstand 0 mm to 3 mm (undelineated)	3	4	3	2	2	0	1	3	3	2	2	1	1
Footway Width														
Width	Footway width < 1.5 m	1	1	2	1	1	1	2	1	1	0	1	1	1
Unobstructed Width	Min unobstructed width < 1.5 m	1	1	1	1	2	2	0	1	1	1	1	1	1
Street Furniture														
Position	Street furniture > 0.5 m from kerb	3	3	2	3	3	2	3	3	2	2	3	3	3
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	3	4	3	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	Low tonal contrast with paving	3	3	3	3	2	3	2	3	3	3	2	2	2
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 with arms + Backrests	3	3	4	4	4	3	3	4	4	4	4	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	Good sensory experience (textures, planting, sound, colour)	3	3	3	3	3	3	3	3	4	3	4	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 < 1/50	3	4	3	4	3	3	3	3	3	4	3	4	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 within 10 m	4	4	3	4	4	4	4	4	4	4	4	4	4
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	2	3	2	2
Dedicated Taxi Drop Off	Dedicated taxi drop off point / taxi rank	3	3	4	4	4	3	3	4	3	4	4	4	4
Bus Stop Location	Within 100 m	3	4	4	3	3	4	3	4	3	4	3	3	3
Bus Stop Kerb Height	< 125 mm	2	2	3	3	2	3	3	3	3	3	3	3	3
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	2
Toilets														
Accessible Toilets	Within 100 m	4	4	3	4	4	3	3	4	4	4	4	3	3
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	3	1

Published September 2022

The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation.



St Andrew's Hill - Proposed



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





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	Crossing point at modal filter is less than 6m. Mixed traffic. Shared use within the filtered section. Remains unchanged from existing. Cycle facility lacks delineation with the footway within the shared use section.
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	3	4	
Edge Marking															
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	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	4	4	3		
Tactile Paving Stem Width	Tactile stem 500 mm width	3	3	3	3	2	3	3	3	3	4	4	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 with tactile paving	3	2	3	4	1	3	3	3	3	3	4	3		
Signal (red/green man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	4		
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	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	yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4		
Kerb															
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Footway Width															
Width	Footway width < 1.5 m	1	1	1	2	1	1	1	2	1	1	0	1	1	
Unobstructed Width	Min unobstructed width < 1.5 m	1	1	1	1	1	2	2	0	1	1	1	1	1	
Street Furniture															
Position	Street furniture > 0.5 m from kerb	3	3	2	3	3	2	3	3	2	2	3	3		
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Bench Spacing	Bench within 150 m	3	3	3	4	4	3	3	3	3	4	4	3		
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Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4		
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The City of London Street Accessibility Tool (COLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation.





Committees: Streets and Walkways Sub-Committee <i>[for decision]</i> Projects and Procurement Sub-Committee <i>[for information]</i>	Dates: 09 July 2024 15 July 2024
Subject: 2 Aldermanbury Square Unique Project Identifier: 12359	Gateway 3: Outline Options Appraisal (Regular)
Report of: Interim Director Environment Report Author: Andrea Moravicova	For Decision
<h1 style="margin: 0;">PUBLIC</h1>	

1. Status update	<p>Project Description: Deliver changes to the public highway in the vicinity of the development at 2 Aldermanbury Square, also known as City Place House, through a Section 278 agreement that is fully funded by the developer.</p> <p>RAG Status: Green (Green at last report to Committee)</p> <p>Risk Status: Low (Low at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £833,060 - £1,204,096</p> <p>Change in Total Estimated Cost of Project (excluding risk): The total estimated cost of the project remains within the range provided at Gateway 2.</p> <p>Spend to Date: £56,639</p> <p>Costed Risk Provision Utilised: None</p> <p>Slippage: None</p>
2. Next steps and requested decisions	<p>Next Gateway: Gateway 4: Detailed Options Appraisal</p> <p>Next Steps:</p> <ul style="list-style-type: none"> Complete relevant surveys and assessments. Continue developing proposed designs. Continue negotiations of the Section 278 agreement with the developer. <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. Approve that officers continue with the design of all three options whilst necessary surveys are undertaken and analysed, and negotiations with the developer are concluded; 2. Approve the budget adjustment related to fees to be actioned as outlined in Appendix 2;

	<p>3. Authorise officers to invoice the developer any reasonable costs necessary to progress to the next gateway (Detailed Options Appraisal), in advance of the full S278 payment to avoid delays to the programme. The amount would be deducted from the full S278 works implementation payment;</p> <p>4. Note the total estimated cost of the project for Option 1 at £1,204,096 (excluding risk).</p>																																							
<p>3. Resource requirements to reach next Gateway</p>	<p>Expenditure to date is £50,087.59. Activities completed include radar and topographic surveys, development of the design and negotiations with the developer regarding these proposals and Section 278 agreement, liaison with officers in Legal, Structures and Transportation teams on design proposals and their wider impact.</p> <p>Table 1 outlines the costs necessary to reach the next Gateway (Detailed Options Appraisal).</p> <p>The staff costs will cover project management, detailed design and construction package completion, local stakeholder liaison, developer negotiations and report writing.</p> <p>Fees will cover structural surveys to establish a potential impact of introducing one traffic lane in westbound direction on London Wall, on the structure of the car park.</p> <p>Table 2 indicates an estimate of the overall costs of the project, including maintenance, for an implementation of a desired Option 1.</p> <table border="1" data-bbox="395 1122 1193 1480"> <thead> <tr> <th colspan="4">Table 1: Revised budget to reach next Gateway</th> </tr> <tr> <th>Item</th> <th>Funds received to date (£)</th> <th>Resource required to reach next gateway (£)</th> <th>Revised budget to next gateway (£)</th> </tr> </thead> <tbody> <tr> <td>Staff costs</td> <td>60,000</td> <td>-23,000</td> <td>37,000</td> </tr> <tr> <td>Fees</td> <td>40,000</td> <td>23,000</td> <td>63,000</td> </tr> <tr> <td>Total</td> <td>100,000</td> <td>0</td> <td>100,000</td> </tr> </tbody> </table> <table border="1" data-bbox="395 1518 1193 1944"> <thead> <tr> <th colspan="3">Table 2: Estimated overall costs for Option 1</th> </tr> <tr> <th>Item</th> <th>Cost (£)</th> <th>Funds/ Source of Funding</th> </tr> </thead> <tbody> <tr> <td>Staff costs</td> <td>187,000</td> <td rowspan="6" style="text-align: center; vertical-align: middle;">S.278</td> </tr> <tr> <td>Fees</td> <td>88,830</td> </tr> <tr> <td>Works</td> <td>794,094</td> </tr> <tr> <td>Utilities</td> <td>95,000</td> </tr> <tr> <td>Maintenance</td> <td>39,172</td> </tr> <tr> <td>Total</td> <td>1,204,096</td> </tr> </tbody> </table> <p>Costed Risk Provision requested for this Gateway: £0</p>	Table 1: Revised budget to reach next Gateway				Item	Funds received to date (£)	Resource required to reach next gateway (£)	Revised budget to next gateway (£)	Staff costs	60,000	-23,000	37,000	Fees	40,000	23,000	63,000	Total	100,000	0	100,000	Table 2: Estimated overall costs for Option 1			Item	Cost (£)	Funds/ Source of Funding	Staff costs	187,000	S.278	Fees	88,830	Works	794,094	Utilities	95,000	Maintenance	39,172	Total	1,204,096
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Total	1,204,096																																							

<p>4. Overview of project options</p>	<p>The project aims to deliver a well-functioning street environment that improves the usability and safety of the area for people walking, wheeling and cycling. The scope of the project was outlined within the Section 106 Agreement.</p> <p>When developing the design options, officers liaised with the developer and other City departments and divisions and considered the existing street layout together with the changes brought by the new development.</p> <p>Three options have been outlined and are proposed to be taken to the next stage of the design.</p> <p>All three options have the same design proposed for Basinghall Street but differ in the proposals for London Wall and are shown in Appendix 3.</p> <p>Option 1 (preferred - aligns to the scope outlined in the Section 106 agreement)</p> <ul style="list-style-type: none"> • Widen the southern pavement on London Wall between the access road to 1 Coleman Street and Brewers Hall Gardens. • Widen the central reservation at the two raised table points on London Wall to provide additional space for people waiting to cross. • Reduce road width of London Wall to one lane westbound. • Introduce a section of hatched lining to separate cycle lane from motor traffic lane along the westbound cycle lane to enhance safety for people cycling. <p>Option 2 (also reflects the scope of works outlined in the Section 106 agreement but with limited scope compared to Option 1)</p> <ul style="list-style-type: none"> • Widen the central reservation at the two raised table points on London Wall to provide additional space for people waiting to cross. • Reduce road width of London Wall to one lane westbound. • Introduce a section of hatched lining to separate cycle lane from motor traffic lane along the westbound cycle lane to enhance safety for people cycling. <p>Option 3 (minimal changes to London Wall area, due to potential issues with loading on the underground structure)</p> <ul style="list-style-type: none"> • Retain two lanes of traffic • Repave the southern pavement on London Wall between the access road to 1 Coleman Street and Brewers Hall Garden. • Introduce a mandatory cycle lane on London Wall westbound. <p>Legal implications</p> <p>In making determinations in respect of traffic orders or changes to the highway, regard must be had to the duty to secure the efficient use of the road network, avoiding congestion and disruption, and the duty to secure the expeditious convenient and safe movement of traffic, having regard to effect on amenities, as set out Section 122 of the Road Traffic Regulation Act.</p> <p>Equalities implications</p> <p>Tests of relevance assessing the impact of all three options on protected characteristics concluded that all options, albeit in varying extent, could improve walking and wheeling experience on people with protected</p>
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characteristics. However, removal of a lane of traffic may increase the travel times and costs, and therefore negatively impact some people with protected characteristics of age, disability, and pregnancy and maternity, who may be more reliant on a motor vehicle as a mobility aid.

The options will continue to be reviewed as design progresses and a full Equality Impact Assessments will be undertaken prior to Gateway 5.

The Option 1 proposal was also assessed using the City of London Streets Accessibility Tool (CoLSAT), which enables street designers to identify how street features impact on the different needs of disabled people. The tool recognises that the needs of different groups of disabled people can be contradictory; that improving accessibility for one group may decrease accessibility for another. CoLSAT identifies trade-offs that may be needed to ensure no one is excluded from using the City's streets and provides the basis for engagement and discussions to maximise the benefits for all.

The Options 2 and 3, which retain two-lane of motor traffic westbound will likely result in slightly lesser improvement on London Wall for people walking and wheeling as the road width remains unchanged.

CoLSAT Summary Results Table.

	Total 0 scores – severe accessibility issue				Total 1 scores - significant accessibility issues			
	Basinghall Street		London Wall		Basinghall Street		London Wall	
	Before	After	Before	After	Before	After	Before	After
Electric Wheelchair user	1	0	0	0	1	0	0	0
Manual Wheelchair user	1	0	0	0	1	0	1	0
Mobility Scooter user	1	0	0	0	1	0	1	0
Walking Aid user	0	0	0	0	1	0	1	0
Person with a walking impairment	0	0	0	0	2	2	3	3
Long cane user	1	0	1	0	0	0	1	0
Guide Dog user	1	0	0	0	2	1	3	2
Residual Sight user	0	0	0	0	3	0	0	0
Deaf or Hearing impairment	0	0	0	0	2	0	0	0
Acquired neurological impairment	0	0	0	0	1	0	1	0
Autism/Sensory -processing diversity	0	0	0	0	0	0	1	0
Developmental Impairment	2	0	0	0	3	1	4	2
Total	7	0	1	0	16	4	16	7

The table above shows the severe and significant issues identified through the CoLSAT assessments of the existing condition and proposed design. The proposed scheme has a potential to improve the walking and wheeling

experience for all assessed characteristics. The scheme, however, will be unable to resolve several significant accessibility issues. These relate to: maintaining or introducing tactile paving to the crossing points, taxi drop-off locations, level crossovers and distance to changing places toilets, which may have potential implications for people with walking impairment and / or guide dog users.

Healthy Streets assessment

A Healthy Streets Design Check was undertaken on the current arrangements in London Wall and Basinghall Street and the preferred proposal (Option 1) listed in this report.

The results of this check suggest a slight improvement to the area after the implementation of the scheme, although two “zero” scores from the current layout on London Wall, related to the vehicle volumes and ease of crossing between junctions remain featuring in all proposed designs. The ‘wheel’ below provides a summary of the results. The Options 2 and 3 are likely to score slightly lower than Option 1, as the road width that people walking and wheeling are expected to cross remains unchanged.

Healthy Street score for London Wall comparing the existing situation (faded colour) and Option 1 (bold colour)

	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	48	57
Everyone feels welcome	54	67
Easy to cross	25	42
Shade and shelter	33	33
Places to stop and rest	83	92
Not too noisy	33	40
People choose to walk and cycle	54	67
People feel safe	49	62
Things to see and do	67	67
People feel relaxed	54	67
Clean air	25	33

The results also suggest that the area of Basinghall Street between Aldermanbury Square and Basinghall Street Avenue will be improved through implementation of the proposed scheme. The three “zero” scores from the current layout on Basinghall Street remain unaddressed in all options; these relate to ease of crossing at junctions and missing tactile paving at some crossing points, which were identified within the assessment area, but are outside the S278 project scope. The space for cycling also remains similar to existing arrangements due to the available traffic lanes widths. Officers will investigate if any alternative funding is available to

undertake these small elements of work at the same time as the S278 project.

Healthy Street score for Basinghall Street comparing the existing situation (faded colour) and Option 1 (bold colour)

	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	43	52
Everyone feels welcome	44	54
Easy to cross	46	50
Shade and shelter	33	33
Places to stop and rest	33	50
Not too noisy	53	67
People choose to walk and cycle	44	54
People feel safe	49	59
Things to see and do	33	44
People feel relaxed	44	54
Clean air	50	58

5. Recommendation It is recommended that designs are progressed for all outlined options while further analysis and surveys are undertaken. These will inform the recommendation at the next gateway, when detailed options appraisal is presented to Members for consideration.

6. Risk

- Developer disagrees with the upper cost estimate of the project.*
Risk response: accept
All options were designed to align with the scope defined within the S106 agreement to mitigate the impact of the development. As the design progresses the costs will be refined. The negotiations with the developer are progressing and are planned to be concluded prior to the detailed options appraisal report. This report will recommend the most viable option to committees for consideration.
- Delay to the Section 278 agreement sign-off.*
Risk response: reduce
Negotiations and close liaison with the developer on designs for the developed options will continue to ensure project associated costs are defined as accurately as possible and Section 278 agreement is finalised before September 2024.
- Underground structures condition prevents the implementation of a desired option.*
Risk response: reduce
The works area in London Wall lays directly above an underground structure which may be negatively impacted by the proposed changes to

	<p>loading on these structures. Officers are liaising with the City Structures team and commissioning relevant surveys to determine the impact and will report the outcome of the survey to the committees at the next stage of reporting. An option which does not change the impact on the structures is being progressed alongside the desired option to minimise the risk to the programme.</p> <p><i>4. Programme delays.</i></p> <p>Risk response: reduce</p> <p>Delays to the implementation of the Section 278 works may impact the developer's desired date for occupation and presents a reputational risk to the City Corporation. This has been mitigated by the inclusion of some out of hours working costs in the estimate and consideration to allocate additional resources to each phase of works.</p> <p>Further information is available in the Risk Register (Appendix 4).</p>
7. Procurement approach	<p>The design is being developed in-house by the Highways team, although a specialist consultant was appointed to propose new seating arrangements in Aldermanbury Square.</p> <p>All construction is expected to be implemented by the City's term contractor and nominated sub-contractor or statutory undertaker as necessary, under the supervision of the Environment Department, and in line with the developer's programme and considering other major works planned in the London Wall area.</p>

Appendices

Appendix 1	Project coversheet
Appendix 2	Finance tables
Appendix 3	Proposed options plans
Appendix 4	City of London Streets Accessibility Tool checks
Appendix 5	Risk register (for preferred option)

Contact

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Email Address	Andrea.moravicova@cityoflondon.gov.uk
Telephone Number	02073323925

Options Appraisal Matrix

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
1. Brief description of option	Section 278 highway works in the immediate vicinity of the new development at 2 Aldermanbury Square. All three options have the same design proposed for Basinghall Street but differ in the proposals for London Wall.		
2. Scope and exclusions	<p>Proposal consistent with the scope outlined in the Section 106 agreement. Design deemed to have the most positive impact on people walking, wheeling and cycling.</p> <ul style="list-style-type: none"> • Changes to junction of Basinghall Street and Basinghall Avenue • Improvements to cycle provision on London Wall westbound. • Repaving surfaces in the City standard palette • Widening of the southern pavement on London Wall between the access road to 1 Coleman Street and Brewers Hall Garden. • Widening the central reservation at the existing raised tables on London Wall. 	<p>Proposal aligns to the scope outlined in the Section 106 agreement, but with no changes to the southern pavement on London Wall.</p> <ul style="list-style-type: none"> • Changes to junction of Basinghall Street and Basinghall Avenue • Improvements to cycling provision on London Wall westbound. • Repaving surfaces in the City standard palette <p>Exclusions:</p> <ul style="list-style-type: none"> • Widening the southern pavement on London Wall 	<p>Proposals meet the requirements of the Section 106 agreement but with minimal adjustments to the area of London Wall due to potential issues with loading on an underground structure.</p> <ul style="list-style-type: none"> • Changes to junction of Basinghall Street and Basinghall Avenue • Improvements to cycling provision on London Wall westbound. • Repaving surfaces in the City standard palette <p>Exclusions:</p> <ul style="list-style-type: none"> • Widening the southern pavement on London Wall • Widening the central reservation at the existing raised tables on London Wall.
Project Planning			
3. Programme and key dates	<p>Expected completion: 2026 (dates TBC to align with development programme)</p> <p>Key dates:</p> <ul style="list-style-type: none"> • Finalise S278 Agreement – September 2024 • Gateway 4 report – October 2024 • Draft Construction package – November 2024 		

Option Summary	Option 1	Option 2	Option 3
	<ul style="list-style-type: none"> • Gateway 5 report – Q1 2025 • Issue Construction package – March 2025 • Pre-construction planning – April / June 2025 • Project construction starts – summer 2025 • Construction completion – summer 2026 • G6 report – Q4 2026 		
4. Risk implications	<p>Overall project option risk: Low</p> <ol style="list-style-type: none"> 1. Delay to the Section 278 agreement sign-off 2. Underground structures condition prevents the implementation of a desired option. 3. Programme delays <p>Further information available within the Risk Register (Appendix 2).</p>		
5. Stakeholders and consultees	<ul style="list-style-type: none"> • Developers • Local businesses • City divisions and departments, including Planning & Development, Remembrancer, Chamberlain and Comptroller & City Solicitor; • Transport for London • Culture Mile BID 		
6. Benefits of option	<ul style="list-style-type: none"> • Surfaces in the immediate vicinity of the development upgraded to the standard palette of high quality materials. • The proposed design for the immediate vicinity of the development helps promote active travel. • Level crossings at the Basinghall Street / Basinghall Avenue junction improves the public realm for people walking and wheeling. 	<ul style="list-style-type: none"> • Surfaces in the immediate vicinity of the development upgraded to the standard palette of high quality materials. • The proposed design for the immediate vicinity of the development helps promote active travel, albeit to a lesser extent than Option 1 due to minimal changes proposed for London Wall. • Level crossings at the Basinghall Street / Basinghall Avenue junction improves the public 	<ul style="list-style-type: none"> • Surfaces in the immediate vicinity of the development upgraded to the standard palette of high quality materials. • Level crossings at the Basinghall Street / Basinghall Avenue junction improves the public realm for people walking and wheeling, which helps promote active travel. • Provision of a mandatory cycle lane.

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
	<ul style="list-style-type: none"> • A hatched area to separate the cycle lane from motor vehicles on London Wall could contribute to safer cycling experience. • Wider pavement on London Wall for people walking and wheeling between the access road to 1 Coleman Street and Brewers Hall Garden. • Widened central reservation at two raised table points on London Wall to facilitate safer crossing of the road for people walking and wheeling. could also contribute to reducing vehicles speed in the area. 	<p>realm for people walking and wheeling.</p> <ul style="list-style-type: none"> • A hatched area to separate the cycle lane from motor vehicles on London Wall could contribute to safer cycling experience. 	
7. Disbenefits of option	<ul style="list-style-type: none"> • Only one lane available to westbound motor vehicles could potentially increase travel times for people using motor vehicles. 	<ul style="list-style-type: none"> • Only one lane westbound available to motor vehicles, that could potentially increase travel times for people driving. • Does not improve the current environment for people walking and wheeling when crossing London Wall. 	<ul style="list-style-type: none"> • Only minor improvements for people walking, wheeling and cycling are delivered. • Does not improve the current environment for people walking and wheeling when crossing London Wall.
Resource Implications			
8. Total estimated cost (including maintenance)	£1,204,096	£857,023	£833,060
9. Funding strategy	The project will be fully funded by external contribution from the developer through Section 278 agreement.		

Option Summary	Option 1	Option 2	Option 3
10. Investment appraisal	None required – scheme is fully funded by Section 278 with the developer.		
11. Estimated capital value/return	N/A		
12. Ongoing revenue implications	The cost of the scheme includes the commuted sum which accounts for the anticipated replacement of the materials and street furniture for 20 years.		
13. Affordability	The scheme options offer good value for money and have been deemed affordable by the developer.		
14. Legal implications	A Section 278 agreement will be entered into with the developer to secure payment for the works and comply with an obligation of the Section 106 agreement.		
15. Corporate property implications	None		
16. Traffic implications	Space for motorised traffic reduced to one lane westbound between access road to 1 Coleman Street and Brewers Hall Garden. This will mirror the arrangements on the eastbound carriageway. Wider pavement and central reservation are likely to improve the permeability in the area for people walking and wheeling.	Space for motorised traffic will be reduced to one lane westbound between access road to 1 Coleman Street and Brewers Hall Garden. This will mirror the arrangements on the eastbound carriageway.	No changes to the traffic movement as two lanes will be maintained as per existing arrangements.
17. Sustainability and energy implications	Use of high-quality standard pallet materials specified within the will contribute to the longevity of the surfaces post construction and better maintenance. The project will endeavour to re-use suitable materials wherever possible.		
18. IS implications	N/A		

Option Summary	Option 1	Option 2	Option 3
19. Equality Impact Assessment	<p>The proposal aims to improve accessibility for people walking, wheeling and cycling.</p> <p>The test of relevance assessment concluded that the design of this option will have the most positive impact on people with the following protective characteristics: age, disability, pregnancy and maternity.</p> <p>It shows neutral impact on people with other protected characteristics.</p>	<p>The test of relevance assessment concluded the proposed changes will have either positive or neutral impact on people with protected characteristics, although to a slightly lesser degree, particularly in the London Wall area, when compared with the Option 1 design.</p>	<p>Despite minimal changes proposed as part of this option to the area of London Wall, the Test of relevance concluded that the changes will have either positive or have neutral impact on people with protected characteristics.</p>
20. Data Protection Impact Assessment	N/A		
21. Recommendation	It is recommended all three options are progressed whilst feasibility continues to be assessed.		

Project Coversheet

[1] Ownership & Status

UPI: 12359

Core Project Name: 2 Aldermanbury Square S278

Programme Affiliation: N/A

Project Manager: Andrea Moravicova

Definition of need: The developer is obligated by the Section 106 agreement to fund works to the public highway which are considered necessary to make the development acceptable in planning terms through entry into a Section 278 agreement.

Key measures of success:

- 1) Improvements to walking and cycling conditions in the vicinity of the development.
- 2) Integration of the new pedestrian route, between London Wall and Basinghall Street, with the surrounding public highway.
- 3) Ensuring the new building can be adequately access and serviced.

Expected timeframe for the project delivery: works expected to start in mid-2025, in line with practical completion of the development.

Key Milestones:

- Finalise S278 Agreement – September 2024
- Gateway 4 report – October 2024
- Draft Construction package – November 2024
- Gateway 5 report – Q1 2025
- Issue Construction package – March 2025
- Pre-construction planning – April / June 2025
- Project construction starts – summer 2025
- Construction completion – summer 2026

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 report (as approved by Chief Officer):

- Total Estimated Cost (excluding risk): £0.6M - £1.5M
- Costed Risk Against the Project: N/A
- Estimated Programme Dates:
 - Lower range estimate: works start mid-2025
 - Upper range estimate: works start late 2025 / early 2026

'Project Proposal' G2 report (as approved by Streets and Walkways Sub Committee on 06/09/2022 and Operational Property & projects Sub Committee on 26/09/2022):

- Total Estimated Cost (excluding risk): £0.6M - £1.5M

- Resources to reach next Gateway (excluding risk): £0.1M
- Spend to date: £0
- Costed Risk Against the Project: None
- CRP Requested: £0
- CRP Drawn Down: £0
- Estimated Programme Dates:
 - Lower range estimate: works start mid-2025
 - Upper range estimate: works start late 2025 / early 2026

Scope/Design:

The project will deliver changes to the public highway in the vicinity of the development at 2 Aldermanbury Square, also known as City Place House.

The scope is defined within the associated Section 106 agreement and includes, but is not limited to: walking and cycling improvements to London Wall, including widening and greening the footways and introduction of cycle infrastructure mirroring the cycle lane on the north side of the street; redesigning junction of Basinghall Street and Basinghall Avenue; works to integrate a new pedestrian route through the development site and; other changes deemed necessary as part of the development.

Total anticipated on-going commitment post-delivery [£]: None
Programme Affiliation [£]: N/A

Appendix 2

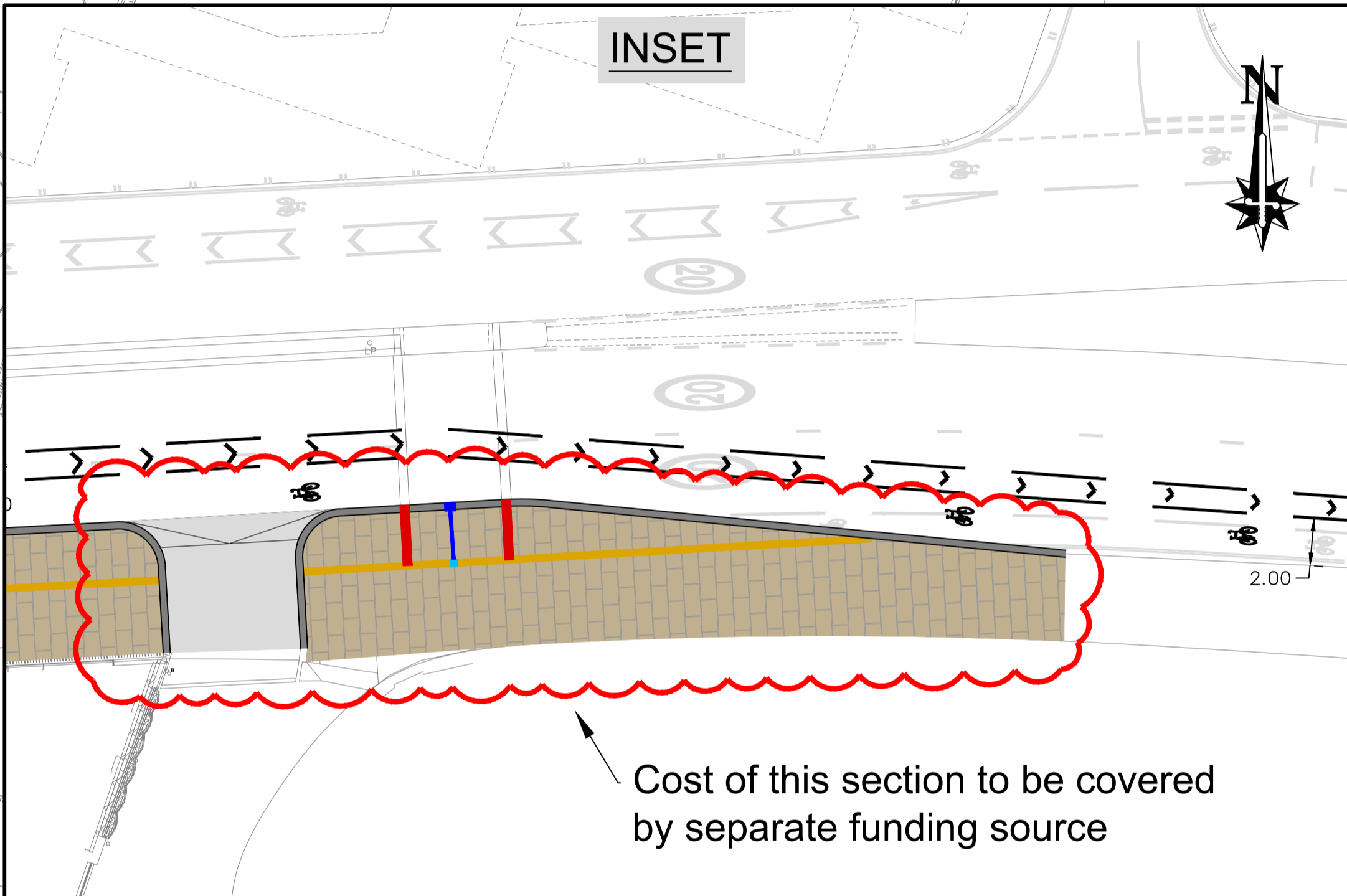
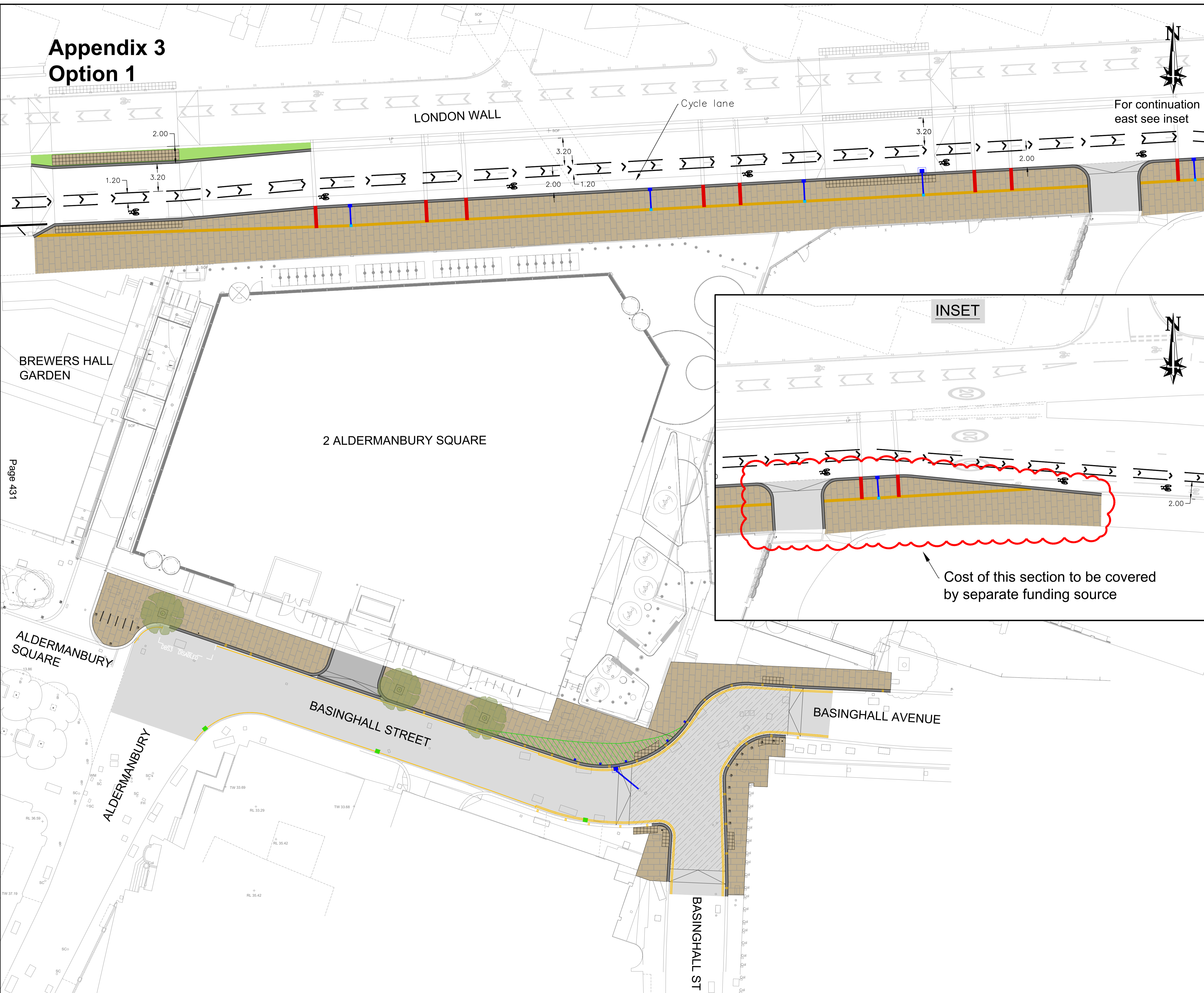
Table 1: Expenditure to Date: 2 Aldermanbury Square S278 - 16800476			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	25,000	8,501	16,499
P&T Staff Costs	35,000	19,336	15,664
P&T Fees	40,000	28,802	11,198
TOTAL	100,000	56,639	43,361

