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Streets and Walkways Sub (Planning and Transportation) Committee

Date: **MONDAY, 19 NOVEMBER 2012**

Time: **11.00am**

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

Members:

Jeremy Simons (Chairman)
Archie Galloway (Deputy Chairman)
Deputy John Barker
Martin Farr (Ex-Officio Member)
Marianne Fredericks
Alderman Alison Gowman (Ex-Officio Member)
Alderman Robert Hall (Ex-Officio Member)
Brian Harris (Ex-Officio Member)
Michael Hudson
Sylvia Moys
Deputy John Owen-Ward
Deputy Michael Welbank (Ex-Officio Member)

Enquiries: **Katie Odling**
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Lunch will be served in Guildhall Club at 1pm

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**

2. **DECLARATIONS BY MEMBERS OF ANY PERSONAL AND PREJUDICIAL INTERESTS IN RESPECT OF ITEMS ON THIS AGENDA**

3. **MINUTES**
   To agree the public minutes and summary of the meeting held on 15 October 2012.

   For Decision
   (Pages 1 - 6)

4. **CHEAPSIDE STAGE 4A - GRESHAM STREET OBJECTIONS REPORT**
   Report of the Director of the Built Environment.

   For Decision
   (Pages 7 - 18)

5. **OUTCOME REPORT - CYCLE PARKING 2011-12**
   Report of the Director of the Built Environment.

   For Decision
   (Pages 19 - 34)

6. **OUTLINE OPTIONS APPRAISAL - LEADENHALL STREET PEDESTRIAN CROSSING IMPROVEMENTS**
   Report of the Director of the Built Environment.

   For Decision
   (Pages 35 - 60)

7. **RIVERSIDE WALK ENHANCEMENT STRATEGY**
   Report of the Director of the Built Environment.

   For Decision
   (Pages 61 - 74)

8. **8-10 MOORGATE AREA IMPROVEMENTS**
   Report of the Director of the Built Environment.

   For Decision
   (Pages 75 - 90)

9. **SPECIAL EVENTS ON THE PUBLIC HIGHWAY - RIDELONDON**
   Report of the Director of the Built Environment.

   For Decision
   (Pages 91 - 96)

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

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

12. **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

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

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

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STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Monday, 15 October 2012

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Room - 2nd Floor West Wing, Guildhall on Monday, 15 October 2012 at 11.30 am

Present

Members:
Archie Galloway (Deputy Chairman)
Deputy John Barker
Marianne Fredericks
Alderman Alison Gowman (Ex-Officio Member)
Alderman Robert Hall (Ex-Officio Member)
Michael Hudson
Sylvia Moys
Deputy Michael Welbank (Ex-Officio Member)

Officers:

Claire Sherer	-	Committee and Member Services Officer
Mathew Lawrence	-	Town Clerk's Department
Mark Paddon	-	Chamberlain's Department
Paul Monaghan	-	Assistant Director Engineering, City Surveyor's Department
Steve Presland	-	Department of the Built Environment
Victor Callister	-	Department of the Built Environment
Iain Simmons	-	Department of the Built Environment
Patrick Hegarty	-	Open Spaces Department
Alan Rickwood	-	City Police

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**
Apologies for absence were received from Jeremy Simons (Chairman), Martin Farr and Deputy John Owen-Ward.

2. **DECLARATIONS BY MEMBERS OF ANY PERSONAL AND PREJUDICIAL INTERESTS IN RESPECT OF ITEMS ON THIS AGENDA**
There were no declarations.

3. **MINUTES**
The Minutes of the meeting held on 17 September 2012 were confirmed as a correct record, subject to recording Alderman Robert Hall's apologies for the meeting at Item 1.

MATTERS ARISING –

Millennium Bridge (Item 3)
The Sub Committee were advised of a number of options relating to the repair and maintenance of an area close to the Millennium Bridge. It was agreed that a visit should be arranged for the Chairmen and Deputy Chairmen of this Sub Committee and the Projects Sub (Policy & Resources) Committee, with a view to looking at the cost/benefits of different levels of remedial work. This may also be influenced by other works due to be conducted in the area and Officers would explore any considerations. All Members of both Sub Committees would be invited once the visit was arranged.

London Bridge Planters (Item 3)
As it had been established that Transport for London (TfL) were responsible for the planters, Officers were undertaking a survey of the planters in order to present it to TfL as evidence of what action needs to be taken to maintain them to a satisfactory level.

It was also noted that the area around Upper and Lower Thames Street would benefit from additional trees to improve air quality.

Pedestrian crossing at Swan Lane (Item 4.2)
The Deputy Chairman advised Members that there had not been an opportunity to raise this matter at the previous London Councils meeting but he would raise this at the next meeting on Thursday 18 October 2012.

4. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT:-**

4.1 **Blackfriars Junction - Issues raised by Members and responses**

Consideration was given to a report of the Director of the Built Environment which confirmed that there was no evidence that the Blackfriars Junction was inherently unsafe.

Noting that the junction was the responsibility of Transport for London (TfL), Members were still very concerned about its operation and requested that City Corporation Officers continue to work closely with TfL to address all the issues by the end of November 2012.

Officers advised Members that they had reviewed the TfL audit report and that the 'Stage 3' Audit Report would be shared with the Sub Committee on publication. It was agreed that a full update would be brought to the January 2013 Committee meeting so that Members could be assured that appropriate action had been taken.

RESOLVED: That -

i. it be noted that City Officers were working closely with Transport for London (TfL) (the Highway Authority for Blackfriars Junction) to resolve issues raised

and Officers would seek to have the issues resolved by the end of November 2012; and

ii. a full update report on action taken would be brought to the January 2013 meeting.

4.2 **Mayor's Road Safety Action Plan for London 2020**

Consideration was given to a report of the Director of the Built Environment in respect of the Mayor's Road Safety Action Plan for London: 2020. Stakeholders were being asked to provide input on specific aspects of the Plan and to submit views and suggestions for improvements. The report summarised the content of the draft Plan and put forward a suggested consultation response.

Although Members were generally in agreement with the draft consultation, they were keen that it emphasised the desired outcomes, struck the right balance for all road users and was based on relevant evidence such as accident hotspots and successful remedial action. Members also noted the importance of taking immediate action on areas already identified by the City Corporation.

In response to a question, Members noted that a separate consultation response would be submitted by the City of London Police.

RESOLVED: That the Director of the Built Environment be authorised to respond to the consultation on the draft Road Safety Action Plan for London, subject to agreeing it with the Chairmen and Deputy Chairmen of the Planning & Transportation Committee and this Sub Committee.

4.3 **Globe View Walkway - Opening up and Enhancing the Riverside Walk**

Consideration was given to a report of the Director of the Built Environment which requested that authority be delegated to the Town Clerk, in consultation with the Chairman and Deputy Chairman of both the Streets and Walkways Sub Committee and the Projects Sub Committee, regarding options in respect of opening up and enhancing the Riverside Walk at Globe View Walkway.

RESOLVED: That approval of the outline options appraisal be delegated to the Town Clerk in consultation with the Chairman and Deputy Chairman of both the Streets and Walkways Sub Committee and the Projects Sub Committee.

5. **QUEEN ELIZABETH II FIELDS**

Consideration was given to a report of the Director of Open Spaces in respect of Queen Elizabeth II Fields.

Members suggested that the Lord Mayor could be invited to conduct the proposed opening ceremony and it could be combined with the carol service on 3 December 2012.

Members noted that the following recommendations had been approved by the Open Spaces, City Gardens and West Ham Park Committee on 8 October 2012: -

i. The new garden on the site of St Paul's Cathedral coach park is recognised as The Queen's Diamond Jubilee Garden;
ii. The Queen's Diamond Jubilee Garden and Tower Hill Garden have been dedicated as Queen Elizabeth II Fields; and
iii. Officers should continue to pursue opportunities for recognising The Queen's Diamond Jubilee Garden through an unveiling ceremony (or similar) and potential sources of funding identified in conjunction with the Chamberlain.

RECEIVED

6. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
In response to a question, Officers agreed to look at the parking arrangements in the Trinity Square area in more detail, as there appeared to be a discrepancy between the road markings and the restrictions that should be in force.

7. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
There was no other business.

8. **EXCLUSION OF THE PUBLIC**
RESOLVED: 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.

Part 2 - Non-Public Agenda

9. **QUESTIONS ON NON-PUBLIC MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
There were no non-public questions.

10. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**
There were no items of urgent business.

The meeting ended at 1.07 pm

Chairman

Contact Officer: Claire Sherer
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Committee(s):	Date(s):	
Streets & Walkways Sub	19 November 2012	
Subject: Cheapside Stage 4A - Gresham Street Objections Report	**Public**	
Report of: Director of the Built Environment	**For Decision**	

Summary

In July 2011 Members approved that a formal assessment be undertaken to assess the suitability of opening Gresham Street to eastbound motor vehicles and improving cycling facilities. Subsequently, in April 2012, Members considered various options and approved an option (to proceed to detailed design) which would deliver this opening. This option included a raised courtesy crossing. However, a decision on the choice of the materials to be used was deferred to allow a review of materials to take place. This review is being undertaken and is yet to be considered by Members.

A public consultation was conducted in January 2012 to which there was strong support for the two-way operation and cycling improvements.

As part of the evaluation and assessment, an experimental opening of Gresham Street to eastbound motor vehicles was implemented. As a result of this, three formal objections have been received.

Officers have now reviewed these objections and believe that they have been or will be adequately mitigated through careful and considered design of the option approved already by Members.

