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Streets and Walkways Sub (Planning and Transportation) Committee

Date: **TUESDAY, 1 OCTOBER 2024**

Time: 1.45 pm

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

Members:

Graham Packham (Chairman)
Deputy John Edwards (Deputy Chairman)
Deputy Randall Anderson
Mary Durcan
Deputy Marianne Fredericks
Deputy Shravan Joshi MBE
Deputy Alastair Moss
Ian Seaton
Hugh Selka
Brendan Barns (Finance Committee - Ex-Officio Member)
John Foley (Port Health & Environmental Services Committee - Ex-Officio Member)
Eamonn Mullally (Natural Environment Board - Ex-Officio Member)

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Ian Thomas CBE
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**

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

3. **MINUTES**

To agree the minutes of the meeting held on 9 July 2024.

For Decision
(Pages 5 - 20)

4. **MATTERS ARISING**

5. **BUNHILL, BARBICAN AND GOLDEN LANE HEALTHY NEIGHBOURHOODS PLAN**

Report of the Executive Director of Environment.

For Decision
(Pages 21 - 76)

6. **CITY CYCLEWAYS PROGRAMME**

Report of the Executive Director of Environment.

For Decision
(Pages 77 - 152)

7. **1 BROADGATE S278 G5**

Report of the Executive Director of Environment.

For Decision
(Pages 153 - 180)

8. **VISION ZERO PROGRAMME**

Report of the Executive Director of Environment.

For Decision
(Pages 181 - 202)

9. **COMBINED SECTION 278 PROJECT INITIATION REPORT**

Report of the Executive Director of Environment.

For Decision
(Pages 203 - 226)

10. **TRAFFIC ORDER REVIEW - OUTCOME OF DETAILED REVIEWS AND UPDATE**

Report of the Executive Director of Environment.

For Decision
(Pages 227 - 358)

11. **BEECH STREET TRANSFORMATION AND PUBLIC REALM PROJECT**

Report of the Executive Director of Environment.

For Decision
(Pages 359 - 374)

12. **QUEENSBRIDGE HOUSE HOTEL SECTION 278 PUBLIC REALM ENHANCEMENTS AND HIGHWAY WORKS**

Report of the Executive Director of Environment.

For Decision
(Pages 375 - 392)

13. **DELEGATED REPORTS: OVERVIEW APRIL TO SEPTEMBER 2024**

For Information
(Pages 393 - 396)

14. **OUTSTANDING REFERENCES**

Report of the Town Clerk.

For Information
(Pages 397 - 398)

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

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

17. **EXCLUSION OF THE PUBLIC**

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

Part 2 - Non-public Agenda

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

19. **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, 9 July 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, 9 July 2024 at 1.45 pm

Present

Members:
Graham Packham (Chairman)
Deputy John Edwards (Deputy Chairman)
Deputy Randall Anderson
Deputy Marianne Fredericks
Deputy Shravan Joshi MBE
Ian Seaton
Brendan Barns (Finance Committee - Ex-Officio Member)
John Foley (Port Health & Environmental Services Committee - Ex-Officio Member)
Eamonn Mullally (Natural Environment Board - Ex-Officio Member)

Officers:

James Aggio-Brewe	-	Environment Department
Melanie Charalambous	-	Environment Department
Maria Herrera	-	Environment Department
Gillian Howard	-	Environment Department
Ian Hughes	-	Environment Department
Andrea Larice	-	Environment Department
Bruce McVean	-	Environment Department
Andrea Moravicova	-	Environment Department
Tom Noble	-	Environment Department
Clarisse Tavin	-	Environment Department
Samantha Tharme	-	Environment Department
Zoe Lewis	-	Town Clerk's Department
Callum Southern	-	Town Clerk's Department

1. **APOLOGIES FOR ABSENCE**

No apologies for absence were received.

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

The Chairman made a declaration of interest in relation to Item 11 - Temple Avenue and agreed to leave the room during deliberations of that item.

The Deputy Chairman made a declaration of interest in relation to Item 9 – Cool Streets & Greening Ludgate Broadway and St Andrew's Hill as his property was in the area and agreed to leave the room during deliberations of that item.

3. **MINUTES**

RESOLVED – That, the public minutes of the previous meeting held on 14 May 2024 be approved as an accurate record of proceedings.

Matters Arising

Bus stop by the Monument on London Bridge
The Chairman indicated that he had not yet had an opportunity to meet with Transport for London (TfL) regarding the bus stop at London Bridge and requested this be added to the standing items.

Update on use of highway for sporting purposes
The Chairman requested an update on the use of the highway for sporting purposes. Officers reported that they constituted events in the legal context and could not be extended past three days without permission from the Secretary of State. The Department for Transport (DfT) had granted permission for events in the City recently, but the issue had led to some debate and more thought around criteria and timescales for future events and this needed to be built into the Corporation's approval processes. The Committee suggested making the process similar to the existing process that used heat maps that showed impact and benefit. Officers indicated they were exploring how applicants were measuring success.

Members enquired how many of the applicants for events using the highway for sporting purposes were Business Improvement Districts (BIDs). Officers reported that there were a number of applications bundled together by the Central London Alliance and some of the BIDS were members of the organisers.

Members considered whether DfT could be approached to find a way to bypass the process of having to apply for an extension as the public would not necessarily consider Aldgate Square to be a highway. Officers indicated they would refrain from trying to change the designation of such areas but did raise a question for engagement with DfT regarding what they would allow the Corporation to do.

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

The Sub-Committee considered a report that included changes to the Transport Strategy, the Engagement Plan for the Strategy Review and the responses received during the consultation period.

Members received a presentation reporting changes in detail but not the overall substance and it was noted by Officers that the response rate from stakeholders had been positive.

Members highlighted there had been a few changes at the Corporation since the document was first published and noted that there had been 20 million annual tourists, not 10 million, with an aspiration to increase to 22 million as part of Destination City.

Members indicated that the key walking routes noted in the documents ran along main road routes which ran contrary to the Healthy Streets Initiative encouraging people to walk on lanes away from busy traffic and felt this should be reflected in the Strategy.

Members suggesting adding that play areas and exercise facilities were also being added to the enhancement of the Riverside Walkway mentioned on Page 168 and noted that there had been a Barbican Phase Two approval since the last document was written which also included exercise facilities and play area.

In reference to Legible London, a Member suggested some wording should be added mentioning work being carry out on 3D signage taking into account the example the Beech Street Gardens which did not show on a 2D map.

Members also highlighted Page 199 of a list of locations for priority locations which are dangerous for traffic and noted that a few particularly bad ones were missing and were the responsibility of TfL. Members suggested they be added to the priority list despite this.

It was advised that the Lighting Charter should be referenced next to the mention of the Lighting SPD in the Strategy document. Members also indicated that refrigerated cargo bikes should be mentioned in the Cargo Bike Action Plan.

Members noted their agreement with those amendments.

The Sub-Committee suggested adding words of substantial encouragement from the Corporation to Proposal 43 with regard to the City Property Association's (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. Officers indicated that they did intend to do this but would make it more specific as requested.

Members expressed concerns around the number of respondents to the consultation. Officers noted that over the period of 18 months, early survey work canvassing 1000 people, including representative views of whether the Corporation was taking the correct approach. This was considered to be a good number surveyed to be representative. Officers also had over 400 people respond online and responses had also been received in detail from the BIDs and the CPA who represented a large number of businesses across the city.

A Member raised concerns about those with limited mobility getting around the City and whether a hopper bus may be a useful addition. Officers indicated there was already a high provision of services crossing the city and were not sure a hopper bus would be appropriate to fill any gaps in public transport provision. The Chairman highlighted a tool the Corporation was using to design public realm projects to cater for mobility impaired travellers and pointed out that some solutions for some mobility impaired travellers could create problems for others.

It was indicated by Members that the expectation in some areas of the City was that vehicles should travel at significantly less than 15mph despite the view that 15 mph aspiration should be replaced with 20mph. Officers responded that appropriate speeds should be looked at on a case-by-case basis and should be designed into the characteristics of the street and through engineering approaches so drivers can visually see they need to drive slower. The Chairman suggested the further use of pedestrian refuges as a solution to calm traffic through on narrow busy streets.

The Sub-Committee queried whether performance statistics could be mandated from consolidation centres to measure their operational effectiveness. Officers noted that the number of deliveries centres could receive by four-wheeled vehicles was limited and there was some voluntary monitoring and Officers were pushing for reporting of progress and achievements through planning conditions being set. Officers also reported that there was regular monitoring of all traffic, including cargo bikes, but needed to be careful to ensure cargo bikes did not go places they should not.

Questions were asked by Members asked as to whether there were practical examples for use of emerging technologies and how the Corporation was engaging with providers. Officers indicated they had been forced into emerging technology development due to e-bikes and e-scooters due to app-based sharing rides and were engaging with Catapult and DfT on any initiatives that were coming out in relation to automated vehicles. The Chairman requested it be noted that the considerate contractor scheme does encourage and recognise the use of innovative technology.

A Member cautioned at amending too much, in detail, of the wording in the report due to the danger of tying the hands of Members and Officers in five years when the Strategy comes up for review.

The Sub-Committee queried whether there were any further procedural steps for the Strategy once it had been to Planning & Transportation Committee in July. Officers indicated this was the plan and that it did not need to go to Policy and Resources Committee or the Court of Common Council. A member requested a business summary be circulated to consultees highlighting the key elements of the refresh, as well as feedback on how their responses have been considered.

Members considered how accurate delivery figures were to consolidation centres in tall buildings that were being granted planning permission. Officers

noted there was some monitoring information that was provided from buildings that were operating consolidated service and would like to make monitoring data part of the annual report on Transport Strategy.

The Chairman requested an update paper on deliveries, referring to a visit to 22 Bishopsgate where a significant reduction in deliveries was claimed to have been accomplished. Officers indicated they would discuss with Planning colleagues and then provide an update.

The Chairman requested an update on experiments with virtual parking and loading bays. Officers indicated they would provide a general update on deliveries and servicing in the Autumn.

RESOLVED - That, Members of the Sub-Committee:

1. Approve the changes to the Transport Strategy; and
2. Request that the suggested amendments be presented to the Planning and Transportation Committee for consideration alongside the report at the meeting on 23 July 2024.

5. SMITHFIELD AREA PUBLIC REALM AND TRANSPORTATION

The Sub-Committee considered a report aiming to coordinate and deliver new public spaces in the Smithfield area in line with the City Transport Strategy, the Climate Action Strategy and the anticipated increase in visitors to the opening of the new Museum of London (MoL) and the future transformation of the Meat Market.

Members received a presentation highlighting the project area for where transformation would happen and reported that the project was to be delivered in line with the City Transport Strategy and the Climate Action Strategy, as well as the anticipated major increase of visitors in the area. Officers noted that the project would be delivered in phases to align with the opening of the Museum of London.

The Sub-Committee sought assurance on re-work not being needed in Phase Two following Phase One. Officers explained this was why a phased approach was being taken to ensure announcement were made aligned with Museum of London (MoL) programme work and to ensure there's no repetitive works.

It was raised by the Chairman what would occur should visitor numbers be significantly higher than the predicted 2,000,000 visitors annually. Officers explained they had been carrying out traffic modelling on this and the MoL project was looking into work that needed to be done to facilitate the museum opening; the design being proposed would be able to accommodate the additional number of people but additional measures may need to be considered if it was much higher.

A question was considered as to whether coordination had taken place with another Section 278 project occurring at the hotel at the top of Long Lane.

Officers assured they were coordinating with developer and had engaged with them early on as part of their previous planning application.

Members enquired as to which side visitors to the new Museum of London would be encouraged to exit from at the Farringdon Elizabeth Line station as concerns were expressed about the west arm of Long Lane not having wide walkways. Officers explained that the new MoL would be encouraging people to arrive from the Farringdon exit, but Officers were looking at improvements to Long Lane in the first phase of works to improve the arrival to MoL from the Barbican exit.

The Sub-Committee considered whether discussions were taking place with the Culture Mile BID as they were conducting their own public realm survey. Officers confirmed that they were engaging with them on a regular basis, and they were aware of the strategy behind the project.

Members queried how the potential future buyers of the Annexe buildings would have input on the public realm. Officers acknowledged the complexity of the site and were engaging with colleagues from City Surveyors on what will happen with the Annexe buildings.

A clarification was offered from a Member who noted that it was no longer the Museum of London, it was now the London Museum.

It was considered by Members whether there would be any road closures, and whether water fountains or toilets in that area with baby changing facilities would be installed. Officers answered that a few options for road closures would be considered – a full closure, a timed closure or no closure at all. Officers indicated they would be able to update on the preferred approach at the next meeting. It was also noted that the Museum would be open with extended hours with access to toilet facilities.

RESOLVED - That, Members of the Sub-Committee:

1. Approve the budget of £335,000 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 the £35,000 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.

6. **MUSEUM OF LONDON S278**

The Sub-Committee received a report on a project to ensure the effective and safe operation of the new MoL development via Section 278 obligations.

RESOLVED: That, Members of the Sub-Committee:

1. Approve the additional budget of £335,000 to reach the next Gateway funded from S278 contributions (subject to receipt of funding);
2. Note the revised project budget of £435,000 (excluding risk);
3. Note the total estimated cost of the project at £3m - £7m (excluding risk);
4. Approve a Costed Risk Provision of £50,000 (to be drawn down via delegation to Chief Officer); and
5. 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 £435,000 (exc. CRP) is not exceeded.

7. FINSBURY CIRCUS ACCESSIBILITY IMPROVEMENTS

The Sub-Committee received a report on a project seeking to implement accessibility improvements and to rearrange parking to enable improvements and micromobility parking in line with the Liverpool, Street Area Healthy Streets Plan.

A Member queried the lack of a progress report given the cost of £860,000. Officers noted that gateway projects under a value of £1,000,000 are delegated to the Chief Officer and explained that there was no need for a progress report as part of the governance process to complete the project. Officers assured members that if there was a problem with the project, whether with timescale or money, it would be flagged and an issues report would go to Committee.

Members explored the opportunities of achieving cost reductions and in sourcing projects such as this one. Officers explained it was being funded through a workstream related to Crossrail, so any cost reductions would flow back into a wider project as it is one of several schemes being delivered in that area. Early engagement with FM Conway was done to price everything and Officers were confident that when Gateway 6 reports came to the Sub-Committee, it would demonstrate the projects delivered value for money. Officers maintained that the contract procured was considerably cheaper than others at the time.

RESOLVED - That, Members of the Sub-Committee:

1. Agree to the proposal as detailed in Section 6 of the report, 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. Approve the budget of £556,000 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. Approve the Costed Risk Provision of £304,000 (to be drawn down via delegation to Chief Officer); and

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.

8. CREECHURCH LANE AREA IMPROVEMENTS

The Sub-Committee received a report on a project for public realm and highway improvements to the Creechurch Lane, Mitre Street and Bury Street areas, specifically on accessibility and walking improvements, public realm improvements such as parklets and planting and relocation of parking bays.

The Members considered where parking was going to be re-allocated. Officers noted that the motorcycle bays to Billiter Street, the Lime bikes and e-scooters would be moved to Bury Street and one parking bay would be moved to the other side of Creechurch Lane. Two parking bays would be permanently lost where the existing parklets were already placed.

The Sub-Committee expressed concern that Bury Street was a tight turn, especially for some large vehicles. Officers acknowledged this would be reviewed and consider if containing of the bike bay was needed.

RESOLVED - That, Members of the Sub-Committee:

1. 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;
2. 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;
3. Note the total estimated cost of the project at £650,000-780,000 for Option 1 (excluding risk);
4. Authorise officers to finalise a funding letter to receive the external funding contribution from the EC BID;
5. Agree to delegate to the Chief Officer the approval and drawdown of the costed risk provision at the next gateway; and
6. 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.

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

Deputy John Edwards left the room as per his declaration.

The Sub-Committee received a report on the Cool Streets and Greening programme, replacing the current temporary parklet at Ludgate Broadway with a permanent design with a widened pavement, a raingarden and tree planting, along with improving accessibility works. The report also sought to introduce a

rain garden and tree planting at St Andrew's Hill with pavement adjustments and the relocation of the parking bay.

A presentation was given by Officers outlining the removal of the current temporary parklet at Ludgate Broadway and replace it with a widened pavement with a rain garden, tree planting and pedestrian walking and accessibility improvements. At St Andrew's Hill, a rain garden is being installed in the place of an existing parking bay which would be moved slightly further up St Andrew's Hill.

Members queried whether Lloyds Avenue was part of the programme. Officers confirmed it was; that was another site that detail was yet to be developed on and a further report would come back to the Sub-Committee once the design for it had been developed. Rain gardens, widening pavements and improving crossing points would be part of it but that was not part of this report.

Concerns were expressed by a Member about the flowerbeds being installed on St Andrew's Hill and abandoned dockless cycles. Officers explained that some extra cycle racks would be included and consultation from the Healthy Street Programmes suggested that consultees wanted greenery installed. Dockless bikes did not tend to be left in planted beds.

A Member expressed surprise at the drawings at it seemed to suggest the flowerbed would be at street level. Officers indicated that there was no curb on this due to the collection of rainwater from the carriageway to go into the planter. The whole Cool Streets & Greening Programme was about 30 projects and Officers were happy to share information on them.

As the pavement was to be widened as part of the proposal, Members asked if there was going to be a table and chairs pavement license applications coming from the venue adjacent to the widened pavement. Officers acknowledge this could happen, but the design of the plan indicated where would be best to place tables and chairs and there was also a little bit of public seating being installed. Officers would work closely with the licensing team to ensure all the space was not taken.

RESOLVED - That, Members of the Sub-Committee:

1. Approve the budget adjustment/increase as per the Table 2 in Appendix 4 of the report in order to fund the staff costs and fees required to reach the next gateway (£35,000 budget adjustment and £40,000 budget increase);
2. Approve the design of the projects as set out in this report, including recommended option 1 for Ludgate Broadway;
3. Approve the funding strategy for the Ludgate Broadway project as set out in Table 4 in Appendix 4 of the report and note the total estimated project cost (excluding risk) is £440,000 - £475,000 for Option 1;
4. Note that the cost of the improvements at St Andrew's Hill is £190,000 – £220,000;
5. Delegate approval and drawdown of the Costed Risk Provision to the Chief Officer if sought at Gateway 5;

6. 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 the report; and
7. Authorise the Executive Director Environment to consider responses to the traffic order consultation and if they consider it appropriate, to make the Order.

Deputy John Edwards rejoined the meeting.

10. **2 ALDERMANBURY S278**

The Sub-Committee received a report seeking to deliver changes to the public highway in the vicinity of the development at 2 Aldermanbury Square through a Section 278 agreement that was fully funded by the developer.

RESOLVED - That, Members of the Sub-Committee:

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 of the report;
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; and
4. Note the total estimated cost of the project for Option 1 at £1,204,096 (excluding risk).

11. **TEMPLE AVENUE**

The Chairman, Graham Packham, left the room as per his declaration.

The Sub-Committee received a report on public realm, climate resilience, greening and accessibility improvements to Temple Avenue, including relocation of cycle racks and parking bays, a permanent design to replace parklets installed in 2021 and 2022 and accessibility improvements. Cycle access through the street would be maintained.

RESOLVED: That Members of the Sub-Committee:

1. Approve the initiation of this project;
2. 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); and
3. Note the total estimated cost of the project at £350,000-750,000(excluding risk).

The Chairman, Graham Packham, rejoined the Committee.

12. 21 MOORFIELDS AND FORE STREET AVENUE S278

The Sub-Committee received a report which included enhancements to the pedestrian environment without compromising security in Moorfields and Fore Street Avenue, as well as public realm improvements to Moor Lane, including greening and walking environment.

Members asked whether the developer would be minded to permit the use of unused funds for the other side of the street which was partly delayed by their project. Officers noted they had asked on several occasions and the developer indicated they wanted the money returned as per the terms of their S278 agreement. Members expressed their disappointment at this outcome.

RESOLVED: That, Members of the Sub-Committee:

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 of the report;
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; and
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.

13. *ADVERTISING BOARD UPDATE

The Sub-Committee received a report informing Members of Officers' intention to start an engagement phase between July and December 2024 to communicate the advertising board ban to businesses. The report noted it would outline advertising boards were an obstruction and could be a trip hazard, particularly for those with visual impairments.

Members received a presentation on the report from Officers. Officers highlighted there was no legal licensing framework for licensing advertising boards and action could only be taken to enforce against them and noted that prior to the pandemic there had not been a zero-tolerance approach. Officers suggested that the report was about respecting a decision previous taken at the Sub-Committee moving toward a position of advertising boards not being on City streets and engaging with business to gather information. Officers noted they were also looking to engage with other Local Authorities and would bring another report after the engagement process in January or February 2025.

Members suggested there was a contrast between the presentation and the content of the report. Officers referenced the timeline and the plan for engagement going forward and cautioned on a two-tier approach as locations would have to be identified on where and where not to enforce.

The Chairman highlighted that some local authorities were operating a two-tier hybrid approach treating advertising boards differently depending on the safety implications of their location and suggested this be considered in the consultation. Officers indicated there had been numerous enforcement policies over the years and more work with neighbouring authorities would be good to understand how advertising boards policy were being applied street-by-street.

A Member suggested there was no need for advertising boards to be on the pavements and drew attention to the example of Hackney that had a zero-tolerance approach to advertising boards, making use of hanging signs and neon signs instead. The Member also discussed the difficultly for those with visual disabilities in trying to navigate around advertising boards.

RECEIVED.

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

The Sub-Committee received a report informing Members of the indicative timetable for work to be carried out as included in the appendices of the June 2024 Court of Common Council paper.

The Chairman informed the Sub-Committee that he had previously enquired whether the timetable could be accelerated and was assured by Officers it could not be – the timetable had been agreed by the Court of Common Council.

Members queried whether there was any outline of the funding required to implement the project. Officers informed the Committee that there would not be yet as the success criteria had not yet been identified for monitoring which meant the costs were not in a position to be calculated yet. Officers indicated that an additional sum may have to be requested to get through potentially 18 months of monitoring. The Chairman requested this be a standing item on the agenda for upcoming meetings.

The trial was discussed and whether TfL accepting it would be the most likely scenario. Officers noted that early engagement with TfL indicated they appreciated the view of the Court and want to be reassured that bus journey times are not materially affected as any local authority changes impacting a strategic road are required to prove these can operate alongside TfL's requirements.

A Member considered how the success of the project would be measured and raised concerns about how disabled pedestrians would travel around the Junction, as well as the streets connecting onto the Junction and the potential increase in the number of private hire taxis in the area. Officers advised that

they still needed to define the experiment, and this would be reported back to Sub-Committee once a proposal had been established, along with how it would be monitored. The Sub-Committee noted that not everything could be monitored, but immeasurable factors could still have an impact.

A Member suggested that the response to the written question regarding the fixed penalty notices and those who were abusing the current restrictions be shared with the Sub-Committee once circulated. Officers confirmed they were happy to do that.

RECEIVED.

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

The Sub-Committee received a report providing an update on actions agreed at Sub-Committee in January 2024 for improving dockless cycle hire operations in the Square Mile. It noted that several agreed actions had been undertaken, including providing operators with clarification of requirements in writing, updated internal and external resources of reporting inappropriately parked dockless bikes, ensuring operators would enforce against poor user behaviours and finalising micromobility-related studies. It was also noted in the report that other actions were ongoing, including delivering dockless vehicle parking bays and working with operators to improve their warning, fining and banning procedures.

Members received a presentation on the report and were informed that 300 spaces for dockless e-bikes had been identified for installation by March 2025, with an ambition for a further 600 in December 2026. Officers also reported that the web page had been updated with a more specific framework for reporting dumped e-bikes directly to the operators and additional data collection was underway through the Corporation's Street Enforcement Officers. They also informed the Sub-Committee that operators had been asked to provide more information on operational enforcement and monitoring. No-parking zones had been established with the operators, with them being geo-fenced and Officers had asked operators to prove what their finding procedures were and their operational arrangements. Officers indicated that they had considered whether a Memorandum of Understanding would be appropriate and establish a better working relationship with operators and were currently lobbying central government for a change in legislation.

The Sub-Committee expressed surprise at a request for TfL funding as the operators had committed toward funding some docking bays and queried why operators were not being approached more. Officers highlighted that TfL had offered all authorities funding toward this but had agreed that grants would be accepted from operators, who had committed to funding feasibility work. The Sub-Committee also strongly suggested that the Corporation should insist that the operators pay to install dockless bays rather than TfL.

A Member expressed disappointment at the number of docking bays that were to be installed and felt there were a lot more spaces for docking bays for e-bikes, as well as expressing a problem with the dumping of bikes at St Andrew's Hill. Officers responded that space in the City was at a premium and work had been done to identify available curb side space and would work through the process to deliver those bays funded by either TfL or through operators.

The shortfall of dockless bays was discussed, with Officers acknowledging that there would be a shortfall, but would continue to find more spaces and would work through operational agreement to ensure operators would move bikes out of bays there were oversubscribed. Officers indicated that they could not enforce bikes being moved currently.

A Member indicated that it took around five hours for operators to recover bikes that had been dumped and highlighted it was particularly problematic near Tower Hill and Trinity Square. They also suggested this was not occurring when other operators were in the City when a strict Memorandum of Understanding was in place.

Another Member of the Sub-Committee indicated they would like to volunteer themselves for mystery shopping to gather information. The Member also enquired why data for e-scooters was available to be collected, but not for bikes. Officers explained that e-scooters were very heavily regulated in comparison and the purpose of contracts was to align the ability to receive data from operators on e-scooters and bikes without parliamentary regulation.

The Sub-Committee queried whether operators would prefer to be regulated to ensure there is a competitive playing field. Officers agreed and informed that operators agreed informally with that statement.

The Chairman encouraged Officers to go back to operators and insist on the sharing of data and if the operators were unhelpful the obvious assumptions of this stance would be made, he suggested that the new Member of Parliament for the Cities of London and Westminster might support a private members' bill to introduce regulation more quickly.

Questions were raised as to whether the Corporation received any revenue for bikes being abandoned. Officers responded it did not and explained that primary legislation would be required to change that. Officers were in the process of reaching out to the new Member of Parliament for the Cities of London and Westminster to share feedback.

The Committee asked whether data could be shared from operators on how long it takes to move a bike once it had been recorded as this could be substantiated by geolocation.

RECEIVED.

16. ***DAUNTSEY HOUSE, FREDERICK'S PLACE - PUBLIC REALM IMPROVEMENTS (S278)**

The Sub-Committee received a report on public realm improvements related to the redevelopment of Dauntsey House, 4A & 4B Frederick's Place, including works to Ironmonger Lane, new lighting around the development, works necessary to accommodation pedestrian movement south of the development, works to accommodate waiting and loading restrictions and works that the City of London Corporation considers necessary to make the development acceptable in planning terms.

A Member suggested that one of the buildings that are serviced from King Street may need to be serviced slightly differently following the proposed change of use as they would not be able to service from Cheapside or Poultry and may need to be serviced from Ironmonger Lane alone.

RECEIVED.

17. ***RED BADGE HOLDER SURVEY**

The Sub-Committee received a report on responses to the Red Badge Holder Survey which received 54 completed surveys at a response rate of 35%. It reported that general satisfaction was found with the current parking provision whilst also highlighting specific challenges or opportunities for improvement.

RECEIVED.

18. ***OUTSTANDING REFERENCES**

Old Jewry
The Chairman requested an update on the re-opening of Old Jewry. Officers informed that Old Jewry had reopened and there was formal monitoring in place as it was an experimental traffic order and to ensure it was functioning safely. Officers would eventually determine whether it stayed that way or came out as part of a normal experimental traffic order process.

Bus stop at Monument
The Chairman requested the bus stop at Monument be added to the Outstanding References.

Sporting events on the highway
The Sub-Committee agreed that an outstanding reference on sporting events on the highway should be added.

The Chairman clarified that he would like the Bank Junction Improvements Project to be a standing item at future meetings of the Sub-Committee. Officers indicated this would be delivered as a verbal update.

At this point, the Chairman sought approval from the Sub-Committee to continue the meeting beyond two hours from the appointed time for the start of the meeting, in accordance with Standing Order 40, and this was agreed.

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

There were no questions.

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

Sunken garden at Cheapside

The Chairman sought clarity on when the sunken garden project on Cheapside would be completed and why the planting currently looked underwhelming. Officers confirmed it would be completed in July 2024 and had been delayed due to lighting equipment that had taken longer than planned to be received. Officers informed that the plants were currently very small as smaller younger plants adapted more successfully to solely rain-fed irrigation and assured that in a year the garden would no longer appear underwhelming.

Traffic Congestion

The Chairman noted that the City of London appeared gridlocked. Officers noted that London Wall being closed was the trigger for the traffic problems which had been deliberately timed with summer holidays; traffic would be lighter now than it usually was. The Chairman requested a chart to outline major works taking place in the City; Officers agreed to provide that. A Member of the Sub-Committee noted the downside being a lack of buses through London Wall now.

Splitting PDF files

The Chairman requested that the Town Clerk explore a way of agenda packs being provided as one whole file rather than split up. Officers assured they would look into it.

The meeting ended at 3.53 pm

Chairman

Contact Officer: Callum Southern
Callum.Southern@cityoflondon.gov.uk

Committees: Streets and Walkways Sub Committee – For Decision Projects and Procurement Sub Committee – For Information	**Dates:** 1 October 2024 21 October 2024
Subject: Bunhill, Barbican and Golden Lane Healthy Neighbourhoods Plan **Unique Project Identifier:** *PV ID 12240*	**Gateway 4: Detailed Options Appraisal (Regular)**
Report of: Executive Director of Environment **Report Author:** Stephen Oliver, Policy and Projects, City Operations	**For Decision**
PUBLIC	

1. Status update	**This Report:** 1. The purpose of this report is to: • Seek approval to consult on the draft Bunhill, Barbican and Golden Lane Healthy Neighbourhood Plan. **Project description** 2. The Bunhill, Barbican and Golden Lane Healthy Neighbourhood Plan will identify opportunities to improve air quality and the experience of walking, cycling and spending time in the Barbican and Golden Lane area and increase greening. The plan will develop and test the feasibility of traffic management changes required in order to deliver these changes and associated benefits. The ultimate objective of the plan is to reduce through traffic, improve air quality and enhance the public realm in the area for all those who work, live and visit the area. **RAG Status:** Green, as at last report to Committee

	Risk Status: Low, as at last report to committee **Total Estimated Cost of Project (excluding risk): (**£283,500) **Change in Total Estimated Cost of Project (excluding risk): 0** **Spend to Date:** £180,052 **Costed Risk Provision Utilised:** None **Funding Source:** City fund/CIL **Background** 3. The Transport Strategy proposes a series of Healthy Streets Plans to develop an integrated approach to public realm improvements and traffic management for different areas of the Square Mile. In October 2021 the Streets and Walkways Sub-Committee approved the initiation of a Barbican and Golden Lane Healthy Streets Plan. 4. In November 2022, after negotiations with Islington Council about options for consultation on the Beech Street zero-emissions scheme, the Streets and Walkways Sub Committee approved proceeding to public consultation on a permanent scheme for Beech Street and running a parallel public engagement on a wider Healthy Streets Plan in partnership with Islington Council. The wider area engagement had a new project title - Bunhill, Barbican and Golden Lane Healthy Neighbourhood Plan - to reflect both councils' transport strategies. 5. In July 2023 the results of the Healthy Neighbourhood Plan engagement were presented to the Streets and Walkways Sub-Committee. The engagement asked people to indicate their level of support for making changes to the streets which may increase journey times for people in motor vehicles: • 89% support for public realm improvements such as on-street trees, planting and places to rest • 88% support for improving air quality and reducing noise • 81% support for increasing space for people walking • 67% support for increasing space for people cycling 6. 97% of people surveyed travel around the area on foot. The most commonly commented upon streets in the engagement were Beech Street, Golden Lane, Moor Lane, and Old Street.

	7. In view of the strong level of support for the objectives of the Healthy Neighbourhood Plan the Sub-Committee approved that officers of both the City and LBI convene a formalised and programmed Officers Working Group. The group has developed detailed option proposals and further engaged with stakeholder groups to produce a draft plan for wider consultation. 8. Subject to approval, the draft plan in Appendix's 3 and 4 will form the basis of a public consultation starting in the autumn and running for a six week period.
2. **Next steps and requested decisions**	**Next Steps:** 9. The responses from the consultation, and any further traffic and pedestrian modelling that might be considered necessary, will enable a final plan to be prepared for Committees in spring 2025. The final Plan will include a series of proposed projects and a programme for implementation. Subsequent funding bids and external funding opportunities will be explored to initiate individual projects to deliver the Plan. Once initiated the projects will follow the regular project procedures and processes. 10. The next steps are: • Public and stakeholder consultation on the draft Plan. • Analysis of feedback to further inform the proposals and the prioritisation of projects. • An update report on the principal findings of the consultation in May 2025 • Finalisation of the plan and development of a delivery plan and funding strategy. • Seek adoption of the Neighbourhood Plan in Spring 2025 **Requested Decisions:** Members of the Streets and Walkways Sub Committee are asked to: 1. Approve the draft Healthy Neighbourhood Plan in Appendix 3 and 4 to form the basis of a public consultation exercise 2. Authorise Officers to proceed to public consultation on the Neighbourhood Plan 3. Approve a £33.5k increase in the project budget to £283,500 Members of the Streets and Walkways Sub Committee and the Projects and Procurement Sub Committee are asked to: 4. Note that the Director of City Operations, in consultation with the Chairman and Deputy Chairman of Streets and

	Walkways Sub-Committee, will approve the final content of the public consultation materials.
3. **Resource requirements to reach next Gateway**	11. The finance tables are set out in Appendix 2. 12. An increase in the project budget of £33.5k is required to undertake the public consultation and analysis and prepare the next Gateway report. 13. A £33.55k funding contribution to the traffic studies and analysis was received in 23/24 from Islington. As a contribution, this reduced the CIL funding required to £216.5k. It is now intended that this £33.5k is brought back into the project and for the budget to be increased to £283.5k.
14. **Overview of project options**	**Project update**: 14. Since the Gateway 3 Report was presented to Committee in July 2023, the Officers Working Group between the City Corporation and Islington Council have met on a regular basis. The Working Group have commissioned traffic studies that have recorded: • motor traffic movements and speeds on Golden Lane, • the numbers and journey times of motor vehicle movements to and from the Barbican Estate carparks, • traffic movements through the plan area from and to Old Street, Aldersgate Street, London Wall, Ropemaker Street and Moorgate, • an accessibility audit of all streets. 15. Stakeholder engagement has been conducted with: • businesses about their servicing and delivery arrangements and requirements; • the City of London Primary Academy Islington (COLPAI), Richard Cloudsley School, Prior Western Primary School and the City of London Girls School; • Culture Mile Business Improvement District (BID); • Barbican Association, the Barbican Neighbourhood forum, the Barbican Centre and Heron Tower. **The draft Healthy Neighbourhood Plan** 16. The draft Plan sets out an integrated approach to improving the public realm and managing traffic to support delivery of the following Transport Strategy outcomes: • 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 17. The proposals will support delivery of the City Corporation's Corporate Plan (Vibrant and Thriving Destination and Flourishing Public Spaces) and the Climate Action Strategy and the Destination City initiative. The proposals also support the objectives of the Culture Mile BID and the Barbican Neighbourhood Forum. 18. The draft proposals in the plan have been developed using feedback we received from the public engagement exercise undertaken in 2023. As previously reported, the results of the public engagement are that people were supportive of traffic changes (that could result in some motor journeys being longer) if it meant this enabled improvements for people walking, wheeling and cycling and enhancements to the public realm. Some of the proposals aim to reduce traffic which is driving through the area with no origin or destination and to improve the safety and comfort for people walking, wheeling and cycling. 19. The traffic data shows ~70% of traffic spends less than 5 minutes in the area. This traffic is estimated to not be residential or making deliveries to the area but passing through for other destinations. 20. From the data collection exercise, it is understood how traffic circulates in the area, where it enters and exits and how long the traffic is within the monitored area. 21. The primary traffic route is along the Beech Street / Chiswell Street corridor with around 6,000 vehicles a day where 80% of traffic drives straight through.

22. Some other established route trends involving moderate volumes of traffic between Golden Lane and Chiswell Street; and Wood Street to Ropemaker Street.

23. Through traffic moving north-south in the area is minimal. For example, negligible amounts of traffic enter at Wood Street / London Wall and exit at Bunhill Row/Old Street or enter at Golden Lane and emerge at Wood Street.

24. Based on the understanding of the traffic patterns and other data collected, a number of concept proposals have been developed. Some of the proposed changes can only happen if one or more of the other proposals happen first, such as introducing traffic changes or restrictions so that space from vehicles can then be allocated to people walking and wheeling (such as wider pavements), greening and tree planting or creating places for people to rest.

<u>Proposals involving traffic changes</u>

Beech Street

25. Options to reduce through traffic on Beech Street will seek to improve air quality and reduce noise, creating a more pleasant environment for street users. Reducing traffic volumes sufficiently means that people cycling can cycle safely with traffic and would not need a separate cycle lane. This would allow the pavements to be widened instead (as we have done on King William Street, for example). For this to happen, traffic would be restricted to buses and cycles, with local access to the carpark entrances/exits on Beech Street and the Barbican Centre. Allowing taxis will also be explored as a sub option.

26. The options for Beech Street are:
    - Option 1: A traffic restriction to motor vehicles, except buses and access, in both directions with pavement widening on both sides of the street
    - Option 2: A westbound only traffic restriction to motor vehicles, except buses and access with pavement widening on the southern side of the street only. (all eastbound traffic would continue to be allowed)

27. Both Beech Street options would include:
    - Raising the zebra crossing at the eastern end of Beech Street with Silk Street to pavement level.
    - Closing the junctions of Beech Street with Golden Lane and Bridgewater Street to motor vehicles.

Golden Lane

28. An option to reduce through traffic on Golden Lane will seek to reduce traffic speeds, improve safety and create a more pleasant environment for street users in proximity to local schools. Golden Lane would be closed to motorised traffic at the junction with Beech Street.

29. Traffic entering the area would need to exit the area via Golden Lane, with the through route removed the only traffic entering the area would have a purpose in the area such as making a delivery or accessing a property.

30. Associated with this measure; to mitigate against traffic reassigning to Fortune Street and Whitecross Street, Islington Council would ban the right-hand turn from Fortune Street into Whitecross Street.

31. The only motorised vehicles that would be able to access Beech Street from Golden Lane would be buses as there is a need for school buses for the Richard Cloudesley School to access both Golden Lane and Whitecross Street.

Bridgewater Street

32. Bridgewater Street is a lightly trafficked two-way street. There is an opportunity to remove traffic by closing the street to motorised traffic at the junction with Beech Street. There is an opportunity to remove traffic and create a new public space and collaborate on opportunities from the redevelopment of 45 Beech Street.

Moor Lane

33. Options to reduce through traffic on Moor Lane have been explored. Changing the way traffic uses Moor Lane gives greater opportunity to deliver public realm improvements including pavement widening, new greening and tree planting opportunities where feasible and subject to underground constraints.

34. The options for Moor Lane are:

- Option 1: Making Moor Lane one way southbound (Silk Street to Fore Street) and retaining two-way cycling. Note this option would mean removing the “environmental amenity” gate at the southern end of Moor Lane, and Moor Lane would be open in one direction at all times.

- Option 2: Creating a physical closure of part of Moor Lane to motor vehicles and use the space to create a new public place. Moor Lane would be a No Through Road to motor vehicles, but access to all properties would be maintained. People cycling would still be able to go

	through the closure point. The exact location of the closure point will be determined if this option is subsequently progressed but is expected to be either at the southern end of Moor Lane near to Fore Street, or somewhere between Silk Street and the Willoughby House lower car park entrance. 35. There will be some opportunity for public realm improvements on Moor Lane even if there are no changes to the current access arrangements *Milton Street* 36. Milton Street is a lightly trafficked two-way street. Between Silk Street and the Milton Court service road there is an opportunity to remove traffic and create a new public space and collaborate on opportunities from the redevelopment of 1 Silk Street. *Chiswell Street* 37. Implementing either option 1 or 2 for Beech Street would also significantly reduce traffic on Chiswell Street. Sections of Chiswell Street could be narrowed with traffic required to give way, retaining two-way movement for vehicles while allowing pavements to be widened. Some of this space could then be used to create an area for rest and greening. *Moorfields* 38. Proposals exist through the Moorgate Crossrail programme of works for improvement works on Moorfields by making the street one-way southbound (exit via Moor Place), widening the pavements and more greening. This would link into the other projects already delivered at the southern end of Moorfields. <u>Proposals not requiring traffic changes</u> 39. In response to the issues and ideas contributed through the public engagement, a series of proposals to improve the comfort and safety of people, walking, wheeling and cycling and enhance the environment of the remaining streets in the area. 40. All of the measures are detailed in a single plan in Appendix 3. 41. The measures do not require changes to traffic. Pavements would be widened where possible whilst maintaining existing traffic movements. This space can then be used for people walking and wheeling and more street trees and/or other greenery. The plan proposes to make these improvements on:

- Fore Street
- Ropemaker Street
- Golden Lane
- Silk Street
- Fann Street

EQUALITIES

42. As a Public Authority, the City must have due regard to equality considerations when exercising its functions (section 149 Equality Act 2010).

43. A Test of Relevance exercise has been undertaken to determine if there are likely or potential equality considerations of the measures in the Plan.

44. The results of the test suggest that there may be negative impacts on some people with protected characteristics because of longer journey times if traffic restrictions are introduced. There is also the potential for positive benefits from traffic reduction and associated walking, wheeling, cycling and public realm improvements.

45. A full Equalities Impact Assessment will be undertaken prior to the Healthy Neighbourhood Plan being finalised. This will be informed by feedback gathered through the consultation. Equalities Impact Assessment will also be undertaken for individual projects at the appropriate time as the plan is delivered.

Public consultation – next steps

46. The consultation will gather feedback on the opportunities for change summarised from people who live, work, study and visit the area, as well as businesses and other stakeholders.

47. It is proposed to use an on-line portal, similar to those used for other Healthy Street plan consultations, where the public can comment on as many or as few of the proposals as they wish and highlight any issues and opportunities.

48. For those people who do not have internet access, or do not want to respond online, paper versions of the questions and proposals will be made available.

49. The consultation will be promoted via a letter to all businesses and residents in the area and on its boundary. Online/social media and on-street promotion such as posters publicising the consultation will be used. A series of drop-in engagement sessions with officers will be held where

	questions can be asked and help filling out the consultation can be given. 50. The feedback from the consultation will help to establish the likely support and priority of the various proposals and identify any further changes that people might like to see in the area not already captured. **After consultation** 51. The feedback from the consultation will be considered and the Plan will be amended accordingly. A final plan will be presented to Streets and Walkways Sub-Committee for approval. This report will feedback the full consultation and engagement findings and identify what has been amended within the plan to address these points. We will aim to bring an update report setting out the key findings of the consultation in January 2025. The final Healthy Neighbourhood plan will be presented in the Spring of 2025 52. The final Plan will propose a prioritised programme of projects. Further funding will be sought to initiate these projects from both external and internal funding streams, such as any new Section s278 agreements, CIL, and On Street Parking Reserve. Opportunities for partner funding opportunities will be explored, for example working in partnership with the BID and local businesses.
15. **Sustainability and energy implications**	a/ Meets Regulated Requirements 53. There are no regulated requirements for a Healthy Neighbourhood Plan. The Plan will create a framework of projects that will give the opportunity to meet the objectives of making the Square Mile public realm more climate change resilient by adding more green spaces, urban greening, flood resistant road surfaces, adaptable planting regimes and heat-resistant materials. They will also support efforts to reduce motor traffic in the City and enable more people to choose to walk, wheel and cycle.
6. Recommendation	54. It is recommended that the details of the draft Healthy Neighbourhood Plan in Appendix 3 and 4 are taken forward to public consultation to seek views of local communities.
7. Risk	55. Risks identified are. • The City Corporation and Islington Council or TfL do not agree traffic management changes in the project area. • Stakeholder groups such as local resident's associations or schools do not support proposed changes to traffic management.

	• Insufficient funds for the projects identified in the plan. 56. Further information is available in the Risk Register (Appendix 2).
8. Procurement strategy	57. For traffic and pedestrian data collection, traffic modelling, consultation support and design the Transport and Public Realm Framework will be used. Where not appropriate standard procurement processes will be used.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Finance Tables
Appendix 3	Draft Bunhill, Barbican and Golden Lane Healthy Neighbourhood Plan (maps)
Appendix 4	Draft Bunhill, Barbican and Golden Lane Healthy Neighbourhood Plan (text)
Appendix 5	EQIA Scoping (Test of Relevance)

Contact

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Project Coversheet

[1] Ownership & Status

UPI:
Core Project Name: Barbican and Golden Lane Healthy Streets Plan
Programme Affiliation (if applicable):
Project Manager: Stephen Oliver
Definition of need:

The Barbican and Golden Lane Healthy Streets Plan (HSP) is a key deliverable of the City's Transport Strategy and further supports the Climate Action Strategy in developing spaces that are climate resilient. The HSP aligns with draft City Plan 2040 the Barbican Area Strategy, Destination City and Culture Mile Look and Feel Strategy which identifies the need for public realm improvements in Beech St and the surrounding area. The HSP provides a framework for the transformation of streets and spaces, by way of prioritising people walking and cycling and reducing motor traffic levels. This transformation will also provide for a high-quality public realm environment. This framework will set out viable proposals to rebalance the street hierarchy, implement traffic management measures and create a more welcoming public realm.

In October 2021 a Gateway 2 Report approved the HSP boundary and funding for project management and consultancy fees.

In 2020 and 2021 an experimental traffic scheme for a Zero Emission restriction on Beech Street was trialled under an Experimental Traffic Order. A permanent scheme was consulted on in January to March 2023. It was identified in the Gateway 2 Report that changes to Beech Street would have impacts on the wider area including within Islington. 2. After negotiations with LBI about options for consultation for Beech Street, the Streets and Walkways Sub-Committee in November 2022 approved public consultation on a permanent Beech Street Zero Emission Scheme and a parallel public engagement on a wider area plan with LBI encompassing the Barbican and Golden Lane Healthy Streets Plan area and the Bunhill ward south of Old Street in Islington. The engagement renamed the project the Bunhill, Barbican and Golden Lane Healthy Neighbourhood (HNP) to reflect both councils transport strategies.

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

Key measures of success:

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

Expected timeframe for the project delivery: <Current Range>

Key Milestones: Overall project: October 2021 – July 2023

This is the longest anticipated timescale to develop the HSP.

Key dates: Key dates for the project/development of the plan, up to Gateway 5 include the following:

- Gateway 1/2 – *October 2021*
- Traffic and pedestrian data collection (light touch, if required) – *December 2021 to March 2022*
- Stakeholder engagement – *December 2021 to May 2022*
- Traffic and pedestrian model – *March 2022 to June 2022*
- *Gateway 3/4 – July 2022*
- Feasibility design of HSP scenarios – *December 2022*
- Stakeholder consultation (presenting HSP scenarios) – *January 2022 to March 2023*

*Gateway 5 – July 2023***Are we on track for completing the project against the expected timeframe for project delivery?** No

COVID19 lock down resulted in the collection of traffic and pedestrian data to be delayed until movements could be recorded at realistic levels. Stakeholder engagement was also difficult to satisfactorily achieve. Engagement with Islington Council concerning Beech Street has caused the project to be delayed and has required the project scope to be extended to include the Bunhill ward in Islington and joint working.

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

Yes. There has been considerable public, stakeholder and media interest in the Transport Strategy, Beech Street Zero Emission Scheme. Projects around the Barbican tend to generate higher levels of media interest.

[2] Finance and Costed Risk

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

'Project Briefing' G1 report (as approved by Chief Officer October 2021):

- Total Estimated Cost £250,000(excluding risk):
- Costed Risk Against the Project: None
- Estimated Programme Dates: Nov 2021-2022

Scope/Design Change and Impact:

'Project Proposal' G2 report (as approved by PSC 20/10/2021)

- Total Estimated Cost (excluding risk): £250,000
- Resources to reach next Gateway (excluding risk): £141,000.
- Spend to date: £65,869
- Costed Risk Against the Project: None requested.
- CRP Requested: None
- CRP Drawn Down: None
- Estimated Programme Dates: Dec 2021-May 2022

Scope/Design Change and Impact:

'Options Appraisal and Design' G3-4 report (as approved by PSC xx/yy/zz):

- Total Estimated Cost (excluding risk):
- Resources to reach next Gateway (excluding risk
- Spend to date:
- Costed Risk Against the Project:
- CRP Requested:
- CRP Drawn Down:
- Estimated Programme Dates:

Scope/Design Change and Impact:

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

- Total Estimated Cost (excluding risk):
- Resources to reach next Gateway (excluding risk
- Spend to date:
- Costed Risk Against the Project:
- CRP Requested:
- CRP Drawn Down:
- Estimated Programme Dates:

Scope/Design Change and Impact:

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

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Appendix 2 Funding Tables

Table 1: Spend to date -			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
P&T Staff Costs	134,700	77,627	57,073
P&T Fees	115,300	102,425	12,875
TOTAL	**250,000**	**180,052**	**69,948**

Table 2: Resources Required to reach the next Gateway			
Description	**Approved Budget (£)**	**Resources Required (£)**	**Revised Budget (£)**
P&T Staff Costs	134,700	13,500	149,700
P&T Fees	115,300	20,000	135,300
TOTAL	**250,000**	**33,500**	**283,500**

- Funded by the £33.5k available from CIL after Islington's contribution of £33.5k

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Bunhill, Barbican and Golden Lane Healthy Neighbourhood

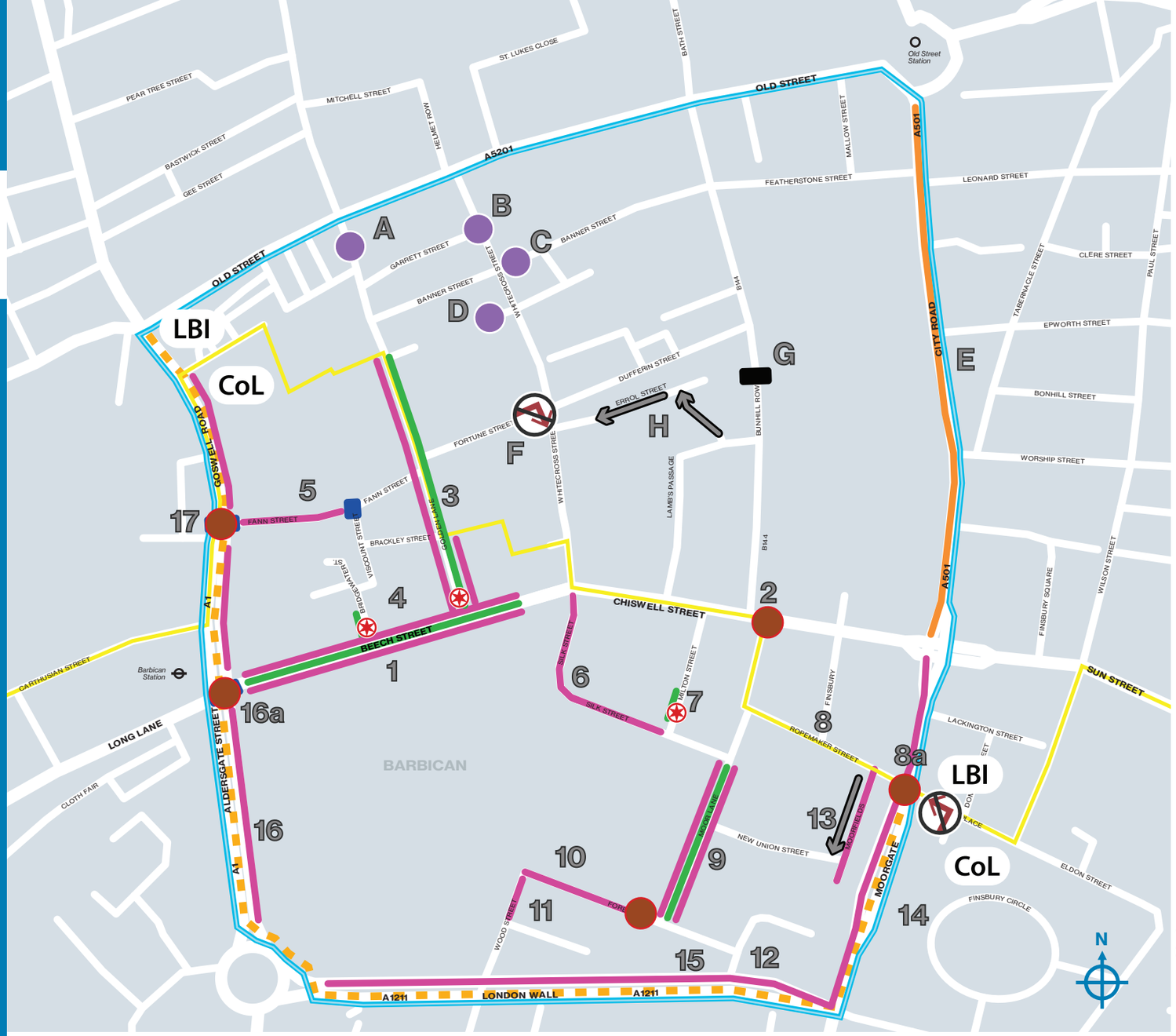
Proposed Improvements

CITY OF LONDON

ISLINGTON
For a more equal future

Key

- Bunhill, Barbican and Golden Lane Healthy Neighbourhood
- Borough boundary
- Existing traffic restriction to be retained
- Proposed pedestrian priority
- Proposed public realm enhancements
- Boundary road treatment
- New Islington Council traffic restriction (Location to be confirmed)
- Cycle route improvements
- New one-way traffic restriction
- New public space
- New or improved crossing facility
- Greening by Islington Council
- Banned left turn
- Banned right turn



Improvements to be explored

1	Options for traffic restrictions and pavement widening(s)
2	Public realm improvements and improved crossing
3	Traffic restriction and small public space and public realm improvements
4	Traffic restriction and small public space
5	Public realm improvements and improved traffic restriction
6	Public realm improvements and additional short stay cycle parking
7	Traffic restriction and small public space and dockless cycle parking
8	Public realm improvements
8a	Reconfigured crossings and pavement widenings
9	Options for traffic restriction, pavement widenings and public realm improvements
10	Public realm improvments including new planting, a raised crossing facility and dockless parking
11	Public realm improvements
12	Dockless cycle parking
13	Pavement widenings and public improvements and one directional motor traffic
14	Improved cycling facilities and public realm improvements
15	Improved cycling facilities and public realm improvements
16	Improved cycling facilites, pavement widening(s) and public realm improvements
16a	Reconfigured crossings
17	Improved cycling facilities, pavement widening(s), public realm improvements and new crossing point

LBI Improvements to be explored

A B C D	Greening
E	Boundary road treatment
F	Banned right turn
G	New traffic restriction (location to be determined)
H	New one-way traffic restrictions

***The map is for indicative purposes only.**

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Bunhill, Barbican and Golden Lane Healthy Neighbourhood Plan

Introduction

This Healthy Neighbourhood Plan for the Bunhill, Barbican and Golden Lane area has been developed by the City of London Corporation and Islington Council.

It sets out potential changes to how motor vehicles use streets in both the City of London and Islington to access and move around the area. It also outlines potential improvements for people walking, wheeling, cycling and spending time on streets within the City.

The proposals will improve the quality of streets and public spaces, and the attractiveness of the area for living, working or studying in and as a leisure destination. It will also enhance the world-class cultural identity of the Barbican Centre and the Guildhall School of Music and Drama by making streets safer and more pleasant places to spend time.

The Healthy Neighbourhood Plan provides the framework for future investment in the area. Individual projects within the plan will be subject to further public consultation, feasibility, detailed design and the City Corporation's approval processes.

The Bunhill, Barbican and Golden Lane Area

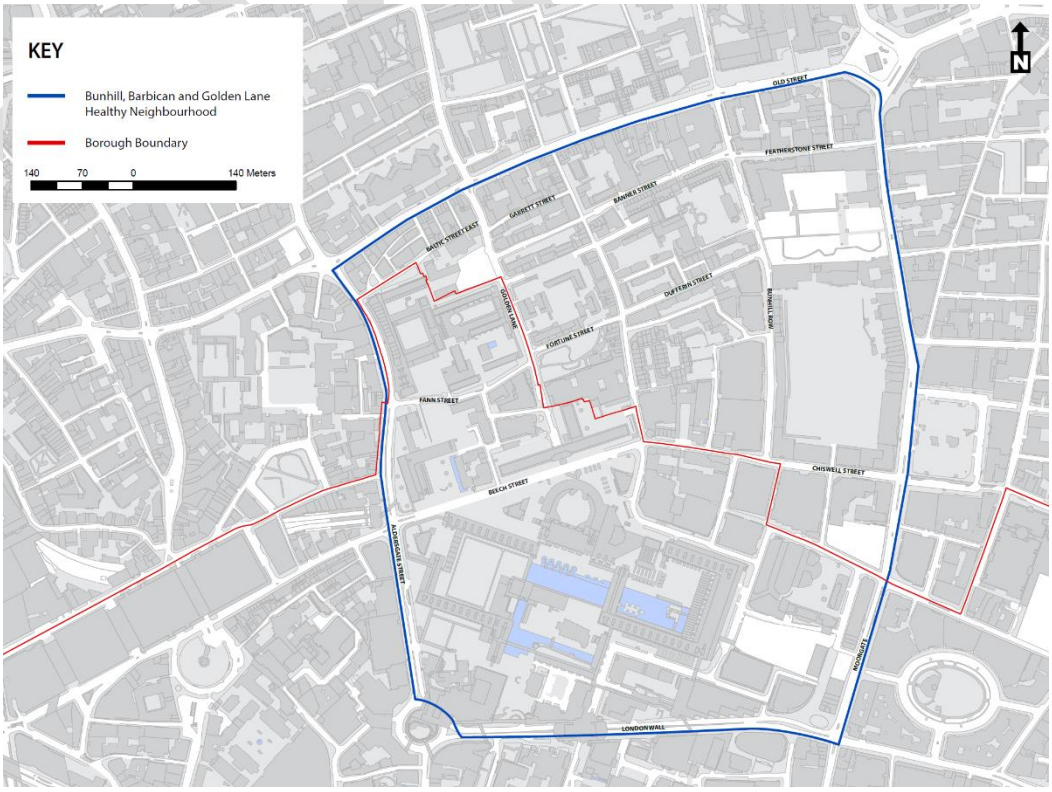


Figure 1: The Bunhill, Barbican and Golden Lane Healthy Neighbourhood area.

The plan area comprises three neighbourhoods within the Bunhill, Barbican and Golden Lane area bounded by London Wall to the south, Aldersgate Street / Goswell Road to the west, Old Street to the north, and City Road / Moorgate to the west.

The neighbourhoods, and streets within them, straddle the border between the LB of Islington and the City. The City Corporation and Islington Council have worked in partnership to take an area-wide approach to ensure the proposals are complimentary and work together.

As well as a concentration of homes and learning and cultural institutions, the area also has a mix of offices. These range from large corporate headquarters to buildings suitable for small and medium sized businesses, creative enterprises and start-ups and some retail.

The opening of the Elizabeth Line, linking to national rail and tube lines, has made the area one of the most accessible locations by public transport in the country.

Within the plan area there are opportunities to make walking and wheeling easier, more comfortable and safer, and to create pedestrian priority by redesigning streets and managing motor-vehicle access. The plan also considers the opportunities created by making changes to traffic to improve the public realm and create new restful spaces with trees and greenery. Where possible we will improve walking routes and permeability as part of new developments.

Street roles within the area

The boundary streets within the City are defined by the City of London Transport Strategy street hierarchy as “City access” streets. This means they are the preferred streets for motor vehicles that are travelling around the Square Mile or to immediately adjacent destinations.

All other streets within the City part of the plan area are classified as “Local access” streets. These streets are primarily used for the first or final part of a journey, providing access for motor vehicles to properties.

All streets, regardless of their classification, are used by people walking, wheeling and cycling and may also be part of the bus network.

Alignment with City Corporation strategies

Supporting delivery of the City of London Transport Strategy

This Healthy Neighbourhood Plan sets out an integrated approach to improving the public realm and managing traffic to support delivery of the following City of London Transport Strategy outcome:

- 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
- Improved 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

Alignment with the emerging City Plan 2040

The area covered by the plan includes part of the Smithfield and Barbican Key Area of Change as set out in the emerging City Plan 2040. The Key Area of Change includes the Barbican and Golden Lane Estates which are home to the highest number of residents in the Square Mile. A Neighbourhood Area and Neighbourhood Forum for the Barbican and Golden Lane area were designated by the City Corporation on 18 July 2023 to represent resident and business groups.

The Healthy Neighbourhood Plan will support the delivery of the Key Area of Change objectives:

- The implementation of public realm enhancement and transport schemes and greater activation of streets, providing improved amenity, design and movement, for the benefit of workers, residents and visitors.
- The need to improve air quality to protect the health of the public, including the comparatively large resident population.
- The creation of a distinctive look and feel for the area, which allows for the provision of art installations and activity in the public realm in appropriate locations.

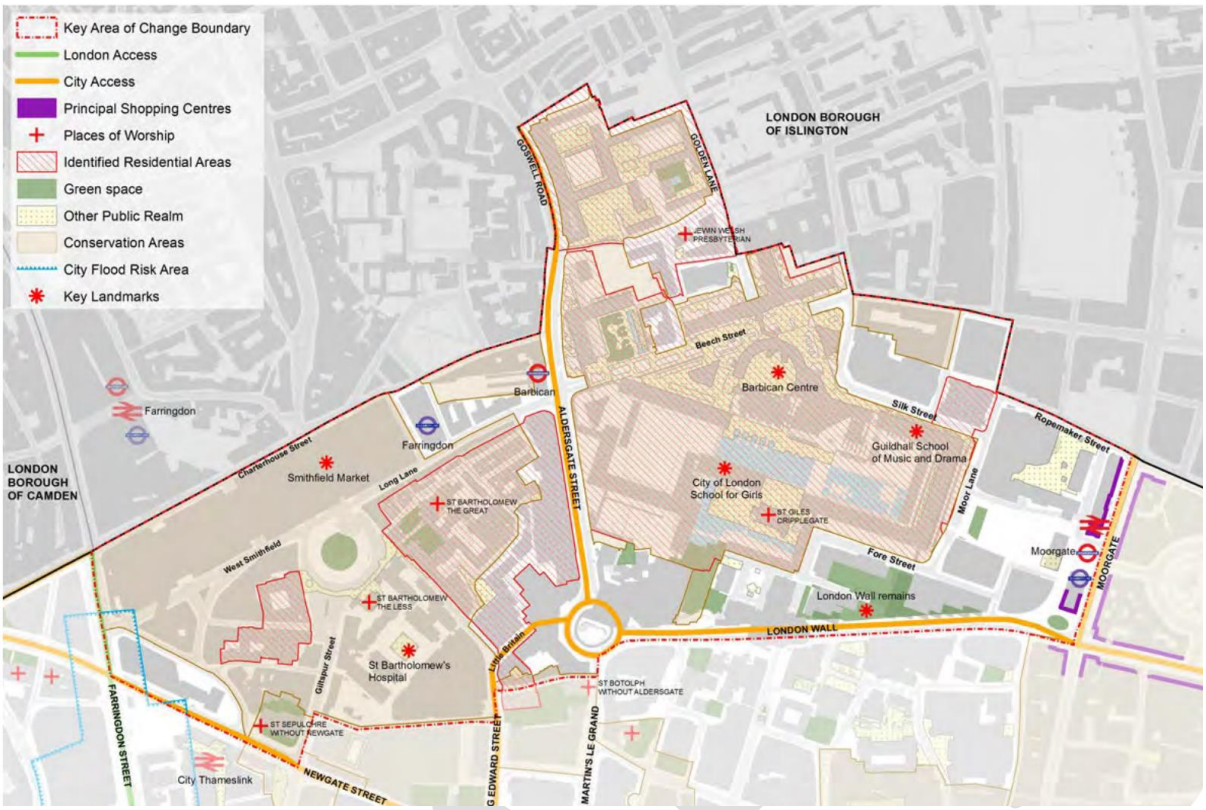


Figure 2: Smithfield and Barbican Key Area of Change

Supporting delivery of City Corporation Strategies

The Plan supports delivery of the City Corporation's Climate Action Strategy and Destination City initiative by transforming the quality and resilience of its streets and public spaces and making them more comfortable for people walking, wheeling and cycling to travel and spend time in. The Plan also supports the City Corporation's Corporate Plan outcomes of vibrant thriving destinations and flourishing public spaces.

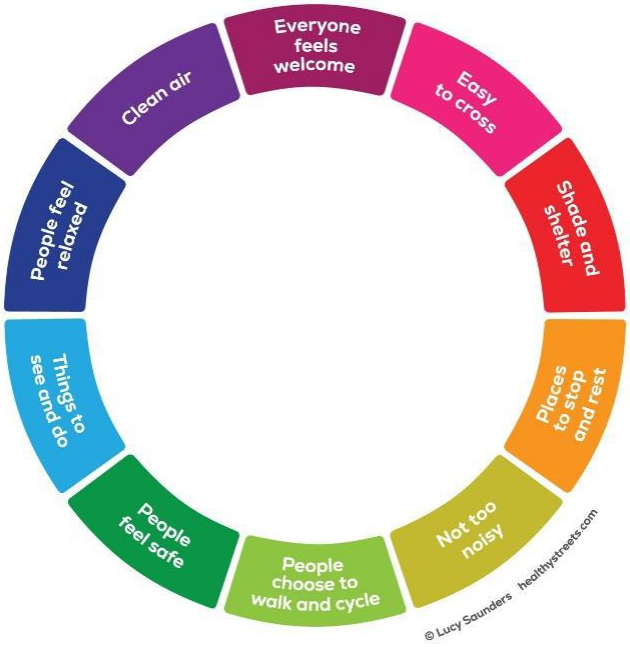
Supporting the Culture Mile Business Improvement District (BID)

The plan also supports and facilitates the Culture Mile BID's aspirations for the enhancement of the area. The BID has developed their own Public Realm vision and strategy that identifies a range of projects building upon the area's culture to make it a major destination for visitors. The BID will be a key partner as we develop and deliver the proposals in this plan.

Figure 3: Culture Mile BID Public Realm vision

The Healthy Streets Approach

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



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

The Healthy Streets Approach has been adopted and recognised by the City of London Corporation, London Borough of Islington and Transport for London.

Public and stakeholder engagement

In 2023, we sought people's views on the objectives of the Healthy Neighbourhood Plan, and the challenges and opportunities they saw for the area. The proposals in this document are at concept stage and have been developed using feedback provided from this early public engagement.

Feedback was gathered at drop-in events and via an on-line engagement portal, which was promoted widely and open for six weeks.

Our online survey asked for people's level of support for the objectives of a Healthy Neighbourhood Plan, overall, over 200 people shared their views:

- 81% (115) of respondents supported "Traffic restrictions or changes to street layouts which may increase journey times for people traveling in motor vehicles to increase space for people *walking*."

- 67% (115) supported "Traffic restrictions or changes to street layouts which may increase journey times for people traveling in motor vehicles to increase space for people *cycling*."

- 89% (102) supported "Traffic restrictions or changes to street layouts which may increase journey times for people traveling in motor vehicles to increase *on-street trees, planting and places for people to stop and rest*.".

- 88% (101) supported "Traffic restrictions or changes to street layouts which may increase journey times for people traveling in motor vehicles to *improve local air quality and noise levels*."

The engagement also received comments highlighting issues with individual streets. In particular comments were received about:

- Beech Street, including poor air quality, poor safety for people walking and cycling due to the width of the pavements as well as noise from vehicles, particularly at night.
- Moor Lane, Fore Street and Silk Street, including concerns that these streets could become a route for additional traffic between London Wall and Chiswell Street if Beech Street was restricted.
- Golden Lane, including concerns about traffic speeds, poor air quality outside schools and opportunities for greening and improving the environment for people walking and cycling.

Working with local stakeholders

We have been engaging with the Culture Mile BID, the Barbican and Golden Lane Neighbourhood Forum, the Barbican Association, the Barbican Centre and other stakeholders and partners to prioritise, develop and deliver these changes.

Individual projects within the plan will be subject to further consultation and the City Corporation's approval processes, including streets where changes to traffic movements are proposed.

Glossary and key to the Healthy Neighbourhood proposals plan

Pedestrian priority improvements aim to make crossing and walking and wheeling along a street safer, and could include:

- Traffic restrictions – where a street or junction is closed as a through route for motor vehicles, is just for local access or is made one-way.
- Timed closures – where streets are closed to some vehicles at the busiest times for people walking and wheeling.
- New crossing facilities – either formal, such as traffic signal-controlled crossings or zebra crossings; or informal where the carriageway is raised to pavement height, or dropped kerbs are installed, to make crossing the street easier for people walking.
- Streets with existing filters for motor vehicles and timed restrictions - existing streets where some motor vehicle movements are restricted for all or some of the day.
- Safer Streets Priority Locations – are locations designated in the City of London Transport Strategy for priority measures to improve the safety of people walking, cycling and riding motorcycles and mopeds.

Public realm improvements to make walking and wheeling easier and more pleasant may comprise one or more of the following:

- Pavement widening – where the carriageway is narrowed to increase space for people walking and wheeling and provide space for other improvements such as trees and street furniture.
- Pavement resurfacing – where pavements are repaired or upgraded.
- Raised junctions – where the carriageway is raised to the same level as the pavement to make it easier to cross the street, slow traffic and make people crossing more visible. Tactile paving is used to mark the crossing.
- Raised entrances to side streets, carparks and loading bay entrances – where the pavement is a continuios height to make it easier for people walking and wheeling to cross. Tactile paving would be used to mark junctions and road crossing points.
- Tree planting and greening which will usually be directly into the ground, with planters and pots only used in locations where this is not possible.
- Seating – to give peole a place to stop and rest and in suitable locations to enable people to socialsise.
- Sustainable Urban Drainage (SuDS) – a system of using planting as a way to absorb storm water and release it slowly to help prevent localised flooding.

- Small public spaces – where carriageway or parking spaces are changed into areas with seating and planting.
- Designated parking for dockless bicycles and e-scooters – spaces where people using dockless bikes or hired e-scooters are required to park. This helps to prevent bikes and e-scooters being left in ways that cause an obstruction.

Cycle improvements to make streets safer and attractive for people to cycle, may comprise one or more of the following:

- Segregated space – cycles lanes
- Maximising traffic signal timings – changing traffic lights at junction to give people cycling priority over motor vehicles.
- Contraflow cycle lanes – where cycle lanes allow people to ride in the opposite direction to motor vehicle traffic.
- As well as the proposals in the plan, the City will continue to refresh or repair paving, install tactile paving and remove redundant street furniture, where appropriate.

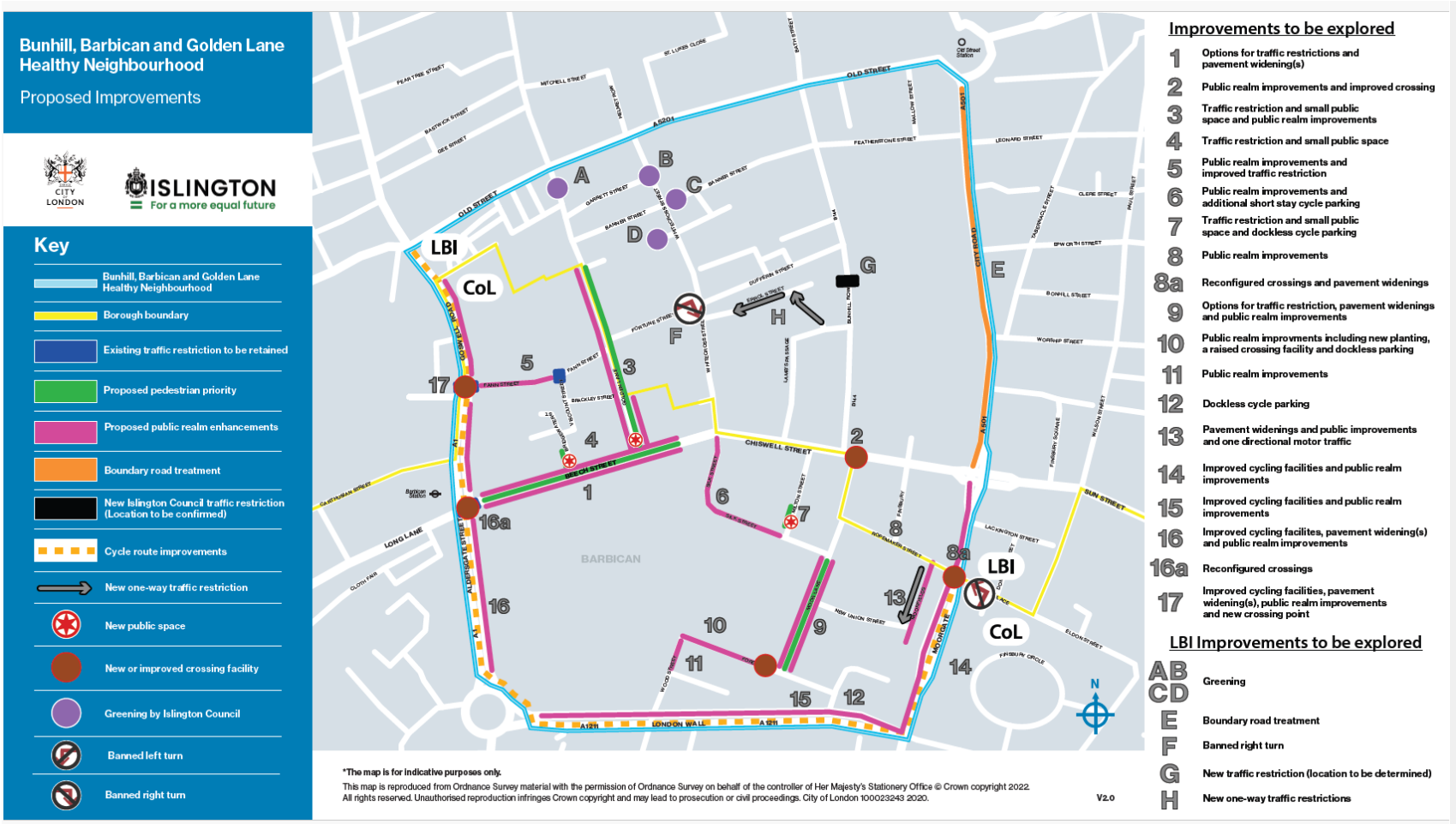


Figure 4: Proposals Plan

Proposals

The proposals within this plan comprise both traffic management changes and public realm improvements. The extent and ambition of public realm changes is partly dependent on reducing and reallocating carriageway space.

Where streets are closed or through traffic is restricted, we will ensure that access for emergency vehicles is maintained and, if required, that streets can be reopened to through traffic if streets elsewhere are temporarily closed.

Beech Street and Chiswell Street

Beech Street and Chiswell Street are the main east and west traffic route within the plan area and are used by the only bus route (route 153).

Data collected in 2024 indicates that there are over 6,000 motor vehicle movements a day on Beech Street (both directions combined). Of these, two thirds travelled through the area without stopping. We have also nearly 4,000 cycle movements a day and nearly 12,000 people walking.

Beech Street is currently a poor environment for people walking and wheeling. Pavements that are very narrow, particularly the southern side and can get crowded at busy times.

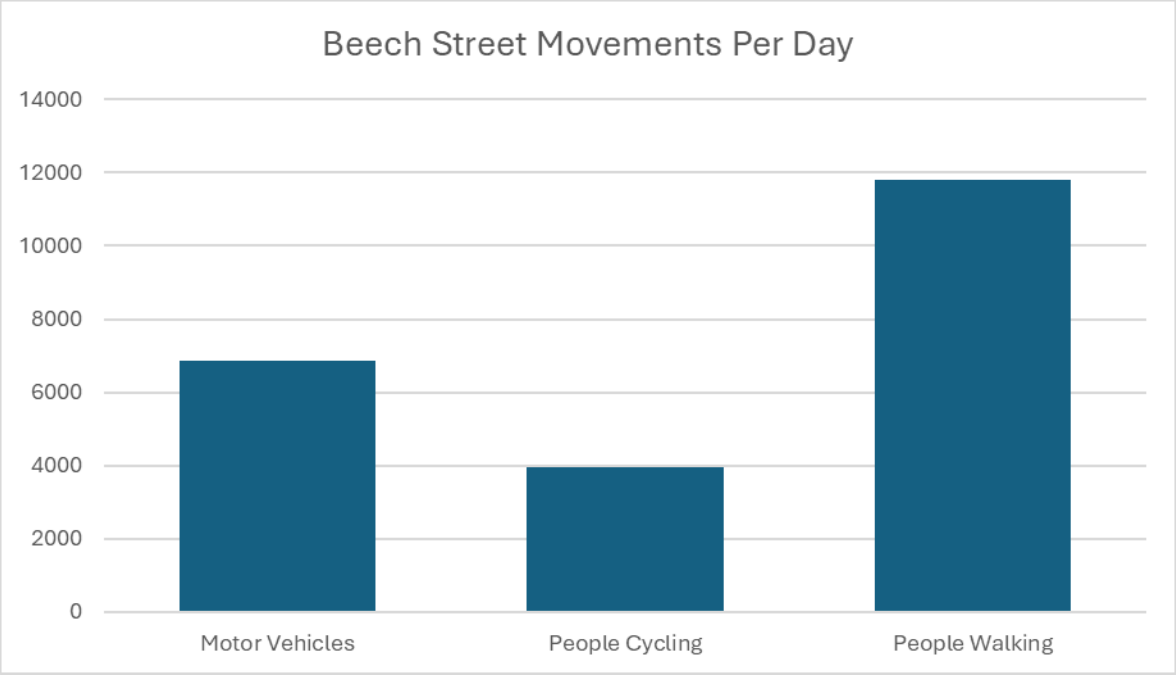


Figure 5: Beech Street Movements

Historically Beech Street has suffered from poor air quality. From March 2020 to September 2021, a zero-emission traffic experiment was trialled that restricted traffic to:

- zero emission vehicles,
- buses,
- people cycling and,
- vehicles accessing Barbican estate carparks directly from Beech Street

Whilst the results of the experiment were significantly impacted by the pandemic, levels of nitrogen dioxide (NO_2) in Beech Street decreased by more than comparable streets, and we learned many lessons regarding how people understood the restriction and its benefits and disbenefits. A public consultation following the conclusion showed that opinions on whether to retain the zero-emission street permanently were evenly split. Air quality has improved on Beech Street compared to 2019 due to wider improvements in London air quality and vehicles becoming cleaner.

Chiswell Street is a shared boundary street with Islington Council. It has substantial numbers of people walking along it with crowded pavements at peak times. The zebra crossing on Chiswell Street near the junction with Moor Lane and Bunhill Row is particularly busy.

Reducing motor traffic on Beech Street and Chiswell Street will create opportunities to improve the comfort and safety for people walking, wheeling and cycling in this area. Air quality and potentially bus journeys will also benefit. For people travelling by motor vehicles some journeys may be longer.

Proposals that will be explored:

Beech Street -Proposal 1a: (Figure 6)

Introduce a restriction to through traffic on Beech Street in both directions between the junction with Aldersgate Street and the junction with Silk Street, except for buses, people cycling and access to the carpark (and forecourts) entrances and exits on Beech Street and the Barbican Centre loading bays.

- This measure will significantly reduce the amount of traffic on Beech Street.
- Traffic levels will be low enough for people to feel safe cycling without the need for cycle lanes.
- Pavements could be widened on both sides of the street, using the space created by removing the cycle lanes.
- The junctions of Bridgewater Street and Golden Lane would be closed to motorised traffic, with associated public realm improvements. Traffic access to the area north of Beech Street would be via Old Street and Golden Lane.
- The removal of the central reservation on Beech Street will be investigated so that more space could be created to further widen the pavements.
- Exemptions for taxis will be considered prior to any change being implemented.

- Enforcement of the restriction will be by Automatic Numberplate Recognition Cameras (ANPR). If necessary, enforcement can be suspended temporarily, for example if London Wall needs to be closed for street works.

OR

Beech Street - Proposal 1b (Figure 7)

Make Beech Street one way eastbound between the junction with Aldersgate Street and the junction with Silk Street, except for buses, local access and cyclists and access to the carpark (and forecourts) entrances and exits on Beech Street and the Barbican Centre loading bays

- This measure will significantly reduce the amount of traffic on the Beech Street westbound lane so that people cycling can safely travel with traffic without the need for cycle lanes, and the narrow pavement on the south side of the street could be widened.
- Overall, traffic volumes in Beech Street would be roughly halved.
- The junctions of Bridgewater Street and Golden Lane would be closed to motorised traffic, with associated public realm improvements. Traffic access to the area north of Beech Street would be via Old Street and Golden Lane.
- Exemptions for taxis will be considered prior to any change being implemented.
- Enforcement of the restriction will be by Automatic Numberplate Recognition Cameras (ANPR).

For both options, some people travelling by motor vehicles may experience longer journeys and will have to use boundary streets.

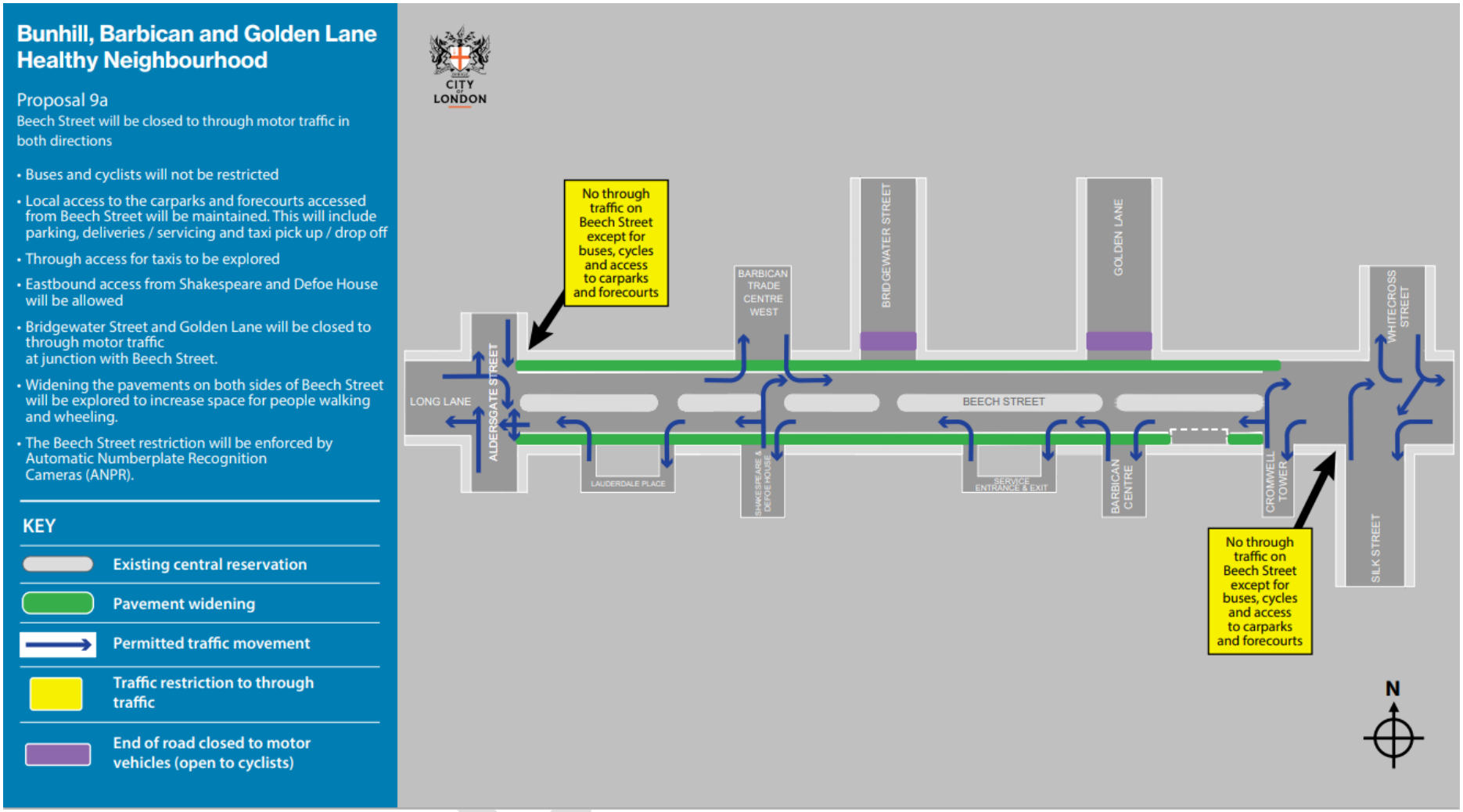


Figure 6: Beech Street Option 1a

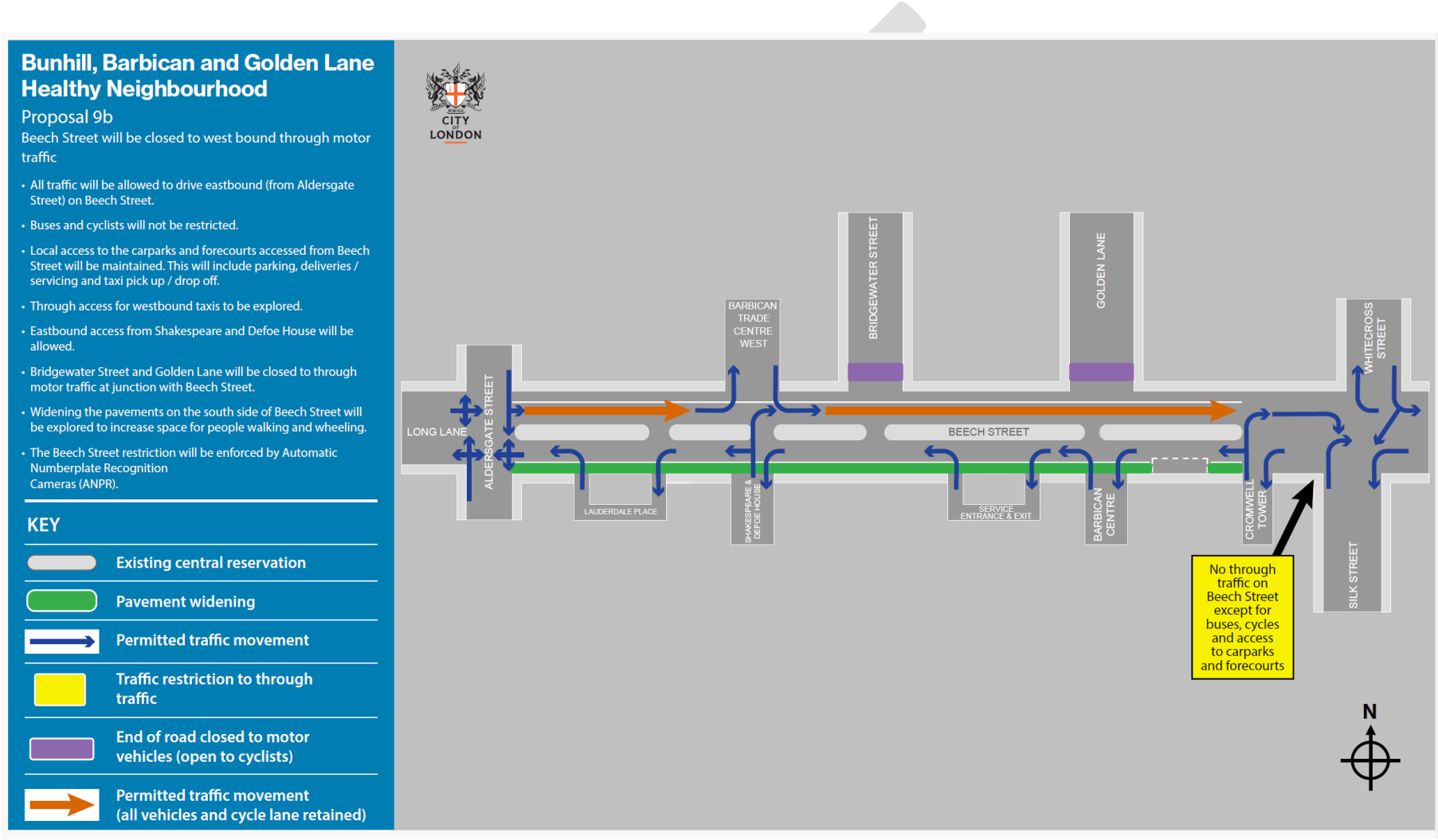


Figure 7: Beech Street Option 1b

Chiswell Street (Proposal 2)

Chiswell Street is a shared street between the City and Islington Council.

Proposals that will be explored:

- Improvements to the zebra crossing to improve the comfort and safety of people walking, wheeling and cycling. Opportunities to be explored include reducing the crossing distance by widening the pavement and narrowing the carriageway. If traffic were to be reduced on the Beech Street / Chiswell Street corridor, we'd explore a directional give-way point, similar to the measure on Basinghall Avenue.
- Public realm improvements including, sections of pavement widening, seating, planting and trees (where feasible).
- Formalising loading and servicing for local businesses.
- The introduction of bus shelters at the bus stops (if pavements are widened).

The Golden Lane Neighbourhood

Golden Lane (Proposal 3)

Golden Lane is a street shared between the City and Islington Council. It is a direct link between Old Street and Beech Street. It is the route for vehicles travelling into the area north of Beech Street, but also for through traffic travelling east and south of Beech Street. Motor vehicle movements are over 2000 a day. It is also a popular route for people cycling, with over 1,200 movements a day.

This is mainly a residential street. There are entrances to three schools, the City of London Primary Academy Islington (COLPAI), Richard Cloudsley and Prior Western Primary School, and Fortune Street Park. It also has car parking, dockless and TfL cycle parking.

Traffic speeds on Golden Lane exceed the 20mph speed limit. The average speed for the majority (85%) of vehicles is 22.5mph (a standard measure used to determine a street's 'design speed'). Opportunities will be explored to introduce appropriate measures to reduce traffic speeds to within the limit.

Proposals that will be explored:

- Creating a safer, more pleasant environment for people walking, wheeling, cycling and spending time on Golden Lane by reducing traffic volumes through a closure to motor traffic at the junction with Beech Street.
- Public realm improvements at the junction of Golden Lane and Beech Street utilising the surplus road space from the junction closure.
- Public realm improvements on the west side of Golden Lane including, sections of pavement widening, seating, planting and trees and the relocation of parking.

In order to close Golden Lane to motor traffic the proposed right turn ban at the eastern end of Fortune Street is required to stop through traffic travelling to Chiswell Street through the Bunhill area.

If Golden Lane is not closed to motor traffic at the junction with Beech Street measures such as traffic calming may be required to reduce traffic speeds. Public realm improvements will still be explored but the scope of these may be reduced.

Bridgewater Street improvements and Brackley Street (Proposal 4)

Bridgewater Street provides a minor access street from Beech Street to the residential areas of Viscount Street and Fann Street. If it closed, access to these streets will be from the junction of Old Street and Golden Lane. Brackley Street is currently two-way and has a narrow carriageway width.

Proposals that will be explored:

- The closure of Bridgewater Street to motor traffic at the junction with Beech Street.
- Public realm improvements at the junction with Beech Street to create a small public space that could be coordinated with the redevelopment of 45 Beech Street.
- Raising the carriageway to pavement height.
- Making Brackley Street one-way to motor traffic.

Fann Street (Proposal 5)

Fann Street is an east to west link between Goswell Road and Golden Lane and is a well-used route for people walking, wheeling and cycling. It has an existing motor-traffic restriction near the junction with Viscount Street.

Proposals that will be explored:

- Public realm improvements including sustainable drainage systems, planting and trees.
- The reconfiguration of the junction with Goswell Road and the introduction of a raised, continuous pavement across Fann Street with tactile paving.
- Reconfiguration of the existing traffic restriction at the junction with Viscount Street to improve the comfort and safety of people walking and wheeling whilst maintaining access for people cycling.

On other streets in this area, we will explore opportunities to introduce planting and trees, raising the carriageway to pavement level and tactile paving where appropriate and the removal of redundant street clutter.

Barbican Neighbourhood, (Streets South of Beech Street)

Silk Street (Proposal 6)

Silk Street is a low-traffic street with a good number of trees. It features the main entrances to the Barbican Centre and the Guildhall School of Music and Drama as well as entrances and exits to some carparks of the Barbican Estate. It is the main access route for vehicles servicing the Barbican Centre. The loading bay opposite 1 Silk Street is used for off-site broadcasting. It has a significant number of short-stay cycle stands that are well used during the day and evenings. At the junction with Beech Street the right-hand turn is currently banned.

Proposals that will be explored:

- Raising the existing zebra crossing at the junction with Chiswell Street to pavement height.
- Raising the junction with Milton Street to pavement level to make the street easier to cross.
- Introduce places for people to sit.
- Additional short-stay cycle parking.

New development opportunities in the area including the enhancements to the Barbican Centre; and 1 Silk Street and Milton Gate on Chiswell Street may provide opportunities for wider improvements.

Milton Street (Proposal 7)

Milton Street is a short, two-way street used by vehicles delivering and servicing local businesses, including the Heron and the Music and Drama School. There are parking bays, kerbside bays for loading, and parking for dockless bike and e-scooter hire.

Proposals that will be explored:

- The closure of Milton Street to motor traffic between Silk Street and The Heron access road.
- Public realm improvements in the closed part of the street to create a small public space that could be coordinated with the redevelopment of 1 Silk Street.
- Additional dockless cycle and e-scooter parking.

Ropemaker Street (Proposal 8)

Ropemaker Street is a shared boundary street with Islington Council. It is one of the main eastern routes into the project area for motor traffic and people cycling. It also has substantial numbers of people walking and wheeling between Moorgate, Liverpool Street, Bunhill Row and the Barbican.

Proposals that will be explored:

- Public realm improvements including the installation of a continuous pavement and tactile paving at the junction with Moorfields and a raised junction treatment at the junction with Moor Lane to make the street easier to cross.
- The installation of short stay and dockless cycle and e-scooter parking and places for people to sit.

The junction of Moorgate with Ropemaker Street and South Place (Proposal 8a)

The City Corporation has developed a new design for the junction to improve conditions for people crossing the street. The left-hand turn from Moorgate into Ropemaker Street would be banned and those vehicles instead turn left into Chiswell Street. This change allows crossing distances for people walking and wheeling to be shortened and a new diagonal crossing to be introduced. Pavements would also be widened. This scheme is expected to be implemented in 2025.

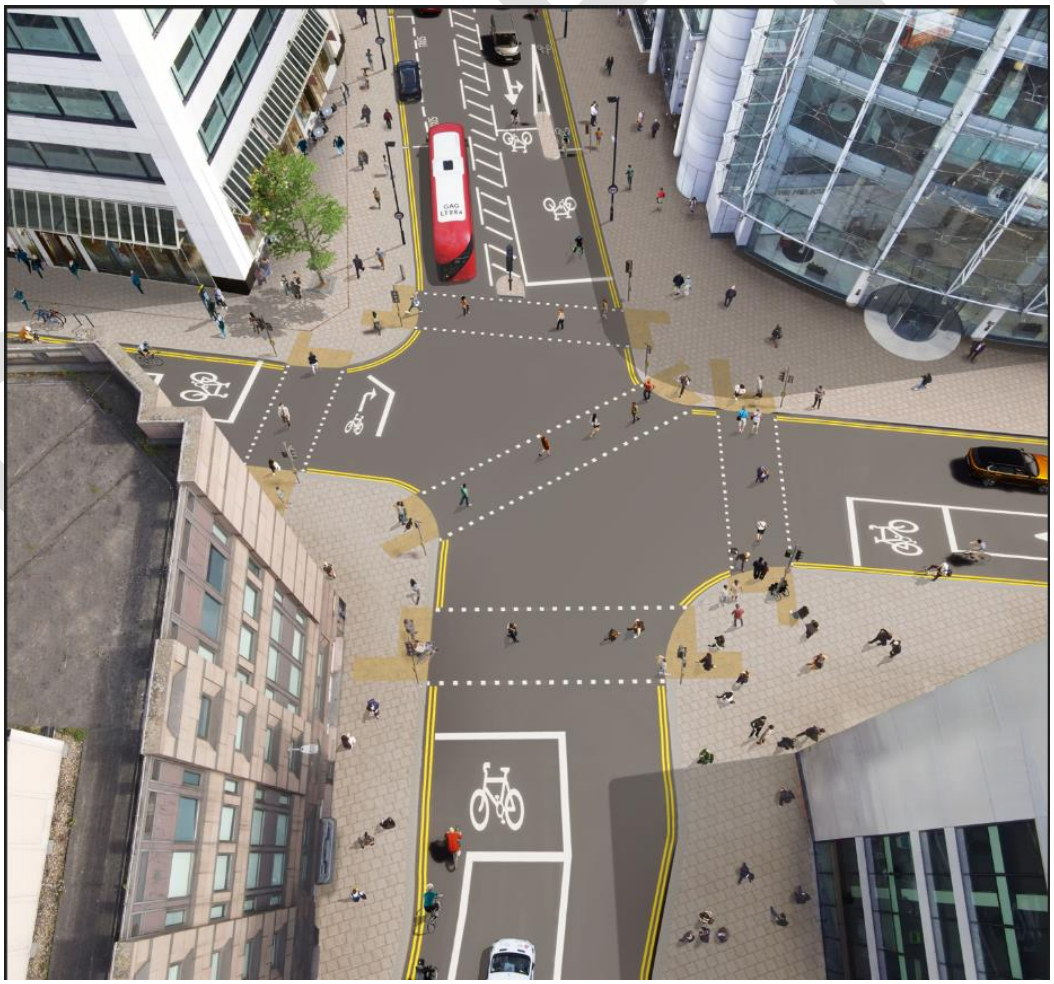


Figure 8: Ropemaker Street, Moorgate, Finsbury Pavement and South Place Junction crossing improvements (The red bus is on Finsbury Pavement)

Moor Lane

Moor Lane north of the junction with Ropemaker Street is one-way north bound for motor traffic. The section is a shared boundary street with Islington Council and a popular route for people walking, wheeling and cycling through the area.