Table 2: Resources Required to reach the next Gateway			
Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
Env Servs Staff Costs	25,000	- 11,000	14,000
P&T Staff Costs	35,000	- 12,000	23,000
P&T Fees	40,000	23,000	63,000
TOTAL	100,000	-	100,000

Table 3: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
S278	100,000	-	100,000
Total Funding Drawdown	100,000	-	100,000

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Appendix 3 Option 1



- ### Key
- Proposed new kerb line
 - Proposed raised section of carriageway
 - New Yorkstone paving
 - Proposed line marking
 - Proposed replacement tree
 - Proposed replacement cycle stands
 - Proposed new C3 removable bollard in NAL socket
 - Proposed blister tactile paving
 - Proposed new crossover with crimped mastic surfacing
 - Proposed carriageway resurfacing
 - Proposed new mastic footway
 - Proposed yorkstone surface drainage channel
 - Proposed new drainage catch pit
 - Proposed new drainage connection
 - Proposed new wier gully in kerb line
 - Proposed new footway drainage catch pit
 - Structural joint footway cover
 - Section of footway to be constructed to carriageway specification
 - Existing bollard to be retained
 - Existing sign post to be retained

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Rev No.	Date	Description	By
Revision			

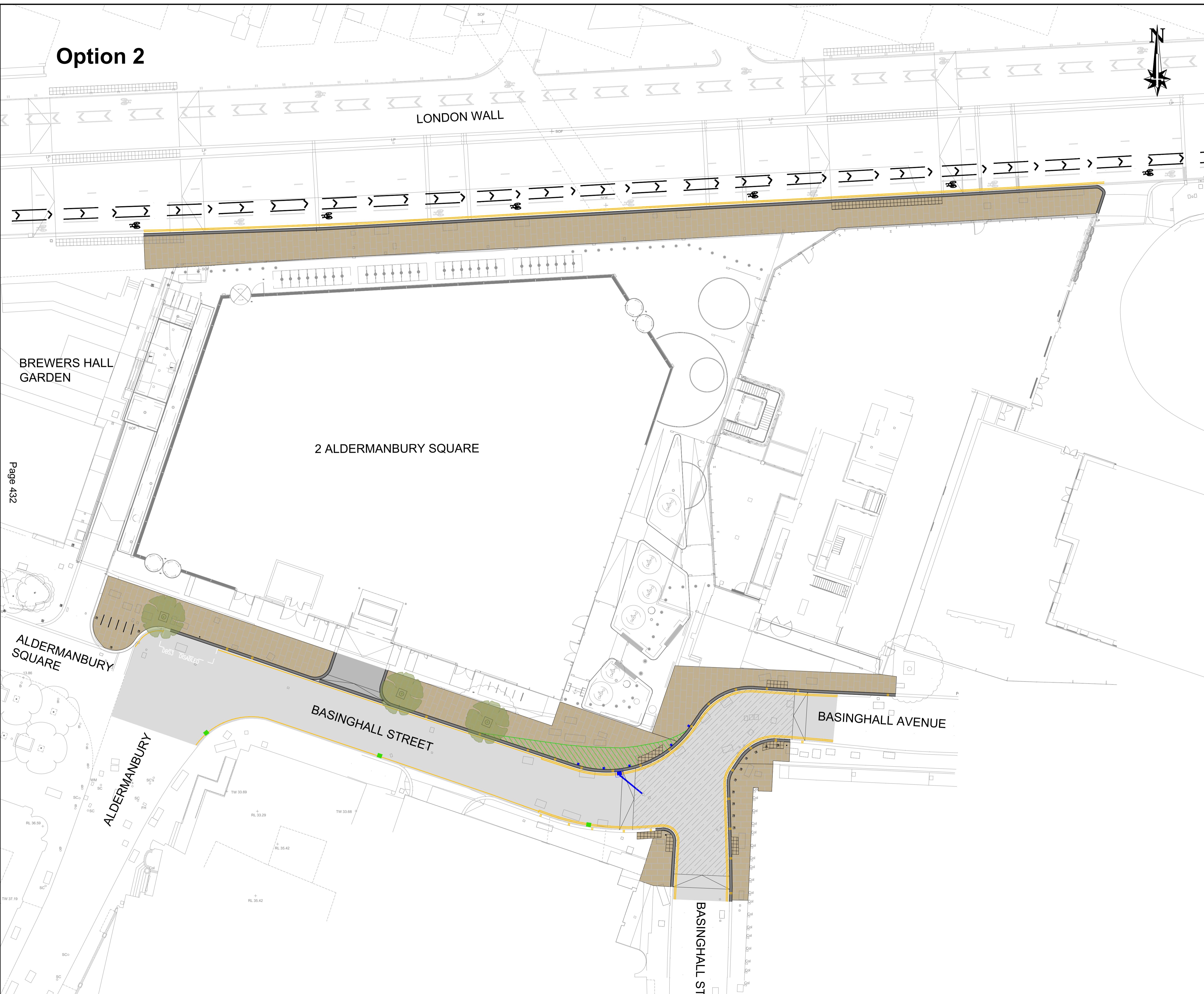
PROJECT:
**2 ALDERMANBURY SQUARE
S278**

TITLE:
**GENERAL ARRANGEMENT
WITH ENHANCED WORKS
ON LONDON WALL**

CLIENT:
**HIGHWAY DESIGN
AND CONSTRUCTION**
DRAFT
CITY OF LONDON
TEL: 020 7606 3030

Sheet: SHEET 1 of 1	<small>THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © CROWN COPYRIGHT 2016. ALL RIGHTS RESERVED. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. CITY OF LONDON 100023243 2016.</small>
Date: MAY 24	
Designed by: BB	
Checked by:	
Scale & Drawing Size: 1:200@A1	Revision: --
Drawing No.: 100/16800476/GA/EW	

Option 2



- ### Key
- Proposed new kerb line
 - Proposed raised section of carriageway
 - New Yorkstone paving
 - Proposed line marking
 - Proposed replacement tree
 - Proposed replacement cycle stands
 - Proposed new C3 removable bollard in NAL socket
 - Proposed blister tactile paving
 - Proposed new crossover with crimped mastic surfacing
 - Proposed carriageway resurfacing
 - Proposed new drainage catch pit
 - Proposed new drainage connection
 - Section of footway to be constructed to carriageway specification
 - Existing bollard to be retained
 - Existing sign post to be retained

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Rev No.	Date	Description	By
Revision			

PROJECT:
**2 ALDERMANBURY SQUARE
 S278**

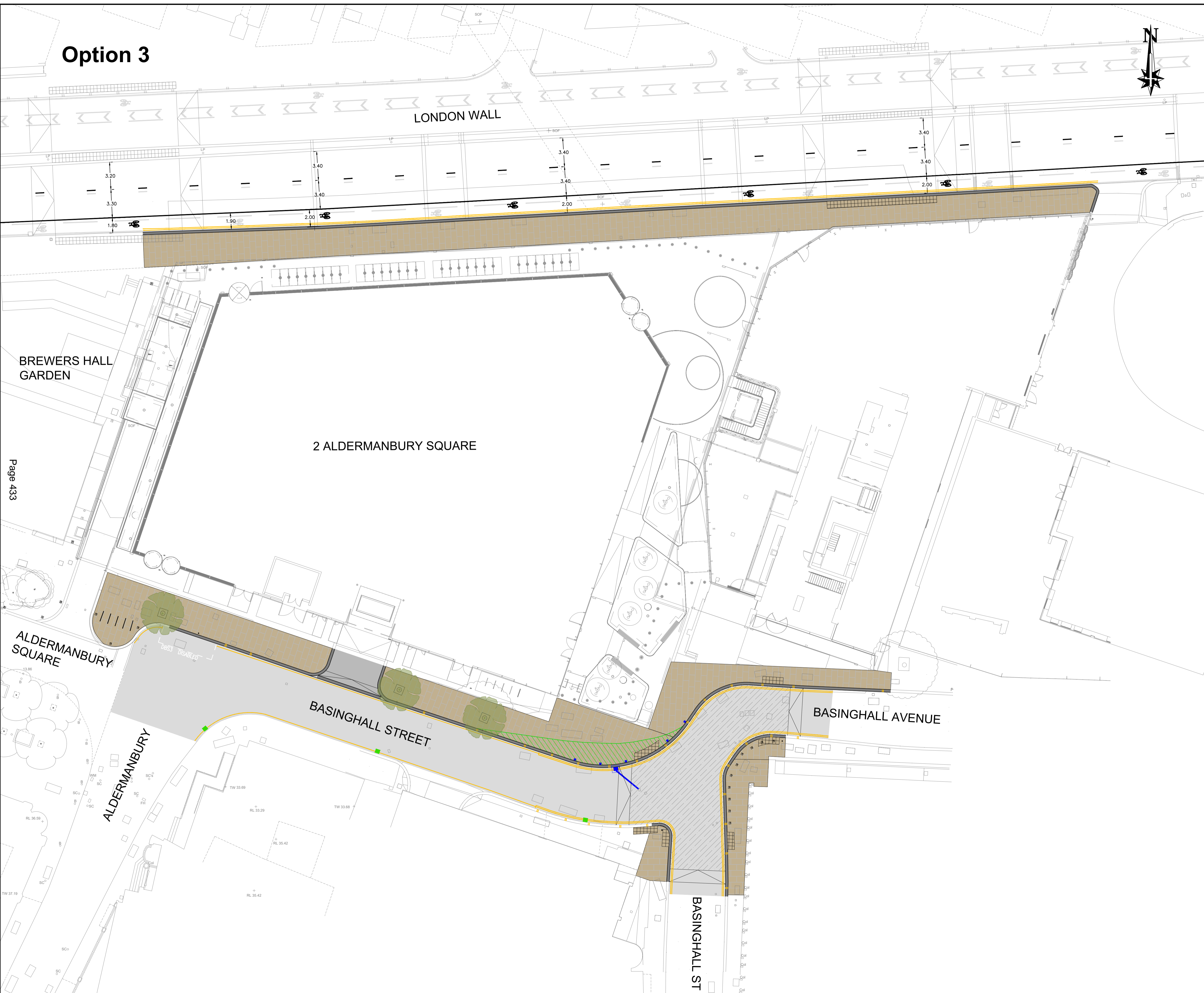
TITLE:
**GENERAL ARRANGEMENT
 WORKING DRAWING**

CLIENT:
**HIGHWAY DESIGN
 AND CONSTRUCTION**
 DEPARTMENT OF BUILDINGS & ENVIRONMENT
 PO BOX 27
 CROMWELL HOUSE
 LONDON
 EC2P 2EJ
 TEL: 020 7606 3030

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Checked by:	
Scale & Drawing Size: 1:200@A1	Revision: --
Drawing No: 100/16800476/GA/CW	



Option 3



- ### Key
- Proposed new kerb line
 - Proposed raised section of carriageway
 - New Yorkstone paving
 - Proposed line marking
 - Proposed replacement tree
 - Proposed replacement cycle stands
 - Proposed new C3 removable bollard in NAL socket
 - Proposed blister tactile paving
 - Proposed new crossover with crimped mastic surfacing
 - Proposed carriageway resurfacing
 - Proposed new drainage catch pit
 - Proposed new drainage connection
 - Section of footway to be constructed to carriageway specification
 - Existing bollard to be retained
 - Existing sign post to be retained

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Rev No.	Date	Description	By
Revision			

PROJECT:
**2 ALDERMANBURY SQUARE
 S278**

TITLE:
**GENERAL ARRANGEMENT
 2 LANES IN LONDON WALL**

CLIENT:
**HIGHWAY DESIGN
 AND CONSTRUCTION**

DRAFT

CITY OF LONDON

DEPARTMENT OF BUILDINGS & ENVIRONMENT
 PO BOX 27
 CROMWELL CHAMBERS
 LONDON
 EC2P 2EJ
 TEL: 020 7606 3030

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Date: MAY 24	
Designed by: BB	
Checked by:	
Scale & Drawing Size: 1:200@A1	Revision: --
Drawing No: 100/16800476/GA/CW2L	

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Basinghall Street

CoLSAT Summary Results Table. Basinghall Street				
	Total 0 scores* – severe accessibility issue		Total 1 scores** - significant accessibility issues	
	Before	After	Before	After
Electric Wheelchair user	1	0	1	0
Manual Wheelchair user	1	0	1	0
Mobility Scooter user	1	0	1	0
Walking Aid user	0	0	1	0
Person with a walking impairment	0	0	1	2
Long cane user	1	0	0	0
Guide Dog user	1	0	2	1
Residual Sight user	0	0	3	0
Deaf or Hearing impairment	0	0	2	0
Acquired neurological impairment	0	0	1	0
Autism/Sensory-processing diversity	0	0	0	0
Developmental Impairment	2	0	3	1
Total	7	0	16	4

* 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.

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 below.

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



Basinghall Street
Before v.1

		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI
Crossing Point													
Crossing Type	Uncontrolled crossing 6 m to 8 m road width	3	3	3	3	3	2	2	2	3	2	3	2
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	4	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	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	No tactile stem	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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	3	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	3
Kerb Drop Slope	Kerb drop 1/6 to 1/12 incline	3	3	3	2	3	3	3	3	3	2	3	3
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	3	2	3	2	3	3	3	4	3	1
Signal (red/green man)	No Signal (zebra)	2	3	4	2	3	3	3	3	3	3	3	2
Audible (beeping)	Audible	3	3	3	4	3	4	4	4	4	4	4	4
Count Down	Count down	4	3	3	4	4	3	3	3	4	4	4	4
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	3	2	1	2	2	2	1	2	3	3
Pattern	Pattern in paving	3	3	3	3	3	2	2	3	3	3	3	3
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	2	3	2	3	3	3
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 kerb 100 mm to 150 mm	0	0	0	2	2	2	3	1	2	2	3	0
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	3	3
Footway Width													
Width	Footway width 1.5 m to 2 m	3	3	3	2	2	4	3	3	2	2	3	3
Unobstructed Width	Min unobstructed width < 1.5 m	1	1	1	1	2	2	0	1	1	1	2	1
Street Furniture													
Position	Street furniture > 0.5 m from kerb	3	3	2	3	3	2	3	3	2	2	4	3
Cafe Tables	Cafe tables without 'protection'	3	3	2	2	2	2	2	3	3	2	3	3
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	3	4
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	3	3	3	3	3	3	3	3
Contrast	Low tonal contrast with paving	3	3	3	3	2	3	2	3	3	3	2	2
Bench Spacing	Bench within 150 m	3	3	3	4	4	3	3	3	3	4	3	3
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	3	3
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	4	3	3	3	4	4	3	3
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3
Slopes													
Incline (in direction of travel)	Incline < 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	Crossover level	3	2	3	2	4	2	1	2	4	3	2	2
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	3	3	3	3	3	3	3
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4
Taxi Drop Off Kerb	Taxi drop off kerb > 150 mm	3	4	3	3	2	3	3	3	3	4	3	4
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	100 m to 250 m away	3	3	3	3	2	3	3	3	2	3	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	Shelter + perch seat	3	3	3	3	2	3	4	3	4	3	3	3
Toilets													
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	4	3	3	3	4
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1

Total number of 0:	1	1	1	0	0	1	1	0	0	0	0	0	2
Total number of 1:	1	1	1	1	1	0	2	3	2	1	0	0	3

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 below.

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

I AFTER. Creechurch Lane



		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI
Crossing Point													
Crossing Type	Uncontrolled crossing 6 m to 8 m road width	3	3	3	3	3	2	2	2	3	2	3	2
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	4	4
Edge Marking	800 mm deep tactile paving edge marking (full width of flush area)	3	3	4	3	1	3	3	4	3	3	4	3
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	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
Tactile Paving Stem Length	No tactile stem	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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	3	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 < 1/42 incline	3	3	3	3	3	3	3	3	3	2	3	4
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	4	3
Signal (red/green man)	No Signal (zebra)	2	3	4	2	3	3	3	3	3	3	3	2
Audible (beeping)	Audible	3	3	3	4	3	4	4	4	4	4	4	4
Count Down	Count down	4	3	3	4	4	3	3	3	3	4	4	4
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	Pattern in paving	3	3	3	3	3	2	3	3	3	3	3	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 + 800 tactile paving	4	3	4	4	2	3	4	3	3	4	3	3
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	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	2	3	3	2	3	3	2	2	4	3
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	3	4	3	4
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	3	4
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	3	3	3	3	3	3	3	3
Contrast	High tonal contrast with paving	3	3	4	3	3	4	3	4	3	3	3	3
Bench Spacing	Bench within 150 m	3	3	3	4	4	3	3	3	3	4	3	3
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	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													
Incline (in direction of travel)	Incline < 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	Crossover level	3	2	3	2	4	2	1	2	4	3	2	2
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	3	3	3	3	3	3	3
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4
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	100 m to 250 m away	3	3	3	3	2	3	3	3	2	3	3	3
Bus Stop Kerb Height	< 125 mm	2	2	3	3	2	3	3	3	3	3	3	3
Bus Stop Type	Shelter + perch seat	3	3	3	3	2	3	4	3	4	3	3	3
Toilets													
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	4	3	3	3	4
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1

Total number of 0:	0	0	0	0	0	0	0	0	0	0	0	0	0
Total number of 1:	0	0	0	0	2	0	1	0	0	0	0	0	1

London Wall

Table 1 - CoLSAT Summary Results Table. London Wall				
	Total 0 scores* – severe accessibility issue		Total 1 scores**- significant accessibility issues	
	Before	After	Before	After
Electric Wheelchair user	0	0	0	0
Manual Wheelchair user	0	0	1	0
Mobility Scooter user	0	0	1	0
Walking Aid user	0	0	1	0
Person with a walking impairment	0	0	3	3
Long cane user	1	0	1	0
Guide Dog user	0	0	3	2
Residual Sight user	0	0	0	0
Deaf or Hearing impairment	0	0	0	0
Acquired neurological impairment	0	0	1	0
Autism/Sensory-processing diversity	0	0	1	0
Developmental Impairment	0	0	4	2
Total	1	0	16	7

** 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.*

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 below.

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

London Wall Before v.1



		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI
Crossing Point													
Crossing Type	Uncontrolled crossing > 8m road width	3	2	3	1	2	0	2	2	3	1	3	1
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	4	4
Edge Marking	800 mm deep tactile paving edge marking (full width of flush are	3	3	4	3	1	3	3	4	3	3	4	3
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	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	No-tactile stem	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Tactile Paving Stem-Width	Tactile stem 800 mm-width	3	3	3	3	2	3	3	3	4	4	3	3
Island Type	Island with tactile	4	3	4	4	2	4	4	4	3	3	4	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 to 1/12 incline	3	3	3	3	2	3	3	3	2	3	3	3
Kerb-Drop-Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	4	3
Signal (red/green man)	No Signal (zebra)	2	3	4	2	3	3	3	3	3	3	3	2
Audible (beeping)	Audible	3	3	3	4	3	4	4	4	4	4	4	4
Count Down	Count down	4	3	3	4	4	3	3	3	3	4	4	4
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	2	3	3	3	3	3	3
Surface Material													
Surface Type	Asphalt	4	4	3	4	4	4	2	4	4	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	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 + 800 tactile paving	4	3	4	4	2	3	4	3	3	4	3	3
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	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	2	3	3	2	3	3	2	2	4	3
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	3	4	3	4
Temporary Items	Temporary, obstructions, Chapter 8	2	1	1	2	2	1	2	2	2	2	1	1
Street Furniture Height	Street furniture < 0.9 m height	3	3	3	3	3	3	3	3	3	3	3	3
Contrast	High tonal contrast with paving	3	3	4	3	3	4	3	4	3	3	3	3
Bench Spacing	Bench within 150 m	3	3	3	4	4	3	3	3	3	4	3	3
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	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													
Incline (in direction of travel)	Incline < 1/50	3	4	4	4	3	3	3	4	3	4	3	3
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	4	3	4
Vehicle Access													
Vehicle Crossover	Crossover level	3	2	3	2	4	2	1	3	4	3	2	2
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 100 m to 250 m away	3	2	3	2	1	3	1	2	2	2	2	2
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	100 m to 250 m away	3	3	3	3	2	3	3	3	2	3	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	Shelter + perch seat	3	3	3	3	2	3	4	3	4	3	3	3
Toilets													
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	4	3	3	3	4
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1

Total number of 0:	0	0	0	0	0	1	0	0	0	0	0	0	0
Total number of 1:	0	1	1	1	3	1	3	0	0	1	1	4	

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 below.

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

London Wall After v.1



		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI
Crossing Point													
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	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	4	4
Edge Marking	800 mm deep tactile paving edge marking (full width of flush area)	3	3	4	3	1	3	3	4	3	3	4	3
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	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	No tactile stem	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	4	4	3	3
Island Type	Island with tactile	4	3	4	4	2	4	4	4	3	3	4	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 to 1/12 incline	3	3	3	3	2	3	3	3	2	3	3	3
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	4	3
Signal (red/green man)	No Signal (zebra)	2	3	4	2	3	3	3	3	3	3	3	2
Audible (beeping)	Audible	3	3	3	4	3	4	4	4	4	4	4	4
Count Down	Count down	4	3	3	4	4	3	3	3	3	4	4	4
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	Pattern in paving	3	3	3	3	3	3	2	3	3	3	3	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 + 800 tactile paving	4	3	4	4	2	3	4	3	3	4	3	3
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	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	2	3	3	2	3	3	2	2	4	3
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	3	4	3	4
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	3	4
Street Furniture Height	Street furniture < 0.9 m height	3	3	3	3	3	3	2	3	3	3	3	3
Contrast	High tonal contrast with paving	3	3	4	3	3	4	3	4	3	3	3	3
Bench Spacing	Bench within 150 m	3	3	3	4	4	3	3	3	3	4	3	3
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	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													
Incline (in direction of travel)	Incline < 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	Crossover level	3	2	3	2	4	2	1	2	4	3	2	2
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 100 m to 250 m away	3	2	3	2	1	3	1	2	2	2	2	2
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	100 m to 250 m away	3	3	3	3	2	3	3	3	2	3	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	Shelter + perch seat	3	3	3	3	2	3	4	3	4	3	3	3
Toilets													
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	4	3	3	3	4
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1

Total number of 0:	0	0	0	0	0	0	0	0	0	0	0	0	0
Total number of 1:	0	0	0	0	3	0	2	0	0	0	0	0	2

Appendix 5

City of London: Projects Procedure Corporate Risks Register

Project name: 2 Aldermanbury Square Section 278

Unique project identifier: PV12359

Total est cost (exc risk) £1204096

Corporate Risk Matrix score table

PM's overall risk rating	Low		Minor impact	Serious impact	Major impact	Extreme impact	
	Avg risk pre-mitigation	4.5	Likely	4	8	16	32
	Avg risk post-mitigation	2.4	Possible	3	6	12	24
	Red risks (open)	0	Unlikely	2	4	8	16
	Amber risks (open)	5	Rare	1	2	4	8
Green risks (open)	10						

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

	Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
(1) Compliance/Regulatory	1	3.0	£0.00	0	0	1
(2) Financial	2	4.5	£0.00	0	1	1
(3) Reputation	3	3.0	£0.00	0	0	3
(4) Contractual/Partnership	3	3.0	£0.00	0	0	3
(5) H&S/Wellbeing	0	0.0	£0.00	0	0	0
(6) Safeguarding	0	0.0	£0.00	0	0	0
(7) Innovation	0	0.0	£0.00	0	0	0
(8) Technology	0	0.0	£0.00	0	0	0
(9) Environmental	0	0.0	£0.00	0	0	0
(10) Physical	6	6.2	£0.00	0	4	2

Issues (open)	0	Open Issues	Extreme	Major	Serious	Minor
	All Issues		0	0	0	0
Cost to resolve all issues (on completion)	£0.00	Total CRP used to date	0	0	0	0
			£0.00			

City of London: Projects Procedure Corporate Risks Register

Project Name: **2 Aldermanbury Square Section 278**

Unique project identifier: **PV12359**

PM's overall risk rating: **Low**

Total estimated cost (exc risk): **£ 1,204,096**

CRP requested this gateway

£ -

Total CRP used to date

£ -

Average unmitigated risk

4.5

Average mitigated risk score

2.4

Open Risks

15

Closed Risks

0

General risk classification											Mitigation actions					Ownership & Action							
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification on post-mitigation	Impact Classification on post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/Realised & moved to Issues	Comment(s)
R1	2	(3) Reputation	Delay to progress or vacation of worksite due to external events and occurrences	Should such an event happen, a number of possibilities could occur: * Change in project scope * Budget and programme * Change in project resources Possible * Change in project delivery * Rouse to project whilst situation is assessed * Increased costs	Possible	Minor	3	£0.00	N	B – Fairly Confident		£0.00	Possible	Minor	£0.00	3	£0.00	N/A	04/08/2022		Andrea Moravicova		
R2	2	(1) Compliance/Regulatory	Issues or delays in obtaining any required consents, such as planning or works permits cause delays to project delivery.	It is likely the project may suffer from some form of unplanned delay, additional works and / or costs.	Possible	Minor	3	£0.00		A – Very Confident		£0.00	Rare	Minor	£0.00	1	£0.00	N/A	04/08/2022		Andrea Moravicova		
R3	2	(3) Reputation	Issues 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 stakeholder didn't go as expected.	Unlikely	Serious	4	£0.00	N	A – Very Confident		£0.00	Possible	Minor	£0.00	3	£0.00	N/A	04/08/2022		Andrea Moravicova		
R4	2	(4) Contractual/Partnership	Gateway 1-6 - project supplier delays, productivity or resource issues impact negatively on project delivery	Alternative arrangements which require additional resource may be required if a potential or existing supplier is unable to deliver as agreed	Unlikely	Minor	2	£0.00	N	B – Fairly Confident		£0.00	Rare	Minor	£0.00	1	£0.00	N/A	04/08/2022		Andrea Moravicova		
R5	2	(2) Financial	Gateway 1 to 6 - 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.	Possible	Serious	6	£0.00	N	B – Fairly Confident		£0.00	Unlikely	Serious	£0.00	4	£0.00	N/A	04/08/2022		Andrea Moravicova		

R6	2	(10) Physical	Gateway 1 to 5 - Utility and utility survey issues lead to increased costs/ scope of works	At the earlier stages of a project, delays could occur which result unplanned costs if utility companies don't engage as expected. Also, extra resource would be needed if further surveys are required. During construction, any issues with required utility companies could result in extra resources being required.	Possible	Serious	6	£0.00	N	A - Very Confident		£0.00	Unlikely	Serious	£0.00	4	£0.00	N/A	04/08/2022	Andrea Maravicova		
R7	2	(4) Contractual/ Partnership	Gateway 1 to 6 - Third party delays impact negatively on project delivery (time & cost)	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	£0.00	N	A - Very Confident		£0.00	Rare	Minor	£0.00	1	£0.00	N/A	04/08/2022	Andrea Maravicova		
R8	2	(10) Physical	Gateway 4 to 6 - Network accessibility before and during construction causes project delay and / or increased costs	should part of the road network be or become unavailable when required, this could cause delays and cost increase to the project	Possible	Minor	3	£0.00	N	B - Fairly Confident		£0.00	Unlikely	Minor	£0.00	2	£0.00	N/A	04/08/2022	Andrea Maravicova		
R9	2	(10) Physical	Unforeseen technical and / or engineering issues identified during implementation	Late identification of any engineering or technical issues will disrupt delivery and may increase costs and timelines.	Possible	Major	12	£0.00	N	B - Fairly Confident		£0.00	Rare	Minor	£0.00	1	£0.00	N/A	04/08/2022	Andrea Maravicova		
R10	2	(3) Reputation	Accident during construction impacts the project delivery and costs	Regardless of whether it will be a member of public or a contractor on site, should an accident occur in or around site delays are likely to occur, and reputational damage is likely to be experienced by the City, its contractors. This can also have a potential negative impact on the developer and therefore future business relation ship could also be damaged.	Rare	Serious	2	£0.00	N	A - Very Confident		£0.00	Rare	Serious	£0.00	2	£0.00	N/A	04/08/2022	Andrea Maravicova		
R11	3	(10) Physical	Accident during construction impacts the project delivery and costs	Regardless of whether it will be a member of public or a contractor on site, should an accident occur in or around site delays are likely to occur.	Rare	Major	4	£0.00	N	B - Fairly Confident	*Site visits during development's construction *Consider regular site visits with the Principal Designer should it become	£0.00	Rare	Serious	£0.00	2	£0.00	N/A	14/06/2024	Andrea Maravicova		
R12	3	(4) Contractual/ Partnership	Project design team are unable to attend or do not contribute to key team meetings	Delays to the project and affects the achievement of key milestones	Unlikely	Serious	4	£0.00	N	A - Very Confident	Schedule Design team meetings in advance, proposing numerous dates for the meeting and offering remote connections to the meeting	£0.00	Rare	Serious	£0.00	2	£0.00		14/06/2024	Andrea Maravicova		

R13	3	(2) Financial	Developer disagrees with the upper cost estimate of the project.	proposals may not be implemented of the desired extend.	Possible	Minor	3	£0.00	N	B – Fairly Confident	All options were design to align with the scope defined within the S106 agreement to mitigate the impact of the development. As the design progresses the costs will be refined. The negotiations with the developer are progressing and are planned to be concluded prior to the detailed options appraisal report.	£0.00	Possible	Minor	£0.00	3	£0.00	14/06/2024	Andrea Moravicova		
R14	3	(10) Physical	Delays to the Section 278 agreement sign-off	Delays to the project timeline and potential increase of cost.	Possible	Serious	6	£0.00	N	A – Very Confident	Negotiations and close liaison with the developer on designs for the developed options will continue to ensure project associated costs are defined as accurately as possible and Section 278 agreement is finalised before September 2024	£0.00	Unlikely	Serious	£0.00	4	£0.00	14/06/2024	Andrea Moravicova		
R15	3	(10) Physical	Underground structures condition prevents the implementation of a desired option.	negative impact on proposed changes to the public highway, delays to the programme.	Possible	Serious	6	£0.00	N	B – Fairly Confident	The works area in London Wall lays directly above an underground structure which may be negatively impacted by the proposed changes to loading on these structures. Officers are liaising with the City Structures team and commissioning relevant surveys to determine the impact and will report the outcome of the survey to the committees at the next stage of reporting. An option which does not change the impact on the structures is being progressed alongside the desired option to minimise the risk to the	£0.00	Possible	Minor	£0.00	3	£0.00	14/06/2024	Andrea Moravicova		

Committees: Streets and Walkway Sub Committee - for decision Projects and Procurement Sub Committee – for information	Dates: 9 July 2024 15 July 2024
Subject: Temple Avenue improvements (Fleet Street Area programme)	Gateway 2: Project Proposal Regular
Unique Project Identifier: 12452	For Decision
Report of: Interim Executive Director, Environment	
Report Author: Maria Herrera – Environment Department	
<h2 style="margin: 0;">PUBLIC</h2>	