Officers have also assessed the experimental opening and conclude that whist the opening has had some negative impacts, which is largely expected due to its temporary nature, the improved access is considered to be of greater value to the wider community.

Members are therefore asked to consider the objections and decide whether or not the experimental measures currently in place at Gresham Street should be made permanent.

Recommendations

I recommend that:

- Members agree to the making of Traffic Orders under section 6 of the Road Traffic Regulation Act 1984, so as to make the two-way operation at the Gresham Street junction with Aldersgate Street permanent.

- The objectors are informed of your decision.

Main Report

Background

1. Gresham Street was closed to east-bound traffic in 1993 as part of the City's original Traffic and Environmental Zone (security zone). The zone was extended in 1996 to cover a larger part of the City. The legacy arrangements remain but no longer serve the original intended purpose. The arrangement however has

provided a level of environmental benefits, such as perceived road safety benefits and lower traffic volumes, to local road users and occupiers.

2. In June 2010, Gresham Street was re-opened to eastbound traffic to facilitate works along Cheapside and the surrounding areas. The temporary arrangement made it opportune to assess the two-way functionality and consider whether or not it should be made permanent.

3. In July 2011 Members approved that a formal assessment be undertaken to assess the suitability of opening Gresham Street to eastbound motor vehicles and improved cycling facilities. Subsequently, in April 2012, Members considered various options and approved an option (to proceed to detailed design) which would deliver this opening with the success criteria detailed below. This option included a raised courtesy crossing. However, decision on the choice of the materials to be used was deferred to allow a review of materials to take place. This review is being undertaken and is yet to be considered by Members.

Success criteria:

- Improved motor vehicle accessibility for local occupiers;
- Improved highway network resilience;
- Improved cycling accessibility, convenience and safety;
- Usability for pedestrians;
- Minimise the impacts of increased traffic using Gresham Street; and
- Minimise impact upon safety in general.

4. In January 2012, a public consultation was undertaken. The results were presented to Members in April 2012. In Summary, the majority of respondents (some 80%) supported the implementation of permanent two-way functionality as well as improvements to cycling facilities.

5. In February 2012 an experimental scheme, under S.9 of the Traffic Regulation Act 1984, to open Gresham Street to two-way motor traffic was implemented in order to review the actual two-way operation, albeit in a temporary layout, as opposed to a theoretical analysis. As part of this process, three formal objections have been received.

Objections

6. Since the beginning of the experimental scheme two formal objections have been received. One from Mr P Betteridge (representing Schroder Investment Management Ltd, 31 Gresham Street) and one from Mr R Smyth (an individual objector), Officers are also treating the comments made by Mr D William who represents the Cyclists in the City group as a third objection. These objections are summarised below but are appended in Appendix A.

Schroder's Objection

"Although we acknowledge that two-way traffic improves accessibility, we believe that it is at the expense of pedestrian convenience and safety."

"Most of our staff in Gresham Street and nearby satellite offices have to cross Gresham Street more than once a day. This has become far more difficult and hazardous experience during busy traffic periods since the road was re-opened to two-way traffic."

Mr R Smyth's Objection

"I am writing to object to the proposed experimental traffic order enabling motor vehicles to enter the western end of Gresham Street but to support the proposal to increase permeability for pedal cycles."

"This would degrade conditions for the increased number of people on foot or on cycle in Gresham Street"

"This is a narrow street with a historic setting that already has too much motor traffic during the day and does not function well."

"It goes against the principles and policies of the Local Implementation Plan."

"The City should at most make the turn into Gresham Street no motor vehicles 7am-7pm Mon-Fri, reducing rat-running when most people are there on foot and on cycle but allowing access."

Cyclists in the City Comments/objection

"We welcome the fact that the City will enable this route to be opened to cyclists by opening up the link into Gresham Street."

"We are concerned that the route should be clearly signposted so that cyclists can find their way on and off the shared space and so that pedestrians are aware cyclists are allowed there."

"Overall, we're not fans of shared space. We don't think it's good for cyclists or pedestrians."

"The opening of Gresham Street to two-way traffic will turn it into a rat-run, making it less pleasant and potentially much less desirable as a route for cyclists and is in contravention of the City's Local Implementation Plan."

Considerations and assessment

7. All objections received have been examined and considered by officers. The key issues are discussed below.

Safety

8. The concerns raised regarding the safety of pedestrians at Gresham Street, particularly at the junction of Gresham Street/Aldersgate Street have been carefully considered.

9. The experimental measures currently in place mean vehicles entering Gresham Street from Aldersgate Street are driving on a temporary unfinished or unclearly defined surface. There is limited distinction between footway and carriageway and temporary street furniture adds to confusion between highway users. This negatively impacts upon a pedestrian's perception of safety and likely contributes to the concerns of some individuals.