South of the junction with Ropemaker Street, Moor Lane is two-way. Local access is required to entrances and exits to the Barbican Estate carparks on the west side and servicing and delivery facilities on the opposite side. At the junction with Fore Street there is a traffic restriction (in the form of a gate) to vehicles that operates between 11pm and 7am Monday to Friday and on weekends and bank holidays.

Some improvements have been made to Moor Lane in recent years such as the temporary Moor Lane community garden and new trees and planters on the eastern side as part of the works for 21 Moorfields.

Underneath Moor Lane between New Union Street and the access ramp to Willoughby House and Brandon Mews are London Underground structures, which means it is not possible to plant trees in the ground on this part of the street. Some pavement widening on the western side of Moor Lane is possible with the existing traffic arrangements. However, a one-way traffic restriction or a closure at either the junction with Silk Street or Fore Street would enable greater public realm enhancements.

(Planters would have to be moveable if they are located above the London Underground structures and therefore their size will be restricted).

The following options have different impacts on motor vehicle journey times. All the options (including retaining the timed gate closure and making no further traffic changes) enable widening pavements and public realm improvements but the opportunity for the extent of the improvements varies depending on the traffic management changes.

For all the options, the below changes will be explored. The exact extent of these changes will be determined as designs are developed.

- Widening of the western pavement between New Union Street and Fore Street and the possible introduction of planters (subject to underground constraints) and places for people to sit.
- The introduction of planting on the western side of the timed gate at the junction with Fore Street.
- A pavement build out on the western side of Fore Street at the junction with Moor Lane.
- The removal or relocation of some or all the of eastern side car parking outside of Citipoint. Their removal or relocation may allow additional pavement space and one or more trees and planting or a loading space.

Option proposals that will be explored:

Moor Lane Option 9a (Figure 9)

Moor Lane south of the junction with Silk Street could be made one-way southbound to motor vehicles (but two-way for people cycling) and the existing timed gate removed.

Motor vehicle journey impact:

- This option would enable traffic to travel between Moor Lane and Fore Street at all times in a southbound direction only. Journeys from Wood Street and Fore Street will be longer, and vehicles will have to enter the area from the junction of Moorgate with Chiswell Street.

Public realm changes that would be explored:

- This option maximises the potential for widening of the pavement on the western side of Moor Lane compared to all the other options as less carriageway is required for motor traffic.

Or:

Moor Lane Option 9b (Figure 10)

Moor Lane could be closed to through motor traffic at the junction with Fore Street with a permanent physical closure. The street would remain open to people cycling.

Motor vehicle journey impact:

- This option would reduce through motor traffic on Moor Lane but allow two-way local access to car parks and commercial buildings from and to Ropemakers Street, Chiswell Street and Silk Street. Journeys from Wood Street and Fore Street will be longer, and vehicles will have to enter the area from the junction of Moorgate with Chiswell Street.

Public realm changes that would be explored:

- Pavement widening on the western side of Moor Lane could be achieved but this would be less than under Option 9a.
- At the junction with Fore Street carriageway could be used to create a public space.

Moor Lane Option 9c (Figure 11)

Moor Lane could be closed to through motor traffic at the junction with Silk Street with a permanent physical closure. The street would remain open to people cycling.

Motor vehicle journey impact:

- This option would reduce through motor traffic on Moor Lane but allow local access to car parks and commercial buildings from Fore Street. Journeys from Silk Street, Chiswell Street and Ropemakers Street will be longer, and vehicles will have to enter the area from the junction of London Wall and Wood Street.

Public realm changes that would be explored:

- Pavement widening on the western side of Moor Lane could be achieved but this would be less than under Option 9a.
- This option would enable the introduction of a public space and pavement widenings at the Silk Lane junction and these would be more extensive than the Fore Street public space in Option 9b.

Maintain the existing traffic restriction at the junction with Fore Street Option 9d (Figure 12)

If none of the above options were to be implemented, improvements could still be made and the time restriction hours at the existing gate could be changed.

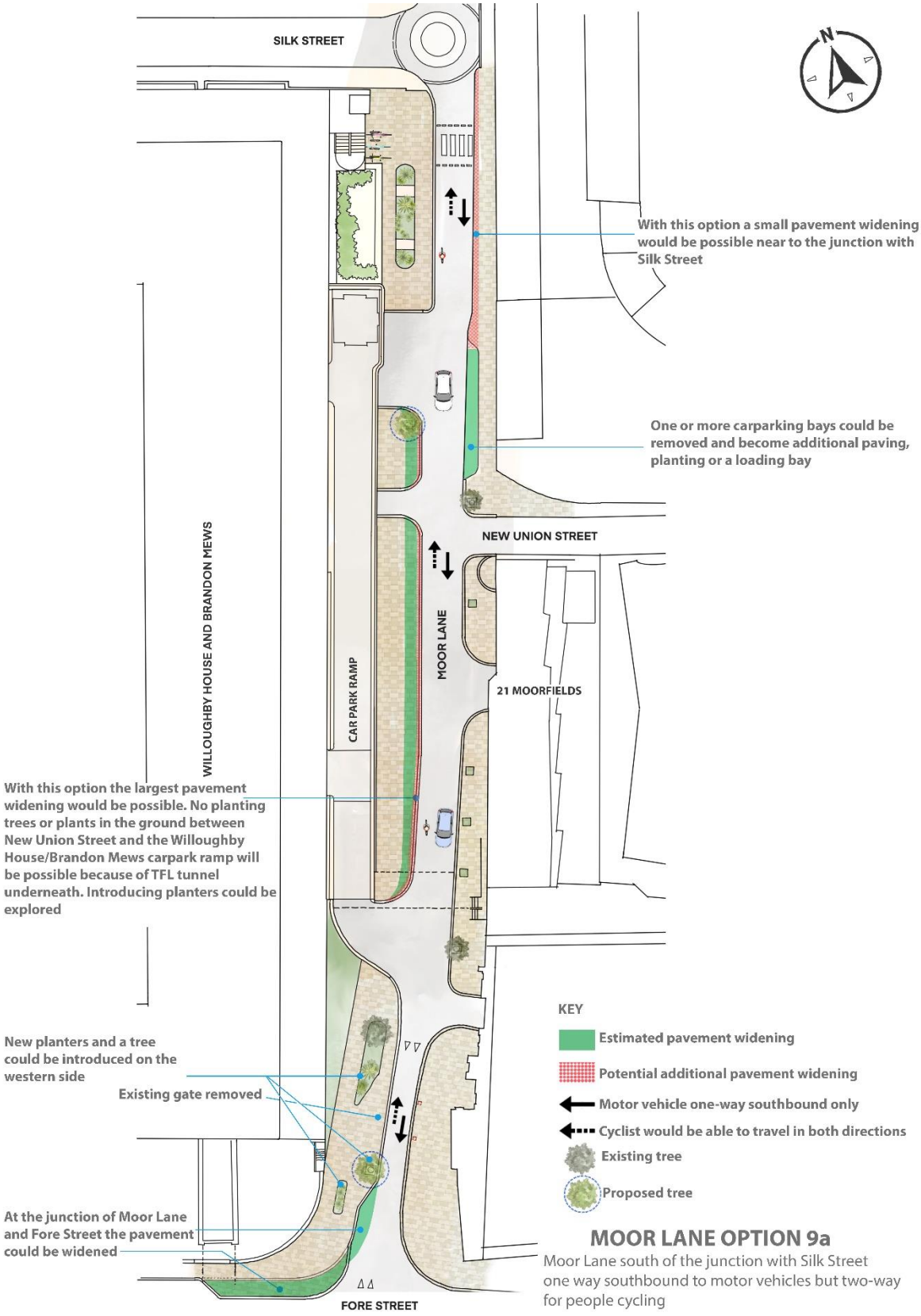


Figure 9: Moor Lane Option 9a

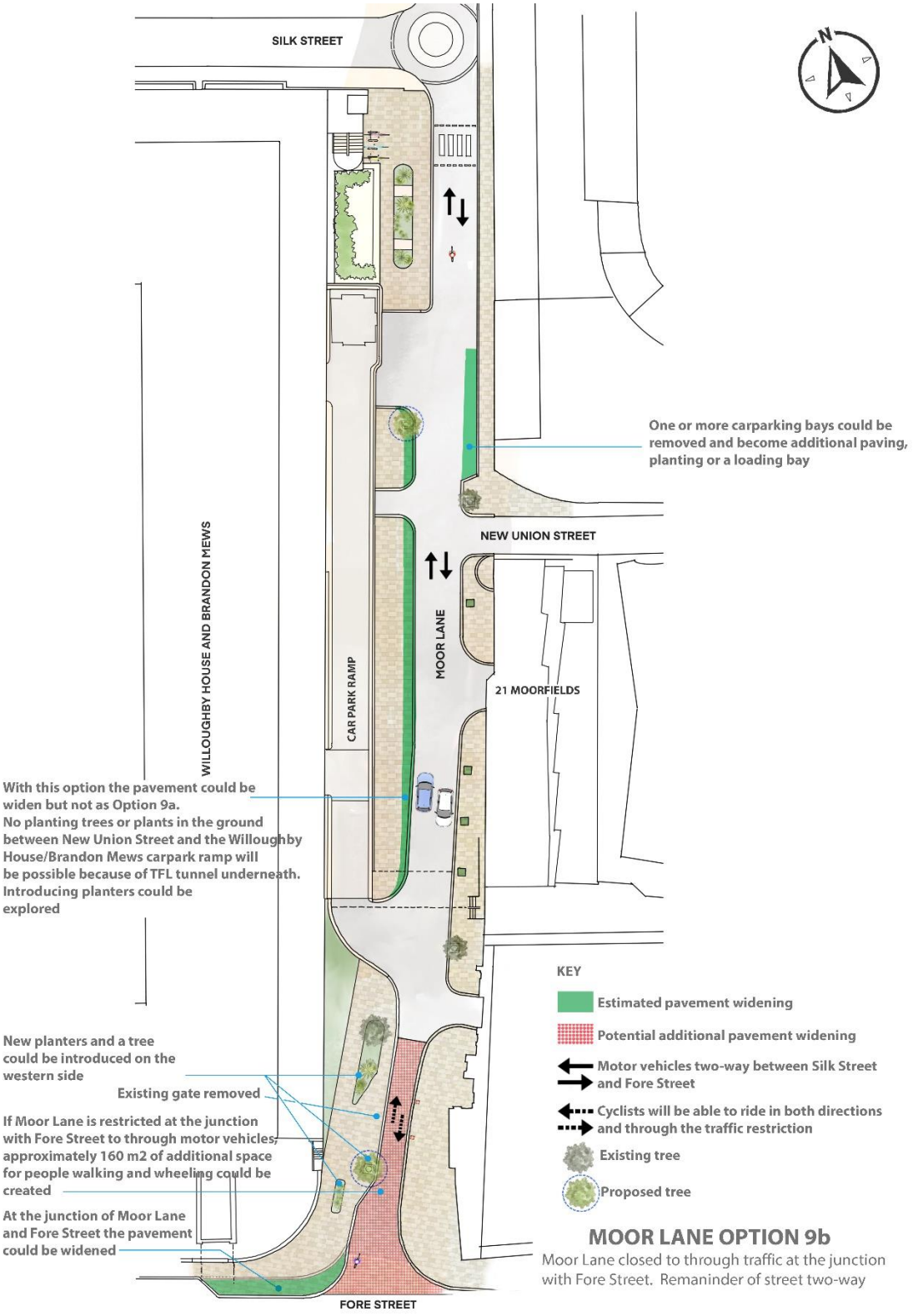


Figure 10: Moor Lane Option 9b

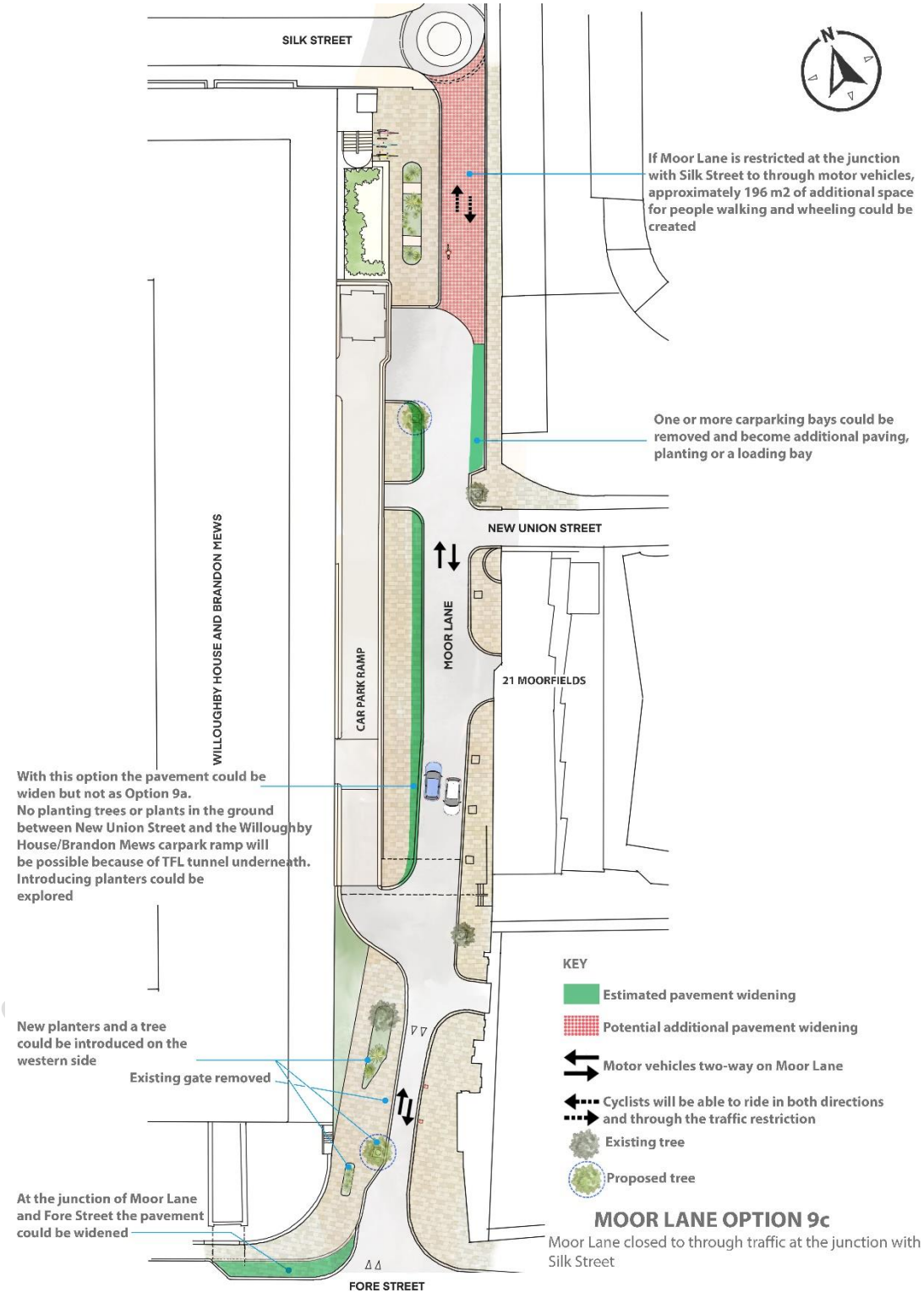


Figure 11: Moor Lane Option 9c

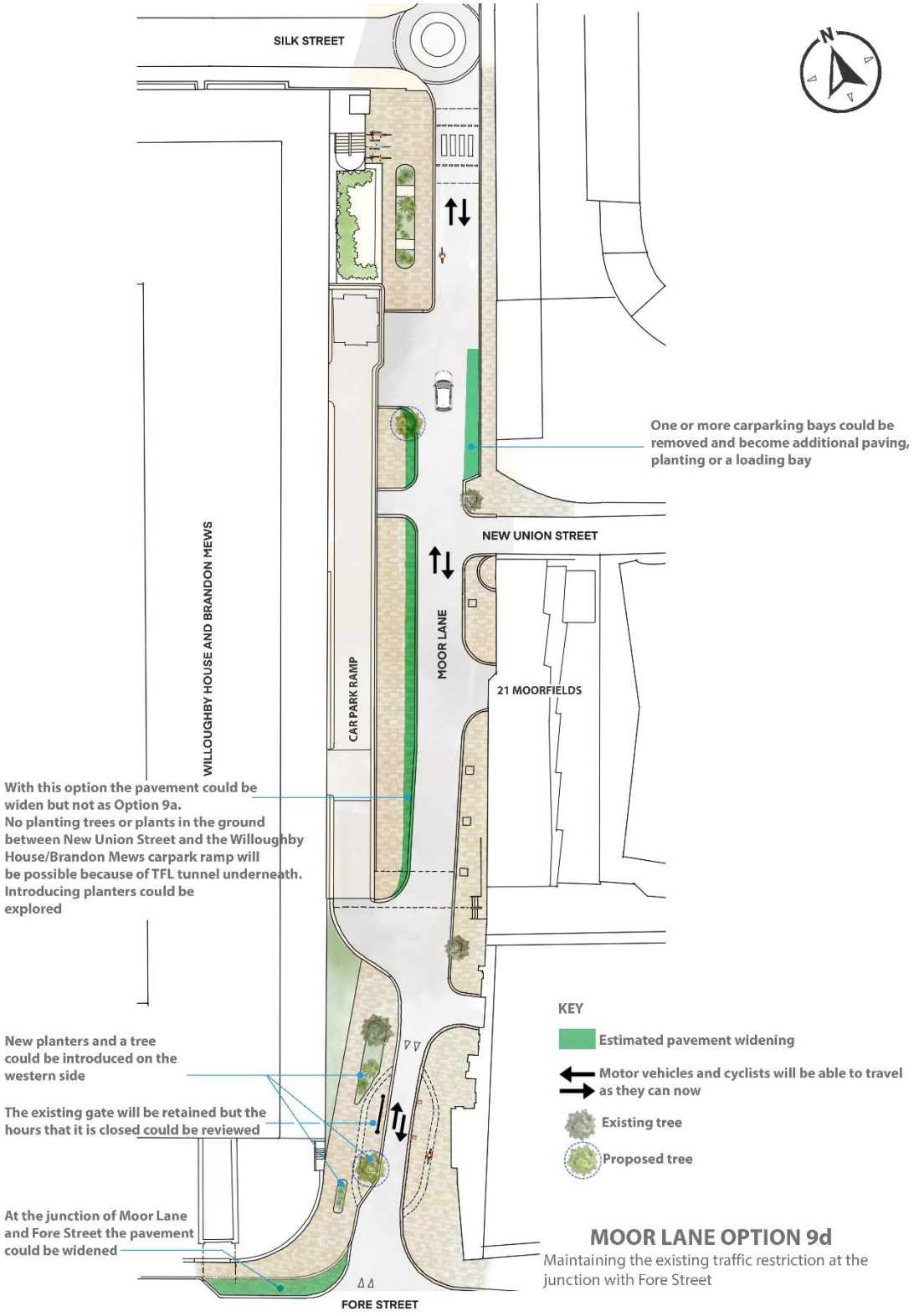


Figure 12: Moor Lane Option 9d

Fore Street (Proposal number 10)

Fore Street along with Wood Street and Fore Street Avenue is the southern access into the plan area from London Wall. It has a wide carriageway for the amount of traffic using it. There is potential for the street to be narrowed and the pavements widened. Local access is required to entrances and exits to Barbican Estate carparks, City of London Girls School, St Giles Cripplegate Church and St Giles Terrace. Local access is also required to servicing and delivery facilities for developments on London Wall.

Fore Street has pay-and-display parking on the north side and coach parking and a TfL cycle-hire station on the south side.

Proposals that will be explored:

- Public realm improvements including narrowing the carriageway to enable planting and trees, pavement widening and places for people to rest.
- Relocate parking spaces.
- A raised crossing to improve pedestrian priority and the comfort, accessibility and safety for people crossing Fore Street between London Wall Place and Moor Lane.
- The installation of cycle parking and dockless cycle and e-scooter parking.

Wood Street (Proposal number 11)

Wood Street is the main gateway into the area for traffic arriving from the south and south-east. It is a wide carriageway that has potential to be narrowed in places.

Proposals that will be explored:

- Public realm improvements including pavement widening to allow planting and trees and places for people to sit.

Fore Street Avenue (Proposal number 12)

Fore Street Avenue intersects with London Wall and traffic can enter and exit the plan area at this location. The streets' main function is to provide vehicle access to loading and servicing bays for surrounding large developments. Consultation feedback indicated that east bound traffic used it was used as a short cut to avoid traffic queues on London Wall. More recent traffic data indicates that this is no longer a regular problem, however, the City will continue to monitor the issue.

Proposals that will be explored:

- The installation of dockless cycle and e-scooter parking.

Moorfields (Proposal number 13)

Moorfields features Underground and Elizabeth line station entrances/exits and retail and commercial premises. It also accommodates a large TfL cycle hire station. The nearby Citipoint development has its service bay on New Union Street which intersects with Moorfields. Delivery vehicles exit the plan area from Moorfields via Moore Place on to Moorgate.

Proposals that will be explored:

- Public realm improvements including a raised carriageway, new paving, greening and tree planting, seating and short-stay cycle parking.
- Traffic management changes to make Moorfield one-way southbound to motor traffic.

Area Boundary Streets

On the streets that form the boundary of the project area, we will investigate improving the experience of people walking, wheeling, cycling and the public realm. These streets typically carry larger volumes of traffic and opportunities for improvements may be limited due to the space available and the need to continue to accommodate traffic.

Eastern Boundary

Moorgate (Proposal number 14)

Moorgate connects London Wall with Old Street and is the eastern boundary of the plan area. Large numbers of people cycling use Moorgate south of Ropemaker Street. It is also the busiest street for people walking and wheeling in the plan area.

Moorgate is identified in the Transport Strategy for proposed Phase 2 cycle network improvements (by 2035) and a proposed priority location for safer streets improvements.

Proposals that will be explored:

- The potential to improve the cycling experience and reduce road danger by introducing protected space for people cycling. This would include banning the left-turns into Ropemakers Street for motor vehicles.
- Improved signal priorities for cyclists at the junctions with Moorgate and London Wall.
- Public realm improvements including a widened pavement on the western side.

Southern Boundary

London Wall (Proposal number 15)

London Wall is the southern boundary of the plan area. It is an important east west route for traffic in the City, including bus services and large numbers of people cycling, walking and wheeling.

Proposals that will be explored:

- The potential to improve the cycling experience and safety by introducing protected space for people cycling.
- Introduce places for people to sit and bus shelters at the bus stops.
- Explore opportunities at the Moorgate and London Wall junction to improve conditions for people walking, wheeling and cycling and provide for appropriate vehicle turning movements.

Western Boundary

Aldersgate Street (Proposal number 16)

Aldersgate Street forms the western boundary of the plan area and the Barbican Estate. It is a wide street with two traffic lanes north bound and a central reservation including street lighting and a Police check point. The south-bound carriageway has an advisory cycle lane, and the street is well used by people cycling. The Barbican Estate has substantial trees on the eastern side which contribute to the amenity of the street.

Proposals that will be explored:

- The potential to improve the cycling experience and safety by introducing protected space for people cycling.
- Removing the central reservation and improving the lighting provision for the pavements.
- Widened pavements to provide more space and comfort for people walking and wheeling and places for people to sit.
- Public realm improvements, greening and tree planting and places for people to sit.

The junction of Aldersgate with Beech Street and Long Lane (Proposal number 16a)

Barbican Underground station is located at the junction with Long Lane, Beech Street and Goswell Road. Footfall is particularly high, and the junction is busy and complex with poor legibility for people walking to the Barbican Centre. In the Transport Strategy this junction is proposed as a priority Safer Street site.

Proposals that will be explored:

- Reconfiguring crossings for people walking and wheeling to increase priority and improve comfort and safety.
- Improving signal priorities for people cycling at the junction.

Goswell Road (Proposal number 17)

Goswell Road forms the western boundary of the Golden Lane Estate and is a shared street between the City and Islington. On the eastern side, the Golden Lane Estate has a parade of shops with an overhang of residential flats above. It also has pay-and-display parking and, to the south, there is a TfL cycle-hire station.

A continuation of Aldersgate Street, Goswell Road at its widest comprises two traffic lanes in both directions and a central reservation containing the street lighting. Given the activities on either side of the street, it has insufficient crossing facilities for people walking and wheeling.

Proposals that will be explored:

- The potential to improve the cycling experience and safety by introducing protected space for people cycling.
- Removing the central reservation and improving the lighting provision for the pavements.
- Widened pavements to provide more space and comfort for people walking and wheeling.
- Public realm improvements including greening and tree planting and places for people to sit.
- A new controlled crossing facility to improve the safety of people walking to and from Fann Street.

TEST OF RELEVANCE: EQUALITY ANALYSIS (EA)

The screening process of using the Test of Relevance template aims to assist in determining whether a full Equality Analysis (EA) is required. The EA template and guidance plus information on the Equality Act and the Public Sector Equality Duty (PSED) can be found on City of London Intranet at: Equality and Inclusion

Introduction

The Public Sector Equality Duty (PSED) is set out in the Equality Act 2010 (s.149). This requires public authorities, in the exercise of their functions, to have statutory 'due regard' to the need to:

- Eliminate discrimination, harassment and victimisation
- Advance equality of opportunity between people who share a protected characteristic and those who do not, and
- Foster good relations between people who share a protected characteristic and those who do not.

The characteristics protected by the Equality Act 2010 are:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sexual orientation

It is also Corporation policy to give voluntary (non-statutory) 'due regard' to the impact upon Social Mobility

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Author: William Coomber

Last updated: 15 January 2021
Date of next review: 1 February 2022

What is due regard?

- Statutorily, it involves considering the aims of the duty in a way that is proportionate to the issue at hand.
- Ensuring that real consideration is given to the aims and the impact of policies with rigour and with an open mind in such a way that it influences the final decision.
- Due regard should be given before and during policy formation -and when a decision is taken including cross cutting ones as the impact can be cumulative.

The general equality duty does not specify how public authorities should analyse the effect of their business activities on different groups of people. However, case law has established that equality analysis is an important way public authorities can demonstrate that they are meeting the requirements.

Even in cases where it is considered that there are no implications of proposed policy and decision making on the PSED it is good practice to record the reasons why and to include these in reports to committees where decisions are being taken.

It is also good practice to consider the duty in relation to current policies, services and procedures, even if there is no plan to change them.

The Corporation has also adopted a voluntary (non-statutory) due regard of the impact upon social mobility issues. This should be considered generally and, more specifically, against the aims/objectives in the Social Mobility Strategy, 2018-28.

How to demonstrate compliance

Case law has established the following principles apply to the PSED:

- **Knowledge** – the need to be aware of the requirements of the Equality Duty with a conscious approach and state of mind.
- **Sufficient Information** – must be made available to the decision maker.
- **Timeliness** – the Duty must be complied with before and at the time that a particular policy is under consideration or decision is taken not after it has been taken.
- **Real consideration** – consideration must form an integral part of the decision making process. It is not a matter of box-ticking; it must be exercised in substance, with rigour and with an open mind in such a way that it influences the final decision.
- **Sufficient Information** - The decision maker must consider what information he or she has and what further information may be needed in order to give proper consideration to the Equality Duty
- **No delegation** - public bodies are responsible for ensuring that any third parties which exercise functions on their behalf are capable of complying with the Equality Duty, are required to comply with it, and that they do so in practice. It is a duty that cannot be delegated.
- **Review** – the duty is continuing applying when a policy is developed and decided upon, but also when it is implemented and reviewed.

However, there is no requirement to:

- Produce equality analysis or an equality impact assessment
- Indiscriminately collect diversity date where equalities issues are not significant
- Publish lengthy documents to show compliance
- Treat everyone the same. Rather, it requires public bodies to think about people's different needs and how these can be met
- Make services homogeneous or to try to remove or ignore differences between people.

The key points about demonstrating compliance with the duty are to:

- Collate sufficient evidence to determine whether changes being considered will have a potential impact on different groups
- Ensure decision makers are aware of the analysis that has been undertaken and what conclusions have been reached on the possible implications
- Keep adequate records of the full decision making process

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Test of Relevance screening

The Test of relevance screening is a short exercise that involves looking at the overall proposal and deciding if it is relevant to the PSED.

Note: If the proposal is of a significant nature and it is apparent from the outset that a full equality analysis will be required, then it is not necessary to complete the Test of Relevance screening template and the full equality analysis must be completed.

The questions in the Test of Relevance Screening Template to help decide if the proposal is equality relevant and whether a detailed equality analysis is required. The key question is whether the proposal is likely to be relevant to any of the protected characteristics.

Quite often, the answer may not be so obvious and service-user or provider information will need to be considered to make a preliminary judgment. For example, in considering licensing arrangements, the location of the premises in question and the demographics of the area could affect whether section 149 considerations come into play.

There is no one size fits all approach but the screening process is designed to help fully consider the circumstances.

What to do

In general, the following questions all feed into whether an equality analysis is required:

- How many people is the proposal likely to affect?
- How significant is its impact?
- Does it relate to an area where there are known inequalities?

At this initial screening stage, the point is to try to assess obvious negative or positive impact.

If a negative/adverse impact has been identified (actual or potential) during completion of the screening tool, a full equality analysis must be undertaken.

If no negative / adverse impacts arising from the proposal it is not necessary to undertake a full equality analysis.

On completion of the Test of Relevance screening, officers should:

- Ensure they have fully completed and the Director has signed off the Test of Relevance Screening Template.
- Store the screening template safely so that it can be retrieved if for example, Members request to see it, or there is a freedom of information request or there is a legal challenge.
- If the outcome of the Test of Relevance Screening identifies no or minimal impact refer to it in the Implications section of the report and include references to it in the Background Papers when reporting to the Committee or other decision making process.

1. **Proposal / Project Title: Bunhill, Barbican and Golden Lane Healthy Neighbourhood Plan**
   The Healthy Neighbourhood Plan provides the framework for future investment in the area. The proposals will improve the quality of streets and public spaces, improve the attractiveness of the area for living, working or studying in and as a leisure destination.

2. **Brief summary (include main aims, proposed outcomes, recommendations / decisions sought):**
   The implementation of public realm enhancement and transport schemes and greater activation of streets, providing improved amenity, design and movement, for the benefit of workers, residents and visitors.

3. **Considering the equality aims (eliminate unlawful discrimination; advance equality of opportunity; foster good relations), indicate for each protected group whether there may be a positive impact, negative (adverse) impact or no impact arising from the proposal:**

Protected Characteristic (Equality Group)	Positive Impact	Negative Impact	No Impact	Briefly explain your answer. Consider evidence, data and any consultation.
Age	☒	☒	☐	A person's ability to use the transport network can be shaped by age and age-related health conditions. Positive and negative impacts are considered possible as a result of age and age-related health conditions: • There are likely to be positive impacts for people with age related conditions such as providing places to rest, improving crossings, widening pavements and safer cycling • There are likely to be negative impacts resulting from schemes which involve traffic changes which could result in longer journeys in cars and taxis
Disability	☒	☒	☐	A person's use of the transport network can be shaped by certain disabilities. Positive and negative impacts are considered possible as a result of certain disabilities: • There are likely to be positive impacts for people with certain disabilities such as providing places to rest, improving crossings, widening pavements and safer cycling • There are likely to be negative impacts for people with certain disabilities resulting from schemes which involve traffic changes which could result in longer journeys in cars and taxis
Gender Reassignment	☐	☐	☒	People undergoing gender reassignment are unlikely to be disproportionately impacted by the scheme.
Marriage and Civil Partnership	☐	☐	☒	People who are married or in a civil partnership are unlikely to be disproportionately impacted by the scheme.

Pregnancy and Maternity	☒	☒	☐	A person's use of the transport network can be shaped by pregnancy and parental care. Positive and negative impacts are considered possible as a result of pregnancy or parental care: • There are likely to be positive impacts for people in this group such as providing places to rest, safer routes to schools and healthcare, improving crossings, widening pavements and safer cycling • There are likely to be negative impacts for some people in this group resulting from schemes which involve traffic changes which could result in longer journeys in cars and taxis
Race	☒	☒	☐	A person's use of the transport network and/or occupation may differ depending on ethnic group. Positive and negative impacts are considered possible as a result of race.
Religion or Belief	☒	☒	☐	A person's use of the transport network by those practising different religions may vary across different days (e.g., Sunday worship, when public transport services are reduced). Positive and negative impacts are considered possible as a result of religion or belief.
Sex (i.e. gender)	☒	☒	☐	A person's use of the transport network and/or occupation may differ depending on sex. Positive and negative impacts are considered possible as a result of a person's sex.
Sexual Orientation	☐	☐	☒	People of a particular sexual orientation are unlikely to be disproportionately impacted by the scheme.

	Yes	No	Briefly explain your answer:
4. Are there any potential social mobility or wider issues? Please check appropriate box	☒	☐	There are potential positive impacts by improving the public realm and safer access to facilities such as schools, cultural venues and places of employment. At this stage it is not considered the plan contains elements that would negatively impact on social mobility.

5. There are no negative / adverse impact(s) Please briefly explain and provide evidence to support this decision:
N/A

6. Are there positive impacts of the proposal on any equality groups or Social Mobility? Please briefly explain how these are in line with the equality aims or social mobility strategy:
It is estimated there will be a number of improvements that impact positively on people with equality protected characteristics such as improving road safety, improving conditions for walking and cycling, the benefits to health of better air quality and noise levels.

	Yes	No	Briefly explain your answer:
7. As a result of this screening, is a full EA necessary?			

Please check appropriate box	☒	☐	As outlined above, potential positive and negative impacts on protected characteristics have been identified. Consultation on the draft Plan will help identify specific impacts that may need mitigating and inform the EqIA that will be carried out to inform and assess the final version of the Plan. Where necessary EqIAs will also be undertaken for as proposals are developed and delivered.

8. Name of Lead Officer: Kristian Turner	**Job title:** Portfolio Manager	**Date of completion:** 01/09/2024

Signed off by Department Director:	**Name:**	**Date:**

Committees: Streets & Walkways Sub-committee - For Decision Projects & Procurement Sub-committee - For Information	**Dates:** 01 October 2024 21 October 2024
Subject: City Cycleways Programme **Unique Project Identifier:** Aldgate to Blackfriars Cycleway 12079	**Gateway 3/4: Options Appraisal (Regular)**
Report of: Executive Director of Environment **Report Author:** Albert Cheung, Street Space Planning, City Operations	**For Decision**
PUBLIC	

1. Status update	**Project Description:** 1.1 The Transport Strategy identifies a core network of cycling routes in the City. To be delivered in phases, it's aim is to make the Square Mile a safe, attractive, and accessible place for people to cycle by applying a minimum standard for cycling provision. 1.2 In July 2019, the Streets & Walkways Sub-committee and Projects Sub-committee approved a Gateway 2 report for the Cycleways Programme. The programme consisted of three separate cycle route projects detailed in the Transport Strategy: • Quietway 11 Upgrade (Upper Thames Street to Chiswell Street) – Completed • Monument to Sun Street (formally known as Phase 2) • Aldgate to Blackfriars (formally known as Phase 3) <u>Monument to Sun Street (Cycleway 1)</u> 1.3 Alongside TfL's improvements to London Bridge and Monument junction this route connects the city with both Cycleway 1 and Cycleway 4.

1.4 Two options were originally considered for the Monument to Sun Street route:

- Option 1: King William Street – Princess Street – Moorgate – South Place – Wilson Street.
- Option 2: King William Street – Threadneedle Street – Old Broad Street – London Wall – Blomfield Street – Eldon Street – Wilson Street.

1.5 Option 1 is now being progressed as this offers the most direct connection and makes effective use of other planned projects.

1.6 The delivery of this route is almost exclusively through current and planned projects including All Change at Bank, Moorgate (north of London Wall) and the Pedestrian Priority Programme at King William Street. Moorgate between London Wall and Lothbury is the only remaining section that requires improvement and is not covered by existing projects. The measures on this section are minor interventions such as cycle lanes (where possible) and are expected to be implemented under existing delegations in 2025/26, following completion of building works.

Aldgate to Blackfriars

1.7 The remainder of this report relates to the Aldgate to Blackfriars cycleway.

1.8 The Aldgate to Blackfriars route aims to provide a high-quality east-west cycle route which links with Cycleway 2 at Whitechapel High Street, Cycleway 6 at New Bridge Street and Cycleway 3 on Victoria Embankment.

1.9 The route includes St Botolph Street, Aldgate Square, Leadenhall Street, Cornhill, Bank Junction and Queen Victoria Street. This will connect key destinations such as the City Cluster with the London wide cycle network.

1.10 The whole route has been assessed and designs developed to meet current design standards, which aim to ensure that no one feels excluded from cycling due to safety concerns.

1.11 To date, the evaluation and design development has been funded by TfL through grants made available to the City. TfL confirm and release funding for cycleways in stages. For this financial year they are providing funding for public engagement and consultation. Future funding for detailed design and modelling will be confirmed once the outcome of the consultation is known

	and there is confirmation that the project will progress to Gateway 5. 1.12 While TfL have indicated that they will continue to fund the project through to delivery it is expected that the City Corporation will need to provide match funding towards the delivery of the project. A capital funding bid for OSPR and/or CIL will be submitted once the split between TfL and City funding is known. In the event that sufficient funding is not available, then this project can be placed in abeyance and progressed at a later date once funding has been identified. **RAG Status:** Green (Green at last report to Committee) **Risk Status:** Medium (Medium at last report to committee) **Total Estimated Cost of Project (excluding risk):** Aldgate to Blackfriars: £4.0M - £4.5M **Change in Total Estimated Cost of Project (excluding risk):** No cost change since last report to Committee **Spend to Date:** £207,815 (fully funded by TfL) **Costed Risk Provision Utilised: £0** **Slippage:** The pace of the Aldgate to Blackfriars cycleway project has been determined by the availability of TfL's funding grant and their oversight requirements. The project was substantially delayed due to the financial impact on TfL's finances caused by Covid-19. The original programme for completion was by 2025, however, the latest completion date is now estimated to be in 2028.
2. Next steps and requested decisions	**Next Gateway:** Gateway 5: Authority to Start Work **Requested Decisions:** Members of the Streets and Walkways Sub-committee are asked to: 1. Agree the recommended design option (Option 1) for the Aldgate to Blackfriars Cycleway Project as detailed in Section 5 2. Agree for officers to commence the public consultation. The outcomes of the public consultation will be reported back to the Streets and Walkways Sub-committee for a decision and Projects and Procurement Sub-committee for information. 3. Approve a budget increase of up to **£375,000** (excluding costed risk) subject to the receipt of funds from TfL for

	the Aldgate to Blackfriars Cycleway project to reach Gateway 5. 4. That a Costed Risk Provision of up to £150,000 subject to the receipt of funds from TfL is approved (to be drawn down via delegation to the Director of City Operations). 5. Authorise the Executive Director of Environment, 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. Members of the Streets and Walkways Sub-committee and Projects & Procurement Sub-committee are to note: • The current approved project budget is £233,701, a budget increase of £375,000 is requested for approval and therefore a total proposed budget of £608,701 (excluding risk) is required for the project to reach Gateway 5, • The estimated total project cost of £4.0M-£4.5M (excluding risk). The project is not yet fully funded due to TfL funding arrangements and the need to submit a capital bid for Community Infrastructure Levy (CIL) or On-street Parking Reserve (OSPR) at the appropriate time. • £120,000 of this funding is confirmed with the remainder expected to be provided by TfL following consultation. • Note that detailed traffic modelling and design would be progressed subject to the public consultation outcomes report being agreed by the Streets and Walkways Sub-committee. **Next Steps:** • Stakeholder engagement including with Ward Members and public consultation preparation: Sept – Nov 2024 • Public consultation: Dec 2024 – Jan 2025 • Progress report: consultation outcomes reported to committee: May 2025 • Detailed traffic modelling and submission to TfL for approval: May - Oct 2025 • Detailed design: Apr 2025 – Dec 2025 • Confirmation of additional TfL funding for delivery and submission of capital funding bid: 2025 • Report G5: Spring 2026 • Works commence: Summer 2026

3. Resource requirements to reach next Gateway

*For recommended option **1 Aldgate to Blackfriars** :*

Item	Reason	Funds/ Source of Funding	Cost (£)
Resource required to reach next report			
Staff time Transportation	Project management / stakeholder liaison / design	TfL	£35,000
Fees	Consultation Consultants Manage / host consultation Consultation materials Design assessments	TfL	£85,000
Remaining resource required reach Gateway 5			
Staff time Transportation	Project management	TfL	£30,000
Staff time Highway	Detailed Design	TfL	£75,000
Fees	Traffic modelling consultant, design surveys, TfL auditing Structural bridge and tunnel assessments	TfL	£150,000
Total			£375,000

Staff costs represent approximately 600 hours of Transportation staff time and 750 hours of highway staff time to complete the consultation, project management and detailed design to reach the next gateway.

	Costed Risk Provision requested for this Gateway: No costed risk is required to complete the consultation and reach the next report. £150,000, subject to the receipt of funds from TfL, is required reach the next Gateway (as detailed in the Risk Register – Appendix 3). To allow for any cost increases in external fees and unforeseen staff time for detailed design and project management.
4. Overview of project options	4.1 The Aldgate to Blackfriars Cycleway is designed to create a high quality and safer route for people cycling between Cycleway 2 (Whitechapel High Street), Cycleway 6 (New Bridge Street) and Cycleway 3 (Victoria Embankment). It will connect key destinations such as the City Cluster with London's wider cycle network. The scheme will also improve conditions for people walking and wheeling in some locations by providing improved crossing facilities, pavement widening, new seating and trees. An overview of the Aldgate to Blackfriars cycleway route is shown in Appendix 4. 4.2 To meet current design standards (and qualify for TfL funding), people cycling must be separated or protected from motor vehicles on streets where traffic exceeds 500 vehicles per hour (two-way flow) during peak times. Queen Victoria Street (between New Bridge Street and Queen Street) and those around Aldgate are above this threshold and require protected cycle lanes in order to provide a safer and more attractive route for people cycling. Bank junction, Cornhill, Leadenhall Street and Queen Victoria Street (between Bank and Queen Street) have traffic flows that are below the threshold for protected space for cycling. 4.3 Protected cycle lanes have some notable implications including: • Due to the lane separators, direct access from a motor vehicle to the kerbside would not be available. • Requiring more time/resources for road cleaning/sweeping and winter maintenance. • Require the reallocation of carriageway space, making it challenging to retain or provide parking or loading provisions. • Less convenient for people crossing particularly at bus stops.

	Options for Aldgate section 4.4 The cycle route diverts around Aldgate High Street via St Botolph Street and Aldgate Square to connect with Leadenhall Street as it is not feasible to introduce protected cycle lanes on Aldgate High Street. This is due to the road width constraints, busy bus operations, bus stop locations, kerbside loading activity, closely spaced side road junctions and road network capacity. 4.5 The Botolph Street section is short and has good, existing cycle lanes protected with traffic wands in both directions. The traffic wands were introduced as part of the Bevis Mark cycle improvement corridor in May 2022 which formalised the reallocation of road space for pedal cycles originally introduced as part of the pandemic's transport recovery measures. 4.6 The cycleway now plans to further improve the provisions for people walking, wheeling and cycling where possible. There is only one viable option due to the road width constraints, road alignment, bus stop locations and the need to connect with TfL's existing cycling provisions on Mansell Street. Appendix 5 shows the improvements for the Aldgate section and the measures include: • Introduce raised table crossings over Duke's Place and Houndsditch to help people walking, wheeling and cycling cross informally over the road. • Replacement of the traffic wands with traffic island separators along the eastbound cycle lane. • Introduce an eastbound bus stop by-pass for people cycling where the road widens at the bus stop. 4.7 The traffic wands on St Botolph Street along the westbound cycle lane have been retained due to road width constraints making it not feasible to introduce traffic island separators and the road width at the westbound bus stop is too narrow to accommodate a bus stop by-pass for cycling. As a result, the existing westbound cycling provisions are retained and the only practicable design is to upgrade the eastbound cycle lane. Options for Queen Victoria Street between New Bridge Street and Queen Street 4.8 On Queen Victoria Street (between New Bridge Street and Queen Street), there are three options. All of these include measures which physically separate people cycling from motor vehicles. At the main signal junctions improved cycling provisions include:

	• Dedicated traffic signal stage, people cycling proceed through the junction at a different time to general traffic. • Cycle gate, this facility ensures people cycling are always in front of traffic at the stop line. By using traffic signals so that people cycling can by-pass queuing traffic but only when it is safe to do so. • Cycle early release, people cycling are given a green traffic signal a few seconds before general traffic to give a head start to travel through the junction. <u>Option 1 – Bi-directional protected cycle lanes on the northern side and protected cycle lanes elsewhere (recommended)</u> 4.9 This option provides a two-way cycle lane along the northern kerbside between Puddle Dock and Friday Street, separated from traffic using a central island. This side has been selected because it has the least number of side streets and vehicle accesses and therefore is considered most optimal for safety and quality. Parking for disabled and coach users are retained but the bays on the northern kerbside are displaced to the southern side of Queen Victoria Street (2x disabled bays / 2x coach bays) and to Friday Street (2x coach bays). Motor vehicles accessing the northern kerbside would need to be removed. The design layout for this option is shown in Appendix 5 and is summarised below: • Between New Bridge Street and Puddle Dock, a Protected eastbound cycle lane would be provided. People cycling westbound would travel in a dedicated pedal cycle stage (free of motorised vehicles) at the junction with Puddle Dock to allow them to safely position themselves accordingly on the approach to New Bridge Street. But there is no physical protection • At the Puddle Dock junction, the bi-directional cycle lane ends/starts. People cycling westbound transit from the northern to the southern kerbside. • Between Puddle Dock and Friday Street - fully protected bi-directional cycle lanes are provided on the northern kerb. • At Friday Street the bi-directional cycle lane starts/ends. People cycling westbound transition from the southern to the northern kerbside to access the cycle lane. • Between Friday Street and Cannon Street fully protected cycle lanes on each side of the carriageway are provided.

- Between Cannon Street and Queen Street, protected westbound cycle lane and people cycling eastbound would travel in front of traffic (controlled by a traffic signal gate) and also receive a few seconds head start over traffic at the Cannon Street traffic signals which will allow people cycling to clear the junction safely and stay in front of traffic on the approach to Queen Street due to the short distance to travel and narrowed road space.
- Between Queen Street and Bank Junction, no measures are proposed as traffic volumes are below the design threshold and conditions for cycling are good.
- Two eastbound bus stop by-passes for cycling on Queen Victoria Street at Puddle Dock and Godliman Street are proposed. The bus stops will be designed in line with guidance and best practice, including the lessons that have been learnt during the design process for St Paul's gyratory. We will engage directly with disabled people as part the design process.

<u>Option 2 – Bi-directional cycle lanes on the southern side and protected cycle lanes elsewhere</u>

4.10 This option is similar to Option 1, but with the protected two-way cycle lanes provided along the southern kerbside between Puddle Dock and Friday Street. With this option, there are more vehicle accesses (including to the Baynard House car park) and side roads required breaking the protection for people cycling. This makes this option less beneficial than Option 1. The design layout for Option 2 is shown in Appendix 6.

<u>Option 3 - Protected cycle lanes on both sides</u>

4.11 This option provides conventional cycle lanes with physical protection (mostly through traffic islands) on both sides of the carriageway. Kerbside activity would be limited / removed on both sides of the street, leading to the removal of all coach, disabled and taxi parking / ranking on Queen Vicotria Street. As with Option 2, this option provides fewer benefits due to the vehicle accesses and side roads which would impact the quality and safety of the cycle lane on the southern side. In addition, between Lambeth Hill and St Peter's Hill, it would not be possible to provide cycle lanes protected or separated from motor vehicles, because there is insufficient space whilst retaining the police check point. However, unlike the two-way cycle lane options, there is no need to transition people cycling to the opposite kerbside and back again, which removes

	the need to make complex traffic signal modifications. The design layout for Option 3 is shown in Appendix 7. This option would create a lot of displaced activity from both the north and south kerbside whilst not achieving the greatest level of protection for people cycling and is not recommended.
5. Recommended option	5.1 It is recommended that Option 1 is approved to proceed to consultation. This option has two-way protected cycle lanes on the northern kerbside for both eastbound and westbound travel with the remainder of the route having protected with-flow cycle lanes. This design provides a high-quality cycle route whilst minimising conflicts with motorised vehicles at side streets and the vehicular access. 5.2 Preliminary traffic modelling undertaken for the recommended option shows that the design would operate within the junction capacities as all vehicles queuing at a red traffic signal would clear through the junctions in one green traffic signal cycle. Although, some minor delay is expected for general traffic and buses to accommodate dedicated traffic signal provisions for pedal cycles. A more detailed traffic impact assessment will need to be undertaken during the detailed design and approved by TfL. <u>Healthy Streets Design Check (refer to Appendix 8)</u> 5.3 The current condition of the streets was assessed using the Healthy Streets Design Check, to understand and provide a baseline condition of the street and to assess the recommended option. The cycle route has been split into four sections to provide a manageable and accurate Healthy Street Design Check. 5.4 The summary tables below show the Healthy Street scores. The proposed layout provides a good score increase for each section and no 'zero' scores. This is due to enhanced cycling facilities, raised table crossings, potential tree planting, cycle parking, and seating provisions. 5.5 The Healthy Streets assessment will be updated as the preferred design is progressed. <u>Table 5.1: Queen Victoria Street – Blackfriars Pub to College of Arms</u>

Healthy Street Indicators	**Existing**	**Proposed**
Pedestrians from all walks of life	44	58
Easy to cross	63	67
Shade and shelter	33	50
Places to stop and rest	47	53
Not too noisy	33	40

People choose to walk, cycle and use public transport	44	58
People feel safe	47	70
Things to see and do	33	42
People feel relaxed	44	59
Clean air	33	42
Overall Healthy Streets check Score	45	59
Number of 'zero' scores	3	0

Table 5.2: Queen Victoria Street – College of Arms to Bread Street

Healthy Street Indicators	**Existing**	**Proposed**
Pedestrians from all walks of life	53	63
Easy to cross	67	70
Shade and shelter	50	50
Places to stop and rest	67	67
Not too noisy	47	47
People choose to walk, cycle and use public transport	53	63
People feel safe	61	79
Things to see and do	50	50
People feel relaxed	53	64
Clean air	50	50
Overall Healthy Streets check Score	55	65
Number of 'zero' scores	2	0

Table 5.3: Queen Victoria Street – Bread Street to Bucklersbury

Healthy Street Indicators	**Existing**	**Proposed**
Pedestrians from all walks of life	54	65
Easy to cross	63	63
Shade and shelter	50	50
Places to stop and rest	60	60
Not too noisy	53	53
People choose to walk, cycle and use public transport	54	65
People feel safe	53	68
Things to see and do	50	50
People feel relaxed	54	66
Clean air	58	58
Overall Healthy Streets check Score	55	64
Number of 'zero' scores	3	0

Table 5.4: Aldgate – Mitre Street to Middlesex Street (via Aldgate Square)

Healthy Street Indicators	**Existing**	**Proposed**
Pedestrians from all walks of life	57	63
Easy to cross	63	67
Shade and shelter	67	67
Places to stop and rest	73	73
Not too noisy	47	47
People choose to walk, cycle and use public transport	57	63
People feel safe	60	70
Things to see and do	58	58
People feel relaxed	58	64
Clean air	50	50
Overall Healthy Streets check Score	58	64
Number of 'zero' scores	3	0

City of London Street Accessibility Tool (CoLSAT) (refer to Appendix 9)

5.6 The recommended design has undergone the CoLSAT assessment to ensure that it optimises street design for walking and wheeling accessibility, including crossings, tactile paving, pavements, and facilities for taxis, disabled parking, and bus stops.

5.7 The cycle route has been split into four sections for the assessment and the summary tables below show remaining '0' and '1' scores have reduced between the existing and proposed layouts which validates the cycleway scheme will significantly improve accessibility for people.

Table 5.5: Queen Victoria Street – Blackfriars Pub to College of Arms

	Total 0 scores* severe accessibility issue		Total 1 scores** significant accessibility issue	
	Existing	Proposed	Existing	Proposed
Electric wheelchair user	0	0	1	1
Manual wheelchair user	0	0	1	0
Mobility scooter	0	0	0	0
Walking aid user	0	0	3	0
Person with a walking impairment	1	0	3	3
Long cane user	4	0	0	0
Guide dog user	1	0	3	1
Residual sight user	0	0	2	0
Hearing impairment	0	0	1	0
Acquired neurological impairment	0	0	4	0
Autism / sensory processing diversity	0	0	0	0
Developmental impairment	1	0	5	0
TOTAL	7	0	23	5

Table 5.6: Queen Victoria Street – College of Arms to Bread Street

	Total 0 scores* severe accessibility issue		Total 1 scores** significant accessibility issue	
	Existing	Proposed	Existing	Proposed
Electric wheelchair user	0	0	1	0
Manual wheelchair user	0	0	0	0
Mobility scooter	0	0	0	0
Walking aid user	0	0	1	0
Person with a walking impairment	0	0	9	4

Long cane user	2	0	0	0
Guide dog user	1	0	2	1
Residual sight user	0	0	1	0
Hearing impairment	0	0	1	1
Acquired neurological impairment	0	0	2	0
Autism / sensory processing diversity	0	0	1	0
Developmental impairment	0	0	4	0
TOTAL	3	0	23	6

Table 5.7: Queen Victoria Street – Bread Street to Bucklersbury

	Total 0 scores* severe accessibility issue		Total 1 scores** significant accessibility issue	
	Existing	Proposed	Existing	Proposed
Electric wheelchair user	0	0	0	0
Manual wheelchair user	0	0	0	0
Mobility scooter	0	0	0	0
Walking aid user	0	0	1	0
Person with a walking impairment	0	0	6	6
Long cane user	1	0	0	0
Guide dog user	0	0	2	1
Residual sight user	0	0	0	0
Hearing impairment	0	0	2	1
Acquired neurological impairment	0	0	1	0
Autism / sensory processing diversity	0	0	3	0
Developmental impairment	0	0	1	0
TOTAL	1	0	16	8

Table 5.8: Aldgate – Mitre Street to Middlesex St (via Aldgate Square)

	Total 0 scores* severe accessibility issue		Total 1 scores** significant accessibility issue	
	Existing	Proposed	Existing	Proposed
Electric wheelchair user	0	0	0	0
Manual wheelchair user	0	0	0	0
Mobility scooter	0	0	0	0
Walking aid user	0	0	0	0
Person with a walking impairment	0	0	0	2
Long cane user	3	0	0	0
Guide dog user	1	0	3	1
Residual sight user	0	0	2	0
Hearing impairment	0	0	0	0

Acquired neurological impairment	0	0	0	0
Autism / sensory processing diversity	0	0	0	0
Developmental impairment	1	0	4	1
TOTAL	5	0	9	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.

5.8 The scheme has resolved all severe accessibility issues however, it will be unable to resolve several significant accessibility issues. These relate to including tactile paving at crossing points, taxi drop-off locations being over ten metres away and level crossovers, which may have potential implications for people with walking impairment and / or guide dog users.

<u>Early engagement</u>

5.9 The recommended design has been developed in collaboration with TfL.

5.10 The City of London Police has also been consulted on the proposed changes to the Queen Victoria Street police check point and the designs amended to incorporate their requirements.

5.11 Initial engagement with local occupiers, whose servicing needs may be affected by the proposals has been carried out in advance of this report. There will be further engagement through the consultation period and the design process.

5.12 Local ward members have been made of aware of the proposals with further engagement to follow.

6. Risk

Overall project risk: Medium

6.1 The following key risks have been identified for the Aldgate to Blackfriars Cycleway as it progresses towards Gateway 5:

<u>Cost</u>

	6.2 The detailed design cost may change due to the scope of the traffic modelling expected by TfL and their cost to carry out audit is still to be confirmed, indicative costs for structural assessments for tunnels and bridges has been allowed for but costs may change, the cost of any unforeseen surveys to complete the detailed design and the impact of these risks may have on staff time to complete detailed design. 6.3 At this early stage, the construction cost is indicative and subject to change. Once detailed design is completed, more accurate cost estimates will be available, particularly for underground utility diversions, traffic signals, and drainage. <u>Design</u> 6.4 The proposed measures may be affected by engineering difficulties related to structures beneath the highway such as London Underground/Network Rail tunnels, bridges, and pipe subways. These impacts will be assessed during the detailed design stage and where necessary, design changes will be made. Alternatively, some measures may no longer be considered feasible to deliver due to physical constraints or the cost implications. Any significant departure will be report back to Members. <u>Funding</u> 6.5 Officers have had positive discussions with TfL who are fully supportive of the design proposals and have funded City Cycleways programme so far. TfL has expressed willingness to continue funding the project. However, the funding will be allocated in stages (consultation, detailed design, construction) for each financial year, which allows TfL to better manage its cycling portfolio across Greater London. Currently, funding is confirmed only for the 2024/25 financial year, meaning there is a risk, although low, of future funding being unavailable, despite TfL's support for the project. 6.6 As part of the funding discussions, TfL has also advised that they expect the City to also contribute funding towards the delivery of the project. To address this, a capital bid for Community Infrastructure Levy (CIL) or On-street Parking Reserve (OSPR) funding will be submitted in 2025. <u>Public Consultation Support</u> 6.7 The cycleway may receive mixed support from the public consultation. While the proposed measures offer substantial benefits for people walking, wheeling and cycling, they also involve significant changes to the

	highway, particularly on Queen Victoria Street. These changes include restricted kerbside access, modifications to traffic signal junctions, reallocation of road space to prioritise walking, wheeling and cycling, and changes to parking, taxi ranks, and bus stops. These changes may lead to varying levels of public support and potential concerns. <u>Programme Delay</u> 6.8 The detailed design phase for the project will require coordination with external parties, such as utility companies and TfL. Their involvement is essential for tasks like utility diversions, reviewing traffic models, and designing traffic signal equipment at junctions. Despite allowing adequate time in the project schedule, previous experiences indicate a risk of delays from external parties in completing these tasks. To mitigate this risk, regular progress meetings will be scheduled to ensure timely collaboration and keep the project on track 6.9 To maintain the project timeline, public consultation preparation must begin immediately after this report's approval. This will ensure an adequate consultation period and provide a sufficient time gap between the consultation's completion and the City's election on 20 March 2025. Therefore, capital project budgets need to be made available within two weeks of this report's approval. This timeline is crucial for procuring consultants and materials in time for the consultation. Any delay in budget availability could adversely impact the consultation programme and the overall project timeline. 6.10 Further information available in the Risk Register (Appendix 3) and Options Appraisal.
7. Procurement approach	7.1 The project will be managed by the Street Space Planning team in City Operations, in collaboration with key stakeholders such as TfL, colleagues in Highways and City Gardens, City Police, and the City's highway term contractor. This will ensure that all aspects of the project are coordinated and integrated 7.2 An external consultant will be commissioned to facilitate the public consultation, including hosting an online platform, analysing feedback, and producing a comprehensive outcomes report. In addition, various external suppliers will be used to develop and provide necessary materials and services for the public consultation.

	7.3 The detailed design of the highway works will be completed by officers. For traffic modelling, external consultants will be commissioned to carry out the assessments. TfL will audit the traffic models and will be responsible for designing traffic signal equipment, as part of their traffic signal authority duty for London. 7.4 The highway works would be carried out by the City's highway term contractor, working in collaboration with City Gardens for any tree planting. Works to traffic signals and utility equipment will be undertaken by TfL's traffic signal contractor and utility companies respectively. 7.5 Appointment of external consultants will be carried out in line with the City's procurement guidelines for capital projects.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Finance Tables
Appendix 3	Risk Register (for recommended option)
Appendix 4	Cycleway Route Overview Plan
Appendix 5	Option 1 Layout Plan
Appendix 6	Option 2 Layout Plan
Appendix 7	Option 3 Layout Plan
Appendix 8	Healthy Street Assessment Summary
Appendix 9	CoLSAT Assessment Summary
Appendix 10	Equalities Impact Assessment (DRAFT)

Contact

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Options Appraisal Matrix

Option Summary	*Option 1*	*Option 2*	*Option 3*
1. Brief description of option	Bi-directional cycle lanes along the northern kerbside People cycling would be fully protected along Queen Victoria Street between New Bridge Street and Queen Street. People cycling would either be physically segregated from general traffic or people cycling would be separated by time, controlled by traffic signals. The cycle lanes between this section has no side roads and therefore avoids conflict with other vehicles need to cross the cycle lanes. No net loss of coach parking, four coach parking bays along the northern kerbside of Queen Victoria Street would be displaced. Two bays relocated to the southern kerbside and two bays moved to Friday Street	Bi-directional cycle lanes along the southern kerbside People cycling would be protected for most sections along Queen Victoria Street between New Bridge Street and Queen Street. People cycling would either be physically segregated from general traffic or people cycling would be separated by time, controlled by traffic signals. The cycle lanes between this section has junctions with two side roads and a public car park entrance / exit. Consequently, there would be some conflict with other vehicles needing to cross the cycle lanes for access. No net loss of coach parking, four coach parking bays along the southern kerbside of Queen Victoria Street would be displaced. Two bays relocated to the northern kerbside and two bays moved to Friday Street	Conventional with flow cycle lanes People cycling would be mostly protected along Queen Victoria Street between New Bridge Street and Queen Street. The people cycling would either be physically segregated from general traffic or people cycling would be separated by time, controlled by traffic signals. The cycle lanes between this section has junctions with two side roads and a public car park entrance / exit. Consequently, there would be some conflict with other vehicles needing to cross the cycle lanes for access. A net loss of up to 6 coach parking bays. Two bays would be relocated to Friday Street

Option Summary	*Option 1*	*Option 2*	*Option 3*
2. Scope and exclusions	Scope • The same measures are proposed for all design options on Queen Victoria Street between New Bridge Street and Puddle Dock. • The design options are only different on Queen Victoria Street between Puddle Dock and Friday Street, as described in (1.). • The same measures are proposed on Queen Victoria Street between Friday Street and Queen Street • The same measures are proposed for all design options at Aldgate (via Aldgate Square and St Botolph Street) Exclusions • No changes are proposed at the junction of Queen Victoria Street / New Bridge Street / Blackfriars Bridge as the junction cannot accommodate additional dedicated cycle facilities • No changes are proposed at Bank Junction, Cornhill, or Leadenhall Street. The traffic volumes on these streets are within the threshold and therefore measures to separate people cycling from traffic are not required. • No changes are proposed at Aldgate High Street, the cycle route by-passes this section via Aldgate Square and St Botolph Street		
Project Planning			
3. Programme and key dates	Aldgate to Blackfriars Cycleway - expected completion date: Spring 2028 Key dates • Key stakeholder engagement including with Ward Members and public consultation preparation: Sept – Nov 2024 • Public consultation: December 2024 – January 2025 • Internal bid funding submission: 2025 • Consultation feedback analysis report: Feb – Mar 2025 • Progress report: consultation outcomes reported to committee: Apr 2025 • Detailed traffic modelling: Spring 2025 – December 2025		

Option Summary	*Option 1*	*Option 2*	*Option 3*
	• Detailed design: Spring 2025 – December 2025 • G5 Authority to start work: Spring 2026 • Highway work commences: Summer/Autumn 2026 • Highway works completed: Spring 2028		
4. Risk implications	Overall project option risk*:* Medium <u>Cost</u> The detailed design cost may change due to the scope of the traffic modelling expected by TfL and their cost to carry out audit is still to be confirmed, indicative costs for structural assessments for tunnels and bridges has been allowed for but costs may change, the cost of any additional surveys to complete the detailed design and the impact these risks may have on staff time. All three options require significant highway changes and therefore the actual total cost of the works including diversion of underground utilities, drainage and traffic signals equipment may vary significantly to the current estimated cost. Accurate cost estimates would be calculated as part of the detailed design process. <u>Design</u> The proposed measures may be affected by engineering difficulties related to structures beneath the highway such as London Underground / Network Rail tunnels, bridges, and pipe subways. These impacts will be assessed during the detailed design stage and where necessary, design changes will be made. Alternatively, some measures may no longer be considered feasible to deliver due to physical constraints or the cost implications. <u>Funding</u> Funding has not been secured to deliver the project to completion. TfL has advised that funding allocations will be confirmed and made available in stages as the project progresses. TfL also expects the City Corporation to match fund TfL's sponsorship to deliver the works. The City's funding strategy is to utilise CIL and/or OSPR funding, a future bid application will be made at the appropriate time.		

Option Summary	*Option 1*	*Option 2*	*Option 3*
	Public consultation support The significant highway changes are required to accommodate protected cycle lanes in each option and therefore may receive mixed support from the public consultation. Programme delay The detailed traffic modelling and detailed design of the highway changes requires significant assistance from external parties such as utility companies, TfL traffic model auditing team and TfL traffic signal design and therefore the programme to an extent is reliant on external parties to complete their tasks without delay. Further information available within the Risk Register (Appendix 3).		
5. Stakeholders and consultees	Key people who will need to be consulted during the evolution of the project: • Ward Members, Chair/Deputy Chair of S&W Sub • Various internal teams including Highways, City Gardens, Engineers • Various TfL stakeholders • Statutory consultees • BIDs and interested groups • Local residents, building occupiers, churches, etc.		
6. Benefits of option	• No net loss of coach parking • The protected two-way cycle lanes do not have any junctions with side roads which severe the cycle lane. Side road junctions along cycle lanes are a collision risk when motorised vehicles	• No net loss of coach parking • Opportunity to provide footway widening along certain sections • Safer crossings have been provided by tightening the junction geometry to shorten crossing distances for people	• Conventional cycle lanes running with flow • No cycle lane transition between opposing kerbsides required • Opportunity to provide footway widening along certain sections • Safer crossings have been provided by tightening the

Option Summary	*Option 1*	*Option 2*	*Option 3*
	cross over the cycle lane for access • Opportunity to provide footway widening along certain sections • Safer crossings have been provided by tightening the junction geometry to shorten crossing distances for people walking and slow vehicle turning speeds. Also, where possible crossings will be raised to encourage low vehicle speed and improve accessibility for people walking and wheeling	walking and slow vehicle turning speeds. Also, where possible crossings will be raised to encourage low vehicle speed and improve accessibility for people walking and wheeling	junction geometry to shorten crossing distances for people walking and slow vehicle turning speeds. Also, where possible crossings will be raised to encourage low vehicle speed and improve accessibility for people walking and wheeling
7. Disbenefits of option	• Bi-directional cycle lanes require complex junction changes at the start / end of the section to transition people cycling safely from one kerbside to the other. • Due to the lane separators, direct access from a motor vehicle to the kerbside would not be available. This would impact servicing on the northern kerbside.	• Bi-directional cycle lanes require complex junction changes at the start / end of the section to transition people cycling safely from one kerbside to the other. • Due to the lane separators, direct access from a motor vehicle to the kerbside would not be available. This would impact servicing on the southern kerbside.	• Due to the lane separators, direct access from a motor vehicle to the kerbside would not be available. This would impact servicing on the northern and southern kerbside. • Loss of coach parking and disabled parking bays • Westbound cycle lanes would have potential conflict with other vehicles at junctions with White Lion Hill and Lambeth Hill.

Option Summary	***Option 1***	***Option 2***	***Option 3***
	• Requires more time / resources for road cleaning/sweeping and winter maintenance than the current road layout • Requires the reallocation of carriageway space, making it challenging to retain or provide parking or loading provisions. • Less convenient for people crossing informally and particularly at bus stops by-passes.	• Cycle lanes would have potential conflict with other vehicles at junctions with White Lion Hill and Lambeth Hill. There would be an increase likelihood of a collision involving a person cycling than Option 1. • Requires more time / resources for road cleaning/sweeping and winter maintenance than the current road layout. • Requires the reallocation of carriageway space, making it challenging to retain or provide parking or loading provisions. • Less convenient for people crossing informally and particularly at bus stops by-passes.	There would be an increase likelihood of a collision involving a person cycling than Option 1. • Requires more time / resources for road cleaning/sweeping and winter maintenance than the current road layout and Options 1 and 2. • Requires the reallocation of carriageway space, making it challenging to retain or provide parking or loading provisions than Options 1 and 2. • Less convenient for people crossing informally and particularly at bus stops by-passes.
Resource Implications			
8. Total estimated cost	Total Estimated Cost: £4.0M - £4.5M £150,000 costed risk provision at this stage.		

Option Summary	*Option 1*	*Option 2*	*Option 3*
9. Funding strategy	Sources of funding for the whole Aldgate to Blackfriars Cycleway project are: • Spend to date: £208K fully funded by TfL • TfL secured funding 2024/25: £120K • TfL future funding is not secured but allocations are expected to be made available in stages as the project progresses (estimated amount: £1.9M - £2.1M) • CIL funding to match fund TfL's sponsorship. CIL funding bid will be submitted for approval at the appropriate time. (estimated amount: £1.7M - £2.0M)		
10. Investment appraisal	Not applicable		
11. Estimated capital value/return	Not applicable. The project delivers intangible benefits such has encouraging more people to cycle and improving accessibility for people walking and wheeling.		
12. Ongoing revenue implications	There are no ongoing revenue implications. Maintenance of the scheme would be covered by business-as-usual activities		
13. Affordability	The funding strategy is the same for all three options. Funding is not secured to deliver the project to completion. However, TfL funding allocations would be made available in stages as the project progresses. City Corporation's CIL and/or OSPR funding is expected to supplement TfL sponsorship and would be applied for at the appropriate time. At this early design stage, the estimated cost to deliver Option 1, 2 or 3 is expected to be in the region of £4.0 - £4.5M.		
14. Legal implications	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). Statutory legal processes will be followed to undertake the Traffic Management Order changes for changes to parking and waiting and loading restrictions, and for the public notices for the raised carriageways.		

Option Summary	*Option 1*	*Option 2*	*Option 3*
15. Corporate property implications	Not applicable		
16. Traffic implications	• At traffic signal-controlled junctions minor delays to general traffic and buses are expected to accommodate high quality cycling provisions. • The measures would make the road safer for all road users including people walking by minimising conflict between road users and providing safer crossings • Bus stop by-passes require bus passengers to cross the cycle lane when boarding and alighting at the bus stop. However, TfL monitoring evidence has shown that overall, there is no road safety issue with the design and operation of bus stop by-passes. • Direct access from a motor vehicle to the kerbside would not be available due to the protected cycle lanes. Alternative kerbside locations may need to be used for kerbside servicing or boarding and alighting vehicles. • Parking bays, bus stops, taxi rank and waiting and loading restrictions changes would be introduced impacting road users. • Road and lane closures would be required to deliver the highway changes. However, the traffic impacts and duration of the works would be minimised by works carrying on at weekends when possible.		
17. Sustainability and energy implications	Material specification would be in accordance 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 materials to reduce waste.		
18. IS implications	*Not applicable*		
19. Equality Impact Assessment	An equality impact assessment has been carried. The cycleway aims to have positive impact to people of all ages, including pregnant people, parents with young children, and disabled people and people with limited mobility by providing safer and accessible travel facilities and encouraging cycling. The proposal will create more space for walking and wheeling, especially for those with accessibility needs such as wheelchairs users.		

Option Summary	*Option 1*	*Option 2*	*Option 3*
	There is no evidence that the scheme would negatively impact race, religion, sex, sex orientation/gender reassignment and marriage/civil partnership. The assessment, however, recognises there may be some negative impacts resulting from the scheme proposals, in particular for older people and disabled people with mobility impairments due to limited access to the kerbside and the inclusion of bus stop by-passes resulting from the protected cycle lane. Therefore, alternative and direct kerbside access may need to be used. To help mitigate against the potential conflict with people crossing the cycle lane at bus stop by-passes, mini-zebra crossings are proposed across the cycle lane to provide people walking priority to cross the cycle lane and highlighting to people cycling that they need to give way at this point. The cycle lane would be raised at these crossings to create a level surface, improving accessibility. Tactile paving would also be provided on either side of the mini-zebra crossing to enable anyone with a visual impairment to find this point for crossing the cycle lane. However, it is not anticipated that this will result in any unlawful discrimination against these groups with protected characteristics. The draft assessment is shown in Appendix 10 and will be reviewed and updated, if required, following consultation of the scheme.		
20. Data Protection Impact Assessment	*Not applicable*		
21. Recommendation	Recommended	Not recommended	Not recommended

Project Coversheet

[1] Ownership & Status

UPI:
Core Project Name: City Cycleways Programme
Programme Affiliation: Cycling Network Programme
Project Manager: Albert Cheung – Street Space Planning, Environment Department

Definition of need:

- Cycling is an important mode of transport with huge health and social benefits. Despite this, only a third of all vehicles in the City are pedal cycles.

- A City survey also found that only 4% of people currently consider the experience of cycling in the City pleasant and most feel that it is not safe. Data also shows that the number of people cycling involved in collisions are disproportionately high

- Providing a dense network of cycle friendly streets will mean that anyone who wishes to cycle is not prevented from doing so because of safety concerns.

- The transport strategy has set out a range of cycling proposals including the delivery of a cycle network to enable more people to cycle.

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:

- By 2025 (originally set out G2)
- March 2028 (G3/4)

Key Milestones:

- Concept design approval.
- Public consultation.
- Detailed traffic modelling and detailed highway design.

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

The pace of the Aldgate to Blackfriars cycleway project has been determined by the availability of TfL's funding grant and their oversight requirements. The project was substantially delayed due to the financial impact on TfL's finances caused by Covid-19. The

original programme for completion was by 2025, however, the latest completion date is now estimated to be in 2028

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

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Briefing' G1-2 report (as approved by Streets & Walkways Sub-committee, July 2019):

City Cycleways Programme (Q11 Upgrade, Monument to Sun Street Cycleway and Aldgate to Blackfriars Cycleway)

- Total Estimated Cost (excluding risk): £3.5M - £4.5M
- Costed Risk Against the Project: None at this stage
- Estimated Programme Dates: see below

Q11 Upgrade

- Preliminary design, stakeholder engagement, traffic modelling and detailed design – Nov 2019
- G3/4/5 Dec 2019
- Delivery timeframe Feb - Apr 2020

Monument to Sun Street

- Preliminary design, modelling, consultation – Dec 2019
- G3/4 – Jan 2020
- Detailed design & modelling – April 2020
- Gateway 5 – May 2020
- Delivery timeframe 2021 – 2022

Aldgate to Blackfriars Cycleway

- Preliminary design, modelling – Feb 2020
- Consultation – May 2020
- G3/4 – Summer 2020
- Detailed design & modelling – Winter 2020
- Gateway 5 – Early 2021
- Delivery timeframe 2022 – 2023

Scope/Design Change and Impact:

'Options Appraisal and Design' G3/4 report (Submitted, for approval October 2024):

Aldgate to Blackfriars Cycleway

- Total Estimated Cost (excluding risk):
- Resources to reach next Gateway (excluding risk):

- Spend to date:
- Costed Risk Against the Project:
- Estimated Programme Dates:

Scope/Design Change and Impact:

Total anticipated on-going commitment post-delivery [£]: None.

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Appendix 2

Finance Tables

Table 1: Expenditure to Date: Aldgate to Blackfriars Cycleway - 16800418			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
P&T Staff Costs	75,321	71,435	3,886
P&T Fees	158,380	136,380	22,000
TOTAL	**233,701**	**207,815**	**25,886**

Table 2: Resources Required to reach the next Gateway			
Description	**Approved Budget (£)**	**Resources Required (£)**	**Revised Budget (£)**
Env Servs Staff Costs	-	75,000	75,000
P&T Staff Costs	75,321	60,000	135,321
P&T Fees	158,380	240,000	398,380
Costed Risk Provision	-	150,000	150,000
TOTAL	**233,701**	**525,000**	**758,701**
Table 3: Revised Funding Allocation			
Funding Source	**Current Funding Allocation (£)**	**Funding Adjustments (£)**	**Revised Funding Allocation (£)**
Transport for London	233,701	525,000	758,701
Total Funding Drawdown	**233,701**	**525,000**	**758,701**

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City of London: Projects Procedure Corporate Risks Register

Project name: *Aldgate to Blackfriars Cycleway*

Unique project identifier: *12079*

Total est cost (exc risk) *£4500000*

PM's overall risk rating	**Medium**
Avg risk pre-mitigation	**8.0**
Avg risk post-mitigation	**5.2**
Red risks (open)	**0**
Amber risks (open)	**5**
Green risks (open)	**0**

Corporate Risk Matrix score table

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

Costed risks identified (All)	£1,265,000.00	28%	*Costed risk as % of total estimated cost of project*
Costed risk pre-mitigation (open)	£1,265,000.00	28%	*" "*
Costed risk post-mitigation (open)	£640,000.00	14%	*" "*
Costed Risk Provision requested	£150,000.00	3%	*CRP as % of total estimated cost of project*

	Number of Open Risks	Avg Score	Costed Impact	Red	Amber	Green
(1) Compliance/Regulatory	1	**8.0**	£15,000.00	0	1	0
(2) Financial	4	**6.0**	£1,140,000.00	0	3	0
(3) Reputation	1	**0.0**	£10,000.00	0	0	0
(4) Contractual/Partnership	0	**0.0**	£0.00	0	0	0
(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	1	**8.0**	£100,000.00	0	1	0

		Extreme	Major	Serious	Minor
Issues (open)	**0**	**Open Issues**	0	0	0	0
All Issues	**0**	**All Issues**	0	0	0	0

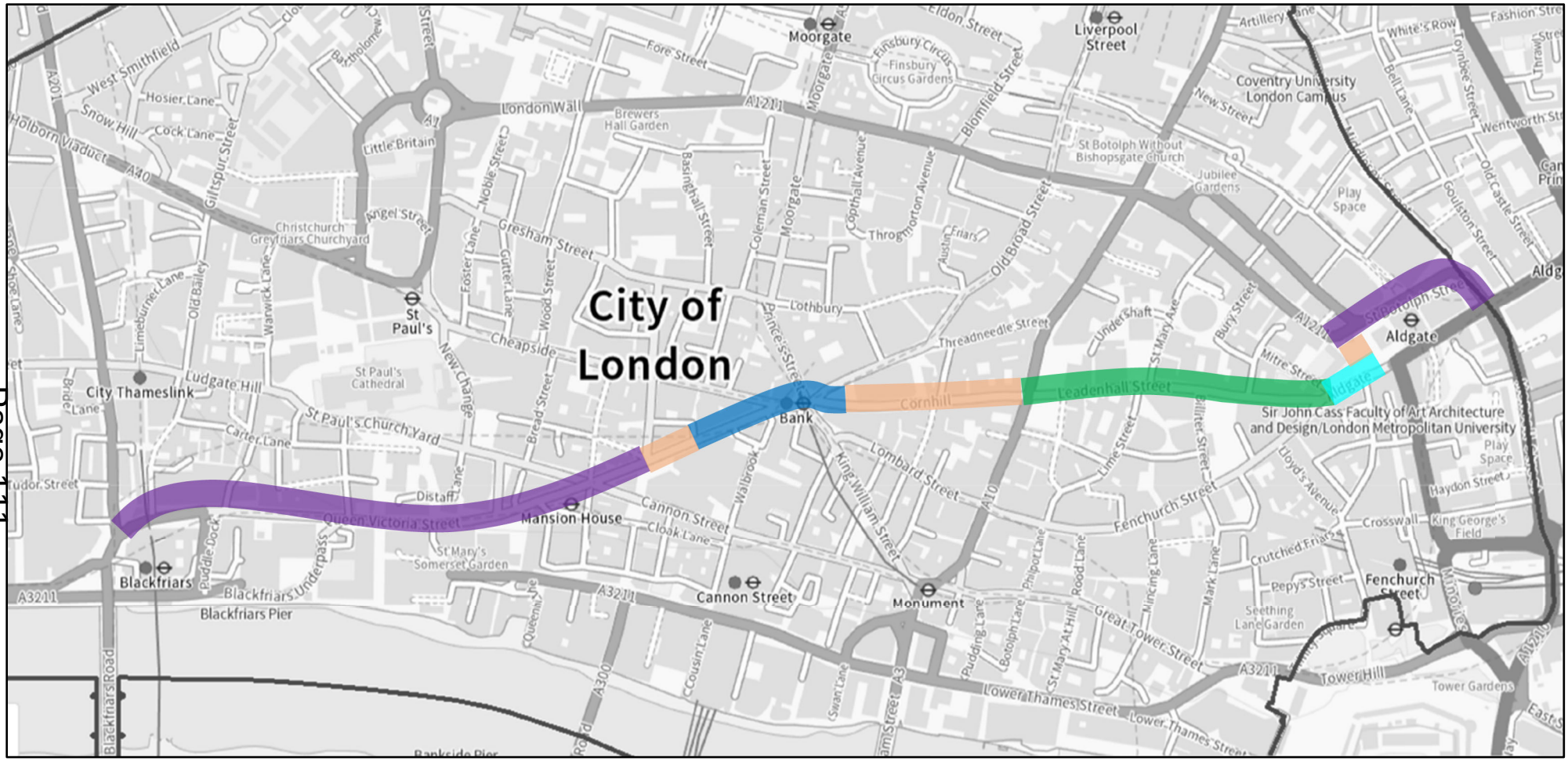
Cost to resolve all issues (on completion)	£0.00	**Total CRP used to date**	£0.00

City of London: Projects Procedure Corporate Risks Register

Project Name:	Aldgate to Blackfriars Cycleway	PM's overall risk rating:	Medium	CRP requested this gateway	£ 150,000	Average unmitigated risk	8.0	Open Risks	5
Unique project identifier:	12079	Total estimated cost (exc risk):	£ 4,500,000	Total CRP used to date	£ -	Average mitigated risk score	5.2	Closed Risks	0

General risk classification											Mitigation actions								Ownership & Action				General risk classification
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Gateway
R1	3	(2) Financial	Work costs estrimates are likely to change following completion of detailed design	Some aspects of the works may need to be redisigned, delayed or cancelled unless additional funding can be found	Likely	Serious	8	£1,000,000.00	N	C – Uncomfortable	Carry out detailed design to obtain accurate work costs. Regular discussion with TfL update of any changes so that a request for extra funding is made as early as possible, should it be required	£10,000.00	Possible	Serious	£500,000.00	6	£0.00		22/08/2024	B McVean	A Cheung		3
R2	3	(2) Financial	Detailed design costs increase. Provisional estimates have been used for external fees to undertake the detailed design which may change from the actual cost	Additonal funds will need to be secured if external fees are greater than estaimated. This could delay the project programme and require addtioanl staff time	Likely	Major		£120,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	CRP has been requested to mitigate the impact of external fee and staff time increases	£2,000.00	Likely	Serious	£110,000.00		£0.00	N/A	22/08/2024	B McVean	A Cheung		
R3	3	(1) Compliance/Regulatory	Consultation objection/s is/are received for the Cycleway project proposal	Delivery programme is delayed to resolve the objection	Likely	Serious	8	£15,000.00	N	B – Fairly Confident	The design proposals are fully appriased to ensure they are robust and appropraite for all street users. Engagement with objectors to resolve where possible and include design changes if possible. If required resolution of objections to be approved by the Streets & Walkways Sub Committee.	£5,000.00	Possible	Serious	£5,000.00	6	£0.00		22/08/2024	B McVean	A Cheung		3
R4	3	(2) Financial	Funding to complete the project is not secured	There is no sufficent funds to complete the project	Unlikely	Major	8	£0.00	N	A – Very Confident	Engagement with TfL has been positive and whilst future funding is not secured, they are supportive of the scehme and expressed they would support the delivery of the project and funding will be released in stages. CIL funding to suppliment TfL external funding would be requested at the appropraite time	£0.00	Rare	Serious	£0.00	2	£0.00		22/08/2024	B McVean	A Cheung		3
R5	3	(2) Financial	Project programme delay caused by realiance on external party services to complete tasks on time	Programme slippage will lengthen the duration of the project which will increase costs	Likely	Serious	8	£20,000.00	N	B – Fairly Confident	Hold regular meetings with external parties to ensure the programme stays on track	£5,000.00	Possible	Serious	£10,000.00	6	£0.00		22/08/2024	B McVean	A Cheung		3
R6	3	(10) Physical	Underground utilities / structures may cause engineering difficulty to build the scheme	The design may need to physically change or sub-optimal materials may need to be used to resolve engeineering difficulties	Likely	Serious	8	£100,000.00	N	C – Uncomfortable	Engagement with utilities and highway structures to identify possible engineering difficulties at an early stage to design out risks	£10,000.00	Possible	Serious	£10,000.00	6	£0.00		22/08/2024	B McVean	A Cheung		3
R7	3	(3) Reputation	Public consultation may result in negative publicity from certain user groups	Poor public relations	Possible	Serious		£10,000.00	N	B – Fairly Confident	early engagement with sensitive user groups	£2,000.00	Possible	Serious	£5,000.00				22/08/2024	B McVean	A Cheung		3

Aldgate to Blackfriars Cycleway - Overview Plan



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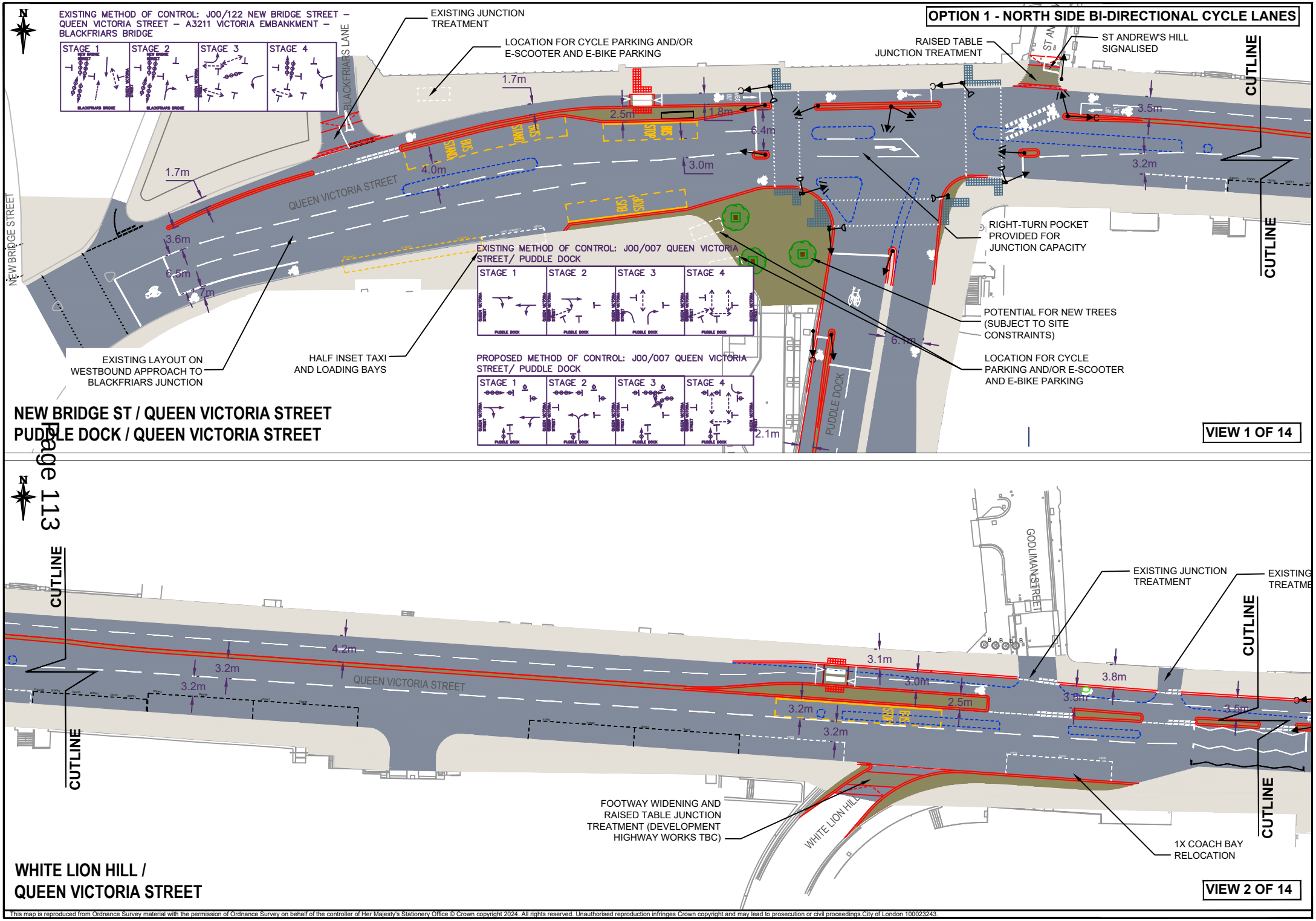
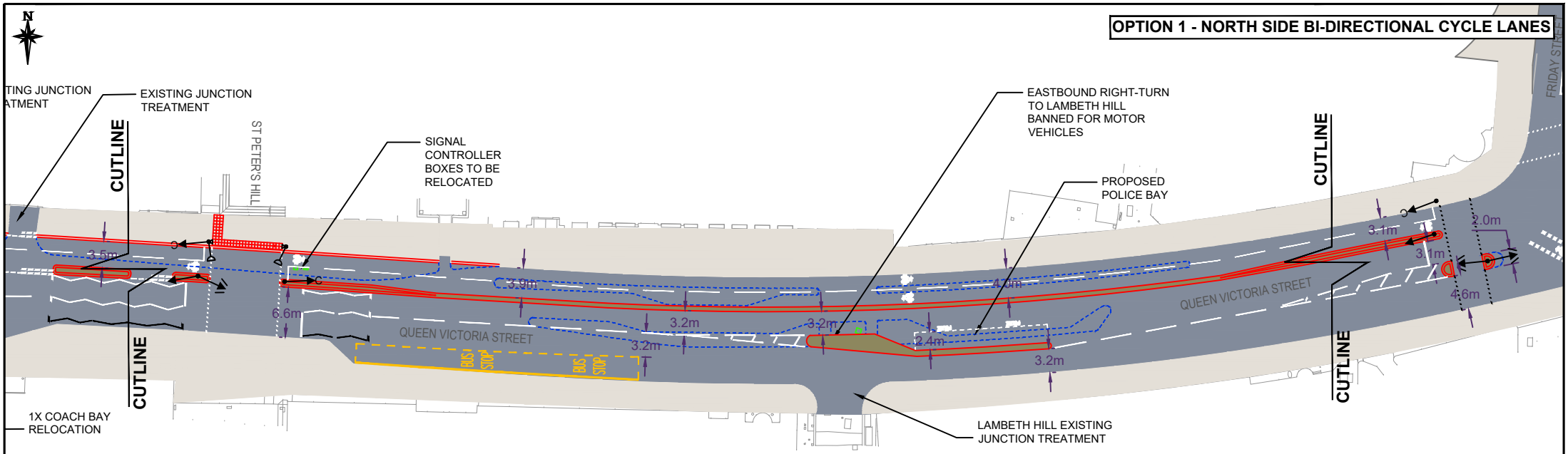
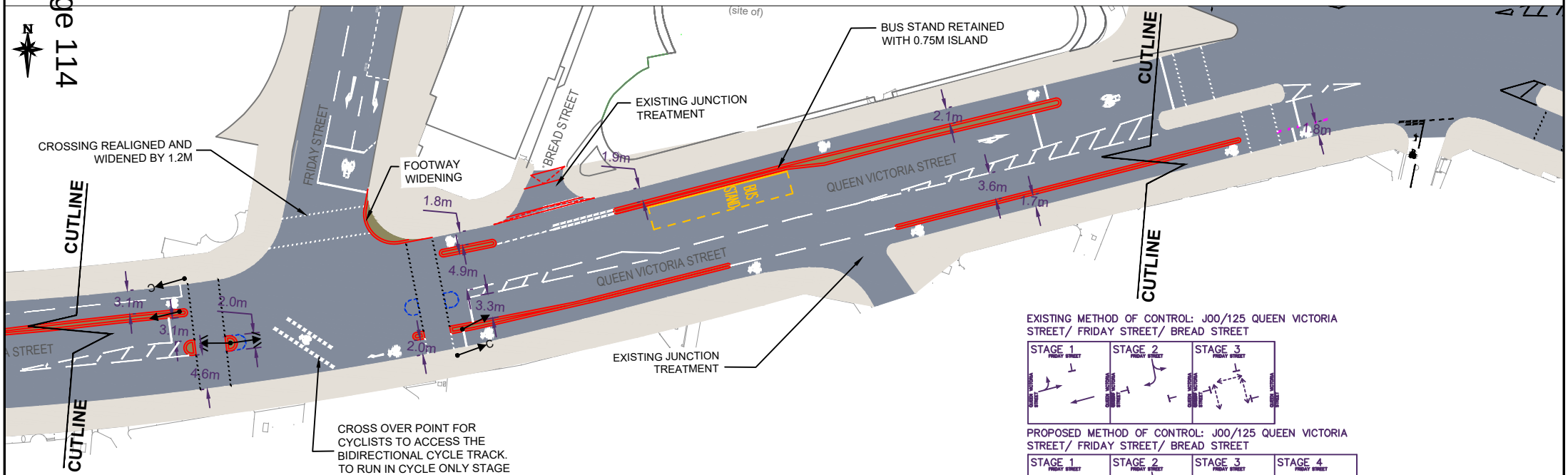


OPTION 1 - NORTH SIDE BI-DIRECTIONAL CYCLE LANES



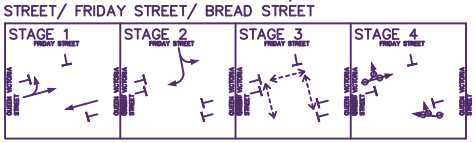
ST PETER'S HILL / QUEEN VICTORIA STREET

VIEW 3 OF 14



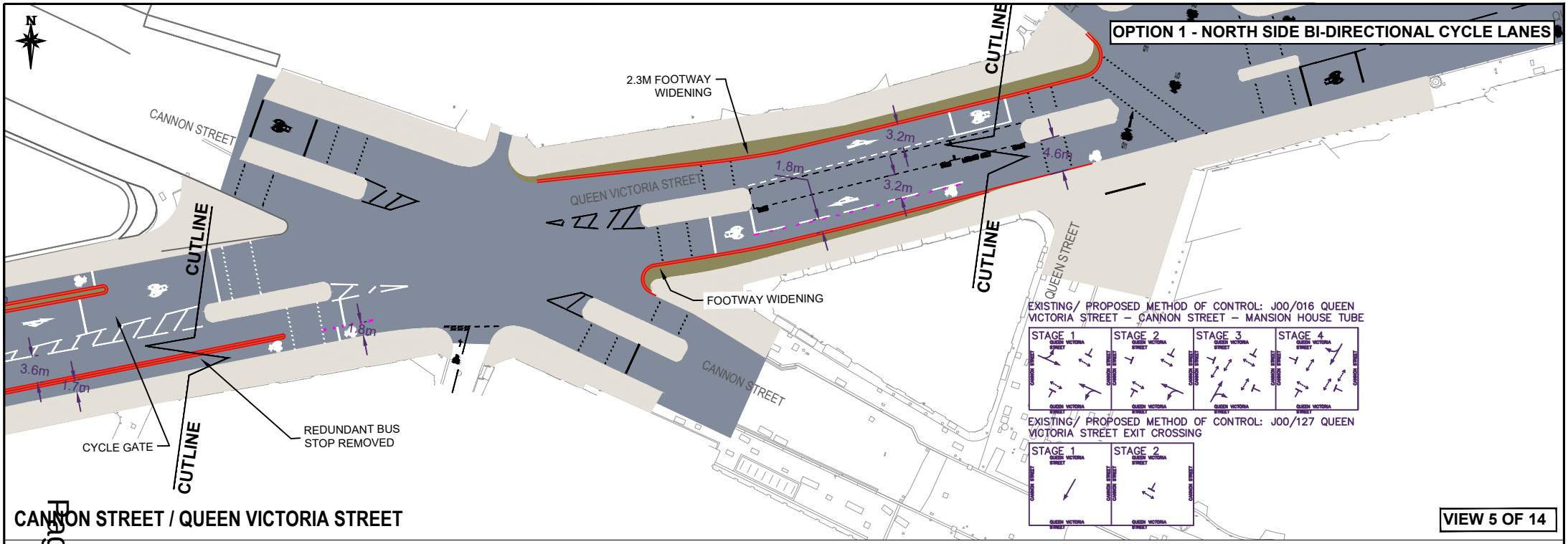
EXISTING METHOD OF CONTROL: J00/125 QUEEN VICTORIA STREET/ FRIDAY STREET/ BREAD STREET