Recommendations

<p>1. Next steps and requested decisions</p>	<p>Project Description:</p> <p>Public realm, climate resilience, greening and accessibility improvements to Temple Avenue to provide an enhanced street environment and to support this key north-south connection from the Victoria Embankment to the Whitefriars and Fleet Street Area.</p> <p>This project has been identified as a high priority project following the completion of the Fleet Street Area Healthy Streets Plan in 2023 and it is funded by various sources including the Cool Streets and Greening programme and section 106 contributions.</p> <p>The project will aim to deliver public realm enhancements, climate resilience, greening and accessibility measures, and will include consideration for the following:</p> <ul style="list-style-type: none"> • Relocation of cycle racks and parking bays to a nearby location to provide space for trees, planting and climate resilience measures in the southern section of the street. • A permanent design to replace the temporary parklets installed in 2021/2, as part of the Covid19 response. • Accessibility and walking improvements to include the provision of raised crossing points where feasible. • Cycle access through the street will be maintained.
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	<p>Next Gateway: Gateway 3/4 - Options Appraisal (Regular)</p> <p>Next Steps:</p> <ul style="list-style-type: none"> • Undertake Healthy Streets Design Check and City of London Street Accessibility Tool baseline assessments. • Undertake a review of parking provision, usage, and kerbside activity to identify if there are any opportunities to relocate parking bays in the area. • Commission topographical and radar surveys to assess viability of in-ground planting (including trees). • Undertake stakeholder engagement. <p>Funding Source: Cool Streets and Greening Programme (On Street Parking Reserve - OSPR) and S106 receipts allocated to the Fleet Street Area Programme, as well as additional external contributions which are yet to be determined. The scope of the project can be adapted to meet the available budget.</p> <p>Requested Decisions: Members are asked to:</p> <ul style="list-style-type: none"> • Approve the initiation of this project. • Approve the budget of £80,000 (staff costs and fees) for the project to reach the next Gateway 3/4, funded from the Cool Streets and Greening Programme (OSPR) (£50,000) and S106 receipts allocated to the Fleet Street Area Programme (£30,000). • Note the total estimated cost of the project at £350K-750K (excluding risk). 											
<p>2. Resource requirements to reach next Gateway</p>	<table border="1"> <thead> <tr> <th data-bbox="549 1496 719 1641">Item</th> <th data-bbox="719 1496 1046 1641">Reason</th> <th data-bbox="1046 1496 1233 1641">Funds/ Source of Funding</th> <th data-bbox="1233 1496 1391 1641">Cost (£)</th> </tr> </thead> <tbody> <tr> <td data-bbox="549 1641 719 1899">Staff time P&T</td> <td data-bbox="719 1641 1046 1899">Project management, option appraisal, stakeholder engagement and report writing.</td> <td data-bbox="1046 1641 1233 1899" rowspan="2">OSPR and S106 receipts.</td> <td data-bbox="1233 1641 1391 1899">35,000</td> </tr> <tr> <td data-bbox="549 1899 719 2040">Staff time Highways</td> <td data-bbox="719 1899 1046 2040">Technical guidance and feasibility design.</td> <td data-bbox="1233 1899 1391 2040">20,000</td> </tr> </tbody> </table>	Item	Reason	Funds/ Source of Funding	Cost (£)	Staff time P&T	Project management, option appraisal, stakeholder engagement and report writing.	OSPR and S106 receipts.	35,000	Staff time Highways	Technical guidance and feasibility design.	20,000
Item	Reason	Funds/ Source of Funding	Cost (£)									
Staff time P&T	Project management, option appraisal, stakeholder engagement and report writing.	OSPR and S106 receipts.	35,000									
Staff time Highways	Technical guidance and feasibility design.		20,000									

	Fees	Survey work, design consultancy and related services.		25,000
	Total			80,000
	<p>Costed Risk Provision requested for this Gateway: A costed risk provision is not required at this stage of the project.</p>			
3. Governance arrangements	<p>This project forms part of the Fleet Street Area Programme which has an established working group with members from the Fleet Street Quarter BID, local stakeholders and Ward Members.</p> <p>The Service Committee is the Streets and Walkways Sub-Committee</p> <p>The Senior Responsible Officer is Bruce McVean, Assistant Director, Policy and Projects</p>			

Project Summary

4. Context	<p>4.1 The Temple Avenue improvements project is part of the Fleet Street Area Healthy Streets Plan adopted in November 2023. The public consultation undertaken with the Healthy Streets plan, indicated strong support to improve Temple Avenue and create a new public space, particularly adding greening.</p> <p>4.2 The street is an important north-south walking, wheeling, and cycling route from the Victoria Embankment into the Whitefriars and Fleet Street Area. The improvements on Temple Avenue will also support the connection with the new Thames Tideway public space and the Embankment cycleway.</p> <p>4.3 The street is currently closed to motor vehicle access at the southern end, hence the potential to create a new public space with greening at this location.</p> <p>4.4 This area includes several residential buildings. The proposals will need to take this into account, along with the requirements for kerbside vehicle loading and turning space.</p>
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<p>5. Brief description of project</p>	<p>5.1 Initial evaluation work through the preparation of the Healthy Streets Plan has identified the following considerations and opportunities:</p> <p>5.2 There is an absence of greenery in the area and a desire to rectify this by introducing trees and planting.</p> <p>5.3 This street is within the City Flood Zone, parts of the street are at risk from surface water/ sewer flooding during larger storms and the introduction of climate resilience measures should be considered.</p> <p>5.4 In 2021, two parklets were installed on Temple Avenue as part of the City's Covid-19 response to provide safe outdoor space to socialise and support local businesses. The parklets have proven to be successful and well utilised. This project will look to undertake permanent improvements in place of the temporary parklets. This could include widening of footways, planting, and provision of street furniture.</p> <p>5.5 There is an absence of dropped kerbs and raised crossing points which needs to be addressed to improve accessibility for people walking and wheeling. The project will seek to introduce raised crossings and crossovers where feasible.</p> <p>5.6 The street is closed to motor vehicles at the southern end and is primarily used by servicing vehicles and for parking purposes. Consideration for areas of loading, unloading, and parking is required. The surveys undertaken as part of the Healthy Streets Plan identified potential new kerbside parking locations on Tallis Street, Carmelite Street, Bouverie Street and on Bridewell Place. The relocation of parking bays would provide the required space for planting and climate resilience measures. This also needs to be considered in the context of the need to provide dockless cycles and e-scooter bays.</p> <p>5.7 This is a conservation area with an attractive townscape. It is desirable that the street environment is enhanced to provide a higher quality public realm.</p> <p>5.8 This is a residential area and so any public seating will need to be carefully positioned.</p>
<p>6. Consequences</p>	<p>6.1 Stakeholder and Member engagement through the Fleet Street Area HSP and working group has indicated strong support for the improvement of this street. If this project proposal is not</p>

<p>if project not approved</p>	<p>approved, aspirations from stakeholders to deliver a green and more welcoming environment wouldn't be met.</p> <p>6.2 As part of the Covid19 City's response two parklets were installed on Temple Avenue to support local businesses. The aim is to replace the parklets with permanent improvements which will require less maintenance and deliver long lasting benefits for the area. If this project is not approved, the delivery of permanent improvements wouldn't be feasible.</p> <p>6.3 The area will not meet the required standards for accessibility, with a lack of dropped kerbs and safe crossing points on desire lines.</p>
<p>7. SMART project objectives</p>	<p>7.1 Introduce greenery and tree planting in line with the Climate Action Strategy, where feasible.</p> <p>7.2 Provision of additional pavement space for walking, seating and tables and chairs to support local businesses.</p> <p>7.3 Optimise loading and parking provision to ensure the needs of local occupiers are met, whilst providing an improved environment for people walking, wheeling and spending time in the area.</p> <p>7.4 Accessibility improvements to provide safer crossing points for all users.</p>
<p>8. Key benefits</p>	<p>8.1 Public realm, greening and climate resilience measures are to be introduced contributing to the Climate Action Strategy outcomes.</p> <p>8.2 Improved environment for people walking, wheeling, cycling and spending time in the area. An accessible public realm with wider pavements and safe crossing points which are clearly demarcated to contribute to the Transport Strategy Outcomes</p> <p>8.3 Stakeholder's aspirations will be met, ensuring the area remains attractive and the local economy is supported.</p> <p>8.4 A high quality design will be delivered in line with the historic setting of the streets with nearby listed buildings.</p>
<p>9. Project category</p>	<p>7a. Asset enhancement/improvement (capital)</p>
<p>10. Project priority</p>	<p>B. Advisable</p>

11. Notable exclusions	None noted
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Options Appraisal

12. Overview of options	<p>12.1 Options for the introduction of trees, planting and climate resilience measures will be considered subject to ground conditions. Permanent improvements to replace the temporary parklets will be explored.</p> <p>12.2 Opportunities for wider pavements, introduction of raised tables or where not achievable, dropped kerbs at desire lines will be explored.</p> <p>12.2 Options regarding re-location of parking bays, loading and unloading provision will be reviewed as part of the design development stage.</p> <p>12.3 The project scope will be adapted to meet the available budget by prioritising the various design elements in terms of benefits achieved and affordability. However, it is intended to design the street holistically with all needs in mind so that, if necessary, it can be added to as funding becomes available</p>
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Project Planning

13. Delivery period and key dates	<p>Overall project: The assessment of options will be undertaken during summer/autumn 2024. Stakeholder engagement to review options is planned for late 2024. Once a preferred option has been established it will be developed and presented for Member approval.</p> <p>Key dates: A Gateway 3-4 report is expected in early 2025.</p> <p>Other works dates to coordinate: The implementation of the highway and public realm works will be coordinated with nearby developments and other highway improvements in the local area.</p>
14. Risk implications	<p>Detailed project risk register is included in Appendix 3.</p> <p>Overall project risk: Low</p> <p>Project RAG status: Green</p> <ul style="list-style-type: none"> • Stakeholders object to the design proposals <i>Risk response: reduce.</i>

	<p>Options will be considered and discussed with stakeholders as the project is developed, including reviewing parking provision and the introduction of greenery.</p> <ul style="list-style-type: none"> • Works adversely impact flooding hotspot. <i>Risk response: reduce.</i> <p>Designs will be carefully considered to ensure that they only beneficially impact the flooding hotspot and that designs which could result in increased risks to surrounding property by altering the flow paths of flood water are not taken forward.</p>
15. Stakeholders and consultees	<p>15.1 External consultees:</p> <ul style="list-style-type: none"> • Residents • Local businesses and occupiers • Developers with an interest in the area • Fleet Street Programme Working Group <p>15.2 Internal consultees:</p> <ul style="list-style-type: none"> • City of London Environment Department (including Highways, Cleansing, City Gardens) • Ward Members

Resource Implications

16. Total estimated cost	Likely cost range (excluding risk): £350 - £750k.				
17. Funding strategy	Choose 1: Partial funding confirmed	Choose 1: Mixture - some internal and some external funding			
	<table border="1"> <thead> <tr> <th>Funds/Sources of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Cool Streets and Greening Programme (Funding strategy is proposing to utilise Cool Streets and Greening Programme funding which Members have agreed at Streets and Walkways Sub Committee in May 2024.)</td> <td>£350k</td> </tr> </tbody> </table>		Funds/Sources of Funding	Cost (£)	Cool Streets and Greening Programme (Funding strategy is proposing to utilise Cool Streets and Greening Programme funding which Members have agreed at Streets and Walkways Sub Committee in May 2024.)
Funds/Sources of Funding	Cost (£)				
Cool Streets and Greening Programme (Funding strategy is proposing to utilise Cool Streets and Greening Programme funding which Members have agreed at Streets and Walkways Sub Committee in May 2024.)	£350k				

	<p>S106 (A minimum set of interventions to improve accessibility, such as raised crossings and dropped kerbs will be explored as part of the options evaluation stage.)</p> <p>External contributions*</p> <p style="text-align: right;">Total</p>	<p style="text-align: right;">£400k</p> <p style="text-align: right;">TBC</p> <p style="text-align: right;">£350- £750k</p>	<p>*Additional funding is also available from S106 receipts that have been allocated to the Fleet Street Area Programme. Further external contributions from businesses and the local BID will also be explored which could provide additional improvements.</p> <p>The Fleet Street Area Working Group will be consulted on options ahead of the next gateway.</p> <p>The project scope can be adapted to deliver a minimum set of design considerations in the southern section of the street. This would include climate resilience measures, tree planting and accessibility improvements, which can be implemented within the confirmed budget as per the above table.</p>
<p>18. Investment appraisal</p>	<p>Not Applicable</p> <p>On-going revenue implications</p> <p>18.1 Revenue implications for highways and soft landscaping maintenance, and cleansing will be confirmed at the next Gateway and will be included within the project budget.</p>		
<p>19. Procurement strategy/route to market</p>	<p>19.1 It is anticipated that all works will be undertaken by the City's Highways term contractor, FM Conway's.</p> <p>19.2 The design work is proposed to be carried out in-house by the Highways and the Policy & Projects team in collaboration with stakeholders. There may also be a requirement for a landscape architect to be appointed, subject to scope and resourcing. It may be necessary to undertake further data collection with regards the kerbside use by an external provider. These external consultants' input would follow the standard procurement process.</p> <p>19.3 The materials and specification of the design will be the City's standard specification, in accordance with the City Public Realm Toolkit (2024).</p>		
<p>20. Legal implications</p>	<p>None</p>		

21. Corporate property implications	None.
22. Traffic implications	22.1 Options regarding consideration of parking provision, loading, and unloading will be reviewed as part of the design development. Any proposed changes would be subject to statutory consultation processes
23. Sustainability, climate and energy implications	<p>23.1 It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for construction purposes.</p> <p>23.2 Climate Change resilience measures and planting will be considered as part of the design development such as rain gardens and tree planting.</p> <p>23.3 The southern part of Temple Avenue is in the City flood risk zone. This means that designs will need to carefully consider the topography of the street network and drainage available as well as opportunities for increased greening to mitigate the issues.</p>
24. IS implications	None.
25. Equality Impact Assessment	<p>A test of relevance will be undertaken during the next stage of work which will inform whether a full assessment is required.</p> <p>City of London Streets Accessibility Tool will be used to undertake a baseline assessment and review the proposed design.</p>
26. Data Protection Impact Assessment	None

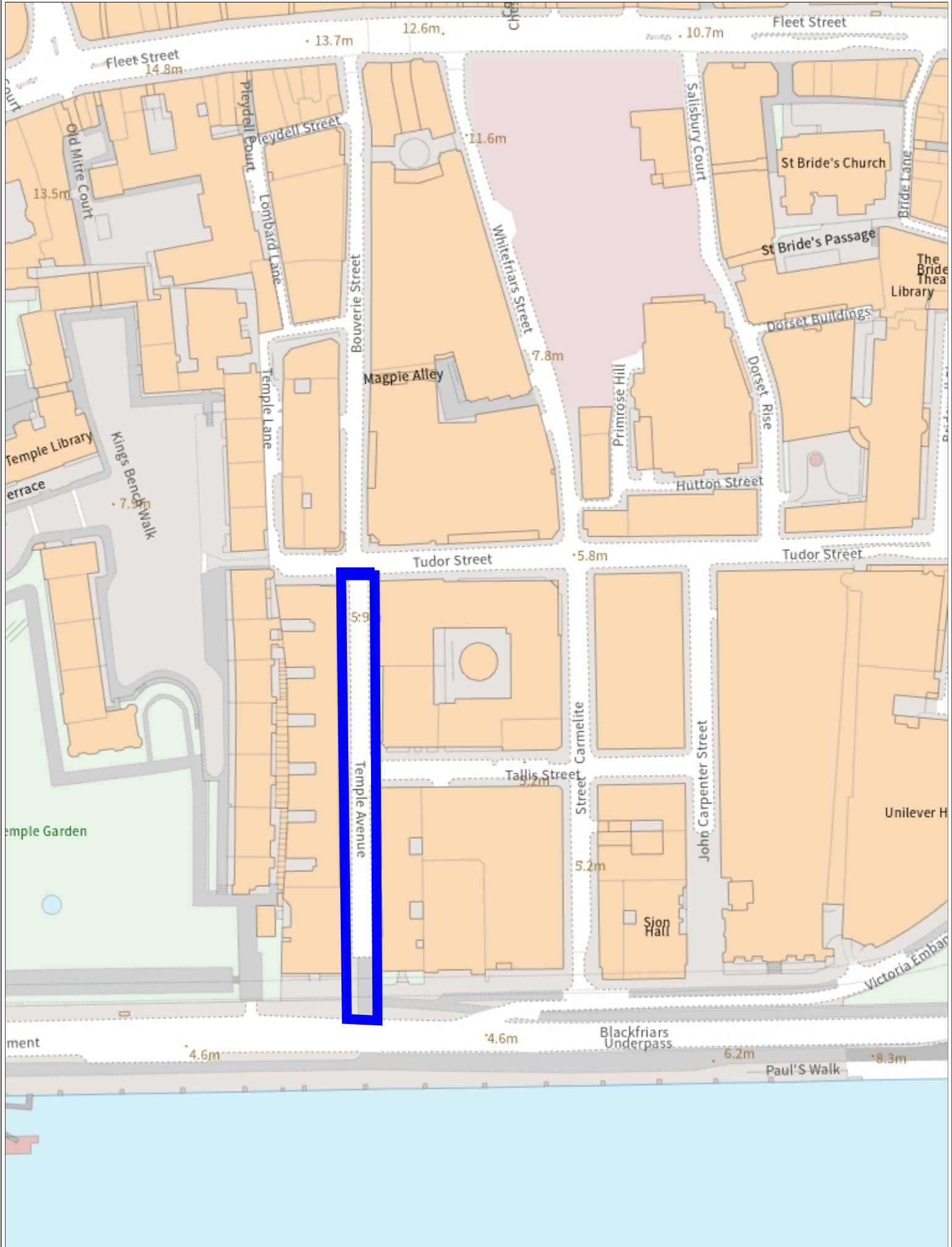
Appendices

Appendix 1	Plan of the project area
Appendix 2	Project Briefing
Appendix 3	Risk Register


Contact


Report Author	Maria Herrera
Email Address	maria.herrera@cityoflondon.gov.uk
Telephone Number	07526 201100

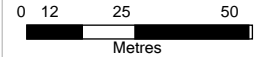
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Temple Avenue
enhancement
scheme

 City of London
Boundary

 Temple Avenue. Project scope



Created by: Maria Herrera
Date Created: 28 May 2024

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Project Briefing

Project identifier			
[1a] Unique Project Identifier	TBC	[1b] Departmental Reference Number	NA
[2] Core Project Name	Temple Avenue area improvements		
[3] Programme Affiliation <i>(if applicable)</i>	Fleet Street Area programme		

Ownership	
[4] Chief Officer has signed off on this document	Ian Hughes
[5] Senior Responsible Officer	Bruce McVean
[6] Project Manager	Maria Herrera

Description and purpose
[7] Project Mission statement / Elevator pitch
Public realm, climate resilience, greening and walking improvements to Temple Avenue (south), to provide an enhanced street environment and support this key north-south connection from the Victoria Embankment to the Whitefrairs and Fleet Street Area. This project has been identified as a high priority project following the completion of the Fleet Street Area Healthy Streets Plan in 2023.
[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)?
<ul style="list-style-type: none"> • There is an absence of greenery in the area and a desire to rectify this by introducing trees and planting. • Existing pedestrian crossings need improvement. • There is an absence of dropped kerbs or raised crossing points and this needs to be addressed for improved accessibility. • Consideration of areas for loading, unloading, and parking is required. • Replacement of temporary parklets with a permanent design is required to enhance the public realm.
[9] What is the link to the City of London Corporate plan outcomes?
Leading Sustainable Environment (Action 5) Vibrant Thriving Destination (Acton 11) Flourishing Public Spaces (Action 6)

[10] What is the link to the departmental business plan objectives?					
Deliver Key Strategies: Climate Action, City Plan, Transport, Air Quality, Volunteering.					
[11] Note all which apply:					
Officer: Project developed from Officer initiation	Y	Member: Project developed from Member initiation		Corporate: Project developed as a large scale Corporate initiative	
Mandatory: Compliance with legislation, policy and audit		Sustainability: Essential for business continuity		Improvement: New opportunity/ idea that leads to improvement	Y

Project Benchmarking:	
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?	
<These should be impacts of the activity to complete the aim/objective, rather than 'finishes on time and on budget'>>	
1) <i>Introduce greenery and climate change resilience measures.</i>	
2) <i>Improve safety for people walking and cycling.</i>	
3) <i>Deliver an efficient servicing and parking provision strategy to better manage the area.</i>	
[13] Will this project have any measurable legacy benefits/outcome that we will need to track after the end of the 'delivery' phase? If so, what are they and how will you track them? (E.g. cost savings, quality etc.)	
<ul style="list-style-type: none"> - Cost savings of improvements due to the removal of temporary infrastructure (parklets) and the introduction of permanent features. - 	
[14] What is the expected delivery cost of this project (range values)[£]?	
£350-£750k	
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:	
<i>TBC it is expected that any greening infrastructure will require ongoing maintenance</i>	
[16] What are the expected sources of funding for this project?	
<i>OSPR and Section 106 contributions, and external funding</i>	
[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?	
Spring 2025 (subject to consultation on traffic orders and stakeholder input)	

Project Impact:

[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?	
NA	
[19] Who has been actively consulted to develop this project to this stage? <(Add additional internal or external stakeholders where required) >	
Policy and projects	<i>Gillian Howard, Sam Lee and Bruce McVean.</i>
Chamberlains: Procurement	<i>Darshika Patel</i>
Corporate Property	
External	Fleet Street Working group (Local stakeholders, Fleet Street Quarter BID, Ward Members and City officers)
[20] Is this project being delivered internally on behalf of another department? If not ignore this question. If so: Please note the Client supplier departments. Who will be the Officer responsible for the designing of the project? If the supplier department will take over the day-to-day responsibility for the project, when will this occur in its design and delivery?	
Client	<i>Environment Department</i>
Project Design Manager	<i>Melanie Charalambous / Maria Herrera</i>
Design/Delivery handover to Supplier	Delivery - FM Conway

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City of London: Projects Procedure Corporate Risks Register

Project Name: Temple Avenue improvements		PM's overall	Low	CRP requested	4.7	Open Risks	6																
Unique project identifier:		Total estimated cost	£ 750,000	Total CRP used to	£ -	Average mitigated	3.7	Closed Risks	0														
General risk classification		Mitigation actions										Ownership		Action									
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed Impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed Impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/Realised & moved to Issues	Comment(s)
R1	2	(10) Physical	Project impacted by nearby construction sites.	There is a possibility that the project programme could be impacted, by development activity in the area, due to its proximity to sites currently under construction.	Unlikely	Minor	2	£0.00			Keep in regular contact with stakeholders and planning colleagues and be informed of any changes to development activity.	£0.00	Likely	Minor	£0.00	4	£0.00		5/16/2024	Environment Dept	Maria Herrera		
R2	2	(10) Physical	A delay in establishing vehicular servicing and parking needs in the area.	To deliver the full scope of benefits the project a traffic assessment is required of the parking, loading/unloading and servicing needs of the area. If this wasn't completed, the project is unable to progress with a feasible design.	Unlikely	Serious	4	£0.00	N		City officers have undertaken an initial desktop assessment of the current provision of parking and servicing needs. This information will be progressed further at the next stage alongside engagement with stakeholders.	£0.00	Unlikely	Minor	£0.00	2	£0.00		5/16/2024	Environment Dept	Maria Herrera		
R3	2	(1) Compliance/Regulatory	Traffic orders for review of parking and loading are not successful.	Submission of traffic orders is required to adjust the parking provision in the area and create spaces for greening and an enhanced environment.	Possible	Serious	6	£0.00	N		Undertake early traffic data to assess options to relocate parking bays. Engage with local stakeholders to review provision and meet local demand.	£0.00	Likely	Minor	£0.00	4	£0.00		5/16/2024	Environment Dept	Maria Herrera		
R4	2	(5) H&S/Wellbeing	Noisy Works could delay the project due to the site being next a residential cluster.	Noisy Works could generate complaints from local occupiers and residents 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 accordingly.	£0.00	Possible	Minor	£0.00	3	£0.00		5/16/2024	Environment Dept	Maria Herrera		
R5	2	(4) contractual / partnership	Stakeholder support is not secured.	The project includes the delivery of new public spaces, introduction of greenery through a review of current parking and loading provision.	Possible	Serious	6	£0.00	N		The Col team will undertake close consultation with local occupiers to ensure their needs are accounted for as well as the needs to the functionality of the streets.	£0.00	Possible	Serious	£0.00	6	£0.00		5/16/2024	Environment Dept	Maria Herrera		
R5	2	(2) Financial	Additional funding is not secured and the project scope needs to be reduced.	Additional funding is yet to be secured to deliver all of the aspirations for the project.	Possible	Serious	6	£0.00	N		The greening elements can be delivered with the current project budget, however if additional funding is not secured, the project could be scaled and other accessibility improvements would not be feasible.	£0.00	Possible	Minor	£0.00	3	£0.00		5/16/2024	Environment Dept	Maria Herrera		
R6																	£0.00						

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Committees: Streets and Walkways Sub-Committee <i>[for decision]</i> Projects and Procurement Sub-Committee <i>[for information]</i>	Dates: 09 July 2024 15 July 2024
Subject: 21 Moorfields and Fore Street Avenue S278 Moor Lane Environmental Enhancements (Area A - S278) Unique Project Identifier: 12252 9441	Gateway 6: Outcome Report Regular
Report of: Interim Director of Environment Report Author: Andrea Moravicova	For Decision
PUBLIC	

Summary

1. Status update	21 Moorfields and Fore Street Avenue Section 278 project and Area A – Section 278 part of the Moor Lane Environmental Enhancement project are associated with the 21 Moorfields development. The related works, fully funded by the developer through Section 278 agreement, have now been implemented.	
	21 Moorfields and Fore Street Avenue Section 278 project Project Description: Enhancements to pedestrian environment without compromising the required security in Moorfields and Fore Street Avenue. RAG Status: Green (Amber at the last report to Committee) Risk Status: Low (Medium at last report to committee) Costed Risk Provision Utilised: None Final Outturn Cost: £596,964	Moor Lane Environmental Enhancement (Area A – S278) Project Description: Public realm enhancements in Moor Lane to provide greening and improve the walking environment. The scope, as approved in December 2020, includes S278 works delivering security for the 21 Moorfields development on Moor Lane (referred to as Area A and subject of this report). RAG Status: Green (Green at the last report to Committee) Risk Status: Low (Medium at last report to committee) Costed Risk Provision Utilised: None Final Outturn Cost: 1,264,860

<p>2. Next steps and requested decisions</p>	<p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. Note the contents of this report. 2. Approve the budget adjustment related to staff costs to be actioned as outlined in the Appendix 2. 3. Authorise transfer of £80,500 (including staff costs for a supervision of works) from the Moor Lane S278 budget, to cover the planned resurfacing of Moor Lane, to the Moor Lane S106 project budget. 4. Agree to close the 21 Moorfields and Fore Street Avenue Section 278 project. 5. Agree to close the Area A – Section 278 part of the Moor Lane Environmental Enhancement project. 6. Authorise return of unused funds to the developer, including any accrued interest as per the Section 278 agreement once the final accounts for these projects are completed.
<p>3. Key conclusions</p>	<p>The projects were delivered within their respective budgets, at Gateway 5, and in line with their main objectives.</p> <p>The programme was adjusted to coincide with the development’s timelines. This delayed the start of the implementation by nine months. Further delays were caused by several risks that materialised and these are described in Section 11 below.</p> <p>Minor adjustments to works’ phasing were required throughout the construction to accommodate fit out and related works as well as other activities in the vicinity.</p> <p>Works to Moorfields and Fore Street Avenue were substantially completed in September 2023, and to Moor Lane in February 2024.</p> <p>Key learning and recommendations for future projects (with more detail in sections 15 and 16):</p> <ul style="list-style-type: none"> • Closer involvement of the City Operations Division in early planning stages may have highlighted potential issues that impacted highway / public realm construction. • Ongoing dialogue between the Planning & Development and City Operations divisions regarding the scope of Section 278 works may have aided negotiations with the developer. • Integrating the design for the Section 278 works scope into the public consultation materials for the wider Moor Lane enhancement scheme would have assisted with aligning the stakeholders’ expectations to the site constraints and opportunities from the start of the project.

Main Report

Design & Delivery Review

<p>4. Design into delivery</p>	<p>The design was developed in-house in liaison with the developer. This allowed the project team to ensure that any carriageway and footway changes made as a result to the new development tie in with the surrounding Moorgate Crossrail and Moor Lane S106 enhancement works.</p> <p>Works were undertaken in phases to minimise disruption to the activities of the new development and neighbouring premises.</p> <p>A slight adjustment to the footway and carriageway design in Moorfields was made to account for a new utility chamber installed for the new development.</p>
<p>5. Options appraisal</p>	<p>The chosen options met the projects' objectives to enhance pedestrian environment addressing projected increase in demand on public realm and provide security for the development.</p> <p>The reconstructed footways in Moorfields contribute to a more unified and permeable space for people walking and wheeling outside the Moorgate Crossrail station.</p> <p>The design of the east footway on Moor Lane considered the aspirations to improve environment for people walking and wheeling and create a greener street, without compromising the needs of the development.</p> <p>The materials used adhere to the City's standards, with the works delivering the scope of the project.</p>
<p>6. Procurement route</p>	<ul style="list-style-type: none"> • The construction package was prepared in-house by the Highway Engineer and work on site undertaken by the City's term contractor. • Security measures were delivered and implemented by a specialist contractor. • A consultant was appointed to design the concrete cladding for planters installed on Moor Lane, who also managed their manufacture and install by a specialist contractor. • Planting was design and fulfilled 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 design and manage delivery of this and similar future projects. • Specialist contractors were used to manufacture and install specific elements of the scheme, including planters on Moor Lane. • Specialist advice on structures and loading was also sought externally.

8. Stakeholders	<ul style="list-style-type: none"> • The project was delivered in close liaison with the developer and stakeholders to ensure the proposals meet their needs as far as possible. • Following stakeholder engagement, four planters and two street trees were incorporated within the design in Moor Lane, to soften the hard landscaping around the new development.
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Variation Review

9. Assessment of project against key milestones	<ul style="list-style-type: none"> • The implementation in Fore Street Avenue and Moorfields started approximately six months later than expected at Gateway 5 to align with the developers' schedule. • Works in Fore Street Avenue started in March 2023, and in Moorfields from May 2023. • Moor Lane implementation commenced in October 2023 as opposed to October 2022, and works were substantially completed at the end of February 2024. The start of work was affected by delayed site release from the developer. Snagging, planting and minor surfacing works were completed in June 2024. This aligns with the expected duration reported on at Gateway 5 (October 2022. - June/July 2024).
10. Assessment of project against Scope	<p>The projects' scope remained unchanged and is summarised below:</p> <ul style="list-style-type: none"> • The surfaces were upgraded to the City's standard palette ensuring consistency and a high-quality streetscape that provides a more pleasant environment for walking and wheeling. • Greening elements were introduced in Moor Lane. • The planters design aimed to be sympathetic to the Barbican architecture. • The requirements of the new development at 21 Moorfields were accommodated within the design.
11. Risks and issues	<p>Several risks have materialised, including:</p> <ul style="list-style-type: none"> • Delays to public realm works starting on site due to changes in the development's programme. The implementation programme was adjusted according to the new development's schedule. • Unforeseen technical / engineering issue related to a newly installed utility chamber was identified whilst working in Moorfields. This required a slight adjustment to the footway and carriageway design at the northern section of the project's boundary. To minimise delays, officers agreed with the developer to progress other phases of works, while the design was adjusted. • Increase in utility diversion costs. This was a direct result of the changes to the development's schedule and the increased costs were fully covered by the developer.