10. Speed surveys show that 85% of the vehicles travelling along Aldersgate Street do not exceed 25mph between 7am and 7pm on weekdays. On Gresham Street itself this is down to 20mph. Officers have also observed that turning speeds are relatively low. Speed is therefore not considered significant.

11. In the option approved by Members, a raised courtesy crossing will be installed. This will minimise vehicle entry speeds and indicate to motorists that they are entering an area with a different characteristic to Aldersgate Street and, in visual terms, formalises the space as a pedestrian crossing point. Although, what finish will be applied to the raised crossing is still to be agreed by Members, a form of visual and/or tactile finish will be applied, thereby further mitigating the concerns. The radius of the turn for vehicles entering Gresham Street from Aldersgate Street will also be designed to prevent excessive vehicle speeds and maximise visibility.

12. Observations and traffic flow data (considered in more detail below) have shown that there are frequent gaps in the traffic flow to enable pedestrians to cross without undue delay. However, refuges and carriageway markings will also be considered (at the detailed design stage) at the junction as well as the entire stretch of the street should members agree to the two-way operation of Gresham Street being made permanent.

13. Injury collision data for Gresham Street has been analysed and is summarised in the table below.

Location	Average annual collisions - Before opening between May 2007 – May 2010 (those involved e/b motor vehicles)	Average annual collisions – after opening between June 2010 – 2012 (those involved e/b motor vehicles)
At the Gresham Street/Aldersgate Street junction	1	1
Gresham Street (Foster Lane - King Street)	2 (0.33)	2.5 (1.5)
Gresham Street (east of King Street – Moorgate)	1.7 (0.33)	3 (0.5)
Total (of which involve eastbound motor traffic)	4.7 (0.7)	6.5 (2)

14. From the above table, it can be seen that at the Gresham Street/Aldersgate Street junction, there has been no increases in collisions since the eastbound opening. However, the remainder of Gresham Street including some of Lothbury has seen a slight increase in collisions. This net increase can largely be attributed to eastbound traffic, but not necessarily to the opening. It is however acknowledged and accepted that there is a clear correlation between traffic flow and collision rate – the greater the traffic flow, the higher the collision rate will generally be. It is also accepted that the increase in traffic using Gresham Street is likely to result in an equal reduction of traffic in other city streets, most notably Cheapside. This reduction is therefore likely to lead to a reduction in collisions occurring there and therefore an overall neutral impact on road safety is envisaged.

15. As part of the analysis, officers also investigated 8 other junctions in the City which have some similarities to the Gresham Street/Aldersgate Street junction. It has been found that for a junction of this type, an average annual collision rate of 1.6 can be expected. Therefore the Gresham Street/Aldersgate Street junction will perform better than this average.

Shared Space

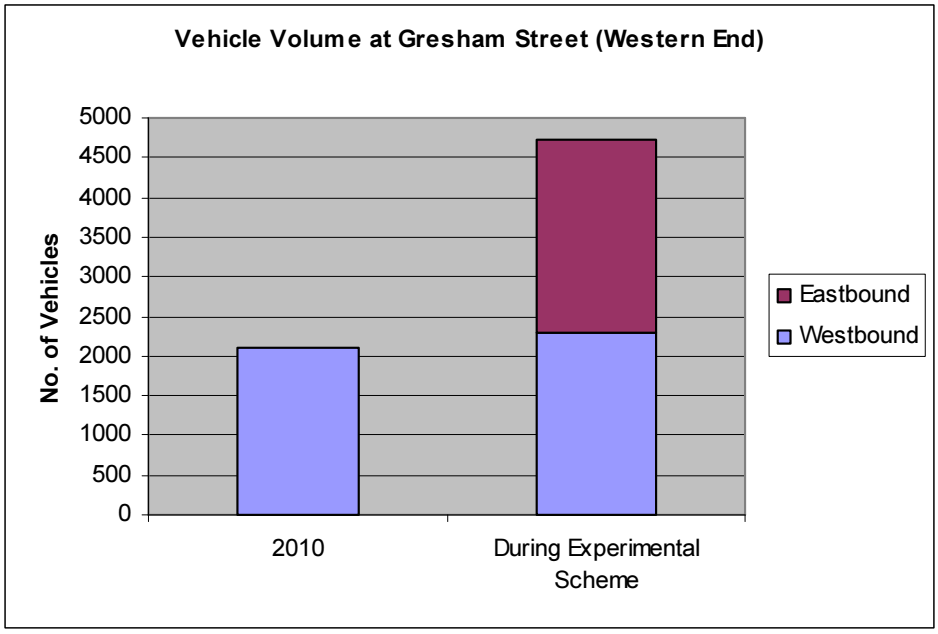
16. As part of the experimental scheme, a shared space (between pedal cyclists and pedestrians) on the western side of the Aldersgate Street footpath was implemented to enable cyclists to access the Gresham Street from Angle Street. This provides significant journey time savings and cyclists can avoid the heavily trafficked roundabout at the Museum of London. Shared space is considered appropriate at this location because the footway is very wide and pedestrian flows are relatively low. The comments made on appropriate signage to ensure proper awareness by cyclists and pedestrians are noted. It is likely that in addition to compliant signage, additional cycle markings will be placed to further communicate the presence of the cycle route.