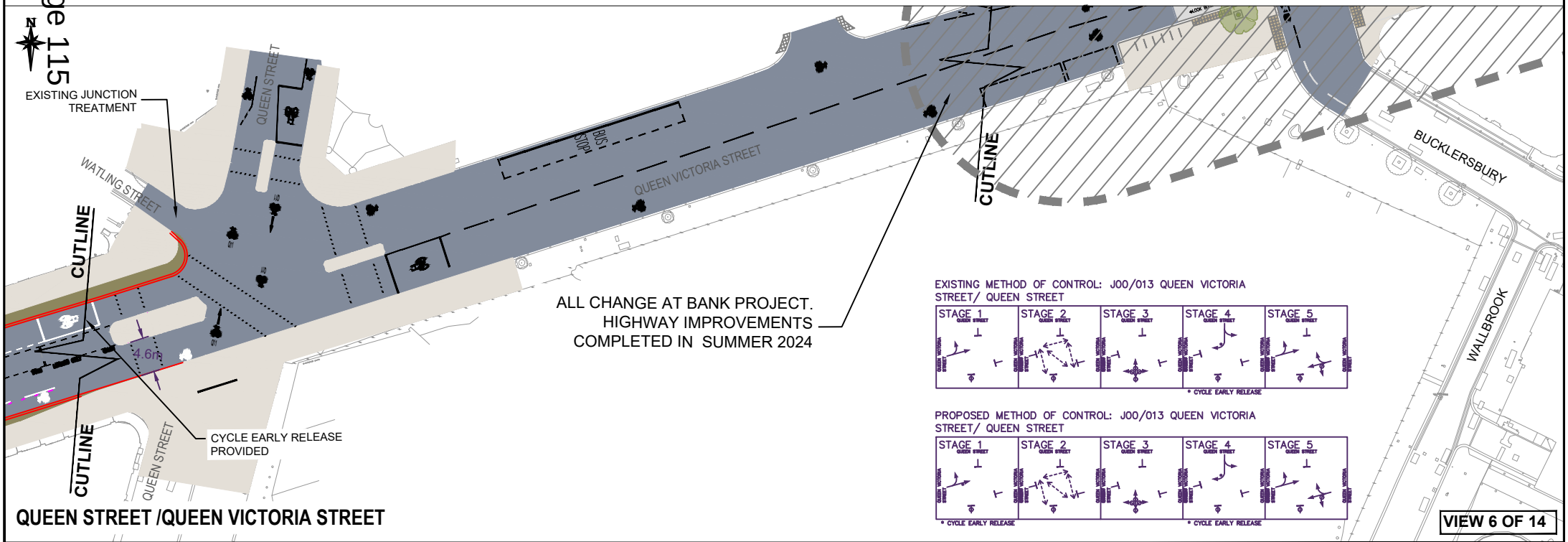
PROPOSED METHOD OF CONTROL: J00/125 QUEEN VICTORIA STREET/ FRIDAY STREET/ BREAD STREET

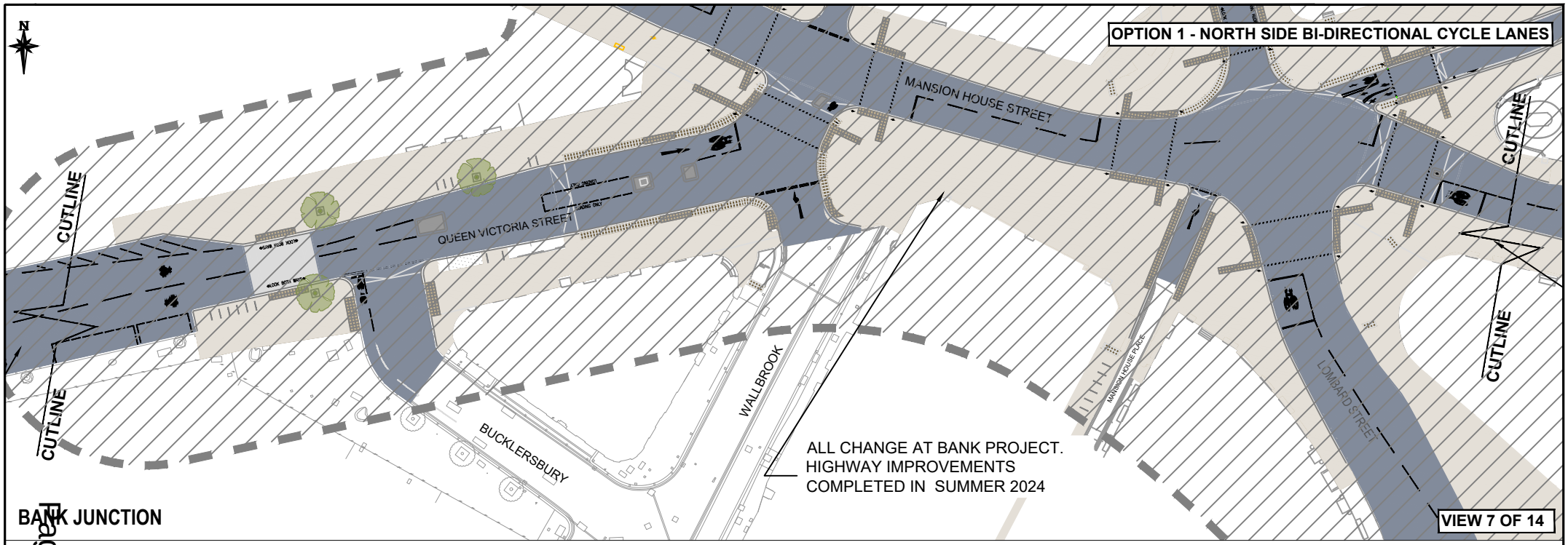


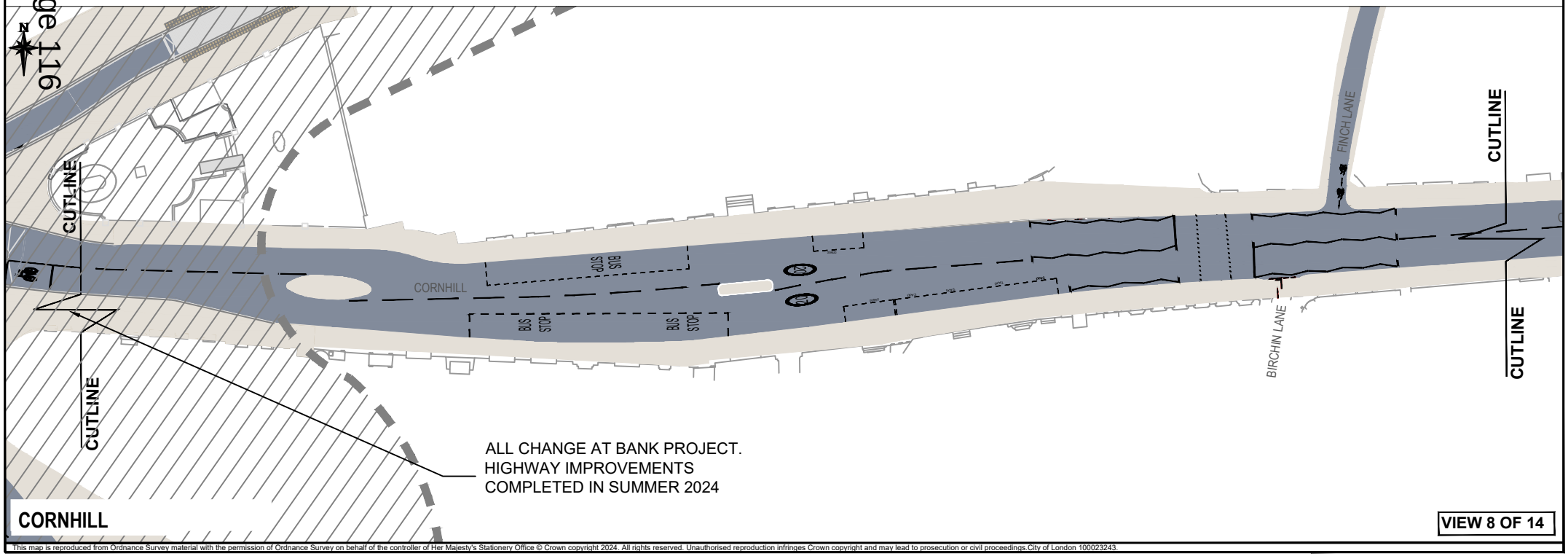
FRIDAY STREET / QUEEN VICTORIA STREET

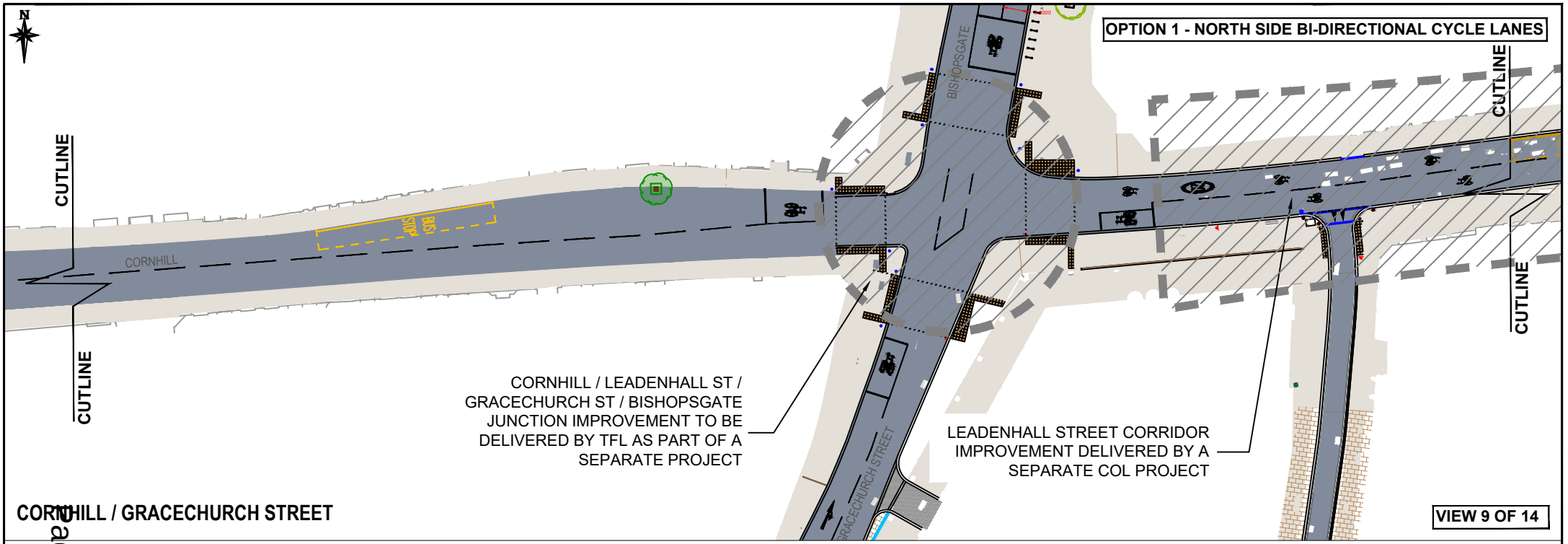
VIEW 4 OF 14

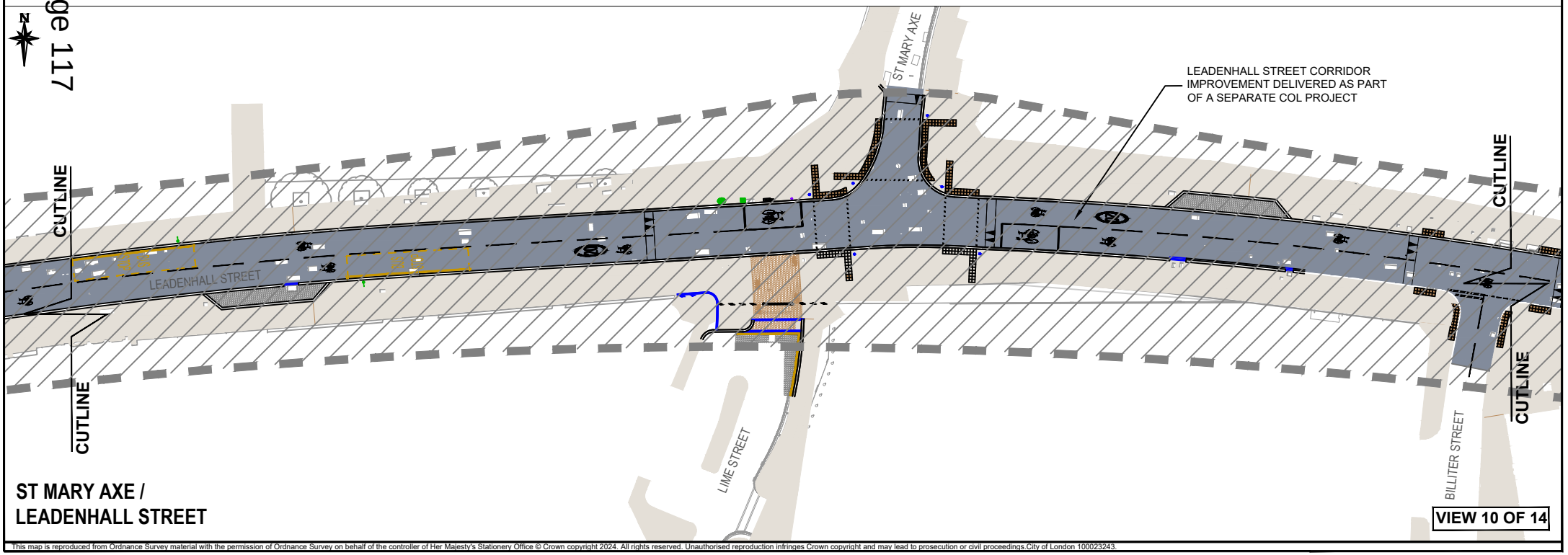


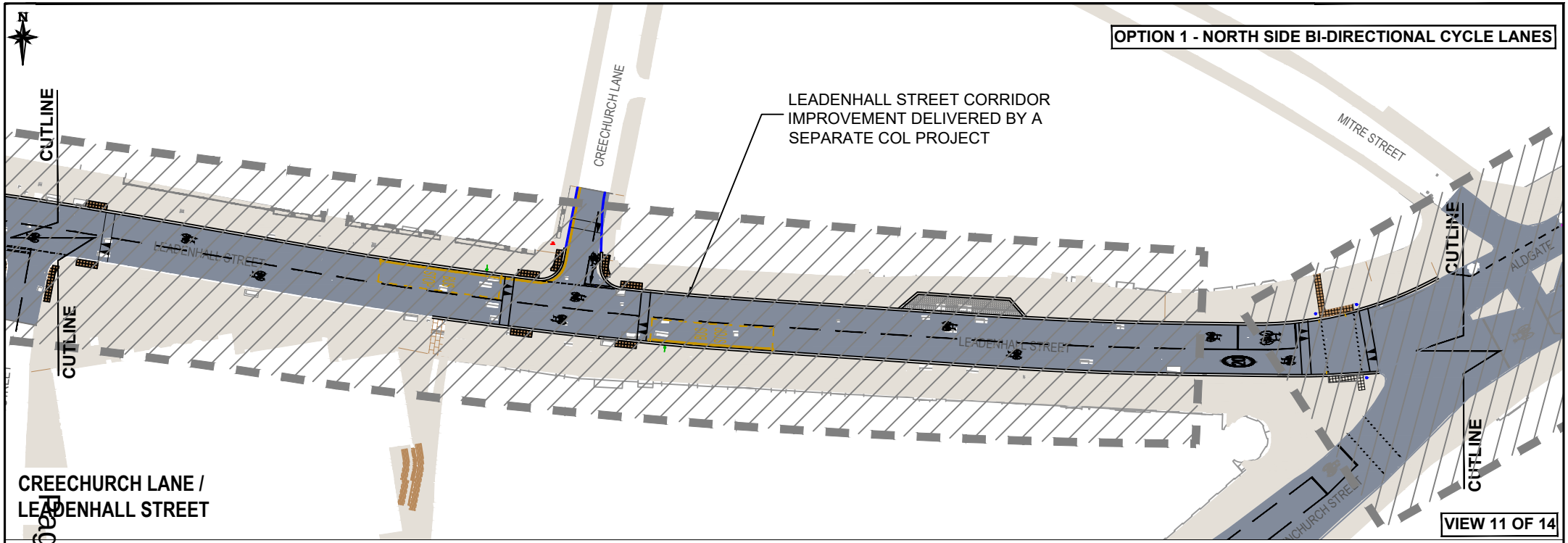


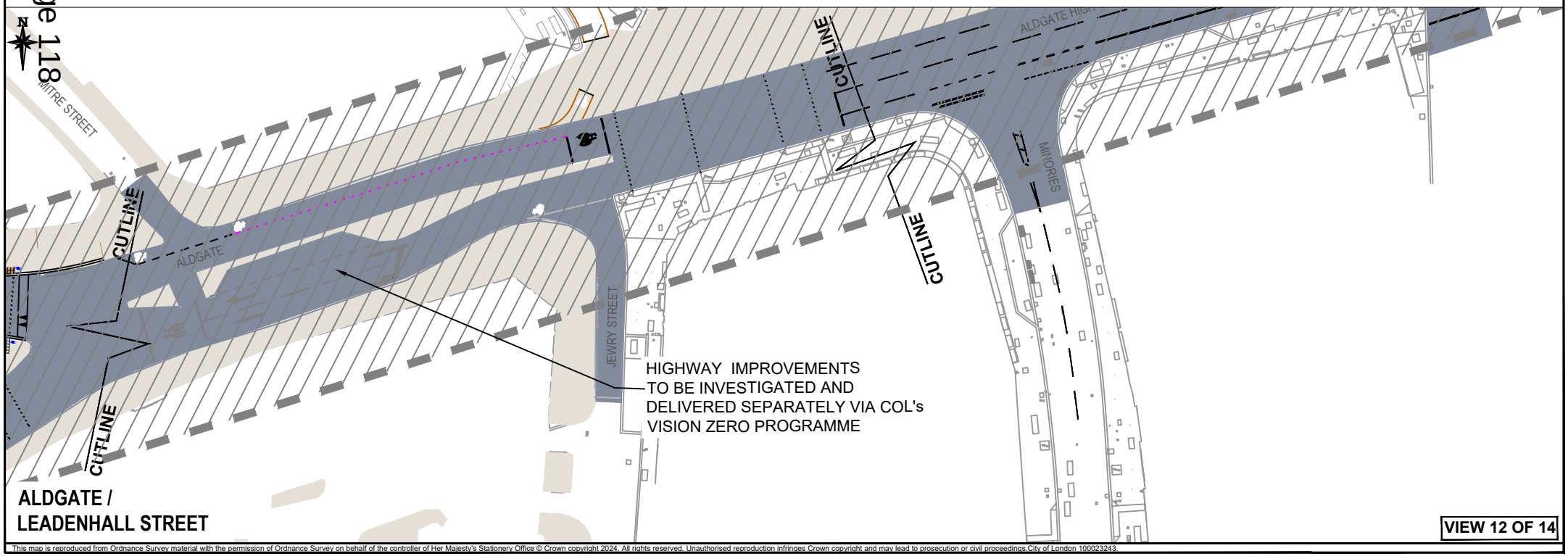


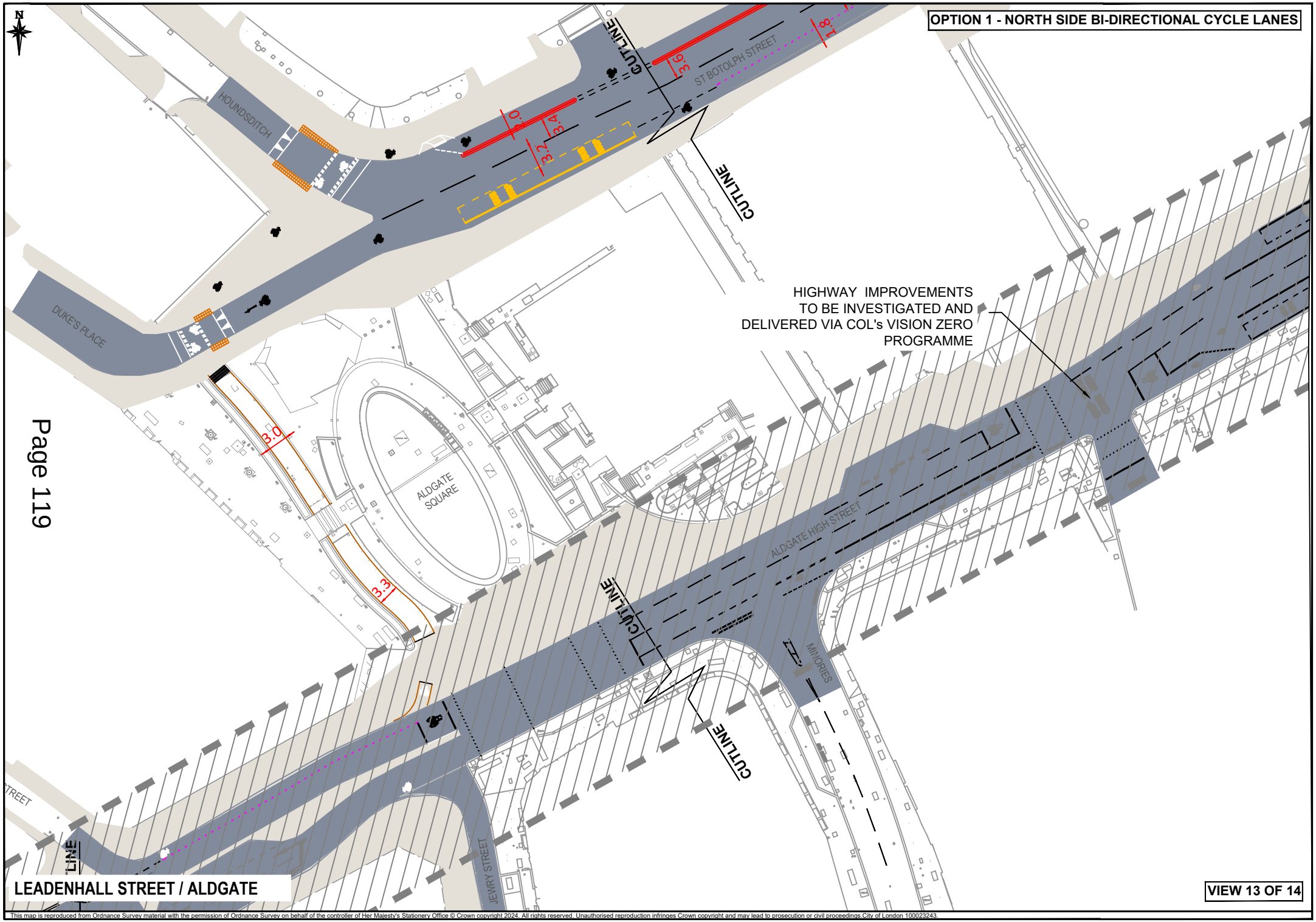


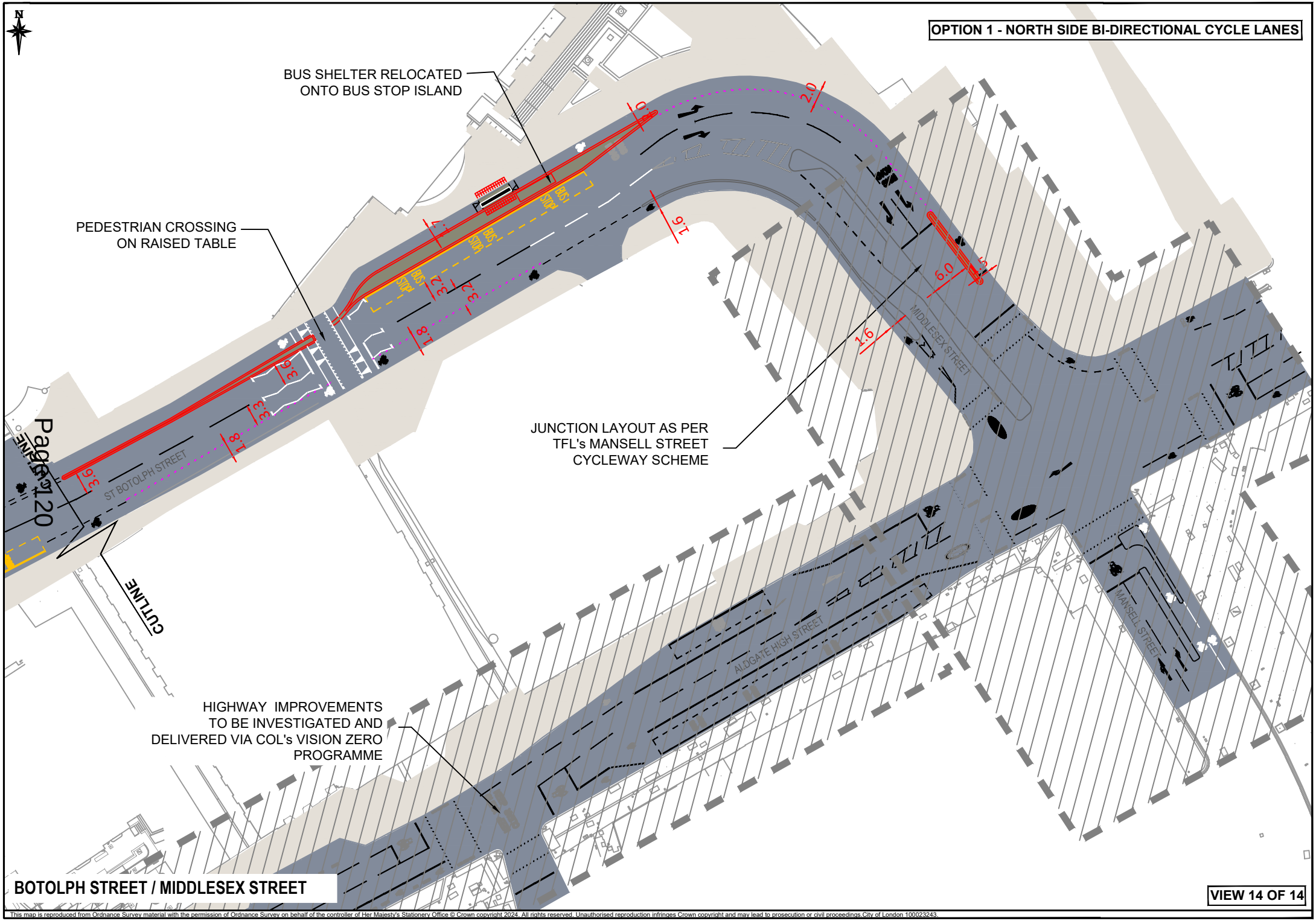


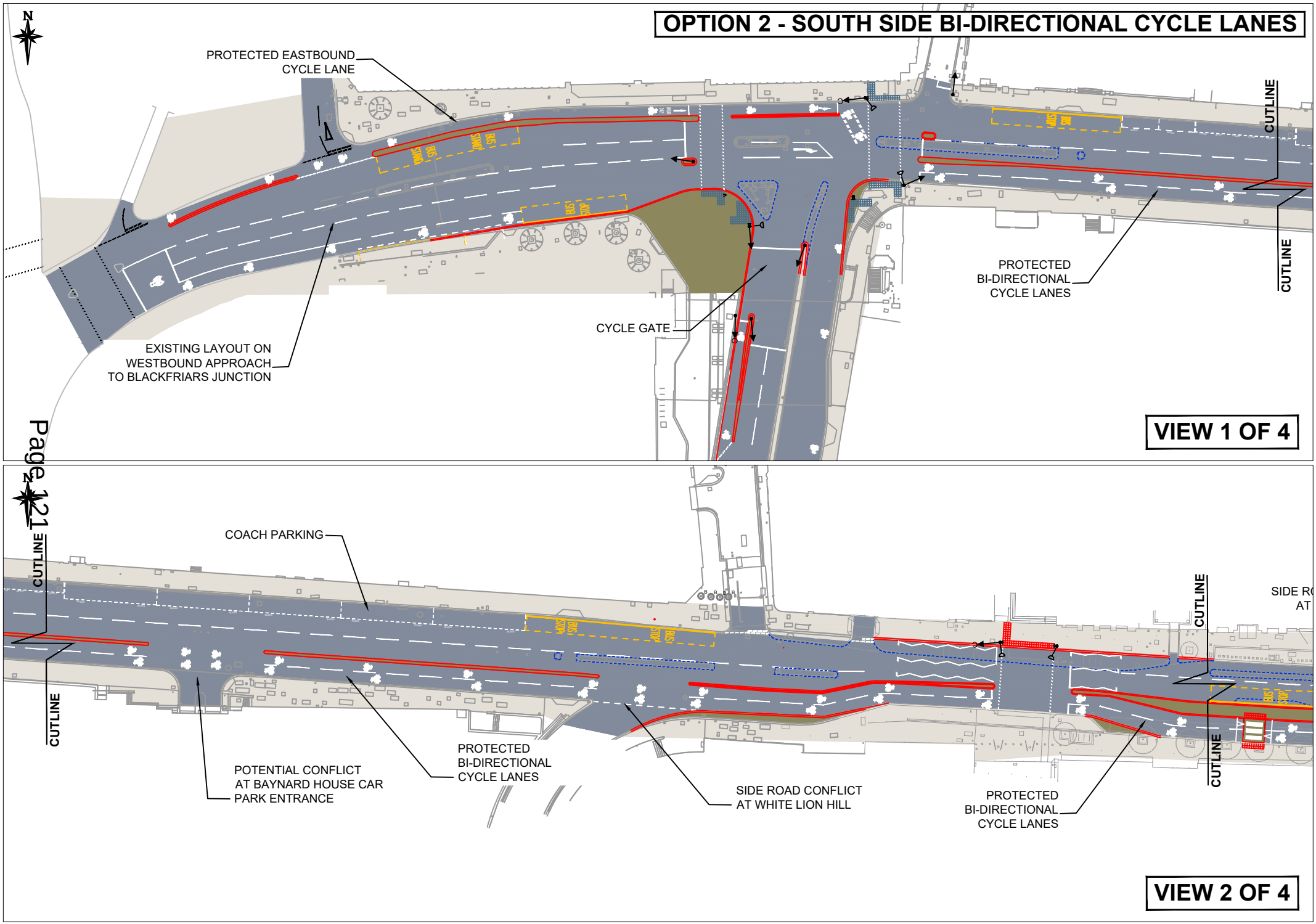




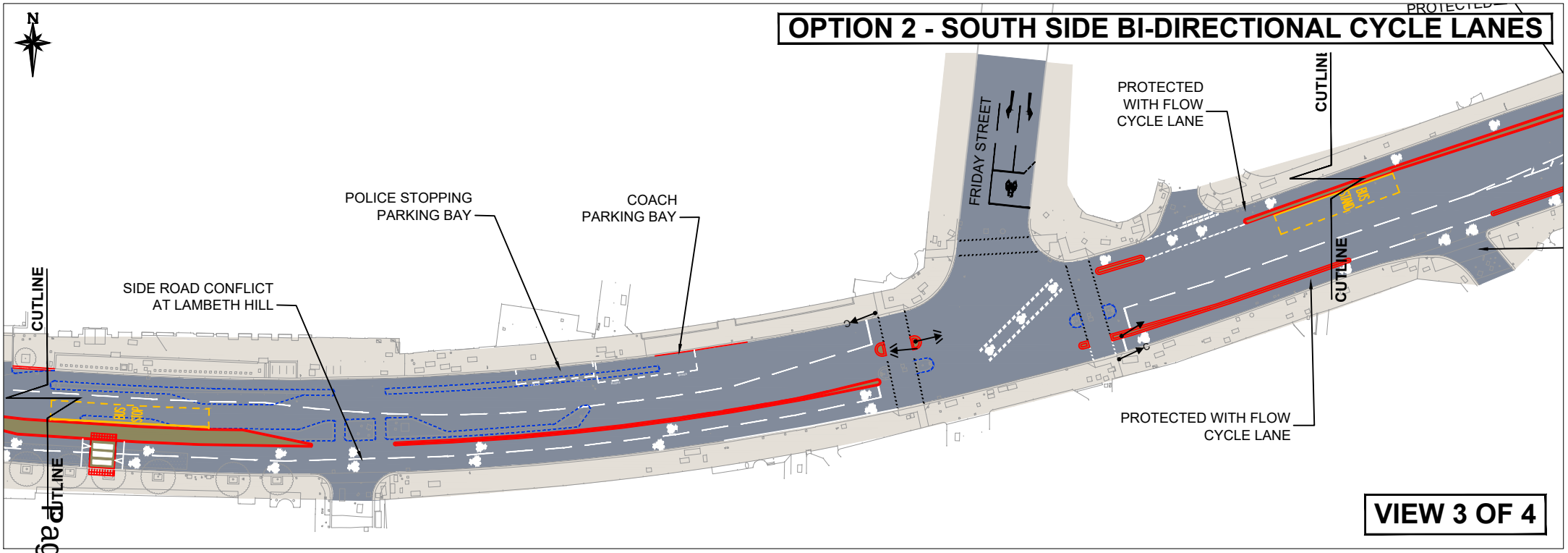


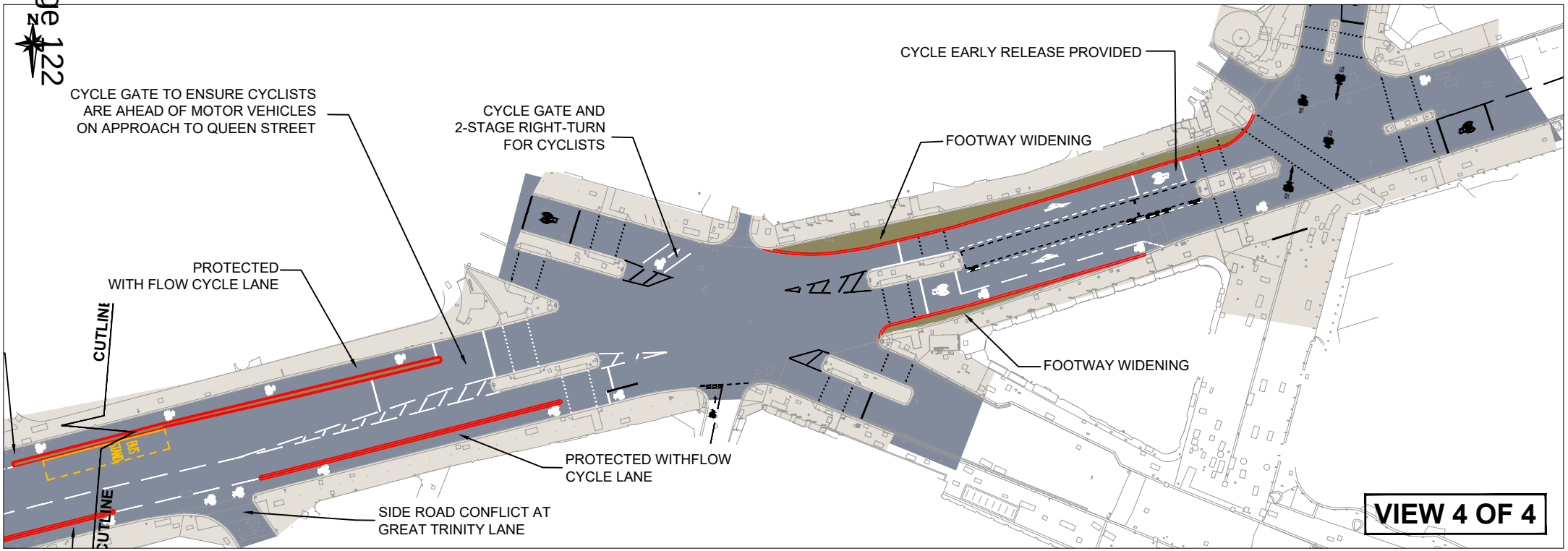





OPTION 2 - SOUTH SIDE BI-DIRECTIONAL CYCLE LANES
N
PROTECTED EASTBOUND CYCLE LANE
BUS STAND
BUS STAND
BUS STAND
BUS STAND
CUTLINE
CUTLINE
PROTECTED BI-DIRECTIONAL CYCLE LANES
CYCLE GATE
EXISTING LAYOUT ON WESTBOUND APPROACH TO BLACKFRIARS JUNCTION
VIEW 1 OF 4
N
COACH PARKING
CUTLINE
CUTLINE
BUS STOP
BUS STOP
CUTLINE
CUTLINE
POTENTIAL CONFLICT AT BAYNARD HOUSE CAR PARK ENTRANCE
PROTECTED BI-DIRECTIONAL CYCLE LANES
SIDE ROAD CONFLICT AT WHITE LION HILL
PROTECTED BI-DIRECTIONAL CYCLE LANES
VIEW 2 OF 4

OPTION 2 - SOUTH SIDE BI-DIRECTIONAL CYCLE LANES





OPTION 3 - WITH-FLOW CYCLE LANES

PROTECTED EASTBOUND CYCLE LANE

PROTECTED EASTBOUND CYCLE LANE

CUTLINE

CUTLINE

1.7m

BUS STAND

BUS STAND

BUS STOP

BUS STOP

EXISTING LAYOUT ON WESTBOUND APPROACH TO BLACKFRIARS JUNCTION

CYCLE GATE

PROTECTED WESTBOUND CYCLE LANE

POTEN
VI

VIEW 1 OF 4

CUTLINE

CUTLINE

PROTECTED EASTBOUND CYCLE LANE

CUTLINE

CUTLINE

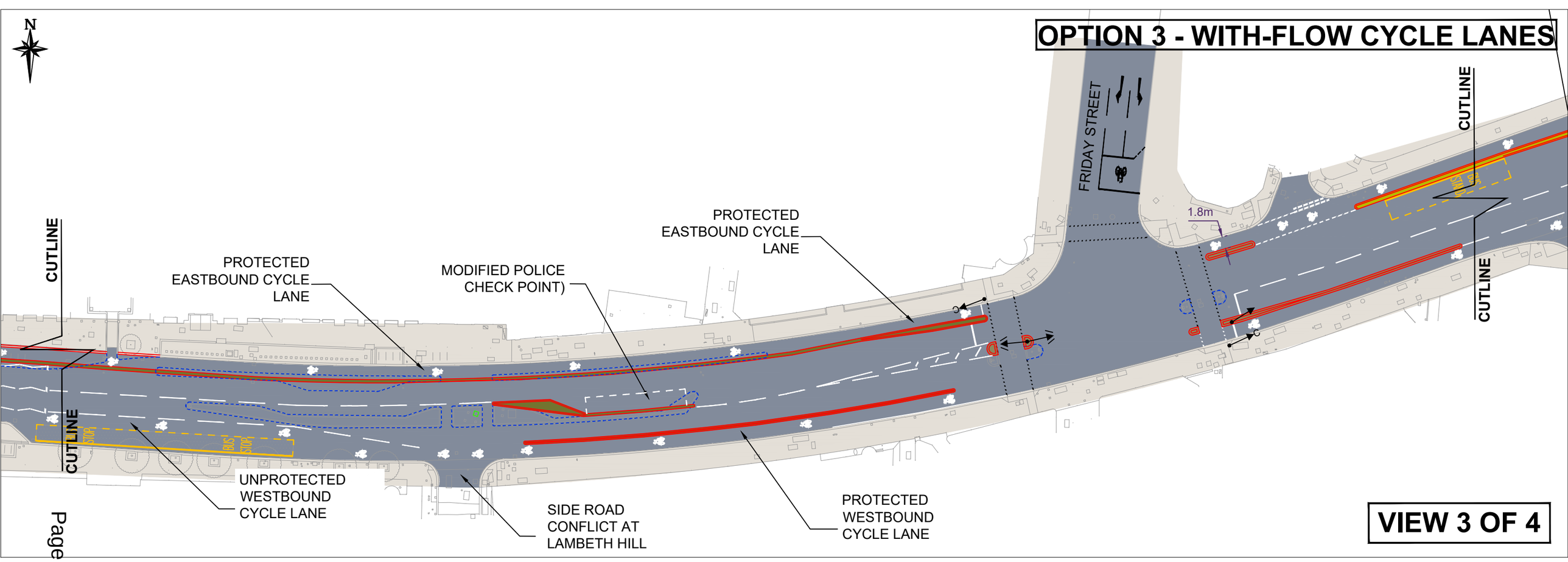
POTENTIAL CONFLICT WITH MOTOR VEHICLES AT BAYNARD HOUSE CAR PARK ENTRANCE

PROTECTED WESTBOUND CYCLE LANE

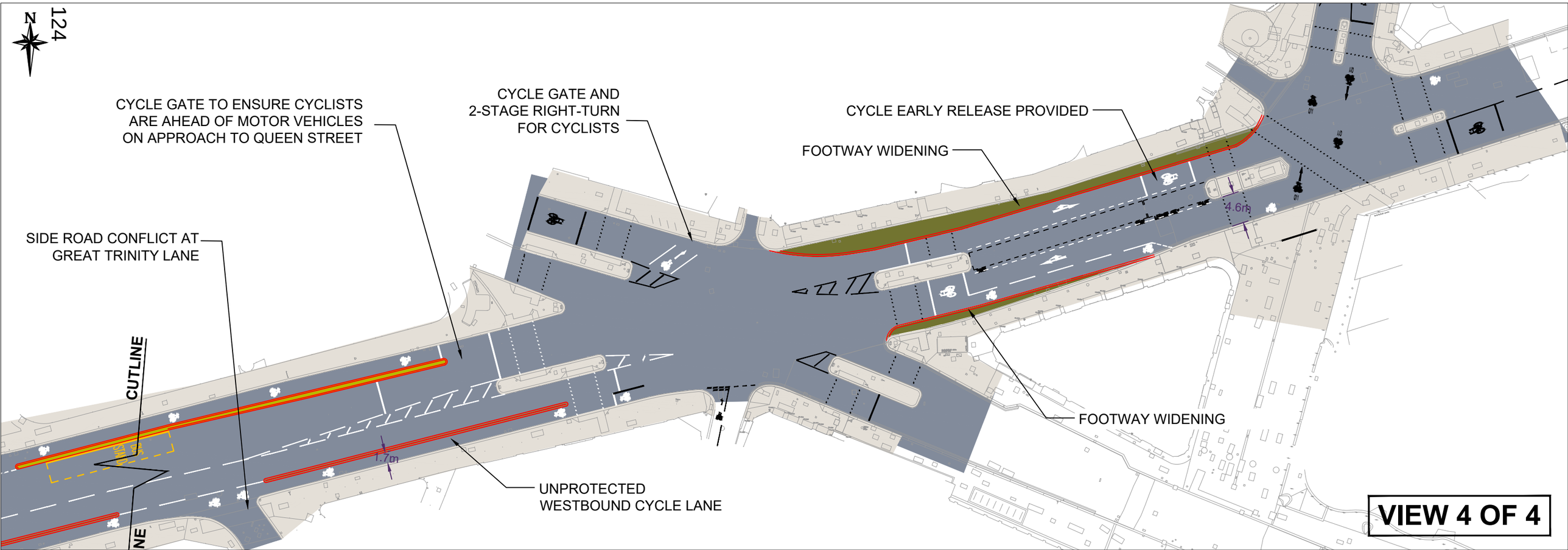
SIDE ROAD CONFLICT AT WHITE LION HILL

VIEW 2 OF 4

OPTION 3 - WITH-FLOW CYCLE LANES



VIEW 3 OF 4



VIEW 4 OF 4

Healthy Street Assessments, Design Check – Option 1

Queen Victoria Street 1: Between Blackfriars Court and College of Arms

Healthy Streets Indicators' scores (%)

(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	44	58
Easy to cross	63	67
Shade and shelter	33	50
Places to stop and rest	47	53
Not too noisy	33	40
People choose to walk, cycle and use public transport	44	58
People feel safe	47	70
Things to see and do	33	42
People feel relaxed	44	59
Clean Air	33	42
Overall Healthy Streets Check score	45	59
Number of 'zero' scores	3	0
(Proposed layout score from applicable metrics)		30.23%

Queen Victoria Street 2: Between College of Arms and Bread 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	53	63
Easy to cross	67	70
Shade and shelter	50	50
Places to stop and rest	67	67
Not too noisy	47	47
People choose to walk, cycle and use public transport	53	63
People feel safe	61	79
Things to see and do	50	50
People feel relaxed	53	64
Clean Air	50	50
Overall Healthy Streets Check score	55	65
Number of 'zero' scores	2	0
(Proposed layout score from applicable metrics)		28.57%

Queen Victoria Street 3: Between Bread Street and Bucklersbury

Healthy Streets Indicators' scores (%)

(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	54	65
Easy to cross	63	63
Shade and shelter	50	50
Places to stop and rest	60	60
Not too noisy	53	53
People choose to walk, cycle and use public transport	54	65
People feel safe	53	68
Things to see and do	50	50
People feel relaxed	54	66
Clean Air	58	58
Overall Healthy Streets Check score	55	64
Number of 'zero' scores	3	0
(Proposed layout score from applicable metrics)		23.26%

Aldgate: Between Mitre Street to Middlesex Street (via Aldgate Square)

Healthy Streets Indicators' scores (%)

(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	57	62
Easy to cross	63	63
Shade and shelter	67	67
Places to stop and rest	73	73
Not too noisy	47	47
People choose to walk, cycle and use public transport	57	62
People feel safe	60	68
Things to see and do	58	58
People feel relaxed	58	63
Clean Air	50	50
Overall Healthy Streets Check score	58	63
Number of 'zero' scores	3	1
(Proposed layout score from applicable metrics)		12.50%

Appendix 9

City of London Street Accessibility Tool

Aldgate to Blackfriars Cycleway

The City of London Street Accessibility Tool (CoLSAT) enables street designers to easily identify how street features impact on the different needs of disabled people

The needs of different groups of disabled people can be contradictory; that improving accessibility for one group may decrease accessibility for another. CoLSAT identifies the 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 discussion to maximise the benefits for all.

Current street conditions and Option 1 measures proposed on Queen Victoria Street and St Botolph Street have been assessed using CoLSAT. Queen Victoria Street has been split into three sections:

- Blackfriars Ct to College of Arms
- College of Arms to Bread Street
- Bread Street to Bucklersbury

The summary table below shows the red scoring results of each of the sections has significantly reduced between the current layout and the recommended Option 1.

	Current layout Number of red categories		Proposed Option 1 Number of red categories		Reduction in red categories	
	Scoring: 1	Scoring: 0	Scoring: 1	Scoring: 0	Scoring: 1	Scoring: 0
QVS 1	23	7	5	0	18	7
QVS 2	23	3	6	0	17	3
QVS 3	16	1	8	0	7	1
St Botolph St	9	5	4	0	6	5

The CoLSAT results of each of the sections for the existing and proposed layouts are shown below.

Queen Victoria Street – Section 1: Existing Layout

CoLSAT City of London Street Accessibility Tool

v 1.2

Step 1

Set each of the drop downs below to best describe the street characteristics for the section being analysed

Step 2

Review the results for each needs segment b

Step 3

Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature

		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Point														
Crossing Type	Uncontrolled crossing > 8m road width	3	2	3	1	2	0	2	2	3	1	2	1	
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	4	
Edge Marking	No tactile edge marking	3	3	2	3	4	0	1	1	3	4	2	0	
Tactile Paving Back Edge	Back edge 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	Tacile without significant contrast with surounding 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	2	2	2	2	2	3	2	2	2	3	
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	4	3	4	4	4	3	
Kerb Drop Slope	Kerb drop > 1/6, 9.5 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	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														
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)	Deliniating upstand 0 mm to 3 mm (undelineated)	3	4	3	2	2	0	1	3	3	2	2	1	
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	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	4	4	
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	
Bench Spacing	Bench > 400 m away	3	3	3	1	0	3	3	2	2	1	2	3	
Bench Design	Benches with backrests without arms	3	3	3	3	3	3	3	3	4	3	3	3	
Bench Seat Height	Benches multiple seat heights > 50 cm and < 45 cm	3	3	3	4	4	3	3	3	4	3	3	3	
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	
Slopes														
Gradient (in direction of travel)	Gradient 1/20 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	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 10 m to 100 m away	3	3	2	3	3	3	1	3	4	3	3	3	
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	2	
Dedicated Taxi Drop Off	Dedicated taxi drop off point / taxi rank	3	3	4	4	4	3	3	4	3	4	4	4	
Bus Stop Location	Within 100 m	3	4	4	4	3	4	3	4	3	4	3	3	
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	3	3	
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	
Toilets														
Accessible Toilets	Further than 500 m away	2	2	2	1	2	3	2	3	3	1	3	2	
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	

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Queen Victoria Street – Section 2: Existing Layout

CoLSAT City of London Street Accessibility Tool v 1.2

Step 1
Set each of the drop downs below to best describe the street characteristics for the section being analysed

Step 2
Review the results for each needs segment b

Step 3
Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature

		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Point														
Crossing Type	Controlled crossing (any road width)	4	4	4	4	4	4	4	4	4	4	4	3	
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	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	
Tactie Paving Back Edge	Straight back edge	2	3	3	3	1	4	3	3	2	2	4	4	
Tactie 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 has significant contrast with surrounding paving	3	3	4	3	4	3	4	4	3	3	3	3	
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	4	3	3	3	3	4	3	
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	4	4	3	3	
Island Type	No island	2	3	2	2	2	2	2	3	2	2	2	3	
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	4	3	4	4	4	3	
Kerb Drop Slope	Kerb drop > 1/6, 9.5 deg, 17% incline	1	1		2	1	3	3	2	3	1	3	2	
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	3	
Audible (beeping)	Audible	3	3	4	4	3	4	4	4	4	4	4	4	
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														
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)	Deliniating upstand 0 mm to 3 mm (undelineated)	3	4	3	2	2	0	1	3	3	2	2	1	
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	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	4	4	
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	
Bench Spacing	Bench within 150 m	3	3	3	4	4	3	3	3	3	4	4	3	
Bench Design	Benches without backrests or arms	3	3	2	2	1	3	3	2	2	3	3	3	
Bench Seat Height	Benches seat height > 50 cm	3	3	3	3	1	3	3	3	3	3	3	3	
Bench Sensory Experience	Bad sensory experience (adjacent busy road, cold surface)	3	3	3	3	2	3	3	3	2	3	1	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	Crossover dropped	3	3	3	3	1	3	3	3	3	2	3	3	
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	3	3	3	3	3	2	1	
Taxi Drop Off Location	Taxi drop off 10 m to 100 m away	3	3	2	3	3	3	1	3	4	3	3	3	
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	2	
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	
Bus Stop Location	Within 100 m	3	4	4	4	3	4	3	4	3	4	3	3	
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	3	3	
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	
Toilets														
Accessible Toilets	Further than 500 m away	2	2	2	1	2	3	2	3	3	1	3	2	
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	

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Queen Victoria Street – Section 3: Existing Layout

CoLSAT City of London Street Accessibility Tool v 1.2

Step 1
Set each of the drop downs below to best describe the street characteristics for the section being analysed

Step 2
Review the results for each needs segment b

Step 3
Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature

		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Point														
Crossing Type	Controlled crossing (any road width)	4	4	4	4	4	4	4	4	4	4	4	3	
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	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	Straight back edge	2	3	3	3	1	4	3	3	2	2	4	4	
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	Tacile without significant contrast with surounding 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	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	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	3	
Audible (beeping)	Audible	3	3	4	4	3	4	4	4	4	4	4	4	
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	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)	Deliniating upstand 0 mm to 3 mm (undelineated)	3	4	3	2	2	0	1	3	3	2	2	1	
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	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	4	4	
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	
Bench Spacing	Bench between 150 m and 400 m away	3	3	3	2	2	3	3	3	3	3	3	3	
Bench Design	Benches without backrests or arms	3	3	2	2	1	3	3	2	2	3	3	3	
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	4	3	3	3	
Bench Sensory Experience	Bad sensory experience (adjacent busy road, cold surface)	3	3	3	3	2	3	3	3	2	3	1	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 10 m to 100 m away	3	3	2	3	3	3	1	3	4	3	3	3	
Taxi Drop Off Kerb	Taxi drop off kerb > 150 mm	4	4	3	3	2	3	3	3	3	4	3	4	
Dedicated Taxi Drop Off	Dedicated taxi drop off point / taxi rank	3	3	4	4	4	3	3	4	3	4	4	4	
Bus Stop Location	Within 100 m	3	4	4	4	3	4	3	4	3	4	3	3	
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	3	3	
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	
Toilets														
Accessible Toilets	Further than 500 m away	2	2	2	1	2	3	2	3	3	1	3	2	
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	

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Aldgate – via Aldgate Square and St Botolph Street: Existing Layout

CoLSAT City of London Street Accessibility Tool v 1.2

Step 1
Set each of the drop downs below to best describe the street characteristics for the section being analysed

Step 2
Review the results for each needs segment b

Step 3
Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature

		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	2	
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	4	
Edge Marking	No tactile edge marking	3	3	2	3	4	0	1	1	3	4	2	0	
Tactile Paving Back Edge	Straight back edge	2	3	3	3	1	4	3	3	2	2	4	4	
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 has significant contrast with surrounding paving	3	3	4	3	4	3	4	4	3	3	3	3	
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	4	3	3	3	3	4	3	
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	4	4	3	3	
Island Type	No island	2	3	2	2	2	2	2	3	2	2	2	3	
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	4	3	4	4	4	3	
Kerb Drop Slope	Kerb drop 1/6, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline	3	3		3	2	3	3	3	3	2	3	3	
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	3	2	3	2	2	3	3	4	3	1	
Signal (red/green man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	3	
Audible (beeping)	Audible	3	3	4	4	3	4	4	4	4	4	4	4	
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														
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)	Deliniating upstand 0 mm to 3 mm (undelineated)	3	4	3	2	2	0	1	3	3	2	2	1	
Footway Width														
Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	4	3	3	4	4	
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	
Street Furniture														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	3	4	3	4	
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	
Contrast	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	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 45 to 50 cm	3	3	3	4	3	3	3	3	4	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	
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	Crossover level	3	2	3	2	4	2	1	2	4	3	3	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 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	Within 100 m	3	4	4	4	3	4	3	4	3	4	3	3	
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	3	3	
Bus Stop Type	Shelter + perch seat	3	3	3	3	2	3	4	3	4	3	3	3	
Toilets														
Accessible Toilets	Within 100 m	4	4	3	4	4	3	3	4	4	4	3	3	
Changing Places Toilets	Within 500 m	3	4	3	3	3	3	3	3	3	3	4	4	

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Queen Victoria Street – Section 1: Proposed Layout

CoLSAT City of London Street Accessibility Tool v 1.2

Step 1
Set each of the drop downs below to best describe the street characteristics for the section being analysed

Step 2
Review the results for each needs segment b

Step 3
Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature

		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Point														
Crossing Type	Controlled crossing (any road width)	4	4	4	4	4	4	4	4	4	4	4	3	
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	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	
Tactie Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	2	2	3	3	3	3	3	
Tactie Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	2	3	3	3	
Tactile Paving Tonal Contrast	Tacile without significant contrast with surounding paving	3	3	3	3	3	3	2	2	2	3	3	3	
Tactile Paving Stem Length	Tactile stem > 0.5 m from building line	3	3	3	3	4	2	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	Island without tactile	4	4	4	3	4	2	2	4	3	4	3	1	
Island Depth	Island depth < 1.2 m	2	2	3	3	3	3	2	3	2	3	3	3	
Kerb Drop Slope	Kerb drop 1/6, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline	3	3		3	2	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)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	3	
Audible (beeping)	Audible	3	3	4	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	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	
Contrast with Road	Higher tonal contrast between paving and road	3	3	3	4	3	3	3	4	3	4	3	4	
Lines	Yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4	
Kerb														
Kerb Type (crossing over)	Crossing Upstand 0 mm to 3 mm + 800 tactile paving	4	3	4	4	2	3	4	3	3	4	3	3	
Kerb Type (moving alongside)	Deliniating kerb 50 mm to 100 mm	3	3	3	3	3	3	3	3	3	3	4	3	
Footway Width														
Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	4	3	3	4	4	
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	
Street Furniture														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	3	4	3	4	
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	
Contrast	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	4	3	
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	3	3	
Bench Seat Height	Benches multiple seat heights > 50 cm and < 45 cm	3	3	3	4	4	3	3	3	4	3	3	3	
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	
Slopes														
Gradient (in direction of travel)	Gradient 1/12 to 1/20	3	2	2	2	2	3	3	3	3	2	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 10 m to 100 m away	3	3	2	3	3	3	1	3	4	3	3	3	
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	2	3	2	
Dedicated Taxi Drop Off	Dedicated taxi drop off point / taxi rank	3	3	4	4	4	3	3	4	3	4	4	4	
Bus Stop Location	Within 100 m	3	4	4	4	3	4	3	4	3	4	3	3	
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	3	3	
Bus Stop Type	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	Within 500 m	3	4	3	3	3	3	3	3	3	3	4	4	

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Queen Victoria Street – Section 2: Proposed Layout

CoLSAT City of London Street Accessibility Tool v 1.2

Step 1
Set each of the drop downs below to best describe the street characteristics for the section being analysed

Step 2
Review the results for each needs segment b

Step 3
Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature

		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Point														
Crossing Type	Controlled crossing (any road width)	4	4	4	4	4	4	4	4	4	4	4	3	
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	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	Tacile without significant contrast with surounding 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	Island without tactile	4	4	4	3	4	2	2	4	3	4	3	1	
Island Depth	Island depth < 1.2 m	2	2	3	3	3	3	2	3	2	3	3	3	
Kerb Drop Slope	Kerb drop 1/6, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline	3	3		3	2	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)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	3	
Audible (beeping)	Audible	3	3	4	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	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	
Contrast with Road	Higher tonal contrast between paving and road	3	3	3	4	3	3	3	4	3	4	3	4	
Lines	Yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4	
Kerb														
Kerb Type (crossing over)	Crossing Upstand 0 mm to 3 mm + 800 tactile paving	4	3	4	4	2	3	4	3	3	4	3	3	
Kerb Type (moving alongside)	Deliniating kerb 50 mm to 100 mm	3	3	3	3	3	3	3	3	3	3	4	3	
Footway Width														
Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	4	3	3	4	4	
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	
Street Furniture														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	
Cafe Tables	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	4	4	
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	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 between 150 m and 400 m away	3	3	3	2	2	3	3	3	3	3	3	3	
Bench Design	Benches without backrests or arms	3	3	2	2	1	3	3	2	2	3	3	3	
Bench Seat Height	Benches multiple seat heights > 50 cm and < 45 cm	3	3	3	4	4	3	3	3	4	3	3	3	
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	
Slopes														
Gradient (in direction of travel)	Gradient < 1/50	3	4	4	4	3	3	3	4	3	4	3	3	
Camber (across footway)	Camber 1/20 to 1/50	3	2	3	3	3	3	3	3	3	3	3	3	
Vehicle Access														
Vehicle Crossover	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 10 m to 100 m away	3	3	2	3	3	3	1	3	4	3	3	3	
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	2	
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	
Bus Stop Location	Within 100 m	3	4	4	4	3	4	3	4	3	4	3	3	
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	3	3	
Bus Stop Type	Shelter + perch seat	3	3	3	3	2	3	4	3	4	3	3	3	
Toilets														
Accessible Toilets	Within 100 m	4	4	3	4	4	3	3	4	4	4	3	3	
Changing Places Toilets	Within 500 m	3	4	3	3	3	3	3	3	3	3	4	4	

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Ross Atkin Associates

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Queen Victoria Street – Section 3: Proposed Layout

CoLSAT City of London Street Accessibility Tool

v 1.2

Step 1

Set each of the drop downs below to best describe the street characteristics for the section being analysed

Step 2

Review the results for each needs segment b

Step 3

Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature

		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Point														
Crossing Type	Controlled crossing (any road width)	4	4	4	4	4	4	4	4	4	4	4	3	
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	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	
Tactie Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	2	2	3	3	3	3	3	
Tactie Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	2	3	3	3	
Tactile Paving Tonal Contrast	Tacile without significant contrast with surounding 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	Island without tactile	4	4	4	3	4	2	2	4	3	4	3	1	
Island Depth	Island depth < 1.2 m	2	2	3	3	3	3	2	3	2	3	3	3	
Kerb Drop Slope	Kerb drop 1/6, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline	3	3		3	2	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)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	3	
Audible (beeping)	Audible	3	3	4	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	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	
Contrast with Road	Higher tonal contrast between paving and road	3	3	3	4	3	3	3	4	3	4	3	4	
Lines	Yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4	
Kerb														
Kerb Type (crossing over)	Crossing Upstand 0 mm to 3 mm + 800 tactile paving	4	3	4	4	2	3	4	3	3	4	3	3	
Kerb Type (moving alongside)	Deliniating kerb 50 mm to 100 mm	3	3	3	3	3	3	3	3	3	3	4	3	
Footway Width														
Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	4	3	3	4	4	
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	
Street Furniture														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	
Cafe Tables	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	4	4	
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	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 between 150 m and 400 m away	3	3	3	2	2	3	3	3	3	3	3	3	
Bench Design	Benches without backrests or arms	3	3	2	2	1	3	3	2	2	3	3	3	
Bench Seat Height	Benches multiple seat heights > 50 cm and < 45 cm	3	3	3	4	4	3	3	3	4	3	3	3	
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	
Slopes														
Gradient (in direction of travel)	Gradient < 1/50	3	4	4	4	3	3	3	4	3	4	3	3	
Camber (across footway)	Camber 1/20 to 1/50	3	2	3	3	3	3	3	3	3	3	3	3	
Vehicle Access														
Vehicle Crossover	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 10 m to 100 m away	3	3	2	3	3	3	1	3	4	3	3	3	
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	2	
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	
Bus Stop Location	Within 100 m	3	4	4	4	3	4	3	4	3	4	3	3	
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	3	3	
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	
Toilets														
Accessible Toilets	Within 100 m	4	4	3	4	4	3	3	4	4	4	3	3	
Changing Places Toilets	Within 500 m	3	4	3	3	3	3	3	3	3	3	4	4	

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Aldgate – via Aldgate Square and St Botolph Street: Proposed Layout

CoLSAT City of London Street Accessibility Tool v 1.2

Step 1 Set each of the drop downs below to best describe the street characteristics for the section being analysed

Step 2 Review the results for each needs segment b

Step 3 Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature

		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	2	
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	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	
Tactie Paving Back Edge	Straight back edge	2	3	3	3	1	4	3	3	2	2	4	4	
Tactie 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 has significant contrast with surrounding paving	3	3	4	3	4	3	4	4	3	3	3	3	
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	4	3	3	3	3	4	3	
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	4	4	3	3	
Island Type	No island	2	3	2	2	2	2	2	3	2	2	2	3	
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	4	3	4	4	4	3	
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3		3	3	3	3	3	3	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	3	
Audible (beeping)	Audible	3	3	4	4	3	4	4	4	4	4	4	4	
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														
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)	Deliniating upstand 0 mm to 3 mm + 800 tactile paving	3	4	3	3	2	3	2	3	3	2	3	3	
Footway Width														
Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	4	3	3	4	4	
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	
Street Furniture														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	3	4	3	4	
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	
Contrast	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	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 45 to 50 cm	3	3	3	4	3	3	3	3	4	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	
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	Crossover level	3	2	3	2	4	2	1	2	4	3	3	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 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	Within 100 m	3	4	4	4	3	4	3	4	3	4	3	3	
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	3	3	
Bus Stop Type	Shelter + perch seat	3	3	3	3	2	3	4	3	4	3	3	3	
Toilets														
Accessible Toilets	Within 100 m	4	4	3	4	4	3	3	4	4	4	3	3	
Changing Places Toilets	Within 500 m	3	4	3	3	3	3	3	3	3	3	4	4	

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EQUALITY ANALYSIS (EA) – Aldgate to Blackfriars Cycleway

Decision *Click or tap here to enter text.* Date *Click or tap here to enter text.*

What is the Public Sector Equality Duty (PSED)?

The Public Sector Equality Duty (PSED) is set out in the Equality Act 2010 (s.149). This requires public authorities, in the exercise of their functions, to have 'due regard' to the need to:

- Eliminate discrimination, harassment and victimisation
- Advance equality of opportunity between people who share a protected characteristic and those who do not, and
  Foster good relations between people who share a protected characteristic and those who do not

The characteristics protected by the Equality Act 2010 are:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex (gender)
- Sexual orientation

What is due regard?

- It involves considering the aims of the duty in a way that is proportionate to the issue at hand

The general equality duty does not specify how public authorities should analyse the effect of their business activities on different groups of people. However, case law has established that equality analysis is an important way public authorities can demonstrate that they are meeting the requirements.

Case law has established the following principles apply to the PSED:

- **Knowledge** – the need to be aware of the requirements of the Equality Duty with a conscious approach and state of mind.
- **Sufficient Information –** must be made available to the decision maker.
- **Timeliness –** the Duty must be complied with before and at the time that a particular policy is under consideration or decision is taken not after it has been taken.
- **Real consideration** – consideration must form an integral part of the decision-making process. It is not a matter of box-ticking; it must be exercised in substance, with rigour and with an open mind in such a way that it influences the final decision.
- **Sufficient information** – the decision maker must consider what information he or she has and what further information may be needed in order to give proper consideration to the Equality Duty.
- **No delegation –** public bodies are responsible for ensuring that any third parties which exercise functions on their behalf are capable of complying with the Equality Duty, are required to comply with it, and that they do so in practice. It is a duty that cannot be delegated.

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Author: Chris Attwood
Last updated: 29 June 2022
Date of next review: TBC

- Ensuring real consideration is given to the aims and the impact of policies with rigour and with an open mind in such a way that is influences the final decision
- Due regard should be given before and during policy formation and when a decision is taken including cross cutting ones as the impact can be cumulative.

- **Review –** the duty is not only applied when a policy is developed and decided upon, but also when it is implemented and reviewed.

What is an Equality Analysis (EA)?

An equality analysis is a risk assessment tool that examines whether different groups of people are, or could be, disadvantaged by service provision and decisions made. It involves using quality information, and the results of any engagement or consultation with particular reference to the protected characteristics to understand the actual effect or the potential impact of policy and decision making decisions taken.

The equality analysis should be conducted at the outset of a project and should inform policy formulation/proposals. It cannot be left until the end of the process.

The purpose of the equality analysis process is to:

- Identify unintended consequences and mitigate against them as far as possible, and
- Actively consider ways to advance equality and foster good relations.

The objectives of the equality analysis are to:

- Identify opportunities for action to be taken to advance quality of opportunity in the widest sense;
- Try and anticipate the requirements of all service users potentially impacted;
- Find out whether or not proposals can or do have any negative impact on any particular group or community and to find ways to avoid or minimise them;

However, there is no requirement to:

- Produce an equality analysis or an equality impact assessment
- Indiscriminately collect diversity data where equalities issues are not significant
- Publish lengthy documents to show compliance
- Treat everyone the same. Rather, it requires public bodies to think about people's different needs and how these can be met
- Make service homogenous or to try to remove or ignore differences between people.

An equality analysis should indicate improvements in the way policy and services are formulated. Even modest changed that lea to service improvements are important. In it is not possible to mitigate against any identified negative impact, then clear justification should be provided for this.

By undertaking and equality analysis officers will be able to:

- Explore the potential impact of proposals before implementation and improve them by eliminating any adverse effects and increasing the positive effects for equality groups
- Contribute to community cohesion by identifying opportunities to foster good relations between different groups
- Target resource more effectively
- Identify direct or indirect discrimination in current policies and services and improve them by removing or reducing barriers to equality

• Integrate equality diversity and inclusion considerations into the everyday business and enhance service planning; • Improve the reputation of the City Corporation as an organisation that listens to all of its communities; • Encourage greater openness and public involvement.	

How to demonstrate compliance

The Key point about demonstrating compliance with the duty are to:

- Collate sufficient evidence to determine whether changes being considered will have a potential impact on different groups.
- Ensure decision makers are aware of the analysis that has been undertaken and what conclusions have been reached on the possible implications.
- Keep adequate records of the full decision making process.

In addition to the protected groups, it may be relevant to consider the impact of a policy, decision or service on other disadvantaged groups that do not readily fall within the protected characteristics, such as children in care, people who are affected by socio-economic disadvantage or who experience significant exclusion or isolation because of poverty or income, education, locality, social class or poor health, ex-offenders, asylum seekers, people who are unemployed, homeless or on a low income.

Complying with the Equality Duty may involve treating some people better than others, as far as this is allowed by discrimination law. For example, it may involve making use of an exception or the positive action provisions in order to provide a service in a way which is appropriate for people who share a protected characteristic – such as providing computer training to older people to help them access information and services.

Taking account of disabled people's disabilities

The Equality Duty also explicitly recognises that disabled people's needs may be different from those of non-disabled people. Public bodies should therefore take account of disabled people's impairments when making decisions about policies or services. This might mean making reasonable adjustments or treating disabled people better than non-disabled people in order to meet their needs.

Deciding what needs to be assessed

The following questions can help determine relevance to equality:

- Does the policy affect service users, employees or the wider community, including City businesses?
- How many people are affected and how significant is the impact on them?
- Is it likely to affect people with particular protected characteristics differently?
- Is it a major policy, significantly affecting how functions are delivered?
- Will the policy have a significant impact on how other organisations operate in terms of equality?
- Does the policy relate to functions that engagement has identified as being important to people with particular protected characteristics?

- Does the policy relate to an area with known inequalities?
- Does the policy relate to any equality objectives that have been set?

Consider:

- How the aims of the policy relate to equality.
- Which aspects of the policy are most relevant to equality?
- Aims of the general equality duty and which protected characteristics the policy is most relevant to.

If it is not clear if a policy or decision needs to be assessed through an equality analysis, a Test of Relevance screening tool has been designed to assist officers in determining whether or not a policy or decision will benefit from a full equality analysis.

Completing the Test of Relevance screening also provides a formal record of decision making and reasoning. It should be noted that the PSED continues up to and after the final decision is taken and so any Test of Relevance and/or full Equality Analysis should be reviewed and evidenced again if there is a change in strategy or decision.

Role of the assessor

An assessor's role is to make sure that an appropriate analysis is undertaken. This can be achieved by making sure that the analysis is documented by focussing on identifying the real impact of the decision and set out any mitigation or improvements that can be delivered where necessary. **Who else is involved?** Chief Officers are responsible for overseeing the equality analysis proves within departments to ensure that equality analysis exercises are conducted according to the agreed format and to a consistent standard. Departmental equality representatives are key people to consult when undertaking an equality analysis.	Depending on the subject it may be helpful and easier to involve others. Input from another service area or from a related area might bring a fresh perspective and challenge aspects differently. In addition, those working in the customer facing roles will have a particularly helpful perspective. Some proposals will be cross-departmental and need a joint approach to the equality analysis.

How to carry out an Equality Analysis (EA)

There are five stages to completing an Equality Analysis, which are outlined in detail in the Equality Analysis toolkit and flowchart: **2.1 Completing the information gathering and research stage –** gather as much relevant equality-related information, data or research as possible in relation to the policy or proposal, including any engagement or consultation with those affected;	**2.3 – Developing an action plan –** set out the action you will take to improve the positive impact and / or the mitigation action needed to eliminate or reduce any adverse impact that you have identified; **2.4 Director approval and sign off of the equality analysis** – include the findings from the EA in your report or add as an appendix including the action plan;

2.2 Analyse the evidence – make and assessment of the impact or effect on different equality groups;	**2.5 Monitor and review –** monitor the delivery of the action plan and ensure that changes arising from the assessment are implemented.

The Proposal

Assessor Name:	*Click or tap here to enter text.*	Contact Details:	*Click or tap here to enter text.*

1. What is the Proposal

Aldgate to Blackfriars Cycleway is part of the City's Transport Strategy core cycling network. The key objective is to encourage more people to cycle by creating safer cycle facilities. This will be achieved by delivering infrastructure that will separate people cycling from general traffic or where this is not feasible, cyclists will mix with traffic where motorised vehicle volumes are less than 150 vehicles / per hour each way during the busiest time.

The preliminary scheme outline has been designed for a cycleway route between Aldgate and Blackfriars in which a EA has been considered, however there are several interdependencies with other projects/ developments along the route that have not been assessed. The two projects tied into the cycleway route are All Change at Bank Project and the Leadenhall Street Pedestrian Priority/City Cluster Project. It has been assumed these are proceeding in a form that reduces traffic flows to a level that does not require segregation for cyclists and that these are outside of the scope of this EA and will thus require a separate Test of Relevance/ EA.

2. What are the recommendations?

The key recommendations of the scheme include:

- A Puddle Dock link providing a cycle connection with the existing Cycleway 3 and 6.
- A bi-directional segregated cycle lane along Queen Victoria Street (between New Bridge Street and Queen Street) where cycle volumes exceed acceptable levels to mix cyclists with traffic
- Changes to bus stop locations along on Queen Victoria Street, including the introduction of two bus stop bypasses
- Cyclists to mix with traffic along Queen Victoria Street (between Queen Street and Bank junction) and Cornhill, where traffic is expected to be low due to the Bank Junction traffic restrictions
- Cyclists to mix with traffic on Leadenhall Street, where traffic volumes are expected to be reduced by the modal filter delivered by the Leadenhall Street Pedestrian Priority Project.
- Aldgate / Aldgate High Street is not feasible to reduce the traffic volumes or provide protected cycle lanes along this link due to network and physical constraints. As a result, the cycle route to be diverted onto Aldgate Square and St Botolph Street
- Segregated cycle lanes on St Botolph Street where traffic volumes exceed acceptable levels to mix cyclists. A bus stop bypass is also proposed on St Botolph Street to provide continuous cycling and help protect bus journey times

3. Who is affected by the Proposal?

The proposals aim to positively impact all age groups and people with disability, however, due to the reduction in kerb side accessibility, some elderly people and/or people with reduced mobility may be negatively impacted.

Age

Check this box if NOT applicable ☐

Age - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

No additional equalities data on this protected characteristic is available at this time.

What is the proposal's impact on the equalities aim?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
The proposals aim to provide a positive impact on all age groups by creating safer cycling facilities to encourage people to cycle as an alternative mode of travel. Older people also have the most to gain from the health benefits of active travel, as low activity levels affect their risk to a wide range of diseases, long term health and well-being. Creating safer road conditions by reducing motor vehicle traffic will create an environment where they can be more confident to walk and cycle. Some elderly people may be negatively impacted by the reduction in kerb side accessibility and therefore reduced opportunities for pick-up or drop-off along the northern side of Queen Victoria Street.	There are sufficient parking/loading opportunities available on the southern side of Queen Victoria Street and nearby side streets that help to mitigate against the reduction in kerbside accessibility. Additionally, the proposed loading bay facility on the northern side of Queen Victoria Street (between the junction of Friday Street and Cannon Street) could be used for pick-up/ drop-off needs. Consultation of the scheme will be undertaken, which will ensure that this equalities group in appropriately engaged and their views are recorded and fed in to the design process.
Key borough statistics: The City has proportionately more people aged between 25 and 69 living in the Square Mile than Greater London. Conversely there are fewer young people. Approximately 955 children and young people under the age of 18 years live in the City. This is 11.8% of the total population in the area. Summaries of the City of London age profiles from the 2011 Census can be found on our website.	A number of demographics and projections for Demographics can be found on the Greater London Authority website in the London Data Store. The site details statistics for the City of London and other London authorities at a ward level: • Population projections NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

Disability

Check this box if NOT applicable ☐

Disability - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

No additional equalities data on this protected characteristic is available at this time.

What is the proposal's impact on the equalities aim?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
The proposals aim to provide a positive impact on people with disability by upgrading existing cycle facilities to make them safer and more legible to those who use adapted bicycles. Pedestrian facilities are kept broadly the same as existing with some areas of new footway for additional pedestrian space. At the junction of Queen Victoria Street/ Puddle Dock the pedestrian crossing on the eastern arm is proposed to be removed but this is not expected to cause a significant detriment to disabled users due to crossing on the remaining two arms of the junction. To facilitate the new segregated cycleway, some sections along the route require cut back of the existing footway. However sufficient width is maintained for wheelchair users and other accessibility needs. Some people with disability may be negatively impacted by the reduction in kerb side accessibility and therefore reduced opportunities for pick-up or drop-off along the northern side of Queen Victoria Street. Some disabled people may also be negatively impacted by the introduction of bus stop bypasses which would require crossing the cycle lane in order to access the bus. This could potentially be confusing or create a safety risk for some people, particularly people with disability, when waiting for, boarding or alighting from a bus.	There are sufficient parking/loading opportunities available on the southern side of Queen Victoria Street and nearby side streets that help to mitigate against the reduction in kerbside accessibility. Additionally, the proposed loading bay facility on the northern side of Queen Victoria Street (between the junction of Friday Street and Cannon Street) could be used for pick-up/ drop-off needs. To help mitigate against the potential conflict with crossing the cycle lane at bus stop bypasses, a mini-zebra crossing is proposed across the cycle lane to emphasise pedestrian priority to cross the cycle lane and highlighting to cyclists that they need to give way at this point. Additionally, tactile paving is proposed on either side of the mini-zebra crossing to enable anyone with a visual impairment to find this point for crossing the cycle lane. The use of corduroy tactile paving along the length of the floating bus stop will be reviewed during the detailed design process. Consultation of the scheme will be undertaken, which will ensure that those with disabilities are appropriately engaged and their views are recorded and fed in to the design process.
Key borough statistics:	The 2011 Census identified that for the City of London's population: • 4.4% (328) had a disability that limited their day-to-day activities a lot

Day-to-day activities can be limited by disability or long term illness – In the City of London as a whole, 89% of the residents feel they have no limitations in their activities – this is higher than both in England and Wales (82%) and Greater London (86%). In the areas outside the main housing estates, around 95% of the residents responded that their activities were not limited. Additional information on Disability and Mobility data, London, can be found on the London Datastore.	• 7.1% (520) had a disability that limited their day-to-day activities a little Source: 2011 Census: Long-term health problem or disability, local authorities in England and Wales

Pregnancy and Maternity

Check this box if NOT applicable ☒

Pregnancy and Maternity - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

No additional equalities data on this protected characteristic is available at this time.

What is the proposal's impact on the equalities aim?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
The scheme aims to provide a positive impact on pregnant women and parents with young children that use trolleys or bike trailers due to anticipated improved safe cycling facilities.	Consultation of the scheme will be undertaken, which will ensure that this equalities group in appropriately engaged and their views are recorded and fed in to the design process.
Key borough statistics: Under the theme of population, the ONS website has a large number of data collections grouped under: • Contraception and Fertility Rates • Live Births	NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

Race

Check this box if NOT applicable ☒

Race - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

No additional equalities data on this protected characteristic is available at this time.

What is the proposal's impact on the equalities aim?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
The Equality Analysis has identified positive impacts on of the scheme on race. The proposed scheme will create safer cycling facilities to encourage people to cycle.	Consultation of the scheme will be undertaken, which will ensure that all races are appropriately engaged and their views are recorded and fed in to the design process.

Based on recent data published by TfL in October 2021 , for the first time Black, Asian and minority ethnic Londoners were almost as likely have cycled in 2020/2021 as white Londoners. One in five people who do not cycle are now actively considering cycling, which could increase participation levels to more than 40 per cent of Londoners. The research also found that half of Black and Asian non-cyclists (49 per cent and 46 per cent respectively) are open to starting to cycling. Personal safety was a bigger concern to Asian and mixed ethnicity Londoners. The research found that that protected cycle routes on busy streets, less traffic on minor streets, and more secure cycle parking could help address barriers to cycling faced by people from diverse backgrounds. Also, despite low participation levels, a recent study found that 55% of people from ethnic minority groups who do not currently cycle would like to start. The report noted that tackling safety, through protected cycle lanes and low-traffic neighbourhoods, is critical. There is no evidence to demonstrate any negative impact on race.	
Key borough statistics: Our resident population is predominantly white. The largest minority ethnic groups of children and young people in the area are Asian/Bangladeshi and Mixed – Asian and White. The City has a relatively small Black population, less than London and England and Wales. Children and young people from minority ethnic groups account for 41.71% of all children living in the area, compared with 21.11% nationally. White British residents comprise 57.5% of the total population, followed by White-Other at 19%.	The second largest ethnic group in the resident population is Asian, which totals 12.7% - this group is fairly evenly divided between Asian/Indian at 2.9%; Asian/Bangladeshi at 3.1%; Asian/Chinese at 3.6% and Asian/Other at 2.9%. The City of London has the highest percentage of Chinese people of any local authority in London and the second highest in England and Wales. The City of London has a relatively small Black population comprising 2.6% of residents. This is considerably lower than the Greater London wide percentage of 13.3% and also smaller than the percentage for England and Wales of 3.3%. See ONS Census information or Greater London Authority projections. NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

Religion or Belief

Check this box if NOT applicable ☒

Religion or Belief - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

No additional equalities data on this protected characteristic is available at this time.

What is the proposal's impact on the equalities aim?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

There is no evidence to demonstrate any positive or negative impact on this equalities group.	Consultation of the scheme will be undertaken, which will ensure that all religions are appropriately engaged and their views are recorded and fed in to the design process.
Key borough statistics – sources include: The ONS website has a number of data collections on religion and belief, grouped under the theme of religion and identity. Religion in England and Wales provides a summary of the Census 2011 by ward level	NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

Sex

Check this box if NOT applicable ☒

Sex - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

No additional equalities data on this protected characteristic is available at this time.

What is the proposal's impact on the equalities aim?	**What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?**
The Equality Analysis has identified positive impacts on of the scheme on women. Based on recent data published by TfL in October 2021 , personal safety during cycling is a bigger concern for women, with 73 per cent of women citing is as a concern for cycling. Therefore, creating safer cycling facilities will increase the propensity of women who are concerned about personal safety to cycle. There is no evidence to demonstrate any negative impact on sex.	Consultation of the scheme will be undertaken, which will ensure all people are appropriately engaged and their views are recorded and fed in to the design process.
Key borough statistics: At the time of the 2011 Census the usual resident population of the City of London could be broken up into: • 4,091 males (55.5%) • 3,284 females (44.5%)	A number of demographics and projections for demographics can be found on the Greater London Authority website in the London Data Store. The site details statistics for the City of London and other London authorities at a ward level: • Population projections NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

Sexual Orientation and Gender Reassignment

Check this box if NOT applicable ☒

Sexual Orientation and Gender Reassignment - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

No additional equalities data on this protected characteristic is available at this time.

What is the proposal's impact on the equalities aim?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
There is no evidence to demonstrate any positive or negative impact on this equalities group.	Consultation of the scheme will be undertaken, which will ensure that all people are appropriately engaged and their views are recorded and fed in to the design process.
Key borough statistics: • Sexual Identity in the UK – ONS 2014 • Measuring Sexual Identity - ONS	NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

Marriage and Civil Partnership

Check this box if NOT applicable ☒

Marriage and Civil Partnership - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

No additional equalities data on this protected characteristic is available at this time.

What is the proposal's impact on the equalities aim?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
There is no evidence to demonstrate any positive or negative impact on this equalities group.	Consultation of the scheme will be undertaken, which will ensure that all people are appropriately engaged and their views are recorded and fed in to the design process.
Key borough statistics – sources include: • The 2011 Census contain data broken up by local authority on marital and civil partnership status	NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

Additional Impacts on Advancing Equality and Fostering Good Relations

Check this box if NOT applicable ☒

Additional Equalities Data (Service Level or Corporate)

No additional equalities data is available at this time.

Are there any additional benefits or risks of the proposals on advancing equality and fostering good relations not considered above?

There are no additional benefits or risks of the proposals other than those mentioned above.

What actions can be taken to avoid or mitigate any negative impact on advancing equality or fostering good relations not considered above? *Provide details of how effective the mitigation will be and how it will be monitored.*

There are no further actions or mitigations to be considered other than those mentioned above.

This section seeks to identify what additional steps can be taken to promote these aims or to mitigate any adverse impact. Analysis should be based on the data you have collected above for the protected characteristics covered by these aims.

In addition to the sources of the information highlighted above – you may also want to consider using:

- Equality monitoring data in relation to take-up and satisfaction of the service
- Equality related employment data where relevant
- Generic or targeted consultation results or research that is available locally, London-wide or nationally
- Complaints and feedback from different groups.

Additional Impacts on Social Mobility

Check this box if NOT applicable ☒

Additional Social Mobility Data (Service level or Corporate) No additional equalities data is available at this time.
Are there any additional benefits or risks of the proposals on advancing Social Mobility? There are no additional benefits or risks of the proposals other than those mentioned above.
What actions can be taken to avoid or mitigate any negative impact on advancing Social Mobility not considered above? *Provide details of how effective the mitigation will be and how it will be monitored.* There are no further actions or mitigations to be considered other than those mentioned above.
This section seeks to identify what additional steps can be taken to promote the aims or to mitigate any adverse impact on social mobility. This is a voluntary requirement (agreed as policy by the Corporation) and does not have the statutory obligation relating to protected characteristics contained in the Equalities Act 2010. Analysis should be based on the data you have available on social mobility and the access of all groups to employment and other opportunities. In addition to the sources of information highlighted above – you may also want to consider using: • Social Mobility employment data • Generic or targeted social mobility consultation results or research that is available locally, London-wide or nationally • Information arising from the Social Mobility Strategy/Action Plan and the Corporation's annual submissions to the Social Mobility Ind

Conclusion and Reporting Guidance

Set out your conclusions below using the EA of the protected characteristics and submit to your Director for approval. If you have identified any negative impacts, please attach your action plan to the EA which addresses any negative impacts identified when submitting for approval. If you have identified any positive impacts for any equality groups, please explain how these are in line with the equality aims.	Review your EA and action plan as necessary through the development and at the end of your proposal/project and beyond. Retain your EA as it may be requested by Members or as an FOI request. As a minimum, refer to any completed EA in background papers on reports, but also include any appropriate references to the EA in the body of the report or as an appendix.

This analysis has concluded that …

The proposals aim to have positive impacts on all age groups and people with disability or reduced mobility by creating safer facilities for travel, encouraging people to cycle and providing more space for pedestrians and people with reduced mobility or those on wheelchairs.

Some elderly people and/or people with reduce mobility maybe negatively impacted by the reduction in kerb side accessibility and limited opportunity for pick-up and drop off along the northern side of Queen Victoria Street. Sufficient parking/loading opportunities are available on the southern side of Queen Victoria Street and nearby side streets, including a new proposed loading bay facility between the junction of Friday Street and Cannon Street to help mitigate against this impact.

Some disabled people may also be negatively impacted by the introduction of bus stop bypasses which would require crossing the cycle lane in order to access the bus. This could potentially be confusing or result in a safety risk for some people, particularly people with disability when waiting for, boarding or alighting from a bus. To help mitigate against this potential impact, a mini-zebra crossing is proposed across the cycle lane (including tactile paving on either side); emphasising pedestrian priority to cross the cycle lane and highlighting to cyclists that they need to give way at this point.

This Equality Analysis recognises there may be some negative impacts resulting from the scheme proposals, in particular for, elderly people and disabled people with mobility impairments. It is not anticipated that this will result in any unlawful discrimination against these groups with protected characteristics.

This document will be reviewed and updated, if required, following consultation of the scheme.

Outcome of analysis – check the one that applies

☒ **Outcome 1**

No change required where the assessment has not identified any potential for discrimination or adverse impact and all opportunities to advance equality have been taken.

☐ Outcome 2

Adjustments to remove barriers identified by the assessment or to better advance equality. Are you satisfied that the proposed adjustment will remove the barriers identified.

☐ Outcome 3

Continue despite having identified some potential adverse impacts or missed opportunities to advance equality. In this case, the justification should be included in the assessment and should be in line with the duty to have 'due regard'. For the most important relevant policies, compelling reasons will be needed. You should consider whether there are sufficient plans to reduce the negative impact and/or plans to monitor the actual impact.

☐ Outcome 4

Stop and rethink when an assessment shows actual or potential unlawful discrimination.

Signed off by Director:	*Click or tap here to enter text.*	Name:	*Click or tap here to enter text.*	Date	*Click or tap to enter a date.*

Committees: Streets & Walkways Sub Committee - For Decision Projects and Procurement Sub Committee - For Information	**Date:** 1/10/2024 21/10/2024
Subject: 1 Broadgate S278 G5 **Unique Project Identifier:** 12235	**Gateway 5: Authority to Start Work (Medium)**
Report of: Executive Director of Environment **Report Author:** George Wright, Project Manager, Policy and Projects, City Operations	**For decision**
PUBLIC	

1. Status update	**Project Description:** Undertake the required Section 278 highway works in the vicinity of the development at 1-2 Broadgate. The proposed works are fully funded by the developer, British Land, and will involve a land exchange using Section 256 of the Highways Act. RAG Status: Green (Green at last report to Committee) Risk Status: Low (Low at last report to committee) Total Estimated Cost of Project (excluding risk): £892,569 (fully funded by the developer) Change in Total Estimated Cost of Project (excluding risk): £0 Spend to Date: £47,686 Costed Risk Provision Utilised: N/A Slippage: None
2. Requested decisions	**Next Gateway:** Gateway 6: Outcome Report **Next Steps**: 1. Complete land exchange (October-November 24) 2. Prepare detailed construction design package (October 24-March 25) 3. Undertake construction (July 25-April 26). **Requested Decisions:** Members of Streets and Walkways Sub-Committee are asked to: 1. Approve the General Arrangement design shown in Appendix 2.

	2. Approve an additional budget of £842,569 to fund the detailed design and implementation of the works. 3. Agree that any unspent funds from the existing approved budget of £50,000 are carried forward to this Gateway. 4. Approve a costed risk provision of £5,000 with approval for drawdown delegated to the Director of City Operations. 5. Subject to the outcome of an officer review of the best use of the kerb side along the whole length of Eldon Street, modifications to the design relating to the S278 area are approved by the Director of City Operations (paragraphs 4.6) 6. Authorise undertaking the statutory consultation on the Traffic Orders/Notices connected to the works and, subject to no or minor objections, for the Director of City Operations to make the Orders.

3. Budget

Item	Reason	Funds/ Source of Funding	Cost (£)
Highways staff costs	Detailed design, site supervision	S278	96,627
Transport staff costs	Project management	S278	38,231
Works	Highways construction	S278	589,772
Works	Utilities	S278	55,000
Fees	Traffic Orders, surveys, C4 fees	S278	60,500
Sub-Total			**840,130**
Commuted sum	Maintenance of bollards	S278	2,439
Total			842,569

Transport and Public Realm staff allocation – £38,231
Approximately 345 hours of Transportation officer costs including liaison with key stakeholders, project management and all reporting.

Highways staff allocation – £96,627

	Approximately 980 hours of Highways officer costs associated with liaison with utility companies, site supervision, completion of Health & Safety file and snagging. Costed Risk Provision requested for this Gateway: **£5,000**
4. Design summary	4.1 The Section 278 works area initially focused on parts of Eldon Street and Finsbury Avenue. Both streets comprised a mix of private land owned by British Land (BL) and public highway and the City and BL agreed that a land exchange would be mutually beneficial. 4.2 In June 2022, the Planning & Transportation Committee authorised officers to proceed with the statutory process and legal agreements required to progress the highway boundary adjustments pursuant to Section 256 of the Highways Act 1980. No objections were received to the statutory consultation. 4.3 As a result of the proposed land exchange the part of Finsbury Avenue that is currently public highway will be transferred to British Land and the section of land on Eldon Street previously owned by BL will be dedicated as public highway (see Appendix 3). 4.4 The Section 278 works recommended for approval in this report comprise measures required to facilitate the new development and improve the environment for people who walk, wheel and cycle. These include: • A wider pavement on the north side of Eldon Street. • A raised table on Eldon Street at its junction with Finsbury Avenue to provide an improved crossing facility. • A cycle lane on Eldon Street. • Cycle parking on Eldon Street. • The re-surfacing of the carriageway on Eldon Street between Finsbury Avenue and Blomfield Street. 4.5 Two existing disabled parking bays on Eldon Street (albeit unavailable for the past four years) will either be re-provided in their current location or in another location in the area. 4.6 In addition to the Section 278 work, a piece of work to review the length of street Eldon Street is being undertaken to determine the best use of the kerbside. This will look at whether it would be better to provide an eastbound or westbound cycle facility, and potential for cycle parking (including dockless), disabled parking bays, and/or taxi rank facilities. The outcome of this wider piece of work will determine the requirements for the final signs, lines and Traffic Orders relating to the area covered by the Section 278 project. It is proposed that any modification to the General Arrangement in Appendix 2 in relation to this review is agreed with Director of City Operations.

	This is not expected to impact the kerb lines or pavement enhancement. 4.7 BL will introduce public realm improvements on Finsbury Avenue including the section that will be transferred to them. 4.8 A Healthy Streets Assessment Design Check has been undertaken and the overall Healthy Streets score has increased from 30 to 39 as a result of measures being introduced as part of the Section 278 works. The assessment was carried out from the Wilson Street junction on Eldon Street to the London Wall junction on Blomfield Street. A sub-optimal street environment at the Wilson Street, Finsbury Circus and London Wall junctions impacted on the overall scoring and falls outside the scope of this particular Section 278. Subject to funding, further improvements to these streets will be delivered in the future as part of the wider delivery of the Liverpool Street Area Healthy Streets Plan. The full Healthy Streets Assessment can be viewed by contacting the report author. The summary table can be found in Appendix 6.
5. Delivery team	1. Transport – project management 2. Highways – detailed design and supervision 3. FM Conway – construction 4. Developer – members of the 1 Broadgate development team.
6. Programme and key dates	October-November 24: Complete the land exchange legal documentation. October 24-March 25: Prepare detailed construction package; undertake statutory consultation for traffic order notices. July 25-April 26: Construction phase Summer 26: Gateway 6 report
7. Risks	Risk: Delays to the highway construction works due to late release of highway by contractors working at the site. Mitigation: On-going and regular dialogue between all parties. Risk: Overall project delays due to unforeseen events lead on an extended programme and additional staff costs. Mitigation: A costed risk provision of £5,000 has been included. Further information is contained in Risk Register (Appendix 4).
8. Success criteria	• Improvements for people who walk and wheel. • An improved public realm making the City a more attractive place. • Meeting the needs of developer and ensuring the S278 works are delivered to meet the practical completion date.
9. Progress reporting	Updates on Project Vision with any issues requiring a decision being dealt with in an Issue Report.
10. Legal and equality implications	10.1 In exercising functions as traffic authority, the City Corporation are required to comply with the duty in Section 122

	of the Road Traffic Regulation Act 1984 which requires the traffic authority in exercising its functions, to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians), so far as practicable having regard to: (a) the desirability of securing and maintaining reasonable access to premises (b) the effect of amenities of any locality (c) national air quality strategy (d) public service vehicles (e) any other relevant matters 10.2 The City Corporation also have a network management duty as the local traffic authority to secure the expeditious movement of traffic and in preforming that duty may take any action which the City Corporation consider will contribute to securing the more efficient use of the road network or the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic (S.16 Traffic Management Act 2004). Regard has also to be had to the relevant statutory guidance. 10.3 Under Section 149 of the Equality Act 2010 the public sector equality duty requires public authorities to have due regard to the need to: - Eliminate unlawful discrimination, harassment and victimisation - Advance equality of opportunity and - Foster good relations between those who share a protected characteristic (i.e. race, sex, disability, age, sexual orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment) and those who do not. 10.4 An Equality Analysis Test of Relevance (Appendix 7) template has been completed and this has determined that a full Equality Analysis is not required for this project. 10.5 The 1 Broadgate Section 278 design has been evaluated using the City of London Street Accessibility Tool (CoLSAT) and is expected to deliver positive benefits for various groups of disabled people.

10.6 Key features of the design include improved footway conditions and more accessible crossing facilities. These design modifications are expected to facilitate easier and safer navigation through the area, thereby promoting greater independence and participation in public life for disabled people.

10.7 CoLSAT has identified some negative impacts (scores of 1 or 0) with the proposed design. These include: the introduction of the cycle lane on Eldon Street, which removes line markings at the road edge; a bus stop without a shelter/seating due to a lack of pavement space (although this is an alighting stop only); and bollards restricting pavement width on part of Eldon Street.

The assessment has generated one score of 0. This relates to a short section of pavement without any tactile paving that is flush with the raised table in the road. This is on the vehicle crossover at the junction with Finsbury Avenue where it is not appropriate to install tactile paving.

10.8 Overall, the 1 Broadgate Section 278 design represents a positive step towards creating a more inclusive and accessible urban environment, reflecting the City of London's policy and statutory commitment to improving accessibility and quality of life for all residents and visitors.

CoLSAT Summary Results Table				
	Total 0 scores* – severe accessibility issue		Total 1 scores**- significant accessibility issues	
	Before	After	Before	After
Electric Wheelchair user			1	
Manual Wheelchair user			1	
Mobility Scooter user				
Walking Aid user				
Person with a walking impairment			5	3
Long cane user	2	1	1	2
Guide Dog user			4	4
Residual Sight user			1	
Deaf or Hearing impairment			2	1
Acquired neurological impairment				
Autism/Sensory-processing diversity				
Developmental Impairment	1		4	2
Total	**3**	**1**	**19**	**12**

** 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.*

	The full CoLSAT assessment can be viewed by contacting the report author.