	<ul style="list-style-type: none"> Delays in supply. Adverse weather conditions in Winter 2023/24 impacted manufacture and delivery of concrete panels for planters installed in Moor Lane. The freezing temperatures in January delayed the pour of concrete into the custom-made moulds for the panels. To ensure the panels quality and to prevent cracking, the temperatures need to be above 5 degree C. This subsequently impacted the planting works, which were completed in April rather than in February.
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Value Review

12. Budget	<p>21 Moorfields and Fore Street Avenue Section 278 project</p> <ul style="list-style-type: none"> Estimated Outturn Cost at G2: £900,000 - £1,000,000 <table border="1"> <thead> <tr> <th>Item</th> <th>At G5 Authority to Start work (£)</th> <th>Final Outturn Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Fees</td> <td>32,313</td> <td>21,699</td> </tr> <tr> <td>Staff Costs</td> <td>102,561</td> <td>110,823</td> </tr> <tr> <td>Works</td> <td>454,666</td> <td>426,422</td> </tr> <tr> <td>Costed Risk Provision</td> <td>52,000</td> <td>0</td> </tr> <tr> <td>Maintenance</td> <td>38,020</td> <td>38,020</td> </tr> <tr> <td>Total</td> <td>679,560</td> <td>596,964</td> </tr> </tbody> </table> <p>The final accounts for this project are yet to be verified. An existing fees commitment related to Traffic Regulation Order, accounted for in the overall project outturn costs, is yet to be receipted.</p> <p>Project accounts will be closed once all final invoices are received, in line with the Chamberlain project's account processes. Any underspend, together with all accrued interest, will be refunded to the developer as per provision in the Section 278 agreement.</p> <p>Moor Lane Environmental Enhancement Area (A – S278)</p> <ul style="list-style-type: none"> Estimated Outturn Cost at G2: £900,000 - £1,000,000 <table border="1"> <thead> <tr> <th>Item</th> <th>G5 At Authority to Start work (£)</th> <th>Final Outturn Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Fees</td> <td>27,800</td> <td>27,446</td> </tr> <tr> <td>Staff Costs</td> <td>129,231</td> <td>139,430</td> </tr> <tr> <td>Works (hard & soft landscaping, security measures)</td> <td>845,640</td> <td>860,734</td> </tr> <tr> <td>Utilities</td> <td>387,355</td> <td>160,553</td> </tr> <tr> <td>Maintenance</td> <td>76,697</td> <td>76,697</td> </tr> <tr> <td>Total</td> <td>1,466,723</td> <td>1,264,860</td> </tr> </tbody> </table> <p>The project is substantially completed with resurfacing of Moor Lane between Silk Street and Fore Street deferred, as per an agreement with the developer, until works to the west footway are implemented.</p> <p>A total of £80,500 (including staff costs for a supervision of works) will be required for resurfacing works and their supervision, which has been</p>	Item	At G5 Authority to Start work (£)	Final Outturn Cost (£)	Fees	32,313	21,699	Staff Costs	102,561	110,823	Works	454,666	426,422	Costed Risk Provision	52,000	0	Maintenance	38,020	38,020	Total	679,560	596,964	Item	G5 At Authority to Start work (£)	Final Outturn Cost (£)	Fees	27,800	27,446	Staff Costs	129,231	139,430	Works (hard & soft landscaping, security measures)	845,640	860,734	Utilities	387,355	160,553	Maintenance	76,697	76,697	Total	1,466,723	1,264,860
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	<p>included in the final outturn cost in the table above. It is requested that this sum is transferred to the Moor Lane S106 project budget.</p> <p>Project accounts are yet to be verified and will be closed once all final invoices are received, in line with the Chamberlain project's account processes. Any underspend, together with all accrued interest, will be refunded to the developer as per provision in the Section 278 agreement.</p>
13. Assessment of project against SMART objectives	<p>Both projects delivered against their objectives to prioritise people walking and wheeling by delivering high quality pedestrian environment, whilst accommodating the security and servicing requirements of the development at 21 Moorfields.</p> <p>The project also increased greening by introducing two street trees and four multi-stem trees and low-level bedding plants in planters interspersed with the bollards.</p>
14. Key benefits realised	<p>Key benefits outlined in the Gateway 2 reports were realised, with the schemes meeting the needs of the new development and providing enhanced public realm around the Moorgate Crossrail station.</p> <p>The projects designs sought to balance a variety of requirements, provide a series of positive benefits and minimise impacts of necessary changes to ensure these meet the objectives set in the Transport Strategy.</p>

Lessons Learned and Recommendations

15. Positive reflections	<ul style="list-style-type: none"> • Good working relationship and open communication with the developer contributed to: <ul style="list-style-type: none"> ○ their active participation in the design process and assistance with obtaining third party agreements. ○ successful negotiation of changes to the design outlined in the S106 agreement, particularly interspersing the line of bollards with planters in Moor Lane. • Release of facades in Moorfields and Moor Lane earlier than expected helped keep the proposed duration of the works unchanged. • The developer procured some of the items for 21 Moorfields and Fore Street Avenue project directly, whilst details of Section 278 agreement were finalised. This helped with keeping the Section 278 start date in line with their desired programme.
16. Improvement reflections	<ul style="list-style-type: none"> • Potential issues with access provision to the highwalk from Moor Lane could have been identified in early stages through early liaison between the Planning and City Operations divisions, and addressed as a part of a building design process. • Assumptions made at early stages of the approved development, without liaising with the Operations division, led to lengthy negotiation process to agree details of the Section 278 agreement.

	<p>This required variation to Section 106 agreement and inclusion of additional provisions to the Section 278 agreement.</p> <ul style="list-style-type: none"> • Direct management / liaison with a specialist contractor would help foster working relationships and provide the project team with a better overview of the manufacture and delivery of specialist elements. • Undertaking the necessary surveys and utility searches in Moorfields and Fore Street Avenue by the project team, rather than using information provided by the developer, may have saved some time and costs. It would have also aided with producing more robust cost estimates. The surveys provided by the developer proved to be inaccurate and some re-work was required during the detailed design prior to Gateway 5 approval, with minor adjustments needed during implementation. • New connections to the development to be undertaken in advance to avoid changes to phasing plan and resourcing schedule and potential cost increase due to contractor standing down. • Integrating the design for the Section 278 works scope into the public consultation materials for the wider Moor Lane enhancement scheme would have assisted with aligning the stakeholders' expectations to the site constraints and opportunities from the start of the project.
<p>17. Sharing best practice</p>	<p>Information will be disseminated through team and project staff Briefings.</p> <p>A lessons' learnt workshop will be held with the relevant planning teams to discuss the issues experienced, particularly on Moor Lane Section 278 project.</p>

Appendices

Appendix 1	21 Moorfields and Fore Street Avenue S278 project coversheet
Appendix 2	Moor Lane Environmental Enhancement project coversheet
Appendix 3	Photos before and after

Contact

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21 Moorfields and Fore Street Avenue Section 278 Project Coversheet

[1] Ownership & Status

UPI: 12252

Core Project Name: 21 Moorfields and Fore Street Avenue S278

Programme Affiliation (if applicable): linked with Moor Lane environmental enhancements S278

Project Manager: Gillian Howard

Definition of need: 21 Moorfields Section 278 works are required to facilitate the development to allow occupation of the building. It will ensure that required security measures are in place around the development, whilst tying in with local Moorgate Crossrail station works to ensure good pedestrian permeability.

Key measures of success:

- Meet the needs of and enable the developer to complete the development within the agreed timeframes.
- Ensure the 21 Moorfields works do not detract from the pedestrian environment and maintains permeability and accessibility meeting the objectives set in the Transport Strategy.
- Provide an enhanced public realm around the Moorgate Crossrail station.

Expected timeframe for the project delivery: Substantial completion of works by mid-December 2022 (changed in May 2022 following delay in building completion from end of October 2022)

Key Milestones:

- Construction starts on Moorfields October 2022 (Was July 2022)
- Construction starts on Fore Street Avenue September 2022 (was August)
- Construction substantially complete mid-December 2022. (was end of October)

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 report (as approved by Chief Officer 23/12/20):

- Total Estimated Cost (excluding risk): £900,000-1,100,000
- Costed Risk Against the Project: £0
- Estimated Programme Dates: February 2021 to November 2022

'Project Proposal' G2 report (as approved by PSC 23/02/21):

- Total Estimated Cost (excluding risk): £900,000 to 1,100,000
- Resources to reach next Gateway (excluding risk) £103,390
- Spend to date: £56,865
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: February 2021 to November 2022

'Authority to start Work' G5 report (approved by delegated decision 4 August 2024)

- Total Estimated Cost (excluding risk): £666k
- Resources to reach next Gateway (excluding risk) £563k
- Spend to date: £56,865
- Costed Risk Against the Project: N/A
- CRP Requested: £52k
- CRP Drawn Down: £0
- Estimated Programme Dates:

Scope / design change and Impact: The design aligns with the brief described within the Evaluation report.

Due to delays in getting information to finalise designs regarding utility locations etc, the developer has taken on some of the longer lead in times for Cadent, UKPN and bollard delivery ahead of the agreement for the S278. This has reduced the budget envelope being costed for this part of the S278.

Approximately four months delay for Gateway 5 approval; development timeline also slipped by approx. four months with a current revised completion date of December 2022. Cadent and UKPN works need to be completed prior to site being released to the City and its contractor.

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

Committed sum of £38,020 for maintenance is included in the project cost estimate (£680k)

Programme Affiliation: Links with S278 works on Moor Lane.

Moor Lane environmental enhancement Project Coversheet

[1] Ownership & Status

UPI: 9441

Core Project Name: Moor Lane Environmental Enhancements

Programme Affiliation (if applicable): Culture Mile

Project Manager: Andrea Moravicova

Definition of need:

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

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

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

Key measures of success:

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

Expected timeframe for the project delivery:

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

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

A number of factors delayed the overall project.

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

A public consultation exercise for Area B, taking the requirements for Area A into consideration, was undertaken in late 2021. Feedback from the consultation was fed into the design process for both areas. Further design works and public engagement will be undertaken before implementation of the Area B can commence. The implementation of Area A was aligned with the developer's schedule.

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

No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

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

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

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

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

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

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

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

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

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

- Detail design: Jun – Sept 2021
- Gateway 4/5: Sept 2021
- Construction package: Oct 2021– Feb 2022
- Phased implementation (minimum 6 months): Spring 2022 – late 2022/Early 2023

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

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

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

Gateway 4c-5 – Authority to start work in Area A (as approved by Streets and Walkways Sub-Committee on 5 July 2022 and Operational Property and Projects Sub-Committee on 20 July 2022.

- Total Estimated Cost Area A (excluding risk): £1.7-£2.2M
- Resources to reach next Gateway (excluding risk): £ (£ from approved Section 106 budget and £1,448,680 funded through 21 Moorfields Section 278 agreement)
- Spend to date (Area A): £364,588
- Costed Risk Against the Project: £50,000
- Estimated Programme Dates:
 - Completion of Section 278 agreement & receipt of funding: July 2022
 - Procurement of materials (Area A): July 2022
 - Finalise construction package for Area A: August 2022
 - Phased implementation of Area A (minimum 6 months): October 2022 – June/July 2023

Scope/Design Change and Impact: The design aligns with the brief described within the Evaluation report.

Gateway 4-5 – Authority to start work in Area B (as approved by Streets and Walkways Sub-Committee on 23 May 2023 and Operational Property and Projects Sub-Committee on 5 June 2023)

- Total Estimated Cost (excluding risk): £2,958,680

- Resources to reach next Gateway (excluding risk): £1,450,000 (from approved S106 and Climate Action Strategy Cool Streets programme budget to implement Area B)
- Spend to date (Area B): £330,556
- Costed Risk Against the Project:
- Estimated Programme Dates:

Scope/Design Change and Impact: The design aligns with the brief described within the Evaluation

Gateway 5 Progress report - Area B (as approved by Streets and Walkways Sub-Committee on 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.

Gateway 5 Issues report - Area B (as approved by Streets and Walkways Sub-Committee on 30 January 2024)

Reporting period: September 2023 – January 2024

- Total Estimated Cost (excluding risks): £2,968,680

The total cost for Area A, funded through Section 278 agreement, is estimated at £1,508,680 (including costed risk provision of £100k).

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.

- Spend to Date (Area B): £398,907
- Estimated programme dates (Area B): Project expected to recommence in autumn 2024.

The Sub-Committee approved recommendation to revert the Area B to the Gateway 3/4 Options Appraisal stage, to allow revision of the proposed design for Area B in line with the Healthy Neighbourhood programme and consideration of traffic management changes along Moor Lane.

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.

Also linked to 21 Moorfields and Fore Street Avenue Section 278 works.

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Appendix 2

Table 1: Expenditure to Date: 21 Moorfields & Fore Street Avenue - 16800445			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	29,823	29,822	1
P&T Staff Costs	23,207	23,206	1
P&T Fees	15,714	15,713	1
TOTAL	68,744	68,741	3

Table 2: Expenditure to Date: 21 Moorfields & Fore Street Avenue - 16100445			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	38,606	38,606	0
P&T Staff Costs	19,925	19,189	736
P&T Fees	7,599	1,250	6,349
Env Servs Works	454,666	426,422	28,244
Cost Risk Provision	52,000	-	52,000
TOTAL	572,796	485,467	87,329

Table 3: Expenditure to Date: Moor Lane Environmental Enhancements S278 - 16100449			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	75,500	79,563	(4,063)
P&T Staff Costs	53,000	57,867	(4,867)
Open Spaces Staff Costs	731	2,000	(1,269)
P&T Fees	27,800	27,446	354
Env Servs Works	845,640	800,734	44,906
Utilities	387,355	160,553	226,802
TOTAL	1,390,026	1,128,163	261,863

Table 4: Budget Adjustments Required: Moor Lane Environmental Enhancements S278 - 16100449			
Description	Approved Budget (£)	Adjustment (£)	Balance (£)
Env Servs Staff Costs	75,500	4,063	79,563
P&T Staff Costs	53,000	4,867	57,867
Open Spaces Staff Costs	731	1,269	2,000
P&T Fees	27,800	-	27,800
Env Servs Works	845,640	(10,199)	835,441
Utilities	387,355	-	387,355
TOTAL	1,390,026	-	1,390,026

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Moor Lane looking north from Fore Street

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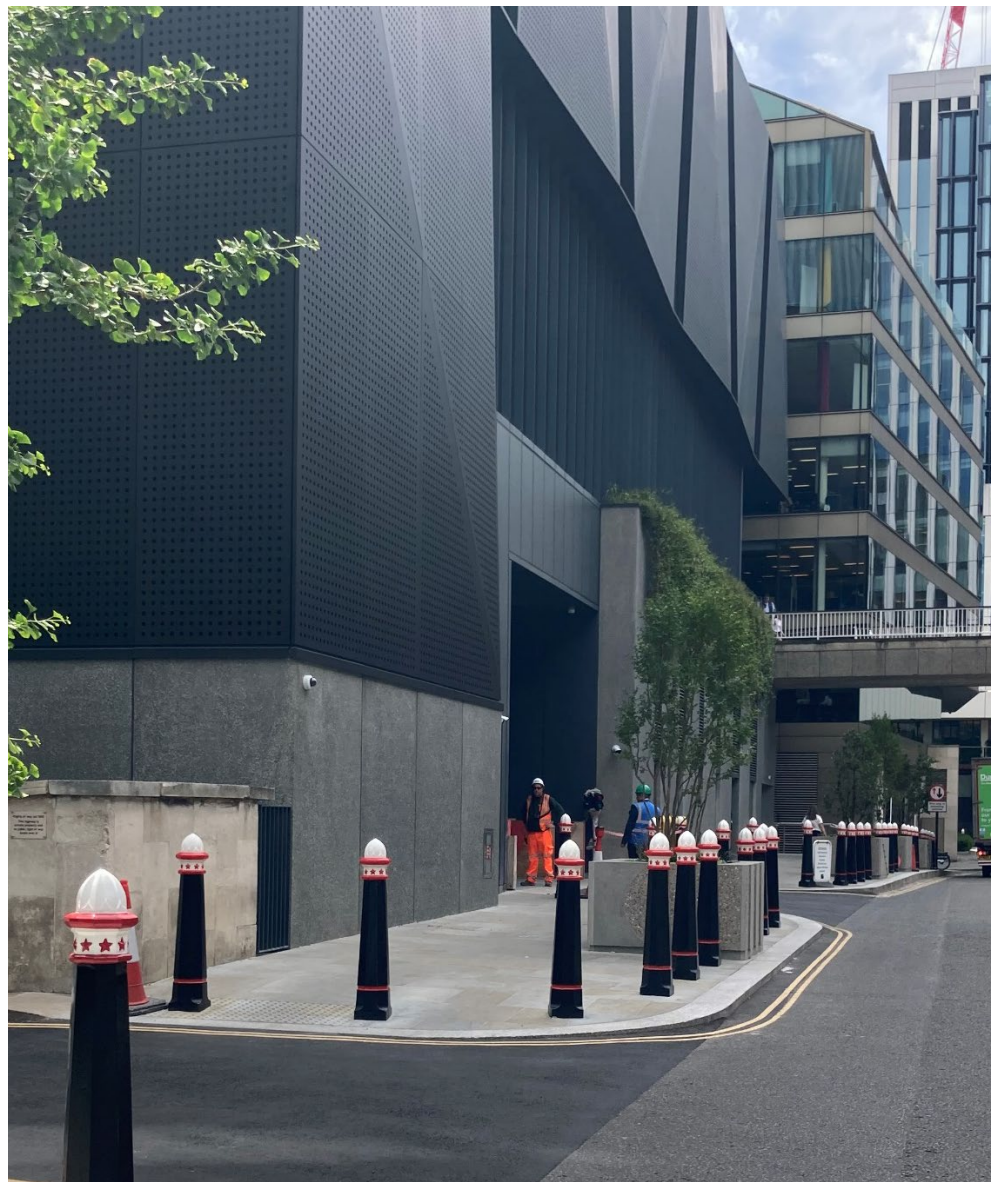
Before



After

Appendix 3
Moor Lane images

Moor Lane looking south from New Union Street



Page 483

(before)

(after)

Moor Lane looking south

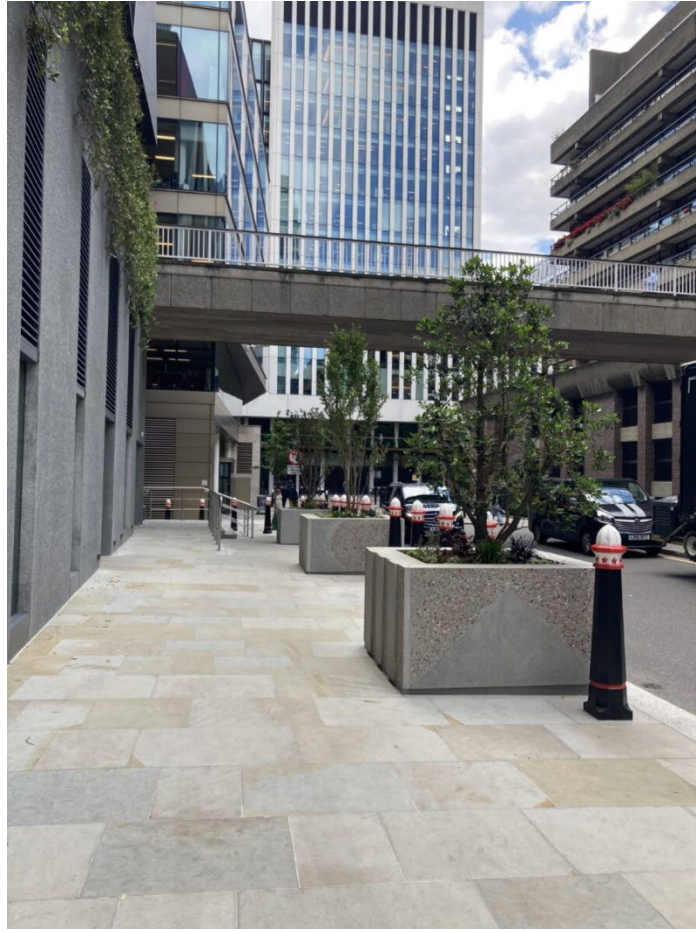


Before



After

Bollards in Moor Lane were interspersed with planters.





Committee: Streets & Walkways Sub Committee	Dated: 09/07/2024
Subject: Advertising Board Update	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	Vibrant thriving destination Diverse and Engaged Community Providing excellent services
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?	N
Report of: Executive Director Environment	For Information
Report author: Andrea Larice, City Operations	

Summary

Advertising boards or A-boards pose safety and accessibility issues, particularly for visually and mobility-impaired individuals. The Planning & Transportation committee approved a City-wide ban in March 2020 to ensure clear and accessible pavements. However, the implementation was delayed during the COVID 19 Pandemic and to allow time for footfall to recover post-pandemic.

Not allowing A-boards to be placed on any streets improves the user experience of people walking, those with sight and mobility impairments, people wheeling prams and using mobility aids. Footfall is increasing and the working population is forecast to continue rising. The maintaining of clear and accessible pavements has particular importance to creating “inclusive environments”, which enable people to navigate their surroundings independently and safely.

Following discussions with members at the Streets & Walkways Sub Committee in May 2024, officers will start an engagement phase between July and December 2024 to communicate the A-board ban to businesses, landowners, and the community. Scheduling visits to businesses, maintaining an engagement log and communicating that A-boards are an obstruction to people walking and wheeling, and can be a trip hazard and a particular issue for people with visual impairments.

An update will be brought to this committee in January 2025 ahead of the enforcement phase commencing.

Recommendation(s)

Members of the Streets & Walkways Sub Committee are asked to note the report.

Main Report

Background

1. A-boards are usually used by shops and businesses to advertise and promote their business at pavement level. They are typically a simple stand-alone board on a heavy 'A' shape frame, which businesses place across the pavement and in the way of people, to attract their attention. Their size and type differ across a broad range of business activities.
2. Many businesses report that A-boards help generate business, which the City Corporation want to support. However, this need must be balanced against complaints, implications for planning policy and the assessment that A-boards are a highway obstruction and a trip hazard for people with mobility and visual impairments.
3. The Planning & Transportation committee approved a City wide ban of A-boards in March 2020. However, the implementation was delayed during the COVID 19 Pandemic and to allow time for footfall to recover post-pandemic.
4. A local authority wide ban on A-boards is in place in Hackney. Hackney Council introduced a borough-wide ban on A-boards in 2017 to ensure pavements remain accessible for all, particularly for people with disabilities, parents with prams, and those with visual impairments. This ban aims to reduce street clutter and maintain clear pathways.
5. Other local Authorities enforce bans on areas where footfall is high. For example, Westminster City Council has enforced a ban on A-boards on Oxford Street, Regent Street, and in Soho. Camden Council has restrictions on A-boards, especially in areas with high pedestrian traffic to maintain accessibility and reduce clutter.
6. Transport for London (TfL) actively enforces a prohibition or restriction of "A" boards on the Transport for London Road Network (TLRN, also known as Red Routes). Businesses found violating these regulations may face penalties or be required to remove their advertising boards.
7. The Royal National Institute of Blind People (2014) have been advocating for a complete ban stating that it is essential for blind and partially sighted people to have a clear route along the pavement. They note: "*The proliferation of A-boards*

can make it difficult for those with sight difficulties to negotiate the path. This can result in them walking into A-boards and injuring themselves, or inadvertently walking into the road whilst attempting to avoid these obstructions. Falling over or bumping into an A-board can be painful and can adversely affect blind and partially sighted people's confidence and mobility. The over use of A-boards can restrict their freedom and opportunity to participate in their local community."

8. Transport for all (2014) welcome a 'Zero-tolerance' on A-boards stating that it is essential for disabled people to have a clear route along the pavement. *"Street clutter is not just a problem for visually impaired people, but a problem for wheelchair users, scooter users, buggy users and older people too. Transport for All welcome this 'zero-tolerance' approach to businesses which repeatedly flout rules on keeping the pavement clear. Not everyone can step down into the road to bypass an A-board or other obstacle"*.
9. In October 2021 the Streets & Walkways Sub Committee approved our commitment to Transport for All's Equal Pavements Pledge. to the pledge includes *"Operate a zero-tolerance approach to street clutter. Issue warnings to businesses that obstruct pavements with A-boards, and follow up with fines."* (Transport for All , 2021)
10. Pressure on City pavements is increasing, with 24-hour footfall level now at 72% of 2019 levels.
11. Over the period of the City Plan, the GLA projections suggest that 104,000, or 14.2% more people will be working in the City of London by 2041 (City Corporation, 2023). It is imperative that we have accessible pavements that help people to navigate their surroundings independently and safely.
12. With Effect from 2 April 2024, the Pavement Licence Guidance has been updated to state that: *"Advertising boards are not included in the definition of furniture within the pavement licensing regime. As well as needing consent under the Highways Act 1980, advertising boards also require express advertising consent under the Town and Country Planning Regulations 2007."*
13. Prior to 2 April, A-boards were not expressly prohibited and there may be some licences that have A-boards within the pavement licence area. These licences expire on the 30 September 2024. This means that no business should have an A-board under their licence post 30 September 2024.

Implementation and delivery approach

14. We will take a phased approach, working towards enforcement by City Corporation Street Environment Officers.

15. Phase 1 – Project development

- Develop the appropriate process, ensuring any legal issues considered, to enforce against A-boards on public highways and develop the project plan.
- Notify committee members of the project plan, timeline for engagement and enforcement.

16. Phase 2 – Engagement with City Businesses

- Develop and disseminate key messages through various channels to ensure that all affected parties understand the new regulations and their importance.
- Engage with City Businesses and communicate why A-boards are being removed and their impact on accessibility and inclusivity.
- Identify challenges and concerns around enforcement within six months.
- Explore potential wayfinding options for businesses severely impacted by the ban.

17. Phase 3 – Enforcement

- Begin enforcement actions by City Corporation Street Environment Officers to support the creation of accessible, clutter-free pavements that enhance the user experience for everyone.

Engagement approach

18. Key Messages are being finalised for our various audiences supporting our ambitions for clear and accessible pavements for everyone. This will focus on notifying business that:

- The City Corporation are contacting businesses to remind them that A-boards cannot be placed on City of London footways and pavements.
- A-boards obstruct people walking and wheeling or using mobility aids and are a trip hazard for people with sight loss. A survey from the RNIB found that 95 per cent of blind and partially sighted people had collided with an obstacle in their local neighbourhood over a three-month period, of which 1 in 3 were injured (Royal National Institute for Blind People, 2021).
- City Corporation is working to ensure we have clear and accessible pavements support independent and safe navigation.
- City Corporation is giving businesses notice that we intend to commence enforcement in the new year.

19. We will request landowners' support us in asking their tenants to remove them to create more accessible and welcoming places in the city. There is a strong correlation between catering for greater diversity and financial performance. Becoming a disability-confident employer opens your business to a broader customer base.

20. For businesses that currently have pavement licence, which contains an advertising board, officers will still ask businesses to remove it.

Engagement timeline

21. Timeline is as follows:

Date	Activity
May – July 2024	<ul style="list-style-type: none"> • Validate committee approval and enforcement approach. • Develop communication materials (leaflets, letters) for businesses. • Target audience identification, developing a list of businesses and streets affected. • Sign-off to ensure all documents and assessments are approved.
July 2024	<ul style="list-style-type: none"> • Update report to Streets & Walkways.
July – December 2024	<ul style="list-style-type: none"> • Notify relevant partners, including the Business Improvement Districts. • Schedule engagement visits to businesses. • Repeat visits to maintain engagement logs and discuss concerns with businesses.
January - February 2025	<ul style="list-style-type: none"> • Collate feedback • Report if required
Spring 2025	<ul style="list-style-type: none"> • Begin enforcement

Corporate & Strategic Implications

22. A-board ban supports the delivery of Corporate Plan Outcome: Vibrant thriving destination, and supporting a Diverse and Engaged Community by, improving the user experience of all pedestrians including those with sight and mobility impairments. Where everyone can travel independently, safely and without restriction.

23. The City of London Transport Strategy (Our streets are accessible) sets out our approach to improving accessibility in the Square Mile. The removal of A-boards is included in Proposal 17: Keep pavements free of obstructions.

Financial implications

24. None, enforcement will be undertaken by existing staff resource.

Legal implications

25. Approval for a City-wide ban on A-boards was granted in 2020. There are further steps to ensure due process is taken ahead of any formal enforcement action, which will be established with and agreed with legal advice as necessary.

Legislation relevant to enforcement is summarised below with further details in Appendix 1.

26. **Town Police Clauses Act 1847 S28 states** that it is an offence for a person in any street, to cause an obstruction, annoyance, or danger of the residents or passengers.
27. **Traffic Management Act 2004 places** a duty on the Local Traffic Authority to manage its highway network to “secure the expeditious movement of traffic”. The Act explicitly states that “traffic” includes pedestrians. It is therefore consistent, with this duty, for the City Corporation to seek to improve the pedestrian environment on its footways and in its pedestrian zones by removing unlawful obstruction that can have a detrimental effect on the free flow of pedestrians and those with impaired mobility.
28. **Highways Act 1980:** It is an offence under Sections 137 and 148 of the Highways Act 1980 to wilfully obstruct the highway without lawful excuse, punishable by a fine not exceeding £1,000. Sections 143 and 149 give the Highway Authority powers to remove any items which have been placed on the highway.

Risk implications

29. There is a possible reputational risk to the City Corporation if the accessibility of our streets is not carefully considered. It is imperative that we have accessible pavements that help people to navigate their surroundings independently and safely.
30. There are also possible reputational risks if small to medium sized businesses do not feel supported and there are potential adverse impacts if the communication of A-board removals and enforcement are not carefully managed.

Health Implications

31. Removing A-boards may have the potential to reduce injury caused by obstruction to people who are blind or visually impaired (RNIB, 2021). And help provide a street environment that allows all people to walk or wheel around the city more comfortably.

Equality Implications

32. The Equality Act 2010 S20 (4) provides support to remove A-boards. The Act requires that where a physical feature puts a disabled person at a substantial disadvantage in relation to a relevant matter in comparison with persons who are not disabled, to take such steps as it is reasonable to have to take to avoid the disadvantage. The Act states that:

(2)The duty comprises the following three requirements:

(3)The first requirement is a requirement, where a provision, criterion or practice of A's puts a disabled person at a substantial disadvantage in relation to a relevant matter in comparison with persons who are not disabled, to take such steps as it is reasonable to have to take to avoid the disadvantage.

(4)The second requirement is a requirement, where a physical feature puts a disabled person at a substantial disadvantage in relation to a relevant matter in comparison with persons who are not disabled, to take such steps as it is reasonable to have to take to avoid the disadvantage.

(5)The third requirement is a requirement, where a disabled person would, but for the provision of an auxiliary aid, be put at a substantial disadvantage in relation to a relevant matter in comparison with persons who are not disabled, to take such steps as it is reasonable to have to take to provide the auxiliary aid.

Climate implications

33. None identified at present.

Conclusion

34. Not allowing A-boards to be placed on any streets improves the user experience of people walking, those with sight and mobility impairments, people wheeling prams and using mobility aids. Maintaining of clear and accessible pavements has particular importance ensuring "The Square Mile is accessible to all" and is central to the Transport Strategy's Vision.

35. Officers will start engagement phase between July and December 2024 to communicate with businesses, landowners, and the community about the A-board ban. The engagement approach will be developed with the support of legal advice.

36. An update will be brought to this committee in January 2025 ahead of the enforcement phase commencing.

Appendices

- **Appendix 1: City Solicitor notes on relevant legislation**

Background Papers

- **March 2020, Advertising Aboard Policy, Planning and Transportation committee report, Agenda Item 2 (available on request)**
- **October 2021, Transport for All Equal Pavements Pledge, Streets and Walkways committee report:**
<https://democracy.cityoflondon.gov.uk/documents/s159929/TFA%20Equal%20Pavements%20Pledge.pdf>

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 Transport for all, 2014. *'Zero-tolerance' on A-boards welcomed by disabled people*, s.l.: <https://www.transportforall.org.uk/news/zero-tolerance-on-a-boards-welcomed-by-disabled-people/>.

Appendix 1: Consideration of the legal implications and legal options available for a ban of A-boards.

The following pieces of legislation are relevant for the consideration of the legal options available and ramifications of enforcing a ban of A-boards:

Town Police Clauses Act 1847 S28 states that it is an offence for a person in any street, to cause an obstruction, annoyance, or danger of the residents or passengers and will be liable to a penalty not exceeding level 3 which is £1000. There is the possibility of imprisonment up to 14 days for the contravention of this Act but that is at the discretion of the judge.

The Equality Act 2010 S20 (4) provides support for blanket ban on A-boards given the needs of disabled pedestrians. The Act requires that where a physical feature puts a disabled person at a substantial disadvantage in relation to a relevant matter in comparison with persons who are not disabled, to take such steps as it is reasonable to have to take to avoid the disadvantage. The Act states that:

(2)The duty comprises the following three requirements:

(3)**The first** requirement is a requirement, where a provision, criterion or practice of A's puts a disabled person at a substantial disadvantage in relation to a relevant matter in comparison with persons who are not disabled, to take such steps as it is reasonable to have to take to avoid the disadvantage.