17. It can be argued that disabled users of the shared space may be negatively impacted upon; however it is considered that this issue could be mitigated through well considered signage and markings. Usage of the street is comparatively low relative to the popularity of the route amongst cyclists. 500 cyclists on average utilise the route daily between 7am to 7pm on weekdays.

18. In the City, shared space is now used in preference to other measures such as separate or segregated cycle lanes. Segregated measures were found to encourage excessive cycle speed and, in the City lead to cyclists and pedestrians being less considerate towards one another.

Traffic Flows

19. The graph below compares historical vehicular traffic volume data with data obtained recently during the experimental scheme. Note this data is representative of traffic at the western end of Gresham Street by its junction with Aldersgate Street.



20. The graph shows vehicular traffic volumes at Gresham Street for weekdays between 7am and 7pm. It demonstrates that adding two-way functionality effectively doubles the number of vehicles using the western end of Gresham Street. These additional vehicles add to the existing eastbound flow further down the street. This equates to approximately 8 vehicles every minute, eastbound and westbound combined, in the morning and evening peak periods in the vicinity of Gresham Street/Aldersgate Street junction.

21. Traffic surveys have also shown that with the implementation of the experimental scheme, Gresham Street is being used by both through traffic (rat running) and local access traffic.

22. There is an equal split of through traffic and local traffic, with 50% of vehicles entering Gresham Street doing so to make a local trip. The other 50% of vehicular traffic is through traffic and it is estimated that providing the two-way functionality at Gresham Street has resulted in an additional 1,200 vehicles per day (between 7am – 7pm on weekdays) to pass through Gresham Street en-route to a non-local destination.

23. It should be noted that this traffic would most likely be travelling through the City via another street (mostly Cheapside) if it wasn't utilising Gresham Street. Therefore it's very unlikely that this through traffic represents a net increase of vehicular traffic using the City's Local Highway Network.

24. Cheapside, as with Gresham Street is also a local access road, and with the most recent data in June 2010 (just prior to the opening of Gresham Street), it was used by over 5,500 vehicles per day (7am – 7pm both directions). As mentioned in the above paragraph, some of the traffic that used Cheapside has likely been transferred to Gresham Street.

25. Other notable local access streets have far higher traffic flows. For example Leadenhall Street experiences traffic volumes of almost double that of Gresham Street during and morning and evening peaks. Ludgate Hill also experiences flows far greater than Gresham Street, with almost double the amount of traffic during busy periods.

26. A timed restriction to mitigate against the impact of through traffic was considered. In reviewing the survey data, it was found that the majority of through traffic using Gresham Street was between 7am to 7pm. This is also the period where most pedestrians and cyclists will be using the street. A timed closure of this period would therefore be an appropriate consideration. However, this is also the period when the majority of local access traffic uses Gresham Street and introducing such a restriction would therefore not improve access for local occupiers nor deliver the other successes of the project. Therefore it is not recommended.

Local Implementation Plan

27. The City of London Local Implementation Plan 2011 is the City of London's approved plan setting out its proposals for the implementation of the Mayor of London's transport strategy in the City.

28. The opening of Gresham Street and improved cycling provisions would support a number of LIP objectives in particular, "to increase permeability, connectivity and accessibility; and to smooth traffic flow and reduce journey-time variability and traffic congestion" Full account of the other objectives have also been taken into consideration.

29. The LIP also encourages "the continued creation of more pedestrian and cyclist shared routes and more pedestrian zones that permit access for cyclists, i.e. the selective exclusion of motor vehicles from some local access streets, at all times or only at some times of day"

30. It is considered that the proposals here, to improve accessibility for local occupiers and improved cycling provisions are of more value to the wider community than the selective exclusion of motor vehicles. Furthermore, it is considered more appropriate to introduce the selective exclusion of motor vehicles in more minor streets or at other locations where there is a clear and identified need.

Financial Implications

31. Should Members opt to re-instate the junction to a one-way operation, the estimated cost is £11,500.

32. The cost of proceeding and making the experimental measures permanent will be presented with detailed design in the Gateway 4c/5 report.