Appendices

Appendix 1	Project coversheet
Appendix 2	General arrangement drawing
Appendix 3	Land exchange plan
Appendix 4	Risk register
Appendix 5	Project finances
Appendix 6	Healthy Streets summary assessment
Appendix 7	Equality Analysis Test of Relevance

Background papers

CoLSAT Assessment
Healthy Streets Assessment Design Check

Contact

Report Author	George Wright
Email Address	George.Wright@cityoflondon.gov.uk
Telephone Number	07802 378812

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Project Coversheet

[1] Ownership & Status

UPI: 12235
Core Project Name: I Broadgate Section 278

Programme Affiliation (if applicable):

Project Manager: George Wright

Definition of need: Highway works to enable to construction of the new development at 1 Broadgate

Key measures of success:

1) Improved pedestrian environment which allows for enhanced connectivity and accessibility throughout the wider area.
2) Improved public realm.
3) Meeting the needs of the developer.

Expected timeframe for the project delivery: July 2022 – Spring 2026.Agree Section 278 scope. September 2024 – Agree s256 land exchange. Construction

Key Milestones: July 2022: Agree scope of s278; September 2024: Agree s256 land exchange. July 2025-April 2026: Construction.

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 Proposal' G2 report (as approved by SWC and PSC 10/20):

- Total Estimated Cost: £750,000-£900,000
- Spend to date: £0
- Resources to reach next Gateway: £50,000
- Costed Risk Against the Project: n/a
- Estimated Programme Dates: As above

Total anticipated on-going commitment post-delivery [£]: Routine highway maintenance is expected.
Programme Affiliation [£]: n/a

Headline Financial, Scope and Design Changes:

'Project Proposal' G2 issue report (as approved by P&T 9/22):

- Total Estimated Cost: £750,000-£900,000
- Spend to date: £26,893
- Resources to reach next Gateway: £50,000
- Costed Risk Against the Project: n/a
- Estimated Programme Dates: As above

Total anticipated on-going commitment post-delivery [£]: Routine highway maintenance is expected.
Programme Affiliation [£]: n/a

Headline Financial, Scope and Design Changes:

'Authority to start work' G5 report

- Total Estimated Cost: £892,569
- Spend to date: £47,686
- Resources to reach next Gateway: £842,569
- Costed Risk Against the Project: £5,000
- Estimated Programme Dates: As above

Total anticipated on-going commitment post-delivery [£]: Routine highway maintenance is expected.
Programme Affiliation [£]: n/a

Church

Trust House

Prin

FINSBURY AVENUE

ELDON STREET

Carriageway surfacing works and line markings to tie into existing raised table

5

6

7 to 9

Gullys to be reconstructed to suit new kerbline

New 300x200x63mm Scoutmoor Yorkstone Paving

17.0m

17.8m

2.00m

3.50m

SEE SHEET 100-16800438-GA-002

Remedial works to footway to accommodate re-laid / new kerbs. Extent to be agreed

Infill cover required for tactile paving

18 to 20

26 to 28

PL1 PL3 PL4 PL6 PL17 PL18 PL19

BT GAS W U COLT LEVEL 3 VODA VENT VERIZON DP DS PG FH

NOTES

1. Carriageway surfacing works to tie into tables to east (Crossrail Liverpool Street scheme) and west (existing).
2. Works to tie into proposed contraflow cycle lane on Eldon Street. Lane width 2.0m. Design and layout to be confirmed.
3. Eastbound carriagway lane to be minimum 3.5m on Eldon Street.
4. Buildout at junction with Finsbury Avenue, width limited by need to maintain 2.0m westbound contraflow cycle lane and 3.5m eastbound general traffic lane. Kerb transitions back to original alignment at tangent point on corner at eastern extent of works.
5. Works on Finsbury Ave limited to public highway with works on private land carried out by others.

KEY

- New 63mm deep Yorkstone paving, 600mm wide, varying lengths to be laid perpendicular to adjacent kerb
- New 63mm deep Yorkstone paving, 300mm x 200mm to be laid perpendicular to adjacent kerb
- Remedial works to kerbs and footway. Any damaged material to be replaced with new. Extent to be agreed
- Take up and relay 2 colour mix granite setts and channel (70% silver grey, 30% mid grey) laid randomly, flamed top
- Carriageway to be resurfaced in HRA
- New 400x400x63mm Yorkstone Tactile Paving
- New 150 x 300mm flamed textured silver grey Portuguese granite kerb
- New 300 x 200mm flamed textured silver grey Portuguese granite kerb
- Proposed new bollards
- GF Existing gully frame to be replaced with new 450x450mm cycle friendly frame and cover
- PG Proposed new 900x450mm gully frame and cover
- DS dropshaft cover to be replaced with new
- Current extent of public highway
- Proposed new highway boundary

- Section 278 - To be delivered by CoL Contractor
- Private Land -To be delivered by Private Contractor
- Area of public land adopted as public highway / New Public Highway boundary

Rev No.	Date	Description	By

Revision

PROJECT:

1-2 Broadgate S278 Works Eldon Street/Finsbury Ave

TITLE:

General Arrangement Sheet 1 of 2

DRAFT

CLIENT:

Highway Design and Construction

Department of the Built Environment
PO Box 270
Guildhall
London
EC2P 2EJ

Tel: 020 7606 3030

City of London

Sheet:	SHEET 1 of 2
Date:	August 2024
Designed by:	KE
Checked by:	BM
Scale & Drawing Size:	1:200@A3
Revision:	--
Drawing No:	100-16800438-GA-001

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Proposed 8 no.new cycle stands

Proposed 10 no. bollards

Works to tie into 100 Liverpool Street scheme

Possible relocation of 2no. existing disabled bays. Location to be confirmed

Gullys to be reconstructed to suit new kerbline

New 600xRLx63mm Scoutmoor yorkstone paving

SEE SHEET 100-16800438-GA-001

ELDON STREET

Remedial works to footway to accommodate re-laid / new kerbs. Extent to be agreed

NOTES

1. Carriageway surfacing works to tie into tables to east (crossrail liverpool street scheme) and west (existing).
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5. Works on Finsbury Ave limited to public highway with works on private land carried out by others.

KEY

- New 63mm deep Yorkstone paving, 600mm wide, varying lengths to be laid perpendicular to adjacent kerb
- New 63mm deep Yorkstone paving, 300mm x 200mm to be laid perpendicular to adjacent kerb
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- Area of public land adopted as public highway / New Public Highway boundary

Rev No.	Date	Description	By

Revision

PROJECT:

1-2 Broadgate S278 Works Eldon Street/Finsbury Ave

TITLE:

General Arrangement Sheet 2 of 2

DRAFT

CLIENT:

Highway Design and Construction

Department of the Built Environment
PO Box 270
Guildhall
London
EC2P 2EJ

Tel: 020 7606 3030

City of London

Sheet:	SHEET 2 of 2
Date:	August 2024
Designed by:	KE
Checked by:	BM
Scale & Drawing Size:	1:200@A3
Revision:	--
Drawing No:	100-16800438-GA-002

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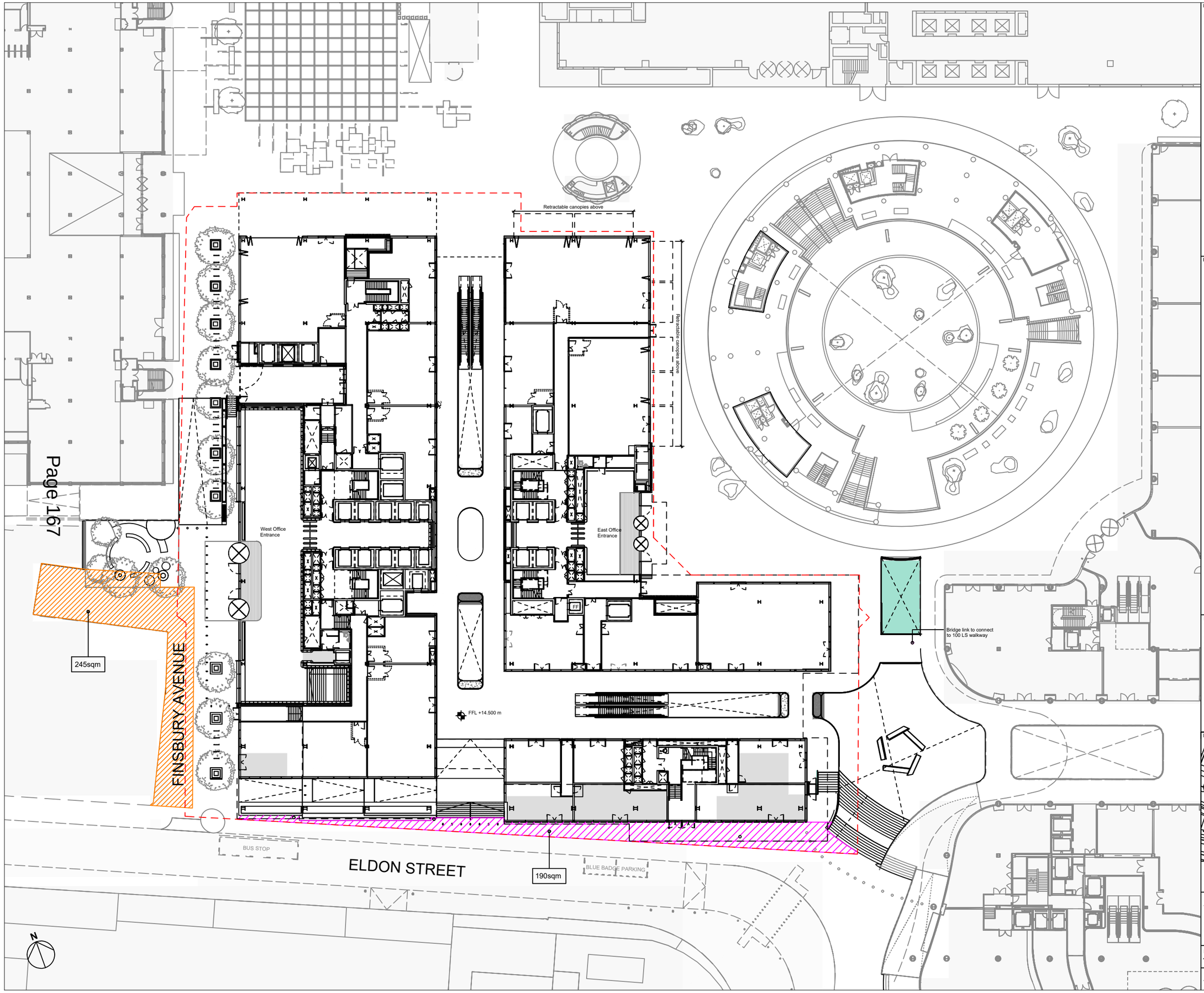

KEY

- Title Boundary Line
- Area of private land on Eldon Street adopted as public highway (190sqm)
- Public highway rights on Finsbury Avenue extinguished and transferred to British Land (245sqm)

REV DATE DESCRIPTION

SKETCH

NOTE

When this drawing is issued in uncontrolled CAD format it will be accompanied by a PDF version and is issued to enable the recipient to prepare their own documents / models / drawings for which they are solely responsible. The recipient should report all drawing errors, omissions and discrepancies to the architect. All dimensions should be checked on site by the contractor and such dimensions shall be the contractor's responsibility.

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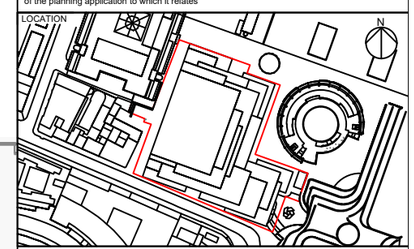
LOCATION



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job title
1 BROADGATE

drawing title / location
GROUND FLOOR - LAND SWAP

project number	drawn	checked	scale	suitability code
15156	JO	BL	1 : 250@A1 ;1 : 500@A3	

drawing no. 15156 (SK) 1687 revision

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City of London: Projects Procedure Corporate Risks Register

Project Name:	1 Broadgate Section 278 works	**PM's overall risk rating:**	Low	**CRP requested this gateway**	£ 5,000	**Average unmitigated risk**	3.0	**Open Risks**	2
Unique project identifier:	12235	**Total estimated cost (exec risk):**	£ 892,569	**Total CRP used to date**	£ -	**Average mitigated risk score**	2.5	**Closed Risks**	0

General risk classification										Mitigation actions								Ownership & Action				
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification 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	(4) Contractual/Partnership	Third party delays, productivity or resource issues impacts negatively on project delivery	If there was to be any delay in the arrival of any required consents, such as permits, discharge of conditions, release of highway, it is likely the project may suffer from some form of unplanned delay and addiitonal staff costs.	Possible	Minor	3	£7,500.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Arrange early construction planning meetings with FM Conway to ensure that adequate resources are made available for construction phase. * Regular and on-going liaison between building contractor and highway contractor to ensure works areas are released as per programme	£2,500.00	Unlikely	Minor	£5,000.00	2	£0.00		09/08/2024	Gill Howard	George Wright		
R2	2	(2) Financial	Inaccurate or incomplete project estimates,	An increase in the project budget	Possible	Minor	3	£0.00	N	B – Fairly Confident	Liaison with developer and contractor to establish value engineering opportunities. The Section 278 highway works will be subject to a final measure. The developer is therefore legally obligated by the s278 agreement to provide any additional funding if unforeseen additional costs arise and the budget estimate is exceeded.	£0.00	Possible	Minor	£0.00	3	£0.00	n/a	09/08/2024	Gill Howard	George Wright		

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Table 1: Expenditure to Date: 1-2 Broadgte Highways Works S278 - 16800438			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
Env Servs Staff Costs	15,000	13,074	1,926
P&T Staff Costs	25,500	25,583	(83)
Legal Staff Costs	2,500	2,500	-
P&T Fees	7,000	6,529	471
TOTAL	**50,000**	**47,686**	**2,314**

Table 2: Resources Required to reach the next Gateway			
Description	**Approved Budget (£)**	**Resources Required (£)**	**Revised Budget (£)**
Env Servs Staff Costs	15,000	96,627	111,627
P&T Staff Costs	25,500	38,231	63,731
Legal Staff Costs	2,500	-	2,500
P&T Fees	7,000	60,500	67,500
Env Servs Works	-	589,772	589,772
Utilities	-	55,000	55,000
Maintenance	-	2,439	2,439
Costed Risk Provision	-	5,000	5,000
TOTAL	**50,000**	**847,569**	**897,569**
Table 3: Revised Funding Allocation			
Funding Source	**Current Funding Allocation (£)**	**Funding Adjustments (£)**	**Revised Funding Allocation (£)**
S278	50,000	847,569	897,569
Total Funding Drawdown	**50,000**	**847,569**	**897,569**

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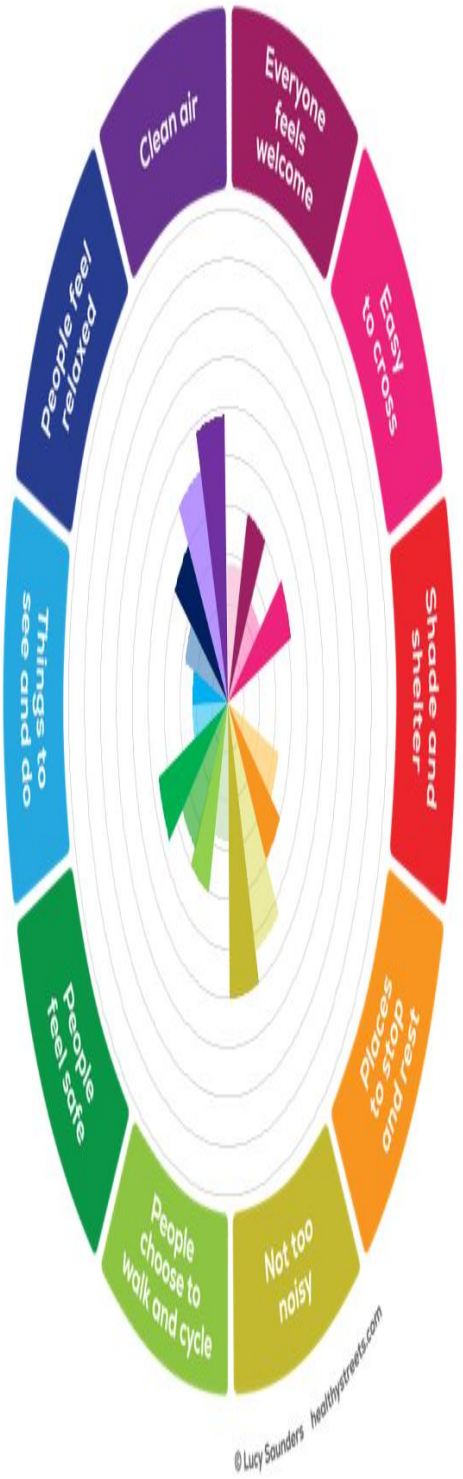
Name of street at end junction

Blomfield



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	30	39
Everyone feels welcome	28	40
Easy to cross	25	42
Shade and shelter	0	0
Places to stop and rest	33	40
Not too noisy	53	60
People choose to walk and cycle	28	40
People feel safe	36	46
Things to see and do	22	22
People feel relaxed	28	40
Clean air	50	58

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TEST OF RELEVANCE: EQUALITY ANALYSIS (EA)

The screening process of using the Test of Relevance template aims to assist in determining whether a full Equality Analysis (EA) is required. The EA template and guidance plus information on the Equality Act and the Public Sector Equality Duty (PSED) can be found on City of London Intranet at: Equality and Inclusion

Introduction

The Public Sector Equality Duty (PSED) is set out in the Equality Act 2010 (s.149). This requires public authorities, in the exercise of their functions, to have statutory 'due regard' to the need to:

- Eliminate discrimination, harassment and victimisation
- Advance equality of opportunity between people who share a protected characteristic and those who do not, and
- Foster good relations between people who share a protected characteristic and those who do not.

The characteristics protected by the Equality Act 2010 are:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sexual orientation

It is also Corporation policy to give voluntary (non-statutory) 'due regard' to the impact upon Social Mobility

What is due regard?

- Statutorily, it involves considering the aims of the duty in a way that is proportionate to the issue at hand.
- Ensuring that real consideration is given to the aims and the impact of policies with rigour and with an open mind in such a way that it influences the final decision.
- Due regard should be given before and during policy formation and when a decision is taken including cross cutting ones as the impact can be cumulative.

The general equality duty does not specify how public authorities should analyse the effect of their business activities on different groups of people. However, case law has established that equality analysis is an important way public authorities can demonstrate that they are meeting the requirements.

Even in cases where it is considered that there are no implications of proposed policy and decision making on the PSED it is good practice to record the reasons why and to include these in reports to committees where decisions are being taken.

It is also good practice to consider the duty in relation to current policies, services and procedures, even if there is no plan to change them.

The Corporation has also adopted a voluntary (non-statutory) due regard of the impact upon social mobility issues. This should be considered generally and, more specifically, against the aims/objectives in the Social Mobility Strategy, 2018-28.

How to demonstrate compliance

Case law has established the following principles apply to the PSED:

- **Knowledge** – the need to be aware of the requirements of the Equality Duty with a conscious approach and state of mind.
- **Sufficient Information** – must be made available to the decision maker.
- **Timeliness** – the Duty must be complied with before and at the time that a particular policy is under consideration or decision is taken not after it has been taken.
- **Real consideration** – consideration must form an integral part of the decision making process. It is not a matter of box-ticking; it must be exercised in substance, with rigour and with an open mind in such a way that it influences the final decision.
- **Sufficient Information** - The decision maker must consider what information he or she has and what further information may be needed in order to give proper consideration to the Equality Duty
- **No delegation** - public bodies are responsible for ensuring that any third parties which exercise functions on their behalf are capable of complying with the Equality Duty, are required to comply with it, and that they do so in practice. It is a duty that cannot be delegated.
- **Review** – the duty is continuing applying when a policy is developed and decided upon, but also when it is implemented and reviewed.

However, there is no requirement to:

- Produce equality analysis or an equality impact assessment
- Indiscriminately collect diversity date where equalities issues are not significant
- Publish lengthy documents to show compliance
- Treat everyone the same. Rather, it requires public bodies to think about people's different needs and how these can be met
- Make services homogeneous or to try to remove or ignore differences between people.

The key points about demonstrating compliance with the duty are to:

- Collate sufficient evidence to determine whether changes being considered will have a potential impact on different groups
- Ensure decision makers are aware of the analysis that has been undertaken and what conclusions have been reached on the possible implications
- Keep adequate records of the full decision making process

Test of Relevance screening

The Test of relevance screening is a short exercise that involves looking at the overall proposal and deciding if it is relevant to the PSED.

Note: If the proposal is of a significant nature and it is apparent from the outset that a full equality analysis will be required, then it is not necessary to complete the Test of Relevance screening template and the full equality analysis must be completed.

The questions in the Test of Relevance Screening Template to help decide if the proposal is equality relevant and whether a detailed equality analysis is required. The key question is whether the proposal is likely to be relevant to any of the protected characteristics.

Quite often, the answer may not be so obvious and service-user or provider information will need to be considered to make a preliminary judgment. For example, in considering licensing arrangements, the location of the premises in question and the demographics of the area could affect whether section 149 considerations come into play.

There is no one size fits all approach but the screening process is designed to help fully consider the circumstances.

What to do

In general, the following questions all feed into whether an equality analysis is required:

- How many people is the proposal likely to affect?
- How significant is its impact?
- Does it relate to an area where there are known inequalities?

At this initial screening stage, the point is to try to assess obvious negative or positive impact.

If a negative/adverse impact has been identified (actual or potential) during completion of the screening tool, a full equality analysis must be undertaken.

If no negative / adverse impacts arising from the proposal it is not necessary to undertake a full equality analysis.

On completion of the Test of Relevance screening, officers should:

- Ensure they have fully completed and the Director has signed off the Test of Relevance Screening Template.
- Store the screening template safely so that it can be retrieved if for example, Members request to see it, or there is a freedom of information request or there is a legal challenge.
- If the outcome of the Test of Relevance Screening identifies no or minimal impact refer to it in the Implications section of the report and include references to it in the Background Papers when reporting to the Committee or other decision making process.

1. **Proposal / Project Title: 1 Broadgate s278 works**

2. **Brief summary (include main aims, proposed outcomes, recommendations / decisions sought):**

1. Improvements for people walking, wheeling and cycling.
2. An improved public realm making the City a more attractive place
3. Meeting the needs of the developer and ensuring the s278 works are delivered in a timely manner

3. **Considering the equality aims (eliminate unlawful discrimination; advance equality of opportunity; foster good relations), indicate for each protected group whether there may be a positive impact, negative (adverse) impact or no impact arising from the proposal:**

Protected Characteristic (Equality Group)	Positive Impact	Negative Impact	No Impact	Briefly explain your answer. Consider evidence, data and any consultation.
Age	☒	☐	☐	Older people are more likely to suffer from slight mobility impairments related to their age which do not fall within the disabled protected characteristic. These impairments are likely to include slower movement and slower reactions as well and in some cases the use of mobility aids such as sticks. The scheme is likely to improve conditions for all pedestrians using the northern side of Eldon Street through the introduction of a wider pavement and raised table at the junction with Finsbury Avenue. This is likely to provide more, safe space for pedestrians and increase comfort when moving through the area. This benefit will disproportionately benefit older people when using the streets as pedestrians.
Disability	☒	☐	☐	Those who identify as having a disability are more likely to find difficulty in using City streets and may feel excluded at different points. There are a large range of ways in which this could happen, with examples including poor tactile facilities for people with visual impairments or a lack of dropped kerbs for people with mobility impairments. The scheme will improve conditions by providing greater comfort through the introduction of the raised table and wider pavement space.
Gender Reassignment	☐	☐	☒	
Marriage and Civil Partnership	☐	☐	☒	
Pregnancy and Maternity	☒	☐	☐	Those who are pregnant or with children may experience slower movement, impaired movement and/or the requirement for additional safe and comfortable street space.

				The scheme will improve conditions by providing more, comfortable space for movement during the busiest times of day.
Race	☐	☐	☒	*Click or tap here to enter text.*
Religion or Belief	☐	☐	☒	*Click or tap here to enter text.*
Sex (i.e. gender)	☐	☐	☒	*Click or tap here to enter text.*
Sexual Orientation	☐	☐	☒	*Click or tap here to enter text.*

4. Are there any potential social mobility or wider issues? Please check appropriate box

Yes	No	Briefly explain your answer:
☐	☒	Positive impacts have been captured in section 3.

5. There are no negative / adverse impact(s) Please briefly explain and provide evidence to support this decision:

The scheme does not have any negative impacts on any group.

6. Are there positive impacts of the proposal on any equality groups or Social Mobility? Please briefly explain how these are in line with the equality aims or social mobility strategy:

Positive impacts have been captured in section 3.

7. As a result of this screening, is a full EA necessary? Please check appropriate box

Yes	No	Briefly explain your answer:
☐	☒	Given the limited scope of the project and lack of negative impacts a full EA is not considered necessary

8. Name of Lead Officer: George Wright **Job title:** Project Manager **Date of completion: 09/08/2024**

Signed off by Department Director: **Name:** Ian Hughes **Date: 16/09/2024**

Committees: Streets & Walkways Sub Committee - For Decision Projects & Procurement Sub Committee - For Information	**Dates:** 01/10/2024 21/10/2024
Subject: Vision Zero Programme **Unique Project Identifier:** 12466	**Gateway 2: Project Proposal** Regular
Report of: Executive Director of Environment **Report Author:** Sam Lee, Head of Street Space Planning	**For Decision**
PUBLIC	

Recommendations

1. Next steps and requested decisions	**Project Description:** A programme to investigate and deliver safer streets proposals at priority locations as identified in the Vision Zero Plan 2023 - 2028. Subsequent reports for individual projects within the programme will follow as appropriate. **Next Gateway:** Gateway 3/4 - Options Appraisal (Regular) **Next Steps:** • Review and refine designs and prepare detailed cost estimates. • Commission consultants to undertake technical assessments including traffic modelling, where required. • Engage key stakeholders including TfL on the scope of any traffic modelling and requirements for Traffic Management Act approvals (TMAN). • Prepare G3/4 reports for individual projects and or programme update reports as necessary. **Funding Source:** • £2.4M of confirmed OSPR funding. This will deliver five projects to various gateway stages, including three to completion. • To complete the remaining two projects in the programme, additional OSPR (or other) funding will be

required. This will be subject to a further capital bid to be considered by Members. If funding is not available, these projects can remain in abeyance until funding has been identified.

- Additionally, external funding opportunities such as from s106/s278 or from TfL will be explored.

Requested Decisions:

1. That a budget of **£175,000** is approved to reach the next Gateway, as well as to deliver the minor measures (to be delivered through existing delegations and outside of this programme) at Mincing Lane.
2. Note the total estimated cost of the programme is between **£2.8M to £6.4M** (excluding risk).
3. Note that £2.4 million has been secured to date from the OSPR for this programme
4. Note that, to complete the programme, additional bid for capital funding will be submitted. If funding is not available, remaining projects can remain in abeyance and progressed when funding has been identified.
5. That the initiation of this programme includes the initiation of the forthcoming projects under its umbrella.
6. That a Costed Risk Provision of **£100,000** is approved (to be drawn down via delegation to Chief Officer).

2. Resource requirements to reach next Gateway

Item	**Reason**	**Funds/ Source of Funding**	**Cost (£)**
Staff cost (Policy & Projects)	Project Management	OSPR	50,000
Staff costs	Design & works estimate	OSPR	50,000
Fees	Traffic modelling, Surveys &, Technical advice	OSPR	60,000
Works at Mincing Lane	Works	OSPR	15,000
Total			175,000

Staff costs represent approximately 500 hours of Policy & Project staff time for project management and 500 hours of

	highway staff time to carry designs and preparing cost estimates. The above funding requirement will be met from the already agree £2.4M of OSPR. **Costed Risk Provision requested for this Gateway: £100,000** (as detailed in the Risk Register – Appendix 2)
3. Governance arrangements	• Service committee: Streets & Walkways Sub-Committee • Senior Responsible Officer: Bruce McVean, Assistant Director, Policy & Projects. • Project Board: This is not considered necessary. The projects within the programme are not complex or impact other departments and the risks are routine for highway projects. However, regular project meetings or engagement with colleagues representing relevant service areas across the City (e.g. Comptroller, Chamberlain, Town Clerks, etc) and TfL will be undertaken to ensure smooth project delivery.

Project Summary

4. Context	4.1 The Transport Strategy has committed the City to Vision Zero with the ambition to eliminate transport related deaths and serious injuries from the City streets by 2040. The approved Vision Zero Plan 2023 – 2028 sets out a programme to investigate and deliver safer streets improvements at priority locations. These locations have been ranked, as detailed below, for intervention and are based on the highest number of collisions which resulted in serious and fatal injuries. 1. London Wall / Moorgate 2. Holborn Circus 3. Aldgate High Street 4. Newgate Street / Warwick Lane 5. Aldersgate Street / Long Lane 6. Fleet Street / Bouverie Street 7. London Wall / Old Broad Street 8. Fenchurch Street / Lime Street 9. Fetter Lane / New Fetter Lane 10. Fenchurch Street / Mincing Lane 4.2 The Vision Zero Plan included a need to regularly review the collisions across the City, to ensure the priority locations remain up to date. As a result of a recent review, high levels of collisions have been

	recorded at Ludgate Hill/Old Bailey. This location has therefore been added to the programme for priority intervention. 4.3 Road traffic collisions resulting in injuries to people remains high. Excluding the two Covid-19 years (2020 and 2021), the number of serious and fatal injuries over the past 7 years have fluctuated, with a high of 81 in 2018 and a low of 42 in 2023. This represents a significant reduction and an overall declining trend. 4.4 Road safety is a RED risk on the risk register for the Environment Department.
5. Brief description of project	5.1 This programme is to investigate and deliver highway measures to reduce collisions, particularly those that resulted in serious and fatal injuries, and improve the perceptions of safety at the identified priority locations detailed in section 4, above. It will also deliver wider Healthy Streets improvements such as increased pedestrian priority, accessibility improvements and improvements to the public realm. 5.2 Taking account the above priority locations, the programme has been strategically reprioritised based on the following three key factors: 1. Projects which are anticipated to produce the greatest collision reduction benefits which are anticipated to be deliverable, affordable and not within the scope of other projects or initiatives are prioritised first. 2. Projects that involve more complicated locations where improvement measures are likely to be challenging or are unknown and are not within scope of other projects or initiatives are prioritised for further investigation only. 3. Projects which could be progressed which are within the scope of existing or upcoming projects and initiatives are prioritised to be progressed within those projects and initiatives. 5.3 The programme therefore consists of individual projects at the following five locations and are shown in Appendix 3: 1. Aldgate High Street (between Mansell Street and Fenchurch Street) 2. Ludgate Hill/Old Bailey

	3. Newgate Street (between Snow Hill and Warwick Lane) 4. Aldersgate Street / Long Lane 5. Holborn Circus 5.4 If approved, the projects will commence from November 2024 and is expected to be completed in 2028/29. 5.5 The proposals are likely to include some of the following: alterations to junction priority and traffic signals, new or improved crossings, wider pavements/narrower carriageways, some restricted or banned movements, cycle lanes and other public ream improvements. 5.6 Locations 4 and 5 are much more complicated junctions and will initially involve engaging a consultant to undertake a detailed investigation and then to develop proposals which will inform future funding bids. 5.7 An additional Vision Zero scheme at Mincing Lane at its junction with Fenchurch Street is being progressed outside of this programme through existing delegations. This scheme is very minor and involves narrowing a short section of the carriageway to reduce turning speeds and to improve pedestrian crossing conditions. The estimated to cost of this scheme is £15,000 and will be progressed as a revenue scheme, which will enable the safety benefits to be realised sooner. 5.8 The remaining five Vision Zero priority sites (Fleet Street/Bouverie Street, Fenchurch Street/Lime Street, Fetter Lane/New Fetter Lane, London Wall/Moorgate and London Wall/Old Broad Street) are or will be progressed outside of this programme and alongside other initiatives such as the delivery of the Healthy Streets Plan, separate studies, through s278 agreements or other projects.
6. Consequences if project not approved	6.1. The ambition of Vision Zero will not be met. Without on-street improvements the remaining Vision Zero approaches (Safer Speeds, Safer Vehicles and Safer Behaviours) are unlikely to provide adequate mitigation. 6.2. Injury collisions at the prioritised locations will remain high.
7. SMART project objectives	7.1. Collision rates at each location are reduced compared against baseline figures. 7.2. The number of people killed or seriously injured are significantly reduced compared against baseline

	figures, with the aim of no serious or fatal collisions at these locations. *7.3.* Healthy Streets and accessibility outcomes are improved against baseline scores. These will be assessed using the Healthy Streets Design Check and the City of London Street Accessibility Tool to measure existing conditions, assess proposals and measure conditions following completion of the project. 7.4. It should be noted that validated collision records will not be known until at least 12 – 18 months post completion due to a lag in the publication of injury collision records. It may be possible to access unvalidated data earlier.
8. Key benefits	• Road danger is reduced. • People using the streets are safer and feel safer. • Contributes to the delivery of several Corporate Plan outcomes, in particular the Vibrant Thriving Destination (which includes a performance measure - Increase road safety, decrease motor traffic, and encourage environmentally sustainable forms of transport).
9. Project category	1. Health and safety
10. Project priority	B. Advisable
11. Notable exclusions	None

Options Appraisal

12. Overview of options	Several options are available. Option 1: Do nothing. • This will not address the high injury collisions occurring at the identified locations and we will not achieve Vision Zero ambitions. • There will be no associated Healthy Streets or accessibility improvements for people walking, wheeling or cycling. Option 2: Minor highway alterations. • Measures likely to include alterations to traffic lanes and road markings, banning parking and loading at key locations, minor kerbline changes, cycle lanes, etc. • Will not achieve Vision Zero ambitions but may achieve some limited safety and minor Healthy Streets benefits.

	• Minimal impact on traffic flow, capacity and access. Option 3: Targeted highway improvements. • Measures likely to include significant changes to junction layouts, carriageway levels, traffic control, protected cycle lanes where possible, pavement widening, traffic lane reduction, public realm measures such as tree planting or greening. • Will improve safety at the identified locations, contribute to the Vision Zero ambitions and delivers Healthy Streets improvements, particularly for people walking, wheeling and cycling. • Some impacts to traffic flow, capacity and access - likely to be successful with stakeholder support. High probability of securing necessary external statutory approvals. Option 3 is therefore the only viable option that delivers the objectives of the programme.

Project Planning

13. Delivery period and key dates	**Overall project:** The overall programme for the project, excluding the minor measures at Mincing Lane, is anticipated as follows. Programme start: Nov 2024 Programme completion: March 2029 Commission consultant(s) to undertake traffic modelling/investigate measures: Jan 2025 Gateway 3/4 (for each project): From summer 2025 **Other works dates to coordinate:** None The indicative programme for the next three years is summarised below and in appendix 4: Year 1 (2024/25) will involve: • Review/refine designs & detailed modelling of the following projects (with consultancy support as required): o Aldgate High Street (between Mansell Street and Fenchurch Street) o Newgate Street (between Snow Hill and Warwick Lane) o Ludgate Hill/Old Bailey • Commissioning consultants to investigate the following projects: o Aldersgate Street / Long Lane

	○ Holborn Circus Year 2 (2025/26) will involve: • Completing detailed design, modelling, approvals, engagement and implementation of the following projects. ○ Aldgate High Street (between Mansell Street and Fenchurch Street) ○ Ludgate Hill/Old Bailey • Reviewing & complete detailed design, complete outstanding modelling, engagement & obtain approvals (including any necessary external approvals). ○ Newgate Street (between Snow Hill and Warwick Lane) ○ Aldersgate Street / Long Lane ○ Holborn Circus Year 3 (2026/27) will involve: • Implementing: ○ Newgate Street (between Snow Hill and Warwick Lane) ○ Aldersgate Street / Long Lane (subject to funding) • Subject to funding, continue to progress the other projects (Holborn Circus and Aldersgate Street/Long Lane).
14. Risk implications	**Overall project risk:** Medium The main risks are: • Insufficient capital funding to complete the programme. • Objections to traffic orders or challenges to the proposals • Project costs may increase due to unknown underground conditions irrespective of radar surveys. • Additional technical work or data may be required to justify the project(s) or for other unforeseen issues. • Project costs and deliverability implications may arise due to the need to resolve London Underground and Network Rail tunnels below ground level. • There may be a requirement to assess the impact of proposals on highway structures. A CRP of £100,000 is included to allow for budget variation which may be required to mitigate against some of the above risks. Further information available within the Risk Register (Appendix 2).
15. Stakeholders and consultees	Internal stakeholders and consultee: • Colleagues in Finance, Highways, Planning, Parking, Engineering, Gardens and Cleansing

	• Ward Members External stakeholders and consultee: • Transport for London/London Underground • Network Rail • Emergency Services • Local businesses and occupiers • Business Improvement Districts

Resource Implications

16. Total estimated cost	**Likely cost range (excluding risk):** £2.8M - £6.4M **Likely cost range (including risk):** £3.5M - £7.5M	
17. Funding strategy	Choose 1: Partial funding confirmed	Choose 1: Mixture - some internal and some external funding

Funds/Sources of Funding	**Cost (£)**
OSPR (confirmed)	2.4M
Capital funding bid (CIL or OSPR)	0.4M – 5.1M
Total	**£2.8 - £7.5M**

17.1. The confirmed £2.4M of OSPR funding is proposed to be used to progress projects to various Gateway stages:
1. Aldgate High Street (between Mansell Street and Fenchurch Street) – Gateway 6
2. Ludgate Hill/Old Bailey – Gateway 6
3. Newgate Street (between Snow Hill and Warwick Lane) – Gateway 6
4. Aldersgate Street / Long Lane – Gateway 4
5. Holborn Circus – Gateway 4

17.2. Additional funding will be required for projects 4 and 5 (Aldersgate Street / Long Lane and Holborn Circus) to reach Gateway 5 and then subsequently to deliver the improvements. A further capital bid for consideration by Members will be submitted once feasibility work has been completed and the scale and cost of improvements required is known. If funding is not available, these projects can remain in abeyance and progressed once funding has been identified.

17.3. This £2.4m funding also includes £15,000 for the scheme at Mincing Lane, which will be progress as a revenue scheme outside of this programme through existing delegation.

	17.4. In summary, the £2.4M of confirmed OSPR funding is expected to deliver three large projects (and one minor improvement scheme outside of this programme) to completion and produce designs/complete evaluations for two projects, both are at a complex junction. 17.5. Although the above funding strategy relates to internal funding, external funding opportunities such as from s106/s278 and TfL will be explored. If this is successful, the amount of internal funding required will be reduced accordingly.
18. Investment appraisal	Not applicable
19. Procurement strategy/route to market	19.1 Some projects will be progressed and designed by the Highways team in City Operations. 19.2 Consultants will be engaged as required to carry out traffic modelling work and detailed investigation and the development of proposals. It is expected that the transport and public realm framework will be used for this. 19.3 Works will be undertaken by the City's Term Contractor but traffic signal and works on utility infrastructure will be undertaken by Transport for London and by Statutory Undertakers respectively (as they are the asset owners).
20. Legal implications	20.1. In exercising its traffic authority functions, the City must, as far as practicable, give due regard to secure the expeditious, convenient and safe movement of traffic (including pedestrians) and the provision of suitable and adequate parking facilities (S.122 Road Traffic Regulation Act 1984), and to secure the efficient use of the road network, avoiding congestion and disruption (S.16 Traffic Management Act 2004). 20.2. New or amendments to existing traffic orders to regulate the use of the highway including parking, loading, banned or prescribed movements, etc, require a Traffic Management Order to be made (Road Traffic Regulation Act 1984). This will require statutory consultation and any objection or representation received must be considered, including consideration to hold a public inquiry under certain circumstances, before implementing such change (The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996).

	20.3. These implications will be fully considered as part of the progression of each project.
21. Corporate property implications	• There are no corporate property implications.
22. Traffic implications	22.1. Some projects are likely to restrict vehicle access or require alternative routes, or reduce traffic capacity. An assessment of these will be undertaken and any significant impacts will be included in the next Gateway report. 22.2. Where appropriate, Transport for London will be engaged on traffic signal design and timings, and TMAN approvals will be sought on schemes where there is significant impact on the Transport for London Road Network (red routes) or the Strategic Road Network.
23. Sustainability and energy implications	• There are no relevant sustainability and energy impacts associated with this project.
24. IS implications	• There are no IS implications
25. Equality Impact Assessment	• An equality impact assessment/screening will be undertaken for each project including engagement with relevant user groups (where necessary).
26. Data Protection Impact Assessment	• The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken.

Appendices

Appendix 1	Project Briefing
Appendix 2	Risk Register
Appendix 3	Location of individual projects
Appendix 4	Indicative delivery programme (first 3 years only)

Contact

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Telephone Number	020 7332 1921

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Project Briefing

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

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

Description and purpose

[7] Project Description

The Transport Strategy has committed the City to Vision Zero with the ambition to eliminate transport related deaths and serious injuries from the City streets by 2040.

The approved Vision Zero Plan 2023 – 2028 has set out a programme to investigate and deliver safer streets proposals at priority locations. This will involve undertaking a detailed analysis of collisions, develop and then deliver improvements to reduce these collisions.

The Vision Zero Plan identified the following ranked locations for intervention.

1. London Wall / Moorgate
2. Holborn Circus
3. Aldgate High Street
4. Newgate Street / Warwick Lane
5. Aldersgate Street / Long Lane
6. Fleet Street / Bouverie Street
7. London Wall / Old Broad Street
8. Fenchurch Street / Lime Street
9. Fetter Lane / New Fetter Lane
10. Fenchurch Street / Mincing Lane

The Vision Zero Plan included a need to regularly review the collisions across the City, to ensure the priority locations remain up to date. As a result of a recent review, high levels of collisions have been recorded at Ludgate Hill/Old Bailey. This location has therefore been added to the programme for priority intervention.

This project is therefore a programme to investigate and deliver highway measures to reduce collisions, particularly those that resulted in serious and fatal injuries, and improve the perceptions of safety at the above identified priority. The project will also deliver wider Healthy Streets improvements such as increased pedestrian priority, accessibility improvements and improvements to the public realm. The projects within the programme have been prioritised as follows:

1. Projects which are anticipated to produce the greatest collision reduction benefits which are deliverable and affordable and not within scope of other projects or initiatives are prioritised first.
2. Projects that involve more complicated locations where improvement measures are likely to be challenging or unknown and are not within scope of other projects or initiatives are prioritised for further investigation only.
3. Projects which could be progressed which are within the scope of existing or upcoming projects and initiatives are prioritised to be progressed within those projects and initiatives.

The programme therefore consists of individual projects at the following five locations:

1. Aldgate High Street (between Mansell Street and Fenchurch Street)
2. Ludgate Hill/Old Bailey
3. Newgate Street (between Snow Hill and Warwick Lane)
4. Aldersgate Street / Long Lane
5. Holborn Circus

The Vision Zero scheme at Mincing Lane at its junction with Fenchurch Street is being progressed outside of this programme through existing delegations as this scheme is very minor and involves narrowing a short section of the carriageway to reduce turning speeds and to improve pedestrian crossing conditions. The estimated cost of this scheme is £15,000 and will be progressed as a revenue scheme, which will enable the safety benefits to be realised sooner.

The remaining five priority sites identified in the Vision Zero Plan (Fleet Street/Bouverie Street, Fenchurch Street/Lime Street, Fetter Lane/New Fetter Lane, London Wall/Moorgate and London Wall/Old Broad Street) are or will be progressed alongside other initiatives such as the delivery of the Healthy Streets Plan, separate studies, through s106/s278 agreements or as part of other projects.

[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)?

- Road traffic collisions resulting in injuries to people is unacceptable and remain high.
- The Transport Strategy has committeed the City to Vision Zero with the ambition to eliminate transport related deaths and serious injuries from the City streets by 2040.
- Road safety has been assessed as a RED risk in the Risk Register for the Environment Department.

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

The project contributes to the following Corporate Plan 2024 – 2029 outcomes:

- Vibrant thriving destination. A key performance measure includes - Increase road safety, decrease motor traffic, and encourage environmentally sustainable forms of transport.
- Diverse engaged communities
- Flourishing public spaces
- Leading sustainable environment
- Proving excellent services

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

This project supports the delivery of the Transport Strategy and the Vision Zero Plan, and to mitigate against the Department's RED risk for road safety.

[11] Note all which apply:

Officer: Project developed from Officer initiation	Y	**Member:** Project developed from Member initiation	N	**Corporate:** Project developed as a large scale Corporate initiative	N

Mandatory: Compliance with legislation, policy and audit	N	**Sustainability:** Essential for business continuity	N	**Improvement:** New opportunity/ idea that leads to improvement	Y

Project Benchmarking:
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims? <These should be impacts of the activity to complete the aim/objective, rather than 'finishes on time and on budget'>>
1) Streets are safer/number of fatal or serious injuries reduced
2) Supports priority for people walking and cycling
3) Improved Healthy Streets and accessibility outcomes as identified through the Healthy Streets Design and CoL Accessibility Tool check
[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.)
Yes – this project will contribute to safer streets which is measurable through collision records. Road traffic injury collisions are recorded by the police which are uploaded to a national database which will be used to measure and compare collision levels at the project locations.
[14] What is the expected delivery cost of this project (range values)[£]?
Lower Range estimate (excluding risk): £2.8M Upper Range estimate (excluding risk): £6.4M
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:
No additional ongoing revenue implication is anticipated. However, any increased maintenance liability will be detailed in the appropriate Gateway report.
[16] What are the expected sources of funding for this project?
£2.4M from the OSPR was approved by P&R in July 2024. This will be used to progress (to various Gateway stages) . • Aldgate High Street (between Mansell Street and Fenchurch Street) – Gateway 6 • Ludgate Hill/Old Bailey – Gateway 6 • Newgate Street (between Snow Hill and Warwick Lane) – Gateway 6 • Aldersgate Street / Long Lane – Gateway 4 • Holborn Circus – Gateway 4 This £2.4m of approved OSPR also includes £15,000 for the scheme at Mincing Lane, which will be progressed as a revenue scheme, outside of this programme. To complete the remaining two projects (Aldersgate Street/Long Lane and Holborn Circus) further capital funding would be required. This is likely to involve a further capital funding bid for OSPR or CIL. If funding is not available, the remaining two projects could remain in abeyance and progressed once funding has been identified or where further consideration by Members is required. Although the above funding strategy relates to internal funding, external funding opportunities such as from s106/s278 and from TfL will be explored. If this is successful, the amount of internal funding required will be reduced accordingly.

[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?
Lower Range estimate: November 2024 – March 2029 Upper Range estimate: December 2024 – March 2030 <Critical deadline(s):> N/A

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?	
This is unlikely.	
[19] Who has been actively consulted to develop this project to this stage? <(Add additional internal or external stakeholders where required) >	
Chamberlains: Finance	Officer Name: Olu Obisesan
Chamberlains: Procurement	Officer Name:
IT	Officer Name:
HR	Officer Name:
Communications	Officer Name:
Corporate Property	Officer Name:
External	Transport for London
[20] Is this project being delivered internally on behalf of another department? If not ignore this question. If so: **Please note the Client supplier departments.** **Who will be the Officer responsible for the designing of the project?** **If the supplier department will take over the day-to-day responsibility for the project, when will this occur in its design and delivery?**	
Client	Department:
Supplier	Department:
Supplier	Department:
Project Design Manager	Department:
Design/Delivery handover to Supplier	Gateway stage: <Before Project Proposal>, <Post Project Proposal>, <Post Options Appraisal>, <Post Detailed design>, <Post Authority to start work>

City of London: Projects Procedure Corporate Risks Register

Project Name:	Vision Zero Programme	**PM's overall risk rating:**	Medium	**CRP requested this gateway**	£ 100,000	**Average unmitigated risk**	13.7	**Open Risks**	7
Unique project identifier:	TBC	**Total estimated cost (exc risk):**	£ 6,400,000	**Total CRP used to date**	£ -	**Average mitigated risk score**	5.7	**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	5	(1) Compliance/Regulatory	Objections to Traffic Orders/challenges to the proposals	If objections or challenges to the project is received, these will need to be considered by the City. This could delay the project, require modifications or in extreme cases it could result in the project being cancelled by Members.	Likely	Major	16	£5,000.00	N	B – Fairly Confident	Esure best practices is adhered to. Engage with those likley to be impacted at a early stage. Consider other options which may still achieve the intended outcomes	£0.00	Possible	Serious	£5,000.00	6	£0.00		25/07/2024		Sam Lee		
R2	5	(1) Compliance/Regulatory	Delay to TMAN approval (where required)	There may be delays to the TMAN approval or additional justification required by TfL if there are significant impacts to the main road network	Likely	Serious	8	£5,000.00	N	B – Fairly Confident	Ensure regular engagement with TfL (including relevant TfL business areas) and submit for approval in good time	£0.00	Unlikely	Serious	£0.00	4	£0.00		25/07/2024		Sam Lee		
R3	5	(2) Financial	Captial funding not fully in place to complete the programme	There is insufficient funding to complete the whole programme	Likely	Extreme	32	£0.00	N	A – Very Confident	Engage with colleagues in Finance, Planning and TfL to identify funding opportunities and submit funding bids. If there is still a funding gap, defer affected project(s) until such times when funding becomes available.	£0.00	Possible	Serious	£0.00	6	£0.00		25/07/2024		Sam Lee		
R4	5	(2) Financial	Project costs may increase due to unknown underground conditions	This may result in additional cost, time or design change to resolve the issue	Likely	Serious	8	£100,000.00	N	B – Fairly Confident	Undertake underground radar surveys and utility queries	£0.00	Possible	Serious	£100,000.00	6	£0.00		25/07/2024		Sam Lee		
R5	2	(2) Financial	Additional technical work and data is required to justify the projects	More technical work including traffic modelling and additional data is required than originally allowed for.	Likely	Serious	8	£20,000.00	Y - for mitigation costs	B – Fairly Confident	Ensure best practice is adhered to. Regular project meetings and engagement with TfL. Engage consultant to undertake any additional technical works and obtain any necessary additional data.	£20,000.00	Possible	Serious	£0.00	6	£0.00		25/07/2024		Sam Lee		
R6	2	(2) Financial	Project costs and deliverability implications may arise due to the need to resolve London Underground and Network Rail tunnels below ground level.	This may result in additional cost, time or design change to resolve the issue	Possible	Major	12	£40,000.00	Y - for mitigation costs	B – Fairly Confident	Liaise with engineering colleagues and consult LU & NR as early as possible	£40,000.00	Possible	Serious	£0.00	6	£0.00		28/08/2024		Sam Lee		
R7	2	(2) Financial	To assess impact of proposals on highway structures	This may result in additional cost, time or design change to resolve the issue	Possible	Major	12	£40,000.00	Y - for mitigation costs	B – Fairly Confident	Liaise with engineering colleagues to indentity what assessments would be required as soon as possible	£40,000.00	Possible	Serious	£0.00	6	£0.00		28/08/2024		Sam Lee		
R8								£0.00				£0.00			£0.00		£0.00						
R9								£0.00				£0.00			£0.00		£0.00						
R10								£0.00				£0.00			£0.00		£0.00						
R11								£0.00				£0.00			£0.00		£0.00						
R12								£0.00				£0.00			£0.00		£0.00						
R13								£0.00				£0.00			£0.00		£0.00						
R14								£0.00				£0.00			£0.00		£0.00						
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						

						£0.00		£0.00		£0.00				£0.00							R100
						£0.00		£0.00		£0.00				£0.00							R99
						£0.00		£0.00		£0.00				£0.00							R98
						£0.00		£0.00		£0.00				£0.00							R97
						£0.00		£0.00		£0.00				£0.00							R96
						£0.00		£0.00		£0.00				£0.00							R95
						£0.00		£0.00		£0.00				£0.00							R94
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						£0.00		£0.00		£0.00				£0.00							R62
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						£0.00		£0.00		£0.00				£0.00							R54
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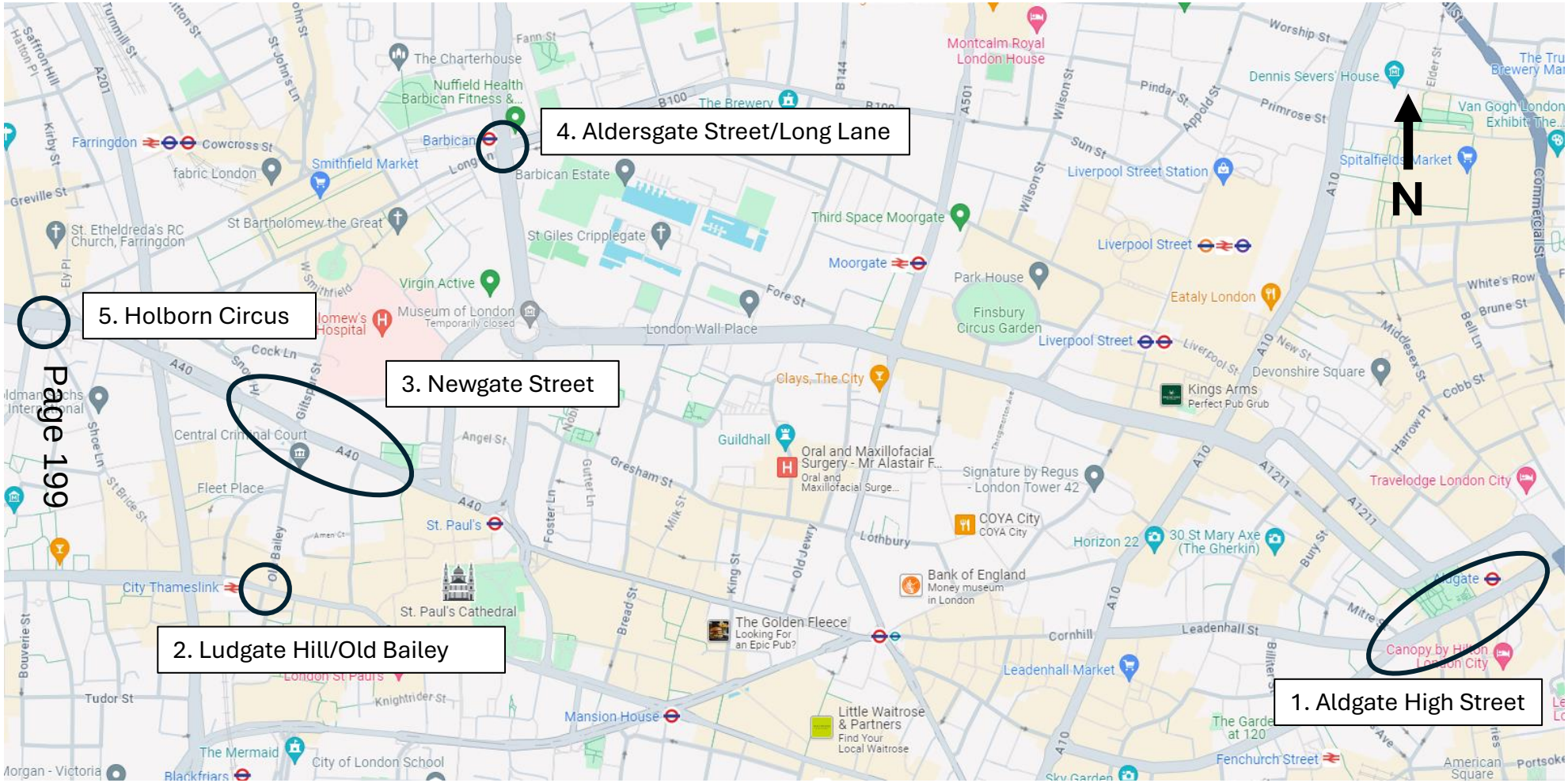
						£0.00		£0.00		£0.00				£0.00							R52
						£0.00		£0.00		£0.00				£0.00							R51

Appendix 3: Project locations



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Project	2024/25		2025/26				2026/27			
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Aldgate High Street	Feasibility		Detailed design			Implementation				
Newgate Street	Feasibility				Detailed design			Implementation		
Ludgate Hill/Old Bailey	Feasibility		Detailed design		Implementation					
Aldersgate Street / Long Lane	Feasibility				Detailed design				Implementation	
Holborn Circus	Feasibility				Detailed design					

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Committees: Streets & Walkways Sub Committee - For Decision Projects & Procurement Sub Committee - For Information	**Dates:** 1 October 2024 21 October 2024
Subject: Combined Section 278 Project Initiation Report • Friary Court • 61-65 Holborn Viaduct • Middlesex Street Estate • 10 King William Street • 122 Minories **Unique Project Identifiers:** *To be confirmed*	**Gateway 2:** **Project Proposal**
Report of: Executive Director of Environment **Report Author:** Tom Noble	**For Decision**
PUBLIC	

Recommendations

1. Next steps and requested decisions	**Project Description:** A number of planning applications have been approved by the Planning & Transportation Committee in recent months. All of these approvals are conditioned to require the developer to enter into a Section 278 agreement (or equivalent agreement in the case of Middlesex Street Estate) with the City of London Corporation. The scope of each Section 278 agreement is broadly established through the associated Section 106 agreements. As is standard for the City Corporation, all of the Section 278 agreements will include clauses that obligate the relevant developer to meet the full cost of the works. **Next Gateway:** Various (refer to individual Project Briefings at Appendix 1) **Next Steps:** Specific next steps are set out in individual Project Briefings at Appendix 1, however some apply across all projects: • Set up project budgets • Commence design work

- Negotiate and enter into Section 278 agreements or, in the case of Middlesex Street Estate, a 'Scheme of Highway Works' agreement.

Requested Decisions:

1. That budgets are approved for each project, subject to receipt of funds, as set out in the tables in Section 2;
2. Note the total estimated costs of the projects (excluding risk) as set out in the Project Briefings;
3. That authority is given to negotiate and enter into the individual Section 278 (or equivalent) agreements;
4. That authority is given to advertise Traffic Regulation Orders where required, noting that any objections will be dealt with in the usual way.

2. Resource requirements to reach next Gateway

Table 2.1: Friary Court

Item	Reason	Funds/ Source of Funding	Cost (£)
Staff costs (Project Manager)	Project management, stakeholder liaison, report writing	Section 278	£27,000
Staff costs (Engineer)	Design work, commissioning surveys	Section 278	£13,000
Fees	To cover (but not limited to) Technical assessments, including any surveys and utility enquiries	Section 278	£10,000
Total			£50,000

Table 2.2: 61-65 Holborn Viaduct

Item	Reason	Funds/ Source of Funding	Cost (£)

Staff costs (Project Manager)	Project management, stakeholder liaison, report writing	Section 278	£10,000
Staff costs (Engineer)	Design work, commissioning surveys	Section 278	£10,000
Fees	To cover (but not limited to) Technical assessments, including any surveys and utility enquiries	Section 278	£5,000
Total			£25,000

Table 2.3: Middlesex Street Estate			
Item	**Reason**	**Funds/ Source of Funding**	**Cost (£)**
Staff costs (Project Manager)	Project management, stakeholder liaison, report writing	Section 278	£30,000
Staff costs (Engineer)	Design work, commissioning surveys	Section 278	£20,000
Fees	To cover (but not limited to) Technical assessments, including any surveys and utility enquiries	Section 278	£25,000
Total			£75,000

Table 2.4: 10 King William Street

Item	Reason	Funds/ Source of Funding	Cost (£)
Staff costs (Project Manager)	Project management, stakeholder liaison, report writing	Section 278	£26,000
Staff costs (Engineer)	Design work, commissioning surveys	Section 278	£26,000
Fees	To cover (but not limited to) Technical assessments, including any surveys and utility enquiries	Section 278	£40,000
Total			£92,000

Table 2.5: 122 Minories			
Item	**Reason**	**Funds/ Source of Funding**	**Cost (£)**
Staff costs (Project Manager)	Project management, stakeholder liaison, report writing	Section 278	£5,000
Staff costs (Engineer)	Design work, commissioning surveys	Section 278	£5,000
Fees	To cover (but not limited to) Technical assessments, including any surveys and utility enquiries	Section 278	£5,000
Total			£15,000

	Costed Risk Provision requested for this Gateway: Not requested at this stage. Funds have already been received, or are expected to be received, from the relevant developers for the evaluation and design stage of the projects. Provision is also made in the related Section 106 agreements for any excess payments during the evaluation and design stage to be recouped from the developers. Unless otherwise requested by the developer, any remaining monies at the end of the evaluation and design stage will be put towards the implementation stage. The allocation of resources is subject to advance receipt of all funds.
3. Governance arrangements	• **Service Committee:** Streets & Walkways Sub • **Senior Responsible Officer:** Bruce McVean (Assistant Director, Policy & Projects) • Under the existing governance procedures Project boards are not expected to be required for any of the projects. Working groups involving key stakeholders will be established where appropriate. Subject to the revised Corporate Project Governance procedures being agreed, these projects will follow the revised appropriate governance arrangements. • All of these projects form part of a legal requirement between the City and the individual developers to enter a S278 (or equivalent) following a planning permission. At the initiation stage of these types of projects, the information available is very similar across all the projects and so a consolidated report has been used for this first stage. This approach has been used previously and works well. • 122 Minories is anticipated to be under the value of the formal gateway process and will be undertaken through existing delegated procedures and governance procedures. It is included in this consolidated report to seek the authority to enter a s278 agreement with the developer in due course.

Project Summary

4. Context	4.1 A number of planning applications have been approved by either the Planning & Transportation Committee, the Planning Applications Sub Committee or by Delegated Authority in recent months. All of these agreements require the applicant to enter into a Section 278 agreement with

	the City of London, to deliver changes to the highway in the vicinity of the site. An Evaluation & Design (E&D) payment, to progress initial design options, is required through the Section 106 agreement; the value of the E&D is determined by the scale and complexity of the relevant application. 4.2 For the Middlesex Street Estate application, as the City Corporation is also acting as the developer and so cannot enter into a Section 106 agreement with itself, a Unilateral Undertaking has been entered into. This commits the City Corporation as developer to cover the costs of required changes to the highway as a result of the development; this will be captured through a 'Scheme of Highway Works', which broadly serves the same function as a Section 278 agreement. 4.3 The projects proposed for initiation in this report relate to the following planning permissions: • 22/00882/FULMAJ – Friary Court, 65 Crutched Friars, EC3N 2AE • 21/00781/FULMAJ – 61-65 Holborn Viaduct, EC1A 2FD • 23/00882/FULL – Middlesex Street Estate, Gravel Lane, E1 7AF • 14/00178/FULEIA & 23/01379/NMA – 10 King William Street (Bank Station Over Site Development) • 18/00144/FULMAJ – 122 Minories & 14 Crosswall, EC3N 1NT
5. Brief description of project	5.1 Each project involves changes to the public highway in the vicinity of each site. All are fully funded via Section 278 agreements, as stipulated in the relevant Section 106 agreements. 5.2 Descriptions of each individual project are contained in the Project Briefs appended to this report.
6. Consequences if project not approved	6.1 The applicants would be in breach of their obligations under the Section 106 agreements (or equivalents) should approval not be granted to progress these projects.
7. SMART project objectives	Objectives for each project are set out in the Project Briefings at Appendix 1.
8. Key benefits	The anticipated benefits arising from each project are set out in the Project Briefings at Appendix 1.

9. Project category	7a. Asset enhancement/improvement (capital)
10. Project priority	A. Essential
11. Notable exclusions	None.

Options Appraisal

12. Overview of options	12.1 The scope of each project is broadly outlined in the relevant Section 106 agreement and is summarised in the individual Project Briefings appended to this report. Further detail on options development will be reported through separate Gateway reports for each project.

Project Planning

13. Delivery period and key dates	**Overall:** The overall project durations vary and are largely dependent on the respective development programmes. **Key dates:** Refer to Project Briefings. **Other works dates to coordinate:** Coordination with other works will be assessed and reported in at future Gateways for each individual project.
14. Risk implications	**Overall project risk:** Low 14.1 The scope of each project is set out in the related Section 106 agreement; these agreements also obligate the developers to pay the full reasonable costs of the Section 278 works. 14.2 The City Operations division has delivered many Section 278 projects and is experienced in managing the risks involved with such works. 14.3 Individual risk registers will be produced and reported at future Gateways. Early-stage risks identified are as follows: • Developments are delayed impacting on project programme and budget. • Inaccurate or incomplete budget estimates, including inflationary issues, lead to budget increases. • Utility and utility survey issues lead to increased costs and / or scope of work. • Issues with external engagement and buy-in lead to project delays and / or increased costs. • Third party delays may impact negatively on project delivery (programme and / or budget).

15. Stakeholders and consultees	• Developers • Local businesses, including BIDS where relevant • Local residents • City of London Police (Middlesex Street Estate) • City divisions and departments, including Planning & Development, Natural Environment, Chamberlains and Comptroller & City Solicitors.

Resource Implications

16. Total estimated cost	**Likely cost range (excluding risk):** £1,950,000 - £5,750,000 **Likely cost range (including risk):** £1,950,000 - £5,750,000 Note that this is the total cost range across the five projects. Cost ranges for each individual project are contained in the Project Briefings.	
17. Funding strategy	Choose 1: All funding fully guaranteed	Choose 1: External - Funded wholly by contributions from external third parties
	All of the projects will be fully funded through Section 278 agreements, as required as part of the Section 106 agreements for each development. Consideration will be given to expanding the scope of some projects where appropriate (such as on streets where there are several developments and there may be a benefit in widening the remit to cover a wider area). In these cases, funding bids will be submitted as part of the capital bidding process for On Street Parking Reserve or Community Infrastructure Levy funding to cover the sections of highway not impacted by the developments. Approval would be sought through the Gateway procedure to expand the scope of the project(s). If funding bids were unsuccessful then the scope would not be expanded and the opportunity to combine works would be lost. Indicative cost ranges are shown in the Project Briefings at Appendix 1.	
18. Investment appraisal	Not applicable.	
19. Procurement strategy/route to market	It is anticipated that all works including design and construction will be undertaken in-house. Should specialist input be required this will be sourced through the Transport & Public Realm Framework or a competitive tender process in line with City Procurement regulations.	

20. Legal implications	Section 278 of the Highways Act 1980 allows the City Corporation (as highway authority) to enter into an agreement with any person for the execution of any works which the authority are authorised to execute, on the terms that that person pays the whole or such part of the cost of the works as may be specified in the agreement, if they are satisfied it will be of benefit to the public. All of the Section 106 agreements linked to these developments require the developers to enter into Section 278 agreements with the City Corporation to deliver the highway works which are considered necessary to make the relevant development acceptable in planning terms. For Middlesex Street Estate, the City has entered into a Unilateral Undertaking, ensuring that the highway authority can enter a further agreement with the City Corporation as developer to deliver the required changes to the highway to accommodate the development.
21. Corporate property implications	None.
22. Traffic implications	Implications for traffic are expected to be minimal across all of the projects. However, where there are changes required to highway functions affecting traffic, these will be reported through the appropriate Gateway for the relevant project.
23. Sustainability and energy implications	There are relevant sustainability impacts associated with these projects which will be considered during the design process. It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for the design life of the asset. Any greening and planting in the public space will help to improve the scheme's climate resilience. Further information will be provided at future Gateways.
23 IS implications	None.
24 Equality Impact Assessment	A Test of Relevance will be undertaken for each project and where indicated, an equality impact assessment will be undertaken. The City of London Street Accessibility Tool (CoLSAT), Equalities Analysis and the Healthy Streets Design Check processes will form a key part of the design of each project to ensure the deliverables maximise accessibility and inclusivity opportunities and improvements for as many users as possible.

25	**Data Protection Impact Assessment**	The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken.

Appendices

Appendix 1	Project Briefings

Contact

Report Author	Tom Noble
Email Address	tom.noble@cityoflondon.gov.uk
Telephone Number	020 7332 1057

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Project Briefing

Project identifier			
[1a] Unique Project Identifier	TBC	**[1b] Departmental Reference Number**	N/A
[2] Core Project Name	Friary Court Section 278		
[3] Programme Affiliation *(if applicable)*	N/A		

Ownership	
[4] Chief Officer has signed off on this document	Yes
[5] Senior Responsible Officer	Bruce McVean, Assistant Director, Policy & Projects
[6] Project Manager	TBC (Transport & Public Realm Projects team, City Operations)

Description and purpose

[7] Project Description

The project will deliver changes to the public highway in the vicinity of the development at 65 Crutched Friars, also known as Friary Court, through a Section 278 agreement that is fully funded by the developer. The scope of the project is defined in the associated Section 106 agreement and is likely to include, but not be limited to:

- Repaving around the site to improve conditions for people walking and wheeling;
- A new crossover to accommodate new servicing arrangements for the development, including the removal of two Pay & Display parking bays;
- Planting of up to three new street trees in Crutched Friars;
- Improvements to the public realm in Rangoon Street and, subject to progress with the adjacent development at Boundary House, payment of a contribution towards a new public space in Rangoon Street.

The next steps to reach the next Gateway include:

- Undertake preparatory survey work and liaise with the required statutory undertakers and stakeholders to develop highways and public realm improvement options with the Developer;
- Negotiate and enter into a Section 278 agreement.

[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)?

The 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.

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

- Vibrant Thriving Destination – provide more space for walking and making the City's streets more accessible.
- Flourishing Public Spaces – ensure our open spaces and historic sites are thriving, accessible and enrich people's lives.

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

- Prioritise and provide more space for people walking and making the City's street more accessible.
- Improve the quality of streets and public spaces to create a more attractive and welcoming public realm.

[11] Note all which apply:

Officer:	N	**Member:**	N	**Corporate:**	N

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

Project Benchmarking:
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?
1) Improved footways around the development site, increasing the Healthy Streets and CoLSAT scores where possible
2) Planting of up to three new trees in Crutched Friars
3) Creation of a new public space in Rangoon Street, subject to progress with the neighbouring development site
[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.)
None.
[14] What is the expected delivery cost of this project (range values)[£]?
Lower Range estimate: £300,000 Upper Range estimate: £2m The broad cost range reflects the options for the redesign of Rangoon Street and will be refined at future Gateways.
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:
Commuted sums to maintain upgraded sections of the highway will be presented at a future Gateway but will be covered for a period of 20 years as is standard for Section 278 projects.
[16] What are the expected sources of funding for this project?
The project will be fully funded from a Section 278 agreement.
[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?
Lower Range estimate: TBC, in alignment with the developer's programme Upper Range estimate: TBC, in alignment with the developer's programme

Project Impact:	
[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?	
No.	
[19] Who has been actively consulted to develop this project to this stage?	
Chamberlains: Finance	Officer Name: Olu Obisesan
Chamberlains: Procurement	Officer Name: N/A
IT	Officer Name: N/A
HR	Officer Name: N/A
Communications	Officer Name: N/A
Corporate Property	Officer Name: N/A
External	None.
Comptrollers:	Officer: TBC

Project Briefing

Project identifier			
[1a] Unique Project Identifier	TBC	**[1b] Departmental Reference Number**	N/A
[2] Core Project Name	61-65 Holborn Viaduct Section 278		
[3] Programme Affiliation *(if applicable)*	N/A		

Ownership	
[4] Chief Officer has signed off on this document	Yes
[5] Senior Responsible Officer	Bruce McVean, Assistant Director, Policy & Projects
[6] Project Manager	TBC (Transport & Public Realm Projects team, City Operations)

Description and purpose

[7] Project Description

The project will deliver changes to the public highway in the vicinity of the development at 61-65 Holborn Viaduct, through a Section 278 agreement that is fully funded by the developer. The scope of the project is defined in the associated Section 106 agreement and is likely to include, but not be limited to:

- A new pedestrian crossing on Snow Hill;
- Changes to parking, waiting and loading arrangements on Snow Hill;
- Adjustments to the contraflow cycle facility at Snow Hill / Smithfield Street to accommodate the new loading entrance to the building and introduce a raised table;
- Repaving of the footways around the site.

The next steps to reach the next Gateway include:

- Undertake preparatory survey work and liaise with the required statutory undertakers and stakeholders to develop highways and public realm improvement options with the Developer;
- Negotiate and enter into a Section 278 agreement.

[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)?

The 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.

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

- Vibrant Thriving Destination – provide more space for walking and making the City's streets more accessible.
- Flourishing Public Spaces – ensure our open spaces and historic sites are thriving, accessible and enrich people's lives.

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

- Prioritise and provide more space for people walking and making the City's street more accessible.
- Improve the quality of streets and public spaces to create a more attractive and welcoming public realm.

[11] Note all which apply:

Officer: Project developed from Officer initiation	N	**Member:** Project developed from Member initiation	N	**Corporate:** Project developed as a large scale Corporate initiative	N

Mandatory: Compliance with legislation, policy and audit	Y	**Sustainability:** Essential for business continuity	N	**Improvement:** New opportunity/ idea that leads to improvement	N

Project Benchmarking:
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?
1) Improved walking and wheeling conditions in the vicinity of the development.
2) New loading arrangements for the building accommodated.
3) Integration of the new pedestrian route through the development with the surrounding street network.
[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.)
None.
[14] What is the expected delivery cost of this project (range values)[£]?
Lower Range estimate: £250,000 Upper Range estimate: £400,000
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:
Commuted sums to maintain upgraded sections of the highway will be presented at a future Gateway but will be covered for a period of 20 years as is standard for Section 278 projects.
[16] What are the expected sources of funding for this project?
The project will be fully funded from a Section 278 agreement.
[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?
Lower Range estimate: TBC, in alignment with the developer's programme Upper Range estimate: TBC, in alignment with the developer's programme

Project Impact:	
[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?	
No.	
[19] Who has been actively consulted to develop this project to this stage?	
Chamberlains: Finance	Officer Name: Olu Obisesan
Chamberlains: Procurement	Officer Name: N/A
IT	Officer Name: N/A
HR	Officer Name: N/A
Communications	Officer Name: N/A
Corporate Property	Officer Name: N/A
External	None.
Comptrollers:	Officer: TBC

Project Briefing

Project identifier			
[1a] Unique Project Identifier	TBC	**[1b] Departmental Reference Number**	N/A
[2] Core Project Name	Middlesex Street Estate Eastern Base Highway Works		
[3] Programme Affiliation *(if applicable)*	N/A		

Ownership	
[4] Chief Officer has signed off on this document	Yes
[5] Senior Responsible Officer	Bruce McVean, Assistant Director, Policy & Projects
[6] Project Manager	TBC (Transport & Public Realm Projects team, City Operations)

Description and purpose

[7] Project Description

The project will deliver changes to the public highway in the vicinity of the development at the Middlesex Street Estate as part of the City of London Police's Eastern Base development. The works will be delivered through a 'Scheme of Highway Works' that is fully funded via the development. The scope of the project is defined in the associated Unilateral Undertaking and is likely to include, but not be limited to:

- Changes to parking arrangements in Gravel Lane;
- Repaving of the western footway and associated changes to the highway on Gravel Lane, including the relocation of cycle parking where necessary;
- Introduction of security infrastructure where necessary.

The next steps to reach the next Gateway include:

- Undertake preparatory survey work and liaise with the required statutory undertakers and stakeholders to develop highways and public realm improvement options;
- Negotiate and enter into the Scheme of Highways Works agreement.

Whilst the project will be reported through the normal Gateway process, specific elements relating to security may need to be reported as non-public.

[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)?

The developer is obligated by the Unilateral Undertaking to fund works to the public highway which are considered necessary to make the development acceptable in planning terms through a Scheme of Highways Works agreement.

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

- Diverse Engaged Communities – ensuring people feel safe in the Square Mile.
- Vibrant Thriving Destination – provide more space for walking and making the City's streets more accessible.
- Flourishing Public Spaces – ensure our open spaces and historic sites are thriving, accessible and enrich people's lives.

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

- Prioritise and provide more space for people walking and making the City's street more accessible.
- Improve the quality of streets and public spaces to create a more attractive and welcoming public realm.

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

Project Benchmarking:
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?
1) Ensuring that Gravel Lane continues to function safely and effectively for all users.
2) Incorporating any required security infrastructure into the public realm.
3) Improve the quality of green infrastructure in Gravel Lane.
[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.)
None.
[14] What is the expected delivery cost of this project (range values)[£]?
Lower Range estimate: £600,000 Upper Range estimate: £1.5m The broad cost range reflects the unknown extent of security infrastructure required; this will be refined at future Gateways.
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:
Commuted sums to maintain upgraded sections of the highway and any security infrastructure on the public highway will be presented at a future Gateway but are likely to be covered for a period of 20 years as is standard for such projects.
[16] What are the expected sources of funding for this project?
The project will be fully funded via the Unilateral Undertaking for the development.
[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?
Lower Range estimate: Autumn 2025 (subject to development programme) Upper Range estimate: Spring 2026 (subject to development programme)

Project Impact:	
[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?	
No.	
[19] Who has been actively consulted to develop this project to this stage?	
Chamberlains: Finance	Officer Name: Olu Obisesan
Chamberlains: Procurement	Officer Name: N/A
IT	Officer Name: N/A
HR	Officer Name: N/A
Communications	Officer Name: N/A
Corporate Property	Officer Name: TBC
External	City of London Police
Comptrollers:	Officer: TBC

Project Briefing

Project identifier			
[1a] Unique Project Identifier	*TBC*	**[1b] Departmental Reference Number**	*N/A*
[2] Core Project Name	10 King William Street s278		
[3] Programme Affiliation *(if applicable)*	N/A		

Ownership	
[4] Chief Officer has signed off on this document	Yes
[5] Senior Responsible Officer	Bruce McVean, Assistant Director, Policy & Projects
[6] Project Manager	TBC (Transport & Public Realm Projects team, City Operations)

Description and purpose

[7] Project Description

Improved public realm surrounding the development at 10 King William Street, which is part of the oversite development of the new entrance to Bank Underground station. The changes will be fully funded through a Section 278 agreement. The scope of the project is defined in the Section 106 agreement and is likely to include, but not be limited to:

- Pedestrian priority improvements in Abchurch Lane, including a raised carriageway along the full length of the street;
- Raised entry treatments at both ends of Abchurch Lane;
- Repaving of both footways on Abchurch Lane;
- Any associated changes to the highway.

The project area is adjacent to the King William Street Pedestrian Priority project which is currently being implemented. It has been necessary to defer a section of the Pedestrian Priority project to accommodate works to facilitate the 10 King William Street development; all costs associated with this deferral are to be funded by the developer and will therefore be captured under the Section 278 agreement.

The next steps to reach the next Gateway include:

- Undertake preparatory survey work and liaise with the required statutory undertakers and stakeholders to develop highways and public realm improvement options with the Developer;
- Negotiate and enter into a Section 278 agreement.

[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)?

The 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.

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

- Vibrant Thriving Destination – provide more space for walking and making the City's streets more accessible.
- Flourishing Public Spaces – ensure our open spaces and historic sites are thriving, accessible and enrich people's lives.

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

- Prioritise and provide more space for people walking and making the City's street more accessible.

• Improve the quality of streets and public spaces to create a more attractive and welcoming public realm.					
[11] Note all which apply:					
Officer: Project developed from Officer initiation	Y	**Member:** Project developed from Member initiation	N	**Corporate:** Project developed as a large scale Corporate initiative	N
Mandatory: Compliance with legislation, policy and audit	Y	**Sustainability:** Essential for business continuity	N	**Improvement:** New opportunity/ idea that leads to improvement	N

Project Benchmarking:
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?
1) Improved public realm surrounding the development.
2) Increased proportion of pedestrian priority streets in the area.
3) Improved accessibility for all users in the area.
[13] Will this project have any measurable legacy benefits/outcome that we will need to track after the end of the 'delivery' phase? If so, what are they and how will you track them? (E.g. cost savings, quality etc.)
None.
[14] What is the expected delivery cost of this project (range values)[£]?
Lower Range estimate: £750,000 Upper Range estimate: £1.75m Both figures encompass an estimated figure for deferral costs relating to the current Pedestrian Priority Programme works in King William Street.
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:
Commuted sums to maintain upgraded sections of the highway will be presented at a future Gateway but will be covered for a period of 20 years as is standard for Section 278 projects.
[16] What are the expected sources of funding for this project?
The project will be fully funded from a Section 278 agreement.
[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?
Estimate: Q4 2026/2027 to Q3 2027/2028, dependant on the Developer's construction progress.

Project Impact:	
[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?	
No.	
[19] Who has been actively consulted to develop this project to this stage? <(Add additional internal or external stakeholders where required) >	
Chamberlains: Finance	Officer Name: Olu Obisesan
Chamberlains: Procurement	Officer Name: N/A
IT	Officer Name: N/A
HR	Officer Name: N/A

Communications	Officer Name: N/A
Corporate Property	Officer Name: N/A
External	Transport for London and Helical (Joint venture developers)

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Project Briefing

Project identifier			
[1a] Unique Project Identifier	*TBC*	**[1b] Departmental Reference Number**	*N/A*
[2] Core Project Name	122 Minories s278		
[3] Programme Affiliation *(if applicable)*	N/A		

Ownership	
[4] Chief Officer has signed off on this document	Yes
[5] Senior Responsible Officer	Bruce McVean, Assistant Director, Policy & Projects
[6] Project Manager	TBC (Transport & Public Realm Projects team, City Operations)

Description and purpose

[7] Project Description

Improved public realm surrounding the development at 122 Minories and 14 Crosswall. The changes will be fully funded through a Section 278 agreement. The scope of the project is defined in the Section 106 agreement and is likely to include, but not be limited to:

- A raised table at the junction of Vine Street and Crosswall;
- Widened footways adjacent to the junction;
- Tree planting (subject to receipt of additional funds).

The next steps to reach the next Gateway include:

- Undertake preparatory survey work and liaise with the required statutory undertakers and stakeholders to develop highways and public realm improvement options with the Developer;
- Negotiate and enter into a Section 278 agreement.

[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)?

The 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.

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

- Vibrant Thriving Destination – provide more space for walking and making the City's streets more accessible.
- Flourishing Public Spaces – ensure our open spaces and historic sites are thriving, accessible and enrich people's lives.

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

- Prioritise and provide more space for people walking and making the City's street more accessible.
- Improve the quality of streets and public spaces to create a more attractive and welcoming public realm.

[11] Note all which apply:

Officer: Project developed from Officer initiation	Y	**Member:** Project developed from Member initiation	N	**Corporate:** Project developed as a large scale Corporate initiative	N
Mandatory:	Y	**Sustainability:**	N	**Improvement:**	N

Compliance with legislation, policy and audit		Essential for business continuity		New opportunity/ idea that leads to improvement	

Project Benchmarking:
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?
1) Improved public realm surrounding the development.
2) Increased proportion of pedestrian priority streets in the area.
3) Improved accessibility for all users in the area.
[13] Will this project have any measurable legacy benefits/outcome that we will need to track after the end of the 'delivery' phase? If so, what are they and how will you track them? (E.g. cost savings, quality etc.)
None.
[14] What is the expected delivery cost of this project (range values)[£]?
Lower Range estimate: £50,000 Upper Range estimate: £100,000
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:
Commuted sums to maintain upgraded sections of the highway will be presented at a future Gateway but will be covered for a period of 20 years as is standard for Section 278 projects.
[16] What are the expected sources of funding for this project?
The project will be fully funded from a Section 278 agreement.
[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?
Estimate: Q4 2026/2027 to Q3 2027/2028, dependant on the Developer's construction progress.

Project Impact:	
[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?	
No.	
[19] Who has been actively consulted to develop this project to this stage? <(Add additional internal or external stakeholders where required) >	
Chamberlains: Finance	Officer Name: Olu Obisesan
Chamberlains: Procurement	Officer Name: N/A
IT	Officer Name: N/A
HR	Officer Name: N/A
Communications	Officer Name: N/A
Corporate Property	Officer Name: N/A
External	N/A

Committee(s): Streets & Walkways Sub-Committee	**Dated:** 01/10/2024
Subject: Traffic Order Review – Outcome of detailed reviews and update	**Public**
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	Vibrant Thriving Destination Leading Sustainable Environment Flourishing Public Spaces
Does this proposal require extra revenue and/or capital spending?	**N**
If so, how much?	
What is the source of Funding?	
Has this Funding Source been agreed with the Chamberlain's Department?	
Report of: Katie Stewart, Executive Director of Environment	**For Decision**
Report author: Clive Whittle, Environment Department	

Summary

In April 2022 the Court of Common Council passed a motion requiring a review of all traffic orders currently in effect on the City's streets.

The outcome of the review indicated that the majority of the 1299 traffic orders are operating as intended and are in alignment with the relevant Transport Strategy outcomes. However, Members agreed for officers to assess 67 traffic orders in detail to determine whether modifications to them would be beneficial.

In January 2024, the Streets & Walkways Sub Committee agreed a programme, which grouped the 67 traffic orders into four categories to facilitate the detailed assessment.

This report requests Members' approval to proceed with the recommended changes to six pedestrian zones. It also provides an update on progress with reviewing the remainder of the traffic orders in the programme. Apart from those that are being considered as part of projects, it is envisaged that any changes required to the remaining orders will be progressed under delegated authority (due their minor nature).

Recommendation(s)

Members are asked to:

- Note the detailed study of six timed road closure restrictions (pedestrian zones) and agree in principle to the recommended changes to the associated

traffic orders to amend their hours of operation, as shown in paragraph 6, subject to the completion of the statutory consultation process.

- Agree that the resolution of any objections received will be considered by the Director of City Operations, but if appropriate, a separate report be prepared for the Streets & Walkways Sub-Committee, to make the necessary traffic Orders.
- Note the any proposed changes to the remaining traffic orders (not covered by existing projects) will be progressed under delegated authority.
- Note there is £287,000 remaining in the approved budget, which should be sufficient to cover the cost of the proposed changes required so far to the traffic orders.

Main Report

Background

1. In May 2022, following a motion passed by the Court of Common Council in April, officers were tasked by the Planning & Transportation Committee with reviewing all of the 1299 Traffic Management Orders (Traffic Orders) in the City. This review was completed in February 2023 with a total of 67 traffic orders identified that might require modification.

2. In January 2024, the Streets & Walkways Sub Committee agreed a programme, which grouped the 67 traffic orders into four groups to facilitate the detailed assessment and to implement any required changes.

    i. Pedestrian Zones (6 traffic orders)

    ii. Signage and road marking issues (10 traffic orders)

    iii. To be included in other projects or programmes (29 traffic orders)

    iv. Other changes which may be beneficial (22 traffic orders)

3. Details of the review methodology and outcomes can be found in earlier reports which are listed under Background Papers.

Current Position

4. For category (i) - traffic orders relating to pedestrian zones. These were identified as potentially requiring changes to extend the hours of operation for the current restrictions. This is due to these streets often being very busy or crowded with people walking through or gathering for social reasons into the evening, particularly during the summer months when the weather is good. The restrictions could also better align with the timings of other restrictions in the City, such as those at Bank junction.

5. A consultant was commissioned in September 2023 to undertake the review of operational hours. A detailed investigation has made recommendations for changes to their operational hours. This investigation looked at current vehicular and pedestrian data including kerbside activity. They also engaged with local businesses and occupiers to try to understand access and servicing needs, in order to understand what changes could potentially be accommodated.

6. A summary of the recommended changes is shown in the table below, and the full report can be seen in Appendix 1.

Table of changes for category (i) – Pedestrian Zones

Pedestrian Zone/Street	**Current** 'No Motor Vehicles' - Restriction Operational Hours	**Proposed** 'No Motor Vehicles' - Restriction Operational Hours
Carter Lane, Creed Lane to Ludgate Broadway	8am-6.00pm Mon - Fri	7am to 9pm Mon – Fri
Watling Street, Queen Street to Watling Court	8am-6.00pm Mon - Fri	7am to 9pm Mon – Fri
Bow Lane, Cannon Street to Cheapside	8am-6.00pm Mon - Fri	7am to 9pm Mon – Fri
Austin Friars, Old Broad Street to Pinner's Passage	11am-4.00pm Mon - Fri	7am to 9pm Mon – Fri
Lime Street, 35m south of Leadenhall Street to Leadenhall Place	8am-6.00pm Mon - Fri	7am to 9pm Mon – Fri
Devonshire Row, Bishopsgate to Devonshire Square	8am-6.00pm Mon - Fri	7am to 9pm Mon – Fri

7. The proposed changes will improve the amenity of these pedestrian areas by keeping them free of motor vehicles for longer periods of the day. This will provide a safer and more pleasant environment for people using the spaces, particularly later in the evenings in the summer months when the weather is good.

8. The consultant looked into the impact on access and servicing for local occupiers, and this has been taken into consideration with the recommendations. All local occupiers will also be notified of the statutory consultation, to ensure they are fully aware of the proposed changes and have the opportunity to discuss any issues or make representations. Ward members will also be briefed ahead of the start of the statutory process.

9. For Austin Friars, the consultant's report recommended changing the timing of the pedestrian Zone from the current times of 11am to 4pm Monday to Friday, to 11am to 7pm, Monday to Friday. This is largely because there could be several businesses in Austin Friars which do not open late into the evening, and they may require access for servicing and deliveries in the morning or evening.

10. The level of pedestrian activity recorded in the morning from 7am was fairly high on Austin Friars, and this continued until 9pm in the evening on some days. Taking this into consideration, it is recommended that the proposal should be to change the operational hours of this pedestrian zone to 7am to 9pm, Monday to Friday, which is also consistent with the proposed timings for the other zones that are being changed.

11. However, it is recognised that these timings may need to be amended depending on comments that may be received following engagement for the statutory processes.

12. Changing the traffic orders and the signage for the new operational hours of the pedestrian zones is estimated to cost in the region of £8,000 per zone.

13. For category (ii) – signage & road marking issues, changes to these traffic orders are almost complete. Any necessary changes are all expected to be delivered by the end of March 2025.

14. The recommended changes for this category are very minor and impacts have been assessed as low. The estimated costs of the changes are in the region of £5,000 to £7,000 per traffic order, and changes will be combined where possible to reduce costs.

15. Further details of the possible changes to these traffic orders are summarised in Appendix 2, Table 1.

16. The 29 Traffic Orders in category (iii) fall within existing or emerging projects or programmes. Any changes to traffic orders in this category will therefore progress separately, in line with those project timescales and where possible, the changes will be funded from those budgets. The details of these traffic orders and potential changes are shown in Appendix 2, Table 2.

17. Investigations into the 22 traffic orders in category (iv) – other changes, are underway, and the potential changes range from very minor (e.g. additional signage) to moderate impact (e.g. increased/more stringent restrictions). It is anticipated that investigation and implementation of the changes in this category will be completed by mid-2025.

Next Steps

18. Statutory consultation will be carried out to implement the traffic order changes for the six pedestrian zones in category 1, and local occupiers will be informed of the statutory public consultation to effect the traffic orders. Local ward members will be briefed in advance. It is anticipated that implementation will be complete by early 2025, subject to any objections being received that may take time to resolve.

19. The detailed investigations and changes for the remaining traffic orders in category (ii) - signs and road markings, are largely complete. For the remaining traffic orders in category (iv) – other orders, many of the detailed investigations and changes are complete and others are in progress. Any changes recommended will be progressed under delegated authority and it is anticipated that implementation will be delivered by mid-2025.

20. Changes to traffic orders in category (iii) will be progressed as part of relevant projects or programmes, and the timescales for implementation of each change will vary depending on the timings of those projects and programmes.

Corporate & Strategic Implications

Strategic implications

21. Changes to traffic orders will take account of the Corporate Plan, Transport Strategy and Climate Action Strategy as well as other relevant strategies and initiatives including Destination City.

Financial implications

22. A budget of up to £500,000 (from the On-Street Parking Reserve) was allocated for the traffic order review to cover the costs of data collection and analysis, engagement and consultancy support. £213,000 has been spent on the review so far and the remaining funds will be used for delivery of any remaining changes to traffic orders and associated on-street works.

23. This remaining £287,000 funding is sufficient to implement the recommendations in this report. The changes to the traffic orders in categories (i) – pedestrian zones and (ii) - signs and road markings are expected to cost a maximum of £8000 each (including on street works). Processes will be combined where possible to reduce costs.

24. The changes to the 22 traffic orders in category (iv) – other orders, will in most cases can be funded from the remaining budget available for the traffic order review, however, if it becomes apparent that additional funding is required to deliver any changes to the

traffic orders still to be investigated, a bid for additional funding will be submitted and/or to prioritise implementation of some of those changes accordingly.

25. The cost to implement changes to the traffic orders in category (iii) will be covered by other projects and programmes, so no additional resources will be required.

Resource implications

26. Resources for delivering the recommended changes in this report will be met from within the Street Space Planning team, and changes that can be incorporated into exiting or planned projects or programmes will be accommodated within the Transport and Public Realm Projects team.

Legal implications

27. Any changes proposed will be subject to the usual statutory due process for authorising, making and consulting on traffic orders and considering any objections. Decisions relating to traffic orders are largely delegated but if there were significant objections to a particular order that couldn't be resolved, then a report would be brought to this committee for further consideration.

28. In exercising functions as traffic authority, the City Corporation are required to comply with the duty in Section 122 of the Road Traffic Regulation Act 1984 which requires the traffic authority in exercising its functions, to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians), so far as practicable having regard to:

    (a) the desirability of securing and maintaining reasonable access to premises

    (b) the effect of amenities of any locality

    (c) national air quality strategy

    (d) public service vehicles

    (e) any other relevant matters.

29. The City Corporation also have a network management duty as the local traffic authority to secure the expeditious movement of traffic and in preforming that duty may take any action which the City Corporation consider will contribute to securing the more efficient use of the road network or the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic (S.16 Traffic Management Act 2004).

Risk implications

30. The process of making a traffic order is open to legal challenge, including via judicial review. There are risks of legal challenge when recommending the changes to traffic orders, particularly to the changes to the hours of operation of the pedestrian zones. In this case, local occupiers will be informed of the statutory order consultation so that any issues that may arise can be resolved as early as possible.

Equalities implications

31. Equalities implications will be considered in detail as part of the traffic order making process and considerations. However, no significant implications anticipated.

Climate implications

32. There are no relevant climate implications associated with the proposals in this report.

Security implications

33. There are no relevant security implications associated with the proposals in this report.

Conclusion

34 The programme of investigation of traffic orders continues and it is anticipated that the detailed investigations and implementation will all be complete by mid-2025. A total of 29 traffic orders will not be investigated further as part of this review as they will be incorporated into other projects and programmes. This will bring the traffic order review programme to a close, provided there are no unforeseen issues.