(4)**The second** requirement is a requirement, where a physical feature puts a disabled person at a substantial disadvantage in relation to a relevant matter in comparison with persons who are not disabled, to take such steps as it is reasonable to have to take to avoid the disadvantage.

(5)**The third** requirement is a requirement, where a disabled person would, but for the provision of an auxiliary aid, be put at a substantial disadvantage in relation to a relevant matter in comparison with persons who are not disabled, to take such steps as it is reasonable to have to take to provide the auxiliary aid.

Reasonable steps may be taken by COL to impose a blanket ban and produce a policy setting out steps for notification of contravention and removal of the A-boards if the above criteria is met.

Traffic Management Act 2004 places a duty on the Local Traffic Authority to manage its highway network to “secure the expeditious movement of traffic”. The Act explicitly states that “traffic” includes pedestrians. It is therefore consistent, with this duty, for COL to seek to improve the pedestrian environment on its footways and in its pedestrian zones by removing unlawful obstruction that can have a detrimental effect on the free flow of pedestrians and those with impaired mobility. The Act also

includes provisions for the management of bus lanes, cycle lanes, and pedestrian areas, which are designed to improve safety and accessibility for non-motorized road users.

Highways Act 1980: It is an offence under Sections 137 and 148 of the Highways Act 1980 to wilfully obstruct the highway without lawful excuse, punishable by a fine not exceeding £1,000. Sections 143 and 149 give the Highway Authority powers to remove any items which have been placed on the highway. The boards may be removed and a fee charged for the storage and administration of collection. Liability arising from an accident involving an A-board remains with the owner of the A-board. Any damage caused to the A-board in removal would also be covered by the owner's insurance. If the bill is not paid, then an order may be obtained from the magistrates to recover the costs and to ask for a disposal order.

CPN to Prosecution

The owner may be issued with a warning or a CPN. A warning may be given requesting that the item is removed and that they will be issued with a CPN. If the board is not removed (they will be issued with a FPN of £100 or could face prosecution). If it is not removed (or the owner has already been issued with a CPN) then evidence will be taken for breaching the notice. The owner may be informed of the breach and will be given a fixed penalty notice to discharge their liability for prosecution for this offence. If the fixed penalty notice is not paid then this will be followed up with prosecution action. If the item is not removed then an application may be made to the Justice of the Peace for a seizure order under section **51 of the Anti-Social Behaviour and Crime and Policing Act 2014** which will be followed up with prosecution action within 28 days.

Town and Country Planning (Control of Advertisements) (England)

Regulations 2007: Advertisements in the form of A-Boards will result in one or more offences depending on the advertisement and nature of the location concerned. A-Boards are not excluded by Schedule 1 (exempt advertisements) or able to be subject to deemed consent under Schedule 3 of the 2007 Regulations, as such they require express consent before being allowed to be displayed.

Clean Neighbourhood and Environment Act 2005: Section 43, enables the Council, to serve a Fixed Penalty Notice where advertisements have been deemed to be displayed unlawfully (same approach is utilised to deal with fly posters).

Section 224, Town & Country Planning Act 1990 makes it an offence for any person to display an advertisement contrary to the 2007 Regulations. In the absence of any offence being able to be resolved through the Fixed Penalty Notice, legal action could be taken under the following: i. The maximum penalty under this section is £2,500, and in the case of a continuing offence a further fine of up to one-tenth for each day the offence continues after conviction.

Section 225, Town & Country Planning Act 1990 enables the Council using a Notice, to recover any costs incurred with the obliteration/removal of any advertisements displayed contrary to the Town & Country Planning (Control of Advertisements) (England) Regulations 2007.

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Committee(s): Streets And Walkways Sub Committee – For Information	Dated: 09/07/2024
Subject: Bank Junction Improvements Project: Next steps following the outcome of the Traffic and Timing Review	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	Vibrant Thriving Destination, Flourishing Public Spaces
Does this proposal require extra revenue and/or capital spending?	Y
If so, how much?	£ TBC
What is the source of Funding?	Capital Bid for OSPR in next round
Has this Funding Source been agreed with the Chamberlain’s Department?	N
Report of: Interim Executive Director Environment	For Information
Report author: Gillian Howard Policy and Projects, City Operations, Environment.	

Summary

The Court of Common Council decided on 20 June 2024 to “pursue a change to the restrictions [at Bank junction], under an experimental traffic order, to allow taxi access at all times while continuing to restrict other traffic, including private hire vehicles and powered two wheelers, between 7am-7pm Monday to Friday, except for access to Cornhill from Princes Street. (This is subject to further modelling, design work and approvals)”

This paper sets out the indicative timetable for this work to be undertaken as included in the appendices of the June 2024 Court of Common Council paper.

Recommendation(s)

Members are asked to:

- Note the report.
- Note the indicative timetable and next steps as set out in Appendix 1 of this paper.

Main Report

Background

1. The traffic mix and timing review for restrictions at Bank Junction has concluded. A new phase of the project to deliver the Court Of Common Council's decision to pursue an experimental change to Bank to allow taxi access is being progressed.

Current Position

2. The indicative timeline and outline tasks can be found in Appendix 1 of this report.
3. Further funding will be required to Implement the Experimental Traffic Order, as previously set out. Costs are being finalised and a bid for funds from the On Stret Parking Reserve will be submitted for consideration by Priorities Board, Resource Allocation Sub Committee and Policy and Resources in due course.

Options

4. The next stage of work will identify the practical options of allowing taxis through Bank, and a Gateway 3-4 report (options appraisal) will be submitted in November 2024 for Members decision.
5. It is at this stage that a final option for which arms of the junction taxis are allowed to use will be recommended. This will be informed by the next phase of traffic modelling which will identify the potential journey time benefits and impacts of making changes. The next phase of traffic modelling is currently being commissioned with the consultant and TfL.

Proposals

6. To note the indicative time frame and steps in Appendix 1 with a view to an experimental traffic order being operational in Spring 2025.

Key Data

7. N/A

Corporate & Strategic Implications

Financial implications

8. A bid for further funding to implement the changes of an experimental order, monitor, enforce, consult and report back whether the experiment has been successful is going to be required. These costs are currently being finalised ready to submit a bid for funding at the next available round.

Resource implications

9. As set out in the May report there is a need for more internal resource than is currently available to deliver the experiment and continue all current workload commitments. Consideration as to how this is managed, for example by reprioritising other work or through additional consultancy support is taking place. Additional resource may be required within the parking enforcement team to implement and manage the change to the enforcement of the restrictions for the experiment. Discussions as to what might be required is taking place.
10. It should also be noted that progressing the traffic modelling work with TfL requires them to have sufficient staff resource to undertake their assessment and audits. They are aware of the outcome of the Court of Common Council decision and meetings with the relevant teams are being set up to agree the work programme. The capacity of the traffic modelling consultant would also be required. The commissioning process for this is currently taking place.

Legal implications

11. No implications for consideration in this update report

Risk implications

12. £150,000 of costed risk has been allocated to cover potential costs associated with a legal challenge.
13. There remains a risk that TfL do not agree to the TMAN application when submitted. This would be mitigated by pursuing an experimental scheme with defined outcomes and agreed monitoring strategy and continuing to work closely with TfL throughout the development of the proposals.

Equalities implications

14. A further Equalities analysis for the experiment will be undertaken in due course.

Climate implications

15. N/A

Security implications

16. N/A

Conclusion

17. Note the contents of this report and the indicative timeline and next steps in Appendix 1

Appendices

- Appendix 1 – Indicative timeline and next steps for the experiment.

Background Papers

Court of Common Council paper 20 June 2024

[Agenda item - Bank Junction Improvements \(All Change at Bank\) - Modern Council \(cityoflondon.gov.uk\)](https://cityoflondon.gov.uk/agenda-item-bank-junction-improvements-all-change-at-bank-modern-council)

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Appendix 1

Indicative timeline and next steps to implement an Experimental Traffic Order at Bank Junction.

Date	Action/task
June 2024	<p>Court of Common Council decides that a change to the traffic restrictions at Bank is required.</p> <p>This will start the detailed design process for a change to the traffic orders.</p>
June/July 2024	<p>Officers undertake the relevant commissions to continue the traffic modelling process to the next stage and agree programme with TfL.</p>
June to November 2024	<p>City and TfL continue working together on the Base and Future Base traffic modelling submissions and audits.</p> <p>Consultants run scenario tests for consideration setting out likely implications for traffic signal timing, journey time impacts and benefits of different routing options.</p> <p>Engagement with local stakeholders on the progress of the scenarios and likely recommendations to committee with any feedback incorporated into the committee report</p>
November 2024	<p>Progress report to Streets and Walkways Sub Committee for consideration of the scenarios tested and a decision on the preferred routing for the restrictions to be 'relaxed'. This routing will then be progressed through the last stages of traffic modelling approvals.</p>
November 2024 to January 2025	<p>Submission of the proposed traffic model for TfL audit and sign off.</p> <p>Discussion of agreeable success criteria and likely monitoring strategy for the traffic experiment between the City and TfL.</p> <p>Continued engagement with local stakeholders</p>

January 2025	Streets and Walkways consider final 'design' (what changes to the traffic signal timings would need to be undertaken, likely impact on journey times, updated Equalities analysis and the success criteria and monitoring strategy etc.) and authority to progress to the implementation of the experiment (subject to the successful sign off from TfL)
February 2025	TfL prepare internal Scheme impact assessment Report for final sign off of the Traffic Modelling process.
March 2025	If required, scheme presented at TfL Roads Space Performance Group (RSPG) ahead of City formally submitting its Traffic management (TMAN) application.
April to May 2025	Lead up to the experiment going live, new signage ordered, Traffic Order notice processed, stakeholder engagement and communications campaign launched.
May 2025	<p>Experimental scheme goes live.</p> <p>Monitoring and statutory and public consultation begins.</p> <p>The experiment will run for up to 18 months before a final decision is taken based on meeting the success criteria and consideration of the monitoring information.</p>

Committee: Streets & Walkways Sub Committee	Dated: 9 July 2024
Subject: Update on actions for improving dockless e-bike hire in the City	PUBLIC
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	Vibrant thriving destination
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	n/a
What is the source of Funding?	n/a
Has this Funding Source been agreed with the Chamberlain’s Department?	Y/N
Report of: Executive Director Environment	For Information
Report author: Giacomo Vecia, Senior Strategic Transportation Officer	

Summary

This report provides an update on actions agreed at this Committee in January 2024 for improving dockless cycle hire operations in Square Mile. The actions required immediate operational changes from Lime and Forest to improve their schemes and in particular parking compliance across the City.

Several agreed actions have been undertaken, including clarifying our requirements with operators in writing, updating internal and external resources on reporting inappropriately-parked dockless bikes, ensuring operators are enforcing against poor user behaviours and finalising our micromobility-related studies. Other actions are ongoing, including delivering new dockless vehicle parking bays and working with operators to improve their warning, fining and banning procedures.

Recommendation(s)

Members of the Streets and Walkways Sub Committee are asked to note the content of the report.

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. We have agreed that two dockless cycle hire operators – Lime and Forest – can operate in the City with our approval. As noted above, the City does not have powers to prevent dockless cycle hire schemes from operating in the City. We have given this approval despite the legal limitations to improve engagement with Lime and Forest and seek additional voluntary financial contributions from them to support micromobility in the City.
5. 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.
6. 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.
7. In January 2024, Members agreed a series of actions relating to improving parking compliance, including: introducing a City-wide no parking zone (among other scheme improvements); expanding our data collection and reporting over the short term; increasing the number of 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.
8. An update on progress with implementing the immediate and short-term actions is provided below.
9. 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 agreed actions were dependent on compliance by operators.
10. 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.

11. In May 2024, Members agreed to signal our intention to join the proposed contract, should it be brought forward. Further details of this approach can be found under Background Papers
12. 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.
13. Our cleansing arrangements, including how Street Enforcement Officers report dockless bikes to operators, remains in effect. Full details on our existing cleansing and enforcement arrangements can be found in Appendix 2.

Update on immediate actions to be implemented in early 2024

14. The following immediate actions were outlined in the January 2024 report:
 - a. A City-wide no-parking zone outside of approved parking areas
 - b. Rapid response locations
 - c. Review warning, fining and banning procedures
15. In addition to the above, as previously agreed in July 2023, dockless bikes were allowed to be parked at pre-approved and under-utilised Sheffield stands and cycle parking areas on a temporary basis while additional dedicated dockless parking areas are identified.
16. It was noted that it may take time for compliance to improve following the implementation of these actions and that there may be complaints for hire scheme users as behaviours and habits adjust.
17. Officers have met with and written to both Lime and Forest this spring to communicate the City's requirements, including the implementation of a City-wide no-parking zone except for approved parking areas. In their written responses, both operators confirmed that they have implemented a City-wide no-parking zone and issue warnings and penalties to anyone who parks outside of approved areas, including bans for repeat offenders.
18. Both operators also stated they were unable to meet the requirement that they cap their fleet size in the City at 150 vehicles each. Officers wrote back to both Lime and Forest to express our disappointment at this and reiterate the need for operators to manage their fleets in line with available parking capacity.
19. Officers have developed a map of priority response areas in the City where any e-bike left outside of approved parking areas would always be obstructive, irrespective of how the e-bike is parked. Users leaving bikes in these areas would automatically receive a higher fine and bikes would be prioritised for removal by the operators.
20. This map was developed by overlaying streets where pavement widths are less than 2m, sensitive areas such as St. Paul's Cathedral, areas where bikes are not permitted to be ridden such as the Barbican Highwalks and Podium, and

other areas requested by external partners such as the City of London Police or Transport for London. The final priority areas map is included in Appendix 3.

21. We have written to operators to inform them of these priority response areas. We are awaiting confirmation from both operators on implementation and note that operators already include some of these areas in their enhanced fining areas, such as the Barbican podium.
22. We are also working with operators by suggesting changes to existing penalty structures and procedures to improve user behaviours and parking compliance in the City, in particular as they relate to our new priority areas.

Update on short term actions to be implemented by mid-2024

23. The following short-term actions were outlined in the January 2024 report:
 - a. New dockless vehicle parking spaces
 - b. Audit kerbside space availability and parking occupancy
 - c. Member walkabouts and information gathering
 - d. Dedicated dockless webpage
 - e. Additional data collection and reporting
 - f. Cycle and e-scooter campaigns

Update on the kerbside review and provision of new dockless vehicle parking spaces

24. In March 2024, a kerbside review was carried out to identify potential spaces for micromobility parking. This study assessed over 200 kerbside locations that are free from parking and loading restrictions and outside of the rental e-scooter's no-go zones.
25. The review of 200 locations identified 75 streets which may be suitable for installing a new parking bay. All other locations were considered not suitable due to competing street user demands. The 75 locations were overlaid with areas of high cycle hire demand to prioritise sites for new parking bays. See Appendix 4 for further details.
26. 26 locations have been shortlisted for the next batch of parking bays to be delivered this financial year. See Appendix 5 for further details. Each bay will have a minimum of 12 bike or 20 scooter spaces.
27. The estimated cost for delivering these 26 parking bays is £125,000. A funding bid for this amount has been submitted to TfL with the outcome expected by August 2024. If this is unsuccessful or the full bid amount is not received, then we will seek contributions from operators to deliver these bays.
28. It should be noted that additional spaces are also being considered and where possible delivered as part of projects. For example, the Finsbury Circus Access Improvements project includes three large bays (equivalent to 7 standard bays) and will provide space for at least 82 rental bikes or 143 scooters.

29. The entire micromobility parking programme aims to deliver up to 75 parking bays by December 2026, subject to funding being provided by either operators or TfL.
30. New dockless vehicle parking bays can be implemented under existing delegated powers.

Update on the Cycle Parking Occupancy Review

31. In February 2024, a cycle parking occupancy survey was carried out to audit the current infrastructure and occupancy of the cycle parking locations. The survey aimed to identify opportunities where underutilised cycle racks could be reallocated could be reallocated for dockless cycle hire parking.
32. Officers consider cycle parking locations with at least six cycle racks (12 spaces) and a parking occupancy of 20% or less could be suitable for reallocating 50% of the spaces to dockless cycle hire. This approach aims to provide a minimum of six spaces each for private bicycles and dockless cycle hire, ensuring a balance between the two parking types and potentially improving the regulation of dockless cycle hire parking in the area. The 20% parking occupancy threshold accounts for increases in private bicycle parking demand during the summer.
33. For instance, if a location had 10 cycle racks (20 spaces) and had a 20% occupancy (4 bicycles parked), the reallocation of 5 cycle racks (10 spaces) for dockless cycle hire would be considered.
34. The survey identified eight locations that meet these criteria. Officers have assessed these locations and now propose reallocating parking spaces for dockless cycle hire at five of these locations which would provide additional parking for up to 54 dockless cycle hire bicycles. Details of the locations are shown in Appendix 6.

Dockless bike scheme monitoring and data collection

35. Operators periodically share operational and compliance data with Officers as part of ongoing monitoring and evaluation of their schemes. The quality and extent of this data sharing has varied over time. Officers have continued to request extensive data on scheme operations and parking compliance, including on compliance rates, number of penalties issued, number of retrieval tasks initiated as a result of obstructive dockless vehicle parking or abandonment, and number of retrieval tasks completed.
36. Officers wrote to Lime and Forest requesting a data transfer in May and June 2024. No operator responses were received at time of writing. We will continue to write to operators to insist they provide this data to us.
37. 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.

38. On 18 June 2024, an informal audit of our dockless vehicle parking bays was conducted between 13:00 and 16:00. Out of 16 carriageway bays audited, eight were found to be over-capacity, with some bays overcapacity by 30-60 bikes. Several under-capacity bays had no e-bikes recorded in them, suggesting the location of these bays may be poor or in low-demand areas. Relocation of some bays may improve their usage over time.
39. Officers will continue 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. Spot checks will also be undertaken to audit operator response times for removal of e-bikes causing an obstruction, particularly in our new priority areas.
40. Officers will begin undertaking “mystery shopper” rides where e-bike hire rides are ended outside of bays to check warning and fining procedures are being applied. Officers will also periodically request anonymised warning and fining information on specific bikes through providing operators with serial numbers of inappropriately parked or abandoned bikes.
41. 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.
42. Data auditing and verification is likely to improve considerably once the joint dockless micromobility contract is live. These challenges and issues do not exist for rental e-scooter data that is already shared and managed through the BlueSystems platform.
43. 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.
44. City Officers will update Members of this Committee on an annual basis as part of Transport Strategy annual reporting to share the data that we receive from operators and that we collect internally as part of our cleansing and enforcement procedures.

Update on other short term actions

45. A dedicated City of London dockless e-bike webpage launched this spring (<https://www.cityoflondon.gov.uk/services/streets/dockless-cycle-hire-in-the-city-of-london>). The webpage includes extensive information on micromobility regulations, reporting procedures, what enforcement powers are and aren't available to the City Corporation and general Q&As on dockless e-bikes and e-scooters.

46. Officers have developed standardised complaint responses procedures to help improve response timeframes to Members and members of the public.
47. We are continuing to work with operators to formalise our requirements and operational relationship. Given any potential pan-London non-docked micromobility scheme is not set to launch before 2025, we are exploring the use of Memorandums of Understanding (MoUs) as an interim solution.
48. Targeted social media posts were also undertaken during bike week to help raise awareness of appropriate riding and parking behaviours. A further cycle roadshow is planned for 27th June during Climate Action Week and will include training and messaging around appropriate behaviour.

Central government micromobility legislation

49. 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.
50. As discussed at the last meeting of this Committee the Policy Chairman has written to the Secretary of State for Transport to highlight our concerns around the delay to this legislation.
51. City Corporation Officers will continue to work 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 following the upcoming General Election.

Corporate & Strategic Implications

52. Dockless cycle hire supports the delivery of Corporate Plan Outcome: Vibrant thriving destination.
53. 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.
54. Micromobility schemes including dockless cycle hire helps inform the Future City Streets Programme (Proposal 42).
55. Dockless cycle hire also supports our Climate Action Strategy through providing a potentially zero emission alternative to short car, private hire and taxi trips.
56. 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

57. 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.
58. 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.
59. 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.
60. 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.
61. The signing of any Memorandums of Understanding (MoUs) with active operators in the City will include favourable break clauses so as to not compromise our ability to join any potential future pan-London non-docked micromobility scheme or contract.
62. Any MoU will not hold sufficient legal status to provide the City Corporation with additional regulatory or enforcement-related powers.

Financial implications

63. Operators covered the costs of the studies referenced in Paragraphs 24-34, which will help identify additional parking areas for delivery and appropriate Sheffield stands for interim use ahead of new parking bay implementation.
64. We are now seeking additional contributions to cover the costs of proposed new dockless vehicle bays. Bays that are currently being delivered are funded through existing e-scooter trial income.
65. 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.
66. 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

67. 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

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

69. 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.

70. 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

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

72. 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

73. The progress outlined in this report is part of our ongoing efforts to improve parking compliance and scheme operations across the Square Mile. We will continue to make progress on agreed actions with a focus on improving parking compliance and delivering new dockless vehicle spaces as outlined in Paragraphs 24-30.

74. The delivery of up to 26 new dockless vehicle parking bays this financial year (and up to 75 bays over the next 3 years) will help us meet the rising demand for dockless vehicles in the City while minimising the obstructions and visual clutter dockless e-bikes can cause.

75. 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.
76. 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.
77. 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.
78. We will continue to bring updates to this Committee on dockless scheme operational performance in the City on an annual basis as part of the Transport Strategy Annual Report.
79. An additional report will be brought to this Committee ahead of the finalisation or signing of any potential pan-London non-docked micromobility scheme contract documents.

Background Papers

- Private - Non-docked micromobility scheme Statement of Intent – 14 May 2024
- [General micromobility update and actions for improving dockless bike hire in the City - 30 January 2024](#)
- [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 1 – Legal implications: advice from the Comptroller and City Solicitor
- Appendix 2 – Existing cleansing and enforcement arrangements
- Appendix 3 – Dockless vehicle priority removal areas
- Appendix 4 – Prioritised parking
- Appendix 5 – Cycle rack reallocation
- Appendix 6 – Shortlisted parking

Giacomo Vecia

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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 anyway 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.

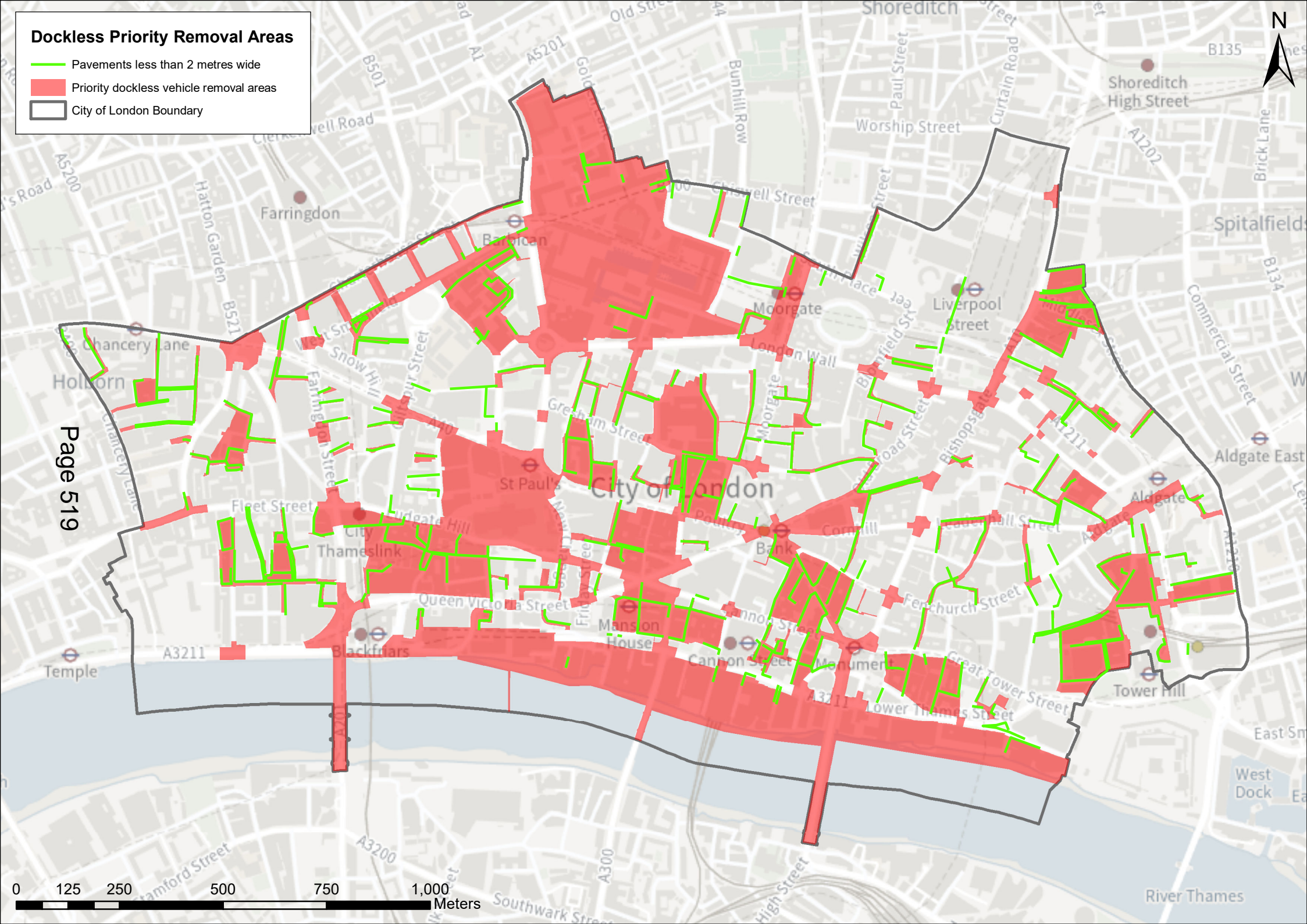
Officers have not regularly enforced against bikes that pose a danger due to:

- 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

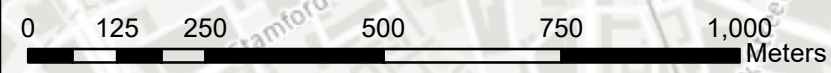
City staff will continue to report inappropriately parked bikes to operators, move those bikes when possible and work with operators to improve their compliance and response times.

Dockless Priority Removal Areas

-  Pavements less than 2 metres wide
-  Priority dockless vehicle removal areas
-  City of London Boundary



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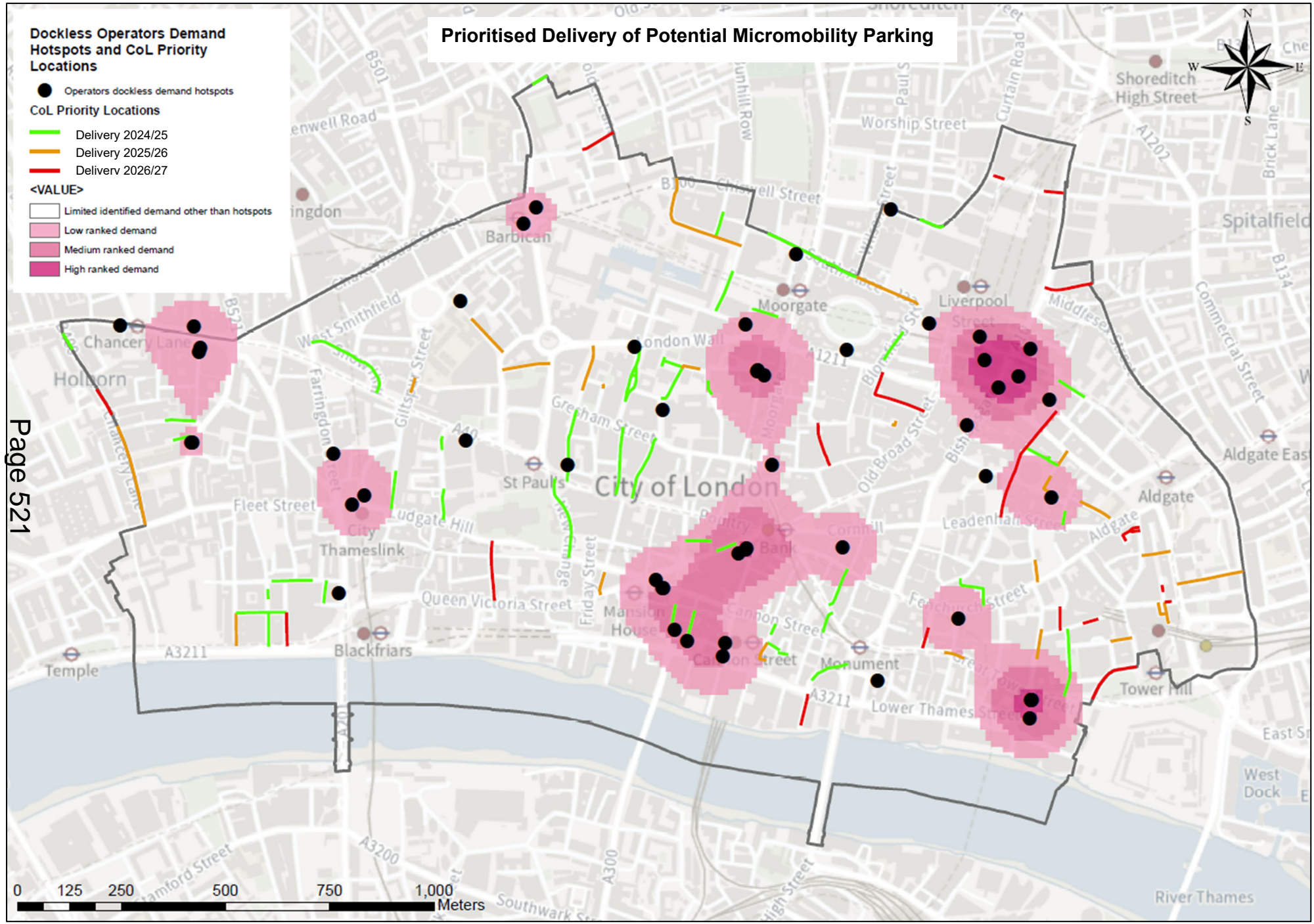
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Prioritised Delivery of Potential Micromobility Parking

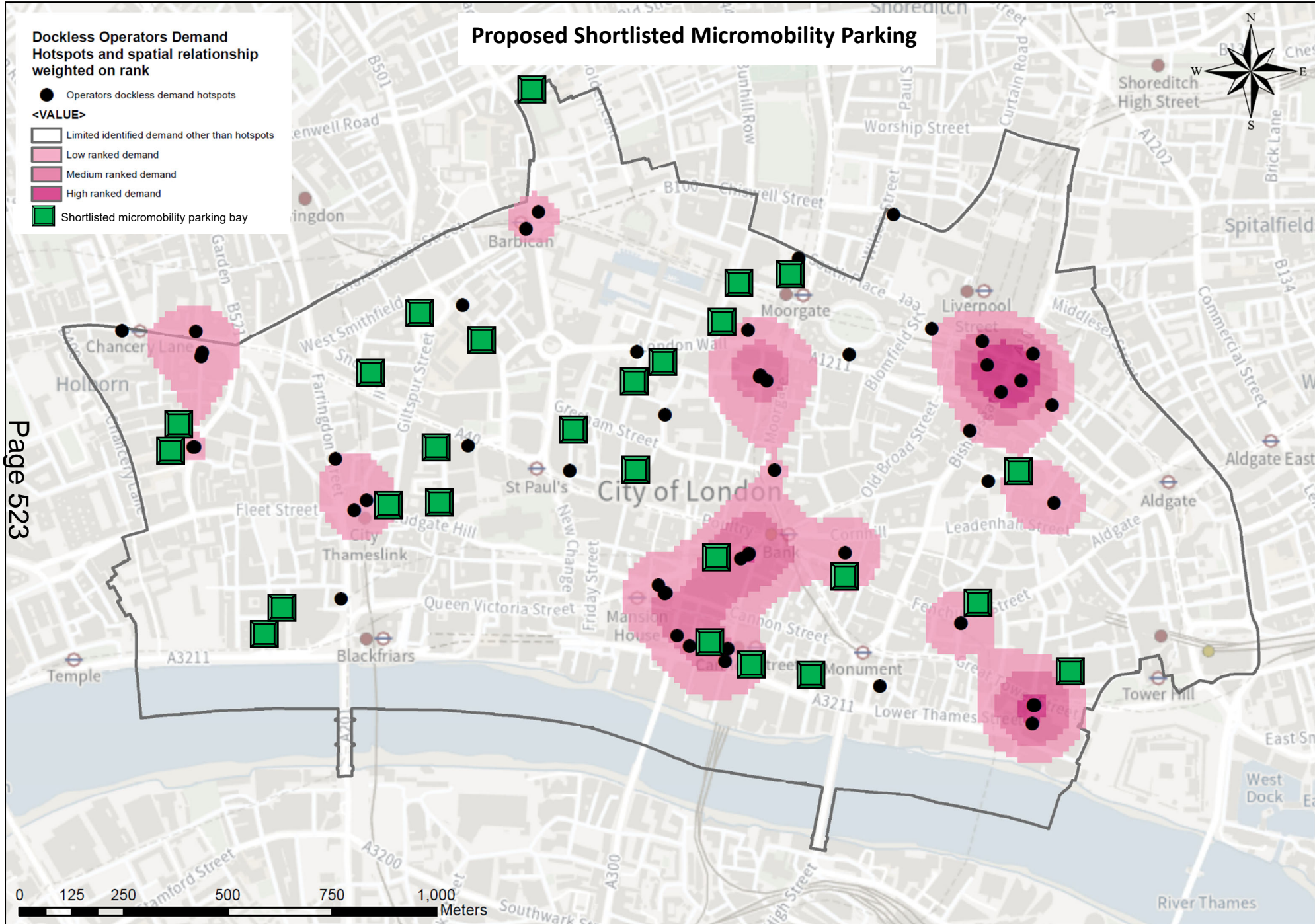
Dockless Operators Demand Hotspots and CoL Priority Locations