Conclusion

33. Following the public consultation in January 2012 and the experimental scheme, the desire of the majority of stakeholders is to see Gresham Street opened to two-way traffic permanently and for improvements to cycling facilities to be implemented. Officers believe that the objections raised some relevant issues but that largely these issues have already been or will have been adequately mitigated through careful and considered design. The issue regarding the LIP policy of selective exclusion of motor vehicles, whilst relevant, it's considered improving access to this area is of a greater value to the wider community and would achieve the success criteria as set out earlier in this report. It is therefore recommended that Members note the objections but agree to the making of Traffic Orders under section

6 of the Road Traffic Regulation Act 1984, so as to make the two-way operation at the Gresham Street junction with Aldersgate Street permanent, subject to Members approval of the detailed design (Gateway 4c/5) of the approved option.

Contact:
Geoffrey Pluck
Email: ***geoffrey.pluck@cityoflondon.gov.uk***
Phone: *0207 332 1471*
Appendix A

Pluck, Geoffrey

From: Betteridge, Philip [redacted]
Sent: 11 September 2012 09:50
To: Pluck, Geoffrey
Subject: Cheapside Stage 4A – Gresham Street Evaluation

Dear Mr Pluck,

Following your e-mail correspondence with Ben Custance about the Gresham Street Traffic Evaluation (your e-mail of 19 July 2012 16:17), we have debated the matter internally and can confirm that we would like to raise an objection to any proposals making Gresham Street open to two-way traffic on a permanent basis. We understand that formal consultation has closed, but that you would be prepared to consider a late objection

Although we acknowledge that 2-way traffic improves accessibility, we believe that it is at the expense of pedestrian convenience and safety following formal internal staff representation and discussion. Most of our staff who work in 31 Gresham Street and nearby satellite offices have to cross Gresham St more than once a day. This has become a much more difficult and hazardous experience during busy traffic periods since the road was re-opened to 2-way traffic. The welfare and safety of our staff is our primary concern and we therefore we support the option that reinstates the one-way system.

Thank you for your consideration in discussing this matter now that formal consultation is closed. We would be happy to discuss the matter further if required.

Regards

Philip Betteridge

Philip Betteridge
Head of Corporate Services
Schroder Investment Management Limited
[redacted]

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Pluck, Geoffrey

From: R Smyth [redacted]
Sent: 31 January 2012 23:23
To: Pluck, Geoffrey
Subject: Gresham St

Dear Mr Pluck

I am writing to object to the proposed experimental traffic order ('ETO') enabling motor vehicles to enter the western end of Gresham Street but to support the proposal to increase permeability for pedal cycles.

The latter, although far from perfect as the crossing of a wide one-way road would be difficult, is a step towards a larger scheme to remove the gyratory.
There is no point doing anything more than a light-touch design involving minimal signing in this context. The former, however, would degrade conditions for the increased number of people on foot or on cycle in Gresham Street.

This is a narrow street with a historic setting that already has too much motor traffic during the day and does not function well. The City should be fostering a better balance, supporting the cafes offering street seating and improving the public realm by reducing air and noise pollution from through motor traffic. It has been noticeably worse during the temporary removal of the restriction-there is no point continuing this experiment.

Continuing this removal through a new ETO would go against the principles and policies of the recently approved City Local Implementation Plan, specifically discouraging through motor traffic using minor roads and creating high quality cycle routes. These policies were included following unprecedented calls by the public and business during public consultation.

It is acknowledged there have been calls by a few individuals for greater access to Gresham St. If the City does decide to heed these, then it should at most make the turn into Gresham St no motor vehicles 7am-7pm Mon-Fri, reducing rat-running when they most people are there on foot and on cycle but allowing access for evening events. This could be enforced easily by camera.

CRISP studies carried out for cycle route development highlighted the need for reduction in motor traffic - if anything is to be trialled here it should be new restrictions, such as making King Street one-way except for cycles.

By way of background I worked for 10 years in the City and have now relocated to the South Bank, cycling daily to work via Gresham Street.

Regards

Ralph Smyth
(responding as an individual)
[redacted]

24 January 2012

Re Gresham Street two-way cycle link

Dear Geoffrey

Many thanks for giving us the chance to comment on the proposed experimental cycle link into Gresham Street.

Please find our comments below. Also, a copy of the blog post that I wrote on the Cyclists in the City website and copies of the 11 comments that people have made about the scheme through the site.

- We welcome the fact that the City will enable this route to be opened to cyclists by opening up the link into Gresham Street.

- We are concerned that the route should be clearly signposted so that cyclists can both find their way on to and off the shared space and so that pedestrians are aware cyclists are allowed there. We also note that coaches sometimes park in or very near the space where you propose the drop kerb on Angel Street.

- Overall, we're not fans of shared space. We don't think it's good for cyclists or pedestrians. We would prefer a longer-term solution that gives cyclists proper, clearly identified space.

- We would hope that the longer term solution would also include much better and safer provision for cyclists as they leave King Edward Street and enter Angel Street which involves crossing two lanes of traffic, often with impatient bus or taxi drivers on their tails.