Appendices

- Appendix 1 – Review of Pedestrian Spaces, Feasibility Study
- Appendix 2 – Details of remaining Traffic Orders being reviewed and changes to be implemented

Background Papers

- Report to the Streets & Walkways (Sub) Committee, 30/01/24 agenda item 16
- Report to the Court of Common Council 27/04/2023, Agenda Item 12
- Report to the Streets & Walkways (Sub) Committee, 17/01/23. Agenda item 15
- Report to the Streets and Walkways Sub-Committee, 08/11/22, agenda item 12
- Report to the Court of Common Council, 13/10/22 agenda item 10
- Report to the Planning and Transportation Committee, 07/03/22 agenda item 8
- Report to the Planning and Transportation Committee, 20/09/22 agenda item 5
- Report to the Planning and Transportation Committee, 17/05/22, agenda Item 6
- Minute of Motion passed by the Court of Common Council 21/04/22 (page 20)

Clive Whittle
Senior Street Space Engineer, Environment Department

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Appendix 1

NORMAN ROURKE PRYME

CONSTRUCTION CONSULTANTS
HIGHWAYS AND INFRASTRUCTURE
TRAFFIC AND TRANSPORTATION

REVIEW OF PEDESTRIAN SPACES

FEASIBILITY STUDY

CITY OF LONDON

06 SEPTEMBER 2024

FEASIBILITY STUDY

CITY OF LONDON

QA RECORD:

DOCUMENT REF	10440TR01	Rev	4.0
DRAFTED BY	Sean Good	Date	12 December 2023
CHECKED BY	Chris Attwood	Date	13 March 2024
APPROVED BY	Chris Attwood	Date	09 September 2024
ELECTRONIC LOCATION	B:\Projects\10440 Review Of Pedestrian Zones In The City\Deliverables\Reports\Review Of Pedestrian Spaces_Feasibility Study_V4.Docx		

CONTENTS

1 INTRODUCTION

1.1 Background

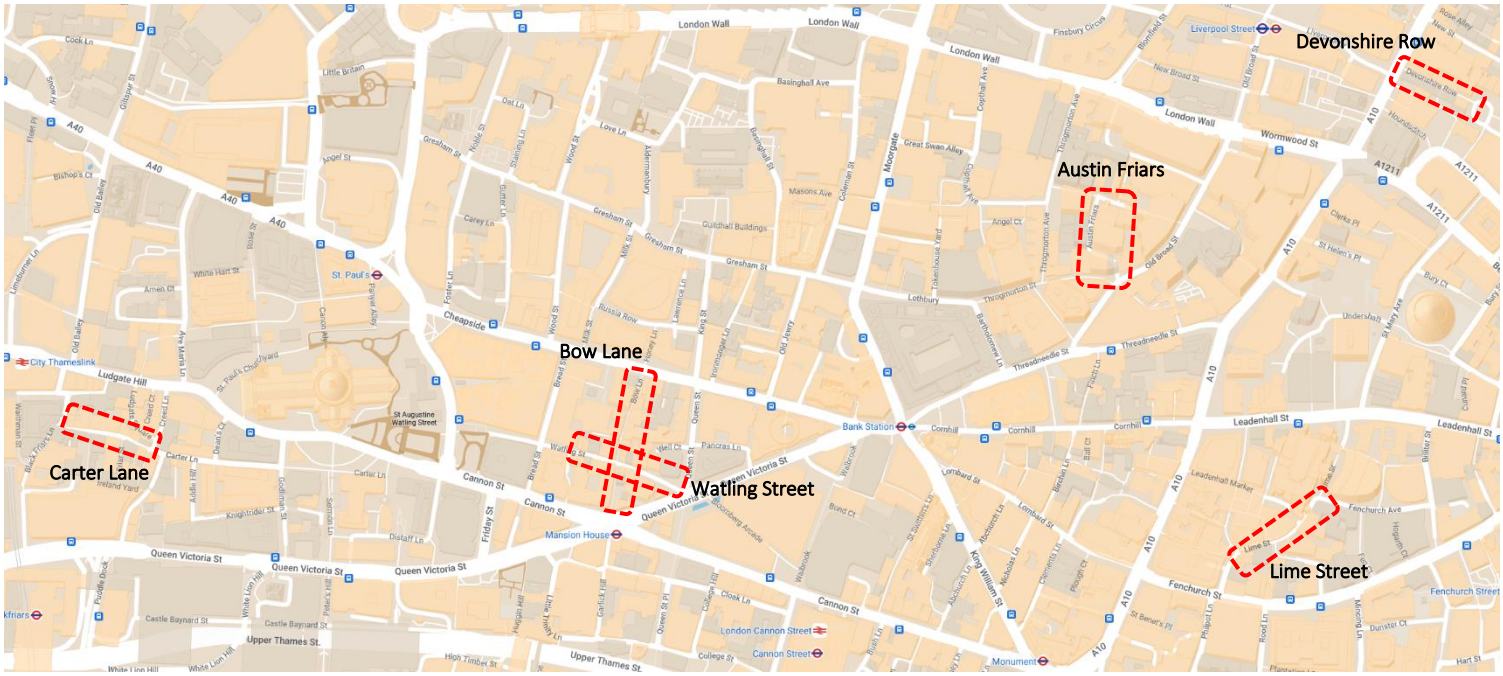
1.1.1 NRP has been commissioned by the City of London (CoL) to review the operation of six pedestrian spaces within the City of London. The aim of the study is to "*assess whether their operational period should be changed to better align with activities and/or policy.*"

1.1.2 In addition to the assessment of operational hours, changes to other factors including signage, road markings, enforcement, and vehicle class restrictions that could improve the existing situation have been investigated.

1.1.3 The 6 pedestrian spaces within this study are listed below and shown in Figure 1-1.

- Carter Lane
- Watling Street
- Bow Lane
- Austin Friars
- Lime Street
- Devonshire Row

Figure 1-1: Pedestrian spaces for feasibility study



1.1.4 This report includes the following sections:

- Chapter 2 – Baseline data collection, review and analysis (existing conditions).
- Chapter 3 – Liaison with local businesses and residents to understand their servicing requirements.
- Chapter 4 – Scheme proposals (optioneering).
- Chapter 5 – Conclusions and recommendations.

2 BASELINE ANALYSIS

2.1 Introduction

2.1.1 This chapter sets out the existing conditions at each of the 6 pedestrian spaces using the following parameters:

- Layout (including kerbside restrictions and traffic controls).
- Review of Traffic Management Order document.
- Collision data.
- Traffic flows.
- Kerbside activity.
- Pedestrian activity.
- Identify issues and opportunities for enhancement and/ or mitigation.

2.2 Surveys

2.2.1 Surveys were undertaken over 3 days on Thursday 28th, Friday 29th and Saturday 30th September 2023. The following data was collected at each of the pedestrian spaces:

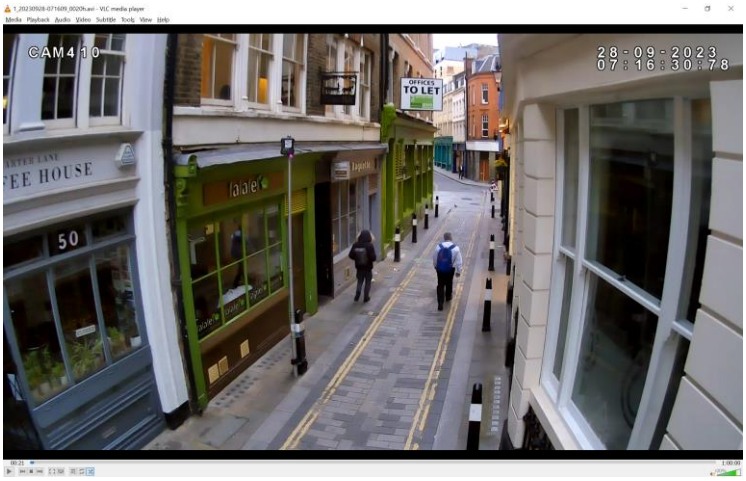
- 24-hour traffic counts.
- 24-hour kerbside activity.
- Pedestrian counts and activity.

2.2.2 At the time of the surveys, it got dark at approximately 7pm. On Thursday 28th September it started raining at around 9.30pm for about an hour. Other than that the weather was generally fine.

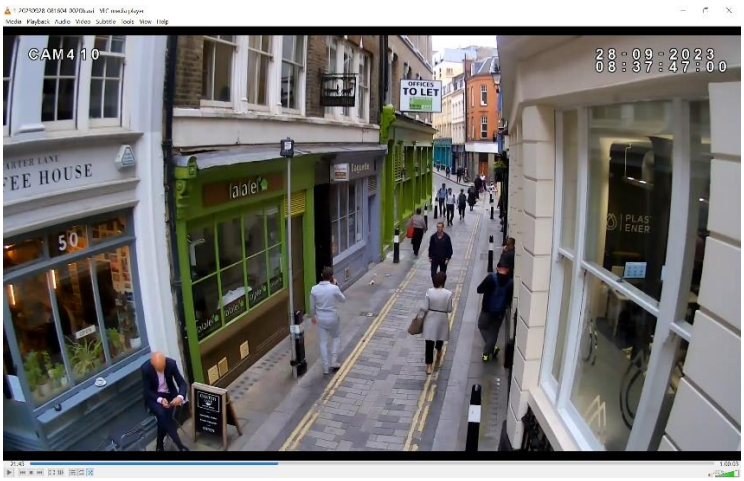
2.2.3 For pedestrian activity, values of low, medium and high were assigned to each hour of the day. This is based on observed pedestrian volumes and behaviour and is relative to the space available at that particular location.

2.2.4 The definition of low, medium and high are provided as follows, including an example from the survey video footage. The value of 'high' is assigned if one area within the pedestrian space meets the criteria (i.e. the whole pedestrian space does not need to be busy for a 'high' value to be observed).

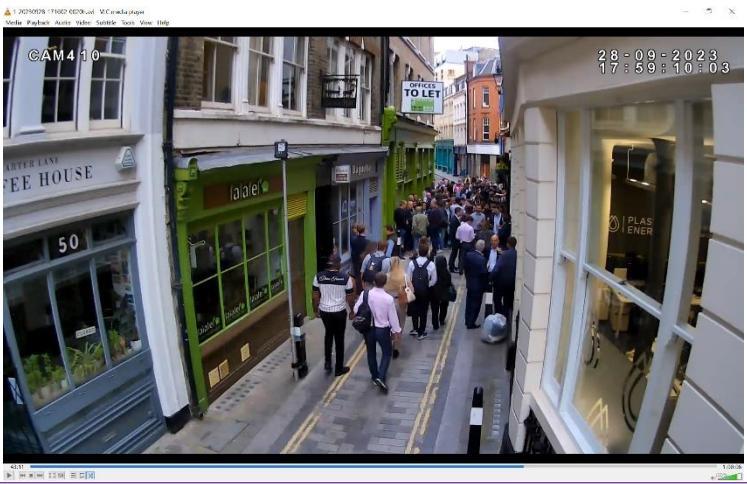
- Low = infrequent individuals or groups observed either moving through or static. Area classed as well within capacity for pedestrians (no conflicts between pedestrians and/or cyclists and/or vehicles).



- Medium = frequent individuals or groups observed either moving through or static, with little or no crowding. Area classed as within capacity for pedestrians (some conflicts between pedestrians and/or cyclists and/or vehicles but not causing significant issues for pedestrian movement).



- High = continuous movement of people observed, with static activity and crowding. Area classed as at or over capacity for pedestrians (frequent conflicts between pedestrians and/or cyclists and/or vehicles causing issues for pedestrian movement).



2.3 Carter Lane

Layout

2.3.1 Carter Lane, between the junctions with Creed Lane to the east and Ludgate Broadway to the west, is a Pedestrian Zone (motor vehicle restriction) from Monday to Friday, 8am-6pm. The current signage at the junction with Creed Lane is shown in Figure 2-1 and at the junction with Ludgate Broadway in Figure 2-2.

2.3.2 This section of Carter Lane is a narrow one-way street (westbound), with carriageway and footway at the same level. East of Friar Street there are bollards protecting the building frontages and these block the footway meaning the people are forced to walk in the carriageway. West of Friar Street, the bollards are infrequent and the footway is wider meaning that it can be used by pedestrians. However, street clutter (A-frame advertising boards) was observed to be used along the length of the footway on both sides of the street.

2.3.3 Cycling is permitted in both directions on this section of Creed Lane.

2.3.4 There are double yellow lines on both sides of the carriageway for the full length of this section of Carter Lane. This means parking is prohibited at all times, with loading permitted for a maximum of 40 minutes.

2.3.5 There is an unmarked bay provided that is likely to be used for loading that would allow other vehicles to pass.

Traffic Management Order (TMO)

2.3.6 The TMO for Carter Lane between the junctions with Creed Lane and Ludgate Broadway is in line with the signage provided on-street. The TMO states that no motor vehicles can enter this section of Carter Lane between 8am and 6pm on Mondays to Fridays, with the exception of:

- Ambulance, fire brigade or police vehicles in an emergency.
- Any vehicle being used in the service of a local authority in pursuance of statutory powers or duties.

Figure 2-1: Carter Lane at junction with Creed Lane (looking west)

Figure 2-2: Carter Lane at junction with Ludgate Broadway (looking east)

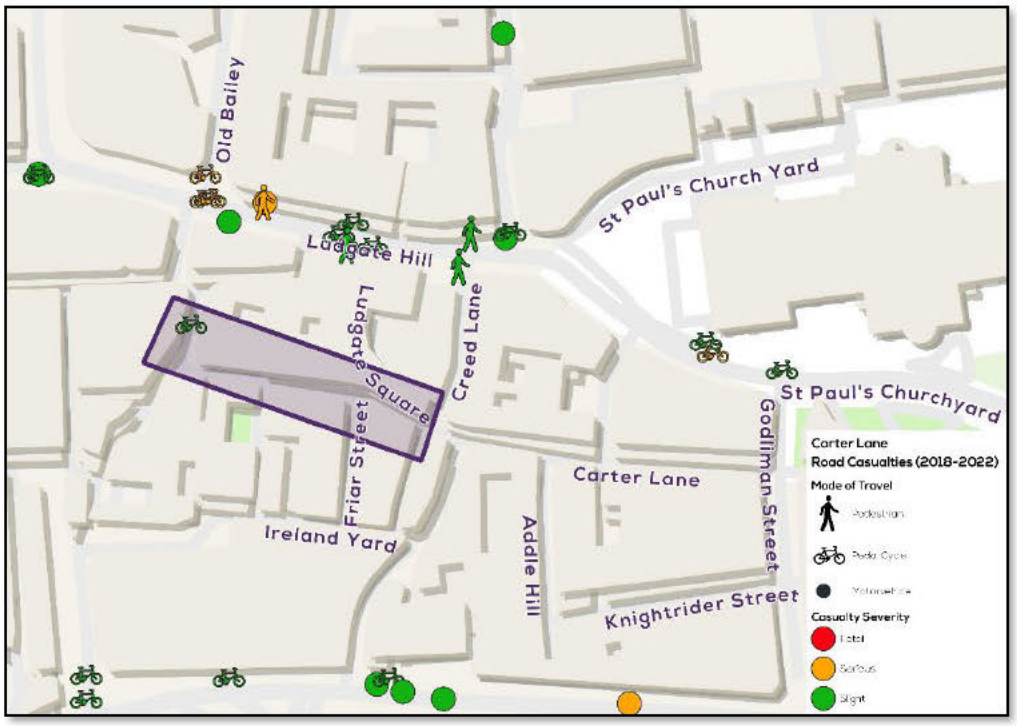
Collision data

2.3.7 Collision data has been analysed for 2018-2022 (inclusive). There were no collisions recorded by the police during the period on Carter Lane between the junctions with Creed Lane and Ludgate Broadway. The collision plot for 2018-2022 is shown in Figure 2-3.

2.3.8 The nearest casualty was a cyclist, which had a slight severity. This was located on Ludgate Broadway.

2.3.9 It should be noted that 2018 and 2019 are pre-Covid, 2020 and 2021 during Covid, and 2022 is post Covid.

Figure 2-3: Carter Lane – casualty plot 2018-2022



Traffic Flows

2.3.10 Table 2.1 provides a summary for each survey day for motor vehicles and cycles. The values in red bold and brackets are the number of vehicles contravening the Pedestrian Zone TMO restrictions.

Table 2.1: Carter Lane – Traffic flow summary

24-hour period	Motor vehicles eastbound	Cyclists eastbound	Motor vehicles westbound	Cyclists westbound
Thursday	1 **(0)**	95	22 **(4)**	105
Friday	1 **(1)**	108	18 **(2)**	129
Saturday	2	93	17	162

2.3.11 Figure 2-4 and Figure 2-5 show the motor vehicle and cycle flow profiles respectively for each of the survey days. The motor vehicle flow is consistently low throughout each survey day. The cycle flows have peaks at lunch time and during the PM peak hour.

Figure 2-4: Carter Lane – Motor vehicle flow profile

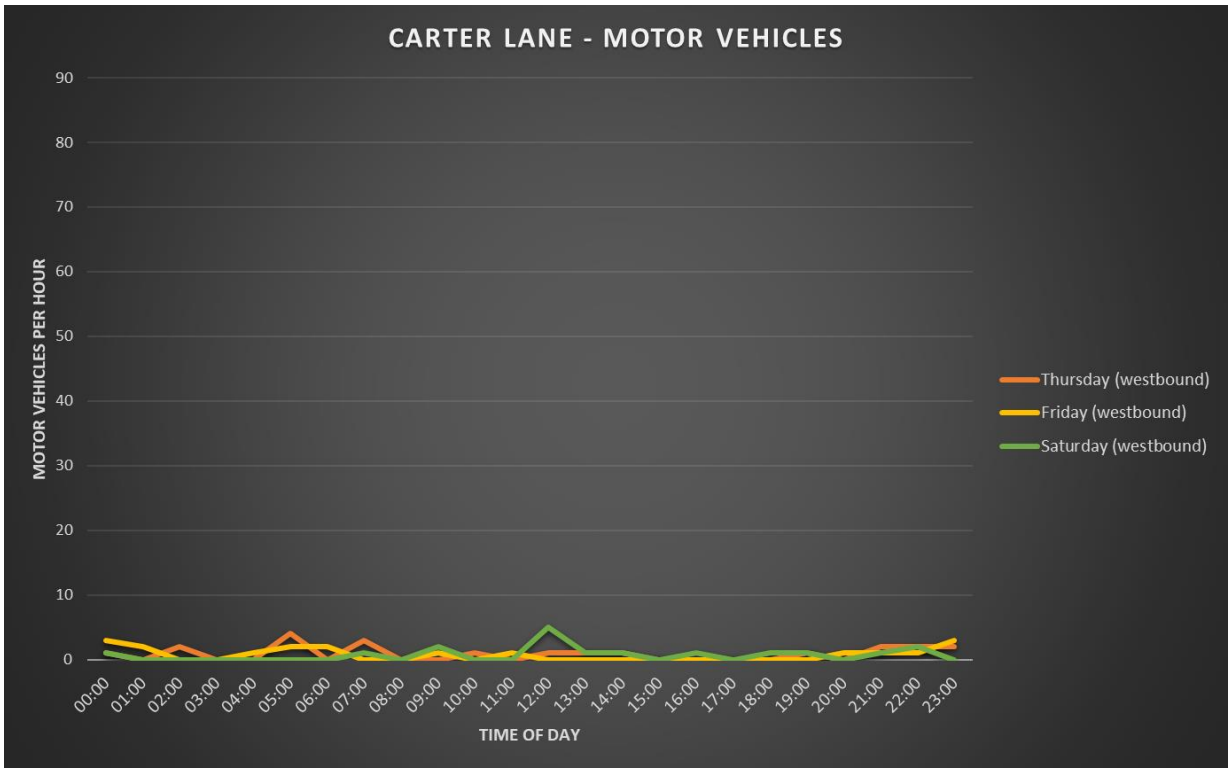
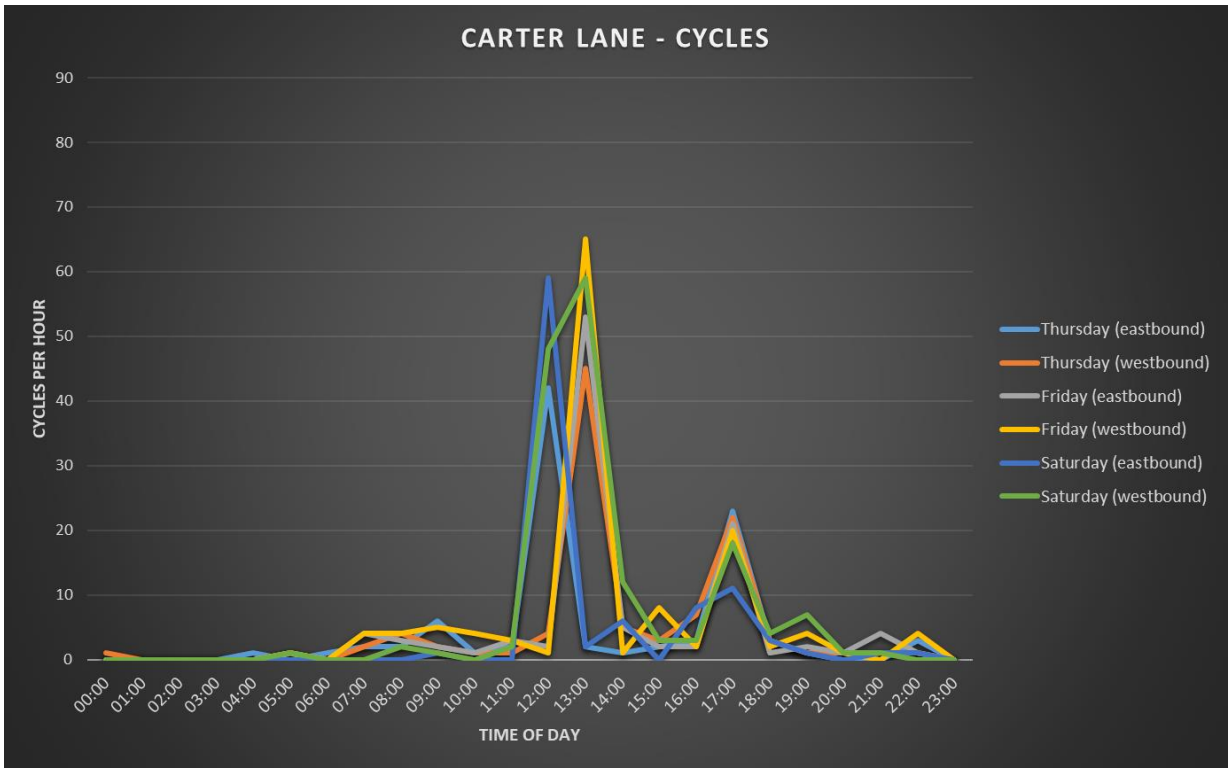


Figure 2-5: Carter Lane – Cycle flow profile



Kerbside activity

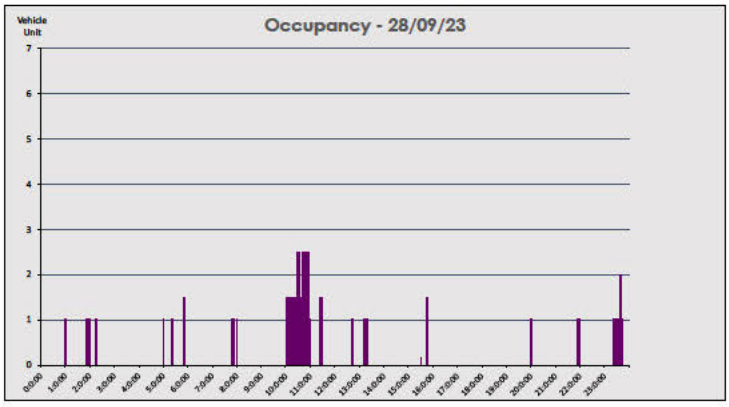
2.3.12 A summary of motor vehicle kerbside activity for each survey day in provided in Table 2.2.

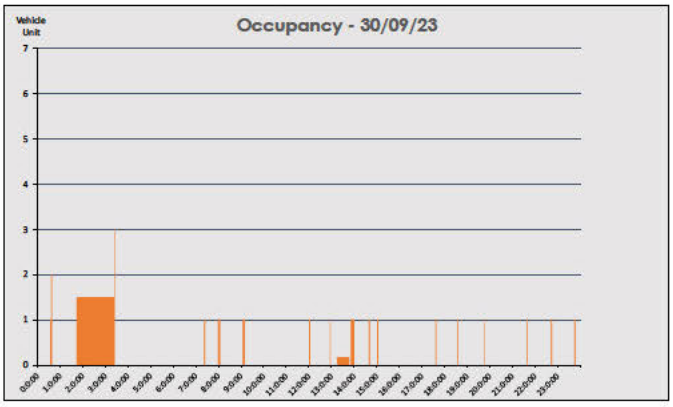
Table 2.2: Carter Lane – Kerbside activity summary (motor vehicles)

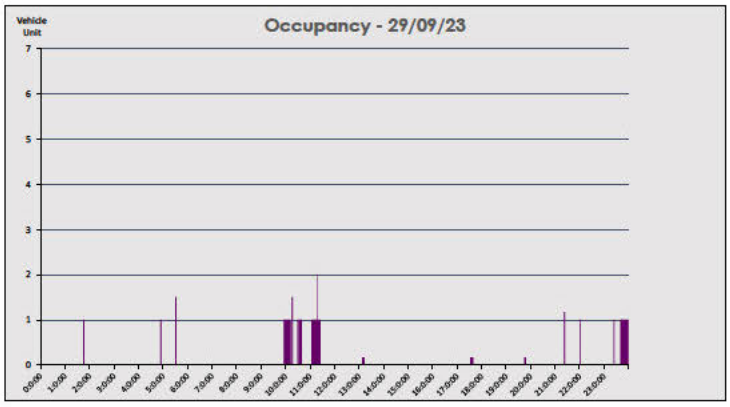
24-hour period	Loading / Unloading	Parcel Pickup/ Delivery	Pick-Up / Drop-Off	Waiting	Parked	Servicing	Grand Total
Thursday	6	10	4	4	1	1	26
Friday	3	9	3	2	3	0	20
Saturday	1	6	13	3	2	0	25

2.3.13 The profile by time of day for kerbside activity of motor vehicles on Carter Lane is shown in Figure 2-6 for Thursday 28th, Friday 29th and Saturday 30th September.

Figure 2-6: Carter Lane – Kerbside occupancy profile (motor vehicles)



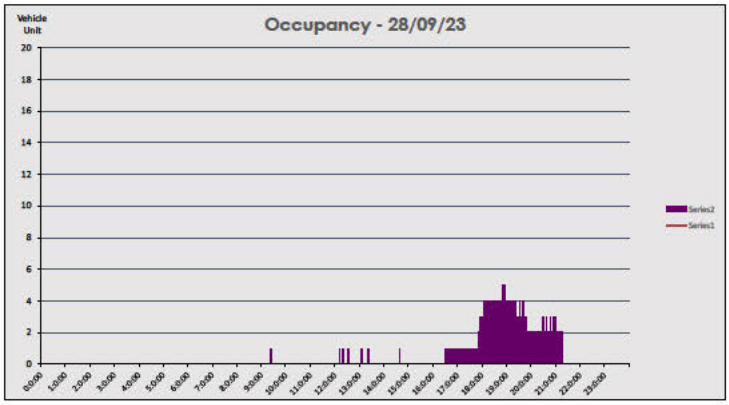


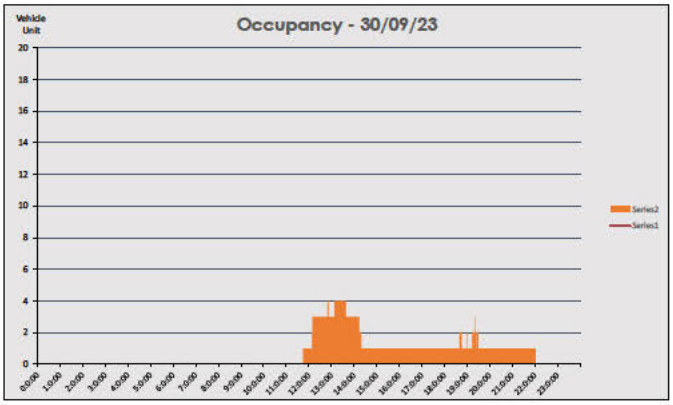


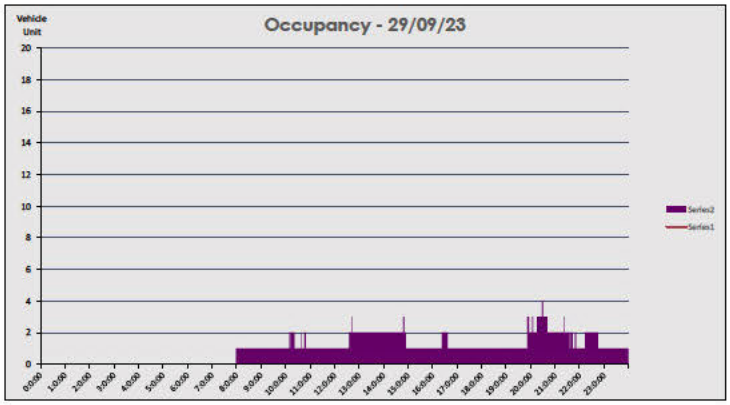
2.3.14 The survey results show there are motor vehicles accessing the Pedestrian Zone in contravention of the timed restrictions. It suggests there is not a strong demand for kerbside provision after 6pm on a weekday.

2.3.15 Figure 2-7 provides the profile by time of day for kerbside activity of cycles on Carter Lane for Thursday 28th, Friday 29th and Saturday 30th September.

Figure 2-7: Carter Lane – Kerbside occupancy profile (cycles)







2.3.16 The data shows that some people are using cycles to access Carter Lane throughout the day, with the most popular time being the afternoon and evening.

Pedestrian activity

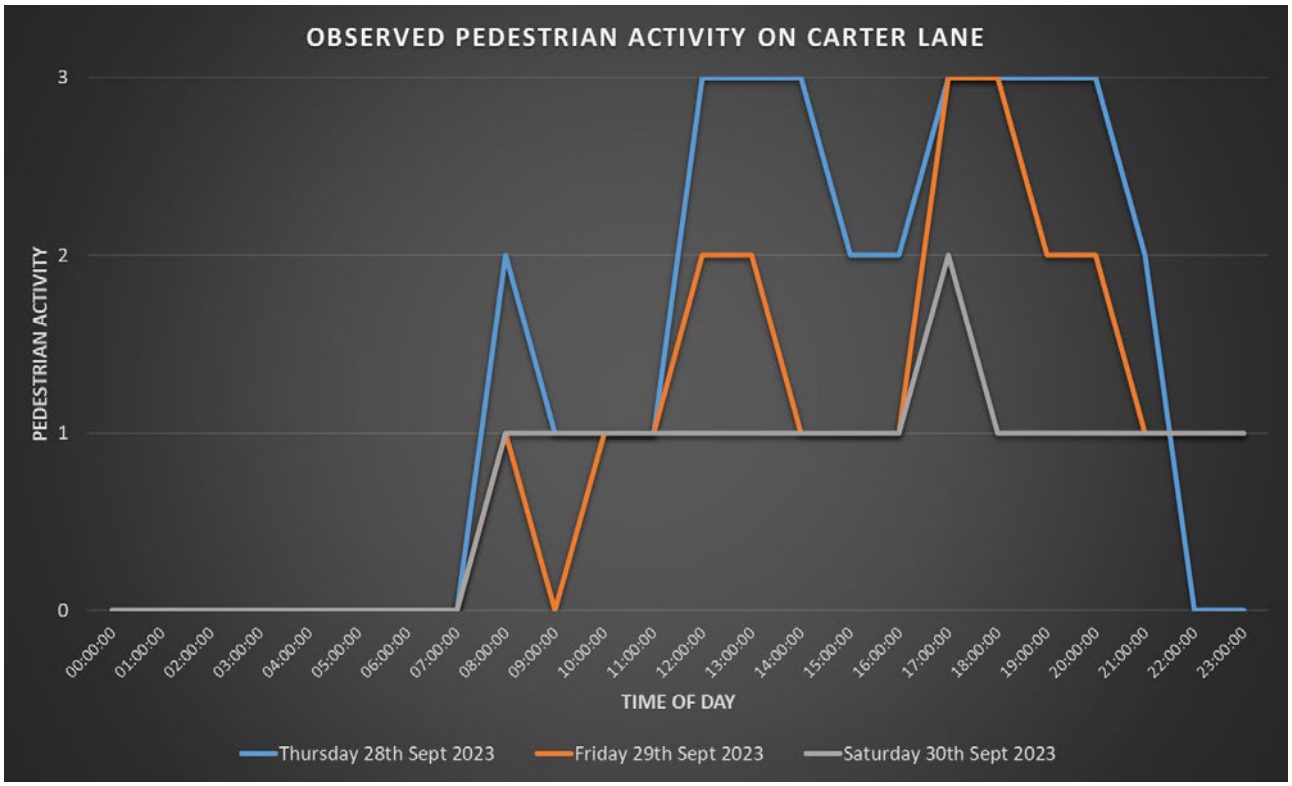
2.3.17 The survey video footage has been reviewed. Based on observations, a graph of pedestrian activity by time of day for each of the 3 survey days is shown in Figure 2-8.

2.3.18 Thursday was observed to be the busiest day, with high pedestrian activity between midday and 2pm and then from 5pm to 8pm. There was crowding outside Patch St Paul's and The Rising Sun in the evening.

2.3.19 Friday was generally less busy than Thursday, with shorter periods of crowding, that were also less extensive.

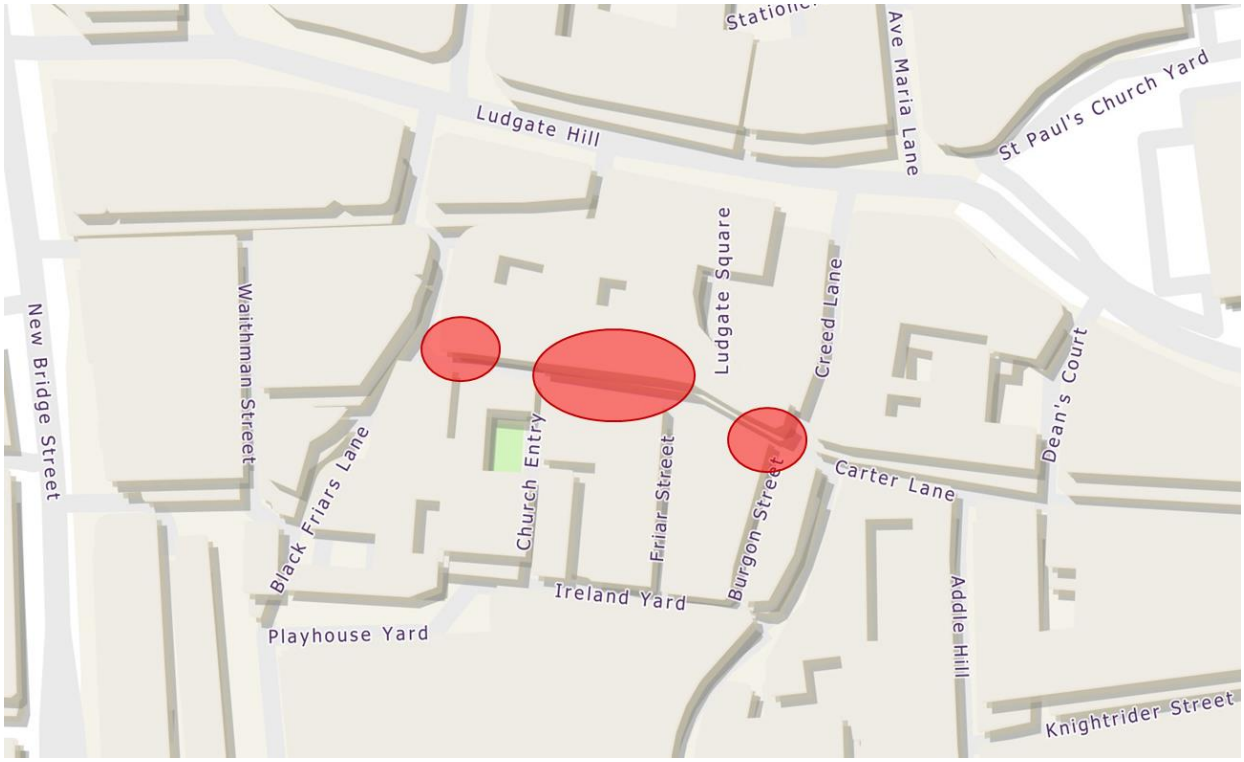
2.3.20 Saturday had generally low volumes of pedestrians, with occasional groups of people moving through. However, there was a fairly consistent movement of people along Carter Lane after 8am.

Figure 2-8: Carter Lane – Pedestrian activity summary



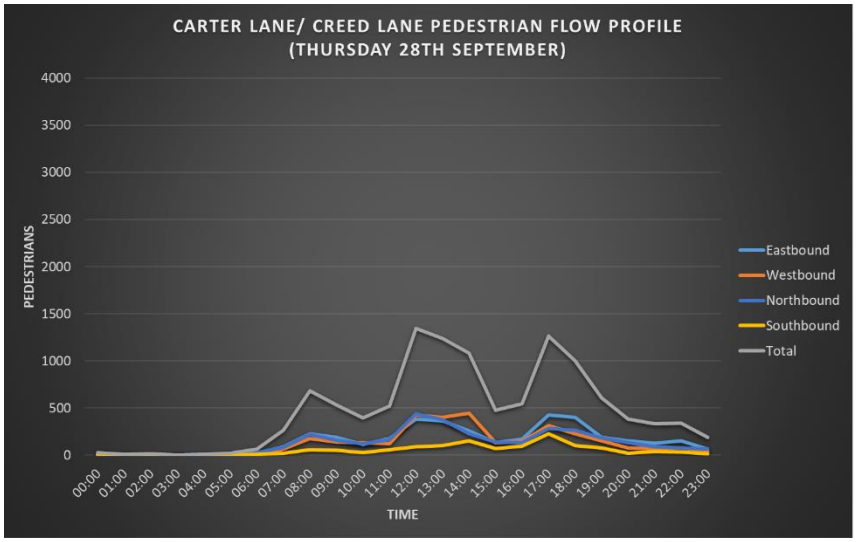
2.3.21 Figure 2-9 denotes the hotspots of pedestrian activity on Carter Lane. These correspond with pubs and bars where people congregate.

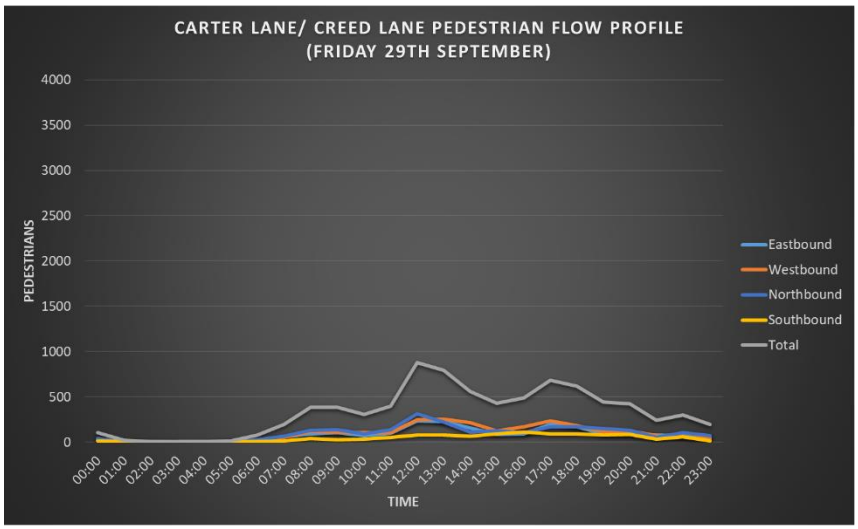
Figure 2-9: Carter Lane – Pedestrian activity hotspots

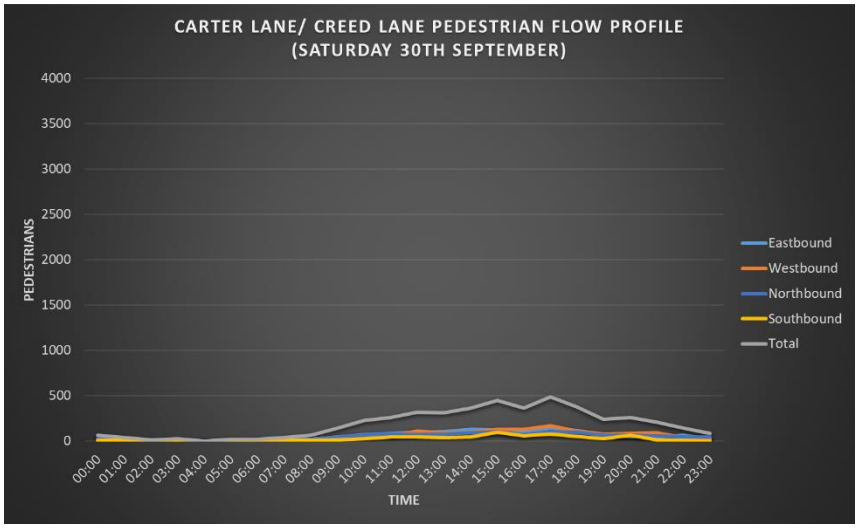


2.3.22 The pedestrian flow profiles for each of the survey days for the junction of Carter Lane/ Creed Lane is shown in Figure 2-10.

Figure 2-10: Pedestrian flow profile for Carter Lane







2.4 Watling Street

Layout

2.4.1 Watling Street, between the junctions with Queen Street to the east and Watling Court to the west, has a no motor vehicles restriction from Monday to Friday, 8am-6pm. There is a fire gate at both extents of the restriction. The current signage at the junction with Queen Street is shown in Figure 2-11 and at the junction with Watling Court in Figure 2-12.

2.4.2 There is a Pedestrian Zone sign and Pedestrian Zone Ends sign located on Watling Street. This applies to Watling Court and does not cover Watling Street.

2.4.3 This section of Watling Street is a one-way street (westbound), with carriageway grade separated from the footway. The width of the footway varies, with no footway provided for short sections. Street clutter (A-frame advertising boards) was observed to be used along the length of the footway on both sides of the street.

2.4.4 Cycling is permitted in the westbound direction on this section of Watling Street. There were no signs observed that permit eastbound cycling, so this is assumed to be prohibited.

2.4.5 The street has a restricted parking zone (RPZ) sign at the eastern entrance. The definition of an RPZ is where waiting, parking and loading restrictions apply but there are no yellow lines on the road or kerb. However, Watling Street does have double yellow lines on both sides of the carriageway for the full length of this section. This means it is covered by the City of London's Controlled Parking Zone (CPZ) restrictions. That is, parking is prohibited at all times, with loading permitted for a maximum of 40 minutes.

Traffic Management Order (TMO)

2.4.6 The TMO for Watling Street between the junctions with Queen Street and Watling Court is in line with the signage provided on-street. The TMO states that no motor vehicles can enter this section of Watling Street between 8am and 6pm on Mondays to Fridays, with the exception of:

- Ambulance, fire brigade or police vehicles in an emergency.
- Any vehicle being used in the service of a local authority in pursuance of statutory powers or duties.
- In connection with a wedding or funeral service at St Mary Aldemary on Bow Lane.

Figure 2-11: Watling Street at junction with Queen Street (looking west)

Figure 2-12: Watling Street at junction with Watling Court (looking west)

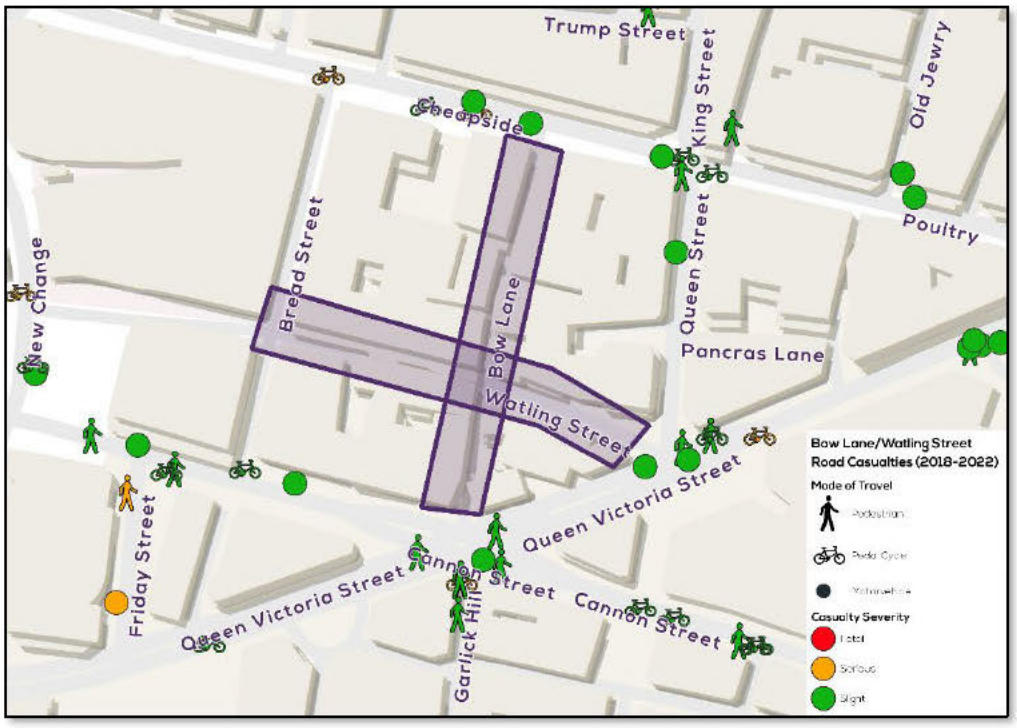
Collision data

2.4.7 Collision data has been analysed for 2018-2022 (inclusive). There were no collisions recorded by the police during the period on Watling Street between the junctions with Queen Street and Watling Court. The collision plot for 2018-2022 is shown in Figure 2-13.

2.4.8 The nearest casualties occurred on Cheapside, Queen street, Queen Victoria Street and Cannon Street.

2.4.9 It should be noted that 2018 and 2019 are pre-Covid, 2020 and 2021 during Covid, and 2022 is post Covid.

Figure 2-13: Watling Street – casualty plot 2018-2022



Traffic Flows

2.4.10 Table 2.3 provides a summary for each survey day for motor vehicles and cycles. The values in red bold and brackets are the number of vehicles contravening the TMO restrictions.

Table 2.3: Watling Street – Traffic flow summary

24-hour period	Motor vehicles eastbound	Cyclists eastbound	Motor vehicles westbound	Cyclists westbound
Thursday	0 **(0)**	89	121 **(0)**	125
Friday	0 **(0)**	123	144 **(2)**	154
Saturday	4	88	123	66

2.4.11 Figure 2-14 and Figure 2-15 show the motor vehicle and cycle flow profiles respectively for each of the survey days. The motor vehicle flow is around 10 vehicles per hour before and after the times of the TMO restriction. The cycle flows are relatively consistent throughout the day, with a peak in the morning rush hour.

Figure 2-14: Watling Street – Motor vehicle flow profile

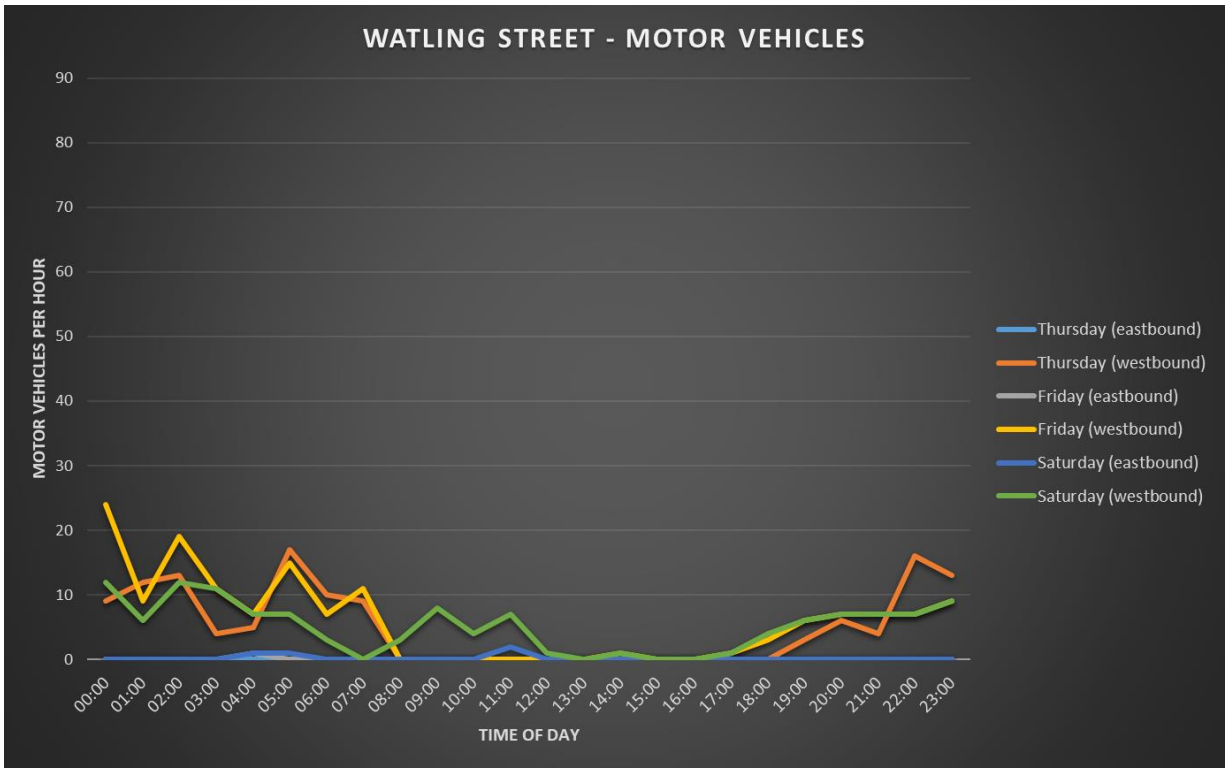
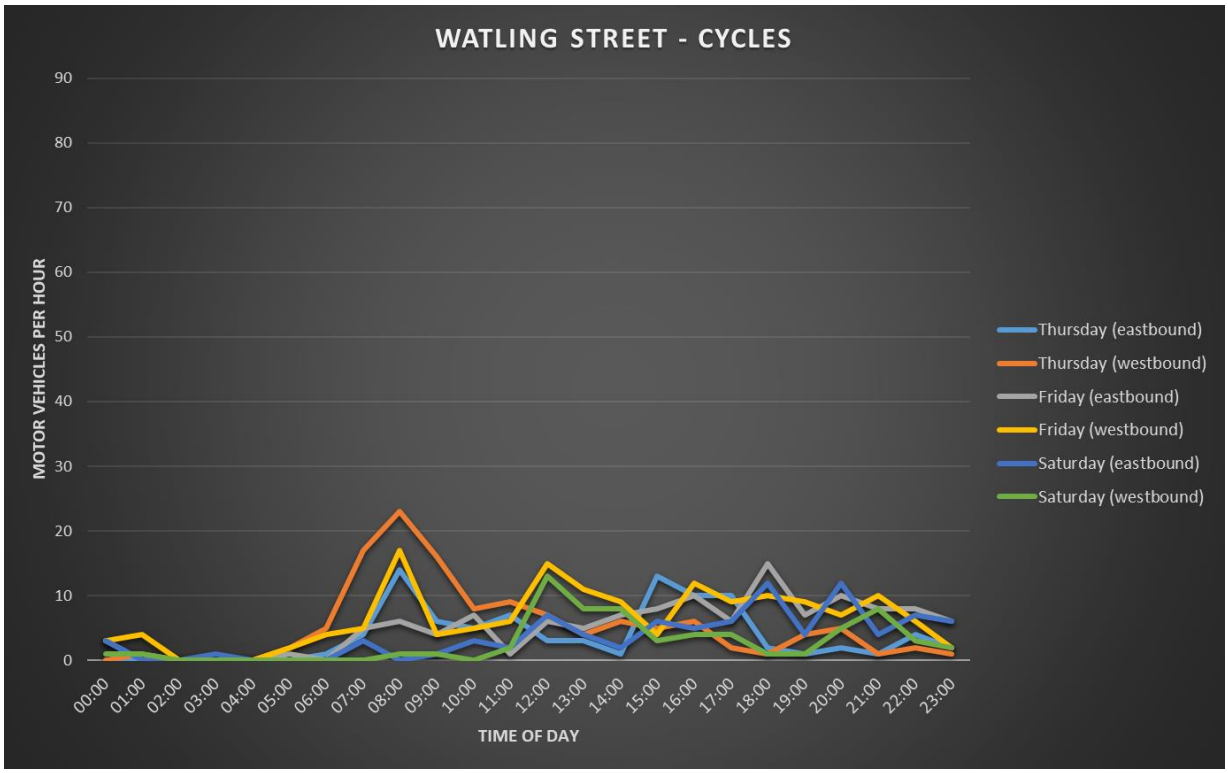


Figure 2-15: Watling Street – Cycle flow profile



Kerbside activity

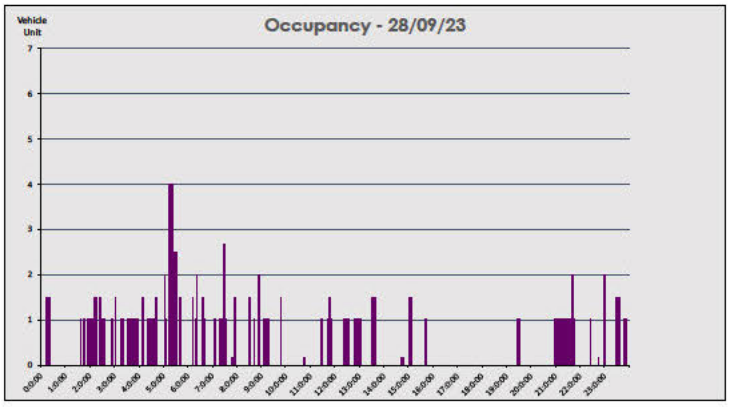
2.4.12 A summary of motor vehicle kerbside activity for each survey day in provided in Table 2.4.

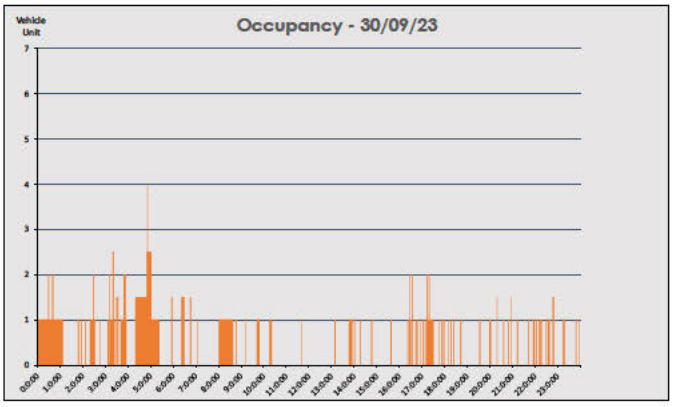
Table 2.4: Watling Street – Kerbside activity summary (motor vehicles)

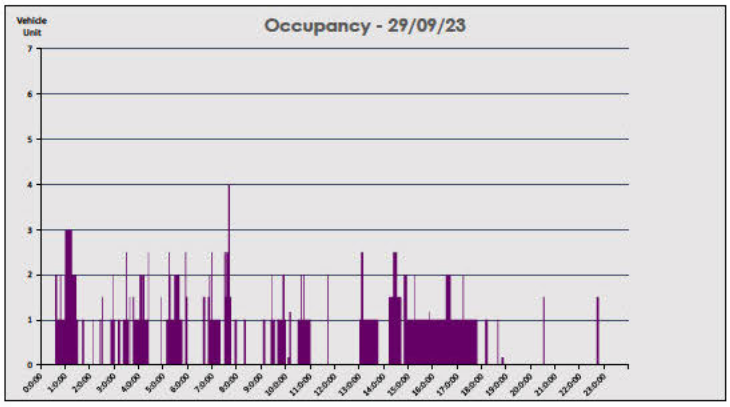
24-hour period	Loading / Unloading	Parcel Pickup/ Delivery	Pick-Up / Drop-Off	Waiting	Parked	Servicing	Grand Total
Thursday	37	12	11	15	9	0	84
Friday	30	6	16	15	19	0	86
Saturday	15	0	66	20	9	0	110

2.4.13 The profile by time of day for kerbside activity of motor vehicles on Watling Street is shown in Figure 2-16 for Thursday 28th, Friday 29th and Saturday 30th September.

Figure 2-16: Watling Street – Kerbside occupancy profile (motor vehicles)



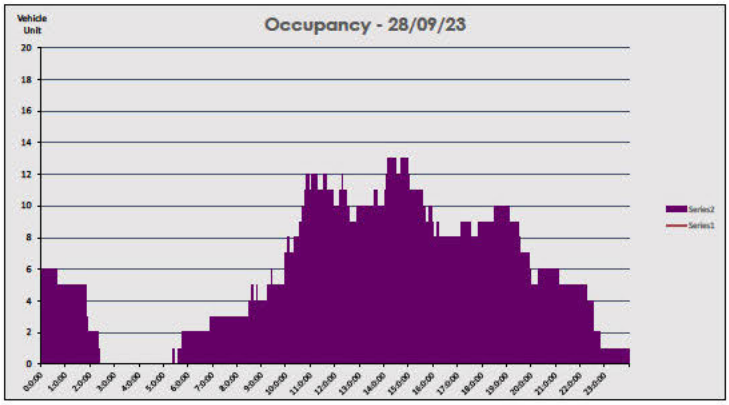


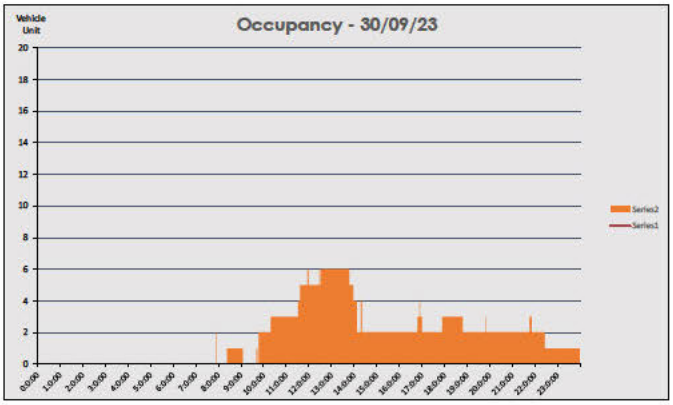


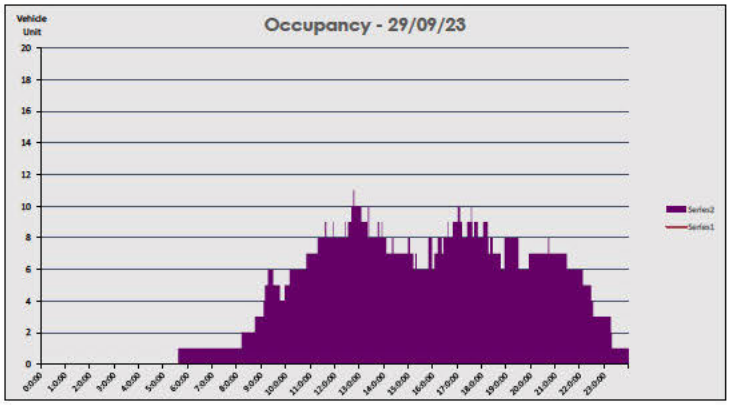
2.4.14 The survey results show there is reasonably consistent low level of kerbside activity through the day on Watling Street. This is in contravention of the TMO restrictions. Although there is some kerbside activity after 6pm on a weekday, the data does not suggest there is a strong demand for this.

2.4.15 Figure 2-17 provides the profile by time of day for kerbside activity of cycles on Watling Street for Thursday 28th, Friday 29th and Saturday 30th September.

Figure 2-17: Watling Street – Kerbside occupancy profile (cycles)







2.4.16 The data shows that people are using cycles to access Watling Street throughout the day.

Pedestrian activity

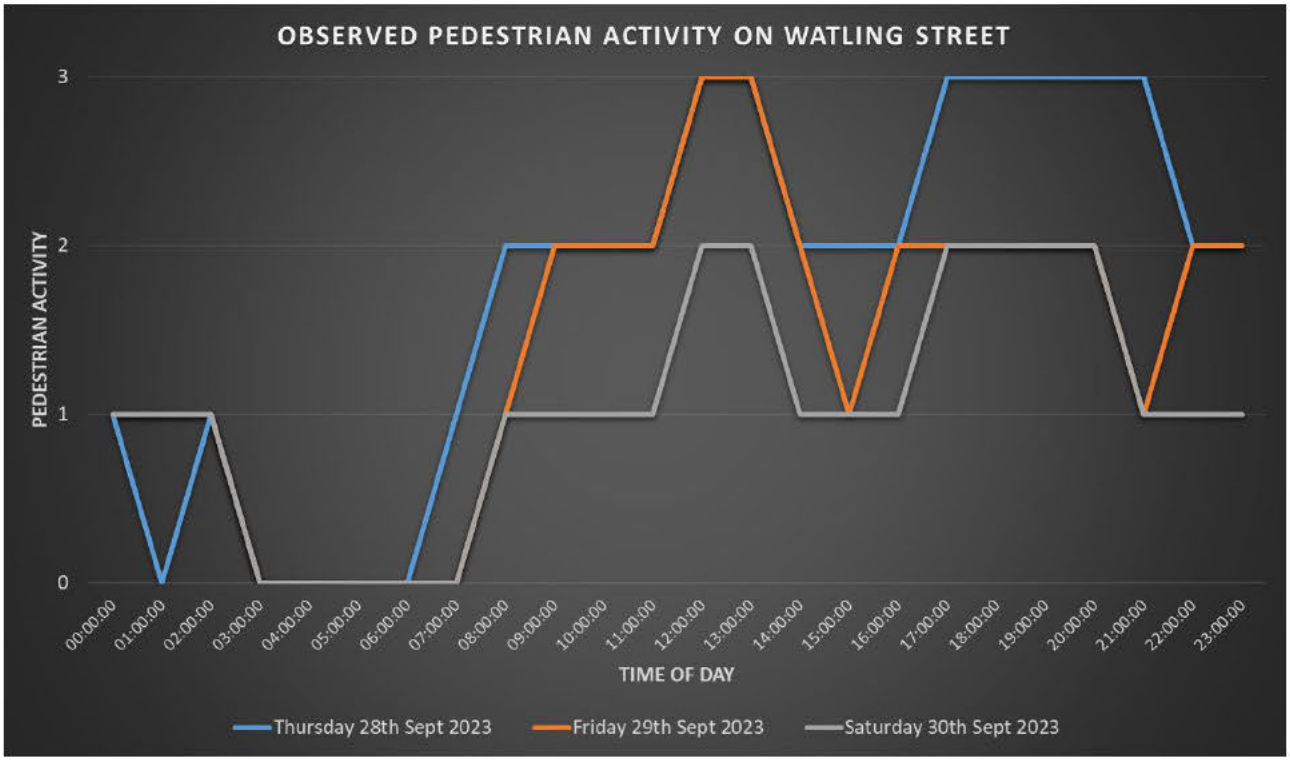
2.4.17 The survey video footage has been reviewed. Based on observations, a graph of pedestrian activity by time of day for each of the 3 survey days is shown in Figure 2-18.

2.4.18 Thursday was observed to be the busiest day, with high pedestrian activity between midday and 2pm and then from 5pm to 9pm. There was crowding outside the various pubs along the street in the evening.

2.4.19 Friday was generally less busy than Thursday, with shorter periods of crowding, that were also less extensive.

2.4.20 Saturday had generally low volumes of pedestrians, with occasional groups of people moving through. There was a reasonable level of activity on Saturday evening due to the pubs and eateries.

Figure 2-18: Watling Street – Pedestrian activity summary

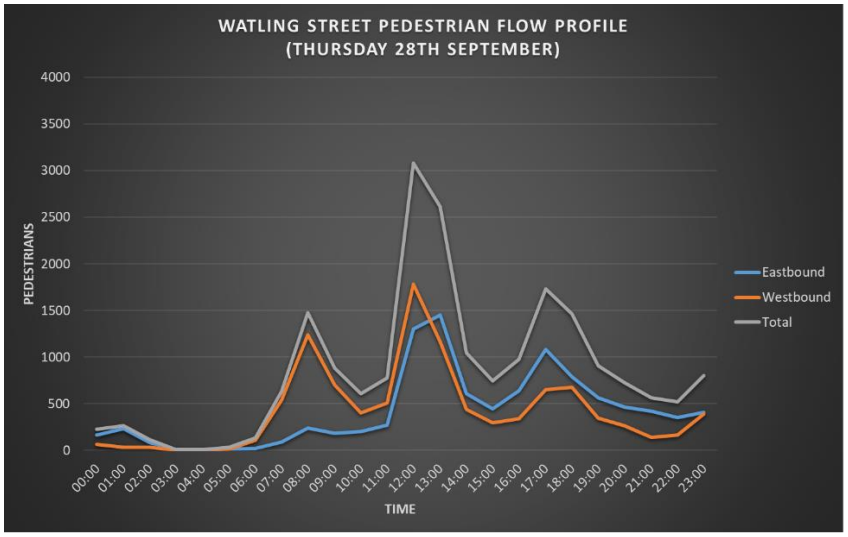


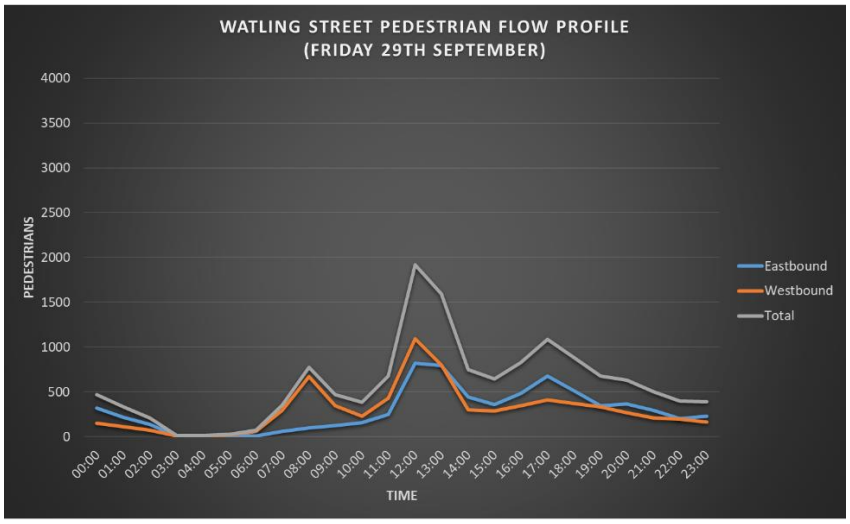
2.4.21 Figure 2-19 denotes the hotspots of pedestrian activity on Watling Street. These correspond with pubs and bars where people congregate.

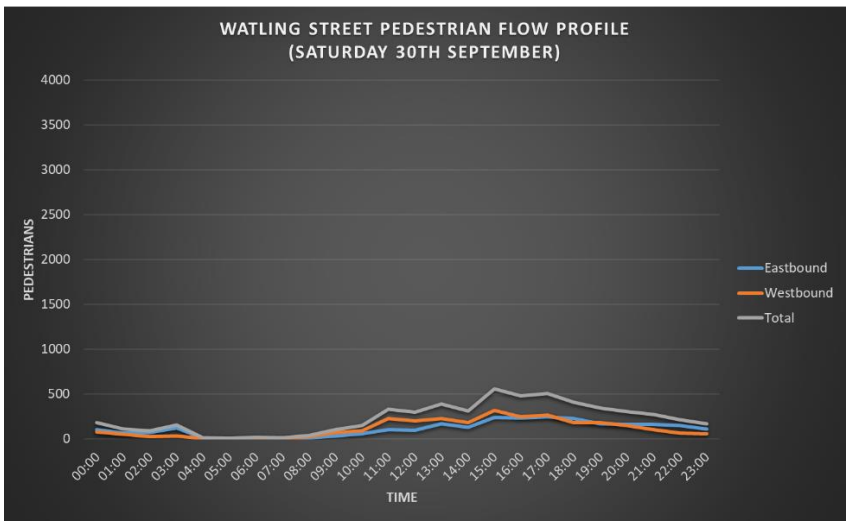
Figure 2-19: Watling Street – Pedestrian activity hotspots

2.4.22 The pedestrian flow profiles for each of the survey days for Watling Street is shown in Figure 2-20.

Figure 2-20: Pedestrian flow profile for Watling Street







2.5 Bow Lane

Layout

2.5.1 Bow Lane, between the junctions with Cannon Street to the south and Cheapside to the north, has a no motor vehicles restriction from Monday to Friday, 8am-6pm. There is a Pedestrian Zone Ends sign located on Cheapside at the junction with Bow Lane. The current signage at the junction with Cannon Street is shown in Figure 2-21 and at the junction with Cheapside in Figure 2-22.

2.5.2 On the section of Bow Lane to the north of Watling Street, there are 2 yellow plates, located on buildings, which state “Pedestrian Zone. No parking or loading at any time.”

2.5.3 Bow Lane is a narrow one-way street (northbound), with carriageway and footway at the same level. The footways are generally narrow, with street clutter (A-frame advertising boards) observed to be used along the length of the footway on both sides of the street.

2.5.4 Cycling is permitted in the northbound direction on Bow Lane. There were no signs observed that permit southbound cycling, so this is assumed to be prohibited.

2.5.5 The street has a restricted parking zone (RPZ) sign at the southern entrance and there are no yellow lines or marked bays for the length of Bow Lane. There is a yellow plate located on the section of Bow Lane to the south of Watling Street that repeats the parking restrictions, which are Monday to Friday, 8am-6pm.

Traffic Management Order (TMO)

2.5.6 The TMO for Bow Lane states that no motor vehicles can enter Bow Lane between 8am and 6pm on Mondays to Fridays, with the exception of:

- Ambulance, fire brigade or police vehicles in an emergency.
- Any vehicle being used in the service of a local authority in pursuance of statutory powers or duties.
- In connection with a wedding or funeral service at St Mary Aldemary. (This applies to the section of Bow Lane between Cannon Street and Watling Steet.)

Figure 2-21: Bow Lane at junction with Cannon Street (looking north)

Figure 2-22: Bow Lane at junction with Cheapside (looking north)

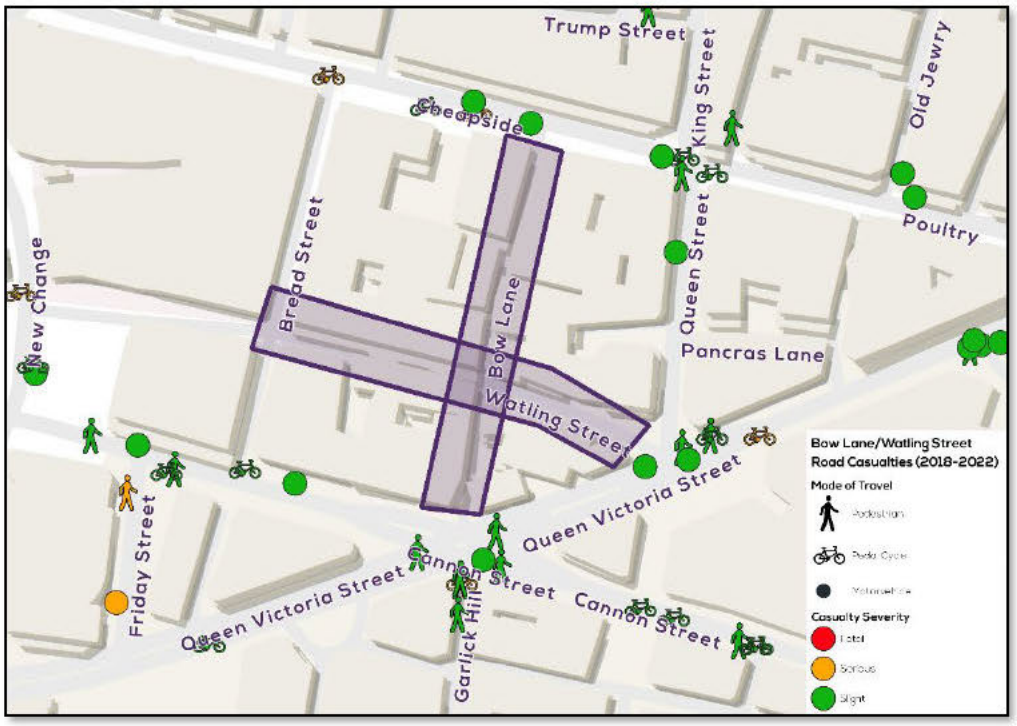
Collision data

2.5.7 Collision data has been analysed for 2018-2022 (inclusive). There were no collisions recorded by the police during the period on Bow Lane between the junctions with Cannon Street and Cheapside. The collision plot for 2018-2022 is shown in Figure 2-23.

2.5.8 The nearest casualty was a cyclist, which had a slight severity. This was located on Ludgate Broadway.

2.5.9 It should be noted that 2018 and 2019 are pre-Covid, 2020 and 2021 during Covid, and 2022 is post Covid.

Figure 2-23: Bow Lane – casualty plot 2018-2022



Traffic Flows

2.5.10 Table 2.5 provides a summary for each survey day for motor vehicles and cycles. The values in red bold and brackets are the number of vehicles contravening the TMO restrictions.

Table 2.5: Bow Lane – Traffic flow summary

24-hour period	Motor vehicles northbound	Cyclists northbound	Motor vehicles southbound	Cyclists southbound
Thursday	44 **(0)**	109	3 **(0)**	72
Friday	43 **(2)**	93	6 **(2)**	70
Saturday	34	70	2	52

2.5.11 Figure 2-24 and Figure 2-25 show the motor vehicle and cycle flow profiles respectively for each of the survey days. The motor vehicle flow is consistently low throughout each survey day, with a peak between 5am-8am. The cycle flows are broadly consistent throughout the day.

Figure 2-24: Bow Lane – Motor vehicle flow profile

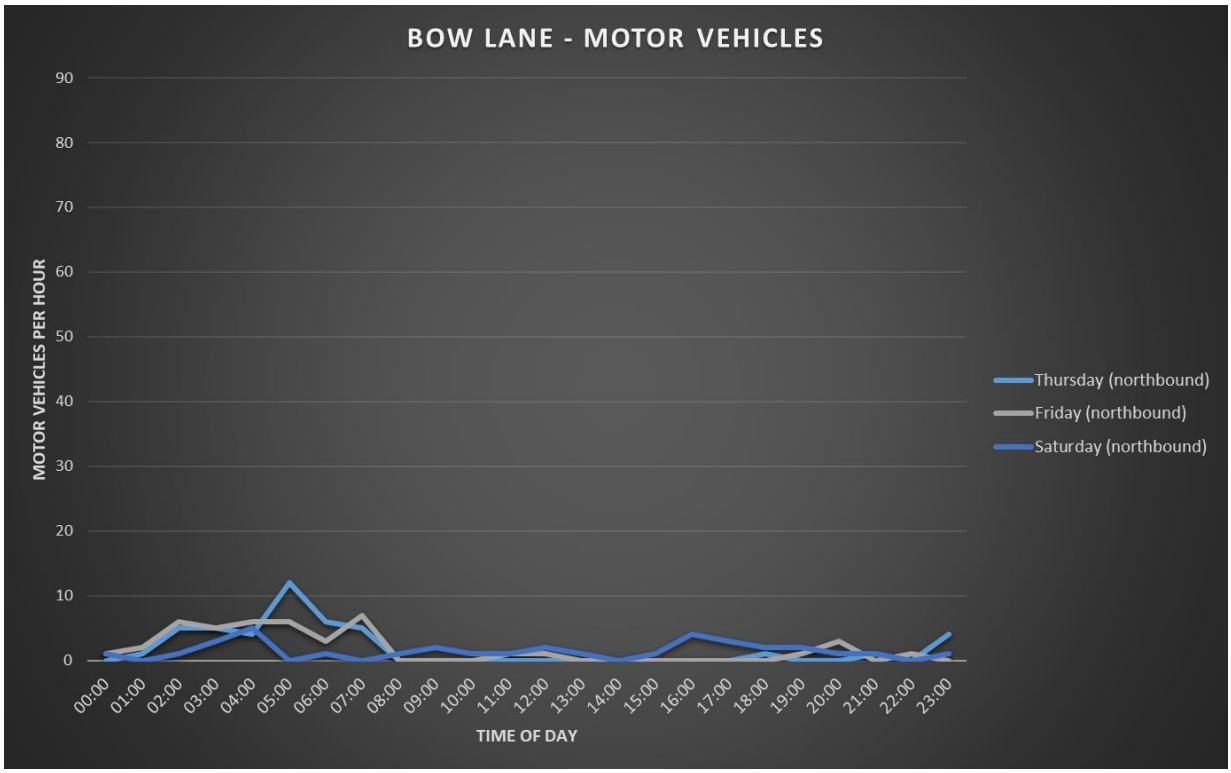
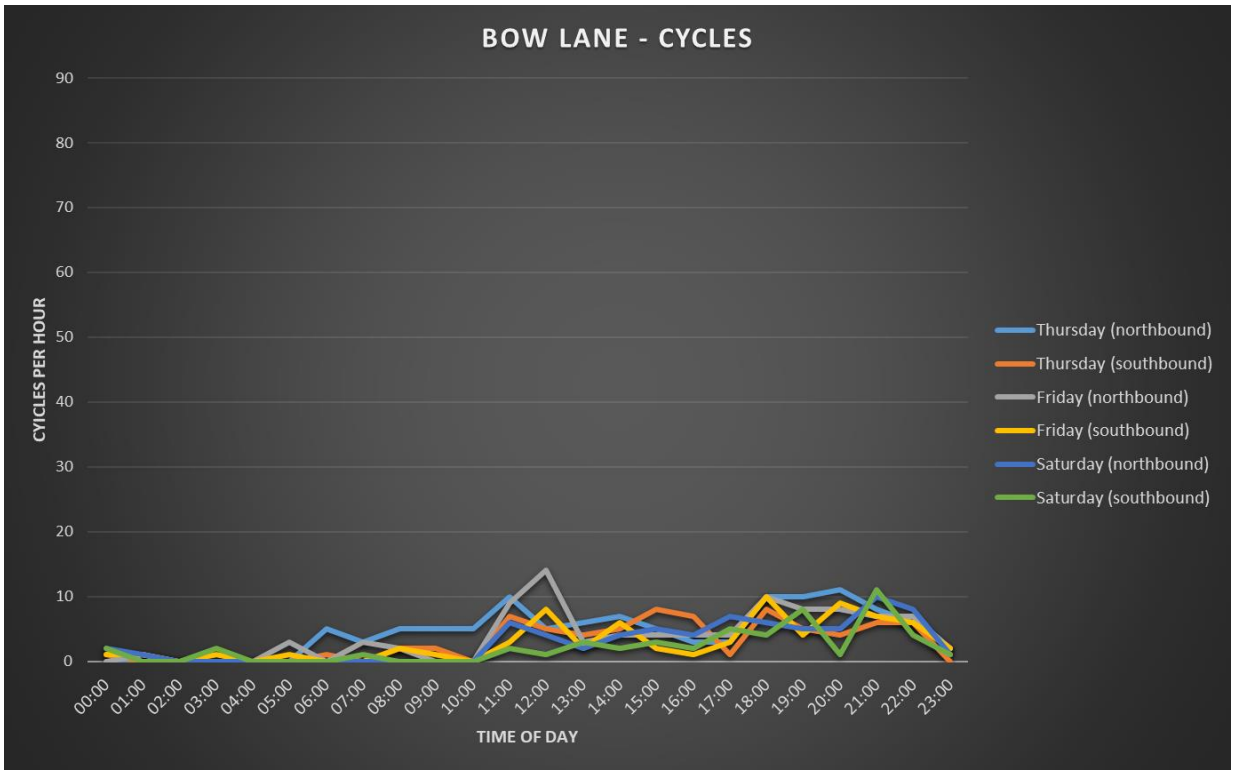


Figure 2-25: Bow Lane – Cycle flow profile



Kerbside activity

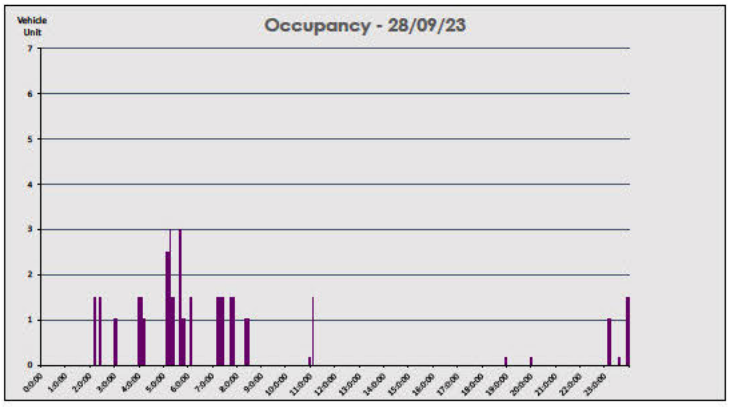
2.5.12 A summary of motor vehicle kerbside activity for each survey day in provided in Table 2.6.

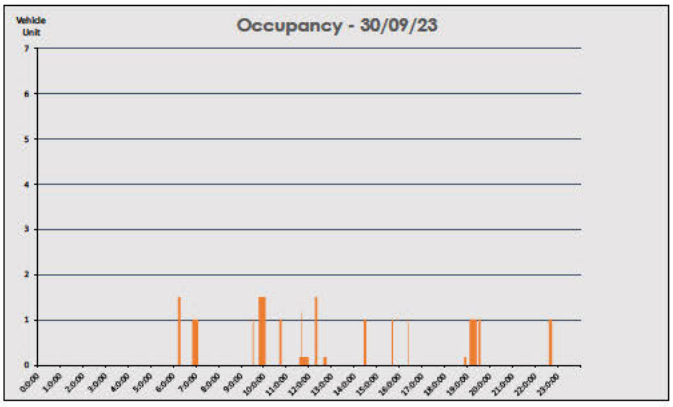
Table 2.6: Bow Lane – Kerbside activity summary (motor vehicles)

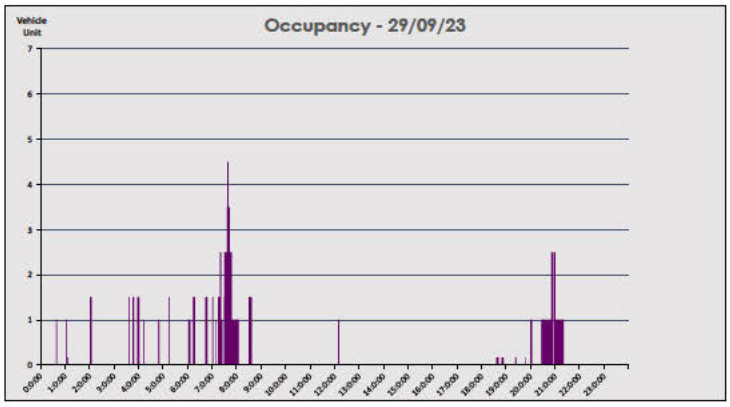
24-hour period	Loading / Unloading	Parcel Pickup/ Delivery	Pick-Up / Drop-Off	Waiting	Parked	Servicing	Grand Total
Thursday	7	16	0	3	5	0	31
Friday	19	5	0	6	7	0	37
Saturday	5	5	2	4	3	0	19

2.5.13 The profile by time of day for kerbside activity of motor vehicles on Bow Lane is shown in Figure 2-26 for Thursday 28th, Friday 29th and Saturday 30th September.

Figure 2-26: Bow Lane – Kerbside occupancy profile (motor vehicles)



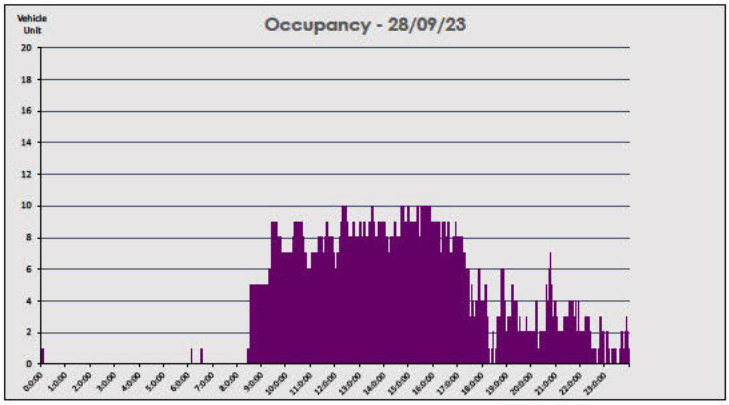


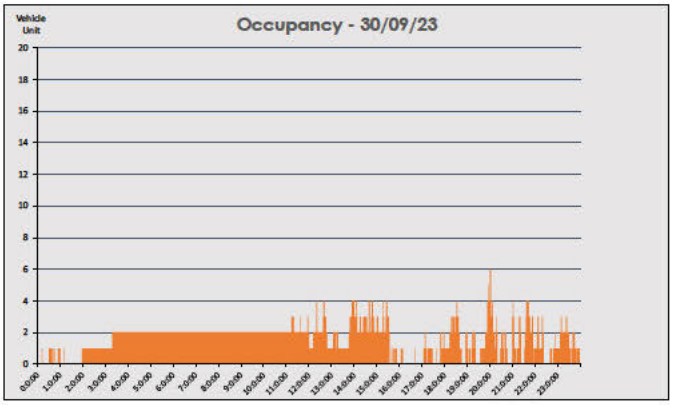


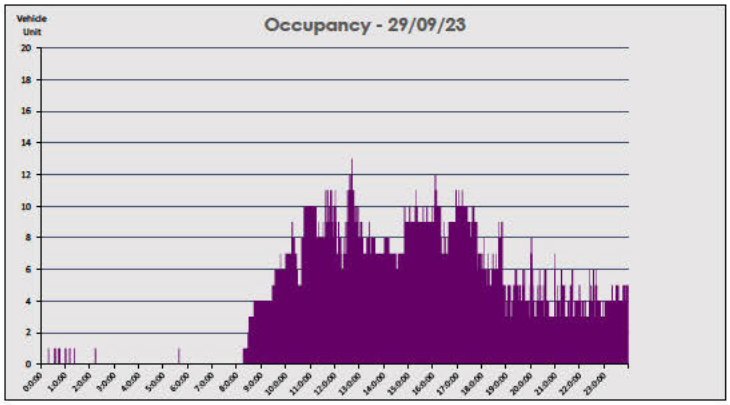
2.5.14 The survey results show there is generally good compliance with the TMO restrictions. It also suggests there is not a high demand for kerbside provision after 6pm on a weekday, although some activity at this time has been recorded.

2.5.15 Figure 2-27 provides the profile by time of day for kerbside activity of cycles on Bow Lane for Thursday 28th, Friday 29th and Saturday 30th September.

Figure 2-27: Bow Lane – Kerbside occupancy profile (cycles)







2.5.16 The data shows that people are using cycles to access Bow Lane throughout the day, with the majority of this activity by delivery cycles.

Pedestrian activity

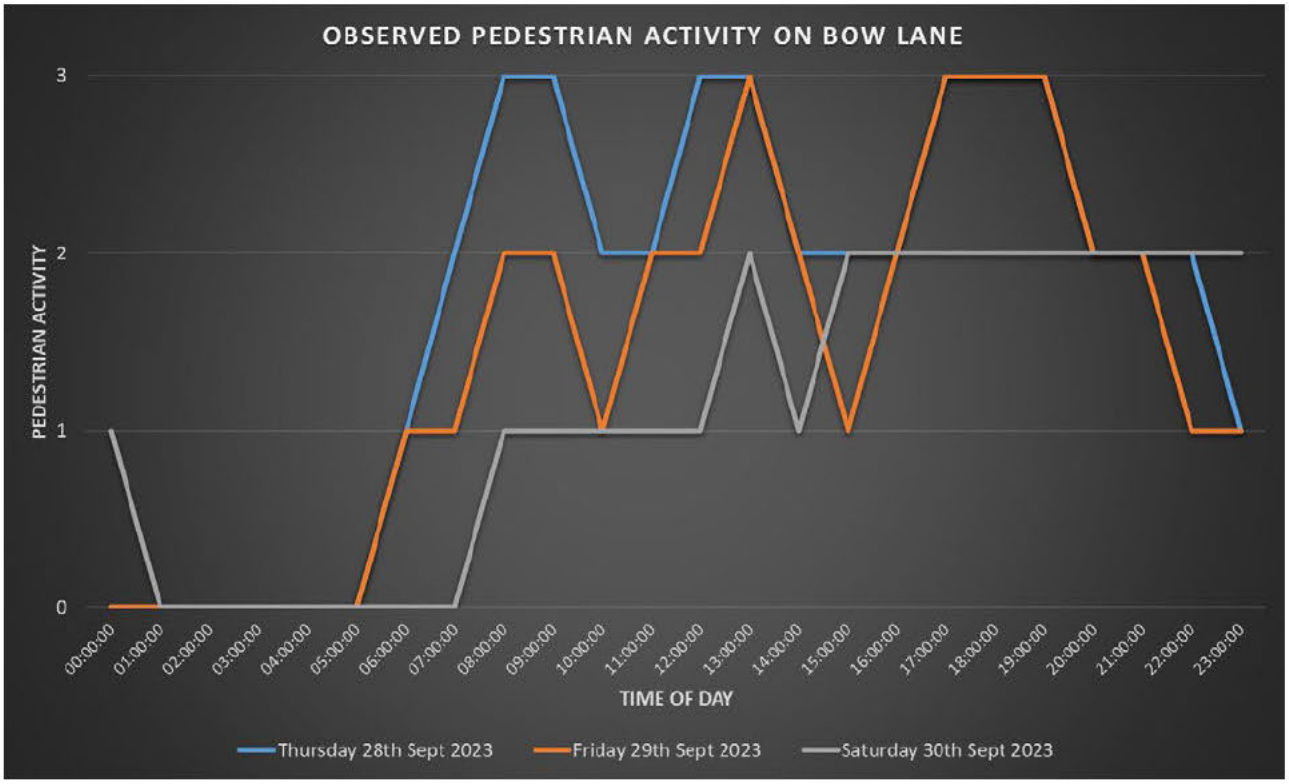
2.5.17 The survey video footage has been reviewed. Based on observations, a graph of pedestrian activity by time of day for each of the 3 survey days is shown in Figure 2-28.

2.5.18 Thursday was observed to be the busiest day, with high pedestrian activity between midday and 1pm and then from 5pm to 7pm. There was crowding outside the various pubs along the street in the evening.

2.5.19 Friday was generally less busy than Thursday, with shorter periods of crowding, that were also less extensive.

2.5.20 Saturday had generally low volumes of pedestrians, with occasional groups of people moving through. There was a reasonable level of activity on Saturday evening due to the pubs and eateries.

Figure 2-28: Bow Lane – Pedestrian activity summary

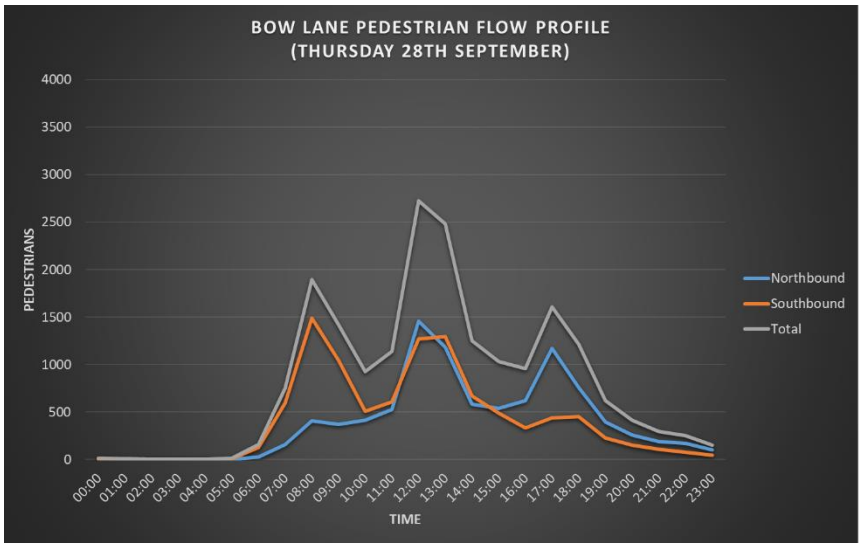


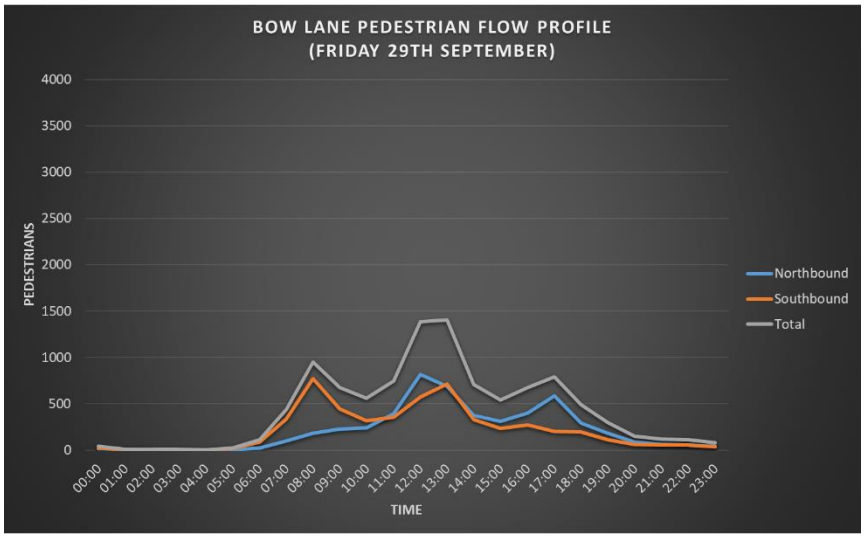
2.5.21 Figure 2-29 denotes the hotspots of pedestrian activity on Bow Lane. These correspond with pubs and bars where people congregate.

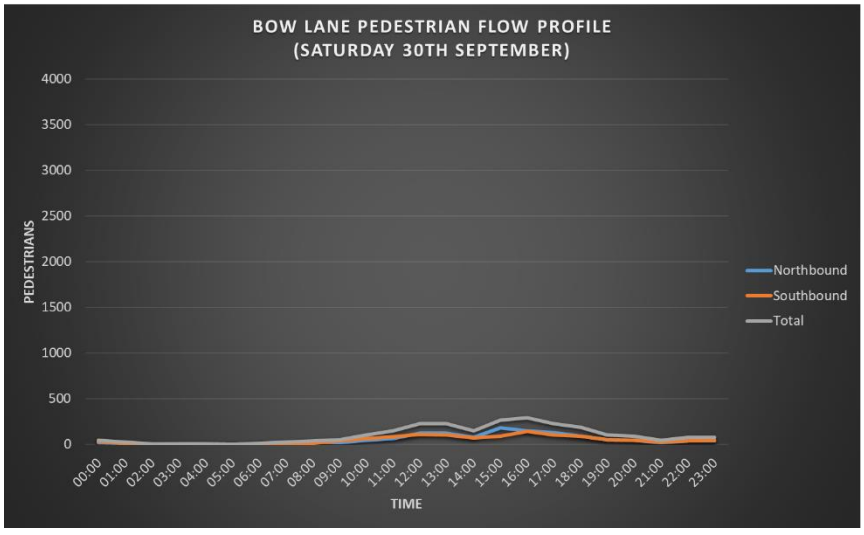
Figure 2-29: Bow Lane – Pedestrian activity hotspots

2.5.22 The pedestrian flow profiles for each of the survey days for Bow Lane is shown in Figure 2-30.

Figure 2-30: Pedestrian flow profile for Bow Lane







2.6 Austin Friars

Layout

2.6.1 Austin Friars has a no motor vehicles restriction from Monday to Friday, 11am-4pm, except disabled badge holders. There is no through route for vehicles, meaning there are no other signs relating to the vehicle restrictions. The current signage at the junction with Old Broad Street is shown in Figure 2-31, with the turning area at the end of Austin Friars shown in Figure 2-32.

2.6.2 Because there is no through route for vehicles Austin Friars is a two-way street, with carriageway and footway at the same level. There are bollards protecting the building frontages, which restrict the available footway space.

2.6.3 Cycling is permitted in both directions on Austin Friars.

2.6.4 The street has a restricted parking zone (RPZ) sign at the entrance and there are no yellow lines or marked loading bays within Austin Friars. The RPZ operates Monday to Friday 7am-7pm, and on Saturday 7am-11am. There is a marked bay for disabled badge holders (maximum stay of 4 hours Mondays to Fridays inclusive) located in the turning area by Pinner's Passage.

2.6.5 There are height and width restrictions to enter Austin Friars due to the entrance being under and between buildings.

Traffic Management Order (TMO)

2.6.6 The TMO for Ausitn Friars is in line with the signage provided on-street. The TMO states that no motor vehicles can enter Austin Friars between 11am and 4pm on Mondays to Fridays, with the exception of:

- Ambulance, fire brigade or police vehicles in an emergency.
- Any vehicle being used in the service of a local authority in pursuance of statutory powers or duties.
- Any vehicle being used for the maintenance, improvement, reconstruction, cleansing or lighting; or the laying, erection, alteration or repair of any sewer, main, pipe, or gas; or water or electronic supply; or electronic communications.
- Any vehicle where the occupant is the holder of a blue badge to access or egress the disabled persons parking space.
- Any vehicle accessing or egressing the car park located within the rear of no. 111 Old Broad Street.

Figure 2-31: Austin Friars at junction with Old Broad Street (looking north)

Figure 2-32: Austin Friars turning area at Pinner's Passage (looking east)

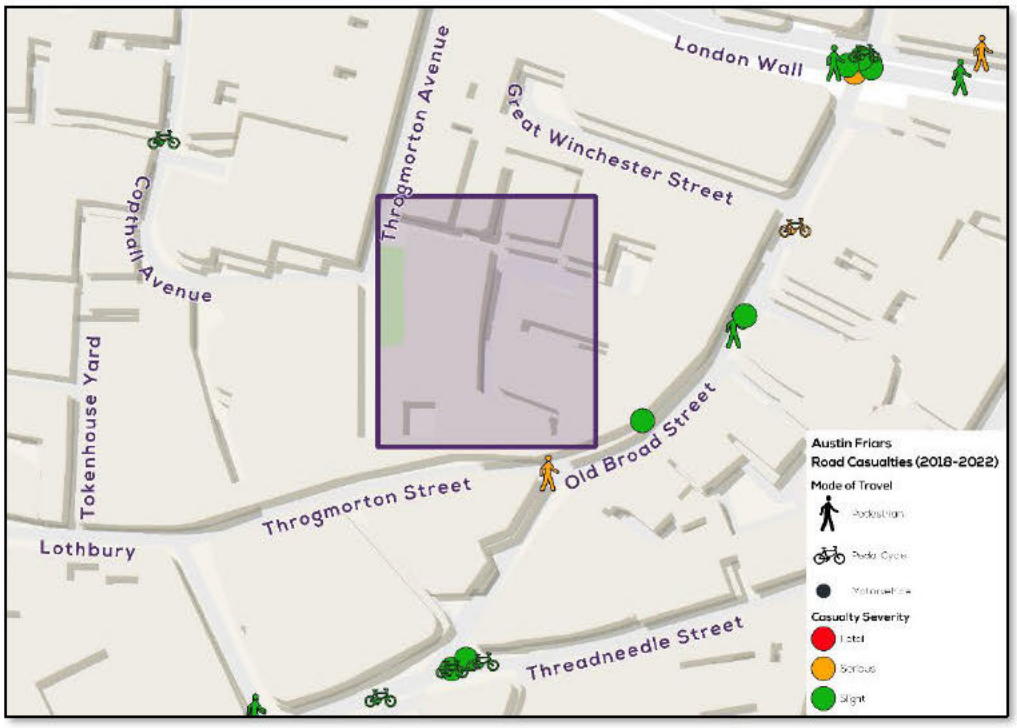
Collision data

2.6.7 Collision data has been analysed for 2018-2022 (inclusive). There were no collisions recorded by the police during the period on Austin Friars. The collision plot for 2018-2022 is shown in Figure 2-33.