- Operators dockless demand hotspots
- CoL Priority Locations**
- Delivery 2024/25
- Delivery 2025/26
- Delivery 2026/27
- <VALUE>**
- Limited identified demand other than hotspots
- Low ranked demand
- Medium ranked demand
- High ranked demand

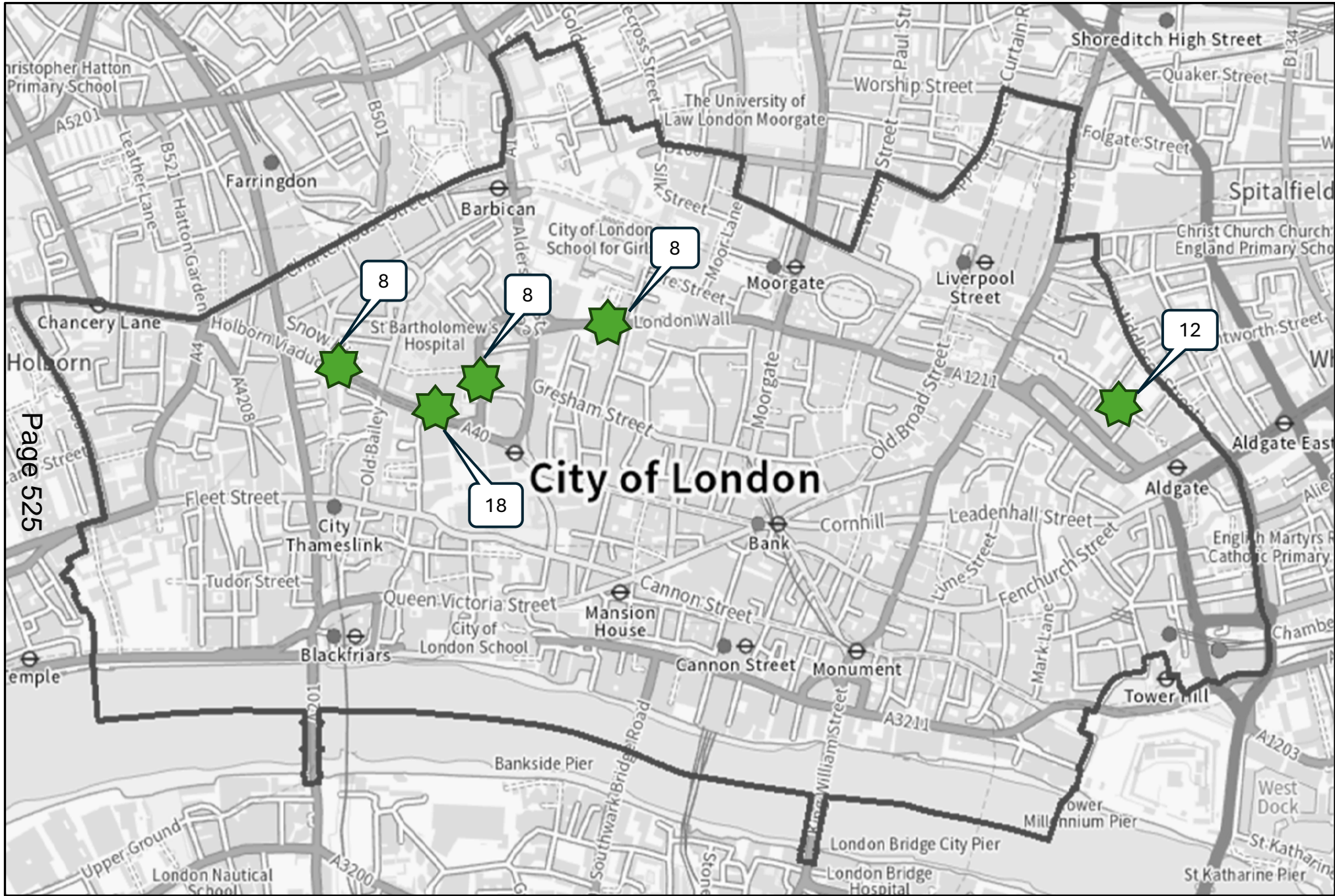
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Cycle Parking Reallocation

- KEY**
-  Proposed cycle rack location to be partly reallocated to dockless cycle hire
 -  Number of parking spaces reallocated for dockless cycle hire

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<p>Committees: Streets and Walkways Sub - For Information Projects and Procurement Sub - For information</p>	<p>Dates: 09 July 2024 15 July 2024</p>
<p>Subject: Dauntsey House, Frederick’s Place - Public Realm Improvements (S278) Unique Project Identifier:12411</p>	<p>Gateway 1/2 Light Progress Report</p>
<p>Report of: Bob Roberts, Interim Executive Director for Environment</p> <p>Report Author: Emmanuel Ojugo</p>	<p>For Information</p>

PUBLIC

<p>1. Status update</p>	<p>Project Description: Public realm improvements related to the redevelopment of Dauntsey House, 4A & 4B Frederick’s Place, are captured in Schedule 9 of the Section 106 Agreement and read as follows:</p> <p style="text-align: center;"><u>Schedule 9: Indicative Description of the Section 278 Works</u></p> <p>The Section 278 Works may include but will not be limited to:</p> <ol style="list-style-type: none"> 1. Works to Ironmonger Lane in accordance with the approved Cheapside & Guildhall Area Strategy, including new paving and a raised section of carriageway or a raised table, to cater for new and existing pedestrian movement between Frederick's Place, St Olave's Court and Prudent Passage; 2. New lighting around the development; 3. Any works necessary to accommodate pedestrian movement immediately south of the Development around the private loading area; 4. Works to accommodate waiting and loading restrictions; and 5. Any other works that the City Corporation considers necessary to make the Development acceptable in planning terms. <p><u>Current Position</u></p> <p>The Dauntsey House development is nearing completion. The developer has recently confirmed that hoarding/scaffolding currently erected around the site, particularly in a section of Ironmonger Lane is expected to be removed by the end of July 2024. The City will soon</p>
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be able to access the site to progress design and evaluation further. This will inform the content of the Section 278 Agreement currently being drafted in accordance with the approved Section 106 Agreement and the resources required to implement works.

RAG Status: Green

Risk Status: Low

Total Estimated Cost of Project (excluding risk): The previous report (Gateway 1/2) suggested the project could be delivered within the budget range of £350K - £600K. The resources required to implement the project will be confirmed at the next reporting stage.

Spend to Date: £5,938

Table 1: Spend to date - 16800500: Dauntsey House S278			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	8,000	3,253	4,747
P&T Staff Costs	12,000	2,685	9,315
P&T Fees	5,000	-	5,000
TOTAL	25,000	5,938	19,062

Costed Risk Provision Utilised: N/A

2. Key points to note

Next Gateway: Gateway 3/4/5

Key Points:

On 19 March 2024, Members of the Streets and Walkways sub-Committee approved the initiation of a traffic experiment to reopen Old Jewry to all traffic in a southbound direction, at all times.

The same report noted that, while there was not a need to directly link improvements to Ironmonger Lane with the Old Jewry experiment, there was the potential to improve accessibility and increase pedestrian priority on Ironmonger Lane.

In accordance with the March report, it is proposed to widen the scope of this project to accommodate the whole of Ironmonger Lane (see Appendix 2), subject to a bid for On-Street Parking Reserve (OSPR) or alternative.

The redevelopment of Dauntsey House includes the opening of a pedestrian through-route linking Fredericks Place and Ironmonger Lane and will likely change pedestrian flows in the area. This project looks to accommodate that change.

The development also provides a colonnade on Ironmonger Lane for people walking within the curtilage of the building, adjacent to what will be a new retail offer.

	<p>Ironmonger Lane has characteristically narrow pavements and does not meet minimum requirements for accessibility. Initial proposals would concentrate on improving accessibility for walking and wheeling along the whole length of Ironmonger Lane by raising the carriageway to footway level where possible.</p> <p>It is worth noting the indicative description of Section 278 Works, summarised in paragraph 1: <i>Status Update</i>, stated that improvement works would be in accordance with the Cheapside & Guildhall Area Strategy (2015). The Strategy summarises the following opportunities for Ironmonger Lane:</p> <ul style="list-style-type: none"> • Raise carriageway to footway level to improve walking route; • Introduce traffic management, subject to studies to restrict vehicle access while allowing access to essential servicing; • Promote the use of the additional space for the retails to provide al-fresco dining. <p>The Section 106 Agreement suggests raising a section of Ironmonger Lane. Whilst the Strategy aspiration is to raise the Ironmonger Lane carriageway to footway level in its entirety, initial proposals concentrated on raising the carriageway adjacent to the Dauntsey House footprint between 4a and 4b Fredericks Place. (see plan in Appendix 2).</p> <p>Recommendation:</p> <ul style="list-style-type: none"> • To note this progress report.
<p>3. Reporting period</p>	<p>This is a progress report, updating Members about necessary changes to the design evaluation methodology to accommodate looking at the whole length of Ironmonger Lane following the March 2024 report.</p> <p>The next report is likely to be a Gateway 3-5 anticipated in November 2024.</p>
<p>4. Progress to date</p>	<p>4.1. Following, the March report to Committee, it was necessary to re-evaluate the proposals for Ironmonger Lane which were being considered as part of the S278 proposals.</p> <p>4.2. In early June 2024, City Officers met with the developer of Dauntsey House at 4a and 4b Fredericks Place, to ascertain their programme. They expect to dismantle the hoarding and scaffolding by the end of July 2024.</p> <p>4.3. Officers are now evaluating the needs of the street beyond the existing Dauntsey House footprint and considering how these are to be incorporated into a wider scope for Ironmonger Lane. Options will be developed as part of this process and reported to Members in November 2024 with a view to extending the scope of the project subject to a funding bid for additional resources to accommodate the wider ambition.</p>

5. Next steps	<p>5.1. Following the removal of hoarding/scaffolding on Ironmonger Lane the project needs to fully evaluate the resources required to carry out the proposed improvement works, both within the red line boundary of the Dauntsey House development (S106); and a further proposal to extend beyond the Section 278 Works boundary to improve accessibility for people walking and wheeling.</p> <p>5.2. This may include looking at restricting traffic on Ironmonger Lane for part of the day to accommodate people walking, wheeling and cycling along here in the busier parts of the day.</p> <p>5.3. Healthy Street Design Checks, City of London Streets Accessibility Tool and a test of relevance for equalities will be undertaken.</p> <p>5.4. Complete the Section 278 Agreement as stated in the approved Section 106 Agreement for Dauntsey House.</p> <p>5.5. Prepare a funding bid for improvements to incorporate the full length of Ironmonger Lane subject to statutory approvals; to be taken forward as part of an expanded scope for the existing project to deliver the Section 278 for Dauntsey House. We expect to be able to bid for funding in autumn of this year.</p> <p>5.6. Submit a further report in November 2024 seeking approval of designs and/or implementation with an anticipated construction period starting in February 2024.</p>

Appendices

Appendix 1	Project Coversheet
Appendix 2	Site Location Plan
Appendix 3	Images

Contact

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Project Coversheet

[1] Ownership & Status

UPI:

Core Project Name: Frederick's Place S278

Programme Affiliation (if applicable): N/A

Project Manager: Emmanuel Ojugo

Definition of need: The project seeks to deliver changes to areas of public highway in the vicinity of the development at Dauntsey House, 4A & 4B Frederick's Place. The project is to be fully funded by the developer through a Section 278 agreement.

Ironmonger Lane is a street with low volumes of traffic and it is typified by narrow footways that are not accessible as a result. The street was identified in the Cheapside and Guildhall Area Enhancement Strategy (2015), as a location that would benefit from the carriageway being raised to footway level.

The scope of the project is referred to in schedule 9 of the associated Section 106 agreement, and is as follows:

INDICATIVE DESCRIPTION OF THE SECTION 278 WORKS

The Section 278 Works may include but will not be limited to:

1. Works to Ironmonger Lane in accordance with the approved Cheapside & Guildhall Area Strategy, including new paving and a raised section of carriageway or a raised table, to cater for new and existing pedestrian movement between Frederick's Place, St Clave's Court and Prudent Passage;
2. New lighting around the development;
3. Any works necessary to accommodate pedestrian movement immediately south of the Development around the private loading area;
4. Works to accommodate waiting and loading restrictions; and
5. Any other works that the City Corporation considers necessary to make the Development acceptable in planning terms.

Other Considerations

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

Key measures of success:

- 1) Improvements to walking and cycling conditions to streets and spaces in the vicinity of the development.
- 2) Integration of new pedestrian routes with the surrounding public highway
- 3) Improved greening, and opportunities to increase local biodiversity in keeping with City's policies to respond to Climate Change.

Expected timeframe for the project delivery: Quarter 4 2024 and Quarter 1 2025

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Key Milestones: Completion of the City Walkway Agreement and Section 278 Agreements – Quarter 3/4, 2024.

Completion of the design Quarter 3-4, 2024

Are we on track for completing the project against the expected timeframe for project delivery? Y, However, this is dependant upon the developer's programme, namely confirming occupation, fitting out of units, obtaining the necessary approvals and completing legal agreements. Officers have tried to facilitate by meeting with the developer to ascertain details of their programme.

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

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes: The previous report to Committee in November 2023 suggested the expected cost range to implement the project was between £350K-£600K. The final figure for implementing the project will be confirmed prior to the next reporting stage.

'Project Briefing' G1 report (as approved by Chief Officer 07/11/23):

- Total Estimated Cost (excluding risk): £350K-£600K.
- Costed Risk Against the Project: N/A
- Estimated Programme Dates:
 - Carry out site surveys - Q2 2024
 - Outline design for local consultation - Q3 2024
 - Gateway 3/4 – Q4 2024

Scope/Design Change and Impact: It was suggested that the scope of the project would be increased to take in the rest of Ironmonger Lane. However, this is subject to securing an additional funding bid.

'Project Proposal' G2 report (as approved by PSC xx/yy/zz):

- Total Estimated Cost (excluding risk): £350K-£600K
- Resources to reach next Gateway (excluding risk) £25K
- Spend to date: £5,938 of £25K for Evaluation and Design
- Costed Risk Against the Project: N/A
- CRP Requested: £0
- CRP Drawn Down: £0
- Estimated Programme Dates:
 - Carry out site surveys - Q2 2024
 - Outline design for local consultation - Q3 2024
 - Gateway 3/4 – Q4 2024

Scope/Design Change and Impact: It was suggested that the scope of the project would be increased to take in the rest of Ironmonger Lane. However, this is subject to securing an additional funding bid.

'Options Appraisal and Design' G3-4 report (as approved by PSC xx/yy/zz): tbc

- Total Estimated Cost (excluding risk): N/A
- Resources to reach next Gateway (excluding risk) N/A

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- Spend to date: N/A
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: N/A

Scope/Design Change and Impact:

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

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

Scope/Design Change and Impact: N/A

Total anticipated on-going commitment post-delivery [£]: It is expected that there will be a small uplift in the ongoing post delivery costs given the simplicity of the project against additional retail vendors in the area. Maintenance costs are expected to compare favourably with the existing maintenance regime in the area.

Programme Affiliation [£]: Pedestrian Priority Streets Programme – Old Jewry, Streets & Walkways Sub Committee, 30/01/2024

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APPENDIX 2: SITE LOCATION PLAN



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

Legend

- REDEVELOPMENT SITE
- INDICATIVE PROJECT AREA

Created by:
E Ojugo

Date Created:
24 Jun 2024



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OS 100023243

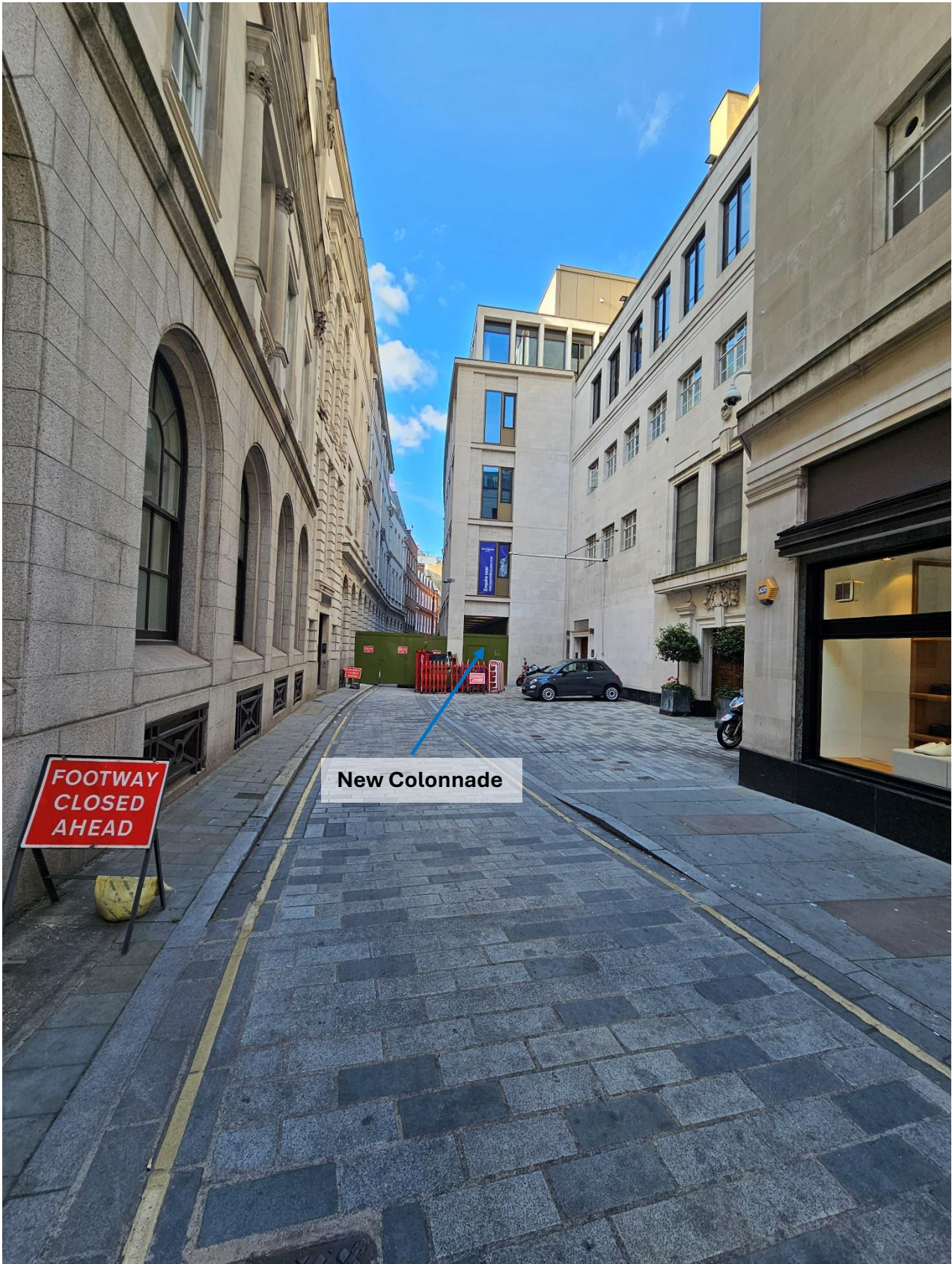
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APPENDIX 3: IMAGES | DAUNTSEY HOUSE, FREDERICK'S PLACE



Dauntsey House – Frederick's Place | Looking west from Old Jewry

APPENDIX 3: IMAGES | DAUNTSEY HOUSE, FREDERICK'S PLACE



Ironmonger Lane | Looking north towards Dauntsey House

APPENDIX 3: IMAGES | DAUNTSEY HOUSE, FREDERICK'S PLACE



Ironmonger Lane | Dauntsey House Colonnade, recently completed

APPENDIX 3: IMAGES | DAUNTSEY HOUSE, FREDERICK'S PLACE



Ironmonger Lane | Hoarding to be removed to initiate improvements

Committee: Streets & Walkways Sub Committee	Dated: 09/07/2024
Subject: Red Badge Holder Survey	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	Vibrant thriving destination Diverse engaged communities
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?	N
Report of: Interim Executive Director Environment	For Information
Report author: Andrea Larice, City Operations	

Summary

In Summer 2023 the City of London Corporation conducted a survey to gain insights into the parking experiences of Red Badge holders in the City of London. The survey findings will inform the wider Disabled Parking Review, as part of the ongoing review on kerbside space and its utilisation in the City, as outlined in the Transport Strategy.

The Survey was sent to all 154 registered Red Badge holders, with options to respond online, via paper, or over the phone. Respondents were asked to reply to ten questions that collected both quantitative and qualitative data on their experiences and were given six weeks to complete the Survey. The City Corporation received 54 completed surveys (a 35% response rate).

Analysis of responses found general satisfaction with current parking provision and availability while also highlighting several specific challenges and opportunities for improvement. Seven key actions were developed in response to survey findings. These include:

- Further examining parking occupancy data against the findings of the survey to determine if additional bays are needed.
- Consider parking distribution to identify areas that need additional bays.
- Implementing stricter enforcement to prevent the misuse of disabled parking bays.

The Disabled Parking Review will ensure disabled parking provision better meets the needs of disabled individuals, ensuring a more inclusive and efficient use of kerbside space.

Final recommendations will be brought to this committee for decision as part of the Disabled Parking Review in January 2025

Recommendation(s)

Members of the Streets & Walkways Sub Committee are asked to note the report.

Main Report

Background

1. The kerbside is an important area public space that serves a variety of functions and purposes, including for public transport, loading and servicing activities, greenery, public amenities, space for people walking and a variety of other uses.
2. As part of a wider review of how kerbside space is used the City Corporation is assessing how Disabled Parking is utilised. To inform this review it was important to engage with Red Badge holders to better understand their experiences of parking in the City of London.
3. A local Red Badge parking scheme applies in the City with specific criteria and restrictions different to those for the national Blue Badge scheme. The Red Badge parking concession scheme is for City workers and residents. The Blue Badge scheme applies but with more limited benefits.
4. Currently, to qualify for a Red Badge the applicant must meet the following criteria:
 - Live within the City of London or work on a permanent basis at least 21 hours per week in the City of London; and
 - Be in receipt mobility allowance or the higher rate of the mobility component of the disability living allowance and provide satisfactory proof that they are in receipt of this.
5. The Contact Centre (City of London Police) is responsible for the administration of the Blue Badge Scheme for City residents and the Red Badge Scheme for City residents and permanent City workers. This includes making decisions on who is eligible for a badge, carrying out residency and identity checks, and dealing with applications and telephone enquiries from applicants for both schemes.
6. A survey of Red Badge holders was carried to:
 - Explore perceptions of the amount of disabled parking in the City of London
 - Identify barriers to disabled people parking in the City, including but not limited to availability of spaces, and potential solutions for removing / reducing these.

- Gather insight around the impact of other travel modes and issues on disabled people.
- Capture participants' ideas for any further actions to improve parking in the City of London, which may include action in relation to specific bays.
- Gather insight around the impacts on disabled people of being able to / not being able to park in a suitable location for an end destination in the City.

The results of the survey are summarised below and provided in full in Appendix 1.

7. Red Badges are valid for one year and as of July 2023, when this survey was undertaken' there were 154 Red Badges on issue.

Red Badge holder survey methodology

8. The survey was developed with the support of Transport for All, a “disabled-led group breaking down barriers and transforming the transport system so disabled people can make the journeys we want, with freedom, dignity, ease and confidence”. Transport for All gave feedback on questions, ensured language was inclusive, and advised on the survey distribution to ensure it reached as wide an audience as possible.
9. The survey was circulated to 154 Red Badge holders in July 2023 who were given six weeks to respond. The survey was made available in a range of formats to encourage participation including:
 - An online Microsoft Form survey
 - A paper survey posted to each Red Badge holders registered address, with a prepaid return envelope
 - an option to complete the survey via telephone
10. Posters were displayed in the Barbican, Shoe Lane and Artizan Libraries to help remind badge holders to respond to the survey, where to obtain one if they did not receive it, and who to contact if they preferred to have help filling it.
11. The survey asked ten questions using both open text and closed questions, collecting both quantitative and qualitative data from respondents. Analysis of all qualitative data received through responses to open text questions were processed using an open text coding analysis method called Response Coding. For this purpose, a code is a word or short phrase that describes something that is characterised in the data. The code captures the meaning or the aspects that are relevant to the question within that data segment. Open coding adopts an inductive approach, requiring officers to examine the data with as few preconceived notions as possible.

Red Badge holder survey key findings

12. The City Corporation received 54 completed Surveys representing a 35% response rate. 19 surveys were completed online and 35 were returned via post as paper copies.

13. Of the 54 respondents, 29 were City workers (54%), 21 were City residents (39%), three were both a City resident and a City worker (6%), and one respondent did not provide a response.

Respondents use their badges frequently

14. All respondents completed this question and when asked how frequently respondents make trips that require them to park in the City, 87% said they do so at least once a week, with 50% saying they do so at least once a day, suggesting that respondents use their Red Badges frequently. Very few respondents (14%) indicated they make trips fortnightly or less.

15. Usage of parking facilities included:

- On-Street Parking: The most popular option, used by 93% of respondents.
- Pay and Display: Used by 65% of respondents.
- Single Yellow Lines: Used by 33% of respondents.
- Disabled bays in car parks: Used by 24%
- Residential parking: Used by 22%,
- Workplace parking: Used by 11%

Parking is generally available when needed

16. All respondents completed this question, and it showed that Red Badge holders felt parking availability was:

- High: 52% of the respondents reported that they could always or nearly always find a place to park where they needed to.
- Moderate: 41% of respondents could sometimes find a parking space
- Low: Only 6% said they rarely could.

A majority are satisfied with parking provision

17. Satisfaction with parking provision:

- Satisfied: 61% of respondents were satisfied or very satisfied with the amount of Red Badge parking available in the City.
- Neutral: 19% were neutral,
- Dissatisfied: 21% were dissatisfied or very dissatisfied.

Respondents face a number of barriers

18. 45 out of 54 respondents completed this question.

19. Nine respondents did not leave a response and five respondents noted they did not have barriers to parking in the City of London. Having no barriers to parking was the fifth highest response.

20. The main barriers to parking in the City:

- Lack of disabled parking bays: Identified as the main issue by majority of respondents.
- Misuse of bays: Disabled bays occupied by non-badge holders were a significant barrier.
- Yellow Line time restrictions: The 30-minute parking limit on yellow lines was considered too short by many respondents.
- Not being able to park close enough to the respondent's destination.
- Access issues relating to bays: including cycles locked to signs blocking disabled spaces, unlevel surfaces by bays, and difficulty locating bays were also cited as barriers.

21. The top three suggestions to improve parking in the City of London given by respondents were:

- Increase the number of disabled parking bays, especially near points of interest.
- Increase education and enforcement of bays to prevent non-badge holders from using disabled bays.
- Extend time limits on single yellow lines to allow Red Badge holders more time to complete their tasks.

22. Respondents left 39 locations related comments, where they felt additional bays or changes were needed to improve their experience of parking in the City. In total 30 individual locations were cited, with the following locations mentioned more than twice:

- Cheapside/One New Change was recorded five times
- St Bartholomews Hospital/EC1A 7BE was recorded three times
- Bank/Bank of England was recorded four times

23. Other notable comments received from Red Badge holders included requests for:

- further accessibility improvements across the City, such as safer and more accessible pavements.
- give more consideration to disabled drivers affected by road closures and construction.
- improve wayfinding.
- review of the Red Badge application process and criteria, including considering bi-annual or tri-annual Red Badge renewals. One

respondent expressed concern that changes in their working hours could affect their eligibility for a Red Badge.

Other modes of transport respondents use

24. Walking or wheeling was the most common alternative to driving, with 11 respondents noting its use. Eight of these highlighted negative sentiments, citing challenging street environments like cobblestones and steep slopes, long distances from stations.
25. Taxis were the second most common mode and experiences were mixed; some praised the accessibility of taxis, while others mentioned high costs, wayfinding difficulties, and unpredictable journey times.
26. Six respondents used the Underground or rail, mostly expressing negative sentiments about cost, inaccessibility, and overcrowding. Six respondents also used buses, generally reporting negative experiences due to overcrowding, unsafe driving practices, and unpredictable journey times, although two had positive experiences. Six people stated they do not or cannot use other transport modes, often for health reasons.
27. Three respondents used mobility scooters but faced issues with kerbs and wayfinding. Four respondents did not specify a mode of transport but mentioned difficulties with wayfinding, cyclists travelling too fast, and road closures or restrictions.

Administration of Red Badges

28. When asked about their understanding of Red Badge holder concessions, 93% of respondents were aware that they had free parking at on-street payment parking bays and disabled bays and free parking on a single yellow line for a period of 30 minutes. This supports that the Red Badge scheme is being well used, and suggests it is being effectively communicated to Badge holders.
29. Furthermore, three respondents praised the Red Badge Administration Team for their helpfulness and excellent service, with comments highlighting their politeness and prompt assistance.
30. Another three respondents emphasized the usefulness of the Red Badge Scheme, expressing gratitude for its continuation.

Next Steps

31. As part of the City Corporation's commitment to improving parking for Red Badge holders and ensuring people have equal opportunities to enrich their lives and

reach their full potential the following recommendations have been put forward for further investigation as part of the Disabled Parking Review:

1. Notify Red Badge holders of the outcomes of the Survey.

Contact all Red Badge holders who took part to thank them for their input, circulate the results of the Survey and notify them that the findings and actions into the wider Disabled Parking Review, which forms part of the wider Kerbside Review 2024/25.

2. Review the report findings against parking occupancy data

Feedback indicates general satisfaction with parking availability but highlights a lack of disabled parking bays as the biggest barrier Red Badge holders face. Further investigation and review of occupancy data to identify overutilised bays and areas needing more bays, particularly for streets with only one disabled bay.

Conduct a Red Badge Parking distribution mapping exercise to identify areas with limited disabled parking. Explore the feasibility of providing additional disabled to address any gaps in provision.

3. Improve education and enforcement to reduce misuse of Red Badge holder parking

Proactively enforce against vehicles illegally parked in disabled bays to reduce misuse of disabled bays by non-disabled users. Consider the use of behaviour change and educational campaigns to remind people not to park in disabled bays or park in a way that can cause obstruction.

Provide Red Badge holders with phone number and email address to report non-badge holders in bays, or other issues, directly to our enforcement service who can despatch rapid response officers.

4. Extend permitted parking time on yellow lines for Red Badge holders

Explore extending the parking time limit on yellow lines for Red Badge holders to allow more time for tasks such as shopping or appointments, alleviating the pressure of short time limits.

5. Audit existing disabled parking spaces to remove accessibility barriers

Audit disabled parking spaces to ensure high standards of accessibility and to prevent occupancy by non-badge holders. This will help remove barriers identified by respondents.