- We would also like to see a longer term link so that cyclists heading west along Gresham Street can turn north towards Little Britain and up towards Smithfield rather than having to turn south and loop across four lanes of motor vehicle traffic and then around the gyratory.

- We would like to register concerns that the City proposes to turn Gresham Street into a two-way rat-run in contravention of the City's Local Implementation Plan. Gresham Street is a local access road. The opening of Gresham Street to two-way working will turn it into a rat-run, making it less pleasant and potentially much less desirable as a route for cyclists. We note the Local Implementation Plan states a commitment to: ""The continued creation of more pedestrian and cyclist shared routes and more pedestrian zones that permit access for cyclists, i.e., the selective exclusion of motor vehicles from some local access streets, at all times or only at some times of day." We question why motor vehicles are being given more rather than less access to this local access street and suggest the City should consider measures to reduce the impact of the increase in motor vehicle traffic on this local access road. We would ask you to consider, for example, imposing motor traffic restrictions

eastbound into Gresham Street during the day when it is most busy with pedestrians.

Best regards

Danny Williams

Committee(s):	Date(s):	
Streets and Walkways Sub Committee	19/Nov/2012	
Projects Sub Committee	21/Nov/2012	
Subject: Outcome Report – Cycle Parking 2011-12	**Public**	
Report of: Director of the Department for the Built Environment	**For Decision**	

Summary

Dashboard

- Project Status: Green
- The project is 100% completed
- Total Estimated Cost: Up to £100,000
- Final Spend: £93,215
- Overall Project Risk: Green

Brief description of project

In November 2011, Members gave authority to start work on the implementation of cycle parking stands on street and in the Golden Lane Estate. Transport for London (TfL) had allocated £100,000 to the City for this project to be delivered in the 2011/12 financial year.

The intention of the project was to maximise the number of cycle parking spaces installed, with 320 considered a high number. A total of 322 additional cycle parking spaces were installed in line with the programme of delivering them within the 2011/12 financial year. These were predominantly the stainless steel A-frame cycle stands, the City's specification, which were installed in 33 different on street locations (see appendix 1 and 2), creating 274 cycle parking spaces across the City. In addition, black cycle stands, to be in keeping with the heritage status, were installed in five locations on the Golden Lane Estate, providing 48 spaces for residents (see appendix 3).

The initial use of the cycle stands was monitored in July 2012. Approximately 57% of the spaces were already being used, which is considered high for initial use.

The project was completed in the 2011/12 financial year at a cost of £93,215, fully funded by TfL. The balance of £6,785 has been returned to TfL.

Recommendations

Outcome Report recommendation

It is recommended that Members:

- Note that the project was delivered with a high level of success in both of the measured criteria (number of spaces implemented and the initial use of those spaces).
- Authorise the closure of the projec

Overview

1. Evidence of Need	The number of people cycling in the City continues to grow. So too does the demand for formal cycling parking.
2. Project Scope and Exclusions	• Target locations where demand existed and install enough cycle parking facilities in those locations to meet current demand plus provision for increased demand over the coming years. • Find locations where cycle parking stands can be installed quickly, given the limited time available for the project. Therefore sites on the Golden Lane Estate that require listed building consent were not pursued. • Ensure overall value for money is achieved. i.e. don't pursue many costly locations that are expensive even if they are where high demand exists. • TfL limited the funds to use in public areas, such as on-street, and residential locations. Therefore, the funds could not be used for private businesses to improve their cycle parking facilities.
3. Link to Strategic Aims	Cycling and walking are the most sustainable forms of transport. Providing better facilities to support cycling will result in a more sustainable and healthy City. This project will therefore support the City's strategic aims; in particular, "to provide modern, efficient and high quality local services and policing within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes."
4. Within which category does the project fit	4.Substantially reimbursable (fully funded by TfL)
5. What is the priority of the project?	B. Advisable
6. Resources Expended	£93,215 was expended, including £25,000 of officer time. All of this has been fully recovered from TfL. See paragraph 9 and appendix 4 for further financial details.

Outturn Assessment

7. Assessment of project	The project achieved a high level of success in both

<table>
<tr><td>against Success Criteria</td><td>measures:
1. No. of spaces installed
2. The percentage of stands being used
The following table summarises the level of success for the number of spaces installed.
<table>
<tr><td>No. of Spaces</td><td></td></tr>
<tr><td>Success Criteria
(as agreed at authority to start work stage)</td><td>High = 320 or more additional spaces
Medium = 280-319 additional spaces
Low = 279 or less additional spaces</td></tr>
<tr><td>Measured result</td><td>322 additional spaces</td></tr>
<tr><td>Success Result</td><td>High</td></tr>
</table>
The above result is made up of:
• 135 on street stands which can be used by two cycles
• Four on street stands which can be used by one cycle
• 24 stands in the Golden Lane Estate which can be used by two cycles
The following table summarises the level of success for the initial use of the spaces installed.
<table>
<tr><td>Initial use of stands</td><td></td></tr>
<tr><td>Success Criteria
(as agreed at authority to start work stage)</td><td>High = 55% or more
Medium = 30%-54% spaces
Low = less than 30%</td></tr>
<tr><td>Measured result</td><td>57%*</td></tr>
<tr><td>Success Result</td><td>High</td></tr>
</table>
*152 of 268 spaces surveyed on a typical July 2012 weekday were being used.</td></tr>
<tr><td>8. Programme</td><td>The programme for delivery was very short, in part because TfL granted the funds months later than normal.</td></tr>
</table>