2.6.8 The nearest casualties were on Old Broad Street. There was one serious pedestrian casualty located at the junction of Austin Friars, Old Broad Street and Throgmorton Street. This was a female casualty as a result of a collision with a car at 23:22 on Friday 17th January 2020.

2.6.9 It should be noted that 2018 and 2019 are pre-Covid, 2020 and 2021 during Covid, and 2022 is post Covid.

Figure 2-33: Austin Friars – casualty plot 2018-2022



Traffic Flows

2.6.10 Table 2.7 provides a summary for each survey day for motor vehicles and cycles. The values in red bold and brackets are the number of vehicles contravening the TMO restrictions (or requiring access to the disabled parking bay).

Table 2.7: Austin Friars – Traffic flow summary

24-hour period	Motor vehicles northbound	Cyclists northbound	Motor vehicles southbound	Cyclists southbound
Thursday	51 **(11)**	54	51 **(11)**	43
Friday	54 **(5)**	27	47 **(7)**	30
Saturday	15	6	23	9

2.6.11 Figure 2-34 and Figure 2-35 show the motor vehicle and cycle flow profiles respectively for each of the survey days. The motor vehicle flow is consistently low throughout each survey day. The cycle flows peak in the morning, lunchtime and evening peak hour periods.

Figure 2-34: Austin Friars – Motor vehicle flow profile

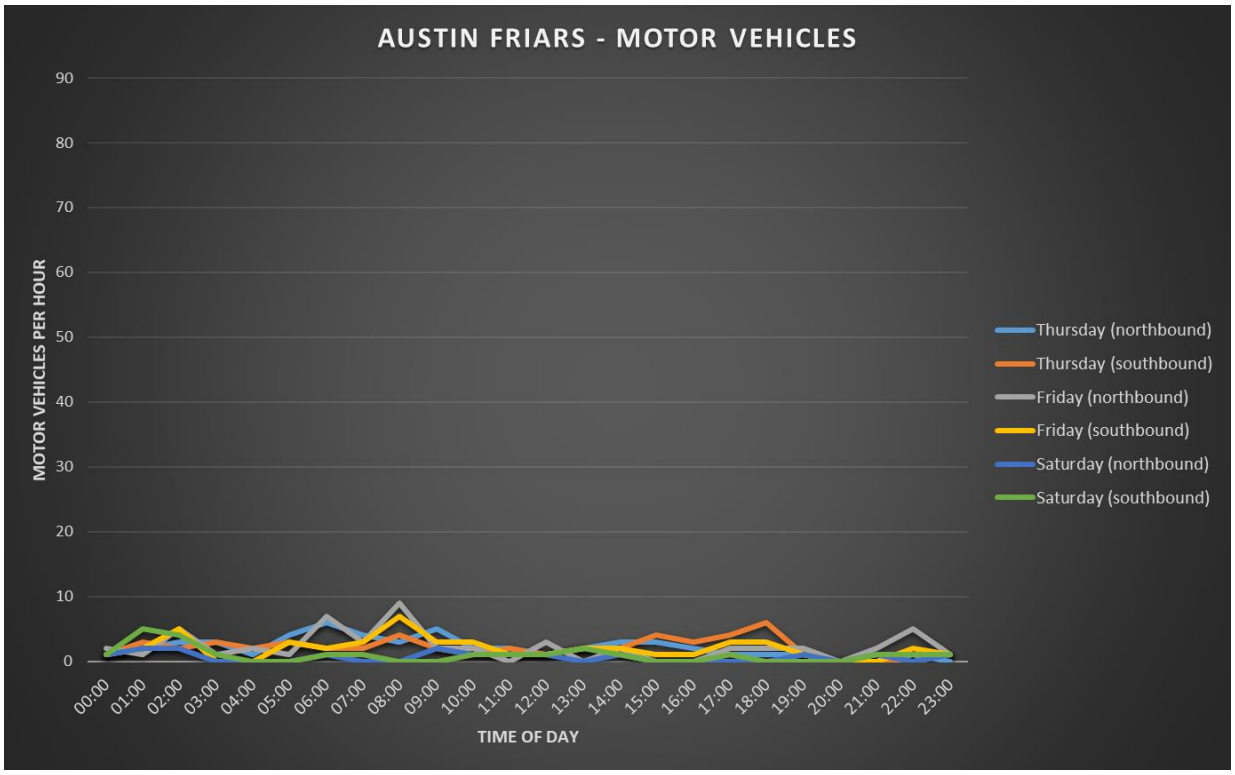
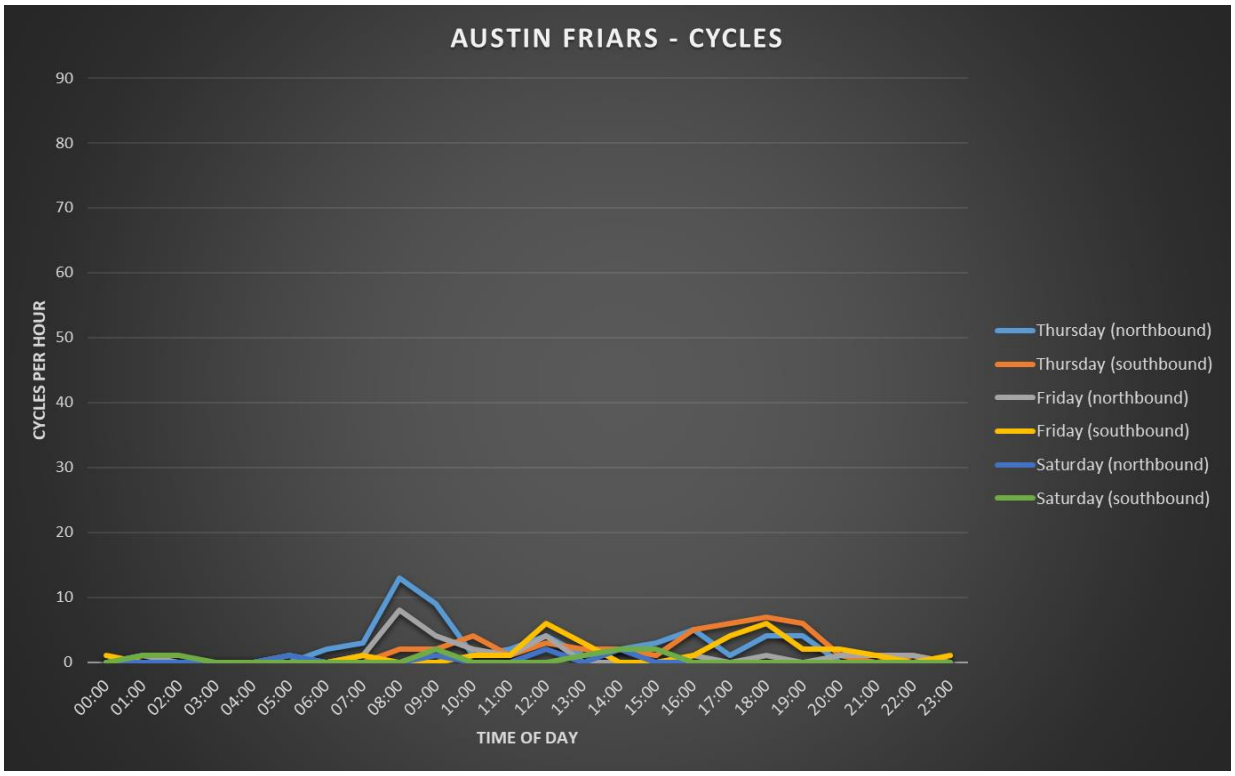


Figure 2-35: Austin Friars – Cycle flow profile



Kerbside activity

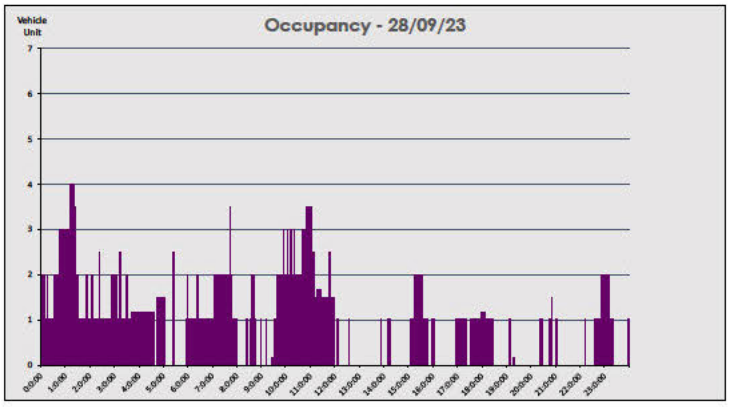
2.6.12 A summary of motor vehicle kerbside activity for each survey day in provided in Table 2.8.

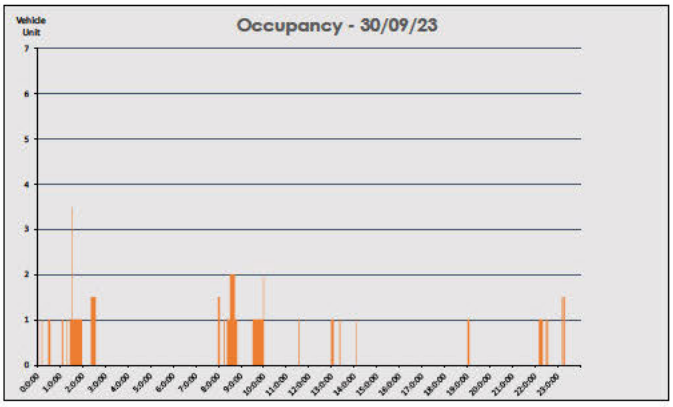
Table 2.8: Austin Friars – Kerbside activity summary (motor vehicles)

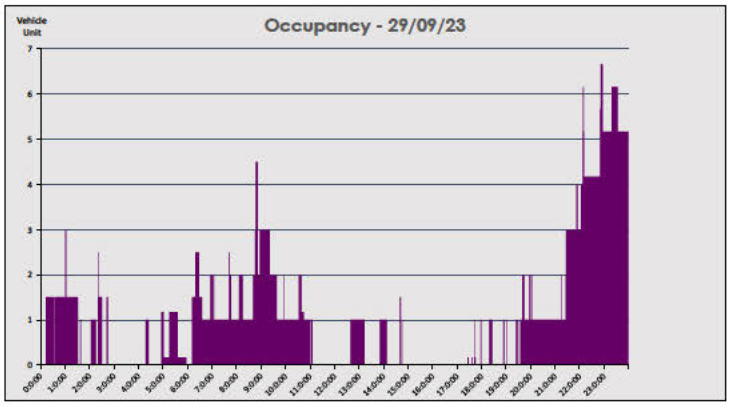
24-hour period	Loading / Unloading	Parcel Pickup/ Delivery	Pick-Up / Drop-Off	Waiting	Parked	Servicing	Grand Total
Thursday	27	8	30	5	11	0	81
Friday	25	3	19	13	19	0	79
Saturday	7	1	19	9	6	0	42

2.6.13 The profile by time of day for kerbside activity of motor vehicles on Austin Friars is shown in Figure 2-6 for Thursday 28th, Friday 29th and Saturday 30th September.

Figure 2-36: Austin Friars – Kerbside occupancy profile (motor vehicles)



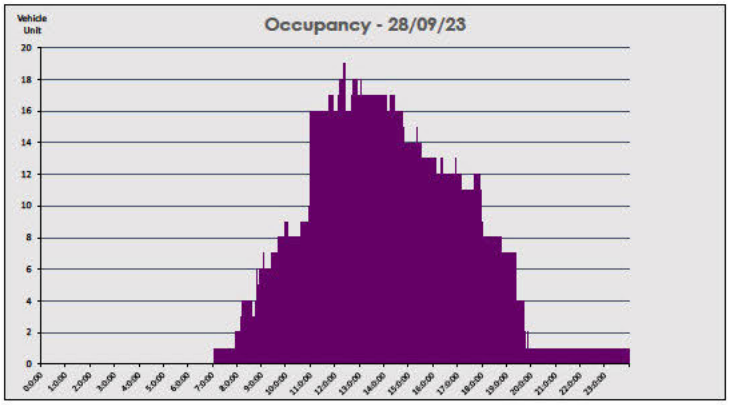


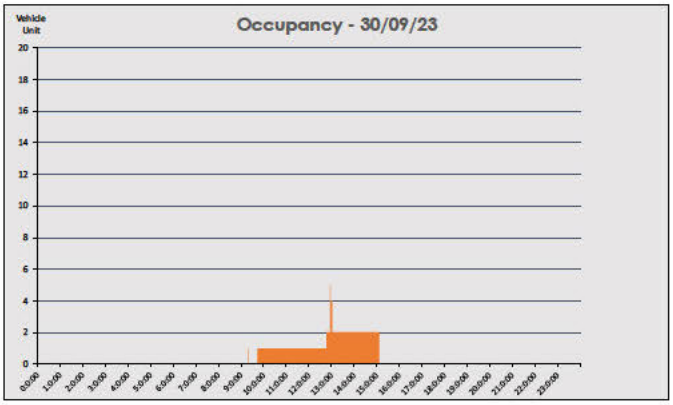


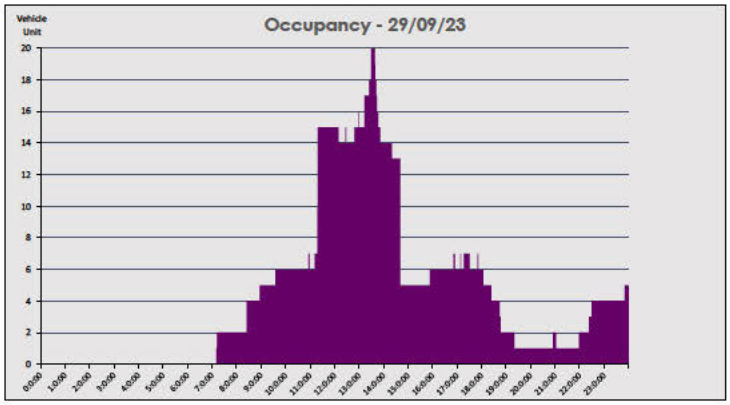
2.6.14 The survey results show there is a reasonable level of kerbside activity between 11am-4pm. It also suggests there is demand for kerbside provision after 4pm on a weekday.

2.6.15 Figure 2-7 provides the profile by time of day for kerbside activity of cycles on Austin Friars for Thursday 28th, Friday 29th and Saturday 30th September.

Figure 2-37: Austin Friars – Kerbside occupancy profile (cycles)







2.6.16 The data shows that people are using cycles to access Austin Friars throughout the day.

Pedestrian activity

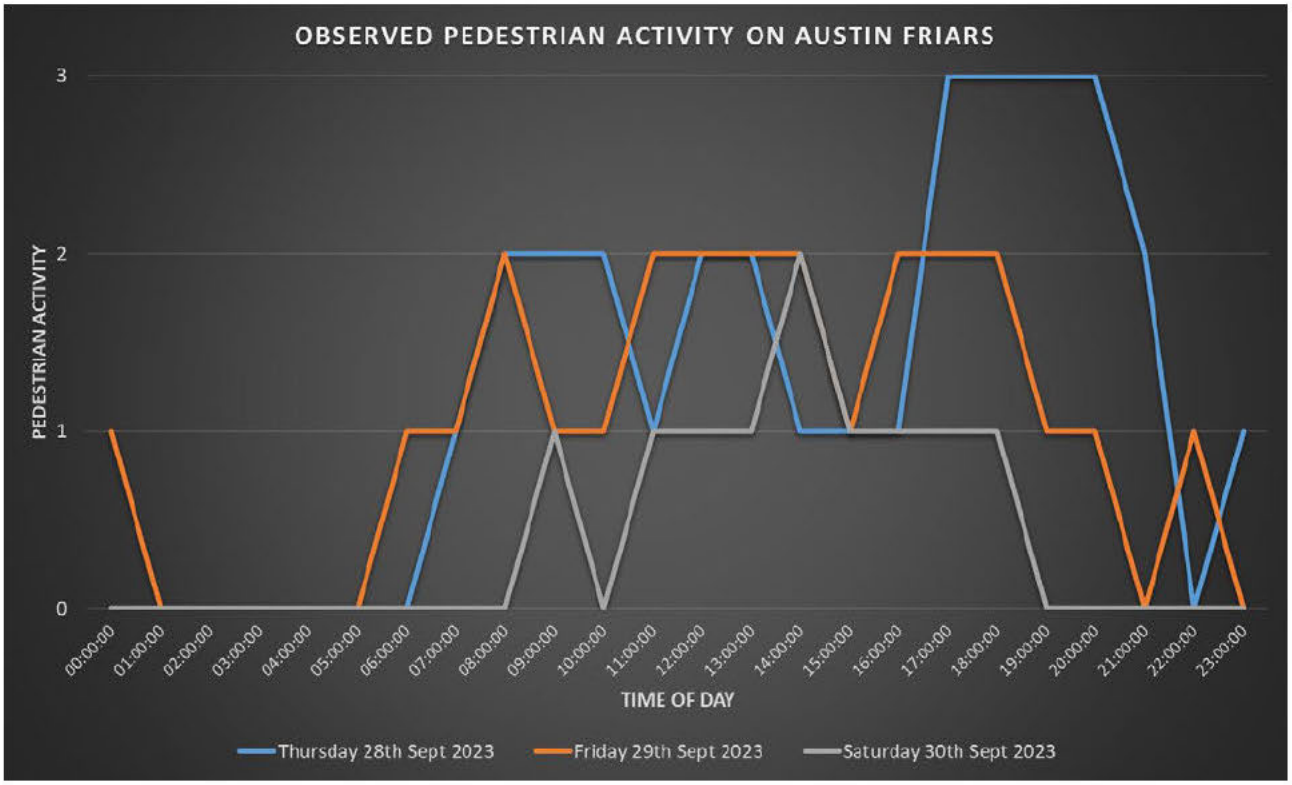
2.6.17 The survey video footage has been reviewed. Based on observations, a graph of pedestrian activity by time of day for each of the 3 survey days is shown in Figure 2-38.

2.6.18 Thursday was observed to be the busiest day, with high pedestrian activity between 5pm to 8pm. There was crowding outside The Phoenix in the evening. In the daytime, the northern section of Austin Friars (to/from Pinners Passage) was the busiest section.

2.6.19 Friday was generally less busy than Thursday, with shorter periods of crowding, that were also less extensive.

2.6.20 Saturday had generally low volumes of pedestrians, with occasional groups of people moving through.

Figure 2-38: Austin Friars – Pedestrian activity summary

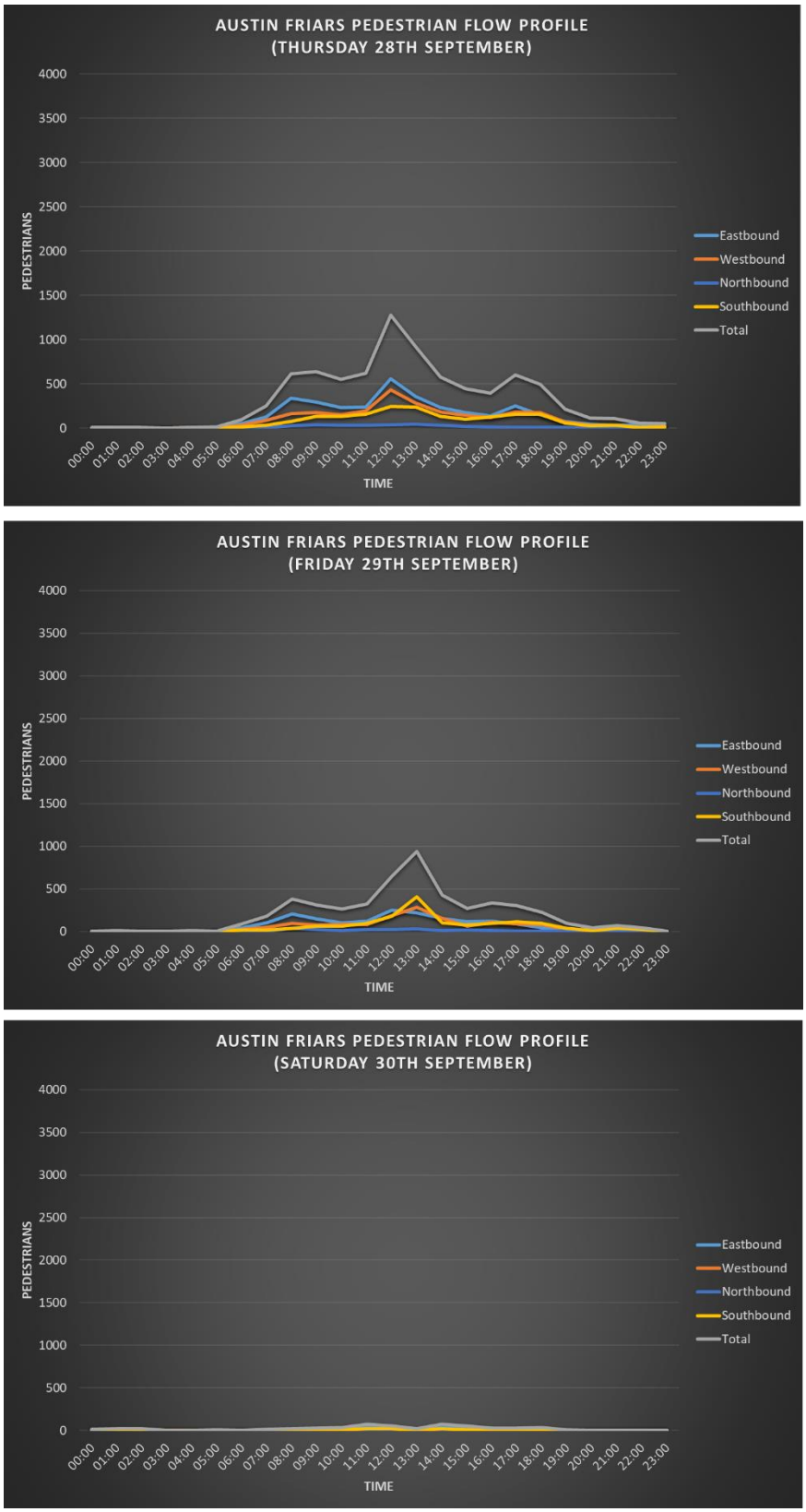


2.6.21 Figure 2-39 denotes the hotspots of pedestrian activity on Austin Friars. These correspond with pubs and bars where people congregate.

Figure 2-39: Austin Friars – Pedestrian activity hotspots

2.6.22 The pedestrian flow profiles for each of the survey days for Austin Friars is shown in Figure 2-40.

Figure 2-40: Pedestrian flow profile for Austin Friars



2.7 Lime Street

Layout

2.7.1 Lime Street has varying restrictions in place along its length. These are summarised as follows:

- Between a point 35m south of Leadenhall Street and the junction with Fenchurch Avenue there is a motor vehicles restriction that applies at all times except for access. There are fire gates at both ends of this section of Lime Street. This is shown in Figure 2-41.
- 32m north of Fenchurch Street there is a no motor vehicles restriction that applies Monday to Friday, 8am-6pm. This is shown in Figure 2-42.

2.7.2 The section of Lime Street 35m south of Leadenhall Street to the junction with Leadenhall Place is one-way southbound. Cycling is permitted in both directions. The carriageway and footway at the same level and there are double yellow lines, which apply the City of London's parking controls.

2.7.3 The section of Lime Street 32m north of Fenchurch Street to the junction with Fenchurch Avenue is one-way northbound. Cycling is permitted in both directions. The carriageway and footway at the same level for this section of Lime Street. There are double yellow line double tick markings (no loading at any time), from the start of the motor vehicle restriction to the junction with Lime Street Passage. The remaining part of this section of Lime Street had double yellow lines only, allowing loading in line with the City of London's parking controls.

2.7.4 It was observed from the site visit that the No Entry (except cycles) sign that prohibits motor vehicles to proceed southbound on Lime Street at the junction with Leadenhall Place was turned to face the wrong direction meaning it could not be viewed by those vehicles traveling westbound then southbound on Fenchurch Avenue then Lime Street.

Traffic Management Order (TMO)

2.7.5 The TMO for Lime Street between the junctions with Lime Street Passage and Leadenhall Place is in line with the signage provided on-street. The TMO states that no motor vehicles can enter this section of Lime Street between 8am and 6pm on Mondays to Fridays, with the exception of:

- Ambulance, fire brigade or police vehicles in an emergency.
- Any vehicle being used in the service of a local authority in pursuance of statutory powers or duties.

Figure 2-41: Lime Street south of Leadenhall Street (looking south)

Figure 2-42: Lime Street north of Fenchurch Street (looking north)

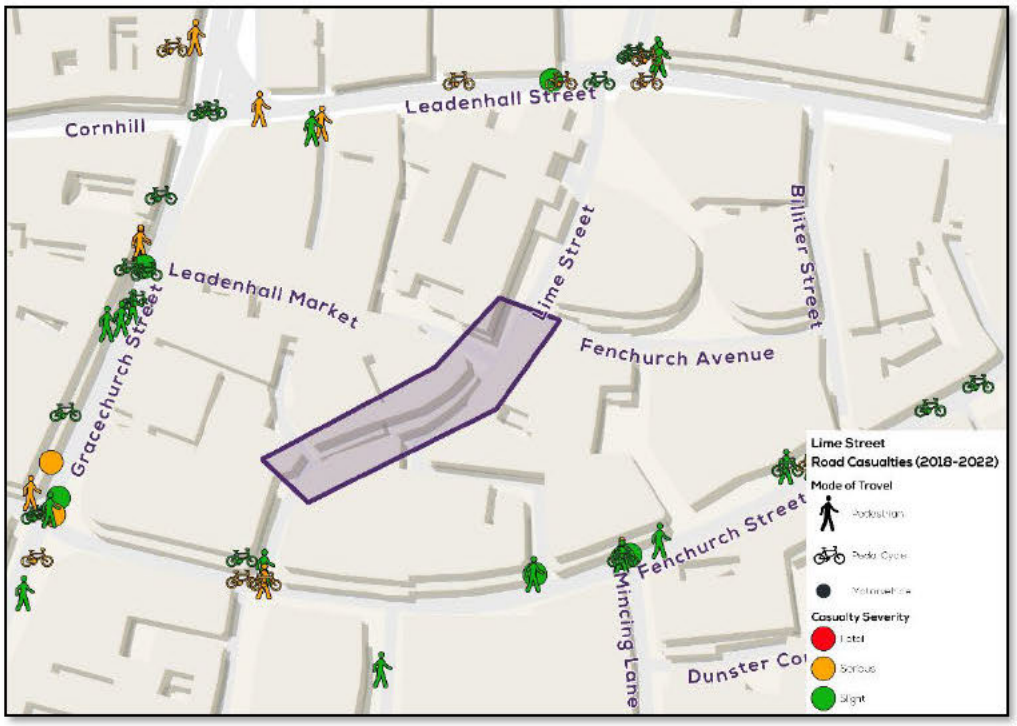
Collision data

2.7.6 Collision data has been analysed for 2018-2022 (inclusive). There were no collisions recorded by the police during the period on Lime Street between the junctions with Lime Street Passage and Fenchurch Avenue. The collision plot for 2018-2022 is shown in Figure 2-43.

2.7.7 The nearest casualties were on Fenchurch Street to the south and Leadenhall Street to the north.

2.7.8 It should be noted that 2018 and 2019 are pre-Covid, 2020 and 2021 during Covid, and 2022 is post Covid.

Figure 2-43: Lime Street – casualty plot 2018-2022



Traffic Flows

2.7.9 Table 2.9 provides a summary for each survey day for motor vehicles and cycles. The values in red bold and brackets are the number of vehicles contravening the TMO restrictions.

Table 2.9: Lime Street – Traffic flow summary

24-hour period	Motor vehicles northbound	Cyclists northbound	Motor vehicles southbound	Cyclists southbound
Thursday	381 **(41)**	445	45 **(24)**	338
Friday	330 **(40)**	284	23 **(12)**	212
Saturday	287	90	36	40

2.7.10 Figure 2-44 and Figure 2-45 show the motor vehicle and cycle flow profiles respectively for each of the survey days. The motor vehicle flow is around 20 vehicles per hour before and after the times of the TMO restriction. The cycle flows have large peaks at 8am and 6pm.

Figure 2-44: Lime Street – Motor vehicle flow profile

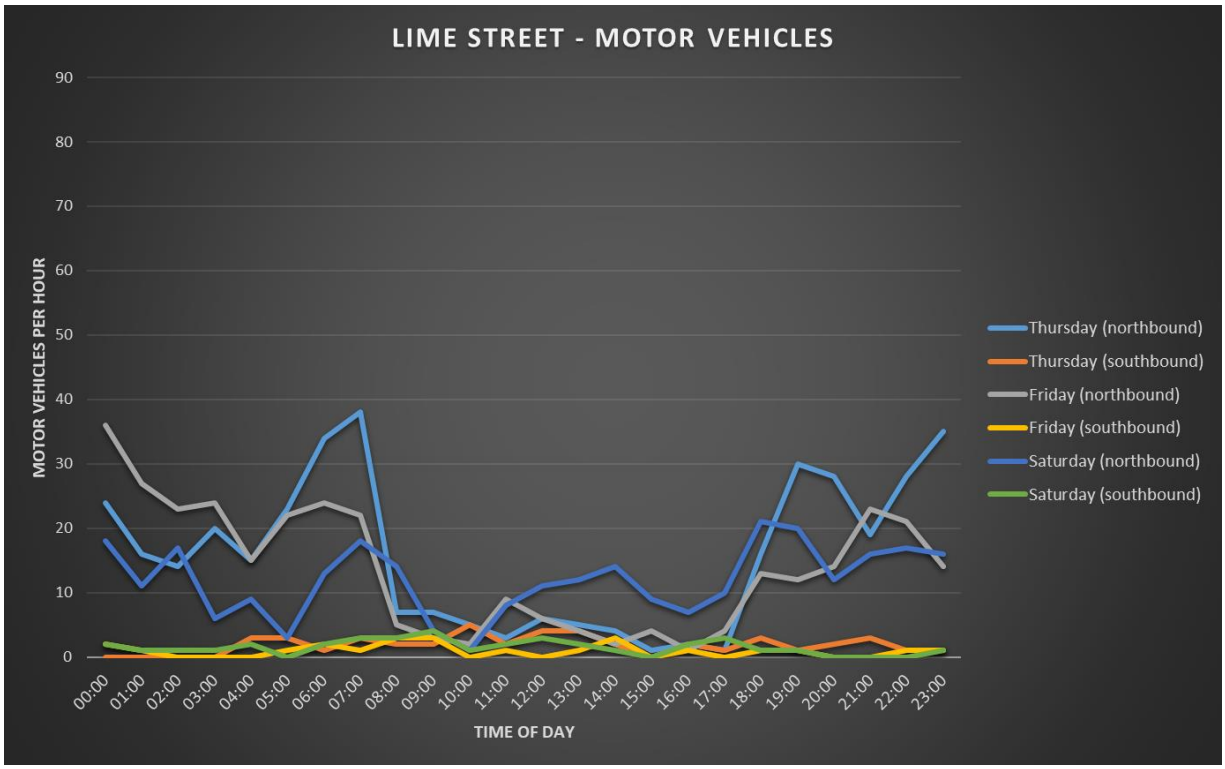
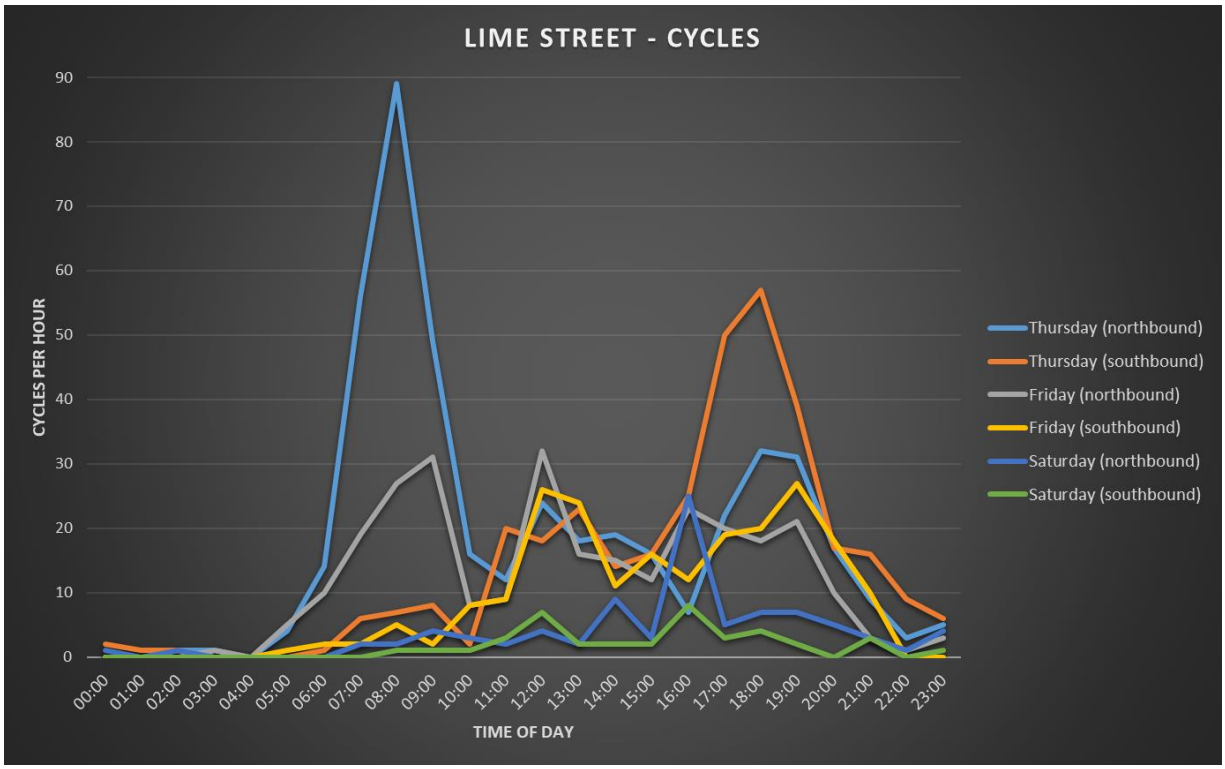


Figure 2-45: Lime Street – Cycle flow profile



Kerbside activity

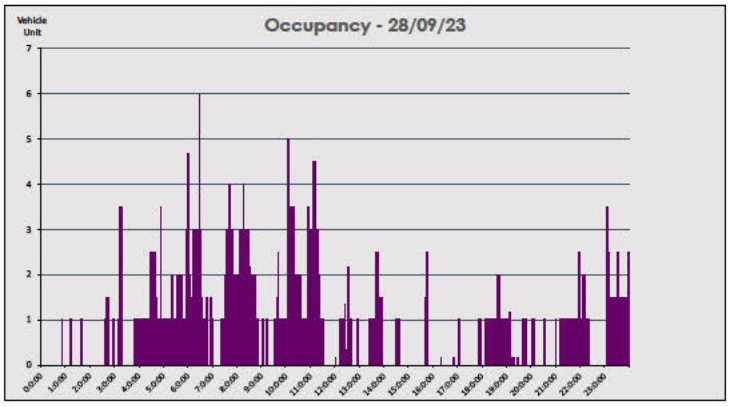
2.7.11 A summary of motor vehicle kerbside activity for each survey day in provided in Table 2.10.

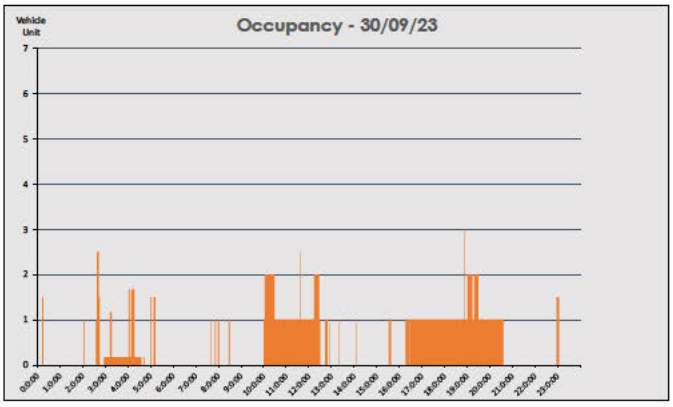
Table 2.10: Lime Street – Kerbside activity summary (motor vehicles)

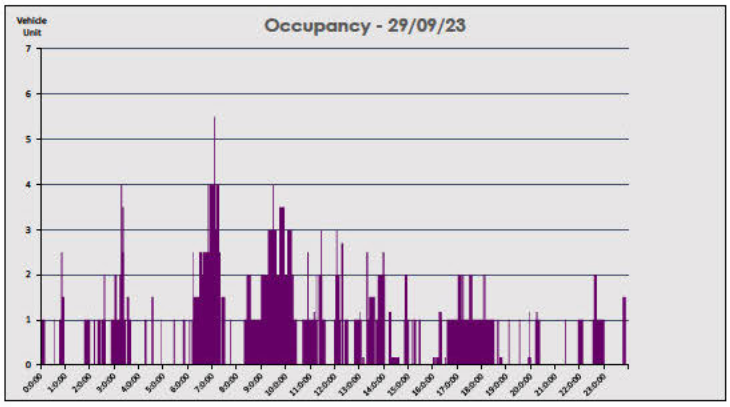
24-hour period	Loading / Unloading	Parcel Pickup/ Delivery	Pick-Up / Drop-Off	Waiting	Parked	Servicing	Grand Total
Thursday	14	31	19	15	30	0	109
Friday	31	26	25	19	17	0	118
Saturday	7	2	9	8	13	0	39

2.7.12 The profile by time of day for kerbside activity of motor vehicles on Lime Street is shown in Figure 2-6 for Thursday 28th, Friday 29th and Saturday 30th September.

Figure 2-46: Lime Street – Kerbside occupancy profile (motor vehicles)



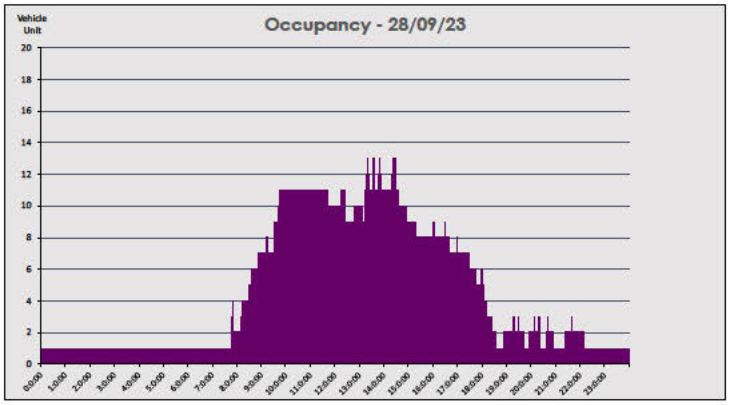


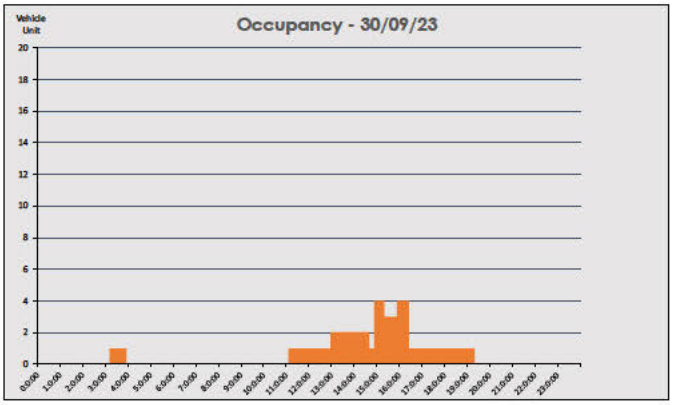


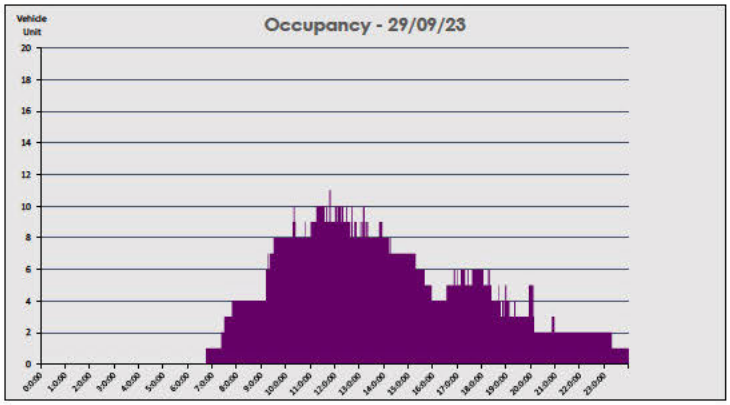
2.7.13 The survey results show kerbside activity throughout the day that contravene the TMO restrictions. It also shows a reasonable level of kerbside activity after 6pm on a weekday.

2.7.14 Figure 2-7 provides the profile by time of day for kerbside activity of cycles on Lime Street for Thursday 28th, Friday 29th and Saturday 30th September.

Figure 2-47: Lime Street – Kerbside occupancy profile (cycles)







2.7.15 The data shows that people are using cycles to access Lime Street throughout the day.

Pedestrian activity

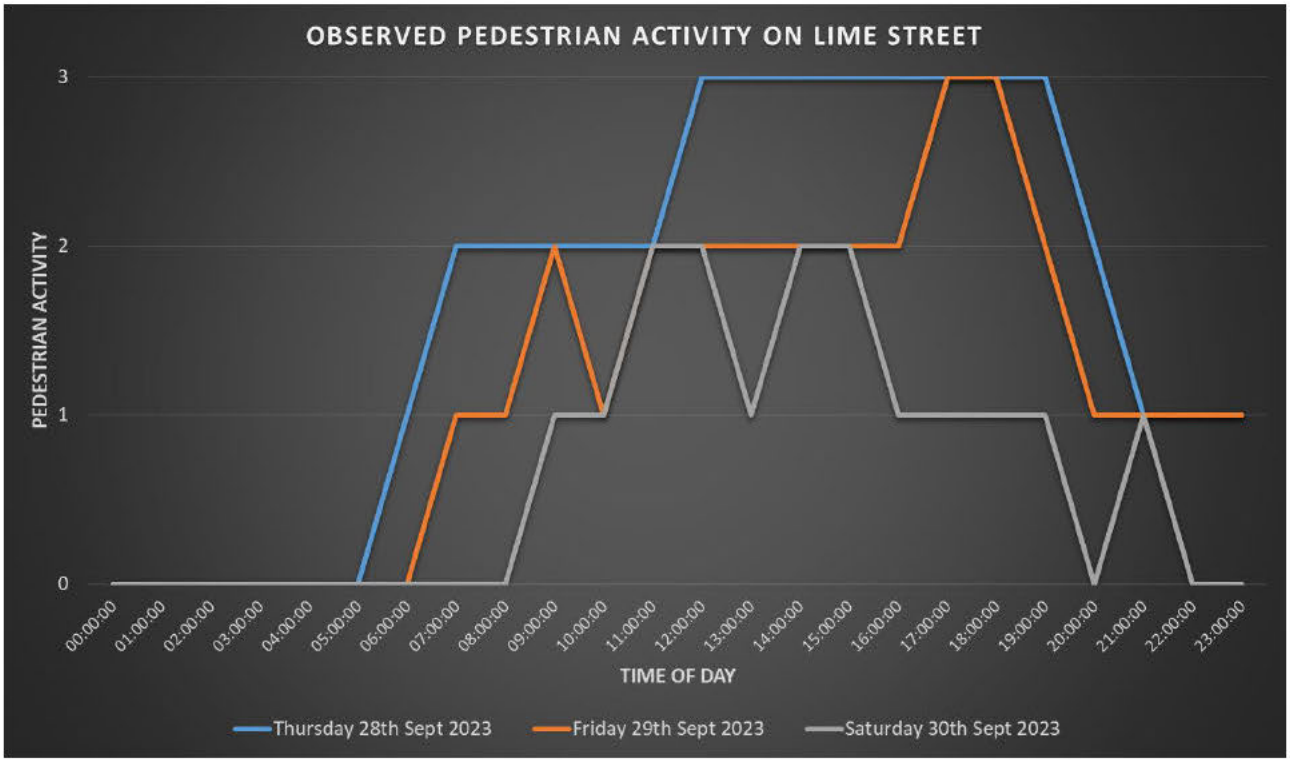
2.7.16 The survey video footage has been reviewed. Based on observations, a graph of pedestrian activity by time of day for each of the 3 survey days is shown in Figure 2-48.

2.7.17 Thursday was observed to be the busiest day, with high pedestrian activity between midday and 7pm and then from 5pm to 9pm. There was crowding outside The Grapes in the evening.

2.7.18 Friday was generally less busy than Thursday, with shorter periods of crowding, that were also less extensive.

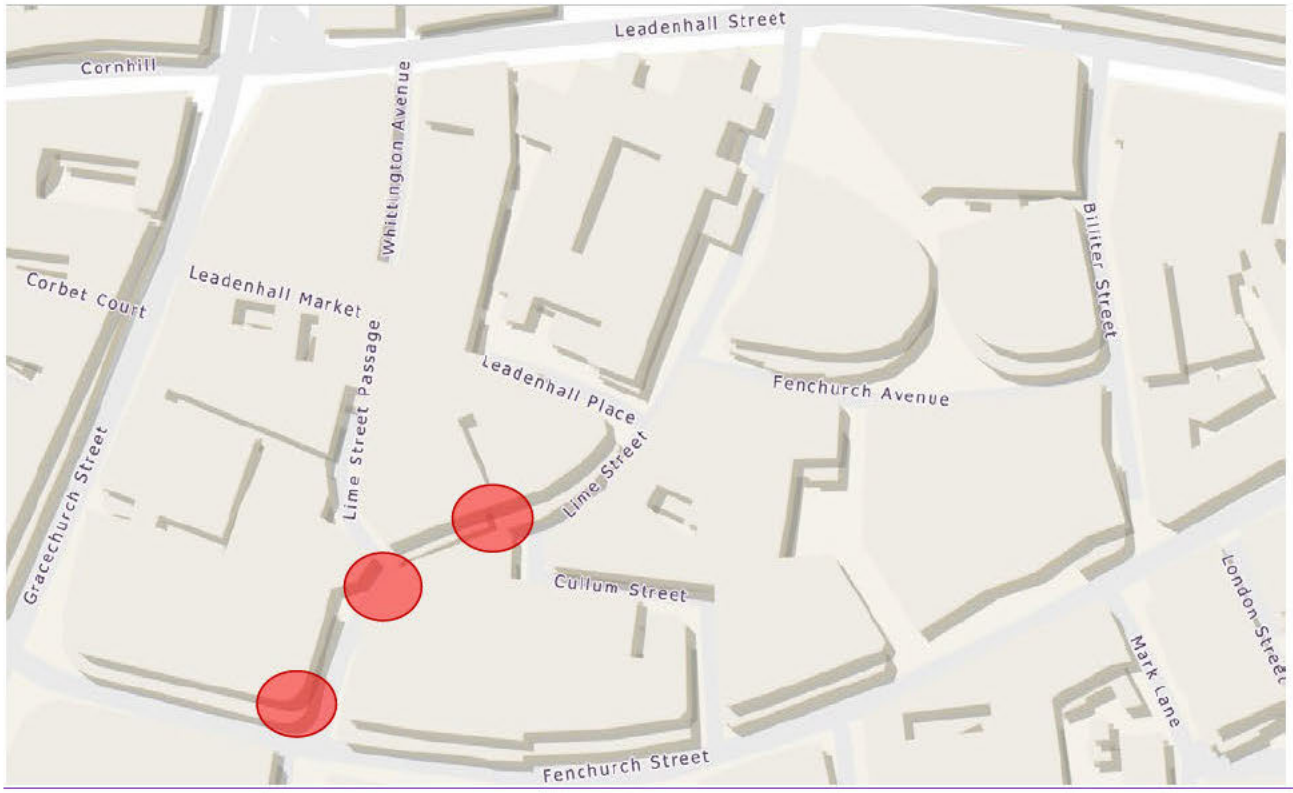
2.7.19 Saturday had generally low volumes of pedestrians, with occasional groups of people moving through.

Figure 2-48: Lime Street – Pedestrian activity summary



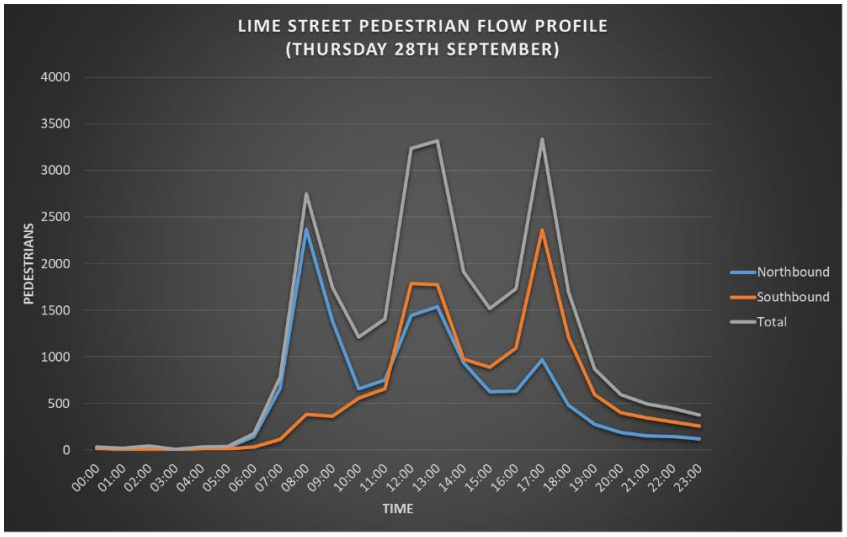
2.7.20 Figure 2-49 denotes the hotspots of pedestrian activity on Lime Street. These correspond with pubs and bars where people congregate.

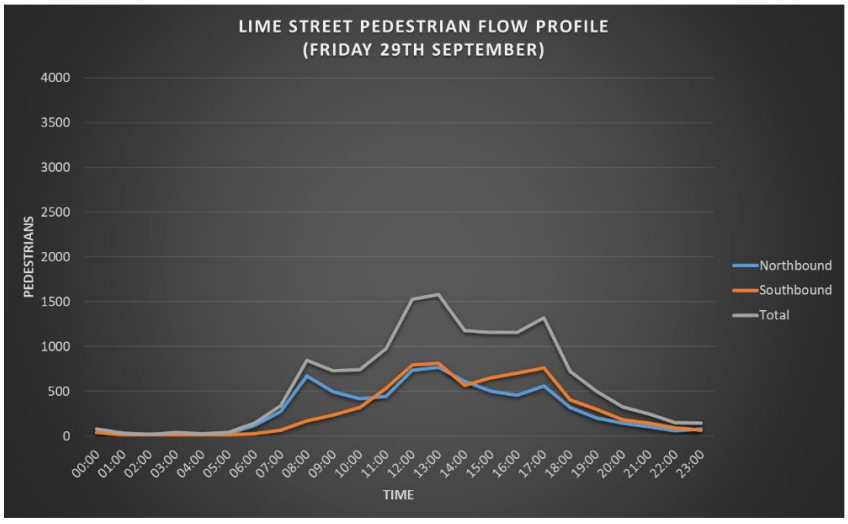
Figure 2-49: Lime Street – Pedestrian activity hotspots

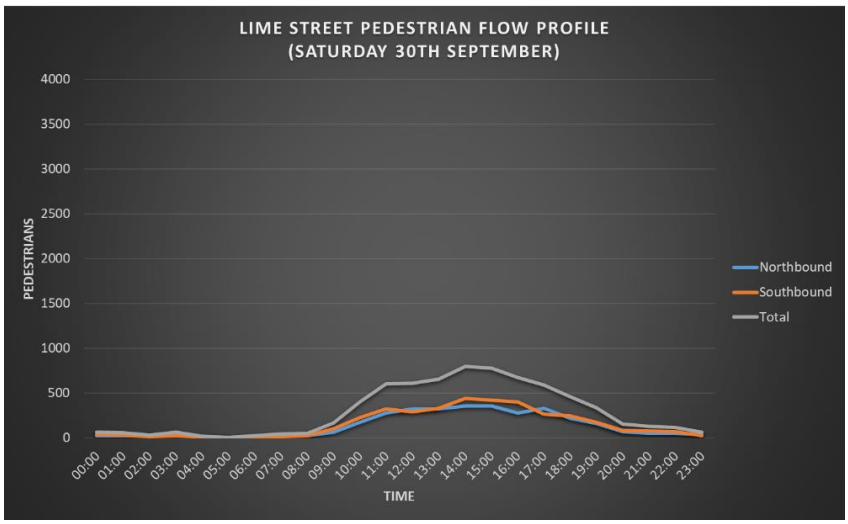


2.7.21 The pedestrian flow profiles for each of the survey days for Lime Street is shown in Figure 2-50.

Figure 2-50: Pedestrian flow profile for Lime Street







2.8 Devonshire Row

Layout

2.8.1 Devonshire Row, between the junction with Bishopsgate to the west and Devonshire Square to the east, is a Pedestrian Zone (motor vehicle restriction) from Monday to Friday, 8am-6pm. The current signage at the junction with Bishopsgate is shown in Figure 2-51 and at the junction with Ludgate Broadway in Figure 2-52.

2.8.2 Devonshire Row is a narrow one-way street (eastbound), with carriageway and footway at the same level. Street furniture (A-frame advertising boards and outdoor dining areas) was observed to be used along the length of the footway on both sides of the street.

2.8.3 Cycling is permitted in the eastbound direction only.

2.8.4 There are double yellow lines on both sides of the carriageway for the full length of Devonshire Row. This means parking is prohibited at all times, with loading permitted for a maximum of 40 minutes.

Traffic Management Order (TMO)

2.8.5 The TMO for Devonshire Row is in line with the signage provided on-street. The TMO states that no motor vehicles can enter this section of Devonshire Row between 8am and 6pm on Mondays to Fridays, with the exception of:

- Ambulance, fire brigade or police vehicles in an emergency.
- Any vehicle being used in the service of a local authority in pursuance of statutory powers or duties.

Figure 2-51: Devonshire Row at junction with Bishopsgate (looking east)

Figure 2-52: Devonshire Row at junction with Devonshire Square (looking east)

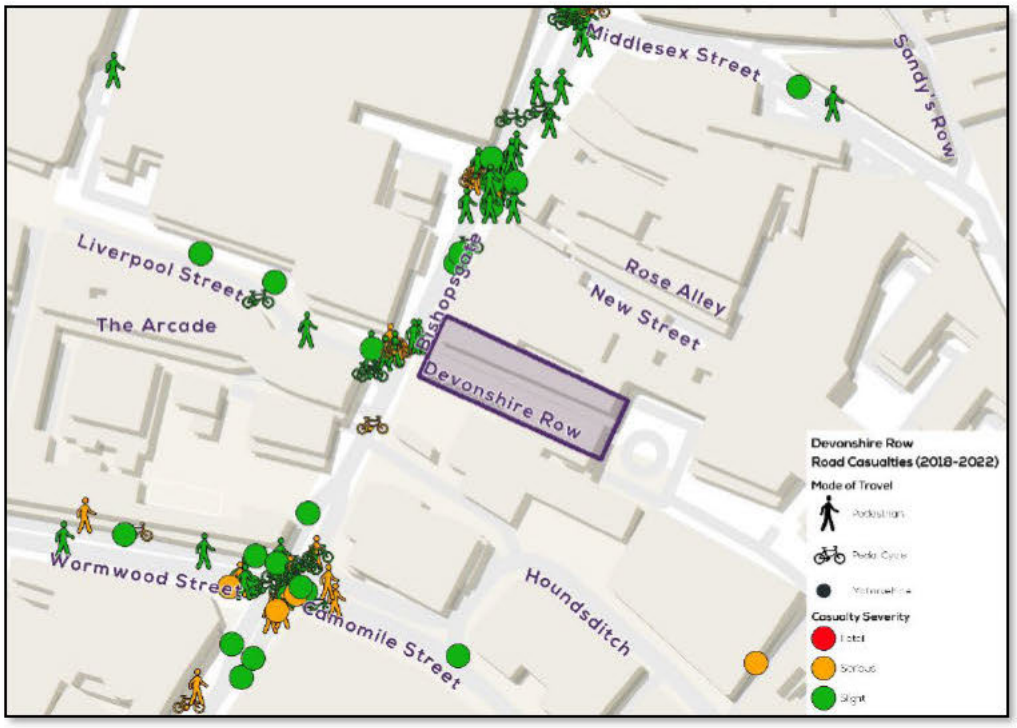
Collision data

2.8.6 Collision data has been analysed for 2018-2022 (inclusive). There were no collisions recorded by the police during the period Devonshire Row. The collision plot for 2018-2022 is shown in Figure 2-53.

2.8.7 The nearest casualties were located on Bishopsgate.

2.8.8 It should be noted that 2018 and 2019 are pre-Covid, 2020 and 2021 during Covid, and 2022 is post Covid.

Figure 2-53: Devonshire Row – casualty plot 2018-2022



Traffic Flows

2.8.9 Table 2.11 provides a summary for each survey day for motor vehicles and cycles. The values in red bold and brackets are the number of vehicles contravening the Pedestrian Zone TMO restrictions.

Table 2.11: Devonshire Row – Traffic flow summary

24-hour period	Motor vehicles eastbound	Cyclists eastbound	Motor vehicles westbound	Cyclists westbound
Thursday	6 **(1)**	242	1 **(0)**	322
Friday	6 **(1)**	264	1 **(1)**	305
Saturday	7	235	2	256

2.8.10 Figure 2-54 and Figure 2-55 show the motor vehicle and cycle flow profiles respectively for each of the survey days. The motor vehicle flows are consistently low throughout each survey day. The cycle flows peak reflects the typical morning, lunchtime and evening peak hour periods, with highest volumes between 5pm-7pm.

Figure 2-54: Devonshire Row – Motor vehicle flow profile

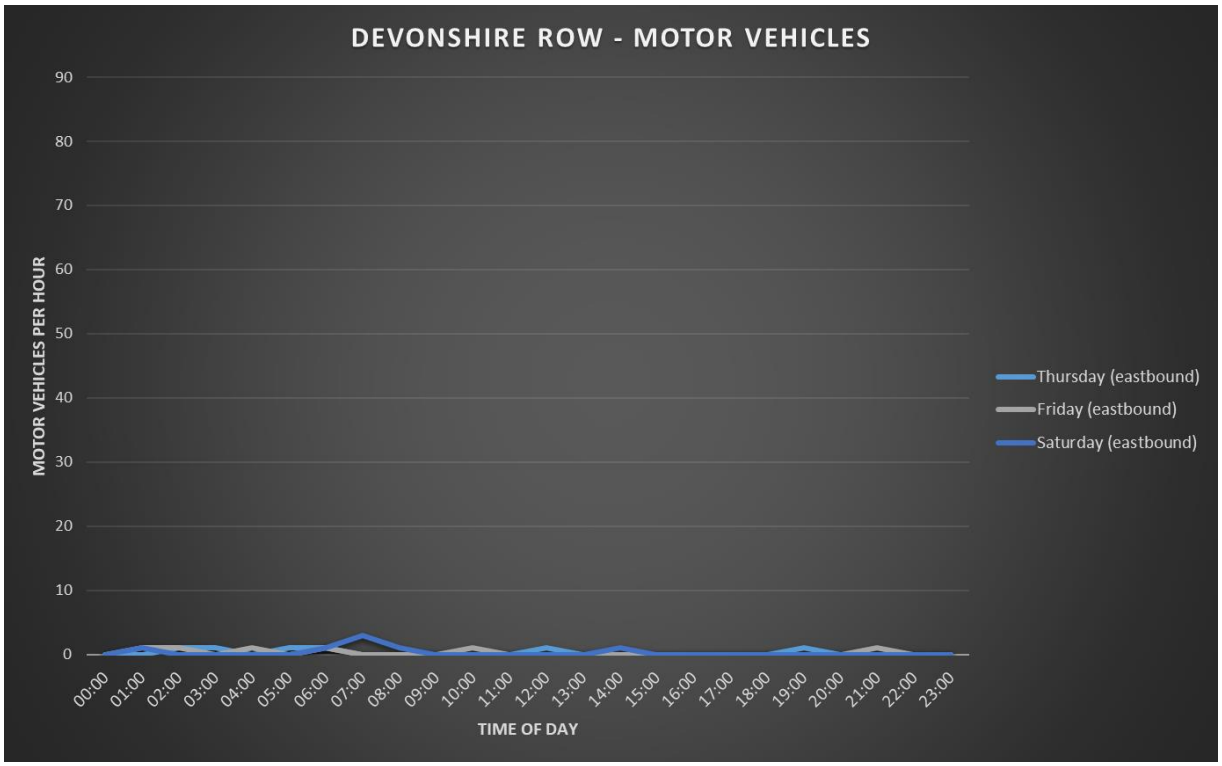
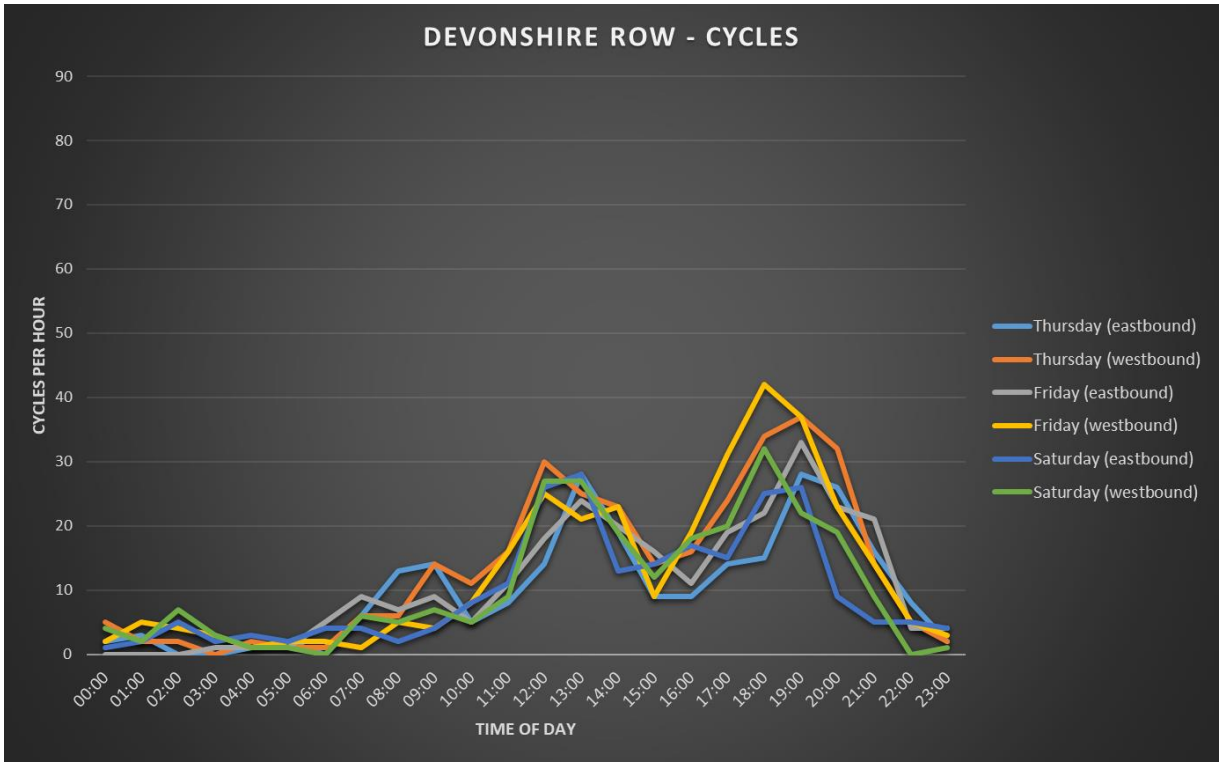


Figure 2-55: Devonshire Row – Cycle flow profile



Kerbside activity

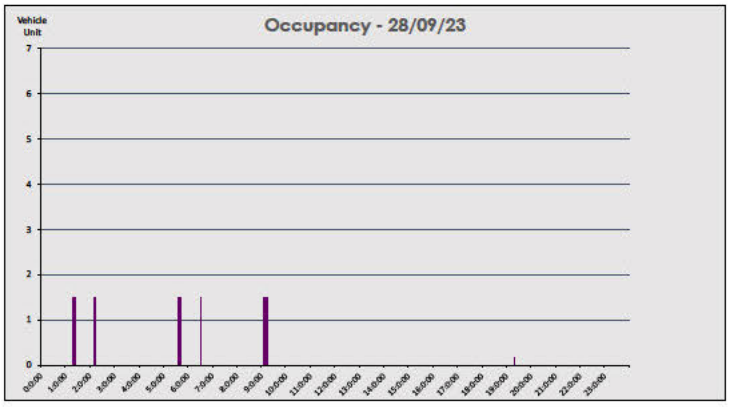
2.8.11 A summary of kerbside activity for each survey day in provided in Table 2.12.

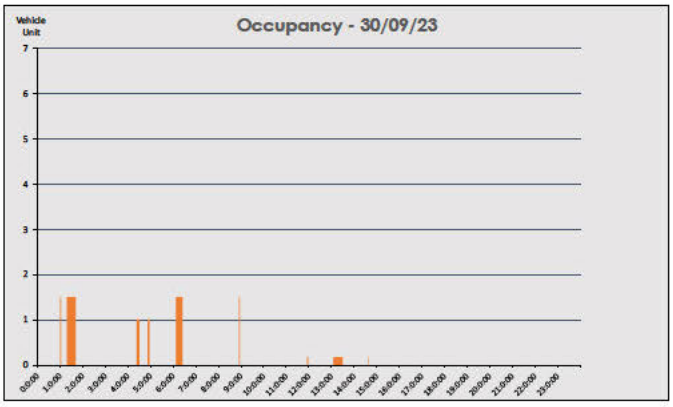
Table 2.12: Devonshire Row – Kerbside activity summary

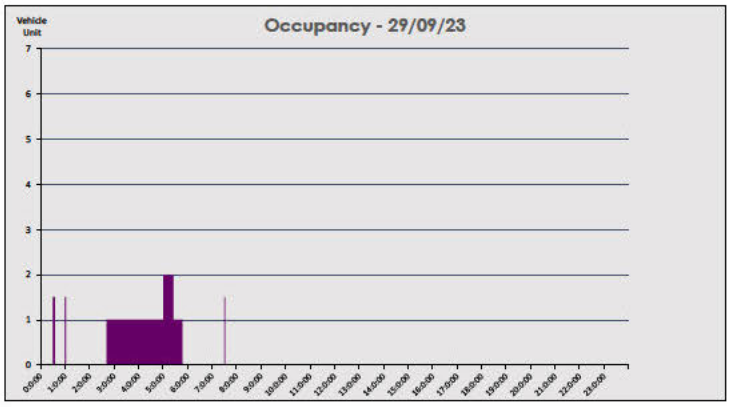
24-hour period	Loading / Unloading	Parcel Pickup/ Delivery	Pick-Up / Drop-Off	Waiting	Parked	Servicing	Grand Total
Thursday	5	0	0	0	1	0	6
Friday	4	1	0	0	0	0	5
Saturday	6	1	0	2	2	0	11

2.8.12 The profile by time of day for kerbside activity of motor vehicles on Devonshire Row is shown in Figure 2-56 for Thursday 28th, Friday 29th and Saturday 30th September.

Figure 2-56: Devonshire Row – Kerbside occupancy profile (motor vehicles)



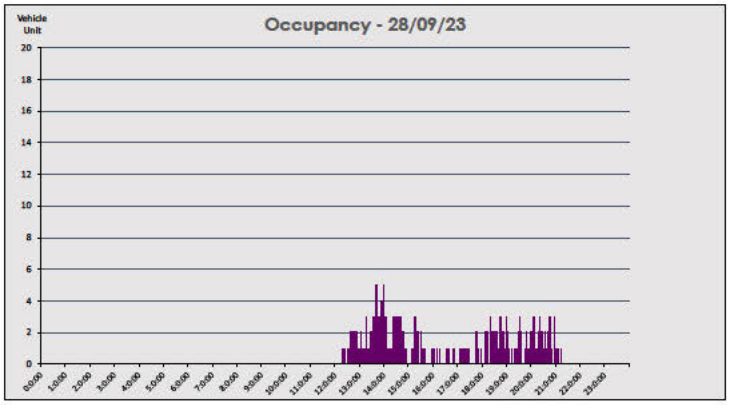


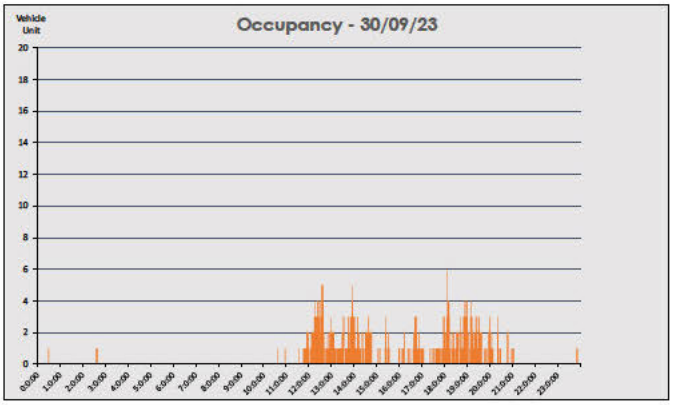


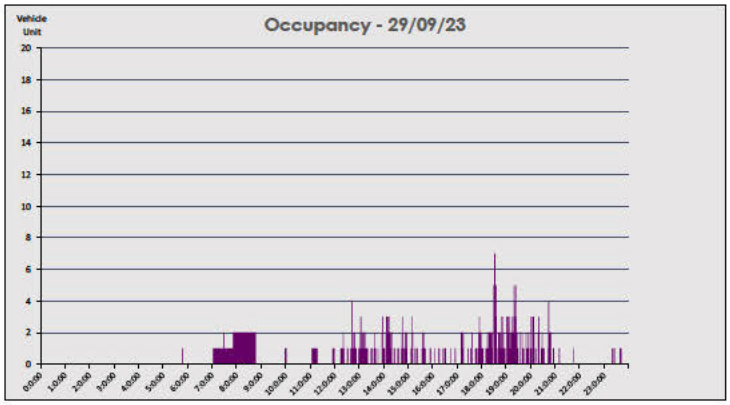
2.8.13 The survey results show there is generally good compliance with the Pedestrian Zone restrictions. It also suggests there is no demand for kerbside provision after 6pm on a weekday.

2.8.14 Figure 2-57 provides the profile by time of day for kerbside activity of cycles on Devonshire Row for Thursday 28th, Friday 29th and Saturday 30th September.

Figure 2-57: Devonshire Row – Kerbside occupancy profile (cycles)







2.8.15 The data shows that people are using cycles to access Devonshire Row throughout the day, but primarily in the afternoon and evening. There is a high proportion of delivery cycles using Devonshire Row.

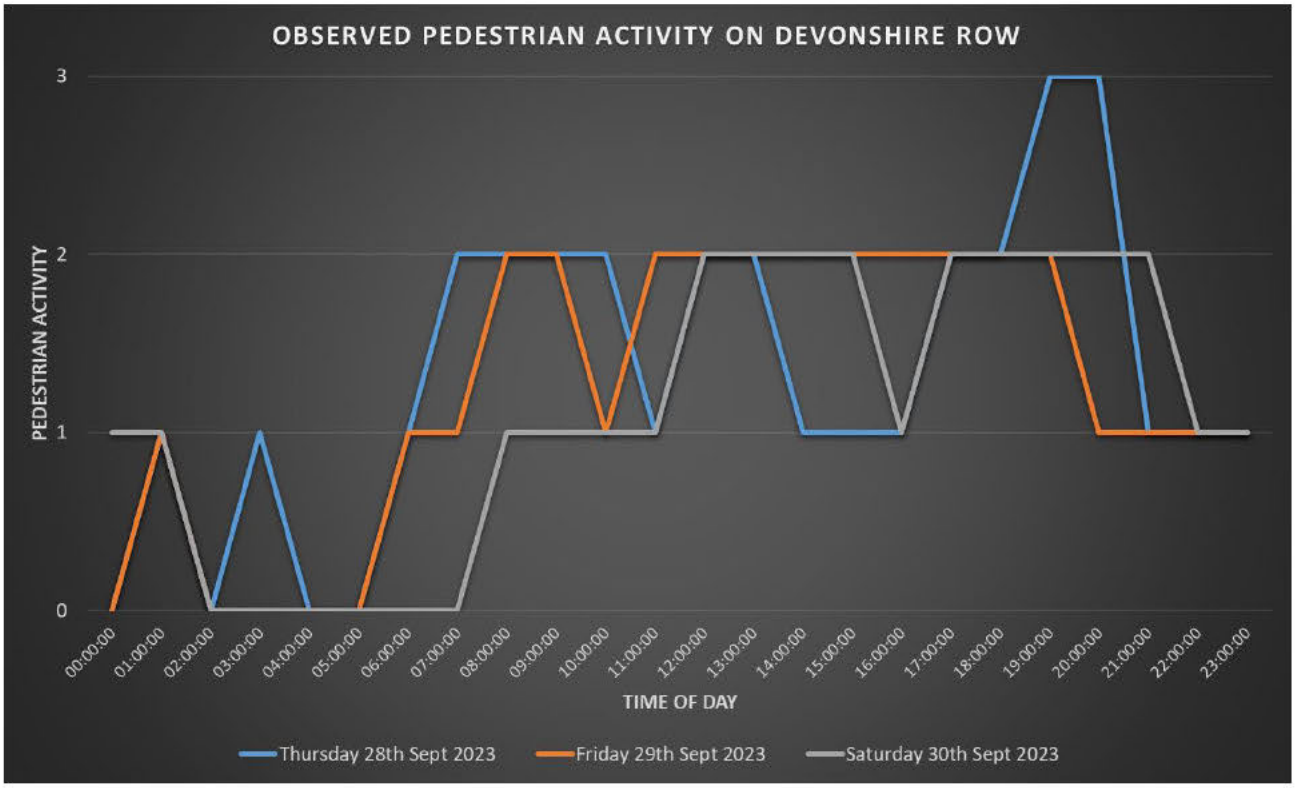
Pedestrian activity

2.8.16 The survey video footage has been reviewed. Based on observations, a graph of pedestrian activity by time of day for each of the 3 survey days is shown in Figure 2-58.

2.8.17 Devonshire Road has a more consistent level of activity across each of the days, including Saturday. This is different to the other pedestrian spaces, which tended to have much lower activity on Saturday compared to Thursday and Friday. This is likely to be due to the proximity to Liverpool Street Station, and that Devonshire Row provides a connection to two Travelodge hotels, an Ibis hotel, as well as other destinations.

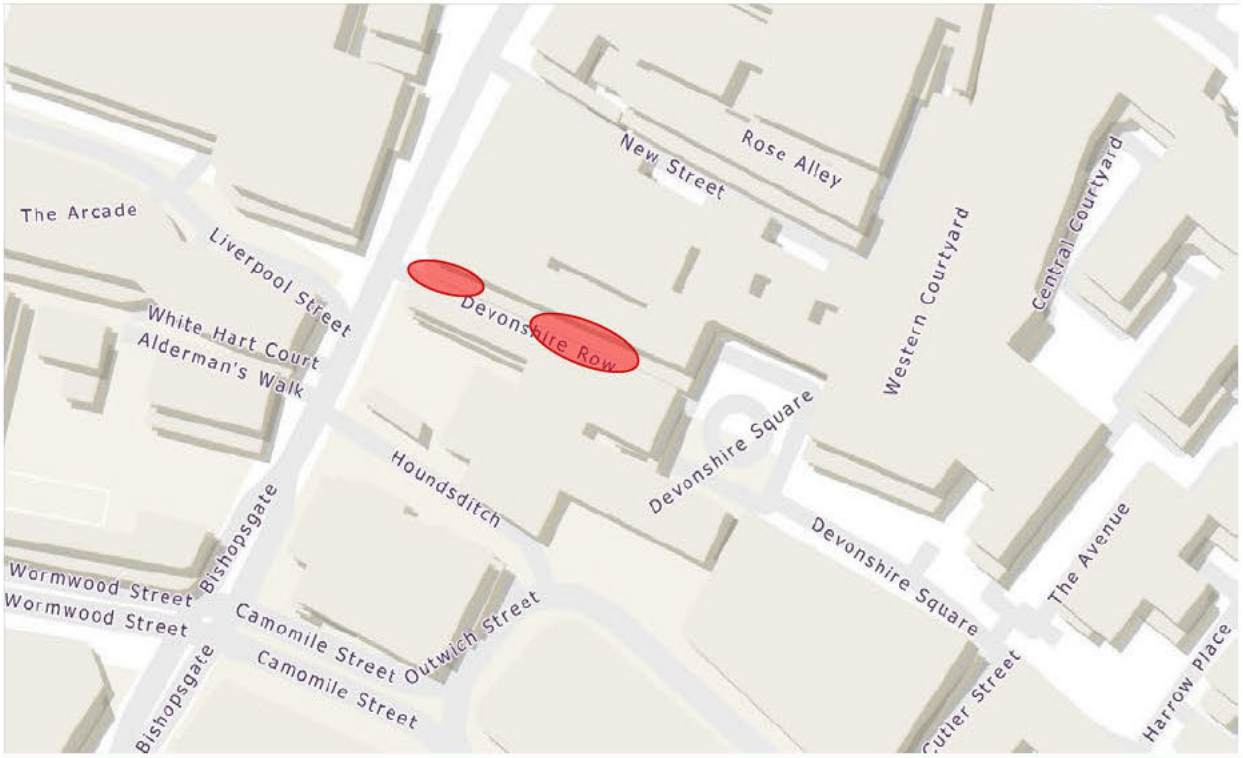
2.8.18 There is some static activity outside The Bull and the Humble Grape.

Figure 2-58: Devonshire Row – Pedestrian activity summary



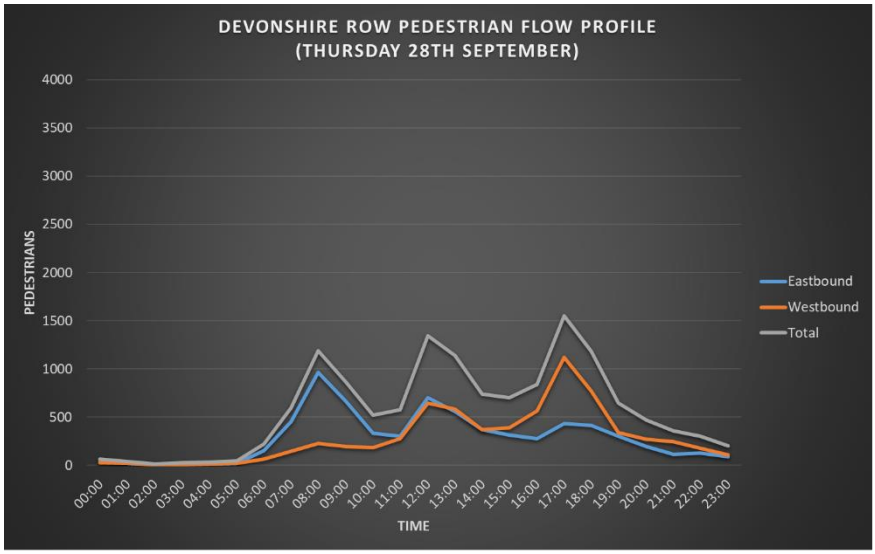
2.8.19 Figure 2-59 denotes the hotspots of pedestrian activity on Devonshire Row. These correspond with pubs and bars where people congregate.

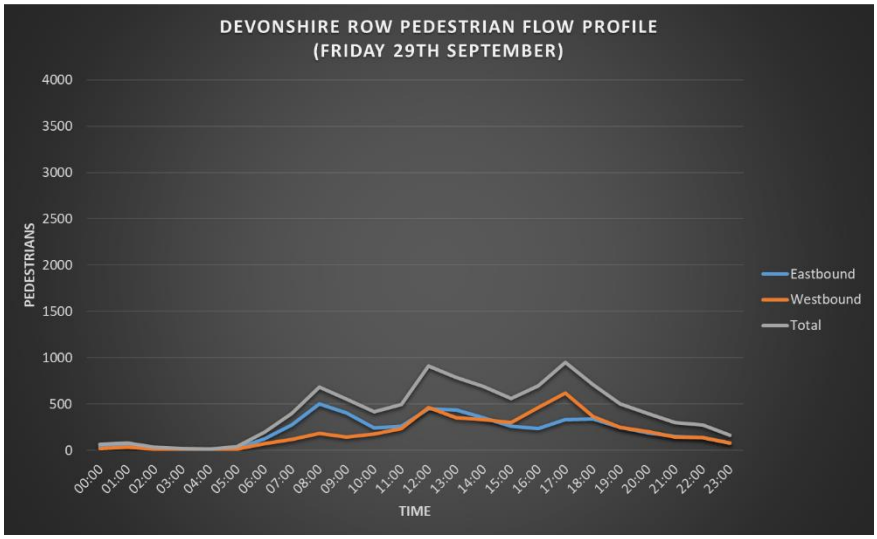
Figure 2-59: Devonshire Row – Pedestrian activity hotspots

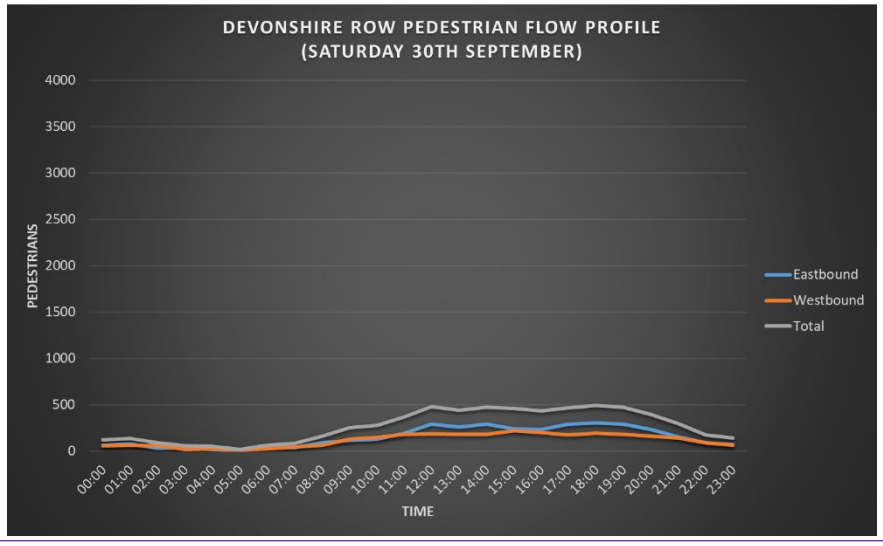


2.8.20 The pedestrian flow profiles for each of the survey days for Devonshire Row is shown in Figure 2-60.

Figure 2-60: Pedestrian flow profile for Devonshire Row







2.9 Additional analysis

2.9.1 Further analysis of kerbside activity and pedestrian activity is provided as follows.

2.10 Kerbside activity

2.10.1 Table 2.13, Table 2.14 and Table 2.15 show the proportion of kerbside activity being undertaken by cycles for each survey day.

Table 2.13: Kerbside activity summary – proportion by cycles (Thursday 28th September)

Location	Loading / Unloading	Parcel Pickup/ Delivery	Pick-Up / Drop-Off	Waiting	Parked	Servicing	Grand Total
Austin Friars	0%	43%	0%	50%	70%	100%	32%
Bow Lane	13%	90%	0%	94%	90%	0%	88%
Carter Lane	0%	55%	0%	43%	80%	0%	42%
Devonshire Row	0%	100%	0%	100%	88%	0%	96%
Lime Street	0%	28%	0%	32%	62%	0%	38%
Watling Street	0%	57%	0%	25%	82%	0%	42%
Grand Total	**1%**	**81%**	**0%**	**68%**	**75%**	**50%**	**63%**

Table 2.14: Kerbside activity summary – proportion by cycles (Friday 29th September)

Location	Loading / Unloading	Parcel Pickup/ Delivery	Pick-Up / Drop-Off	Waiting	Parked	Servicing	Grand Total
Austin Friars	0%	40%	0%	24%	61%	0%	31%
Bow Lane	14%	93%	0%	88%	95%	0%	87%
Carter Lane	0%	61%	0%	60%	63%	0%	52%
Devonshire Row	0%	99%	0%	100%	100%	0%	98%
Lime Street	0%	35%	0%	32%	71%	0%	35%
Watling Street	6%	67%	0%	35%	60%	0%	37%
Grand Total	**4%**	**85%**	**0%**	**64%**	**78%**	**0%**	**64%**

Table 2.15: Kerbside activity summary – proportion by cycles (Saturday 30th September)

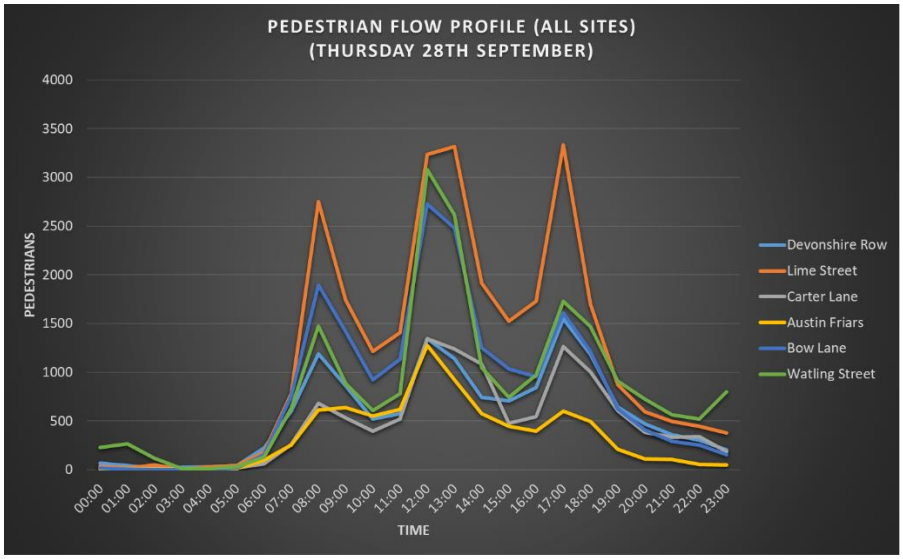
Location	Loading / Unloading	Parcel Pickup/ Delivery	Pick-Up / Drop-Off	Waiting	Parked	Servicing	Grand Total
Austin Friars	0%	0%	0%	25%	45%	0%	**16%**
Bow Lane	0%	96%	0%	84%	50%	0%	**88%**
Carter Lane	0%	40%	0%	0%	75%	0%	**29%**
Devonshire Row	0%	99%	0%	95%	60%	0%	**94%**
Lime Street	0%	0%	0%	11%	32%	0%	**15%**
Watling Street	0%	100%	0%	31%	55%	0%	**17%**
Grand Total	**0%**	**95%**	**0%**	**60%**	**49%**	**0%**	60%

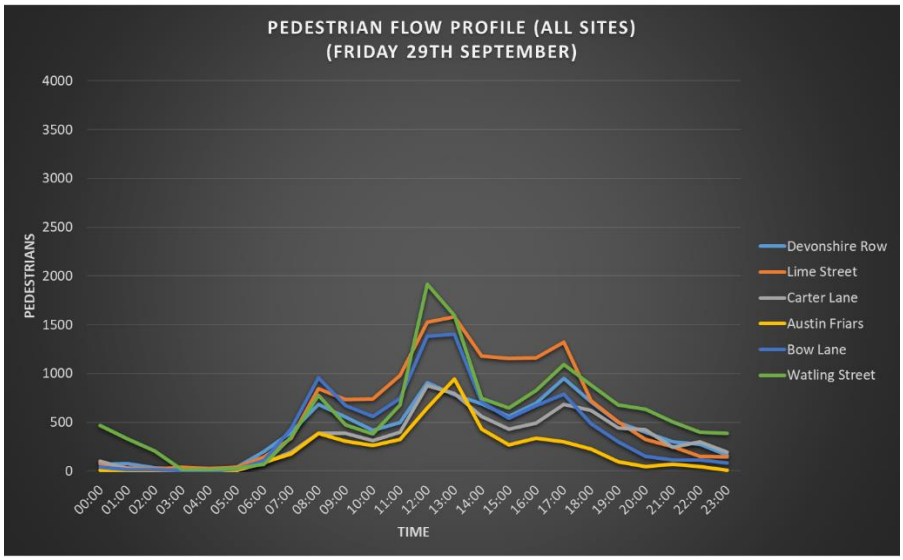
2.10.2 The survey data shows that the majority of kerbside activity in each of the study areas is undertaken by cycles, except for loading, pick-up/drop-off and servicing.

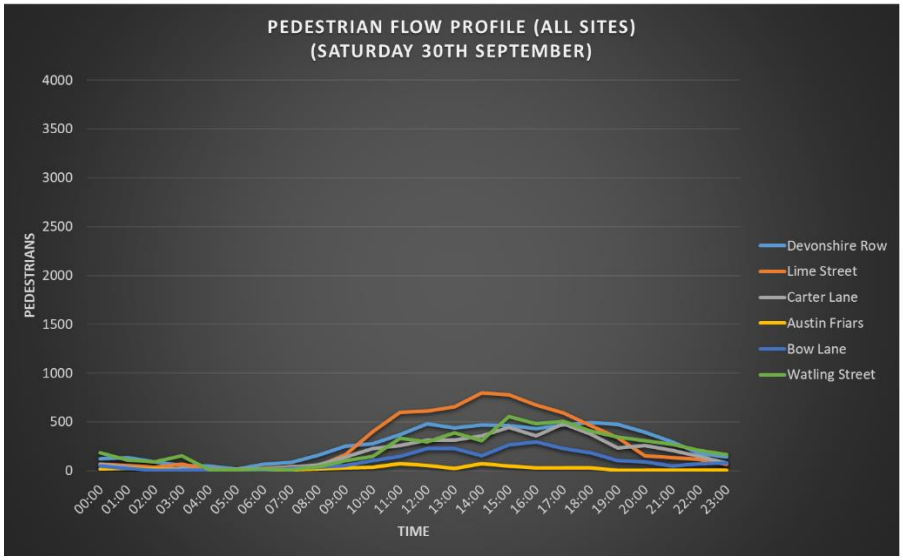
2.11 Pedestrian activity

2.11.1 In addition to the pedestrian survey data provided for each street, Figure 2-61 shows the pedestrian flow profile for each street for each survey day.

Figure 2-61: Pedestrian activity summary







2.12 Issues and opportunities

2.12.1 Issues and opportunities for each pedestrian space are summarised in Table 2.16.

Table 2.16: Issues and opportunities

Location	Issue	Opportunity
Carter Lane (Pedestrian Zone Monday to Friday, 8am-6pm)	Crowding outside The Rising Sun and Patch St Paul's.	Extend Pedestrian Zone time to 11pm.
	Low level, but fairly constant flow of pedestrian on activity on Saturday.	Extend Pedestrian Zone to include all days of the week.
	Carter Lane signed as Pedestrian Zone. The signage prohibits motor vehicles only but may cause confusion as to whether cycling is permitted.	Pedestrian Zone sign to be changed to Pedestrian and Cycle Zone to clarify that cycles are permitted on Carter Lane.
Watling Street (no motor vehicles Monday to Friday, 8am-6pm)	Crowding outside numerous venues with people using footway and carriageway.	Extend no motor vehicles restriction time to 11pm.
	Low level, but fairly constant flow of pedestrian activity on Saturday.	Extend no motor vehicles restriction to include all days of the week.
	Watling Street is signed as No Motor Vehicles.	Change No Motor Vehicles sign to Pedestrian and Cycle Zone sign to provide clear legibility for all road users.
	Watling Street signed as Restricted Parking Zone and double yellow lines provided on street.	Review to ascertain what signs and lines are required to restrict parking and loading activity.
	Contra-flow cycling not permitted on Watling Street.	Change TMO and signage to allow contra-flow cycling on Watling Street.
	Grade separation between footway and carriageway.	Raise carriageway to same height as footway.
Bow Lane (no motor vehicles Monday to Friday, 8am-6pm)	Crowding outside Ye Old Watling, south of Watling Street with people using footway and carriageway	Extend no motor vehicles restriction time to 11pm.
	Low level, but fairly constant flow of pedestrian activity on Saturday.	Extend no motor vehicles restriction to include all days of the week.
	Bow Lane is signed as No Motor Vehicles.	Change No Motor Vehicles sign to Pedestrian and Cycle Zone sign to provide clearly legibility for all road users.
	There is not a No Left-Turn sign denoting the prohibition of this movement from Watling Street to Bow Lane.	Add No Left-Turn sign from Watling Street to Bow Lane.
	Contra-flow cycling not permitted on Bow Lane.	Change TMO and signage to allow contra-flow cycling on Bow Lane.
Austin Friars (no motor vehicles Monday to Friday, 11am-4pm)	Crowding outside The Phoenix with people using footway and carriageway.	Extend no motor vehicles restriction time to 11pm.
	Austin Friars is signed as No Motor Vehicles.	Change No Motor Vehicles sign to Pedestrian and Cycle Zone sign to provide clearly legibility for all road users.
Lime Street (no motor vehicles Monday to Friday, 8am-6pm)	Crowding outside The Grapes with people using footway and carriageway.	Extend no motor vehicles restriction time to 11pm.
	Lime Street is signed as No Motor Vehicles.	Change No Motor Vehicles sign to Pedestrian and Cycle Zone sign to provide clearly legibility for all road users.
	Southbound No Entry sign facing wrong direction.	Ensure southbound No Entry sign faces the correct direction.
Devonshire Row (Pedestrian Zone Monday to Friday, 8am-6pm)	Crowding across footway and carriageway after 6pm.	Extend Pedestrian Zone time to 11pm.
	Low level, but fairly constant flow of pedestrian on activity on Saturday.	Extend Pedestrian Zone to include all days of the week.
	Devonshire Row signed as Pedestrian Zone. The signage prohibits motor vehicles only but may cause confusion as to whether cycling is permitted.	Pedestrian Zone sign to be changed to Pedestrian and Cycle Zone to clarify that cycles are permitted on Devonshire Row.
	Contra-flow cycling not permitted on Devonshire Row.	Change TMO and signage to allow contra-flow cycling on Devonshire Row.