6. Review Red Badge eligibility criteria and administration

Review and update the Red Badge eligibility criteria to reflect post-COVID-19 flexible working patterns. Consider bi-annual renewals to reduce administrative

burdens. Ensure the policy aligns with the Corporate Plan to support workplace equality and a thriving economy.

7. Continue to champion inclusive streets and improve the accessibility of our street and transport connections

Continue improving accessibility through the Transport Strategy by keeping pavements obstruction-free, encouraging safer cycling behaviours, engaging the community in decision-making, and work with Transport for London to enhance accessibility in Underground and DLR stations.

Corporate & Strategic Implications

32. Having a robust Red Badge scheme is integral to ensuring we have a vibrant, thriving destination where everyone prospers. This supports the delivery of Corporate Plan Outcome: Vibrant thriving destination.

33. The Red Badge scheme is integral to ensuring our residents and workers, can feel that they belong. Engaging with our Red Badge holders will help build diverse, engaged communities that are involved in co-creating great services, which supports the delivery of Corporate Plan Outcome: Diverse engaged communities.

Legal implications

34. None identified at present.

Financial implications

35. None identified at present.

Equality Implications

36. A detailed Test of Relevance was conducted ahead of the Survey development and did not highlight any significant issues. Transport for All were appointed to assist with the development of the Survey to ensure we had a disabled-led group advice.

37. Any outcomes resulting from the recommendations will need further Equalities Impact Assessment analysis.

Risk implications

38. There is a possible reputational risk to the City Corporation if the accessibility of our streets is not carefully considered. It is imperative that we work towards an inclusive accessible City where everyone can navigate their surroundings independently and safely.

Climate implications

39. None identified at present.

Conclusion

40. These findings suggest that while a significant portion of Red Badge holders are satisfied and able to find parking in the City of London, there remains a number who experience difficulties locating parking.

41. Further work will need to be done as part of the Disabled Parking Review to better understand the occupancy rates, the distribution of Red Badge holder parking in the City, and the effects of implementing the recommended changes to single yellow line restrictions and the Red Badge Eligibility Criteria.

42. Red Badge holders that took part in the survey will need to be notified of the results and thanked for their input.

Appendix

- **Red Badge Holder Survey**

Andrea Larice

Strategic Transport Planner

Strategic Transport Team

Environment Department

E: strategic.transportation@cityoflondon.gov.uk

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Red Badge Holder Survey Results

Environment Department

May 2024

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Please note this report has been written using 12pt Arial, simple language and using basic graphics to make it accessible to a wide range of audiences, however, if you need assistance reviewing this report, please do not hesitate to contact us via telephone: 020 7606 3030 or email: strategic.transportation@cityoflondon.gov.uk

Executive Summary

The primary objectives of the Red Badge Holder survey (survey) were to assess the availability and accessibility of disabled parking, identify barriers faced by Red Badge holders, and gather suggestions for improving parking in the City of London. The Survey is part of a broader review on kerbside space and its utilisation in the City of London, as outlined in the City Corporation's Transport Strategy.

The survey was distributed to all 154 registered Red Badge holders, with options to respond online, via paper copy, or over the phone. The survey period lasted from July 24 to September 8, 2023. It included both quantitative (multiple choice) and qualitative (open text) questions to capture comprehensive data on parking usage, satisfaction, barriers, and suggestions for improvements.

The City Corporation received 54 completed surveys (a 35% response rate). Of the 54 respondents, 29 respondents were City workers (54%), 21 were City residents (39%), three were both a resident and a worker (6%), and one respondent did not provide a response (2%).

Survey key findings

Use of Parking Facilities:

- On-street disabled parking bays are the most popular, used by 93% of respondents. Followed by Pay and Display parking and parking on single yellow lines.
- Fewer respondents used car parks, residential parking or workplace parking.

Red Badge holder perceptions of parking availability:

- More than half of the respondents (52%) felt they could always or nearly always find a place to park where they needed to.
- 41% said they could sometimes find a place to park, and only 6% said they could rarely park where they needed to.

Satisfaction with Red Badge holder parking provision:

- 61% of respondents were satisfied or very satisfied with the amount of Red Badge parking in the City of London.
- 19% were neutral, while 21% were dissatisfied or very dissatisfied.

Challenges and barriers to parking:

- 45 responses were received to this question.
- The lack of disabled parking bays was as the main issue (cited 18 times).
- Disabled bays being occupied by non-badge holders was the second most cited barrier.
- The Yellow Line time restriction (of 30 minutes) was identified as being too short for completing tasks and deterred Red Badge holders from using them.

Difficulty finding a space close to the intended destination was also identified as a significant barrier.

- Respondents noted that often physical barriers prevented them from accessing parking bays, these included unlevel and cobbled road surfaces, difficulties accessing the roadside, cycles being locked to signage causing obstruction, and signage and cycles blocking access to the kerbside.
- Nine respondents did not leave a response and five respondents noted they did not have barriers to parking in the City of London. Having no barriers to parking was the fifth highest response.

Other types of transport

Difficulty parking in the City of London is not the only barrier that Red Badge holders face when trying to get around the City, and these challenges need to be considered holistically. Respondents noted they faced access barriers to using public transport, taxis and when walking / wheeling. They noted a lack of step-free access to Tube / rail stations, lifts that are out of order, challenging pavements, unpredictable journey times, fear of people riding cycles at speed, and poor cycle parking behaviours causing obstructions on pavements as some of their challenges.

Communication and administration of Red Badges

When asked about their understanding of Red Badge holder concessions, 93% of respondents were aware that they had free parking at on-street payment parking bays and disabled bays and free parking on a single yellow line for a period of 30 minutes. Three respondents praised the Red Badge Administration Team for their helpfulness and excellent service, with comments highlighting their politeness and prompt assistance. Another three respondents emphasized the usefulness of the Red Badge Scheme, expressing gratitude for its continuation. This high level of understanding suggests that the Red Badge scheme is being well used and is being effectively communicated to badge holders.

Next Steps

The Survey findings will inform the Disabled Parking Review, which forms part of the wider Kerbside Review 2024/25. Final recommendations will be brought to City Coporation Committees for decision, as part of the Disabled Parking Review from January 2025.

Next steps will:

1. Address the demand of on street disabled parking bays (especially near key points of interest) through occupancy surveys. This will identify if disabled parking spaces are overutilised and where additional bays might be necessary.

Undertake a mapping distribution analysis to identify areas with poor disabled

parking density and availability. Cross referencing these with locations reported by Red Badge holders as lacking parking.

2. Implement proactive enforcement to prevent misuse of disabled parking bays by non-badge holders and consider the use of educational campaigns to inform people driving and cycling about the importance of keeping bays available for badge holders.
3. Explore the potential to extend the permitted parking time on single yellow lines for Red Badge holders to allow more time to complete their tasks.
4. Audit disabled parking with the aim of improving parking for disabled people and reducing occupancy by non-badge holders could assist in removing some of the barriers identified by respondents. Auditing on-street Red Badge parking bays will ensure we are providing high standards of parking and management across the City of London.
5. Given the change in working patterns and flexible working post COVID19 it is recommended the Red Badge holder eligibility criteria and application process is reviewed to ensure it is fit-for-purpose.
6. Continue improving accessibility through the ambitions of the Transport Strategy. Keeping pavements obstruction-free, encouraging safer cycling and driving behaviours, engaging the community in decision-making, and working with our partners Transport for London to enhance accessibility in Underground and DLR stations.

Conclusion

The survey found that Red Badge holders use their Badges frequently and understand the concessions available to them. Survey respondents primarily use on-street disabled bays, pay and display bays and yellow lines. They are generally able to find parking and are satisfied with Red Badge holder parking in the City of London. However, Red Badge holders experience a number of difficulties and challenges accessing parking. The responses highlighted the emotional impact of these barriers, with many expressing frustration, pain, and fatigue. Addressing these concerns through further review of parking occupancy data, increased enforcement, and ensuring parking is accessible will significantly enhance the parking experience for Red Badge holders in the City of London.

Introduction and Survey Objectives

The City of London Corporation (the 'City Corporation') is responsible for managing the kerbside on all streets within the Square Mile, except for the Transport for London Road Network (TLRN). The kerbside is a key area of public space within the Square Mile that provides a variety of infrastructure and allows a number of activities to take place.

The City of London's Transport Strategy (City of London Corporation 2019) sets out how the City's streets will be designed and managed over the next 25 years to ensure it remains a great place to live, work, study and visit. The Transport Strategy's outcomes include using street space more efficiently and effectively and ensuring streets are accessible to all. The kerbside has been identified as an element of the street that could be made more efficient and thus its use and management, with City Corporation car parks, should be kept under frequent review. This includes the use of the kerbside by people who hold Red Badges to ensure adequate provision of well-located disabled parking bays.

As part of a wider review of how kerbside space is utilised in the City of London, it was decided to undertake a Red Badge Holder Survey (Survey) to engage with Red Badge holders to better understand their experiences of parking.

The survey was designed to:

- Explore perceptions of the amount of Red Badge holder parking in the City of London
- Identify the challenges and barriers to parking in the City of London, including but not limited to the availability of spaces and potential solutions for mitigating these barriers.
- Gather insight around the impact of other travel modes.
- Capture participants' ideas for any further actions to improve parking in the City of London, which may include action in relation to specific bays.
- Gather insight on the impact of not finding parking on Red Badge holders.

Background on the Blue and Red Badge schemes

The Blue Badge (Disabled Persons' Parking) scheme helps people with long term mobility problems access goods and services by allowing them to park closer to their destination, giving some benefits or exemptions from certain traffic management restrictions on street and often in car parks. The scheme provides a national range of on-street parking concessions (Department For Transport, 2020).

Due to specific traffic management concerns the Blue Badge scheme does not fully apply in the City of Westminster, the City of London, the Royal Borough of Kensington and Chelsea and part of the London Borough of Camden. These four

local authorities offer their own individual parking concessions to disabled people who live or work in their areas.

The City Corporation's local Red Badge parking scheme provides some different criteria and restrictions in the City of London. The Blue Badge scheme applies but with limited benefits in the City of London.

The Blue Badge scheme

The benefits of the Blue Badge scheme to badge holders in the City are summarised below. To take advantage of these a Blue Badge holder must display the clock and the Blue Badge so that the serial number, expiry date and the issuing authority are clearly displayed.

Parking in designated disabled bays on-street

- Over 200 bays are available for free, provided the badge and clock are displayed. These can be used for up to four hours on weekdays. Around St Bartholomew's Hospital the bays can be used for up to six hours on weekdays. There is no time limit Saturday and Sunday.

Payment in parking bays with conditions on street

- Blue Badge holders can park for an extra hour, for free, at payment parking bays after the expiry of the purchased time.

Blue Badge holders cannot park.

- in a suspended bay
- on single or double yellow lines
- where there is a loading restriction indicated by yellow chevrons on the kerb stone
- on the pavement or footway
- in a bus lane
- in a bay reserved for specific users (e.g., a doctor's bay)
- where there is a dropped kerb or raised carriageway

The Red Badge scheme

Red Badge holders can park:

- in disabled parking bays without paying
- in payment parking bays without paying
- on a single yellow line for a maximum period of 30 minutes

Red Badge holders cannot park:

- in a suspended bay
- on double yellow lines

- where there is a loading restriction indicated by yellow chevrons on the kerb stone
- on the pavement or footway
- in a bus lane
- in a bay reserved for specific users (e.g., a doctor's bay)
- where there is a dropped kerb or raised carriageway

Red Badges are valid for one year and as of July 2023, when this survey was undertaken, there were 154 Red Badges on issue.

Currently, to qualify for a Red Badge the applicant must meet the following criteria:

1. Live within the City of London or work on a permanent basis at least 21 hours per week in the City of London; and
2. Be in receipt mobility allowance or the higher rate of the mobility component of the disability living allowance and provide satisfactory proof that they are in receipt of this.

The Contact Centre (City of London Police) is responsible for the administration of the Blue Badge Scheme for City residents and the Red Badge Scheme for City residents and permanent City workers. This includes making decisions on who is eligible for a badge, carrying out residency and identity checks, and dealing with applications and telephone enquiries from applicants for both schemes.

Survey Methodology

The survey was posted to all Red Badge holders and sought to:

- Explore perceptions of the amount of disabled parking.
- Identify issues and barriers to accessing parking in the City of London.
- Better understand what changes could improve accessibility, which may include action in relation to specific bays.
- Gather insight around the impact of other travel modes.
- Understand if the Red Badge scheme is fit for purpose.

It was developed with the support of Transport for All, a “disabled-led group breaking down barriers and transforming the transport system so disabled people can make the journeys we want, with freedom, dignity, ease and confidence”. Transport for All gave feedback on questions, ensured language was inclusive, and advised on the survey distribution to ensure it reached as wide an audience as possible.

The survey was circulated to 154 Red Badge holders on 24 July 2023 with the closing date of Friday 8 September 2023. This gave all Red Badge holders six weeks to respond to the survey.

It was made available in a range of formats to encourage participation:

- An online Microsoft Form survey.
- A paper survey posted to each Red Badge holders registered address, with a prepaid return envelope.
- And an option to complete the survey via telephone, with an officer.

Posters were displayed in City of London libraries including the Barbican, Shoe Lane, and Artizan Library to help remind badge holders to respond to the survey, where to obtain one if they had not received it, and who to contact if they preferred to have help completing the survey (Appendix 1).

The survey asked 10 questions using both open text and closed questions, collecting both quantitative and qualitative data from respondents.

- The quantitative method asked closed questions, which gave the respondent a limited number of options to choose from and gathered numeric data.
- The qualitative method was used to understand Red Badge holders’ experiences, attitudes and behaviours. This was collected through open text questions allowing the respondent to write what they wished.

The full list of survey questions can be found in Appendix 2.

Analysis of all qualitative data received through responses to open text questions were processed using response coding. A code is a word or short phrase that describes something that is characterised in the data. The code captures the meaning or the aspects that are relevant to the question within that data segment.

A maximum of four codes were recorded in each open text response, and these were generally the first four points raised or noted by the respondent. All codes were reviewed and codes that related to one another were compiled into one overarching code where necessary. In addition to these four codes, the open text questions recorded the persons feelings as a sentiment code and any street or parking locations. For example:

“Not enough disabled bays. Work vans, scaffolding lorries or delivery drivers often block disabled bays in Cheapside. This is frustrating when trying to find parking as it means I cannot park”.

The above comment would be coded as:

- Code 1: Not enough disabled bays
- Code 2: Spaces used by non-badge holders (trade and delivery vehicles)
- Location code : Cheapside
- Sentiment code: Negative (frustration)

This analysis process coding adopts an inductive approach, requiring officers to examine the data with as few preconceived notions as possible. Making sure that the meaning codes match the that data as closely as possible.

Survey Findings

The City Corporation received 54 completed surveys (a 35% response rate). 19 of the 54 responses were completed online and 35 were returned via post as paper copies.

Of the 54 respondents, 29 respondents were City workers (54%), 21 were City residents (39%), three were both a City resident and a City worker (6%), and one respondent did not provide a response (2%).

Parking facilities, usage and the understanding of concessions

Survey respondents were asked to identify what parking facilities they used. They were given the following options and asked to tick all that apply.

- On-street disabled parking bay
- Disabled parking bay in a car park
- Single yellow line
- Pay and display parking bay
- Parking space at my workplace
- A private or residential parking space
- Other

The survey found that respondents use a mix of parking facilities. 70% of respondents indicated they use up to three differing types of parking facilities. Only four respondents indicated they used more than four types of parking facilities and 12 respondents selected only one parking facility.

50 of the 54 respondents (93%) indicated they use on street-parking bays in the City. This was followed by 35 respondents (65%) indicating they use pay and display bays and 18 respondents (33%) indicating they use or park on single yellow lines.

13 respondents (24%) indicated they use disabled bays in car parks, 12 respondents noted they used residential parking (22%) and 6 respondents (11%) indicated they use parking spaces provided by their workplace.

A full breakdown of responses can be found Figure 1.

This highlights that on-street disabled parking bays are by far the most used parking option for Red Badge holders, followed by pay and display bays.

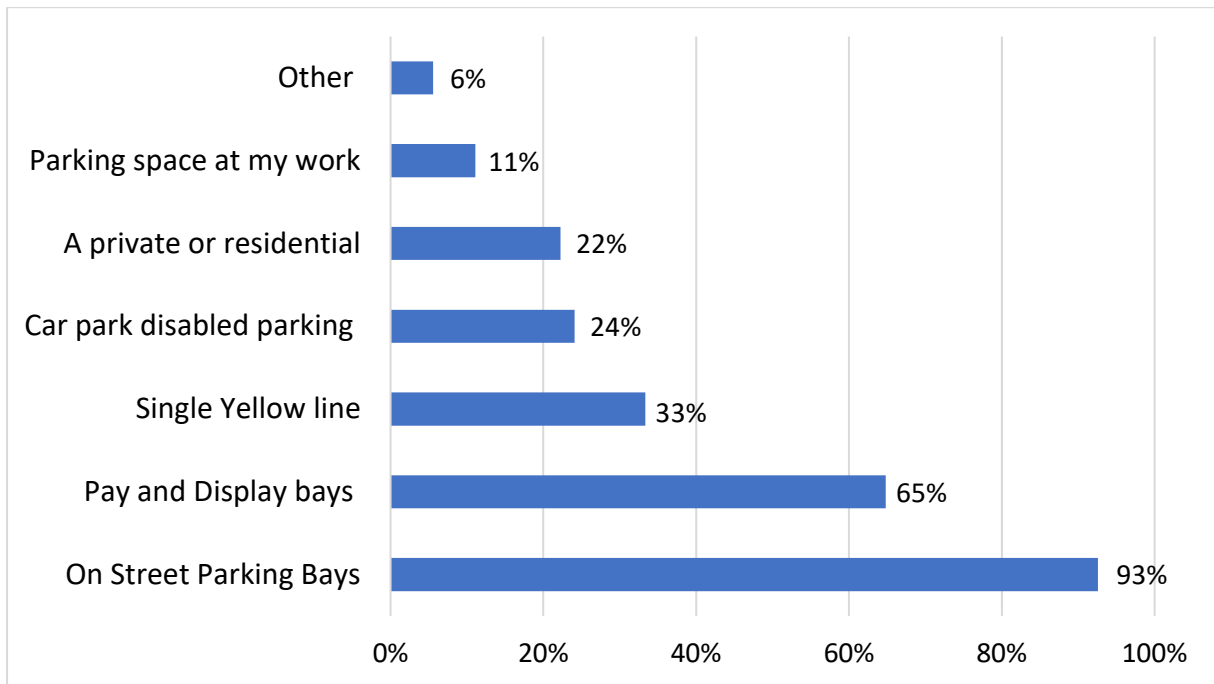


Figure 1: The types of parking facility respondents use when parking in the City.

When asked how frequently respondents make trips that require them to park in the City, 87% said they do so at least once a week, with 50% saying they do so at least once a day, suggesting that respondents use their Red Badges frequently. Very few respondents (14%) indicated they make trips fortnightly or less (Figure 2).

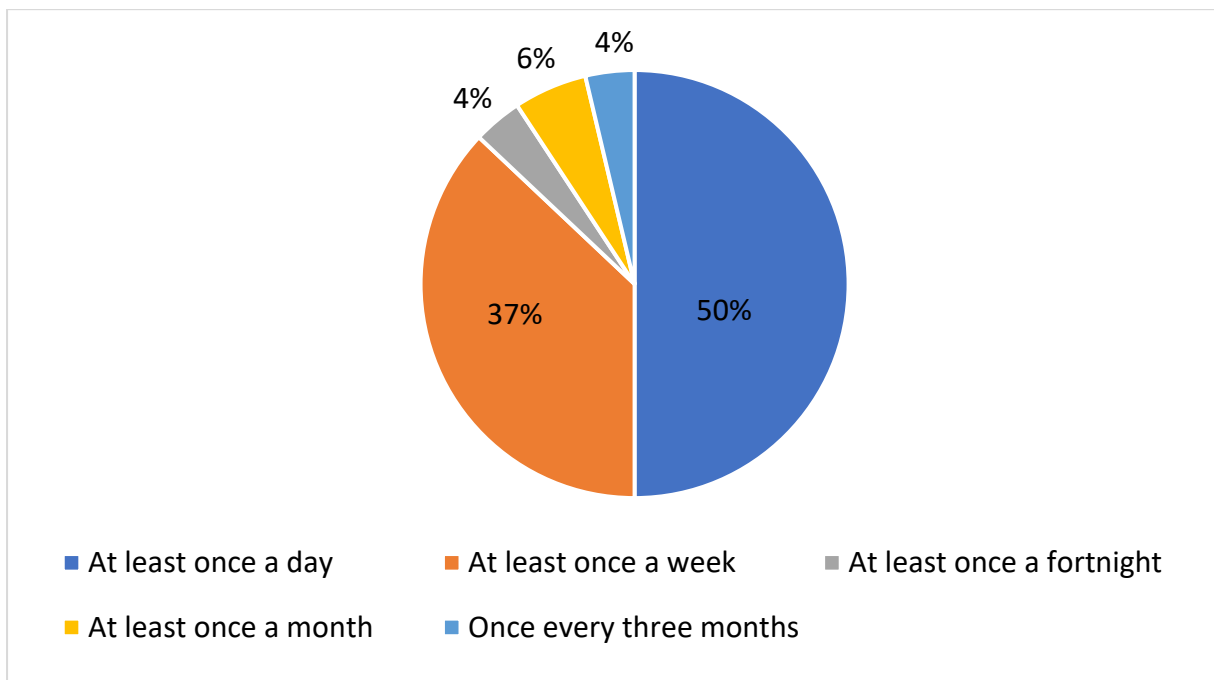


Figure 2: Responses to "How often do you make a car journey that requires you to park in the City of London?"

When asked about their understanding of Red Badge holder concessions 50 of the 54 respondents (93%) indicated they were aware that the following concessions were available or applied to them:

- free parking at on-street payment parking bays and disabled bays
- free parking on a single yellow line for a period of 30 minutes

Barriers to parking in the City of London

Survey participants were asked what barriers they faced to parking in the City of London. The Survey received 45 open text responses, and these were processed using open code analysis as outlined above.

12 themes were identified across 71 coded elements. Those themes are summarised below in alphabetical order.

1. Access issues relating to parking bay
2. Can't park on red routes
3. Difficult to find a space close to destination
4. Difficult to locate bays
5. Face no challenges or barriers to parking
6. High parking costs
7. Loss bay due during or after construction
8. No yellow lines close to me
9. Not enough disabled spaces
10. Spaces used by non-badge holders
11. Traffic restrictions and congestion
12. Yellow line limit to short

Nine respondents did not leave a response to this question and five respondents noted they did not have barriers to parking in the City of London. Having no barriers to parking was the fifth highest response (Figure 3).

The most common barrier to parking, cited and coded 18 times, was a lack of disabled parking bays within the City of London (Figure 3). Contributing factors include a general lack of parking bays, over occupancy of bays and the need for specific bays for certain Red Badge holders. Respondents noted:

- *“Not enough disabled bays in general”*
- *“Finding a parking bay that has gradual kerbs not blocked by other motorists or obstructions”.*
- *“In recent years due to construction of new buildings a lot of the disabled bays and pay and display bays have disappeared, even after construction is complete”.*

Further detail in responses indicated a variety of vehicles were parking in these bays, including trades vehicles, delivery vehicles and taxis. Cars causing

obstructions were included in this theme as it meant Red Badge holders could not use the bay and the results highlight that the misuse of bays is a significant barrier. Respondents noted:

- *“Delivery vehicles, workers in vans and taxi drivers often park in the spaces and make it an issue if you ask them to move.”*
- *“Trades men using disabled bays - stricter enforcement is necessary. I worry about finding disabled bays that are available”.*
- *“Black taxis, Uber drivers and work vans believe they can park in disabled spaces and nip in to get a coffee because they’ll only be a couple of minutes – very frustrating”.*

A lack of available bays was not the only barrier to parking in the City identified by respondents.

Time restrictions on single yellow lines was noted as the third most significant barrier, together with difficulty finding a parking space close enough to the respondent’s intended destination, each theme cited 7 times.

Several participants felt that the 30 minutes’ time limit for Red Badge holders to park on a single yellow line was not enough. The time restriction did not give some Red Badge holders enough time to accomplish small tasks. Respondents noted:

- *“30 minutes parking is not long enough to complete the reason for parking, hence I do not bother.”*
- *“Generally, I find it a challenge to do what I have to do if I can only park on a single yellow line because of the limited 30 minutes”.*

Respondents indicated that if they could not find a space then it was often necessary to make another journey to the destination itself – this can mean extra time or cost incurred for those respondents. Respondents noted this caused them to also travel further than intended leaving them feeling in pain, tired or frustrated. Some respondents noted they are so deterred by this barrier that in some cases they do not make the journey, or they use a different mode (and face the barriers associated with that mode instead).

Barriers preventing Red Badge holders from using bays were cited 5 times.

Respondent comments included difficulties finding unobstructed gradual kerbs near disabled bays, lack of space getting wheelchairs out of cars due to poorly parked vehicles, cycles locked to disabled signs causing obstructions or blocking access to the kerbside. Unlevel and cobbled pavements and road surfaces were also recorded. Respondents noted:

- *“Spaces are limited especially on busy roads; bikes being locked to the disabled sign cause difficulty getting wheelchair up onto pavement”*
- *“If that single disabled bay is occupied, I cannot park in the other bays as there is no room to get my wheelchair out”*

Motor vehicle traffic restriction (including one-way streets), congestion and construction preventing cars to access streets make it difficult to drive in the City and park close to your destination.

- *“The main problem is not with parking but with road closures and road works. It is now difficult to drive from A to B in the City”.*
- *“Most places are no go areas driving through. Almost every road is cut off or bicycles only. The whole point of driving is due to poor mobility. Parking further away from where one is supposed to be going makes no sense”.*

Other barriers noted are provided below:

- Difficulty locating bays or not knowing which bays are free and which are occupied can mean driving around.
- Bays being occupied or removed during or after construction, reducing parking availability.
- Red Badge holders being unable to use yellow lines due to certain Streets not having them.
- High parking costs in the City of London.

Accessing locations on Red Routes was also quoted as a barrier. Red Routes are a network of major roads managed by Transport for London. They make up 5% of London's roads but carry up to 30% of London's traffic. They do not fall under the highway authority powers of the City of London Corporation. Transport for London has general information on concessions for Blue Badge holders on streets that have priority, also known as (red) route controls. Holders can obtain this information by ringing TFL on 0845 305 1234 or by visiting the TFL [website](https://tfl.gov.uk/modes/driving/red-routes/rules-of-red-routes/blue-badge-disabled-parking): <https://tfl.gov.uk/modes/driving/red-routes/rules-of-red-routes/blue-badge-disabled-parking>

Discussing the barriers Red Badge holders face when travelling and parking in the City of London was emotive for some respondents. Of the 13 respondents who expressed their sentiments two were positive and described travelling and parking as “easy”, however, the 11 others expressed negative sentiments. Noting it can be “difficult”, “painful”, “frustrating”, “tiring”, “worrying”, “inconvenient” and/or a combination of these.

Many respondents suggested improvements and changes to mitigate barriers, including using enforcement and education to deter people parking in Red and Blue Badge bays, extending the time on yellow lines, updating the disabled bay map and using real-time occupancy data to allow people to find a parking space more easily.

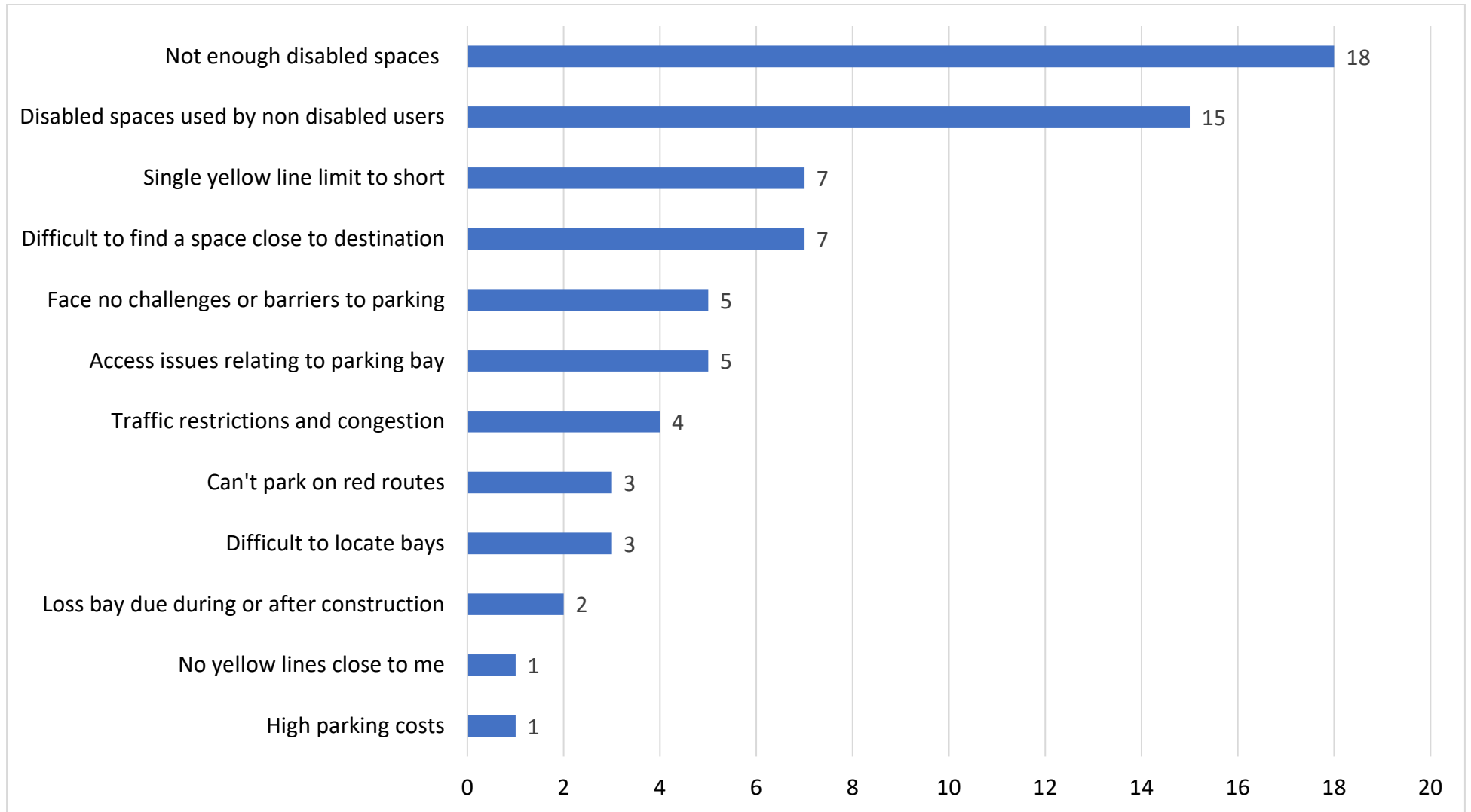


Figure 3: Responses to the challenges and barriers respondents face when parking in the City of London

Current parking provision for Red Badge Holders

Respondents were asked how they perceived the current level of provision for Red Badge holders in the City of London. The Survey found that more than half of respondents (52%) felt that “they could always” or “nearly always” find a place to park where they needed to. 41% felt that they could “sometimes find a place to park” and 6% said they could rarely park where they needed to (Figure 4).