3 OCCUPIER ENGAGEMENT

3.1 Methodology

3.1.1

A survey questionnaire was created with the aim of obtaining a detailed understanding of existing access needs of building occupiers in each of the pedestrian spaces within this study. The survey questions are shown in Table 3.1. The version of the survey completed by occupiers can be found at **Appendix A.**

Table 3.1: Survey questions

Question	Multiple choice answer
Q1. What is the name of the organisation?	N/A
Q2. What is the address of the organisation?	N/A
Q3. What type of organisation operates from the premises?	Q3.1. Retail
	Q3.2. Food and Beverage
	Q3.3. Office
	Q3.4. Hotel/Residential
	Q3.5. Bank
	Q3.6. School
	Q3.7. Government
	Q3.8. Other (please specify):
Q4. What are your operating hours? i.e. when are staff present to receive deliveries / servicing?	N/A
Q5. How many delivery / servicing activities typically take place Monday - Friday?	Q5.1. Midnight - 7:00am
	Q5.2. 7:00am - 8:00am
	Q5.3. 8:00am - 6:00pm
	Q5.4. 6:00pm - 7:00pm
	Q5.5. 7:00pm - 11:00pm
	Q5.6. 11:00pm - Midnight
	Q5.7. Comment:
Q6. Is there delivery / servicing activity on a Saturday?	N/A
Q7. How many delivery / servicing activities typically take place on Saturday?	Q7.1. Midnight - 7:00am
	Q7.2. 7:00am - 8:00am
	Q7.3. 8:00am - 10:00am
	Q7.4. 10:00am - 4:00pm
	Q7.5. 4:00pm - 6:00pm
	Q7.6. 6:00pm - Midnight
	Q7.7. Comment:
Q8. Is there delivery / servicing activity on a Sunday?	N/A
Q9. How many delivery / servicing activities typically take place on Sunday?	Q9.1. Midnight - 7:00am
	Q9.2. 7:00am - 8:00am
	Q9.3. 8:00am - 10:00am
	Q9.4. 10:00am - 4:00pm
	Q9.5. 4:00pm - 6:00pm
	Q9.6. 6:00pm - Midnight
	Q9.7. Comment:
Q10. What transport modes are used for deliveries / servicing?	Q10.1. Walking
	Q10.2. Cycling
	Q10.3. Public Transport
	Q10.4. Car / small van
	Q10.5. Large van
	Q10.6. Small HGV (3.5t-7.5t box truck)
	Q10.7. Large HGV (rigid or articulated above 7.5t)
	Q10.8. Comment:

Q11. What is the duration of delivery / servicing activities?	Q11.1. 0 - 20 minutes
	Q11.2. 20 - 60 minutes
	Q11.3. More than 1 hour
	Q11.4. More than 4 hours
	Q11.5. Comment:
Q12. Where does delivery / servicing activity take place? Please select all that apply	Q12.1. On-street directly outside the property
	Q12.2. On-street close to the property (within 50 meters)
	Q12.3. On-street away from the property (more than 50 meters away)
	Q12.4. Off-street parking
	Q12.5. Other (please specify):
Q13. Do you have any special delivery / servicing requirements that means activity must take place directly outside the property? Please select all that apply	Q13.1. No
	Q13.2. Yes, for security reasons (e.g. cash in transit)
	Q13.3. Yes, for health and safety reasons (e.g. heavy loads, accessibility)
	Q13.4. Other (please specify):
Q14. Do you allow staff to receive private deliveries?	N/A
Q15. How many non-business deliveries are received (e.g. Amazon deliveries to staff)?	Q15.1. About 1 - 2 per week
	Q15.2. About 1 - 2 per day
	Q15.3. More than 2 per day
	Q15.4. Other (please specify):
Q16. Do the current hours of motor vehicle restrictions cause any issue for you? If so, how and why would you like the hours to be changed?	N/A
Q17. Who collects your waste and at what time?	Q17.1. Who?
	Q17.2. What time?
Q18. Do you have plans to modernise/consolidate your delivery strategy, to try and reduce the amount of activity? If yes, please provide details	N/A
Q19. Do you have any further motor vehicle access needs not covered in this survey? (e.g. taxi required for staff member with mobility issues). If yes, please provide details	N/A

3.1.2 The survey was either completed on site or at a later date via the online facility.

3.1.3 Table 3.2 summarises the type and number of methods of survey distribution, as well as the number of responses received. Full details of this can be found at **Appendix B**.

3.1.4 The overall response rate was just under 50%, which is in line with other occupier engagement surveys undertaken by NRP and therefore considered an acceptable and representative outcome.

Table 3.2: Survey distribution method and response summary

Survey distribution method	Number
Handout to target person	21
Handout with name/email of target person	11
Handout with no name of target person	13
Form to be emailed to target person	0
Interview undertaken on site	51
Refused	13
Cannot access building	6
TOTAL BUILDINGS ENGAGED WITH	115
RESPONSES	56
RESPONSE RATE	49%

3.2 Results

3.2.1 The section provides the survey results for all of the pedestrian zones combined, as well as for each of the zones separately.

3.2.2 The survey results for each question are summarised as follows:

Q1. What is the name of the organisation?

3.2.3 Details of this can be found at **Appendix C** with the raw survey data results.

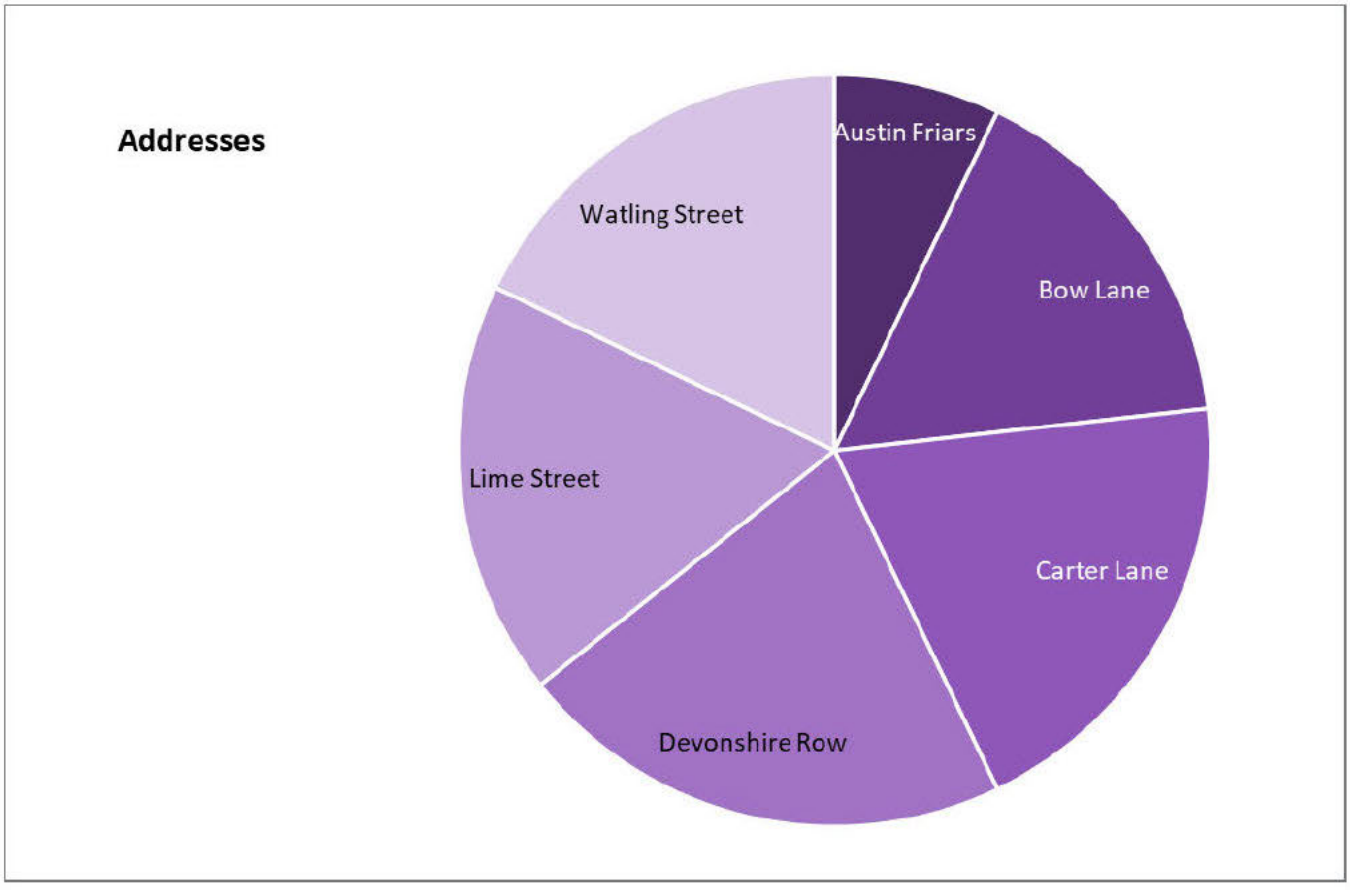
Q2. What is the address of the organisation?

3.2.4 The location of respondents is shown in Table 3.3 and Figure 3-1. The results show that each pedestrian area is fairly equally represented, with the fewest respondents from Austin Friars.

Table 3.3: Summary – Question 2

Street	Number	Percentage
Austin Friars	4	7%
Bow Lane	9	16%
Carter Lane	11	20%
Devonshire Row	12	21%
Lime Street	10	18%
Watling Street	10	18%
TOTAL	56	100%

Figure 3-1: Summary – Question 2



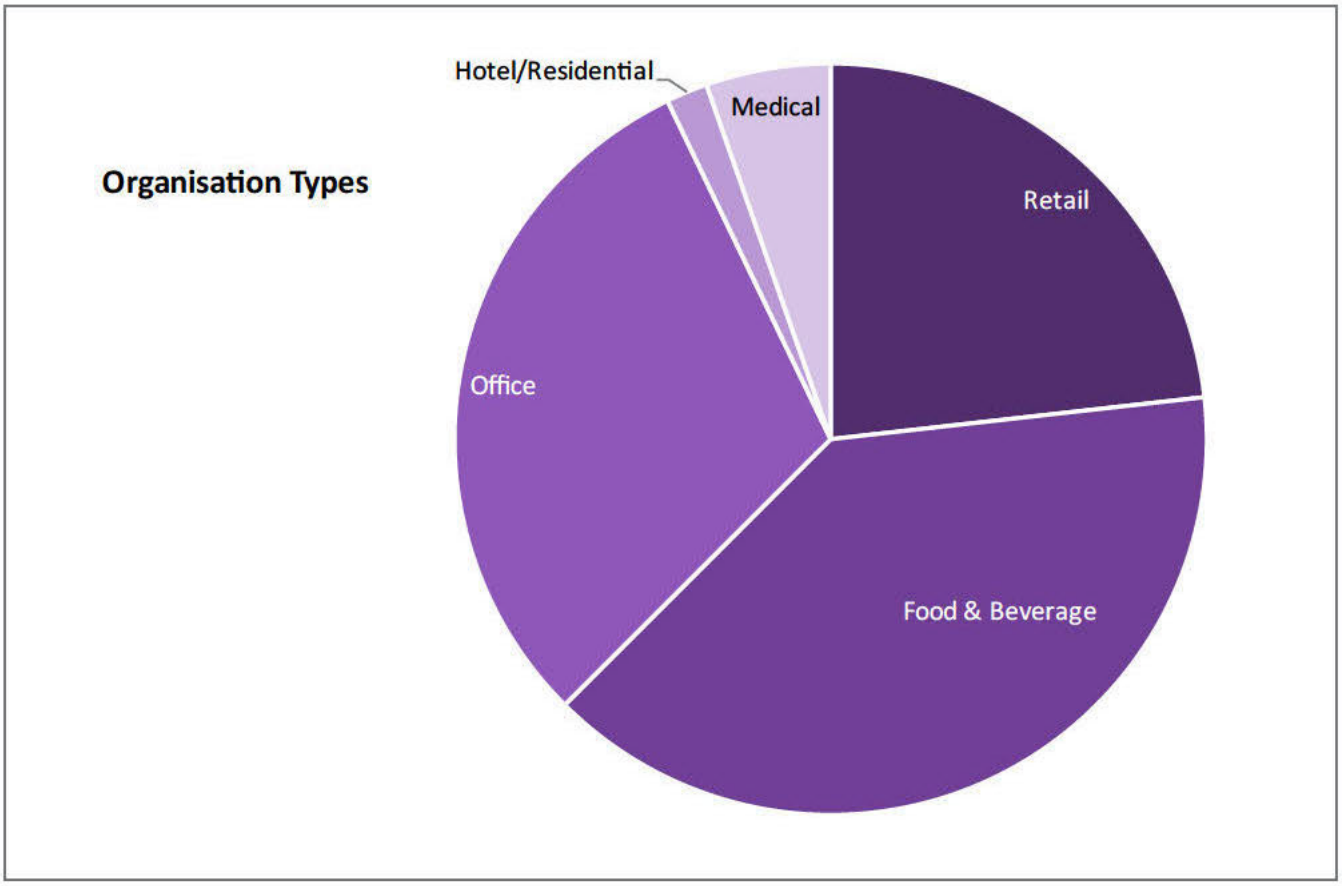
Q3. What type of organisation operates from the premises?

3.2.5 The type of organisation of the respondents is shown in Table 3.4 and Figure 3-2. The results show that food and beverage was the main building use, with office and retail being the next highest uses.

Table 3.4: Summary – Question 3

Type	Number	Percentage
Retail	[redacted]	21%
Food & Beverage		38%
Office		32%
Hotel/Residential		2%
Bank		0%
School		0%
Government		0%
Church		2%
Medical		5%
TOTAL		100%

Figure 3-2: Summary – Question 3



3.2.6 The results for each zone are shown as follows.

Table 3.5: Zone detail – Question 3

Type	Overall	Austin Friars	Bow Lane	Carter Lane	Devonshire Row	Lime Street	Watling Street
Retail	21%	0%	33%	18%	17%	40%	10%
Food & Beverage	38%	25%	56%	18%	42%	0%	80%
Office	32%	50%	11%	45%	25%	60%	10%
Hotel/Residential	2%	0%	0%	9%	0%	0%	0%
Bank	0%	0%	0%	0%	0%	0%	0%
School	0%	0%	0%	0%	0%	0%	0%
Government	0%	0%	0%	0%	0%	0%	0%
Church	2%	25%	0%	0%	0%	0%	0%
Medical	5%	0%	0%	9%	17%	0%	0%
TOTAL	100%	100%	100%	100%	100%	100%	100%

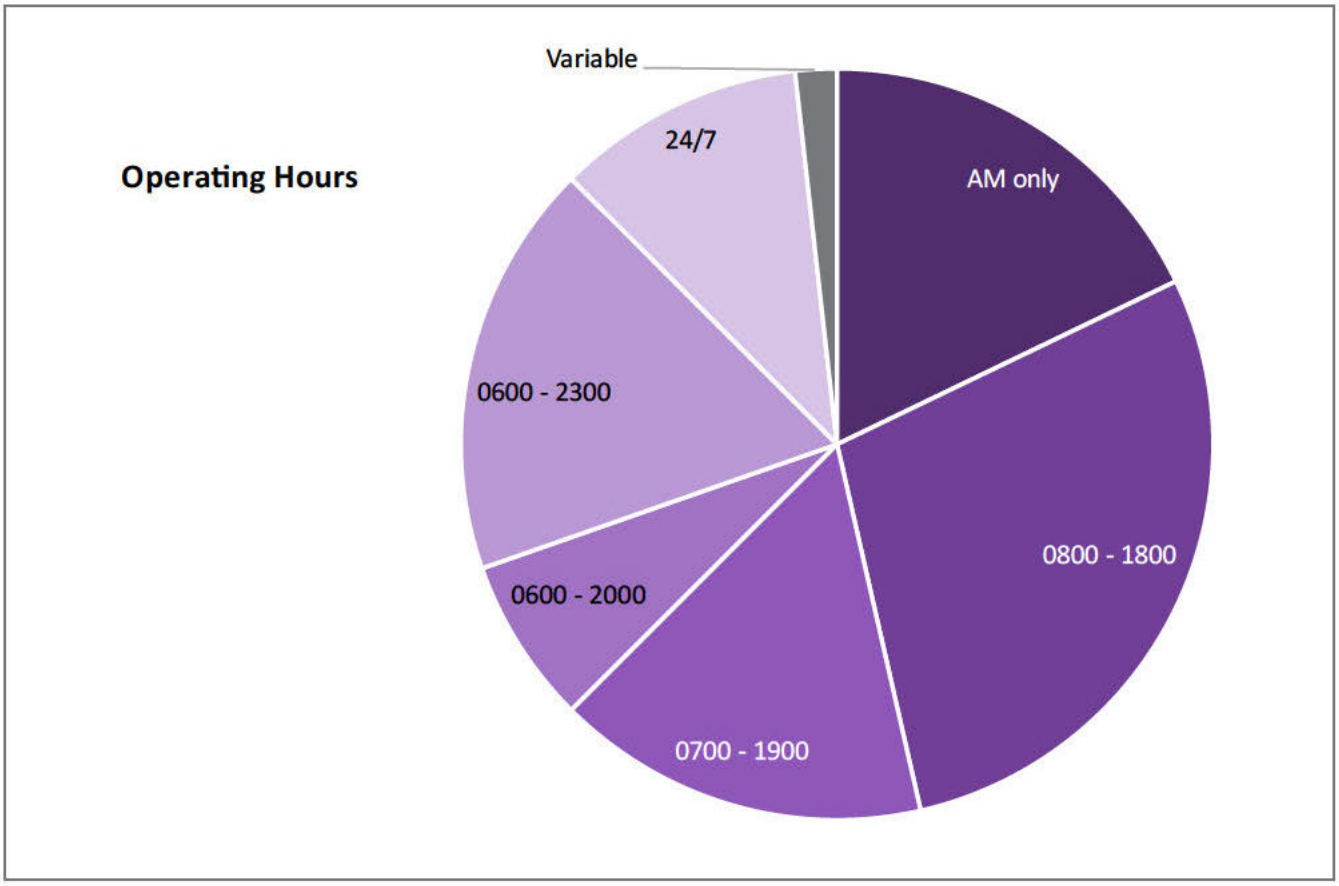
Q4. What are your operating hours? i.e. when are staff present to receive deliveries / servicing?

3.2.7 The operating hours of the respondents is shown in Table 3.6 and Figure 3-3. The results show that only 11% have 24/7 operation. The other organisations mostly operate between 0800-1800, with some operating earlier or later.

Table 3.6: Summary – Question 4

Categories	Number	Percentage
AM only	[redacted]	18%
0800 - 1800		29%
0700 - 1900		16%
0600 - 2000		7%
0600 - 2300		18%
24/7		11%
Variable		2%
TOTAL		100%

Figure 3-3: Summary – Question 4



3.2.8 The results for each zone are shown as follows.

Table 3.7: Zone detail – Question 4

Type	Overall	Austin Friars	Bow Lane	Carter Lane	Devonshire Row	Lime Street	Watling Street
AM only	18%	0%	33%	0%	8%	10%	50%
0800 - 1800	29%	25%	33%	45%	17%	50%	0%
0700 - 1900	16%	0%	0%	18%	17%	30%	20%
0600 - 2000	7%	0%	0%	0%	25%	0%	10%
0600 - 2300	18%	75%	22%	0%	25%	0%	20%
24/7	11%	0%	0%	36%	8%	10%	0%
Variable	2%	0%	11%	0%	0%	0%	0%
TOTAL	100%	100%	100%	100%	100%	100%	100%

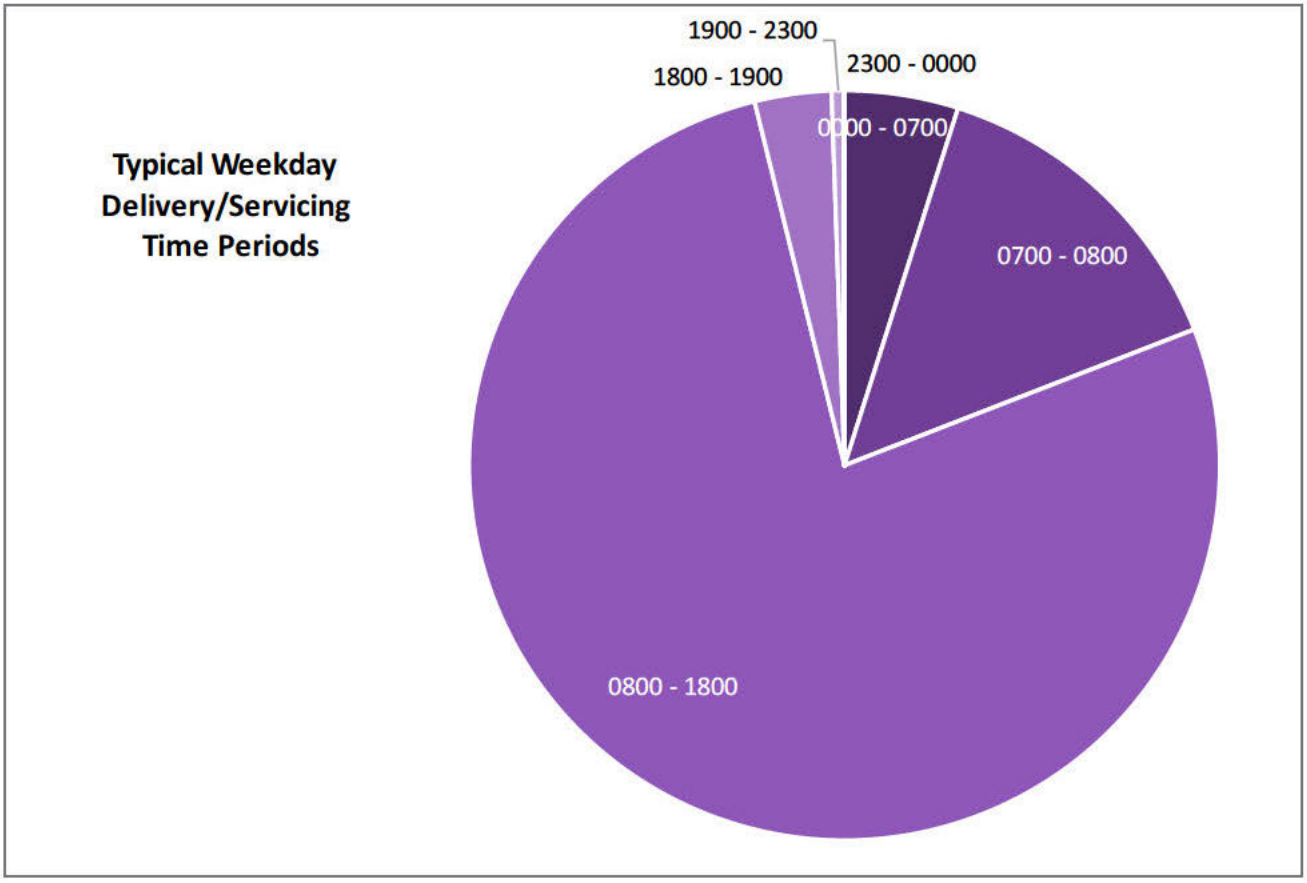
Q5. How many delivery / servicing activities typically take place Monday - Friday?

3.2.9 The Monday to Friday delivery activities of the respondents is shown in Table 3.8 and Figure 3-4. 72% of deliveries/ servicing take place between 0800-1800. 20% occur between midnight and 0700.

Table 3.8: Summary – Question 5

Type	Estimated Total Per Week	Estimated Total Per Day	Percentage
0000 - 0700	40	8	5%
0700 - 0800	116	23	14%
0800 - 1800	630	126	77%
1800 - 1900	27	5	3%
1900 - 2300	5	1	1%
2300 - 0000	0	0	0%
TOTAL	817	163	100%

Figure 3-4: Summary – Question 5



3.2.11 The results for each zone are shown as follows.

Table 3.9: Zone detail – Question 5

Type	Overall	Austin Friars	Bow Lane	Carter Lane	Devonshire Row	Lime Street	Watling Street
0000 - 0700	6%	0%	0%	8%	4%	6%	7%
0700 - 0800	14%	0%	29%	11%	7%	3%	19%
0800 - 1800	72%	100%	67%	71%	77%	90%	75%
1800 - 1900	3%	0%	3%	11%	8%	1%	0%
1900 - 2300	3%	0%	1%	0%	4%	0%	0%
2300 - 0000	2%	0%	0%	0%	0%	0%	0%
TOTAL	100%	100%	100%	100%	100%	100%	100%

3.2.12 The majority of deliveries/ servicing take place during the times when motor vehicles are restricted in all of the pedestrian streets.

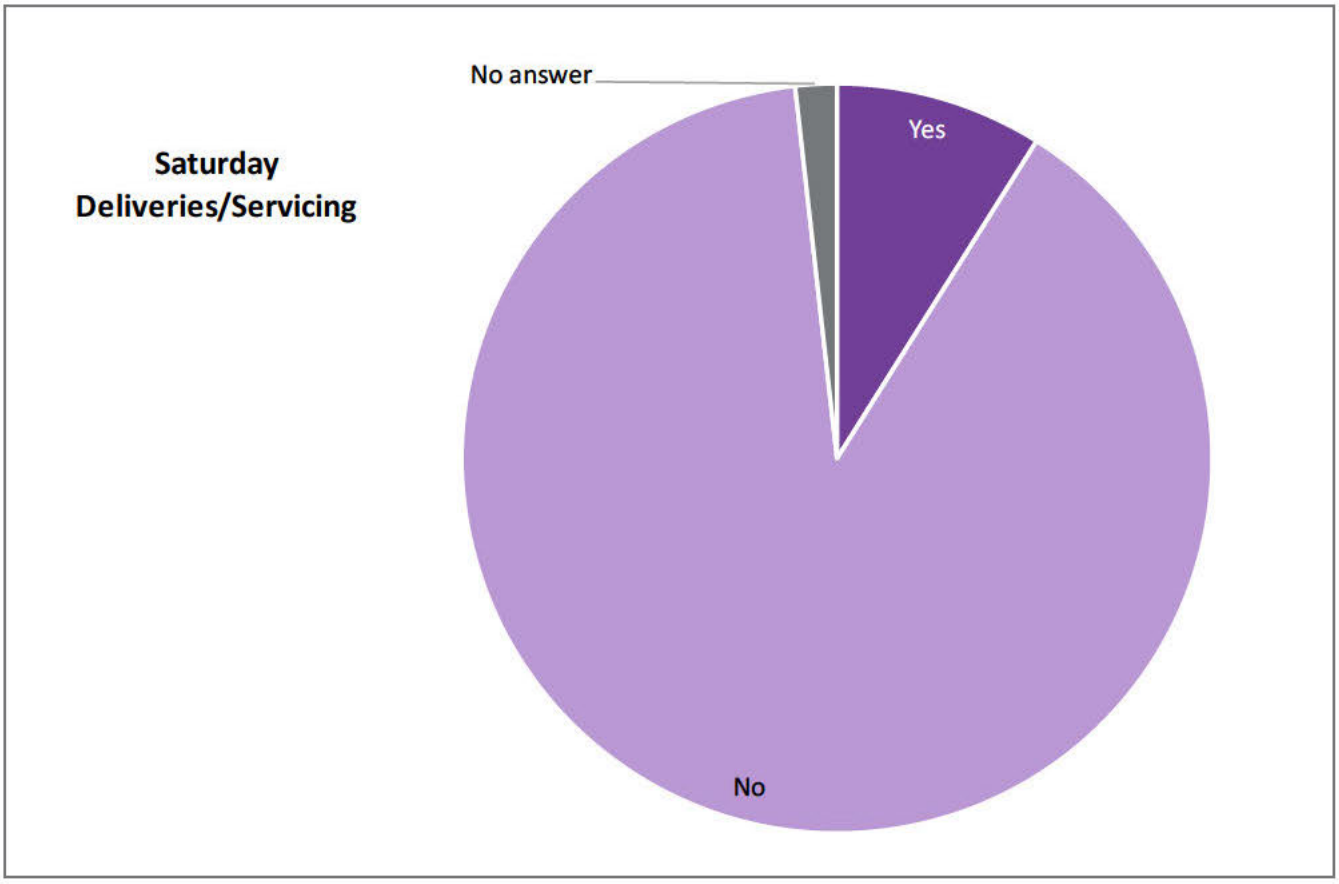
Q6. Is there delivery / servicing activity on a Saturday?

3.2.13 Table 3.10 and Figure 3-5 show that the vast majority (89%) of deliveries/ servicing take place on a weekday.

Table 3.10: Summary – Question 6

Type	Number	Percentage
Yes	5	9%
No	50	89%
No answer	1	2%
TOTAL	56	100%

Figure 3-5: Summary – Question 6



3.2.14 The results for each zone are shown as follows.

Table 3.11: Zone detail – Question 6

Type	Overall	Austin Friars	Bow Lane	Carter Lane	Devonshire Row	Lime Street	Watling Street
Yes	9%	0%	11%	9%	8%	0%	20%
No	89%	100%	89%	91%	92%	100%	70%
No answer	2%	0%	0%	0%	0%	0%	10%
TOTAL	100%	100%	100%	100%	100%	100%	100%

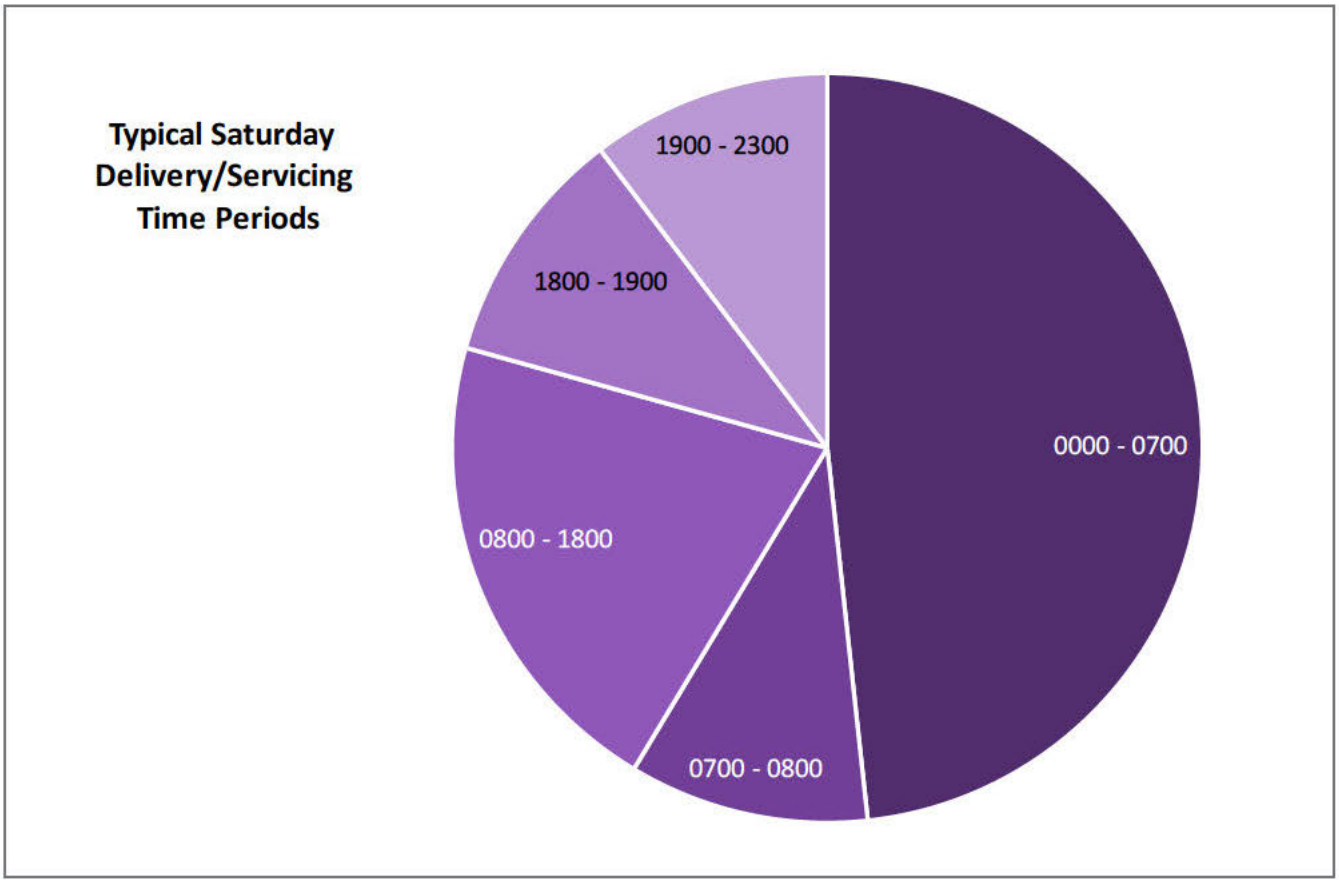
Q7. How many delivery / servicing activities typically take place on a Saturday?

3.2.15 The Saturday delivery activities of the respondents is shown in Table 3.12 and Figure 3-6.

Table 3.12: Summary – Question 7

Type	Estimated Total on Saturday	Percentage
0000 - 0700	7	48%
0700 - 0800	2	10%
0800 - 1800	3	21%
1800 - 1900	2	10%
1900 - 2300	2	10%
2300 - 0000	0	0%
TOTAL	15	100%

Figure 3-6: Summary – Question 7



3.2.16 The results for each zone are shown as follows.

Table 3.13: Zone detail – Question 7

Type	Overall	Austin Friars	Bow Lane	Carter Lane	Devonshire Row	Lime Street	Watling Street
0000 - 0700	0%	0%	100%	100%	25%	0%	0%
0700 - 0800	0%	0%	0%	0%	0%	0%	50%
0800 - 1800	0%	0%	0%	0%	25%	0%	50%
1800 - 1900	0%	0%	0%	0%	25%	0%	0%
1900 - 2300	0%	0%	0%	0%	25%	0%	0%
2300 - 0000	0%	0%	0%	0%	0%	0%	0%
TOTAL	0%	0%	100%	100%	100%	0%	100%

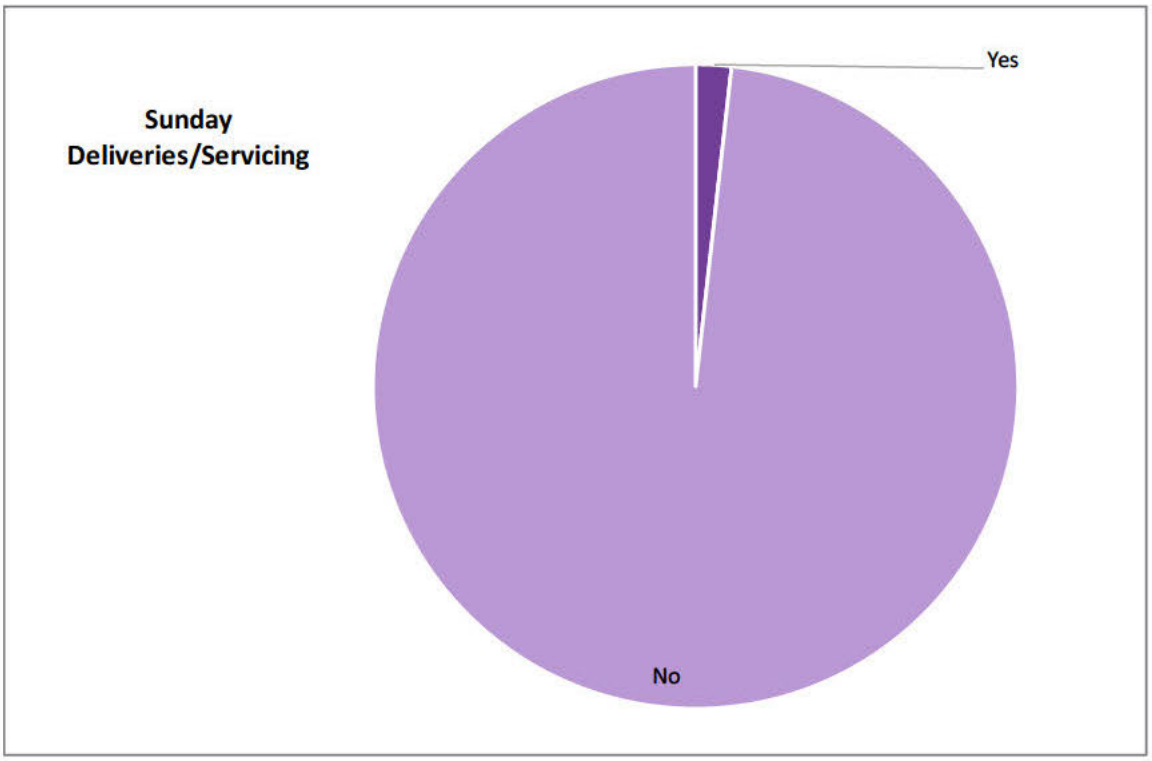
Q8. Is there delivery / servicing activity on a Sunday?

3.2.17 Table 3.14 and Figure 3-7 show that only 1 organisation has deliveries/ servicing take place on a Sunday.

Table 3.14: Summary – Question 8

Type	Number	Percentage
Yes	1	2%
No	55	98%
TOTAL	56	100%

Figure 3-7: Summary – Question 8



3.2.18 The results for each zone are shown as follows.

Table 3.15: Zone detail – Question 8

Type	Overall	Austin Friars	Bow Lane	Carter Lane	Devonshire Row	Lime Street	Watling Street
Yes	2%	0%	0%	9%	0%	0%	0%
No	98%	100%	100%	91%	100%	100%	100%
TOTAL	100%	100%	100%	100%	100%	100%	100%

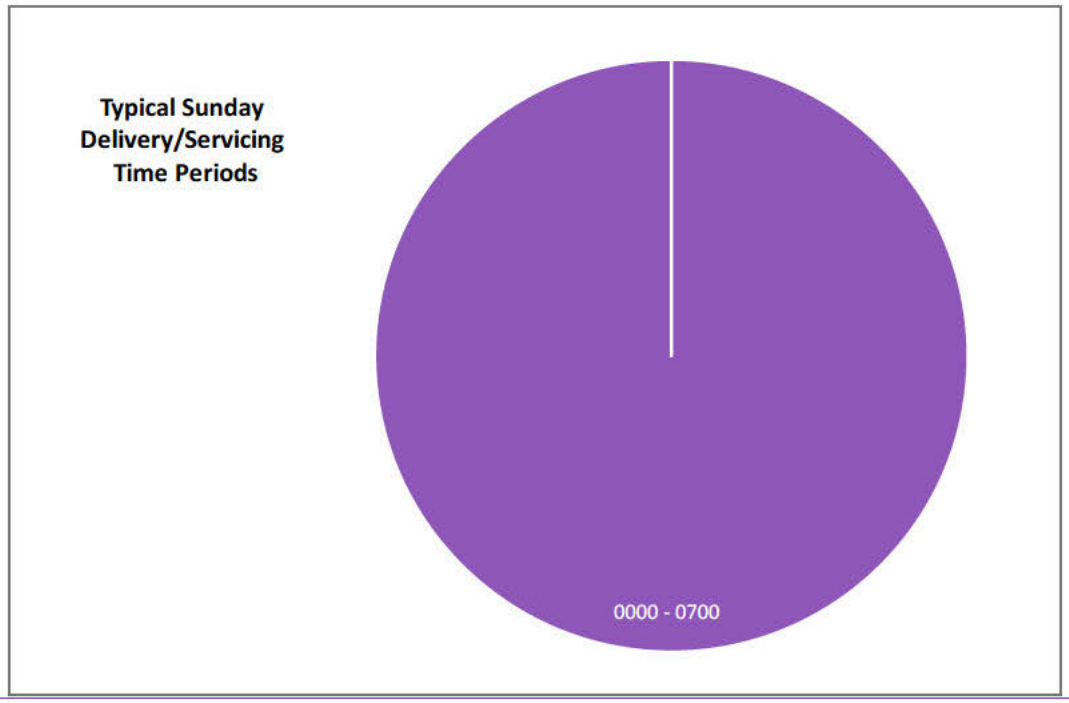
Q9. How many delivery / servicing activities typically take place on Sunday?

3.2.19 The Sunday delivery activities of the respondents is shown in Table 3.16 and Figure 3-8.

Table 3.16: Summary – Question 9

Type	Estimated Total on Sunday	Percentage
0000 - 0700	2	100%
0700 - 0800	0	0%
0800 - 1800	0	0%
1800 - 1900	0	0%
1900 - 2300	0	0%
2300 - 0000	0	0%
TOTAL	2	100%

Figure 3-8: Summary – Question 9



3.2.20 The results for each zone are shown as follows.

Table 3.17: Zone detail – Question 9

Type	Overall	Austin Friars	Bow Lane	Carter Lane	Devonshire Row	Lime Street	Watling Street
0000 - 0700	0%	0%	0%	100%	0%	0%	0%
0700 - 0800	0%	0%	0%	0%	0%	0%	0%
0800 - 1800	0%	0%	0%	0%	0%	0%	0%
1800 - 1900	0%	0%	0%	0%	0%	0%	0%
1900 - 2300	0%	0%	0%	0%	0%	0%	0%
2300 - 0000	0%	0%	0%	0%	0%	0%	0%
TOTAL	0%	0%	0%	100%	0%	0%	0%

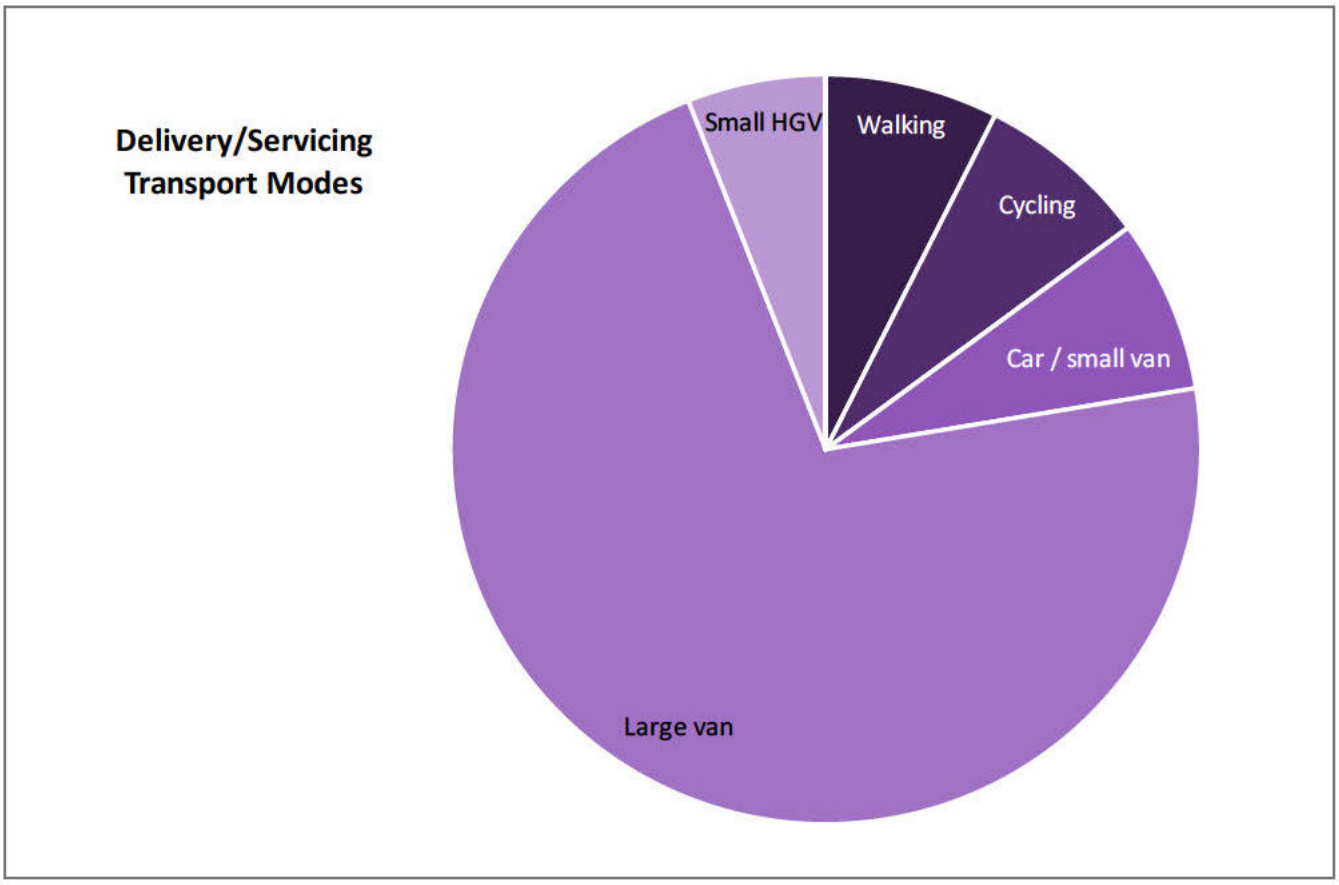
Q10. What transport modes are used for deliveries / servicing?

3.2.21 The transport modes used for deliveries / servicing by the respondents is shown in Table 3.18 and Figure 3-9. 72% of deliveries/ servicing use a large van. Walking, cycling, car/small van and small HGV are used for a small proportion of deliveries/ servicing. All 'Walking' deliveries are delivery drivers walking from having parked nearby.

Table 3.18: Summary – Question 10

Type	Never	Occasionally	Typical	Always	Total	Percentage
Walking	51	1	4	0	5	7%
Cycling	51	3	2	0	5	7%
Public transport	56	0	0	0	0	0%
Car / small van	51	2	1	2	5	7%
Large van	8	1	45	2	48	72%
Small HGV	52	2	2	0	4	6%
Large HGV	56	0	0	0	0	0%
TOTAL	325	9	54	4	67	100%

Figure 3-9: Summary – Question 10



3.2.22 The results for each zone are shown as follows.

Table 3.19: Zone detail – Question 10

Type	Overall	Austin Friars	Bow Lane	Carter Lane	Devonshire Row	Lime Street	Watling Street
Walking	7%	0%	20%	15%	7%	0%	0%
Cycling	7%	17%	10%	8%	0%	17%	0%
Public transport	0%	0%	0%	0%	0%	0%	0%
Car / small van	7%	17%	10%	8%	13%	0%	0%
Large van	72%	67%	60%	62%	67%	83%	91%
Small HGV	6%	0%	0%	8%	13%	0%	9%
Large HGV	0%	0%	0%	0%	0%	0%	0%
TOTAL	100%	100%	100%	100%	100%	100%	100%

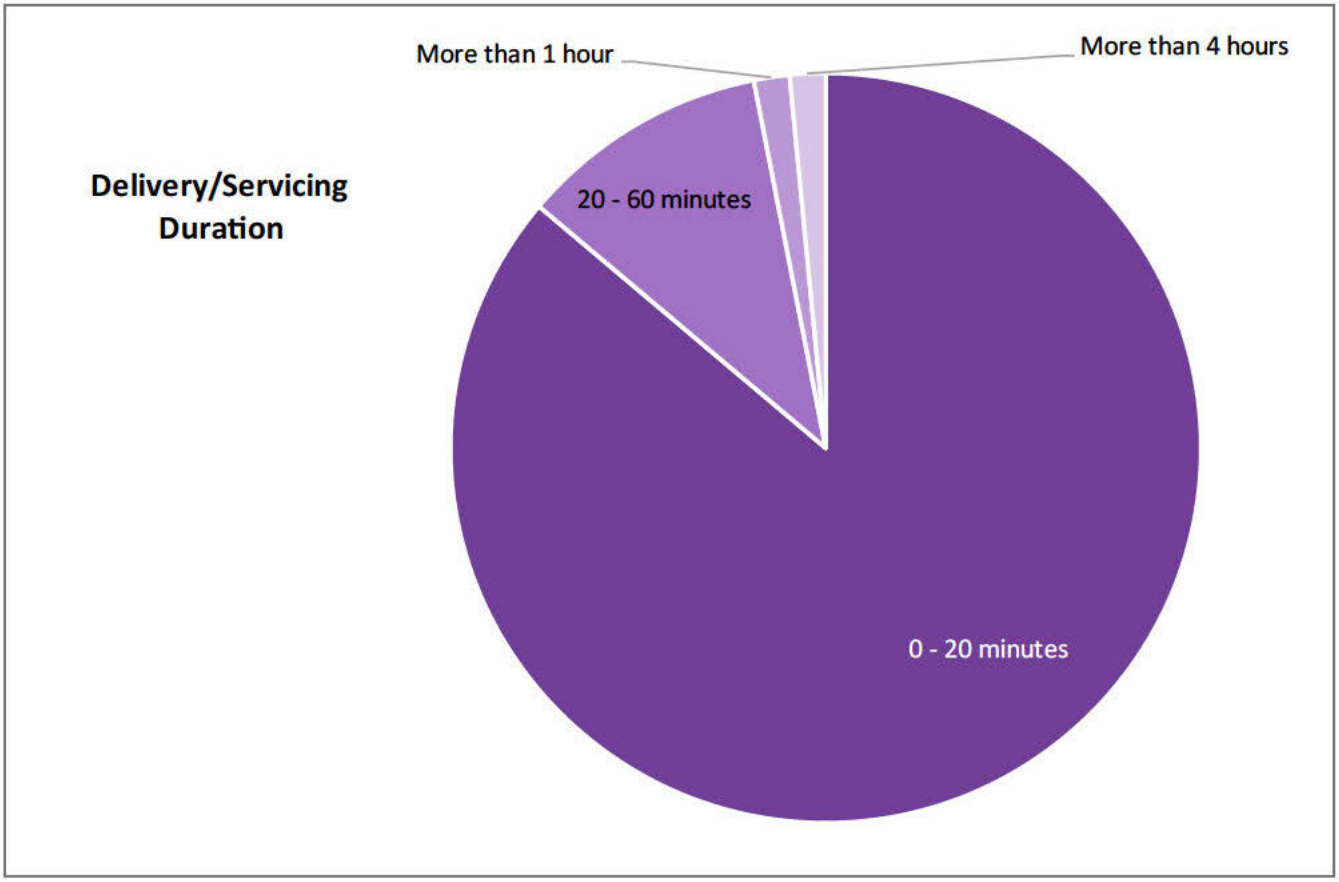
Q11. What is the duration of delivery / servicing activities?

3.2.23 Table 3.20 and Figure 3-10 show that the vast majority (86%) of deliveries/ servicing last for less than 20 minutes.

Table 3.20: Summary – Question 11

Type	Never	Occasionally	Typical	Always	Total	Percentage
0 - 20 minutes	0	0	55	1	56	86%
20 - 60 minutes	49	4	3	0	7	11%
More than 1 hour	55	1	0	0	1	2%
More than 4 hours	55	1	0	0	1	2%
TOTAL	159	6	58	1	65	100%

Figure 3-10: Summary – Question 11



3.2.24 The results for each zone are shown as follows.

Table 3.21: Zone detail – Question 11

Type	Overall	Austin Friars	Bow Lane	Carter Lane	Devonshire Row	Lime Street	Watling Street
0 - 20 minutes	86%	80%	100%	100%	75%	83%	83%
20 - 60 minutes	11%	20%	0%	0%	13%	17%	17%
More than 1 hour	2%	0%	0%	0%	6%	0%	0%
More than 4 hours	2%	0%	0%	0%	6%	0%	0%
TOTAL	100%	100%	100%	100%	100%	100%	100%

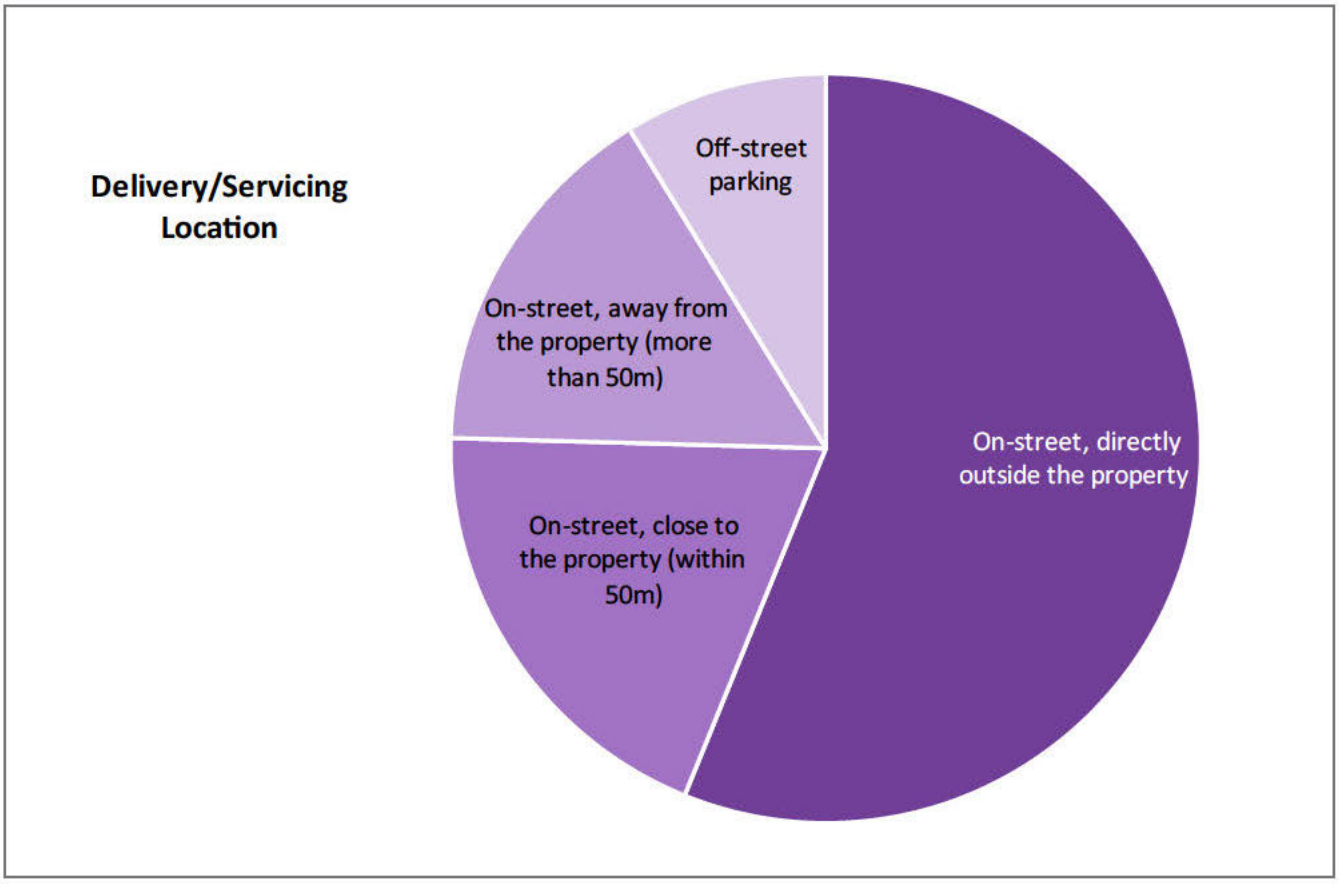
Q12. Where does delivery/ servicing activity take place?

3.2.25 The location of delivery/ servicing activities of the respondents is shown in Table 3.22 and Figure 3-11. It can be seen that 75% occurs either directly outside the property or within 50m of the property.

Table 3.22: Summary – Question 12

Type	Number	Percentage
On-street, directly outside the property	32	56%
On-street, close to the property (within 50m)	11	19%
On-street, away from the property (more than 50m)	9	16%
Off-street parking	5	9%
TOTAL	57	100%

Figure 3-11: Summary – Question 12



3.2.26 The results for each zone are shown as follows.

Table 3.23: Zone detail – Question 12

Type	Overall	Austin Friars	Bow Lane	Carter Lane	Devonshire Row	Lime Street	Watling Street
On-street, directly outside the property	56%	75%	38%	67%	33%	70%	64%
On-street, close to the property (within 50m)	19%	0%	0%	17%	42%	20%	18%
On-street, away from the property (more than 50m)	16%	25%	13%	17%	25%	10%	9%
Off-street parking	9%	0%	50%	0%	0%	0%	9%
TOTAL	100%	100%	100%	100%	100%	100%	100%

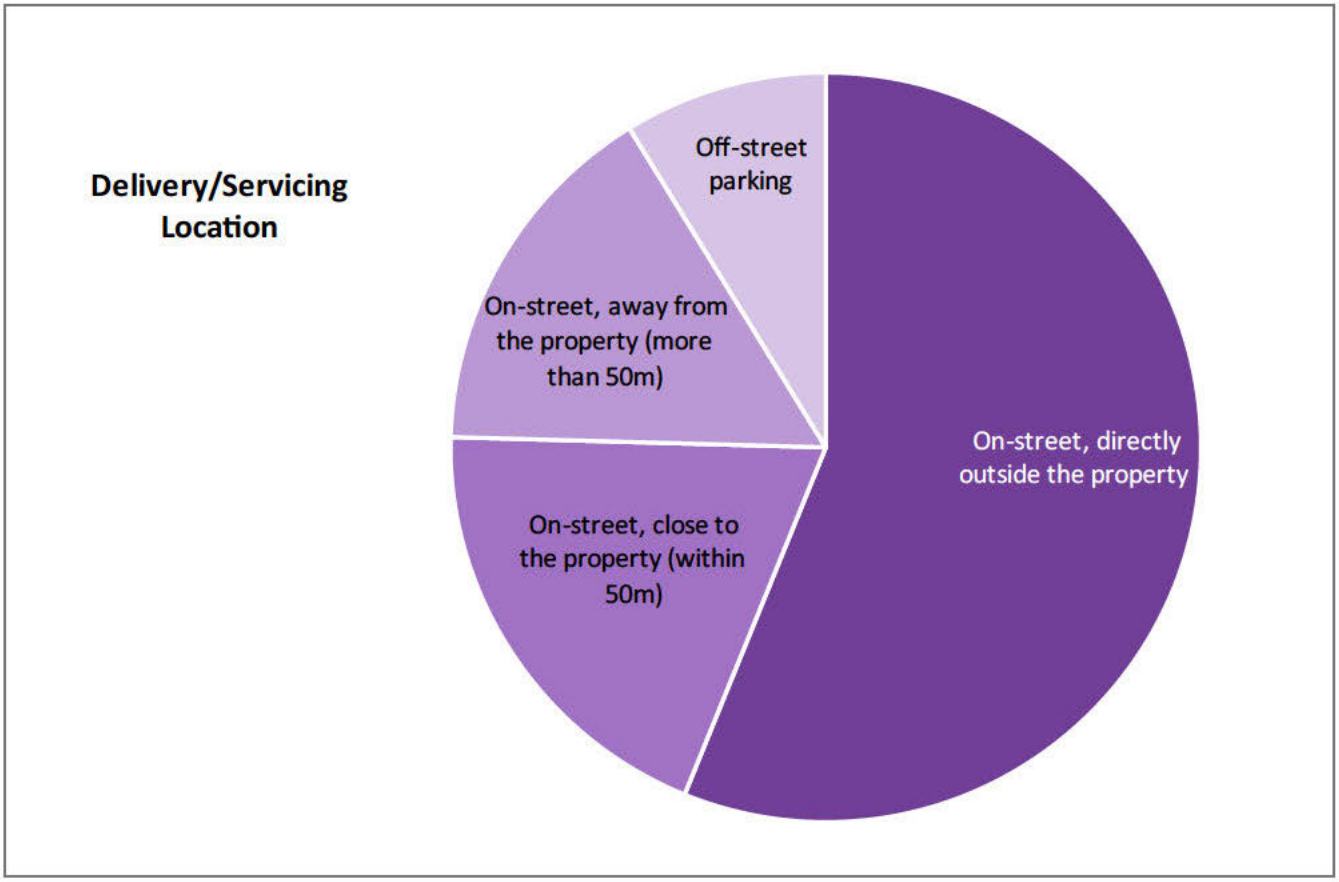
Q13. Do you have any special delivery / servicing requirements that means activity must take place directly outside the property?

3.2.27 Table 3.24 and Figure 3-12 show that most deliveries/ servicing does not have any special requirements. However, 20% do have requirements relating to heavy loads and/or accessibility.

Table 3.24: Summary – Question 13

Type	Number	Percentage
No	44	79%
Yes, for security reasons (e.g. cash in transit)	0	0%
Yes, for health and safety reasons (e.g. heavy loads, accessibility)	12	21%
TOTAL	56	100%

Figure 3-12: Summary – Question 13



3.2.28 The results for each zone are shown as follows.

Table 3.25: Zone detail – Question 13

Type	Overall	Austin Friars	Bow Lane	Carter Lane	Devonshire Row	Lime Street	Watling Street
No	79%	25%	78%	100%	83%	80%	70%
Yes, for security reasons	0%	0%	0%	0%	0%	0%	0%
Yes, for health and safety reasons	21%	75%	22%	0%	17%	20%	30%
TOTAL	100%	100%	100%	100%	100%	100%	100%

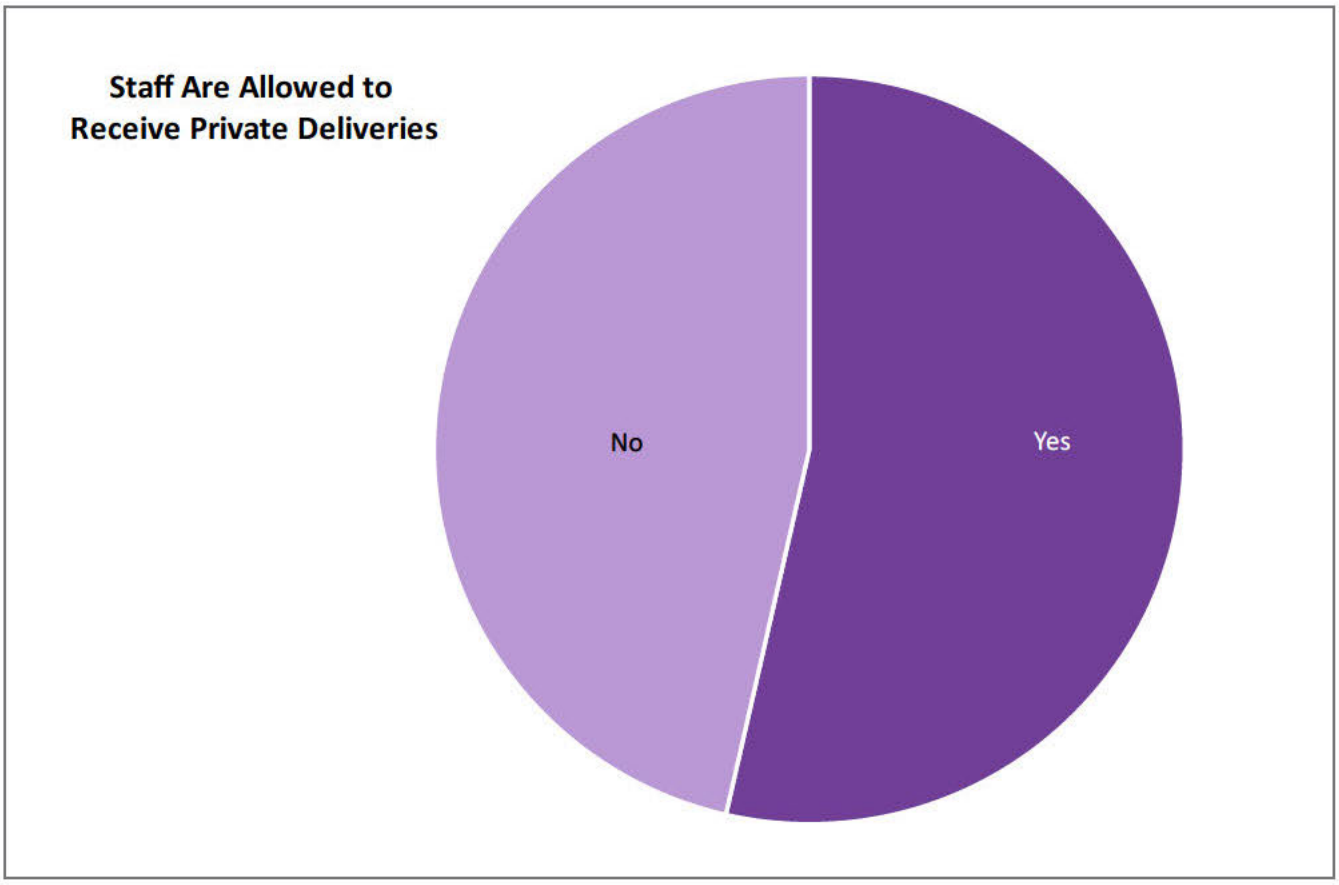
Q14. Do you allow staff to receive private deliveries?

3.2.29 Table 3.26 and Figure 3-13 show that there is a fairly even split between those occupiers that permit private deliveries.

Table 3.26: Summary – Question 14

Type	Number	Percentage
Yes	30	54%
No	26	46%
TOTAL	56	100%

Figure 3-13: Summary – Question 14



3.2.30 The results for each zone are shown as follows.

Table 3.27: Zone detail – Question 14

Type	Overall	Austin Friars	Bow Lane	Carter Lane	Devonshire Row	Lime Street	Watling Street
Yes	54%	100%	22%	73%	42%	80%	30%
No	46%	0%	78%	27%	58%	20%	70%
TOTAL	100%	100%	100%	100%	100%	100%	100%

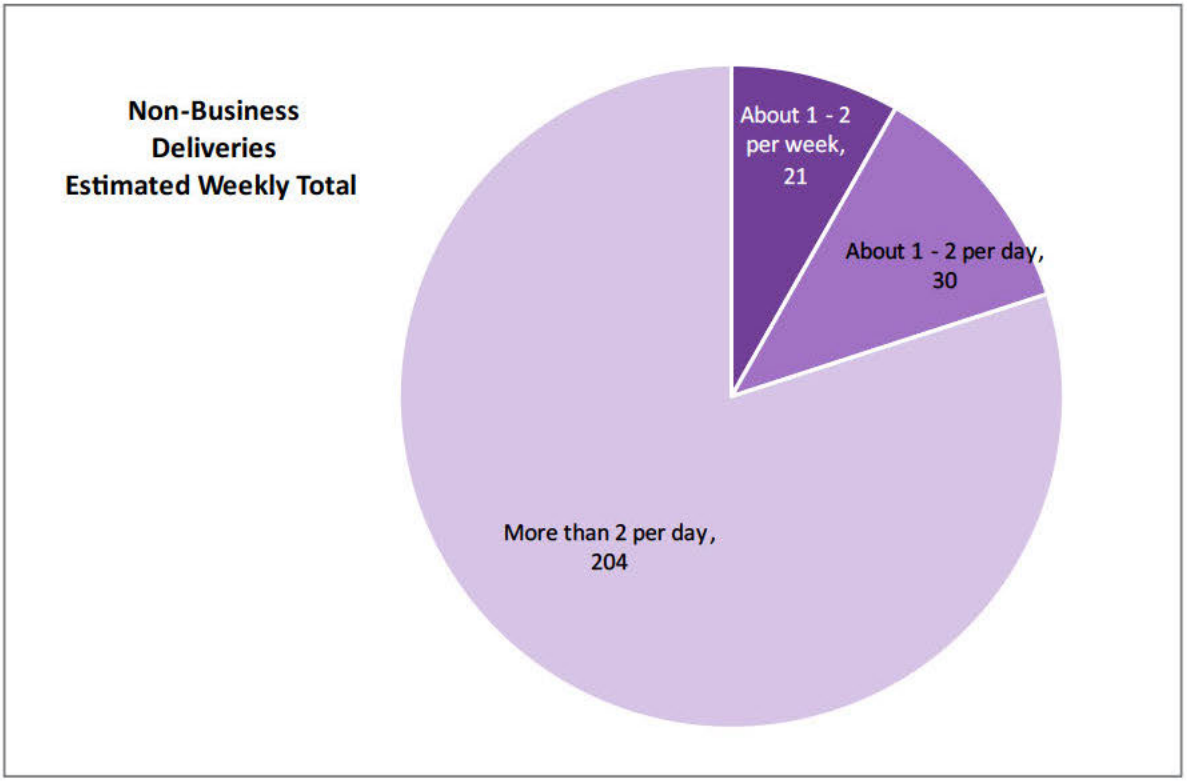
Q15. How many non-business deliveries are received (e.g. Amazon deliveries to staff)?

3.2.31 Of the 54% of occupiers that allow private deliveries, 31% receive more than 2 per day. Table 3.28 and Figure 3-14 show the estimated number of weekly private deliveries. One occupier alone estimates it receives 100 non-business deliveries a week.

Table 3.28: Summary – Question 15

Type	Estimated Weekly Total	Percentage
About 1 - 2 per week	21	8%
About 1 - 2 per day	30	12%
More than 2 per day	204	80%
TOTAL	255	100%

Figure 3-14: Summary – Question 15



3.2.32 The results for each zone are shown as follows.

Table 3.29: Zone detail – Question 15

Type	Overall	Austin Friars	Bow Lane	Carter Lane	Devonshire Row	Lime Street	Watling Street
About 1 - 2 per week	7%	7%	0%	15%	38%	11%	1%
About 1 - 2 per day	11%	70%	0%	0%	63%	13%	0%
More than 2 per day	82%	23%	100%	85%	0%	76%	99%
TOTAL	100%	100%	100%	100%	100%	100%	100%

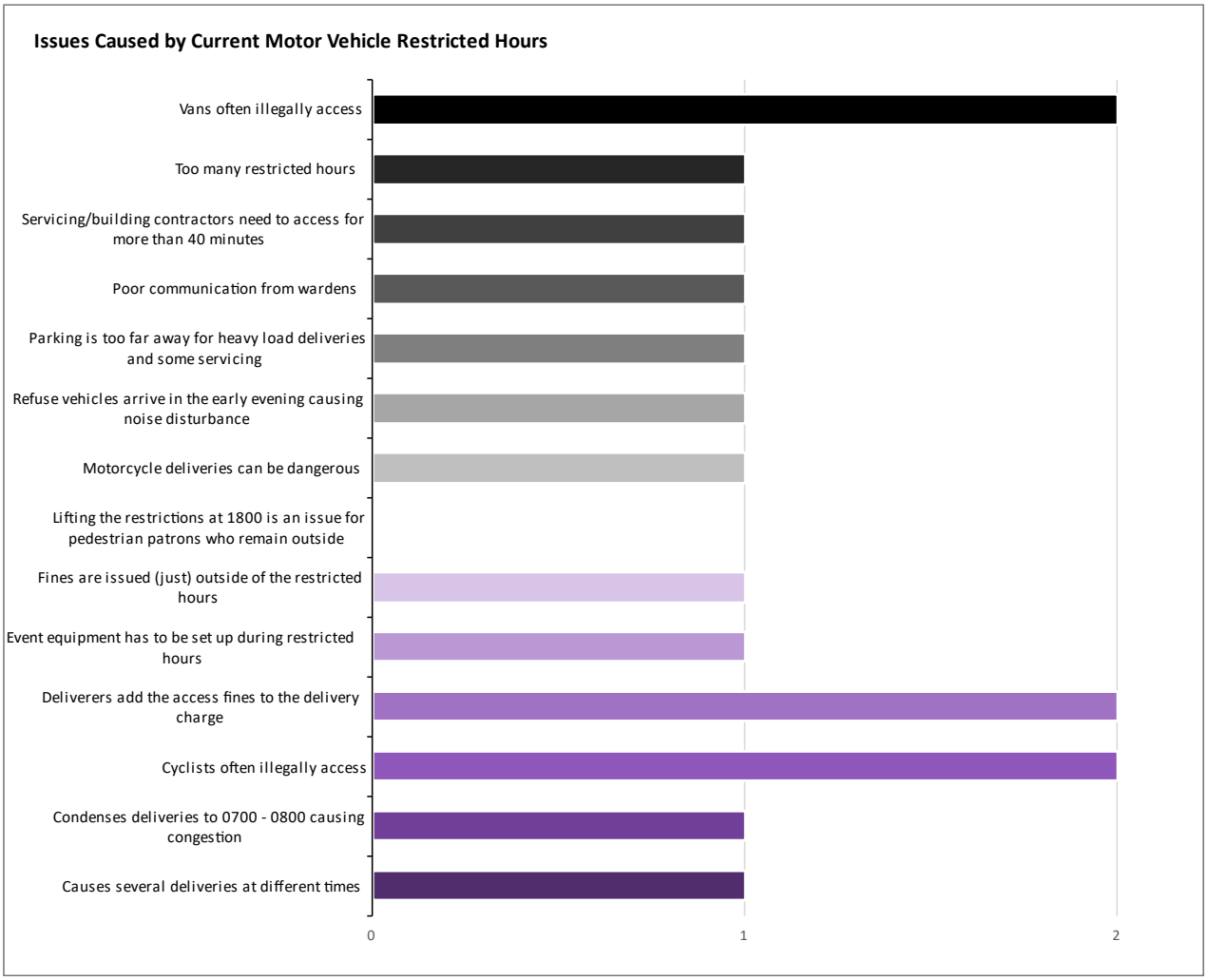
Q16.1 How do the current hours of motor vehicle restrictions cause issues for you?

3.2.33 There were only 16 responses (29% of all respondents) who answered the question asking how the current motor vehicle restrictions cause issues. The answers provided are presented in Table 3.30 and Figure 3-15.

Table 3.30: Summary – Question 16.1

Type	Number	Percentage
Causes several deliveries at different times	1	6%
Condenses deliveries to 0700 - 0800 causing congestion	1	6%
Cyclists often illegally access	2	13%
Deliverers add the access fines to the delivery charge	2	13%
Event equipment has to be set up during restricted hours	1	6%
Fines are issued (just) outside of the restricted hours	1	6%
Lifting the restrictions at 1800 is an issue for pedestrian patrons who remain outside	0	0%
Motorcycle deliveries can be dangerous	1	6%
Refuse vehicles arrive in the early evening causing noise disturbance	1	6%
Parking is too far away for heavy load deliveries and some servicing	1	6%
Poor communication from wardens	1	6%
Servicing/building contractors need to access for more than 40 minutes	1	6%
Too many restricted hours	1	6%
Vans often illegally access	2	13%
TOTAL	16	100%

Figure 3-15: Summary – Question 16.1



3.2.34 The results for each zone are shown as follows.

Table 3.31: Zone detail – Question 16.1

Type	Overall	Austin Friars	Bow Lane	Carter Lane	Devonshire Row	Lime Street	Watling Street
Causes several deliveries at different times	6%	0%	0%	0%	17%	0%	0%
Condenses deliveries to 0700 - 0800 causing congestion	6%	0%	50%	0%	0%	0%	0%
Cyclists often illegally access	13%	0%	0%	0%	33%	0%	0%
Deliverers add the access fines to the delivery charge	13%	33%	0%	0%	0%	25%	0%
Event equipment has to be set up during restricted hours	6%	33%	0%	0%	0%	0%	0%
Fines are issued (just) outside of the restricted hours	6%	0%	0%	0%	0%	25%	0%
Lifting the restrictions at 1800 is an issue for pedestrian patrons who remain outside	0%	0%	0%	0%	0%	0%	0%
Motorcycle deliveries can be dangerous	6%	0%	0%	0%	17%	0%	0%
Refuse vehicles arrive in the early evening causing noise disturbance	6%	33%	0%	0%	0%	0%	0%
Parking is too far away for heavy load deliveries and some servicing	6%	0%	0%	0%	0%	25%	0%
Poor communication from wardens	6%	0%	0%	0%	0%	25%	0%
Servicing/building contractors need to access for more than 40 minutes	6%	0%	50%	0%	0%	0%	0%
Too many restricted hours	6%	0%	0%	0%	17%	0%	0%
Vans often illegally access	13%	0%	0%	100%	17%	0%	0%
TOTAL	100%	100%	100%	100%	100%	100%	0%

Q16.2 Why would you like the current hours of motor vehicle restrictions to be changed?

3.2.35 There were only 13 responses (23% of all respondents) who answered the question asking why you would like the current motor vehicle restrictions changed. The answers provided are presented in Table 3.32 and Figure 3-16.

Table 3.32: Summary – Question 16.2

Type	Number	Percentage
Distaff Lane should remain unrestricted	1	8%
To 0800 - 2300 to restrict vehicle/pedestrian conflict in the evenings	1	8%
To 0900 - 1700 or 1200 - 1700	1	8%
To end at 1200	1	8%
To start at 1200	2	15%
To relax AM restrictions to reduce early congestion	1	8%
To allow heavy load deliveries to unload closer to the premises	1	8%
To avoid access fines being passed on by deliverers	2	15%
To avoid times when event equipment is being set up	1	8%
To be lifted for church goers during religious events/dates	1	8%
To increase the duration from 40 minutes to account for servicing/building contractor work	1	8%
TOTAL	13	100%

Figure 3-16: Summary – Question 16.2

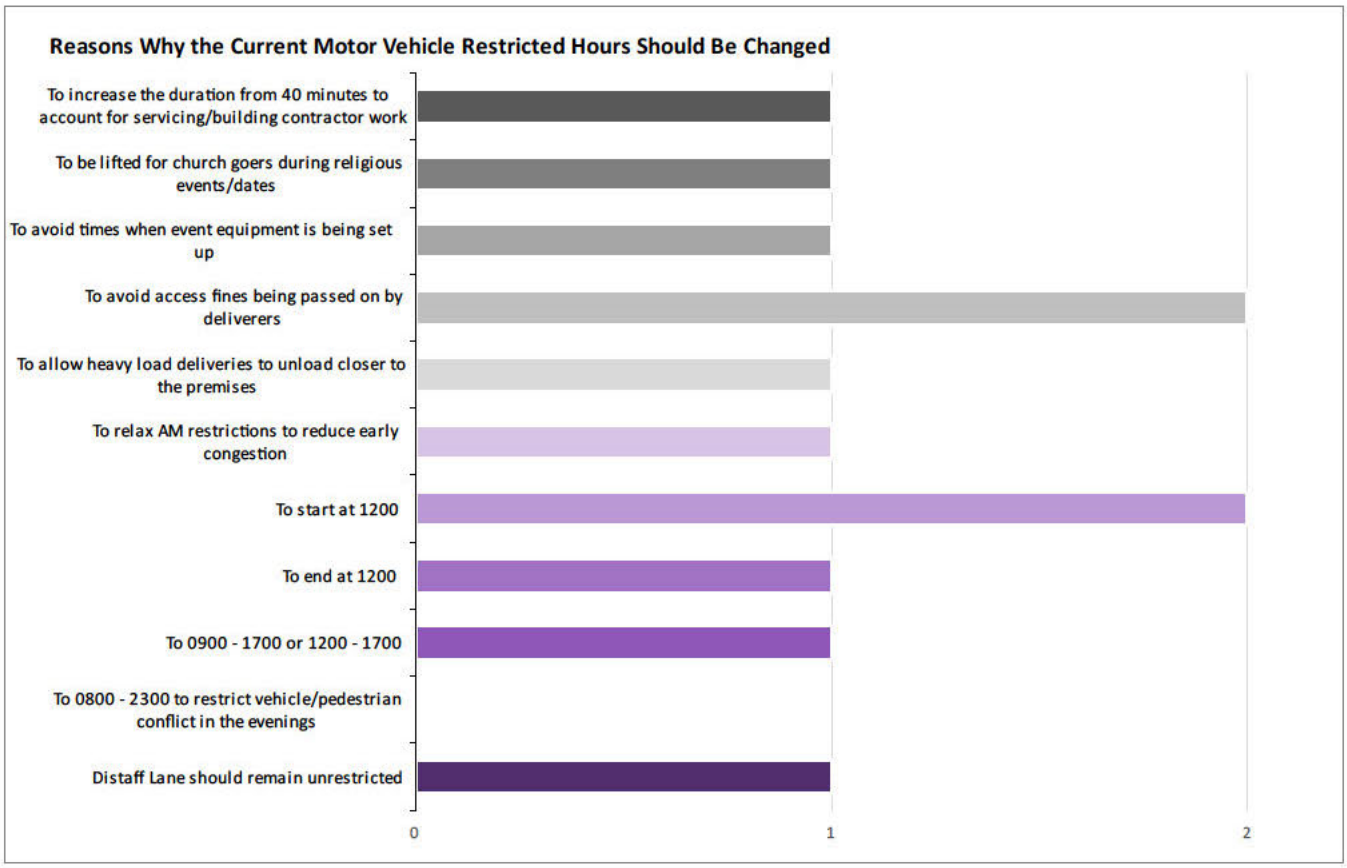


Table 3.33: Zone detail – Question 16.2

Type	Overall	Austin Friars	Bow Lane	Carter Lane	Devonshire Row	Lime Street	Watling Street
Distaff Lane should remain unrestricted	8%	0%	0%	100%	0%	0%	0%
To 0800 - 2300 to restrict vehicle/pedestrian conflict in the evenings	0%	0%	0%	0%	0%	0%	0%
To 0900 - 1700 or 1200 - 1700	8%	0%	0%	0%	0%	0%	33%
To end at 1200	8%	0%	0%	0%	100%	0%	0%
To start at 1200	17%	0%	0%	0%	0%	0%	67%
To relax AM restrictions to reduce early congestion	8%	0%	50%	0%	0%	0%	0%
To allow heavy load deliveries to unload closer to the premises	8%	0%	0%	0%	0%	50%	0%
To avoid access fines being passed on by deliverers	17%	33%	0%	0%	0%	50%	0%
To avoid times when event equipment is being set up	8%	33%	0%	0%	0%	0%	0%
To be lifted for church goers during religious events/dates	8%	33%	0%	0%	0%	0%	0%
To increase the duration from 40 minutes to account for servicing/building contractor work	8%	0%	50%	0%	0%	0%	0%
TOTAL	100%	100%	100%	100%	100%	100%	100%

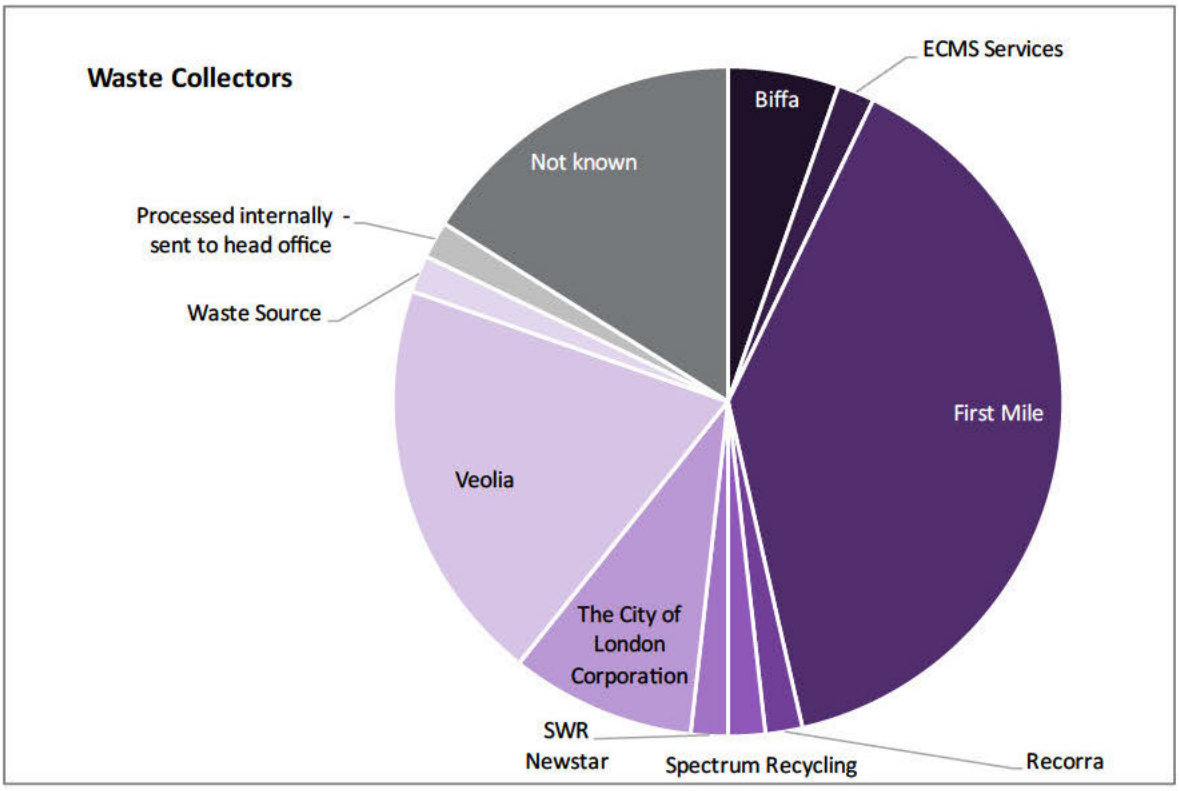
Q17.1. Who collects your waste?

3.2.36 Table 3.34 and Figure 3-17 show that First Mile is used by 39% of respondents. Veolia is the next most popular with 20% of respondents.

Table 3.34: Summary – Question 17.1

Type	Number	Percentage
Biffa	3	5%
ECMS Services	1	2%
First Mile	22	39%
Recorra	1	2%
Spectrum Recycling	1	2%
SWR Newstar	1	2%
The City of London Corporation	5	9%
Veolia	11	20%
Waste Source	1	2%
Processed internally - sent to head office	1	2%
Not known	9	16%
TOTAL	56	100%

Figure 3-17: Summary – Question 17.1



3.2.37 The results for each zone are shown as follows.

Table 3.35: Zone detail – Question 17.1

Type	Overall	Austin Friars	Bow Lane	Carter Lane	Devonshire Row	Lime Street	Watling Street
Biffa	5%	0%	0%	9%	17%	0%	0%
ECMS Services	2%	0%	0%	0%	0%	0%	10%
First Mile	39%	50%	44%	36%	50%	50%	10%
Recorra	2%	0%	11%	0%	0%	0%	0%
Spectrum Recycling	2%	0%	0%	9%	0%	0%	0%
SWR Newstar	2%	0%	0%	9%	0%	0%	0%
The City of London Corporation	9%	0%	11%	0%	17%	20%	0%
Veolia	20%	25%	0%	18%	17%	10%	50%
Waste Source	2%	25%	0%	0%	0%	0%	0%
Processed internally - sent to head office	2%	0%	11%	0%	0%	0%	0%
Not known	16%	0%	22%	18%	0%	20%	30%
TOTAL	100%	100%	100%	100%	100%	100%	100%

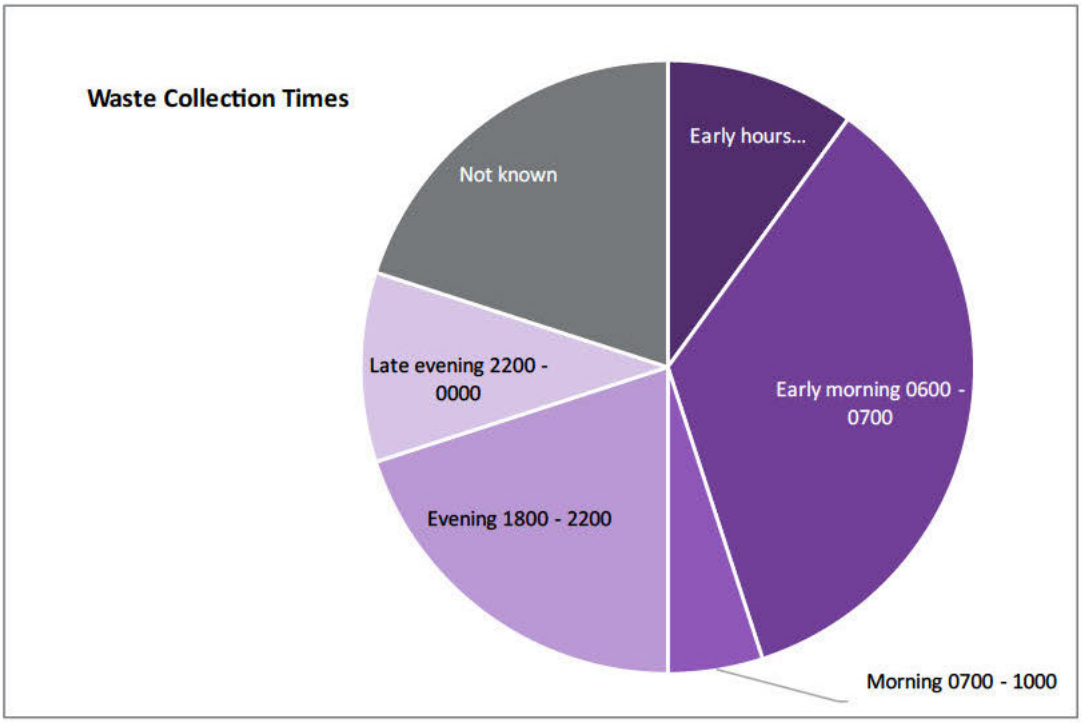
Q17.2. What time is your waste collected?

3.2.38 Table 3.36 and Figure 3-18 show that most waste collection is undertaken in the morning, most likely before 8am.

Table 3.36: Summary – Question 17.2

What time	Number	Percentage
Early hours	6	11%
0600 - 0700	4	7%
Early morning	13	23%
Early morning & 1800	2	4%
Early morning & 2200	1	2%
Early morning & midnight	1	2%
0730 - 0930	1	2%
0800 - 0830	1	2%
0800 - 1000	1	2%
Evening	10	18%
Late evening 2200 - 0000	3	5%
Midnight	1	2%
Not known	12	21%
TOTAL	56	100%

Figure 3-18: Summary – Question 17.2



3.2.39 he results for each zone are shown as follows.

Table 3.37: Zone detail – Question 17.2

Type	Overall	Austin Friars	Bow Lane	Carter Lane	Devonshire Row	Lime Street	Watling Street
Early hours	11%	25%	0%	0%	8%	30%	10%
0600 - 0700	7%	0%	22%	0%	0%	10%	10%
Early morning	23%	25%	22%	36%	17%	10%	30%
Early morning & 1800	4%	25%	11%	0%	0%	0%	0%
Early morning & 2200	2%	0%	0%	0%	0%	0%	10%
Early morning & midnight	2%	0%	0%	0%	8%	0%	0%
0730 - 0930	2%	0%	0%	9%	0%	0%	0%
0800 - 0830	2%	0%	11%	0%	0%	0%	0%
0800 - 1000	2%	0%	0%	9%	0%	0%	0%
Evening	18%	25%	11%	27%	17%	30%	0%
Late evening 2200 - 0000	5%	0%	0%	0%	25%	0%	0%
Midnight	2%	0%	0%	0%	8%	0%	0%
Not known	21%	0%	22%	18%	17%	20%	40%
TOTAL	100%	100%	100%	100%	100%	100%	100%

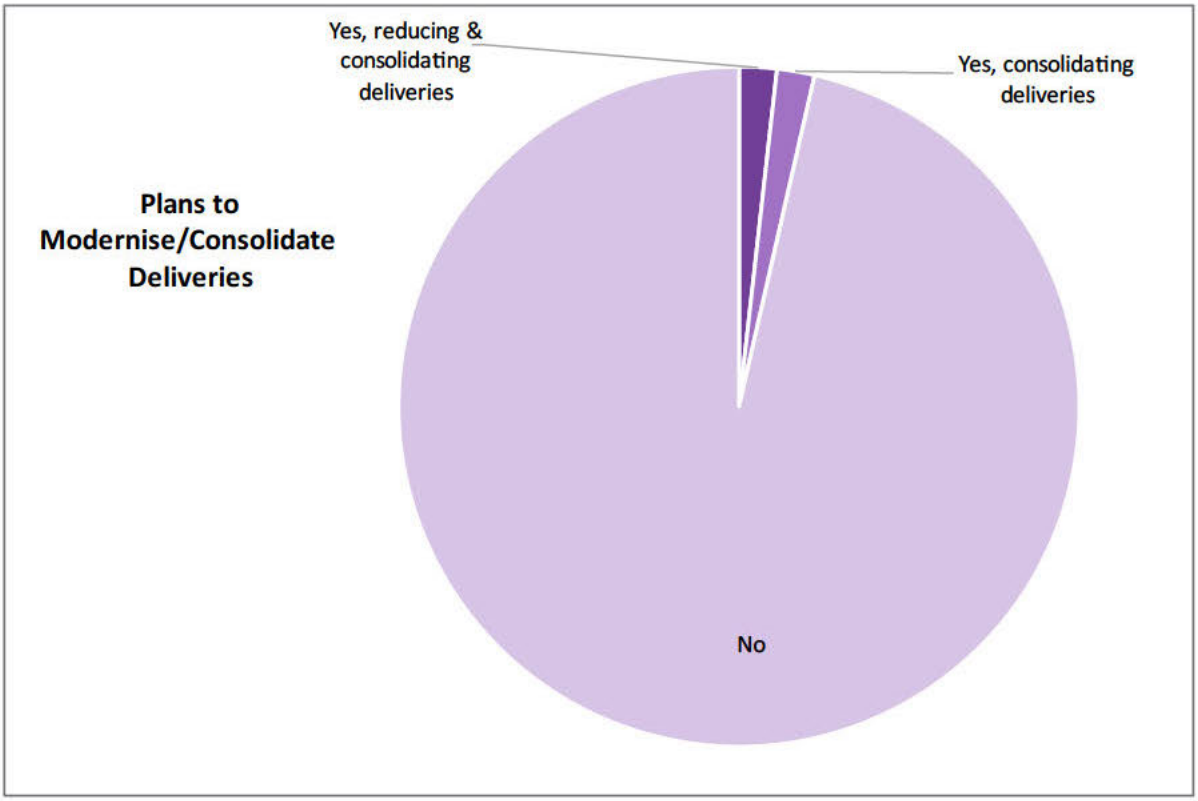
Q18. Do you have plans to modernise/consolidate your delivery strategy, to try and reduce the amount of activity?

3.2.40 As shown in Table 3.38 and Figure 3-19 only 2 respondents said they had plans to consolidate their deliveries/ servicing.

Table 3.38: Summary – Question 18

Type	Number	Percentage
Yes, reducing & consolidating deliveries	1	2%
Yes, consolidating deliveries	1	2%
No	54	96%
TOTAL	56	100%

Figure 3-19: Summary – Question 18



3.2.41 The results for each zone are shown as follows.

Table 3.39: Zone detail – Question 18

Type	Overall	Austin Friars	Bow Lane	Carter Lane	Devonshire Row	Lime Street	Watling Street
Yes, reducing & consolidating deliveries	2%	0%	0%	0%	8%	0%	10%
Yes, consolidating deliveries	2%	0%	0%	0%	17%	0%	10%
No	96%	100%	100%	100%	75%	100%	80%
TOTAL	100%	100%	100%	100%	100%	100%	100%

Q19. Do you have any further motor vehicle access needs not covered in this survey? (e.g. taxi required for staff member with mobility issues)

3.2.42 Table 3.40 and Figure 3-20 show that the majority of access requirements relate to vulnerable users and/or those with mobility needs.

Table 3.40: Summary – Question 19

Type	Number	Percentage
60 Cheapside office building has users with mobility issues including wheelchair users	1	14%
Dutch Church elderly visitors need to be dropped off within restricted hours	1	14%
Keith Burns Dental Practice clients with mobility issues have to be dropped at the door	1	14%
London Gynaecology post-op patients have to be picked up at the door	1	14%
London Health & Wellbeing clients have experienced difficulties	1	14%
Park Medical clients with mobility issues are potentially deterred	1	14%
Ye Olde Watling PH has experienced poor communication with wardens & parking difficulties for staff	1	14%
TOTAL	7	100%

Figure 3-20: Summary – Question 19

3.2.43 The results for each zone are shown as follows.

Table 3.41: Zone detail – Question 19

Type	Overall	Austin Friars	Bow Lane	Carter Lane	Devonshire Row	Lime Street	Watling Street
60 Cheapside office building has users with mobility issues including wheelchair users	14%	0%	100%	0%	0%	0%	0%
Dutch Church elderly visitors need to be dropped off within restricted hours	14%	50%	0%	0%	0%	0%	0%
Keith Burns Dental Practice clients with mobility issues have to be dropped at the door	14%	0%	0%	100%	0%	0%	0%
London Gynaecology post-op patients have to be picked up at the door	14%	50%	0%	0%	0%	0%	0%
London Health & Wellbeing clients have experienced difficulties	14%	0%	0%	0%	50%	0%	0%
Park Medical clients with mobility issues are potentially deterred	14%	0%	0%	0%	50%	0%	0%
Ye Olde Watling PH has experienced poor communication with wardens & parking difficulties for staff	14%	0%	0%	0%	0%	0%	100%
TOTAL	100%	100%	100%	100%	100%	0%	100%

3.2.44

4 CONCLUSIONS AND RECOMMENDATIONS

4.1 Conclusions

4.1.1 The 6 streets listed below have been analysed to ascertain levels of pedestrian, motor vehicle, cycle and kerbside activity. In addition, an occupier engagement survey was undertaken to understand the access needs of buildings within each area.

- Carter Lane.
- Watling Street.
- Bow Lane.
- Austin Friars.
- Lime Street.
- Devonshire Row.

4.1.2 Overall, it was found that all of the streets had pedestrian activity after the end of the motor vehicle restriction (6pm for all streets except for Austin Friars, which is 4pm). This was predominantly due to food and beverage sites with people standing out in the street.

4.1.3 There was 50% response rate to the occupier engagement. From this it was determined that only 8% of typical servicing/ deliveries occur after 6pm, with 2% on a Saturday and 0.2% on a Sunday.

4.1.4 This baseline data suggests that extending the hours of the motor vehicle restrictions would improve pedestrian amenity by reducing the risk of conflict with motor vehicles. Extending the restricted hours would not appear to significantly impact the operation of occupiers on these streets. However, there may be special cases that need to be accommodated.

4.2 Summary and recommendations for each zone

Carter Lane (Pedestrian Zone Monday to Friday, 8am-6pm)

4.2.1 Carter Lane has very low motor vehicle flows throughout the day. The survey data showed that are less than 5 motor vehicles per hour on Carter Lane before 8am and after 6pm on a weekday.

4.2.2 Cycle flows peak at approximately 50 cyclists between 11am-2pm on weekdays and the weekend. There were around 20 cyclists between 5pm-6pm. Outside of these times flows are less than 5 cyclists per hour.

4.2.3 The kerbside data shows vehicles stopping throughout the day, with 10am-midday most popular on weekdays. 27% of activity was designated as servicing or loading, with 38% as parcel pick up/drop off.

4.2.4 The pedestrian count surveyed 263 people from 7am-8am. Between 6pm-7pm there were 1,002 people, with 609 from 7pm-8pm and 385 people from 8pm-9pm. The observations of pedestrian activity showed a static group of people outside the 3 main bars on the street in the evenings. These groups occupied the whole of the carriageway and footway space. These groups dissipated at 9.30pm on the Thursday, which coincided with the rainy weather.

4.2.5 The engagement survey found that 71% of Freight, Servicing and Deliveries (FSD) was stated to occur between 8am-6pm, in contravention of the vehicle restrictions. 11% occurs from 7am-8am, with another 11% from 6pm-7pm. The kerbside survey found that 38% of FSD happened between 8am-6pm, with 4% 7am-8am and 4% at 6pm-7pm. 45% of occupiers operate between 8am-6pm, meaning FSD outside of the times could potentially not be dealt with.