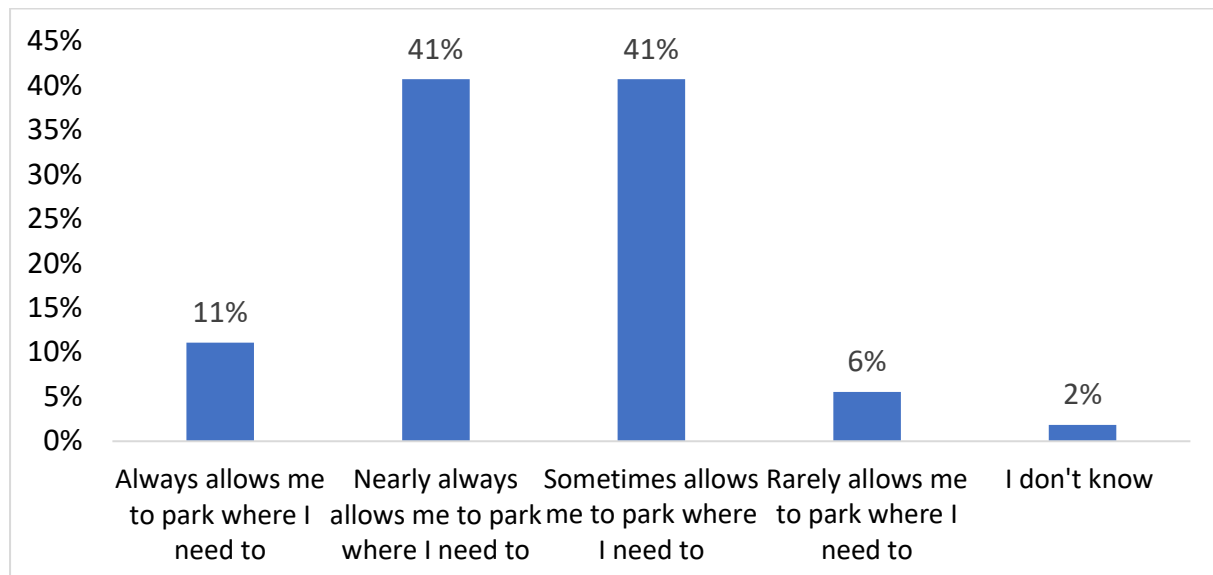


Figure 4: Responses to “How do you currently find parking provision for Red Badge holders in the City of London” (Please note that percentages % have been rounded up hence why they do not add up to 100%)

When Red Badge holders were asked if they were content with the amount of Red Badge parking provision in the City of London 61% indicating that they were “satisfied” or “very satisfied” with amount of Red Badge parking provision. 19% were “neither satisfied nor dissatisfied”, 17% felt “dissatisfied” and 4% felt “very dissatisfied” (Figure 5).

This suggests that while most Red Badge holders are generally content with the current provision of parking in the City of London, there is a notable minority who are not.

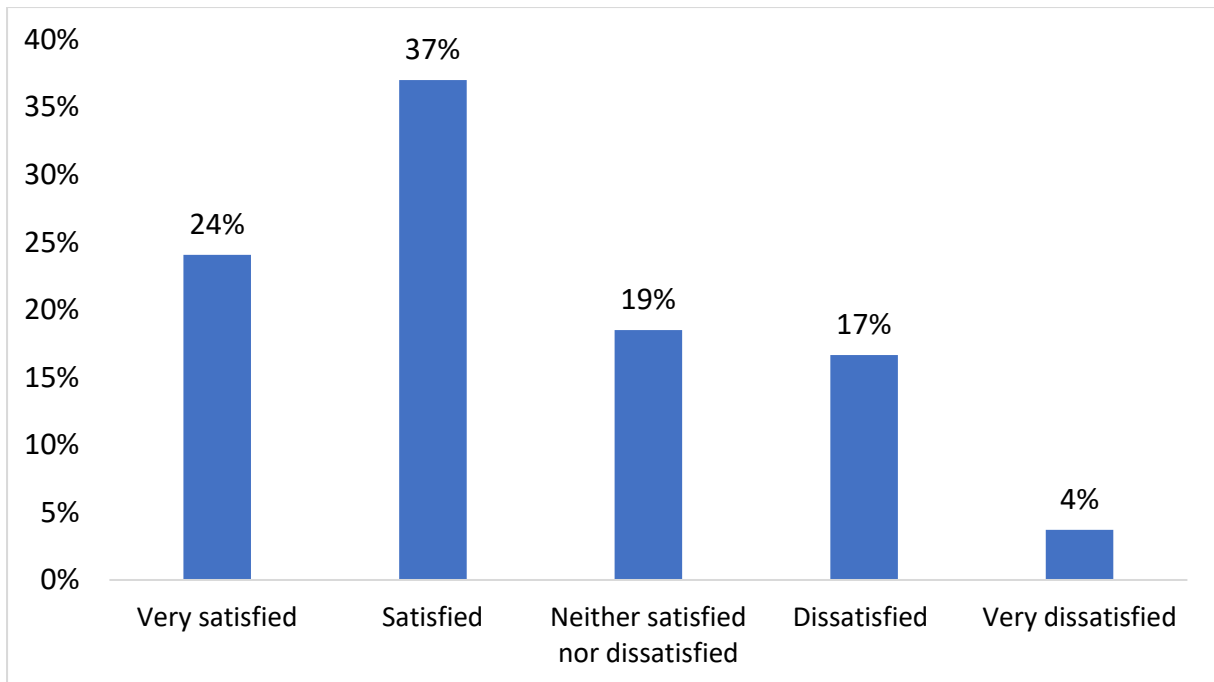


Figure 5: Responses to “Overall, how satisfied are you with the amount of Red Badge parking provision in the City of London?”

Improving parking provision for Red Badge holders

Respondents were asked what the City Corporation could do to improve the experience of disabled parking in the Square Mile, alongside identifying specific locations or streets they felt needed more bays or changes. Responses were received as open text and processed using open code analysis. All locations were noted.

44 responses were received, which generated 51 codes across 14 themes. Those themes are summarised below in alphabetical order:

1. Better signage/map of disabled bays
2. Encourage new buildings to have parking
3. Felt current disabled parking was fine
4. Implement similar parking rules to Islington
5. Implement single yellow lines close to schools
6. Inset parking bays away from traffic
7. Longer parking times on yellow lines
8. More disabled parking bays in general
9. More disabled parking bays near points of interest
10. More enforcement and education
11. Provide temporary bays, when removed for construction
12. Reduce the number of parking restrictions
13. Review the Red Badge Policy qualification criteria
14. Update the badge recognition system

The most noted theme was “More disabled bays”, which when combined with “More disabled bays at points of interest” resulted in 57% of response codes (Table 1).

The second most cited request was an appeal for “more enforcement” to reduce non-bade holders parking in disabled bays and requests for further education for “inconsiderate” drivers of the importance of leaving disabled bays for those who need them.

The third most cited request was extending the time limit for Red Badge holders to park on a single yellow line, which would improve the experience of parking in the City of London. Difficulty locating bays or not knowing which bays are free and which are occupied was noted as a barrier and can mean respondents spend time driving around. Updating the disabled bay map and improving wayfinding were also noted as ways to improve parking in the City.

Table 1: Theme responses (raised by more than one participant) to improve experience of disabled parking in the City of London.

Suggestion Category	Number of times raised by respondents	Percentage %
More disabled parking bays	24	47%
More enforcement and education	6	12%
More disabled parking bays near points of interest	5	10%
Felt current disabled parking was fine	3	6%
Longer parking times on yellow lines	3	6%
Better signage/map of disabled bays	2	4%

Respondents left 39 locations related comments, where they felt additional bays or changes were needed to improve their experience of parking in the City. In total 30 individual locations were cited, with the following locations mentioned more than twice:

- Cheapside/One New Change was recorded five times
- St Bartholomews Hospital/EC1A 7BE was recorded three times
- Bank/Bank of England was recorded four times

A full list of locations can be found in Appendix 3.

Requests to Review of the Red Badge application process and criteria was raised by two participants in the Survey, in different ways. One noted the City should consider bi-annual or tri-annual Red Badge renewals. While another respondent expressed concern that changes in their working hours could affect their eligibility for a Red Badge.

Other types of transport

Respondents were asked if they used other types of transport to get around the City of London (including bus, taxi, and walking or wheeling) and encouraged to provide more detail regarding their lived experience if they felt comfortable to do so.

Responses were received as open text and processed using open code analysis. Each response was assigned up to two modes of travel or "codes", which were then used for understanding the level of sentiment toward different themes and issues. All locations were noted. Any responses that did not mention a mode of transport or that re-noted their experiences of driving in the City were coded as "Other".

A total of 34 responses were received, resulting in 46 open text codes across seven themes. Those themes are summarised below in alphabetical order:

1. Bus
2. Mobility scooter
3. No other mode
4. Other
5. Taxi and/or Private Hire
6. Underground and/or train
7. Walking or wheeling (using a wheelchair or mobility aid)

Seven of the 34 respondents stated they used more than one than one mode to travel around the City of London.

Walking and/or wheeling (using a wheelchair) was the most common mode of travel if respondents could not use their cars. 11 respondents noted that they walked or wheeled if they did not drive. Eight of these responses were associated with negative sentiments regarding challenging streets and/or pavement environments including cobblestones, raised flagstones, steep slopes and lack of ramps. Some respondents expressed that long distances from London Underground or train stations to their destinations were tiring and, in some cases, painful to travel. One respondent stated that crossing streets unaccompanied can be difficult and dangerous at times, and two others stated that when they walked, they had a fear of people cycling too fast.

Using a Taxi was the second most common mode of travel. 10 people noted they used Taxi's, with one noting they also used private hire. Survey respondents experience of using Taxis were mixed. Two participants noted it was a positive experience due to Taxi's having ramps and assistance. One person noted they preferred not to take a taxi, and another described his experience as negative because wayfinding is often difficult, with road closures and traffic leading to unpredictable journey times. The high cost of travel was also noted as a negative aspect of using a taxi.

Six respondents noted they used the underground or trains, with five people expressing negative sentiments and experiences due to cost, inaccessible stations including those without lifts and overcrowding.

Six respondents noted they used buses. These experiences were generally negative due to overcrowding including not being able to find a seat, bus drivers not waiting for passengers to sit down resulting in injury or fear of injury, traffic and unpredictable journey time. However, two participants felt that they worked very well and had positive experiences.

A further six people noted they do not, or cannot use any other modes, with two participants noting this is for health-related purposes.

Three respondents noted they used their mobility scooters, and that often kerbs aren't low enough and that wayfinding can be difficult.

Finally, four respondents did not note the mode of travel but noted:

- Wayfinding is difficult, and that google maps is not always up to date with restrictions
- People riding cycles at speed is an issue
- There are too many road closures and restrictions in the City of London

Additional open text responses

The final question of the Survey asked respondents if there was anything else they wanted to share with the City Corporation. Comments were received in open text paragraphs, and each significant point made by the respondent were categorised into codes. The first four points noted by the recipient were taken into consideration.

The 24 responses to this question, and these were not coded as they were significantly varied.

One of the common response quoted by three respondents were positive remarks regarding the Red Badge Administration Team in the Contact Centre. A few of those comments are included below:

- *"Just to say thank you to you people who deal with the red badge applications - very polite and helpful".*
- *"Team are excellent, really goes the extra mile to help residents with learning difficulties, should be commended please, great understanding and prompt service."*

The other most common response cited by three respondents referred to the Red Badge Scheme being useful. A few of those comments are included below:

- *"Just, please keep the red badge going, it is extremely helpful"*
- *"grateful for the red badge"*

Other comments left by respondents included requests for:

- More accessibility improvements across the City of London including safer, more accessible pavements.
- More consideration to be given to disabled people who have to drive and the impacts of closures and construction.
- More enforcement of poor behaviour from people riding cycles.
- Considering bi-annual/ tri annual Red Badge renewal
- One respondent noted that a change in working patterns hours post COVID has led to them not fulfilling the required hours for Red Badge holders. This could lead to them being unable to renew their Red Badge, which would make traveling to work very difficult. They recommended the process should be reviewed to ensure it is giving disabled people the opportunity to work in the City of London.
- Consideration to allow Red Badge holders to park in any bay (and on Red Routes) without time limits.
- More enforcement of illegal parking in disabled bays, especially at night.
- More disabled bays

Communication and administration of Red Badges

When asked about their understanding of Red Badge holder concessions, 93% of respondents were aware that they had free parking at on-street payment parking bays and disabled bays and free parking on a single yellow line for a period of 30 minutes.

This supports that the Red Badge scheme is being well used, and suggests it is being effectively communicated to Badge holders. Furthermore, several compliments received for the Red Badge Team in the Contact Centre confirm that some holders are appreciative of the scheme and the Team's administration of it.

Conclusion

The key findings from survey responses and feedback are summarised below.

Responses received will be used to inform existing disabled parking bay policies in the wider Kerbside Review being undertaken to improve how the City's limited kerbside space is utilised.

Red Badge holder insights on parking in the City

The survey found that 93% of all Red Badge holders have a good understanding of their concessions and 87% use their Badges regularly, parking in the City of London at least once a week. This high level of understanding of Red Badge holder concessions suggests that the Red Badge scheme is being well used and is being effectively communicated.

Red Badge holders use a mix of parking facilities primarily choosing to park on-street disabled parking bays, followed by Pay and Display bays and single yellow lines. Fewer respondents use disabled bays in car parks, residential parking, or workplace spaces, suggesting these are less desirable, less convenient or available. The potential impact of parking charges in City of London car parks, although not explicitly highlighted, might also be a factor affecting these preferences.

The majority of respondents (61%) expressed satisfaction with the amount of Red Badge parking available, while only 21% noted they were dissatisfied. Most respondents that they could find a place to park where they needed to, with only 6% indicating that they rarely found parking where they need it. These findings suggest that Red Badge holders use their badges regularly and that overall satisfaction and availability are high.

Barriers to parking in the City of London

The survey's exploration of challenges and barriers to parking in the City of London was responded to by 45 of the 54 (83%) respondents. 14 (25%) Red Badge holders did not leave or noted they did not have barriers to parking.

The results identified a range of barriers, with the lack of available disabled parking bays emerging as the most significant challenge. This contradicts the previous section's findings and suggests that while many people felt they could "always or nearly always" find somewhere suitable to park, some disabled people face significant barriers when trying to locate parking in the City.

Respondents frequently mentioned the misuse of these bays by non-badge holders, such as delivery vehicles and taxis, exacerbating red badge holders trying to park.

Time restrictions on single yellow lines and difficulty finding parking near destinations were also significant barriers, causing inconvenience and additional travel for some respondents. Furthermore, challenges related to access issues, such as obstructed kerbs and unlevel pavements, were noted, along with the high parking costs and restrictions on red routes.

The responses highlighted the emotional impact of these barriers, with many expressing frustration, pain, and fatigue. Some respondents noted that they avoided trips or used alternative modes of transport due to these barriers. Some respondents noted that streets that have only one accessible parking bay (such as in Bridgewater Square and on Laurence Poultney Hill) can cause significant challenges for Red Badge holders when the bay is occupied. Several streets and specific locations were identified by more than one respondent as needing more disabled bays. These included significant areas for business and retail such as Cheapside, Bank and Leadenhall, as well as, around St Bartholomew's Hospital, Minories, which have

residential dwellings. The occupancy of bays in these locations may need further review to understand how to improve the parking experience on these streets.

Having no barriers to parking had the fifth highest response (Figure 3), when considered together with the number of participants who did not leave a response (25%). This could support the earlier findings that people are generally satisfied with Red Badge holder parking.

Suggestions for improvement recorded in this section included stricter enforcement against misuse of bays, extending parking time limits on yellow lines, updating maps of disabled bays, and providing real-time occupancy data to aid in finding available parking. Addressing these barriers could significantly enhance the parking experience for Red Badge holders in the City of London.

Locating and accessing parking

The survey results indicate that a 52% of Red Badge holders felt confident in their ability to always or nearly always find a place to park where they needed to in the City of London. Another 41% of respondents reported that they could sometimes find a place to park, while a smaller group, 6%, expressed that they rarely found parking where they needed it.

Respondents noted the following physical barriers to accessing parking:

- unlevel and cobbled pavements, road surfaces and access to the roadside,
- cycles being locked to signage causing obstruction,
- signage and cycles blocking access to the kerbside

City Corporation encourages people to report highway faults and accessibility barriers on our streets and public spaces. This includes lift faults, potholes, carriageway/pavement damage, street furniture defects etc. Anyone can report a fault by calling 020 7606 3030 or using the online reporting tool on the website: https://cityoflondon-self.achieveservice.com/service/Fault_reporting

A few respondents noted that navigating the City of London can be challenging due to one-way streets, road works and road closures not being translated into navigation applications, such as, Google maps or City Mapper. Wayfinding is about knowing where you are, where you're heading, how to get there, and how to recognise when you're there. Planned road closures and traffic restrictions are communicated on the City Corporation website:

<https://www.cityoflondon.gov.uk/services/streets/road-highways-and-pavements/road-closures>. We will continue to improve wayfinding in the City of London. The City Corporation currently has a close relationship with Google, and we will continue to work closely with them, and businesses to improve wayfinding and disabled information. Google has added an "Accessibility attributes" feature to Google maps, which collects information about businesses to share with customers

who have specific accessibility needs. Business can disclose whether they have a step free business entrance, toilets, seating, parking, and lifts for people in wheelchairs. The more information businesses can disclose the more accurately people can plan their journeys.

These findings suggest that while a significant portion of Red Badge holders are generally able to find parking, there remains a substantial number who experience occasional to frequent difficulties locating parking, highlighting the need for further occupancy surveys and review to disabled bay accessibility.

Transport barriers

The Survey looked to gather insight around the impact of other travel modes and issues on disabled people. Respondents identified that difficulty parking in the City of London is not the only barrier to that Red Badge Holders face and these barriers need to be considered holistically.

Access barriers to using public transport and walking / wheeling in the City include lack of step-free access to Tube / rail stations, lifts that are out of order, challenging pavements, poor cycle parking behaviours causing obstructions at disabled bays. Ensuring the streets of the City of London are accessible is integral to the delivery of the Transport Strategy.

The City Corporation continues to make the City's streets more accessible by:

- Applying the City of London Street Accessibility Tool (CoLSAT) on all projects to identify opportunities to improve accessibility.
- Delivering accessibility improvements at locations that are not covered by existing or planned projects through the Healthy Streets, and by working with developers to identify opportunities to resurface our pavements and to introduce step free access as part of new developments and major refurbishments.
- Continuing to engage with construction sites and road works companies to minimise disruption.
- Continuing to liaise with TfL to identify the programme of investment required to make accessibility improvements to stations in the City of London and London's wider public transport network. The ambition within the Transport Strategy is that all stations within the Square Mile will be accessible by 2044.

Next Steps

Red Badge holders who took part in the survey will be contacted and notified of the survey findings. The next steps that will inform the wider Disabled Parking Review, which forms part of the wider Kerbside Review 2024/25.

Final recommendations will be brought to City Corporation committees for decision as part of the Disabled Parking Review from January 2025

1. Review parking occupancy data against Survey findings

The feedback suggests that Red Badge holders can generally find parking and are satisfied with parking availability in the City of London. However, the most common barrier cited was the lack of disabled parking bays.

We will review the demand of disabled parking bays using occupancy audits data (including at key points of interest highlighted by residents). Occupancy audits of disabled parking spaces and other parking facilities have been undertaken for the wider Disabled Parking Review. This occupancy data will be reviewed against the Red Badge Holder Survey report to better understand if disabled parking spaces are overutilised across the City, and if there are certain areas with a high demand for disabled parking where additional bays might be necessary. Examining:

- the full list of Red Badge holder identified locations.
- bay occupancy on streets where there is only one disabled bay. It is clear from the results of the survey that respondent noted that streets that have only one accessible parking bay can cause significant challenges when the bay is occupied. This will help officers understand if more bays are needed. what type of vehicle is occupying the bay as respondents suggest that trades vehicles, delivery vehicles and taxis are parking in disabled bays.

Conduct a Red Badge Parking distribution mapping exercise to identify areas with limited disabled parking. Explore the feasibility of providing additional disabled to address any gaps in provision.

2. Improve enforcement and education to reduce misuse of Red Badge holder parking

Proactively enforce against vehicles illegally parked in disabled bays to reduce misuse of disabled bays by non-disabled users. Consider the use of behaviour change and educational campaigns to remind people not to park in disabled bays or park in a way that can cause obstruction. This will free up more spaces for use by Blue and Red Badge holders.

Provide Red Badge holders with phone number and email address to report non-badge holders in bays, or other issues, directly to our enforcement service who can despatch rapid response officers.

3. Extend permitted parking time on yellow lines for Red Badge holders

Explore extending the yellow line time limit for Red Badge holders could allow disabled people more time to undertake small tasks, which could include, picking up or dropping off, shopping, short health appointments, etc.

Uncertainty about whether it will be possible to find somewhere to park close enough to their destination – both in terms of locating parking and understanding if bay are available is a barrier. Extending the time on yellow lines could help lessen the pressure of a short time limit and allow some Badge holders to park closer to their destination.

4. Audit existing disabled parking spaces to remove accessibility barriers

Audit disabled parking with the aim of improving parking for disabled people and reducing occupancy by non-badge holders could assist in removing some of the barriers identified by respondents. Auditing on-street Red Badge parking bays will ensure we are providing high standards of parking and management across the City of London.

5. Review the Red Badge eligibility criteria and administration

One valuable tool in improving workplace equality and creating inclusive cultures is flexible working. It can help parents return to work, reduce the gender pay gap, help people with fluctuating health conditions stay in work and help carers to balance their work and caring responsibilities. Given the change in working patterns and flexible working post COVID19 it is recommended the Red Badge holder eligibility criteria is reviewed to ensure it is fit-for-purpose.

Respondents noted that the Red Badge renewal process is taxing for some disabled people. City Corporation could consider extending its annual Red Badge renewal to Bi-Annually. This could reduce the reduce administrative costs for City Officers, however, it would need to be investigated further to understand if there are increased costs to Red Badge Holders associated with Bi-annual renewal.

The Office of National Statistics (2023) found that on average, between 2014 and 2021, disabled workers moved out of work at nearly twice the rate (8.9%) of non-disabled workers (5.1%). Furthermore, disabled workers are more likely to be working part time, with 32% of disabled workers and 21.5% of non-disabled workers working part-time. Reviewing the holder eligibility criteria and administration policy

would ensure the policy aligns with the Corporate Plan Vibrant thriving destination by ensuring people have equal opportunities to enrich their lives and prosper. It would support diverse engaged communities by ensuring our residents and workers, can feel that they belong.

6. Continue to champion inclusive streets and improve the accessibility of our street and transport connections

The City Corporation continues to have a strong commitment to improve accessibility in the Square Mile through the Transport Strategy. The Transport Strategy sets out commitments to champion inclusive streets in Outcome 3 and in numerous Proposals throughout the Strategy. Ensuring we:

- Keep pavements free of obstructions.
- Continue to engage with City of London Police, Transport for London, and electric bike operators to encourage safer cycle riding, and cycle parking behaviour across the City to reduce fear of injury due to speed and obstructions on our pavements.
- Encouraging community participation and engagement on our schemes to ensure a diversity of voices are heard through the decision-making process.
- We will work with TfL to prioritise investment in accessibility improvements to Underground and DLR stations.

For more information on the Transport Strategy please visit:

<https://www.cityoflondon.gov.uk/transportstrategy> or request a hard copy of the Strategy from the Transport Strategy Team:
strategic.transportation@cityoflondon.gov.uk

References

1. City of London Corporation (2019). City Streets: Transport for a changing Square Mile, City of London Transport Strategy. <https://www.cityoflondon.gov.uk/assets/Services-Environment/city-of-london-transport-strategy.pdf>
2. City of London Corporation: Our Corporate Plan 2018 – 23 (2018). <https://www.cityoflondon.gov.uk/about-us/plans-policies/corporate-plan>
3. Department for Transport (2020). The Blue Badge scheme: rights and responsibilities in England. <https://www.gov.uk/government/publications/the-blue-badge-scheme-rights-and-responsibilities-in-england/the-blue-badge-scheme-rights-and-responsibilities-in-england>
4. Greater London Authority (2019). Equality, diversity and inclusion evidence base for London. <https://data.london.gov.uk/dataset/equality--diversity-and-inclusion-evidence-base>
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Appendices

Appendix 1: Red Badge Survey Poster

Appendix 2: Red Badge Holder Survey

Appendix 3: Locations Red Badge holders feel need more disabled bays or attention.

Appendix 4: Risk Register and Mitigation Measures

Are you a Red Badge holder?

Disabled Parking Review

The City of London Corporation is undertaking a review of disabled parking in the City of London.

We would be grateful if you could complete this brief survey on your experiences of parking in the City of London.

Only fill in the survey if you are a Red Badge holder and please DO NOT provide your name or address when responding to the survey.

Please complete and return the survey by Friday 14 July, by scanning the QR code below.

If you would like help to complete the survey or to request a large print version, or would like to feedback your views in person, please feel free to call us on 020 7606 3030, or email us at strategic.transportation@cityoflondon.gov.uk.

Thank you for sharing your experiences of parking in the City of London and your ideas for any improvements that could be made.



Red Badge Holder Survey



1. Are you a...? (tick one) City of London worker

City of London resident

Both

2. When parking in the City of London, which types of parking facility do you use? (tick all that apply)

On-Street disabled parking bay

Car park disabled parking bay in a car park

Single yellow line

Pay and Display parking bay

Parking space at my workplace

A private or residential parking space

Other

3. How often do you make a car journey that requires you to park in the City of London? (tick one)

At least once a day

At least once a week

At least once a fortnight

At least once a month

Once every three months

4. Did you know that Red Badge holders have the following concessions in the City of London? (tick one)

- Free parking at on-street payment parking bays and disabled bays
- Free parking on a single yellow line for a period of 30 minutes

Yes

No

5. What are the challenges and barriers you face when parking in the City of London? (Please give us the location details if it is relevant)

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6. Thinking about the parking provision for Red Badge holders in the City of London, do you find current parking provision? (tick one)

- Always allows me to park where I need to
- Nearly always allows me to park where I need to
- Sometimes allows me to park where I need to
- Rarely allows me to park where I need to
- I don't know

7. Overall, how satisfied are you with the amount of Red Badge parking provision in the City of London? (tick one)

- Very satisfied
- Satisfied
- Neither satisfied nor dissatisfied
- Dissatisfied
- Very dissatisfied

8. What could the City of London Corporation do to improve your experience of disabled parking in the City of London? Are there any streets or specific locations you feel need disabled bays?

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9. If you use other types of transport to get around the City of London (bus, taxi, and including walking or wheeling), please tell us briefly about your experiences of this.

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10. Finally, is there anything else you would like to share with us?

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Appendix 3: Locations Red Badge holders feel need more disabled bays or attention.

Location identified	Number of times noted by repondants
Cheapside	3
Cheapside - One New Change	2
St Barts (EC1A 7BE)	3
Bank	2
Bank of England	2
Minories	2
Mitre Street	2
Aldgate School	1
Bishopsgate	1
Bloomfield Street	1
Bride street	1
Chiswell St	1
Devonshire Square	1
Finsbury circus	1
Golden Lane	1
Guildhall	1
Haydon street	1
Houndsditch	1
King Edward Street (EC1A 1HQ)	1
Little Somerset Street	1
Liverpool Street	1
Ludgate Circus	1
Minster Court	1
Monument	1
Portsoken Street	1
St Helens	1
St Martin Le Grand (EC1A 4NP)	1
St Pauls	1
Stonecutter	1
Thavies Inn, Holborn	1

Appendix 4: Risk Register and Mitigation Measures

Risk	Mitigation
<p>Validity of questions for the propose of the project, risk scrutiny of the Survey and Survey questions</p>	<ul style="list-style-type: none"> • Work with Transport for All – Who will provide two rounds of feedback on the Survey. • Ensuring the Survey is designed and signed off by the Parking team, Information officers, and Corporate Communications Team. • Ensure the Contact Centre who will support the Survey are briefed and can direct anyone who needs to contact us to complete the Survey. • Survey is approved by Assistant Director of Policy and Projects, and Head of Transport Strategy Team.
<p>The technical and complex nature of some of the language used in the consent for data processing section may make it inaccessible to some disabled people, including people with learning difficulties, dyslexic people and some neurodivergent people.</p> <p>TFA identified the following examples of inaccessible language used include:</p> <ul style="list-style-type: none"> • Special category data • Processing data • “as requested for the purposes of researching the user parking experience”. • Privacy notice • Consent / do not consent / withdraw consent. • Square Mile <p>They also noted that, some disabled people may be concerned about making a legal declaration for the purposes of a Survey.</p>	<ul style="list-style-type: none"> • Make the wording in the request for consent as accessible as possible and if it is necessary to retain technical terms for legal purposes, provide a short explanation of these terms. • Remove the request for consent and explicitly state on the Survey that respondents should not provide any information that could be used to identify them (e.g., name or address etc.). • It is important that only Red Badge holders complete the Survey, so it would be helpful to reiterate this in the introductory text. • Some people may not know what ‘the Square Mile’ means. TFA recommend the Survey reference the ‘City of London’.
<p>The Accessibility Conformance Report for Microsoft Forms outlines the few areas where the Web Content Accessibility Guidelines (WCAG) guidelines are not met. https://www.microsoft.com/en-</p>	<ul style="list-style-type: none"> • Microsoft Forms meets most of the Web Content Accessibility Guidelines (WCAG), the internationally recognised standards for making digital content accessible. This will help ensure that it is accessible to people with a range of impairments, including those

Risk	Mitigation
us/accessibility/conformance-reports	who use screen readers. However, it will be important to ensure that other Survey formats are available.
It may be likely that a high number of questions will either put off or prevent some people from responding. Furthermore, it may take some disabled people longer to complete the Survey particularly if they need to discuss this with people who drive them.	<ul style="list-style-type: none"> • Reduce the number of questions to keep the Survey as short as possible and ensure the questions are short and to the point, written in plain English. • Include open text questions where people can write about their experiences. • Be consistent with adding instructions such as 'Tick one' or 'Tick all that apply'. • Use the 'active voice' rather than the 'passive voice' to makes text more accessible.
Survey is not accessible to our target audience	<ul style="list-style-type: none"> • Multiple Survey formats and channels. It is intended that the Survey will be made available as follows: <ul style="list-style-type: none"> ○ Online Microsoft Form, ○ Paper Survey posted out, ○ Telephone Survey option.
Paper Survey is not accessible	<ul style="list-style-type: none"> • The Survey document uses an easy to read for and 12pt or above text, which meets the requirements for 'clear print'. If the standard Survey document 12 is produced in 14pt font, this may reduce the need for some people to request a large print version. • Boxes be provided on the Survey to make it more obvious where to tick. These should be a comparable size to the text. • Provide sufficient colour contrast between text and backgrounds and avoid putting text on images. • The Survey should be printed on matt paper rather than glossy, and the paper should be sufficiently thick to ensure that the text on the other side cannot be seen through it. • A4 size is recommended as it is the easiest size to handle. • A pre-paid envelope will be included with the Survey. The font used for the Survey should also be used for the address printed on the envelope, so that this is equally as accessible. • Add the address onto the Survey document in case the pre-paid envelope gets lost.

Risk	Mitigation
Telephone Survey interviewer is not leading or bias	<ul style="list-style-type: none"> • The telephone Survey should be completed in the same way as the paper Survey would be. • If the respondent requires further clarification this should be carefully considered to ensure that it is not leading. • Users of textphones, who may be D/deaf or have a speech impairment, may wish to use Relay UK to contact City Corporation It is important to ensure that anyone answering phone calls is aware of how this service works: https://www.relayuk.bt.com/.
<p>Ensure that the timescales for returning the Survey include sufficient time for:</p> <ul style="list-style-type: none"> • Respondents to request an alternative format and this be sent out to them. • Respondents to make contact to ask for assistance with understanding any of the questions on the Survey. • Respondents to arrange assistance for completing the Survey, such as a PA or Support Worker. 	<ul style="list-style-type: none"> • Have the Survey open for at least four weeks. • It may be possible to use the Survey distribution to recruit participants for the workshop. To avoid further issues relating to Data Protection it may be preferable to do this by signposting people to a means of signing up rather than adding a question to the Survey.
We do not get enough respondents filling the Survey	<ul style="list-style-type: none"> • Work with Transport for all. • Ensure the timescales for completing the survey are more than four weeks. • Have multiple ways to fill the Survey, paper, online and via phone. • Have posters encouraging Red Badge holders to complete the Survey. Although the Survey will be posted out, some people may not pay attention to this, or may not get round to completing it. These could be displayed in places where people may have time to complete it whilst they wait, such as, healthcare buildings and libraries.

<i>Date</i>	<i>Action</i>	<i>Officer responsible</i>	<i>To be completed/ progressed to next stage</i>	<i>Notes/Progress to date</i>
14 May 2024 24 June 2024	<u>Reopening of Old Jewry</u>	Executive Director, Environment	5 July	The ETO will go live on 5 July. There was a one week delay due to the advertising agency failing to place the submitted adverts in time for the original go live date of 28 June. ETOs must be advertised in a local newspaper and the London Gazette for 7 days prior to going live.

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