4.2.6 Table 4.1 sets out the proposals for Carter Lane and a RAG assessment against key parameters.

Table 4.1: Proposed changes to Carter Lane – RAG assessment

Location	Proposal	Pedestrian amenity	Cycle amenity	Motor vehicle access	Occupier impact
Carter Lane (Pedestrian Zone Monday to Friday, 8am-6pm)	Extend Pedestrian Zone time from 7am to 9pm.	Remove conflict between pedestrians and motor vehicles at the start of the morning peak and at evening peak time for bars and pubs.	Improved signage for cyclists and reduced times of conflict with motor vehicles.	Motor vehicle restriction extended from 7am to 9pm. However, flow very low between 7am-8am and 6pm-9pm.	11% of typical FSD stated to occur 6pm-11pm. 11% at 7am-8am.
	Pedestrian Zone sign to be changed to Pedestrian and Cycle Zone to clarify that cycles are permitted on Carter Lane.	No change from existing for pedestrians.			

4.2.7 Extending the motor vehicle restrictions from 7am-9pm is considered to be a significant benefit due to the restricted space and high volume of pedestrians and static activity at the bars. There is low observed FSD activity at 7am-8am and 6pm-9pm.

4.2.8 Extending the Pedestrian Zone to include all days of the week was not considered necessary due to the very low motor vehicle flows at weekends combined with generally low pedestrian and cycle flows.

4.2.9 There were no casualties from collisions on Carter Lane between 2018-2022.

Watling Street (no motor vehicles Monday to Friday, 8am-6pm)

4.2.10 Watling Street has, on average, 10 motor vehicles per hour outside the restricted times. There is good compliance with the restrictions, although some FSD does occur during this time. Due to the location of the traffic count point, there is some discrepancy between the kerbside data and traffic count data. Some vehicles can access Carter Lane and exit via Bow Lane (or reverse back on Watling Street), which would not be counted by the traffic survey.

4.2.11 On average there are 15-20 cyclists per hour (two-way) on Watling Street between 8am-6pm. Cycle flows peak at approximately 40 cyclists at 8am-9am on weekdays. Between 6pm and 11pm there are typically less than 5 cyclists per hour, but on Friday this increased to nearly 20 per hour. Despite the existing restrictions, there is a fairly constant eastbound flow of cyclists throughout the day.

4.2.12 The kerbside data shows vehicles stopping throughout the day, with 5am-6am the most popular on weekdays. 45% of activity was designated as servicing or loading, with 14% as parcel pick up/drop off. 5-6 vehicles stopped between 7am-8am on a weekday (7%), with 1-3 vehicles between 6pm-7pm (1%).

4.2.13 The pedestrian count surveyed 631 people from 7am-8am. Between 6pm-7pm there were 1,466 people, with 910 from 7pm-8pm and 728 people from 8pm-9pm. The observations of pedestrian activity showed a static group of people outside the main bars on the street (and overspilling from Bow Lane) in the evenings. These groups occupied the whole of the carriageway and footway space. These groups dissipated at 9.30pm on the Thursday, which coincided with the rainy weather.

4.2.14 The engagement survey found that 75% of FSD was stated to occur between 8am-6pm, in contravention of the vehicle restrictions. The surveyed value of this was 28%. 19% (surveyed 7%) occurred from 7am-8am, with nothing after 6pm. 50% of occupiers operate in the morning only, meaning FSD outside of the times could potentially not be dealt with.

4.2.15 Table 4.2 sets out the proposals for Watling Street and a RAG assessment against key parameters.

Table 4.2: Proposed changes to Watling Street – RAG assessment

Location	Proposal	Pedestrian amenity	Cycle amenity	Motor vehicle access	Occupier impact
Watling Street (no motor vehicles Monday to Friday, 8am-6pm)	Extend no motor vehicles time from 7am to 9pm.	Remove conflict between pedestrians and motor vehicles at the start of the morning peak and at evening peak time for bars and pubs.	Improved signage for cyclists and reduced times of conflict with motor vehicles. Permit contra-flow cycling.	Remove conflict between pedestrians and motor vehicles at the start of the morning peak and at evenings to match peak times of bars and pubs. No change from existing for pedestrians.	0% of typical FSD stated to occur 6pm-9pm. 19% at 7am-8am.
	Change No Motor Vehicles sign to Pedestrian and Cycle Zone sign to provide clear legibility for all road users.	No significant change from existing			
	Change TMO and signage to allow contra-flow cycling on Watling Street.	No significant change from existing as contraflow cycling already happening.			
	Raise carriageway to same height as footway.	Improved pedestrian accessibility.			

4.2.16 Extending the motor vehicle restrictions from 7am-9pm is considered to be a significant benefit due to the high volume of pedestrians and static activity outside bars. However, with 19% occupiers (equating to 5-6 vehicles) stating the need for FSD from 7am-8am, further consultation is required to understand if this is viable for local businesses.

4.2.17 Extending the Pedestrian Zone to include all days of the week is not considered necessary due to the very low motor vehicle flows at weekends combined with generally low pedestrian and cycle flows. In addition, there is a demarcated footway on Watling Street that provides space for pedestrians to stand if a vehicle is moving through the area.

4.2.18 There were no casualties from collisions on Watling Street between 2018-2022.

Bow Lane (no motor vehicles Monday to Friday, 8am-6pm)

4.2.19 Bow Lane has, on average, less than 10 motor vehicles per hour outside the restricted times. The flow is higher before 8am than it is after 6pm, which is in line with the observed kerbside activity. There is good compliance with the restrictions, although some FSD does occur during this time.

4.2.20 On average there are 10-15 cyclists per hour (two-way) on Bow Lane between 8am-6pm. Cycle flows peak at approximately 20 cyclists in the middle of the day and 6pm-8pm on weekdays. Despite the existing restrictions, there is a fairly constant southbound flow of cyclists throughout the day.

4.2.21 The kerbside data shows vehicles stopping mostly before 8am, with some activity at 8pm-9pm. Activity was primarily servicing or loading, or parcel pick up/drop off. 4-5 vehicles stopped between 7am-8am on a weekday, with 1-2 vehicles between 6pm-7pm.

4.2.22 The pedestrian count surveyed 755 people from 7am-8am. Between 6pm-7pm there were 1,215 people, with 623 from 7pm-8pm and 412 people from 8pm-9pm. The observations of pedestrian activity showed a static group of people outside the bars on Bow Lane (and overspilling from Watling Street) in the evenings. These groups occupied the whole of the carriageway and footway space. These groups dissipated at 9.30pm on the Thursday, which coincided with the rainy weather.

4.2.23 The engagement survey found that 67% of FSD was stated to occur between 8am-6pm, in contravention of the vehicle restrictions. 29% occurred from 7am-8am, with 4% after 6pm. The kerbside survey found that 10% of FSD happened between 8am-6pm, with 14% 7am-8am and 0% at 6pm-7pm. Two thirds of occupiers operate in the morning only or between 8am-6pm, meaning FSD outside of the times could potentially not be dealt with.

4.2.24 Table 4.3 sets out the proposals for Bow Lane and a RAG assessment against key parameters.

Table 4.3: Proposed changes to Bow Lane – RAG assessment

Location	Proposal	Pedestrian amenity	Cycle amenity	Motor vehicle access	Occupier impact
Bow Lane (no motor vehicles Monday to Friday, 8am-6pm)	Extend no motor vehicles restriction time from 7am to 9pm.	Remove conflict between pedestrians and motor vehicles at the start of the morning peak and at evenings to match peak times of bars and pubs.	Improved signage for cyclists and reduced times of conflict with motor vehicles. Permit contra-flow cycling.	Motor vehicle restriction extended to 11pm and at weekends.	4% of typical FSD stated to occur after 6pm. 29% of FSD 7am-8am.
	Change No Motor Vehicles sign to Pedestrian and Cycle Zone sign to provide clearly legibility for all road users.	No change from existing for pedestrians.			
	Change TMO and signage to allow contra-flow cycling on Bow Lane.	No significant change from existing as contraflow cycling already happening.			
	Change TMO and signage to allow contra-flow cycling on Devonshire Row.	No significant change from existing as contraflow cycling already happening.			

4.2.25 Extending the motor vehicle restrictions from 7am-9pm is considered to be a significant benefit due to the high volume of pedestrians and static activity outside bars. However, with 19% occupiers (14% surveyed, equating to 4 vehicles) stating the need for FSD from 7am-8am, further consultation is required to understand if this is viable for local businesses.

4.2.26 Extending the Pedestrian Zone to include all days of the week is not considered necessary due to the very low motor vehicle flows at weekends combined with generally low pedestrian and cycle flows.

4.2.27 The restrictions on Watling Street and Bow Lane are the same because that they are linked and motor vehicles may have to use both streets for access/ egress.

4.2.28 There were no casualties from collisions on Bow Lane between 2018-2022.

Austin Friars (no motor vehicles Monday to Friday, 11am-4pm except disabled badge holders)

4.2.29 Austin Friars has, on average, less than 5 motor vehicles per hour outside the restricted times. The flow is higher before 11am than it is after 4pm, which is in line with the observed kerbside activity. Motor vehicle flow does not drop significantly during the timed restriction, although access to the disabled parking bay is permitted.

4.2.30 On average there are less than 10 cyclists per hour (two-way) on Austin Friars between 8am-6pm. Cycle flows peak at 15 cyclists at 8am-9pm on weekdays.

4.2.31 The kerbside data shows vehicles stopping mostly before 11am, but low levels of activity are observed throughout the day. Activity was primarily servicing or loading, or pick up/drop off.

4.2.32 The pedestrian count surveyed 253 people from 7am-8am. Between 6pm-7pm there were 494 people, with 213 from 7pm-8pm and 111 people from 8pm-9pm. The observations of pedestrian activity showed a static group of people outside The Phoenix bar in the evenings. This group did not typically occupy the whole of the carriageway and footway space. The group dissipated at 9.30pm on the Thursday, which coincided with the rainy weather.

4.2.33 The engagement survey found that 100% of FSD was stated to occur between 8am-6pm. The kerbside activity showed 16% between 11am-4pm. 25% of occupiers operate between 8am-6pm, meaning FSD outside of the times could potentially not be dealt with.

4.2.34 Table 4.4 sets out the proposals for Austin Friars and a RAG assessment against key parameters.

Table 4.4: Proposed changes to Austin Friars – RAG assessment

Location	Proposal	Pedestrian amenity	Cycle amenity	Motor vehicle access	Occupier impact
Austin Friars (no motor vehicles Monday to Friday, 11am-4pm)	Extend no motor vehicles restriction time from 11am to 7pm.	Remove conflict between pedestrians and motor vehicles to cover peak times of The Phoenix.	Improved signage for cyclists and reduced times of conflict with motor vehicles.	Motor vehicle restriction extended to 7pm.	9% FSD surveyed between 4pm-7pm.
	Change No Motor Vehicles sign to Pedestrian and Cycle Zone sign to provide clearly legibility for all road users.	No change from existing for pedestrians.			

4.2.35 Starting the motor vehicle restriction earlier than 11am is not considered to be a required due to the low motor vehicle volumes. There is a small area of footway (protected by bollards) for pedestrians to stand if there is a vehicle. Ending the motor vehicle restriction at 7pm would reduce conflict with pedestrians outside the Phoenix Bar, with minimal impact on FSD activity by occupiers. The exemption for the disabled parking bay would remain.

4.2.36 Extending the Pedestrian Zone to include all days of the week is not considered necessary due to the very low motor vehicle flows at weekends combined with generally low pedestrian and cycle flows.

4.2.37 There were no casualties from collisions on Austin Friars between 2018-2022.

Lime Street (no motor vehicles Monday to Friday, 8am-6pm)

4.2.38 Lime Street has, on average, 20-30 motor vehicles per hour outside the restricted times. Around 5 motor vehicles per hour use Lime Street during the restricted time. This is reflected in the kerbside survey, which shows FSD activity throughout the day.

4.2.39 On average there are 50 cyclists per hour (two-way) on Lime Street between 8am-6pm. Cycle flows peak at nearly 100 cyclists at 8am-9am on weekdays. Between 6pm and 9pm there are over 50 cyclists per hour.

4.2.40 The kerbside data shows vehicles stopping throughout the day, with 6am-7am the most popular on weekdays.

4.2.41 The pedestrian count surveyed 781 people from 7am-8am. Between 6pm-7pm there were 1,699 people, with 871 from 7pm-8pm and 597 people from 8pm-9pm. The observations of pedestrian activity showed a static group of people outside the Bunch of Grapes bar in the evenings. This group occupied most of the carriageway and footway space. These groups dissipated at 9.30pm on the Thursday, which coincided with the rainy weather.

4.2.42 The engagement survey found that 90% of FSD was stated to occur between 8am-6pm, in contravention of the vehicle restrictions. 3% occurred from 7am-8am, with nothing after 6pm. The kerbside survey found that 41% of FSD happened between 8am-6pm, with 5% 7am-8am and 3% at 6pm-7pm. 60% of occupiers operate from 8am-6pm, meaning FSD outside of the times could potentially not be dealt with.

4.2.43 Table 4.5 sets out the proposals for Lime Street and a RAG assessment against key parameters.

Table 4.5: Proposed changes to Lime Street – RAG assessment

Location	Proposal	Pedestrian amenity	Cycle amenity	Motor vehicle access	Occupier impact
Lime Street (no motor vehicles Monday to Friday, 8am-6pm)	Extend no motor vehicles restriction time from 7am to 9pm.	Remove conflict between pedestrians and motor vehicles at the start of the morning peak and at evening peak time for bars and pubs.	Improved signage for cyclists and reduced times of conflict with motor vehicles.	Motor vehicle restriction extended to 9pm.	1% of typical FSD stated to occur after 6pm. 3% of FSD 7am-8am.
	Change No Motor Vehicles sign to Pedestrian and Cycle Zone sign to provide clearly legibility for all road users.	No change from existing for pedestrians.			

4.2.44 Extending the motor vehicle restriction from 7am-9pm is considered to be a significant benefit due to the high volume of pedestrians and cyclists, as well as the static activity at the bars. There is low stated and observed FSD activity at 7am-8am and 6pm-9pm.

4.2.45 Extending the Pedestrian Zone to include all days of the week is not considered necessary due to the low motor vehicle flows at weekends combined with generally low pedestrian and cycle flows. In addition, there is a demarcated footway on Lime Street that provides space for pedestrians to stand if a vehicle is moving through the area.

4.2.46 There were no casualties from collisions on Lime Street between 2018-2022.

Devonshire Row (no motor vehicles Monday to Friday, 8am-6pm)

4.2.47 Devonshire Row has, on average, less than 1 motor vehicles per hour outside the restricted times. There is good compliance with the motor vehicle restrictions.

4.2.48 On average there are 30 cyclists per hour (two-way) on Devonshire Row between 8am-6pm. During the day, cycle flows peak at just over 50 cyclists at 1pm-2pm on weekdays. Between 6pm and 9pm there are 50-60 cyclists per hour.

4.2.49 The survey shows a low level of kerbside activity, with vehicle typically stopping before 9am.

4.2.50 The pedestrian count survey shows 599 people from 7am-8am. Between 6pm-7pm there were 1,185 people, with 643 from 7pm-8pm and 468 people from 8pm-9pm. The observations of pedestrian activity showed static groups of people outside the bars in the evenings. These groups occupied all of the carriageway and footway space. These groups dissipated at 9.30pm on the Thursday, which coincided with the rainy weather.

4.2.51 The engagement survey found that 77% of Freight, Servicing and Deliveries (FSD) occur between 8am-6pm, in contravention of the vehicle restrictions. 7% occurred from 7am-8am, with 12% after 6pm. The kerbside survey found that 17% of FSD happened between 8am-6pm, with 0% 7am-8am and 0% at 6pm-7pm. Only 25% of occupiers operate from in the morning only or from 8am-6pm.

4.2.52 Table 4.6 sets out the proposals for Devonshire Row and a RAG assessment against key parameters.

Table 4.6: Proposed changes to Devonshire Row – RAG assessment

Location	Proposal	Pedestrian amenity	Cycle amenity	Motor vehicle access	Occupier impact
Devonshire Row (Pedestrian Zone Monday to Friday, 8am-6pm)	Extend Pedestrian Zone time from 7am to 9pm.	Remove conflict between pedestrians and motor vehicles at the start of the morning peak and at evening peak time for bars and pubs.	Improved signage for cyclists and reduced times of conflict with motor vehicles. Permit contra-flow cycling.	Motor vehicle restriction extended to 9pm.	12% of typical FSD stated to occur after 6pm, with 7% between 7am-8am.
	Pedestrian Zone sign to be changed to Pedestrian and Cycle Zone to clarify that cycles are permitted on Devonshire Row.	No change from existing for pedestrians.			
	Change TMO and signage to allow contra-flow cycling on Devonshire Row.	No significant change from existing as contraflow cycling already happening.			

4.2.53 Starting the motor vehicle restriction at 7am and ending at 9pm is considered to be a significant benefit due to the high volume of pedestrians and constrained carriageway and footway space.

4.2.54 Pedestrian flows on a Saturday are around a third of the levels on a Thursday. This, together with the low traffic levels, suggests that extending the restrictions the weekend does not appear to be necessary.

4.2.55 The proposed extensions to the motor vehicle restrictions are not considered to have a significant impact on FSD on Devonshire Row given the low volume of observed activity from 7am-9pm.

4.2.56 Cycling is already occurring in both directions on Devonshire Row. Therefore, changing the TMO to officially permit contra-flow cycling is a benefit to cyclists. Signage could be installed that helped inform pedestrians that 2-way cycling is allowed (as has been done on Carter Lane).

4.2.57 There were no casualties from collisions on Devonshire Row between 2018-2022.

4.2.58 The recommended changes for all streets are summarised in Table 4.7. This would require TMO consultation for each of the streets.

4.2.59 Further assessment regarding enforcement is required. Although the number of motor vehicles contravening the times of restriction are generally low, the engagement survey found that the majority of servicing and deliveries was stated to occur during the restricted times.

Table 4.7: Recommended proposals

Location	Proposal
Carter Lane (Pedestrian Zone Monday to Friday, 8am-6pm)	Extend Pedestrian Zone time from 7am to 9pm.
	Pedestrian Zone sign to be changed to Pedestrian and Cycle Zone to clarify that cycles are permitted on Carter Lane.
Watling Street (no motor vehicles Monday to Friday, 8am-6pm)	Extend no motor vehicles restriction time from 7am to 9pm.
	Change No Motor Vehicles sign to Pedestrian and Cycle Zone sign to provide clear legibility for all road users.
	Change TMO and signage to allow contra-flow cycling on Watling Street.
	Raise carriageway to same height as footway.
Bow Lane (no motor vehicles Monday to Friday, 8am-6pm)	Extend no motor vehicles restriction time from 7am to 9pm.
	Change No Motor Vehicles sign to Pedestrian and Cycle Zone sign to provide clearly legibility for all road users.
	Add No Left-Turn sign from Watling Street to Bow Lane.
	Change TMO and signage to allow contra-flow cycling on Bow Lane.
Austin Friars (no motor vehicles Monday to Friday, 11am-4pm)	Extend no motor vehicles restriction time from 11am to 7pm.
	Change No Motor Vehicles sign to Pedestrian and Cycle Zone sign to provide clearly legibility for all road users.
Lime Street (no motor vehicles Monday to Friday, 8am-6pm)	Extend no motor vehicles restriction time from 7am to 9pm.
	Change No Motor Vehicles sign to Pedestrian and Cycle Zone sign to provide clearly legibility for all road users.
	Ensure southbound No Entry sign faces the correct direction.
Devonshire Row (Pedestrian Zone Monday to Friday, 8am-6pm)	Extend Pedestrian Zone time from 7am to 9pm.
	Pedestrian Zone sign to be changed to Pedestrian and Cycle Zone to clarify that cycles are permitted on Devonshire Row.
	Change TMO and signage to allow contra-flow cycling on Devonshire Row.

APPENDIX A: OCCUPIER ENGAGEMENT SURVEY

14995 City of London Business Surveys

1. City of London Business Survey

TO THE OCCUPIER

The City of London Corporation are reviewing the operational hours of the restrictions to motor vehicles on this street. This is part of a wider review of all permanent Traffic Management Orders in operation on its streets to identify if there are opportunities to improve them for all users and to better support the City's transport and corporate policies.

This survey is being undertaken to understand your access requirements, which will be a key aspect to inform the recommendations of this review.

The survey is being carried out by a third party on behalf of the City. The City of London officer contact is Clive Whittle (clive.whittle@cityoflondon.gov.uk).

2. About the organisation

1. What is the name of the organisation?

2. What is the address of the organisation?

3. What type of organisation operates from the premises?

- [ ] Retail
- [ ] Food and Beverage
- [ ] Office
- [ ] Hotel/Residential
- [ ] Bank
- [ ] School
- [ ] Government
- [ ] Other (please specify):

4. What are your operating hours? i.e. when are staff present to receive deliveries / servicing?

3. Deliveries and Servicing

5. How many delivery / servicing activities typically take place Monday - Friday?

	None	1 to 2	3 to 5	6 to 10	11 to 20	21 to 30	More than 30
Midnight - 7:00am	☐	☐	☐	☐	☐	☐	☐
7:00am - 8:00am	☐	☐	☐	☐	☐	☐	☐
8:00am - 6:00pm	☐	☐	☐	☐	☐	☐	☐
6:00pm - 7:00pm	☐	☐	☐	☐	☐	☐	☐
7:00pm - 11:00pm	☐	☐	☐	☐	☐	☐	☐
11:00pm - Midnight	☐	☐	☐	☐	☐	☐	☐

Comment:

6. Is there delivery / servicing activity on a Saturday?

- ☐ Yes
- ☐ No

4. Deliveries and Servicing

7. How many delivery / servicing activities typically take place on Saturday?

	None	1 to 2	3 to 5	6 to 10	11 to 20	21 to 30	More than 30
Midnight - 7:00am	☐	☐	☐	☐	☐	☐	☐
7:00am - 8:00am	☐	☐	☐	☐	☐	☐	☐
8:00am - 10:00am	☐	☐	☐	☐	☐	☐	☐
10:00am - 4:00pm	☐	☐	☐	☐	☐	☐	☐
4:00pm - 6:00pm	☐	☐	☐	☐	☐	☐	☐
6:00pm - Midnight	☐	☐	☐	☐	☐	☐	☐

Comment:

5. Deliveries and Servicing

8. Is there delivery / servicing activity on a Sunday?

- [ ] Yes
- [ ] No

6. Deliveries and Servicing

9. How many delivery / servicing activities typically take place on Sunday?

	None	1 to 2	3 to 5	6 to 10	11 to 20	21 to 30	More than 30
Midnight - 7:00am	☐	☐	☐	☐	☐	☐	☐
7:00am - 8:00am	☐	☐	☐	☐	☐	☐	☐
8:00am - 10:00am	☐	☐	☐	☐	☐	☐	☐
10:00am - 4:00pm	☐	☐	☐	☐	☐	☐	☐
4:00pm - 6:00pm	☐	☐	☐	☐	☐	☐	☐
6:00pm - Midnight	☐	☐	☐	☐	☐	☐	☐

Comment:

7. Deliveries and Servicing

10. What transport modes are used for deliveries / servicing?

	Never	Occasionally	Typical	Always
Walking	☐	☐	☐	☐
Cycling	☐	☐	☐	☐
Public Transport	☐	☐	☐	☐
Car / small van	☐	☐	☐	☐
Large van	☐	☐	☐	☐
Small HGV (3.5t-7.5t box truck)	☐	☐	☐	☐
Large HGV (rigid or articulated above 7.5t)	☐	☐	☐	☐

Comment:

11. What is the duration of delivery / servicing activities?

	Never	Occasionally	Typical	Always
0 - 20 minutes	☐	☐	☐	☐
20 - 60 minutes	☐	☐	☐	☐
More than 1 hour	☐	☐	☐	☐
More than 4 hours	☐	☐	☐	☐

Comment:

12. Where does delivery / servicing activity take place? Please select all that apply

- ☐ On-street directly outside the property
- ☐ On-street close to the property (within 50 meters)
- ☐ On-street away from the property (more than 50 meters away)
- ☐ Off-street parking
- ☐ Other (please specify):

13. Do you have any special delivery / servicing requirements that means activity must take place directly outside the property? Please select all that apply

- ☐ No
- ☐ Yes, for security reasons (e.g. cash in transit)
- ☐ Yes, for health and safety reasons (e.g. heavy loads, accessibility)
- ☐ Other (please specify):

14. Do you allow staff to receive private deliveries?

- ☐ Yes
- ☐ No

8. Delivery and Servicing

15. How many non-business deliveries are received (e.g. Amazon deliveries to staff)?

- ☐ About 1 - 2 per week

- [ ] About 1 - 2 per day
- [ ] More than 2 per day
- [ ] Other (please specify):

9. Comments

16. Do the current hours of motor vehicle restrictions cause any issue for you? If so, how and why would you like the hours to be changed?

17. Who collects your waste and at what time?

Who?

What time?

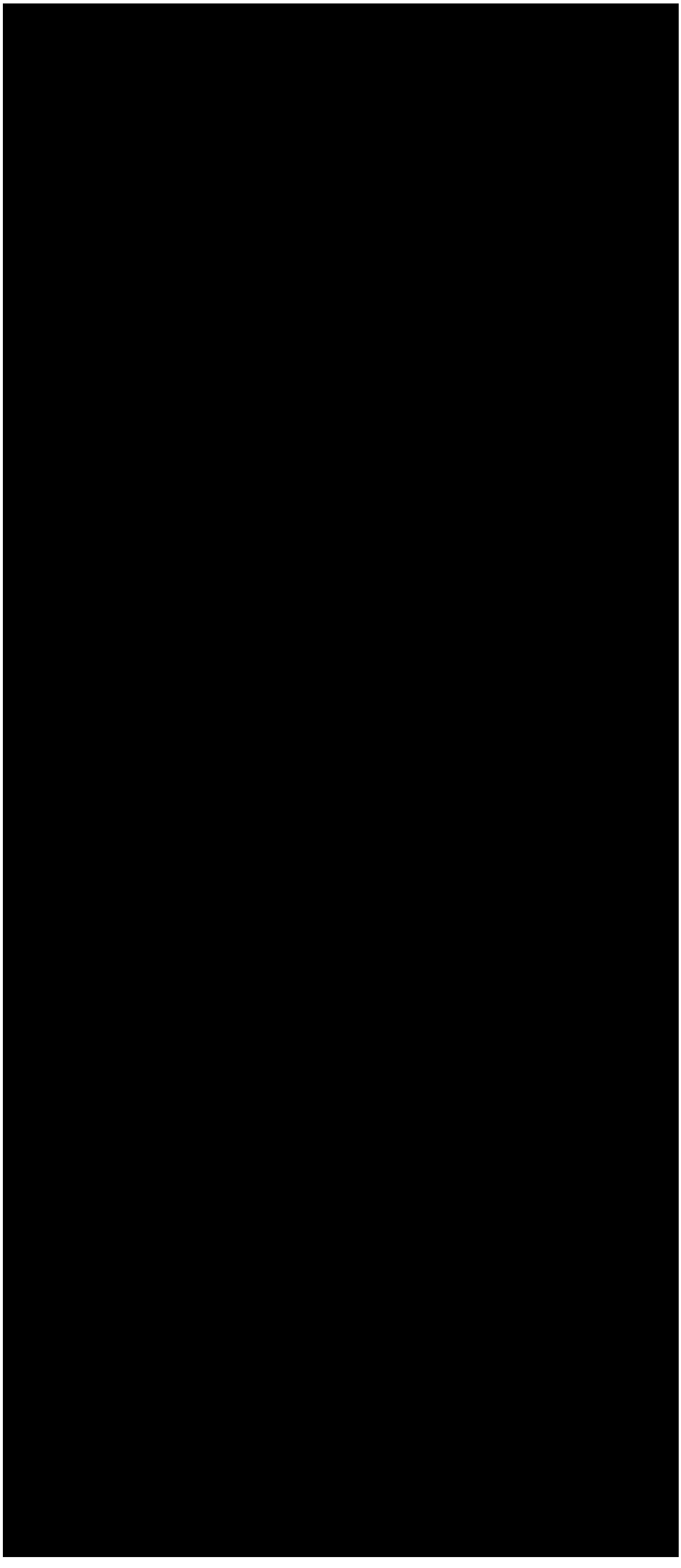
18. Do you have plans to modernise/consolidate your delivery strategy, to try and reduce the amount of activity? If yes, please provide details

19. Do you have any further motor vehicle access needs not covered in this survey? (e.g. taxi required for staff member with mobility issues). If yes, please provide details

APPENDIX B: SURVEY DISTRIBUTION SUMMARY

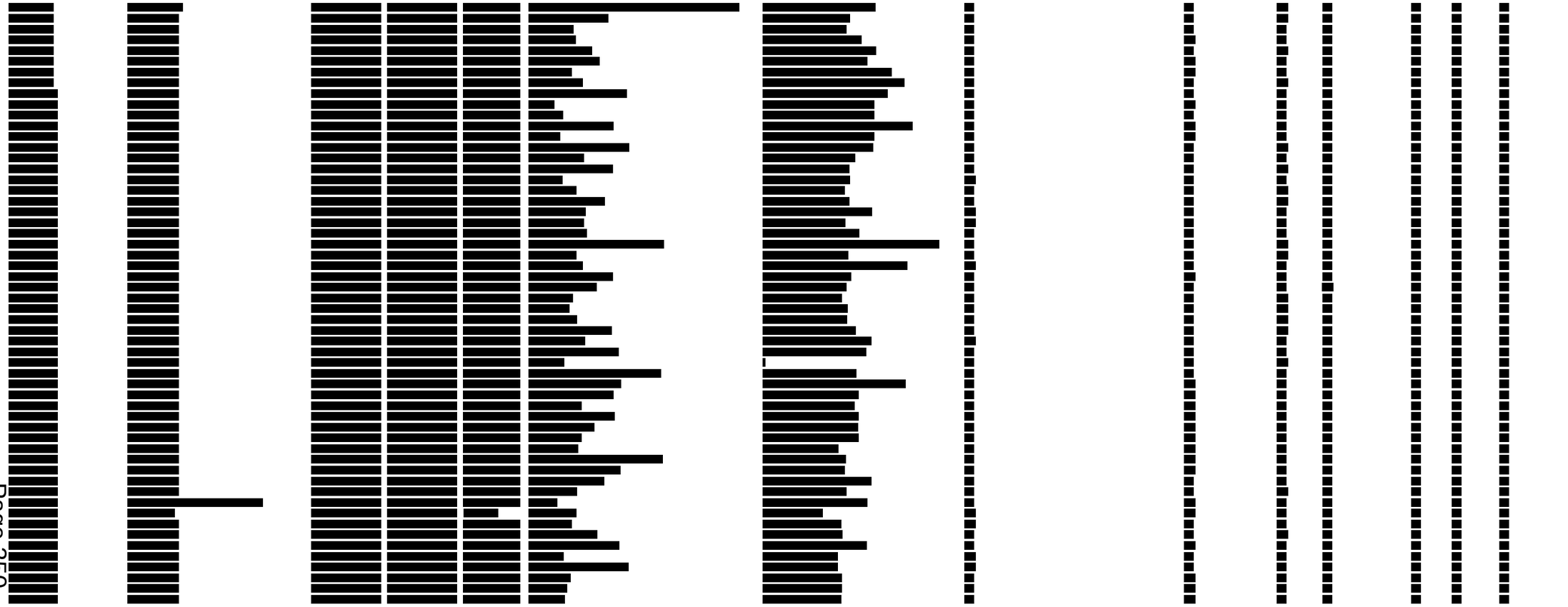
KEY	
Handout to target person	1
Handout with name/email of target person	2
Handout with no name of target person	3
Form to be emailed to target person	4
Interview undertaken on site	5
Refused	6
Cannot access building	7

SUMMARY	
Handout to target person	21
Handout with name/email of target person	11
Handout with no name of target person	13
Form to be emailed to target person	0
Interview undertaken on site	51
Refused	13
Cannot access building	6
TOTAL	**115**
RESPONSES	**56**
RESPONSE RATE	**49%**



APPENDIX C: RAW SURVEY RESULTS DATA

UserID	UserNo	Name	Email	IP Address	Unique ID	Started	Ended	Tracking Link	Q1. What is the name of the organisation?	Q2. What is the address of the organisation?	Q3. What type of organisation operates from the premises?						
											Q3.1. Retail	Q3.2. Food and Beverage	Q3.3. Office	Q3.4. Hotel/Residential	Q3.5. Bank	Q3.6. School	Q3.7. Government



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Appendix 2

Table 1: Traffic Orders in Category ii -- Those with signage or road marking issues

Restriction / Street Name	Planned change	Status
Apothecary Street	Install missing No Waiting signage	Resolved - installation of missing CPZ sign on Blackfriars Bridge arranged
Bear Alley	Install missing No Waiting signage	Resolved - installation of missing CPZ sign on Blackfriars Bridge arranged
Blackfriars Court	Install missing No Waiting signage	Resolved - installation of missing CPZ sign on Blackfriars Bridge arranged
Great Tower Street	Revoke unnecessary 'One way eastbound except buses and cycles' 'Restriction	Revocation Order in progress
Hayne Street	Revoke unnecessary 'No Motor Vehicles' restriction	Revocation Order in progress
Little Britain	Convert expired Doctor's bay to cycle hire and e-scooter bay	Traffic Order in progress
Old Bailey	Introduce loading ban on southern section to reduce congestion	Resolved - not considered required as Old Bailey is wide enough to accommodate the current loading activities without unduly impacting traffic flows

Silk Street	Revoke redundant order for bus stop clearway	Resolved - bus stop clearways no longer require TMOs, there no revocation is necessary
Turnagain Lane	Missing signs for yellow line restrictions as TLRN means they are isolated from CPZ, or upgrade to 'at any time'	Resolved - installation of missing CPZ sign on Blackfriars Bridge arranged
Worship Street	Revoke redundant order for bus stop clearway	Resolved - bus stop clearways no longer require TMOs, there no revocation is necessary

Table 2: Traffic Orders in Category iii - Those that can be reviewed / actioned as part of other projects

Street Name	Potential TMO Issue	Project/Programme
Aldersgate Street	Review loading south of Beech Street and add at any time restrictions if necessary	Barbican, Bunhill and Golden Lane Healthy Neighbourhood Plan
Beech Street	Review whether at any time loading restrictions needed	Barbican, Bunhill and Golden Lane Healthy Neighbourhood Plan
Fann Street	Extend length of closure	Barbican, Bunhill and Golden Lane Healthy Neighbourhood Plan
Moorgate (Southern section)	Change loading hours 7am-1pm or 1pm-7pm to peak periods	Bank and Guildhall Healthy Streets Plan.
Leadenhall Street	Review loading at junction as potential to cause obstruction	City Cluster Programme
Monument Street	Extend length of closure	Fenchurch Street Healthy Streets Plan
St Mary At Hill	Extend length of closure	Fenchurch Street Healthy Streets Plan
Harp Lane	Extend length of closure	Fenchurch Street Healthy Streets Plan
Bear Alley	Review whether at any time waiting and loading restrictions needed	Fleet Street Area Healthy Streets Plan

Blackfriars Court	Review whether at any time loading restrictions needed	Fleet Street Area Healthy Streets Plan
Holborn Viaduct	Extend loading restrictions where it would be unsafe to stop	Fleet Street Area Healthy Streets Plan
Ludgate Hill	Police checkpoints create pinch point for cyclists. Consider removing	Fleet Street Area Healthy Streets Plan
Ludgate Hill	Upgrade loading restrictions at junction with Creed Lane, to 'at any time' to reduce potential for obstruction of sight lines and cycle lane	Fleet Street Area Healthy Streets Plan
Ludgate Hill	Upgrade loading restrictions throughout at junctions to 'at any time' to reduce potential for obstruction	Fleet Street Area Healthy Streets Plan
New Fetter Lane	Upgrade loading restrictions at throughout to 'at any time' to reduce potential for dangerous passing of loading HGVs, particularly at slight ben	Fleet Street Area Healthy Streets Plan
Pageantmaster Court	Introduce loading ban at junction. Install repeater signs for single yellow lines	Healthy Streets Minor Schemes
Fleet Street	Increase loading restrictions to 'at any time' to reduce potential for obstruction	Fleet Street Area Healthy Streets Plan
Fleet Street	Consider right turn ban from Whitefriars to reduce risk of collisions with cyclists	Fleet Street Area Healthy Streets Plan
Temple Avenue	Consider 'at any time' no waiting and no loading on east side and at junction with Tudor Street.	Fleet Street Area Healthy Streets Plan
Queen Victoria Street	Introduce loading ban at junctions	Cycleways
Breams Buildings	Extend length of closure	Fleet Street Area Healthy Streets Plan
Blackfriars Lane	Extend length of closure	Fleet Street Area Healthy Streets Plan
St Andrew's Hill	Extend length of closure	Fleet Street Area Healthy Streets Plan
Coleman Street	Extend length of closure	Bank & Guildhall Healthy Streets Plan
Gresham Street	Upgrade loading restrictions at junction with St Martin's Le Grand to 'at any time' to reduce potential for obstruction	King Edward Square project

Moor Lane	Extend operational hours of timed closure to reduce traffic.	Barbican, Bunhill and Golden Lane Healthy Neighbourhood Plan
Great Winchester Street	Extend one way to cover whole street	75 London Wall Development (Winchester House)
Grand Avenue	Amend no vehicles restriction to allow cyclists outside of market hours	West Smithfield public realm and future market redevelopment project
7.5T Weight limit, Various Zones	Review zone boundaries to ensure they are appropriate, and camera enforceable if required	Project underway to review CCTV enforcement

Table 3: Traffic Orders in Category iv - Other Traffic Orders that may be beneficial

Street Name	Recommendation / Opportunities	Status
High Holborn	Extend bus lane from 7am-7pm Mon-Sat to AAT and consider allowing non blue light emergency service use	In progress
Holborn Viaduct	Extend bus lane from 7am-7pm Mon-Sat to AAT and consider allowing non blue light emergency service use	In progress
St Paul's Churchyard	Extend bus lane from 7am-7pm Mon-Sat to AAT and consider allowing non blue light emergency service use	In progress
Blackfriars Passage	Review whether at any time loading restrictions needed	Resolved – no further action required as no issues arising, and this is a very minor street, used for local access
Devonshire Row	Explore if one way requires CCTV signage and enforcement	Resolved – no issues identified as part of the review of the pedestrian zone
Devonshire Row	Review whether at any time loading restrictions needed	Resolved – no further action required as data from the review of pedestrian zones indicates a high level of compliance

Middlesex Street	Extend length of closure	Resolved – no further action. Only the eastern footway is within the City and the current TMO relates to the Aldgate project, and with the agreement of Tower Hamlets
Warwick Lane	Install inset loading bays, or upgrade loading to ‘at any time’.	Resolved – no further action. Most of the street is covered by ‘at any time’ no loading, and the remainder is wide enough to accommodate loading activities without impacting on traffic flow
Long Lane	Consider extending loading restrictions to ‘at any time’ to minimise danger to cyclists using cycle lane.	Resolved – no further action as there is insufficient width to accommodate a mandatory cycle lane throughout. Investigate whether this can be Incorporated into West Smithfield project
Eastcheap	Scope for additional kerbside parking (consider Dockless bays)	In progress. Potential e-scooter/dockless parking is being investigated, and this will be within the Fenchurch Street Area Healthy Streets Plan
Eastcheap	No loading restrictions, so potential for obstructive loading	In progress. This will be investigated as part of the Fenchurch Street Area Healthy Streets Plan
Fenchurch Street	Inconsistent loading restrictions and unclear signage for restricted sections, and worn-out blips	In progress. This will be investigated as part of the Fenchurch Street Area Healthy Streets Plan
Liverpool Street	Consider restricting loading at the junction with Bishopsgate to ensure vehicles and cycles can manoeuvre safely.	In progress
Gresham Street	Change loading hours 7am-1pm or 1pm-7pm to peak periods	In progress
Lothbury	Change loading hours 7am-1pm or 1pm-7pm to peak periods	In progress

Philpot Lane	Install repeater signs with CPZ hours. Consider loading restrictions on west side	In progress. This will be investigated as part of the Fenchurch Street Area Healthy Streets Plan
Ludgate Hill	Upgrade loading restrictions at junction with TLRN to ‘at any time’ to reduce potential for obstruction	Resolved – to be considered as part of Vision Zero
Godliman Street	Extend length of closure	Resolved – no further action. This street has limited active frontagers and it is not well used by people walking or wanting to dwell
Martin Lane	Extend length of closure	Resolved – no further action. This street has one active frontage which benefits from the existing closure, and it is also not well used by people walking or wanting to dwell
Brushfield Street	Extend length of closure	Resolved – no further action. Extending the closure would require removal of the motorcycle bay, which would be difficult to find alternatives for. There is also an area of accessible space to the north, therefore this is low priority
Dowgate Hill	Extend length of closure	Resolved – no further action
White Lion Hill	Review whether at any time loading restrictions needed	Resolved – no action required as there are no accesses or reasons for drivers to stop, and there are no known issues

Committees: Streets and Walkways Sub-Committee *[for decision]* *Projects and Procurement Sub-Committee [for information]*	**Dates:** 01 October 2024 21 October 2024
Subject: Beech Street Transformation and Public Realm Project **Unique Project Identifier: 10847**	**Gateway 6: Outcome Report** Complex
Report of: Executive Director of Environment **Report Author:** Kristian Turner	**For Decision**
PUBLIC	

Summary

1. Status update	**Project Description:** For many years levels of nitrogen dioxide measured in Beech Street had been exceeding national limits. A zero emissions scheme was conceived as an interim traffic management measure to improve air quality by reducing the volume of polluting traffic using Beech Street. At the time it was envisaged that this would be the first stage of a phased approach for the transformation of Beech Street. The Beech Street Zero Emissions scheme was introduced as an Experimental Traffic Order (ETO) in March 2020 and ran for 18 months through to September 2021. **RAG Status: GREEN** **Risk Status: Low** **Total Estimated Cost of Project (excluding risk):** ~ Final account = £2.3M (of a total approved budget of £2,567,213)
2. Next steps and requested decisions	**Requested Decisions:** Member's of the Streets and Walkways Sub Committee are asked to: • Approve the contents of this report. • Agree to close the Beech Street Transportation and Public Realm project • Note the lessons learned • Agree to return unused funds to the central CIL fund
3. Key conclusions	Scheme summary Beech Street is a unique street in the City due it's "tunnel" like infrastructure as a "covered roadway". The pollution emitted by vehicles

	is less able to disperse into the atmosphere due to the enclosed space and lack of ventilation points. As a result, pollutants such as nitrogen dioxide become more concentrated on Beech Street, making it one of the worst polluted streets in the City. In 2019/20 traffic volumes on Beech Street were approximately 10k vehicles per day but would record elevated levels of nitrogen dioxide similar to levels recorded at Walbrook Wharf where up to 40k vehicles would be on Upper Thames Street. Beech Street is also a key route for people walking between the Moorgate and Barbican areas, as an access route for residents to their properties and is well used by cyclists. All of these road users, in addition to drivers were exposed to the elevated levels of NO_2 in Beech Street, which in 2019 exceeded 60μm^3 compared to the recommended national limits of 40 μm^3. As a result of these issues which many residents raised as a concern with the City, in 2018/19 Members requested that Officers investigate measures to urgently address the poor air quality in Beech Street. Initial analysis work (including air quality modelling) showed that the removal of some or the majority of traffic in Beech Street would lead to a reduction in levels of NO_2. Options for reducing traffic included restricting westbound traffic, reducing eastbound traffic or in both directions. The air quality benefits of restricting traffic in both directions was estimated to be the most likely to lead to a reduction in NO_2 to acceptable levels (i.e. under 40 μm^3). In December 2019, Members approved a traffic experiment on Beech Street. The experiment restricted “through” traffic using Beech Street to vehicles that met Transport for London’s criteria for zero-emission vehicles (meaning the 153 bus and electric vehicles were exempt) but allowed access to the car parks and forecourts on Beech Street to any vehicle type. The experiment commenced on the 18 March 2020 and concluded on 18 September 2021 where it was decided to not retain the traffic order and revert to its previous operation. The duration of the experiment coincided with national restrictions due to the COVID-19 pandemic, making the impacts of the experiment on traffic and air quality difficult to quantify. At the conclusion of the experiment, the scheme was reported as a qualified success in that air quality on Beech Street was significantly improved, but that this could not be wholly disaggregated from the overall improvement to air quality across London due to the changes in behaviour over the pandemic. The reduction in nitrogen dioxide levels was greater on Beech Street than other locations in Central London, and this difference was estimated to be due to the zero-emission scheme operation. Public views during the experiment were polarised, with levels of support and opposition to the scheme evenly split. The impacts of the restriction resulted in some disbenefits to some residents and road users, whereas others enjoyed the improved environment within Beech

	Street. Challenges regarding access for deliveries and visitors was a consistent theme in the hundreds of enquiries received. Another consistent topic of feedback was street signing for the scheme which was not understood by a number of drivers but was legally compliant and necessary to be able to enforce compliance with the restriction. During the experiment, feedback on difficulties experienced by residents with regards access for visitors, deliveries and taxis informed the City's decision making to amend the central reservations in Beech Street so that the car parks and forecourts on the south side could be accessed from the eastbound carriageway. This, along with changes made to satnav basemaps appeared to help mitigate the problems. Following the conclusion of the experiment, the public were consulted in January 2023 on whether a permanent zero emission scheme should be reintroduced. This would have been similar to the experiment but amended to still allow traffic to use Golden Lane and turn left onto Beech Street as it was not possible at the time to gain the support of Islington to close the southern end of Golden Lane. Ward Members and S&W's Members were briefed that the public were evenly split on the issue. It was agreed by Streets and Walkways in July 2023 that the zero-emission scheme would not be reintroduced, and that the area wide Healthy Streets approach would be progressed which would in all likelihood seek to address the issues remaining on Beech Street. When public engagement was undertaken on the Healthy Streets Plan for the wider area, Beech Street was by far the most commented upon street in the area, so whilst air quality on Beech Street is now within national limits, it remains a street requiring improvement according to the public feedback. <u>Key conclusions</u> Broadly, it can be concluded that traffic restrictions are a viable mechanism for improving air quality in enclosed environments such as Beech Street. However, there are a significant number of external variables that contribute to background air quality that also need to be considered and factored into monitoring. The focus of this project was on a single issue to essentially improve something that people couldn't physically see. Combined with the benefits and disbenefits that people experienced led the public to be divided on whether the restriction should be made permanent at the end of the experiment.

Main Report

Design & Delivery Review

4. Design into delivery	The experimental traffic order and highway design for the Beech Street Zero Emission scheme was delivered at pace and was the first scheme of this type in the UK. The design of the scheme focussed on reducing traffic whilst minimising the overall impacts on local traffic as far as practical within the constraints of the existing street network. The experiment restricted “through” traffic using Beech Street to vehicles that met Transport for London’s criteria for zero-emission vehicles (meaning the 153 bus and electric vehicles were exempt) but allowed access to the car parks and forecourts on Beech Street to any vehicle type. The junctions of Bridgewater Street and Golden Lane with Beech Street were closed to through traffic except cycles. This led to a significant traffic reduction in this area and complaints from the residential areas north of Beech Street about resident/delivery access were negligible. A strategic traffic modelling exercise was undertaken with Transport for London using the TfL ONE Model to estimate the alternative routes that traffic would take. The modelling work identified that traffic from Beech Street would reassign to London Wall or Old Street, Moorgate and Aldersgate Street. We were able to negotiate with TfL that for the purposes of the traffic experiment, a full traffic model following the TfL Model Audit Process would not be required. TfL granted Traffic Management Act approval for the experiment based on the strategic traffic modelling that was done. As part of the modelling process, we identified that Golden Lane traffic would reassign to Fortune Street and Whitecross Street. Both streets are in Islington and are residential/commercial in nature. To mitigate this reassignment, the City funded an ANPR camera for Islington to restrict traffic for access only on Fortune Street. To ensure compliance with the scheme, regulatory signing and advanced warning signs were installed. In the design of the signing, we were restricted to using prescribed signing as set out in the Traffic Signs Regulations. As the first Zero emission street, there was no specific signing already authorised by DfT that matched the circumstances of Beech Street. Therefore, a sign for “no motorised vehicles” combined with a supplementary plate “Except for zero emission vehicles and for access to off-street premises” was used. This was the best combination of signing that could be arrived at that explained to motorists under what circumstances they could drive into Beech Street. The signing combination required additional authorisation from Department for Transport, which was granted. The scheme also used an innovative form of enforcement using ANPR cameras at each end of the tunnel with fixed timings to ascertain non-

	compliant vehicles using Beech Street as a through route vs those accessing properties legally. Early in the experiment we re-calibrated the timings between the entry and exit points to ensure no errors were made in detecting compliant vehicle movements. Overall, a good level of compliance with the restriction was observed, albeit with much less traffic on the network due to the pandemic. Successful challenges against Penalty Charge Notices were less than comparable traffic management schemes, indicating that the design approach was robust. Six months of public consultation ran in parallel with the first six months of the experiment via an online portal which ~120 people responded to. Hundreds of enquiries from residents and the wider public were received and responded to and regular liaison meetings held with the Barbican Association. Through this engagement, minor modifications to the design of the experiment were approved to ease access issues for residents and deliveries. By the half-way point of the experiment, "gaps" in the Beech Street central reservation were created to allow right hand turns to be made from the eastbound carriageway into the Defoe House / Shakespeare Tower car park and Lauderdale Place (forecourt). This change was generally well received and was complimented with the work we did with Google in accurately mapping the restriction. <u>Statutory challenge and Judicial Review</u> During the course of the experiment, the traffic order was subject to a Statutory Challenge in the High Court. The judgement, which was handed down in December 2020 found that on the majority of the grounds, the City was found to have acted in accordance with the correct statutory procedures and the ETO was found to be valid and could continue. On two procedural grounds the Court ruled against the City. These two issues were the documentation not being available to view at Guildhall during the first period of lockdown, and the content of the 'statement of reasons' attached to the traffic order not being sufficient. The Judicial Review challenging the February 2021 S&W's sub-committee decision to continue with the ETO was heard in June 2021 and the final judgement in August 2021 found in the City Corporation's favour. The implication of the court decision on the statutory challenge to the traffic order was that the experiment could not automatically be made into a permanent measure if the decision was to keep the restrictions. Instead the regular process for making a permanent traffic order would need to be followed. This would include further consultation.
5. Options	The zero-emission scheme was intended as an "interim" scheme with

appraisal	the immediate objective of improving air quality. The objectives of the experiment were set out to: • improve air quality to acceptable limits • modernise the public realm by creation of a safer, cleaner, more comfortable and vibrant street that facilitates the delivery of Culture Mile • contribute to the successful outcomes of the exhibition halls refurbishment project In September 2018 three options were approved for further development Option 1 - An eastbound closure of Beech Street to vehicles; Option 2 - A westbound closure of Beech Street to vehicles; Option 3 - A total closure of Beech Street in both directions (i.e. pedestrianisation except for vehicular access to the Barbican Car Park, residential car parks and servicing). In July 2019 Members decided to proceed with a zero-emission scheme in both directions to reduce the volume of traffic in Beech Street. The two-way restriction was estimated to be the option that would maximise the air quality benefits. The preferred design iteration was a restriction at each end of the "tunnel" over a point restriction in the middle of the "tunnel". The experiment concluded in September 2021, the restrictions were removed and the results of the experiment were reported for Member consideration in December 2021. Following that, further work with Islington Council regarding a permanent scheme for Beech Street was undertaken. In November 2022, a report to Members on an option to consult the public on a permanent design for Beech Street was considered. This was a variation on the previous experiment with Golden Lane remaining open to southbound traffic as Islington did not support traffic restrictions on Fortune Street due to access issues into the Bunhill area. In July 2023, Ward Members and Members of Streets and Walkways were briefed on the public consultation results and a summary of the benefits and disbenefits of the proposed permanent scheme. With the public evenly split, and City respondents marginally unsupportive, the decision was taken to not proceed with the permanent scheme for Beech Street but instead progress an area wide Healthy Streets Plan.
6. Procurement route	• The construction package was prepared inhouse by the Highway Engineer and work on site undertaken by the City's term contractor. • Specialist traffic camera work was undertaken by the City's term contractor Siemens (latterly Yunex) • A variety of other consultants undertook tasks relating to traffic

	modelling, road safety, equalities analysis, air quality analysis and modelling, noise modelling and traffic surveys. These were all procured using standard procurement methods.
7. Skills base	The pace of delivery requested to implement the experiment proved a resource and technical challenge for Officers as no project of this type had been delivered before in the City or across the country. • Specialist consultants were commissioned to analyse and model air quality • The Transport and Air Quality teams in the City began to work more closely together than ever before, which has been beneficial and has continued. • Other specialist consultants were brought in for bespoke tasks where either technical knowledge or resource capacity was not available. • The Projects team working knowledge on Experimental traffic orders had previously been limited to the Bank on Safety scheme. This led to some errors around internal procedures for reviewing traffic order document. Both the projects team and legal services team are now more cognisant with the issues surrounding the experimental traffic order making process. • The impact of lock downs and remote working meant officers were not able to easily monitor Beech Street and observe the behaviour of the vehicles that were on the network, we had to rely on roving workers and working on-line.
8. Stakeholders	<u>Members and the community</u> The need to improve the air quality and street environment in Beech Street was identified in a number of City Strategies including the Air Quality Strategy and the Barbican Area Enhancement Strategy. The desire for corrective measures was a clear aspiration of residents and Members and this gave the project momentum. A clear shortcoming in the initial stages of the project was undertaking the design work without sufficient engagement with resident representatives. Experimental traffic orders do not require consultation in advance of the experiment going live. Given the time pressure being exerted to deliver change in this location, Members were asked to authorise delivery of the experiment before any meaningful engagement with residents had taken place. . Whilst strictly speaking the first six months of an experiment is the Statutory consultation period, and there is plenty of time for people to consider their experience of the traffic change, there was disappointment from Barbican residents to find out about the City's decision to proceed with the experiment in the media, rather than from the City themselves. Officers have learned from this and recognise that earlier engagement could have reduced some of the issues experienced and would have

	created a stronger and more collaborative approach with the local residents. Following this, a lot of hard work was undertaken by the project team and local Members to better communicate the project objectives and workings. Over time a collaborative working relationship developed between Officers and Barbican Association representatives, working through emerging issues from the operation of the experiment, particularly around deliveries, signing and other scheme adjustments. <u>Traffic authorities</u> In advance of launching the experiment, close working with both Islington and Transport for London was required. With TfL, existing positive working relationships and the work undertaken on the strategic traffic model plus a desktop traffic reassignment study meant City officers were able to obtain TfL approval for the experiment without having to follow the full Model Audit Process. TfL estimated the volumes of traffic reassigned would not create problems on the Strategic Road Network on Old Street and London Wall. This is estimated to have saved 12-18 months of traffic modelling work. As highlighted in the section above, the street network in the area is quite complicated due to the nature of the infrastructure, the existing traffic management measures and the functional purpose of the streets. We worked closely with Islington as the neighbouring traffic authority as changes to traffic patterns from Beech Street affected traffic across the whole area.

Variation Review

9. Assessment of project against key milestones	• The implementation of the traffic experiment started on time as per the Gateway 3-5 report of December 2019 • The experiment lasted for 18 months and was then closed • The interim scheme did not realise the other project objectives such as improved public realm and enabling the Exhibition Halls. As the experiment was discontinued there was no scope to make meaningful public realm improvements and the Exhibition Hall programme remains a work in progress as the Podium waterproofing programme advances and the Barbican renewal programme is developed.
10. Assessment of project against Scope	The project's scope remained broadly unchanged, a number of signing and access adjustments were made but these did not affect the main scope of the experiment
11. Risks and issues	Several risks did materialise into issues during the experiment, including: • Legal challenges in the form of a statutory challenge to the traffic

	order process, and an application for Judicial Review • Some people did not understand the traffic restriction, and this had an impact on deliveries, visitors and taxi journeys in some instances • Monitoring of some of the issues was not practical, i.e. it is not possible to identify a driver who refuses to drop a passenger in the tunnel, or use the car park to make a delivery, making it difficult to discern if these instances were minor or more significant issues. • The impact of the pandemic and the national restrictions had a significant impact on the experiment.

Value Review

12. Budget

Beech Street Transformation and Public Realm project

- Estimated Cost at G3 for full Transformation scheme: £12M-15M
- Estimated cost of Phase 1 Zero Emission scheme: £1.8M

The table below summarises the estimate at the Gateway 5 (Authority to Start Work) to implement and undertake the experiment, and the final outturn spend.

Fees	£745,735	£638,696
Staff Costs	£1,147,208	£1,090,237
Works (incl. utilities)	£222,119	£203,331
Purchases (ANPR) cameras	£70,000	£46,400
Risk allowance	£100,000	£0
Total	**£2,285,062**	**£1,978,664**

* The final accounts for this project are yet to be verified.

13. Assessment of project against SMART objectives

The experiment delivered on its primary objective of improving air quality. Air quality in London is constantly improving and since the experiment concluded air quality in Beech Street now sits just below the national limits for nitrogen dioxide.

Although NO_2 has recently increased in Beech Street whilst London Wall has been closed, the annual average concentration for 2024 still looks unlikely to breach the national limit of 40 μm^3.

14. Key benefits realised

Ultimately the key benefits of the experiment were only realised for 18 months as the experiment was not continued and the previous traffic operation resumed.

Lessons Learned and Recommendations

15. Positive reflections	Delivering the experiment at the pace requested by Members proved challenging but was delivered on time: • We were able to agree an abridged traffic modelling exercise with TfL to attain Traffic Management Act consent in a comparably short timeframe • We engaged closely with the taxi trade who were broadly supportive as the objective to improve air quality is commensurate with the taxi trades own policy, electric taxis were able to use Beech Street unfettered • We successfully worked with Islington who consented to the experiment, we funded an ANPR camera for Fortune Street to enforce an access restriction so that traffic wouldn't reassign from Golden Lane to Whitecross Street • We got dispensation from Department for Transport for the statutory signing variation to use the Diag. 619 sign with supplementary plate wording for zero-emission vehicles • We successfully defended 6 of 8 grounds on the statutory challenge to the traffic order making process in the High Court • We successfully defended the Judicial Review of the decision to continue with the experiment during the pandemic • We successfully worked with local stakeholders to make adjustments to the experiment to mitigate reported access issues • We were able to innovate to come up with an ANPR camera system of fixed timings to determine if polluting vehicles had complied with the traffic order • The enforcement of the restriction was robust, standing up to appeals at a rate higher than comparable traffic schemes and compliance with the restrictions was good • Ultimately, air quality was improved in Beech Street over and above the improvement attributable to the lockdowns • Members and officers alike have gained a much greater understanding of the complexities of traffic restriction schemes
16. Improvement reflections	<u>Key learning areas of learning for future projects</u> Lessons were learned across all aspects of the project which has provided valuable knowledge for the transport team when working on future complex traffic management projects. <u>Legal lesson - Traffic orders</u> The statutory challenge to the traffic order making process highlighted some shortcomings in the processes followed, particularly in the detail provided in the statement of reasons document. The unusual circumstances of the pandemic meant that the Guildhall was not accessible to the public to view the traffic order documents and this led to the initial challenge.

	New processes have been embedded into the ways of working within the Environment Department and Legal Services around the drafting, checking and accessibility of statutory traffic order making documents. This is a direct improvement from the lessons learned on the Statutory challenge to the experiment in 2020. <u>Stakeholder engagement</u> One key area of learning was around engaging more proactively with local residents and stakeholders if intending to do an experimental or permanent traffic experiment, see Section 8 above. We now have a better understanding of the need to engage more proactively with stakeholders on traffic schemes in the area, over and above that which is statutorily required. <u>Working with partners – Islington</u> The City's timelines placed some pressure on Islington to undertake a mitigation scheme on Fortune Street which became politically challenging for them. This became an issue when considering if the experiment should be made permanent and the result was Islington did not agree to the permanent closure of the Golden Lane junction which likely meant some people no longer supported the overall scheme. Going forward with the area wide Healthy Neighbourhood plan we are working iteratively on the future options for Beech Street/Chiswell Street corridor. <u>Technical lesson – air quality</u> Air quality in London is constantly evolving due to a variety of climatic, policy, societal and vehicle factors. London air quality is constantly improving, but the variables are so many that measuring the impacts of a traffic scheme in isolation is challenging. For example, to cover a wide area we are reliant on a relatively unsophisticated method of using diffusion tubes to measure monthly Nitrogen Dioxide levels. The precise siting of these tubes is dependent on the available street furniture. Results can be skewed if the tube is in an area where vehicles accelerate. The conclusion is that air quality should only be measured over long periods to determine broad trends rather than at a detailed level and that whilst the methods used help to show patterns over the longer term, it is not possible to determine and proportion the impact a particular traffic restriction has had on improving air quality. <u>Technical lesson – traffic journeys:</u> The restriction adversely affected some vehicle journeys whilst others were unaffected, and this depended very much on the origin and destination of each individual journey. The number of permutations of routes meant that the impacts of the experiment

	were challenging to convey to stakeholders and the general public. In future the intention is to embed better data and provide easier to understand information to the public so they can better understand the impact of proposals on their own journeys. <u>Technical lesson – public understanding of signing</u> A frequent area of feedback from residents and taxi drivers regarded understanding of the street signing. Some people did not understand the signing and as such could not or would not complete a journey, i.e to drop off a passenger, visit a relative or make a delivery Whilst the scheme used the most appropriate and legally compliant signing, it can be difficult to get the signing right when there are unique street network constraints. This may require more creative thinking and lobbying of DfT to agree bespoke signing and an acceptance that this may take longer.
17. Sharing best practice	Information has been disseminated through and between teams via project staff briefings. Externally, lessons learned on the statutory traffic order making process have been shared with other local authorities via a team member presentation to Urban Design London Learning.

Appendices

Appendix 1	Project coversheet

Contact

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Project Coversheet

[1] Ownership & Status

Unique Project Identifier: 10847
Core Project Name: Beech Street Transport and Public Realm Improvements
Programme Affiliation (if applicable): Beech Street Transformation
Project Manager: Kristian Turner
Definition of need: Public Health.

Key measures of success:

1) Reduction in through traffic along Beech Street
2) Air quality improvements (reduction in NO_2)
3) Vast improvement to quality of the public realm

Expected timeframe for the project delivery:
Original timelines:
Gateway 5 – Authority to Start Work – December 2019
Completion – spring 2023
Decision to discontinue the project

Key Milestones:
G345 – December 2019
Experiment start – March 2020
Experiment end – Sept 2021
Public consultation – Oct 2022
Decision report – Jan 2023

Are we on track for completing the project against the expected timeframe for project delivery? N – The project timelines have slipped and the decision has been taken to consult with the public on the project. The decision report is now a Gateway 5 Report in July 2023.

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?
Y – the project has been in the media and has a profile for the Corporation.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

Since G1/2 report:

- Total Estimated Cost (excluding risk): £120,525
- Costed Risk Against the Project: 0

Scope/Design Change and Impact: Additional scope, including extensive traffic modelling

Since G3 issues report (S&Ws Approval 22/03/19):

- Total Estimated Cost (excluding risk): £12M–£15M

- Resources to reach next Gateway (excluding risk)
- Spend to date: £585, 217
- Costed Risk Against the Project: 0
- CRP Requested: £125,000
- CRP Drawn Down: 0

Scope/Design Change and Impact: Request to increase project scope to investigate feasibility of a two-way closure.

'Options Appraisal and Design and Authority to Start work' G3-4-5 report (as approved by S&Ws 16/01/2020):

- Total Estimated Cost (excluding risk): Phase 1 budget £1,745,362
- Overall project estimate £12-15m
- Resources to reach next Gateway (excluding risk) £1,160,145
- Spend to date: £585,217
- Costed Risk Against the Project: £125,000
- CRP Drawn Down: None
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1)

Scope/Design Change and Impact: Authority to proceed with ZES implemented in March 2020

'G5 issues report (as approved by S&Ws 21/10/2020):

- Total Estimated Cost (excluding risk): Phase 1: £2,345,062 (increase in project budget of £515k)
- Overall Project estimate £12-15m
- Resources to reach next Gateway (excluding risk) N/A
- Spend to date: £1,425,333
- Costed Risk Against the Project: £260,000
- CRP Drawn Down: None
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1)

Scope/Design Change and Impact: Approve increase in budget for staff costs and an increased CRP provision, note impact of judicial review, approve minor changes to design to construct gaps in central reservations

'G5 issues report (as approved by S&Ws 18/02/2021):

- Total Estimated Cost (excluding risk): Phase 1: £2,345,062
- Overall Project estimate £12-15m,
- Spend to date: £1,494,855
- Costed Risk Against the Project: £260,000
- CRP Drawn Down: None
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1)

Scope/Design Change and Impact: Approve continuation of traffic experiment (with consideration given to impact of the pandemic)

G5 issues report (as approved by S&Ws 15/12/2021):

- *Total Estimated Cost (excluding risk): Phase 1: £2.4M*
- *Overall Project estimate £ 4.8M*
- *Spend to date: £1,806,366*
- *Costed Risk Against the Project: £260,000*
- *CRP Drawn Down: £189k*
- *Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1)*

Scope/Design Change and Impact: Approval to move towards public consultation after conclusion of the experiment

G5 issues report (as approved by S&Ws 15/11/2022):

- *Total Estimated Cost (excluding risk): Phase 1: £2.4M*
- *Overall Project estimate £ 4.8M*
- *Spend to date: £1,907,951*
- *Costed Risk Against the Project: £260,000*
- *CRP Drawn Down: none since Dec 2021 (£189k)*
- *Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1)*

Scope/Design Change and Impact: Approval to move towards public consultation after conclusion of the experiment and negotiations with Islington

G5 Report (as approved by S&Ws 4/07/2023)

- *Total Estimated Cost (excluding risk): Phase 1: £2.4M*
- *Overall Project estimate £ 4.8M*
- *Spend to date: £1,951,951*
- *Costed Risk Against the Project: £260,000*
- *CRP Drawn Down: none since Dec 2021 (£189k)*
- *Estimated Programme Dates: G6 in 2024*

Scope/Design Change and Impact: SWs decision to close the zero-emission scheme and instead progress with the wider area Healthy Streets Plan project

Total anticipated on-going commitment post-delivery [£]:0
Programme Affiliation [£]:N/A

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Committees: Streets and Walkway Sub-Committee – For Decision Projects and Procurement Sub-Committee – For Information	**Dates:** 01 October 2024 21 October 2024
Subject: Queensbridge House Hotel Section 278 Public Realm Enhancements and Highway Works **Unique Project Identifier:** 12034	**Gateway 6:** **Outcome Report** Light
Report of: Executive Director of Environment **Report Author:** Leila Ben-Hassel	**For Decision**
PUBLIC	

Summary

1. Status update	**Project Description:** This project aimed to deliver highway changes and public realm improvements in the vicinity of the new Queensbridge House Hotel (now Westin) to accommodate and integrate the hotel operations into the surrounding City of London highway (Please see location map in appendix 2). The project programme was coordinated with the hotel's construction programme. Delays were incurred due to the development programme slipping by at least a year. It was further impacted by the Covid-19 pandemic as well as extensive negotiations with the developer to agree the scope of highway changes. The scope of works was finalised and approved with the developer as part of a S278 agreement in December 2021. Works started on site in July 2022 and main works were completed in February 2023. Construction delays are summarised in section 9. **RAG Status:** Green (Amber at last report to Committee) **Risk Status:** Low (Low at last report to committee) **Costed Risk Provision Utilised: 0**

	Final Outturn Cost: £504,691
2. Next steps and requested decisions	**Requested Decisions:** • Note the conclusions of the report • Approve the closure of the project upon completion of outstanding signage changes and accounts verification.
3. Key conclusions	• Works were completed within the approved project budget. There is an acknowledgement that the project programme slipped by over a year and contributing reasons are summarised in Section 9: *Assessment of project against key milestones.* • Once works started on site, the delivery was time efficient with gangs in both areas on the north side and south side of Upper Thames St. • Close coordination with the hotel in the phasing of the works led to minimum disruptions to their operations as the highway works finished after they opened the hotel. • As the Queensbridge House Hotel development involved a change of use from office to hotel and restaurant, the works have enhanced the approach to both its main and secondary entrances and accommodate well the increase in visitors and pedestrian traffic. • Accessibility has been improved through the raising of the carriageway on High Timber Street, the table on Little Trinity Lane and the new step-free route from Queen Victoria Street to the riverside through the hotel.

Main Report

Design & Delivery Review

4. Design into delivery	The design was developed based on available information and site constraints. The hotel hoarding layout was such that some areas could not be surveyed until the entirety of the hoarding was taken down. This delayed the finalisation of the construction package. Private land drainage issues impacted the highway works causing delays on site. The City's Highways Construction Manager was able to get works onsite to resume despite the matter not being resolved between both parties. This issue sits outside of the scope

	of the S278 works and is still being dealt with by the Highways Management Team. The design included a series of bollards carefully placed to minimise over running of the pavement, particularly along the section of private land by Stew Lane.
5. Options appraisal	Initial concept design options did include lighting and greening enhancements. Due to financial constraints the developer did not want to include these in the project scope as these were over and above what was required to mitigate the impact of the development. The hotel lighting scheme was assessed by officers and deemed sufficient alongside existing highways lighting to ensure the area feels safe at night-time. The option agreed with the developer was taken to delivery. It involved levels adjustments, resurfacing both on the north side and south side of Upper Thames Street and raising of the carriageway by the main porte-cochere. Officers did not resurface the entire raised carriageway section in granite in front of the porte-cochere. With environmental and costs considerations in mind, officers reused and repaired the existing York stone raised tables to match the granite. Asphalt was used on the north side in line with City Highway standard materials.
6. Procurement route	• The concept design work was procured as a direct award given the small scale of the project and the developer's tight deadlines. • The technical design was done in-house by our Senior Highways Project Engineer. • The necessary surveys were commissioned through the Highways Team Framework. • The construction works were delivered by the City Highways Contractor.
7. Skills base	The team had the relevant skills in house to take the project to completion. The project benefitted from having a senior construction manager on the City's Project Team with a lot of experience who was able to manage the phasing of the works effectively, identify issues early on and act swiftly. When the private land / highway land drainage issue arose, he was able to minimise the impact on the project delivery as best as possible despite the issue not yet being resolved between both parties. (This issue sits outside of the scope of the S278 works)

8. Stakeholders	As this is a residential area, all residents were regularly updated on the project progress as part of the programme updates (including Globe View and Little Trinity Lane). Individual letters were delivered to all flats in the direct vicinity which included detailed information on the phasing of the works and works/noisy hours.

Variation Review

9. Assessment of project against key milestones	At Gateway 5 the key milestones were as follows: • Detailed design/Construction Package (Summer/Autumn 2021) • Main works implementation (January to April 2022) The detailed design/construction package took longer to finalise due to lack of access behind the development hoarding to undertake necessary surveys as well as drainage design issues on the developer's side. It was finalised early 2022. This impacted the start of the works on site, which started in July 2022 and completed in February 2023, 4 months after the completion of the hotel works. Coordination with the hotel was undertaken to minimise disruptions to the hotel activities whilst highways works were completed on site.
10. Assessment of project against Scope	At Gateway 5, the project scope was approved to include the following improvements subject to final agreement with the developer: • **Huggin Hill/Huggin Court:** wayfinding, lighting and surfacing (adjusting levels/paving improvements) to enable the promotion of the new step-free route from Queen Victoria St to the riverside via the hotel. • **Little Trinity Lane**: enhancing the feeling of safety around 'back of house' areas of the hotel and the pedestrian bridge, highway road layout changes (kerb alignment and raising carriageway) to accommodate safe servicing vehicular movement, lighting improvements and introduction of greening where possible. • **High Timber St**: adjustments to road layout and levels to accommodate vehicular movement together with surfacing, public realm, lighting and greening enhancements to highlight the new hotel's porte-cochere. Any additional greening would contribute to pollution mitigation along Upper Thames St, one of the most polluted streets in the City. • **Queenhithe**: adjustment to the highway's layout and levels together with surfacing improvements to accommodate the hotel's operations and enhance a safe pedestrian environment.

	• **Riverside walkway / Stew Lane**: adjustments to levels and paving enhancements to best link up the hotel's new riverside walkway to Globe View internal riverside walkway; lighting and wayfinding improvements to support the objective of a continuous Thames path. Please refer to the location map included in appendix 2. During negotiations with the developer, officers tried to negotiate some additional greening enhancements in the area to further enhance the amenity of the hotel, but these were unsuccessful. With regards to lighting, it was agreed that the hotel lighting scheme was sufficient to create a feeling of safety in the vicinity of both the northern and southern entrance in addition to the existing highway lighting. No further enhancement of lighting was undertaken. Due to changes to the hotel, a new external riverside walkway including level changes and introducing both steps and a ramp to Stew Lane was delivered. There was no longer any need for further works in that area, and the hotel owner did not support lighting and wayfinding enhancements to join up both sections of the walkway as the new layout of their section of walkway lined up with Globe View internal walkway entrance. All the other highway and public realm enhancements were delivered, including new paving of Huggin Court, new table at the junction of Huggin Court and Little Trinity Lane, paving adjustments on Huggin Hill by the hotel entrance, new surfacing and kerb adjustments along Trinity Lane to enable safe servicing, raising up of the carriageway and resurfacing in the City palette of materials along High Timber Street. City bollards were also introduced to enhance road safety and minimise overrun on pedestrian footways. These improvements assist guests and visitors arriving at the hotel, and other people walking and wheeling in the area.
11. Risks and issues	The following risks were identified in the Risk Register at Gateway 5 (see Appendix 4) and some of these risks materialised into issues during the design finalisation and construction: • **R1 - Delay to S278** *This risk materialised. There were extensive negotiations with the developer on the scope, the design as well as the budget. The project team did its best to fit the cost of the works to meet the developer's budget without compromising the design.*

	• **R2 - Programme Delay** *This risk materialised as an issue. The design development was impacted due to lack of access behind hoarding for City of London surveys for months.* • **R3 - Cost Increase as a result of unknown utilities and drainage** *This risk materialised as an issue. Drainage surveys were undertaken at the start of the design development, but this was not possible behind the hoarding. The highways drainage design was developed with the developer's design team. However during construction it became apparent that the new hotel drainage system was not fit for purpose and connected to the highways drainage without consent. This issue is still being resolved between the City's Environmental Health and Highways Teams and the Hotel owner.* *This led to works being paused several times and the increased programme required a renewal of all permits (increased cost of circ. £8,000). The additional cost was absorbed within the approved budget underspent.* • **R7 - Impact of Covid Pandemic on developer's programme** *This risk did materialise. The construction programme was already delayed by nearly a year. The pandemic further impacted the hotel construction programme but they quickly manage to resume works on site nearly at full capacity and caught up some of the delay*.
12. Transition to BAU	Transition to Business as Usual was on one hand seamless as the enhanced environment makes it easier for highways and cleansing departments to maintain the area. On the other hand, it is worth noting that there are still ongoing coordination between the City and the hotel owner on drainage matters that are yet to be resolved. This falls outside of the scope of the S278 project.

Value Review

13. Budget	

Estimated Outturn Cost (G2)	Estimated cost (including risk): N/A Estimated cost (excluding risk): £500k-£800k

	At Authority to Start work (G5)	*Final Outturn Cost*
Fees	*£41,800*	*£31,570*
Staff Costs	*£120,272*	*£143,749*
Works	*£345,728*	*£329,372*
Total	*£507,800*	*£504,691*
*Costed Risk Provision**	*£46,000*	*£0*

Project to be closed down upon completion of outstanding signage changes by the end of the financial year (see details in section 20) and verification of final accounts.

**The Costed Risk Provision was not paid as part of the main S278 payment – explanation provided in section 18.*

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14. Investment

Not Applicable

15. Assessment of project against SMART objectives

The below SMART objectives were set at Gateway 2:

- Improved legibility to the riverside (measured through pre and post-implementation pedestrian surveys)
- Improved accessibility (measured through pre and post-implementation pedestrian surveys and engagement with disability groups);
- Pollution mitigation (should additional greening be introduced subject to site constraints) to be monitored by the City's environmental health team pre-and-post implementation;
- Programme and cost savings through effective coordination with the developer's contractors.

The project objectives were finalised at Gateway 5 following negotiations with the developer. These became more focused solely on the integration of the hotel development into the existing highway.

There was no budget for monitoring approved through the S278 negotiation and no other source of funding was identified to carry out pre and post monitoring.

Officers however regularly visited the site since the works were completed and observed that footfall has visibly increased along the new footway of Upper Thames Street, visitors seem to find the northern entrance well and use the new table.

Servicing operations and movement in and out of the bay seem to work well with minimum vehicular overrun.

16. Key benefits realised	The project realised the benefits set out at Gateway 2 as below: • Improved pedestrian movement from Mansion House Station / Queen Victoria St / Queen St to the riverside; • Improved pedestrian safety along Upper Thames St due to a clearer designated pedestrian footway • Enhanced pedestrian environment in the vicinity of the hotel north and south of Upper Thames St; • An increased feeling of safety when walking at night along High Timber St, Stew Lane and Little Trinity Lane due to improved lighting and use of high-quality materials.

Lessons Learned and Recommendations

17. Positive reflections	• Coordination of the works with the hotel construction manager went well; • Negotiations on the design and scope with developer were lead well. Despite the developer setting a tight works budget, officers secured a design that achieved the most important City aspirations of integrating the new development well into the existing highway and creating a more welcoming environment for people walking and wheeling.
18. Improvement reflections	• City Surveyor's acting as freeholder were keen for the S278 works to start on site as early as possible. The developer did not want to pay for the Costed Risk Provision up front as part of the main S278 payment, as is standard. On this occasion, Officers accepted this condition even though it was not standard, in order not to further delay the completion of the agreement and start on site in line with the City's aspirations as freeholder. In future, such a condition should not be accepted. The Costed Risk is an integral part of efficient and effective project management. Agreeing to this condition put unnecessary pressure on the project team and meant that we were not as agile as we should have been to deal with issues as they arose. • Both the project manager and construction manager spent more time on the project than anticipated and were unable to effectively cover this cost because the flexibility of the costed risk provision was not immediately available. It also meant that only the minimum work on wayfinding could be achieved. In future, officers will not agree to not receiving CRP as

	part of the upfront payment from the developer to deliver the S278 works.
19. Sharing best practice	Lessons learned from this project will be shared across the Transport and Public Realm Projects Team and the Highways Team through presentations at Team Meetings.
20. AOB	Remaining funds will be used for updating existing Legible London signs. Further signage improvements to the riverside walkway will be undertaken strategically through the development of the Riverside Healthy Streets Plan.

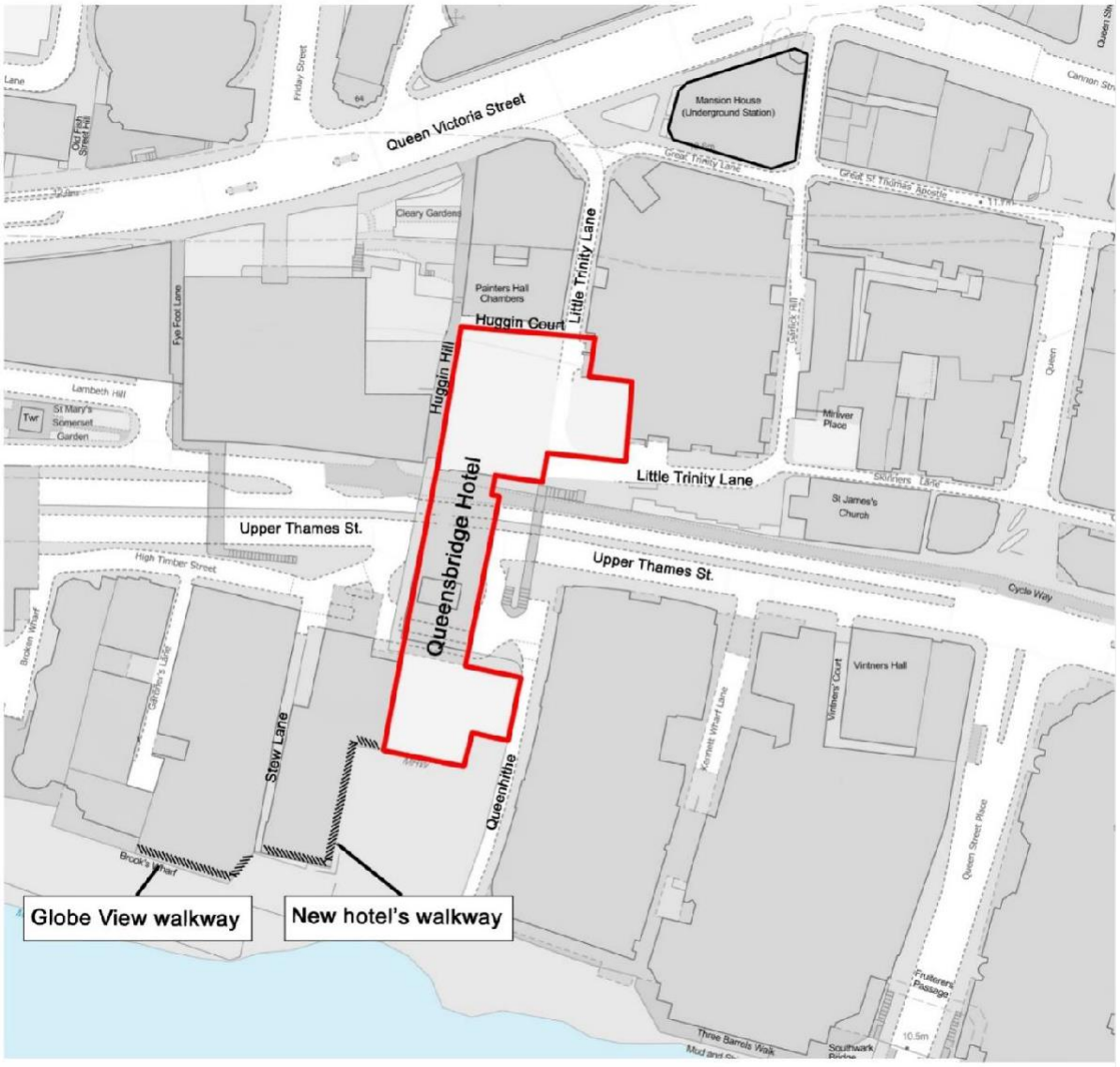
Appendices

Appendix 1	Location Map
Appendix 2	Project Coversheet
Appendix 3	Finance Tables
Appendix 4	Risk Register
Appendix 5	Before and after pictures

Contact

Report Author	Leila Ben-Hassel
Email Address	Leila.ben-hassel@cityoflondon.gov.uk
Telephone Number	0207 332 1569

Appendix 1 – Location Map



Appendix 2 – Project Cover Sheet

Project identifier			
[1a] Unique Project Identifier	12034	**[1b] Departmental Reference Number**	NA
[2] Core Project Name	Queensbridge House Hotel S278 Works		
[3] Programme Affiliation	Queenhithe and Vintry Public Realm Improvements		

Ownership	
[4] Chief Officer has signed off on this document	Jon Averns
[5] Senior Responsible Officer	Melanie Charalambous
[6] Project Manager	Leila Ben-Hassel

Description and purpose
[7] Project Mission statement / Elevator pitch
To deliver highway and public realm enhancements to the area affected by Queensbridge House development. Impact of the development will be mitigated by highways adjustments, incl. levels, kerb alignments, surface treatments, as well as accessibility, pedestrian safety, lighting and wayfinding improvements.
[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)?
Queensbridge House Hotel is a large development currently under construction in the Queenhithe and Vintry wards either side of Upper Thames St (see location plan in appendix 1). This project offers the opportunity for the developer to contribute to mitigating the impact of the development on the wider vicinity as well as accommodating safely its operational activities. In the Queenhithe and Vitry programme area, there are two other live projects: Mansion House Station Environs and Globe View Walkway. This project presents an opportunity to deliver an improved urban realm in line with the City's look and feel aspirations of for the wider area. Garlick Hill, Huggin Hill, Huggin Court and Little Trinity Lane are key routes from the City to the riverside and this project offers the opportunity to deliver comfortable walking routes (identified in the City's draft Transportation Strategy), incl. a step-free down Huggin Hill via the hotel over Upper Thames St.
[9] What is the link to the City of London Corporate plan outcomes?
[2] People enjoy good health and wellbeing. [11] Our spaces are digitally and physically well-connected and responsive. [12] Our spaces are secure, resilient and well-maintained.
[10] What is the link to the departmental business plan objectives?
[1] Advancing a flexible infrastructure that adapts to increasing capacity and changing demands. [5] Creating an accessible city which is stimulating, safe and easy to move around in [8] Improving quality of life for workers, residents and visitors.

[11] Note all which apply:					
Officer: Project developed from Officer initiation	Y	**Member:** Project developed from Member initiation	N	**Corporate:** Project developed as a large scale Corporate initiative	N
Mandatory:	Y	**Sustainability:**	N	**Improvement:**	Y

Compliance with legislation, policy and audit		Essential for business continuity		New opportunity/ idea that leads to improvement	

Project Benchmarking:
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?
1) A new step-free pedestrian link will be created, which is expected to enable improved pedestrian movement in the City.
2) Improved lighting and high-quality materials are expected to increase public perception of safety when using the new step free route.
3) The surrounding highways work is completed within 6 months upon occupation of the development.
[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.)
N/A
[14] What is the expected delivery cost of this project (range values)[£]?
£450,000
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:
Revenue regarding maintenance implications for highways have been assessed and are of minimum impact as all areas will be replaced with new paving thereby reducing the maintenance requirements. A minor section of carriageway on the south side is to be changed to granite setts which will have minimum impact on the maintenance budget. This has been assessed in conjunction with the City's Highways Manager.
[16] What are the expected sources of funding for this project?
The project will be fully funded by a S.278 agreement with the owner of Queensbridge House Hotel, currently in its finalisation stage.
[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?
Overall project: Jan. 2019 to March 2022 **Other works dates to coordinate**: The implementation timescales are dependent on the development's programme. Close coordination with the development's main contractor will enable mitigating programme risks. A construction programme will be coordinated and agreed with developer once the main contractor is formally appointed.

Project Impact:
[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?
The project will not be a high-profile activity, it is not expected to generate public or media impact. However it should be noted that ward members of Queenhithe are scrutinising works closely on behalf of residents they represent as the delivery plans for the riverside walkway have been delayed for years due to legal dispute over air rights as well as delays to the development. Close communication, consultation and engagement of residents and ward members will be key areas of the project process.
[19] Who has been actively consulted to develop this project to this stage?

Chamberlains: Finance	Officer Name: Olu Obisesan / Darshika Patel

Chamberlains: Procurement	Officer Name: not applicable
IT	Officer Name: not applicable
HR	Officer Name: not applicable
Legal	Laura Goddard
Communications	Officer Name: Not applicable
Corporate Property	Officer Name: Not applicable
Highways	Christian O'Keefe and Paul Jones
External	Owner of Queensbridge House Hotel

Appendix 3 – Finance Tables and Budget Adjustment

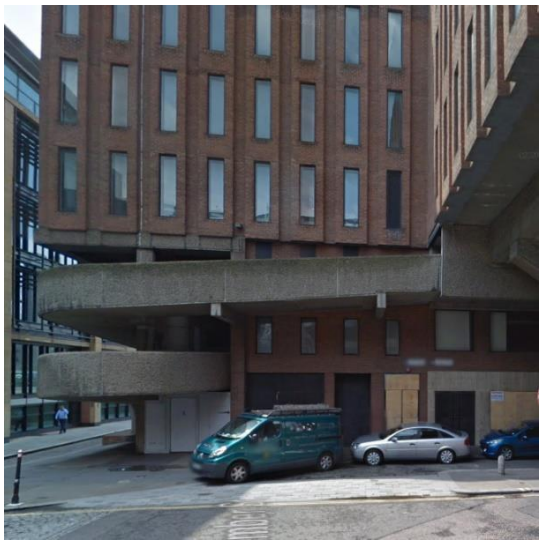
Table 1: Expenditure to Date			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
16800407: Queensbridge House Hotel S278			
Env Servs Staff Costs	14,217	14,216	1
P&T Staff Costs	27,500	27,500	-
P&T Fees	7,261	5,050	2,211
Total 16800407	**48,978**	**46,766**	**2,212**
16100407: Queensbridge House Hotel S278			
Env Servs Staff Costs	63,583	63,583	-
P&T Staff Costs	38,450	38,450	-
P&T Fees	26,539	26,520	19
Env Servs Works	325,728	325,000	728
Utilities	4,522	4,372	151
Total 16100407	**458,822**	**457,925**	**898**
GRAND TOTAL	**507,800**	**504,691**	**3,109***

*Underspend to be moved to works to fund updates to Legible London signs – please see section 20 for further information.

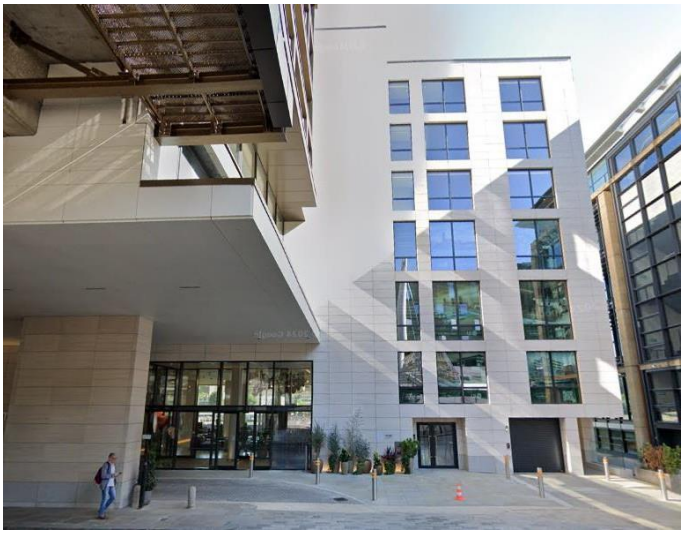
Appendix 4 – Risk Register

Appended separately.

Appendix 5 – before and after pictures



Before (South Side)



After (South Side)

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City of London: Projects Procedure Corporate Risks Register

Project Name:	Queensbridge House	**PM's overall risk rating:**	Low	**CRP requested this gateway**	£ -	**Average unmitigated risk**	5.5	**Open Risks**	10
Unique project identifier:		**Total estimated cost (exc risk):**		**Total CRP used to date**	£ -	**Average mitigated risk score**	6.0	**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 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	(4) Contractual/Partnership	S278 delay	extensive negotiations on the scope of the S278 agreement will lead to increase staff time and resourcing	Possible	Serious	6	£8,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Keep in regular contact with the owner's legal team and CoL legal team to minimise delay to S278 agreement	£0.00	Possible	Serious	£8,000.00	6	£0.00		10/09/21	DBE	Leila Ben-Hassel		
R2	6	(10) Physical	Programme delay	Development access may impact the ability to finalise the design of S278 highways works	Possible	Serious	6	£14,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Site access is beyon officers' control - close coordination with Developmer's main contractor re site access and operations on private land	£0.00	Possible	Serious	£14,000.00	6	£0.00		10/09/21	DBE	Leila Ben-Hassel		
R3	6	(2) Financial	Cost increrase	Costs increase as a result of unknown utilities and drainage	Possible	Serious	6	£16,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Due to restricted site access usual utility surveys culd not be carried out - owne been advised of the risk of progressing without all utilities information being received. Design would be adjusted to minimise possible utility related cost increase	£0.00	Possible	Serious	£16,000.00	6	£0.00		10/09/21	DBE	Leila Ben-Hassel		
R4	5	(9) Environmental	Delays and cost increase due to archaeology	site is known for potential archaeology finds - if this occurs, officers would need to appoint a consultant to undertake a watching brief and the works would beed to be paused	Possible	Serious	6	£8,000.00	Y - for costed impact post-mitigation	A – Very Confident	drainage and levels design to minimise needs to excavate at depth	£0.00	Possible	Serious	£8,000.00	6	£0.00		10/09/21	DBE	Leila Ben-Hassel		
R5	5	(10) Physical	Delays to the Procurement of materials due to Brexit	A significant delay to the receipt of materials will impact the programme for implementation	Possible	Serious	6	£0.00			CoL Term Contractor is managing this risk closely by ensuring sufficient stock is sourced in advance,	£0.00			£0.00		£0.00		09/02/21	DBE	Leila Ben-Hassel		
R7	6	(5) H&S/Wellbeing	Noisy Works	Noisy Works could generate complaints from local occupiers	Likely	Minor	4	£0.00			All noisy works times will be agreed with Environmental Health Officers and communicated with local occupiers. Flexibility is also built in to allow for these times to be altered accordingly	£0.00			£0.00		£0.00		09/02/21	DBE			
R8	6	(5) H&S/Wellbeing	Impact of Covid-19 on works	Due to Covid-19 the programme may be impacted by measures that may reduce activity and extend the programme	Possible	Serious	6	£0.00			The City have developed a Covid-19 response. The Highway Authority and Term Contractor have agreed a Covid-19 response that is compliant that will enable works to go ahead safely.	£0.00			£0.00		£0.00		09/02/21	DBE	Leila Ben-Hassel		
R9	6	(2) Financial	Brexit impacts construction costs	Brrexit impacts costs of materials	Possible	Serious	6	£0.00			CoL Term Contractor is managing this risk closely by ensuring stock is sourced at best price possible.	£0.00			£0.00		£0.00		09/02/21	DBE	Leila Ben-Hassel		
R10	6	(4) Contractual/Partnership	CoL breach of S278 agreement	The City has a legal requirement to complete works within 6 months of the hotel opening	Possible	Serious	6	£0.00			closely coordinate with Highways Management and Main contractor to ensure project is priorities within the contractor's work programme	£0.00			£0.00		£0.00						
R11								£0.00				£0.00			£0.00		£0.00						
R12								£0.00				£0.00			£0.00		£0.00						
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Committee(s): Streets and Walkway's Sub Committee	**Dated:** 01/10/2024
Subject: Policy and Projects Delegated decisions April to August 2024	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	N/A
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Executive Director Environment	**For Information**
Report author: Gillian Howard, Policy and Projects, City Operations	

Summary

This report sets out a summary of the decisions that have been undertaken relating to Transport and Public Realm projects between 1 April and 31 July 2024 under either existing or agreed delegated powers by responsible Officers within the Environment Department

Recommendation(s)

Members are asked to:

- Note the report.

Main Report

Background

1. For your information, this report lists decisions that have been determined by the Executive Director Environment and the Director of City Operations, or those so authorised under their delegated powers, between 01 April and 31 July 2024.

Project name	Project description	Gateway	Decision and date of decision
City Cluster Programme: Fenchurch Street Highway and Public Realm Feasibility Study	Fenchurch Street sits within the City Cluster Area programme. This approval is for a feasibility study to establish the requirements for this street in terms of its future function(s). This will set out, amongst other things, the anticipated carriageway and pavement widths and alignments to support movement, and the increased number of people expected to use this area following the completion of several large developments.	G1/2/3/4/5 (light)	Approved 17/04/24
Little Trinity lane	Sought approval to deliver public realm enhancements and climate resilience measures (such as SUDs and tree planting) along Little Trinity Lane to create a more welcoming and comfortable environment for workers, residents and visitors.	G5 – (regular) approval to start work	Approved 23/07/24
101 Moorgate S278	Authority to implement the S278 works and the new pedestrian crossing across Moorgate. Includes wider footway, waiting and loading changes; a new loading bay, relocation of two disabled bays and removal of pay and display parking bay.	G5 (light) Approval to start work	Approved 07/08/24

Gillian Howard
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Date	*Action*	*Officer responsible*	*To be completed/ progressed to next stage*	*Notes/Progress to date*
13 September 2024	**Old Jewry Traffic Experiment**	Executive Director, Environment	Experimental order will expire in January 2026 Decision as to whether to keep the traffic changes will need to be made before then	The experimental traffic order came into effect on the 5 July 2024. Public consultation is open and has had over 100 responses to date. One formal objection to the traffic order has been received from the London Cycling Campaign. The first monitoring count was undertaken in September, we are awaiting the results.
13 September 2024	**Monument/London Bridge**	Executive Director, Environment	TfL to provide timetable for delivery of parapet works. Bus stop relocation: TfL to identify why the guard railing is in place and whether this can be replaced with bollards.	Site visit with the Chairmen took place on 4 September 2024 Parapet works: Funding will be available next financial year for delivery. Bus stop relocation: There is not a quick fix solution, but TfL will explore the feasibility of making a change.

13 September 2024	**Sporting Events on the Highway**	Executive Director, Environment		Annual Special Events Report to be prepared for January Streets & Walkways Sub Committee
13 September 2024	**Bank**	Executive Director, Environment	Progress towards an Experimental traffic order to allow taxi access across Bank Junction	Verbal update to be provided at the meeting Next report is due at the November committee which will detail the route options and outline the likely success criteria and monitoring themes.