	Authority to Start Work was permitted and the budgets made available at the end of November 2011, leaving only four months (including the Christmas period) for materials to be ordered and implementation to occur. Implementation of the sites was achieved within the four month period, by the end of the 2011/12 financial year.
9. Budget	The approved budget at Authority to Start Work Stage in comparison with the final spend was:

Element	**Approved Budget (£)**	**Final Spend (£)**	**Variance (£)**
Works: On street (FM Conways)	70,000	63,398	- 6,602
Works: Golden Lane Estate (Linbrooks)	5,000	4,817	- 183
Works Total	**75,000**	**68,215**	**- 6,785**
Staff Costs - Planning and Transportation	22,000	22,000	0
Staff Costs - Highways	3,000	3,000	0
Staff Costs Total	**25,000**	**25,000**	**0**
Total	**100,000**	**93,215**	**- 6,785**

- This is the final account.
- The project was delivered £6,785 under budget (approximately 7%).
- The average cost per on-street cycle space was £228, compared to the estimate of £255. The saving is largely due to 30% of the on street cycle stands being fixed to the footway with bolts rather than foundations, which were recommended where sites were close to basements. Although these are considered less robust they are nevertheless proving to be successful, were cheaper to install and are a very useful option where site constraints prevent full foundations for the cycle stands.
- The project was fully funded by TfL in the 2011/12 financial year.

	• Appendix 4 provides further details of the financial outcomes.
10. Risk	The main risk that had to be managed during the delivery of the project was the timeframe. With such a short amount of time available for implementation, being able to respond quickly was very important. A shared file allowed updates to be logged and dated and visible to the various people involved in the delivery of the project. This allowed the implementation of the 33 on street sites to be tracked accurately over time and compared to expectations. It was possible to quickly identify when the delivery was slower than expected. When this was identified, it was responded to quickly and a more detailed programme of implementation for each site was drawn up, which could be closely tracked. This occurred once, where it was communicated to the term contractor that we were concerned that the project would not be delivered within the financial year and a revised programme was agreed and implemented. In addition, an assessment of the various projects that were being delivered by the term contractor was undertaken and it was communicated clearly which projects should to be prioritised over others in the lead up to the end of financial year. The above ensured the project was delivered within the financial year.
11. Communications	A progress log was the main form of communication which tracked the progress of the 33 sites that were being implemented on street. With such short timeframes for implementation, weekly progress updates for each site were required from the contractor. This worked very well because it allowed the City to respond very quickly when it became apparent that the contractor needed to put in more resources in order to complete this project in the available timeframe.
12. Benefits achieved to date	The benefits of the project are already being realised. The measure of success stating that more than 55% of the cycle parking spaces are already being used is an indication that they have been placed where demand exists and will allow further growth to occur.
13. Strategy for continued achievement of benefits	The benefits are likely to increase over time as people become aware of the various new locations available to park their cycles, particularly those that are not obvious, such as on quiet locations.

	Locations of on-street cycle parking are shown on the City's website map.
14. Outstanding actions	A small number of desirable, rather than essential, changes such as the removal of now unnecessary bollards and alterations to drop kerbs were not undertaken as part of the implementation because of the limited time available. These could have been achieved within the available budget and along with the use of the bolt down cycle stands account for the small underspend. The project will be closed with the minor outstanding items unchanged. This will not jeopardise safety. Implementation of these remaining items would require identification of an alternative funding source and are not proposed at this time.

Review of Team Performance

15. Governance arrangements	A senior responsible officer was given overall responsibility for this project.
16. Key strengths	The delivery of on-street cycle parking has been undertaken for many years. Therefore, the process to design and implement is well known. The tracking of progress was very important and done very well. Invoices were received very quickly. This allowed us to track the financial progress of the project in the lead up to the end of financial year. This confirmed that the project was being delivered within the budget available and that we could continue to implement all the cycle stand locations identified. If the implementation costs had come in higher than expected, we would have been able to reduce the number of stands being implemented so as to ensure we did not spend more than the budget could accommodate.
17. Areas for improvement	The most valuable area for improvement is to expedite the approval to implement as quickly as possible for projects such as this that have a limited timeframe. This project was delivered through the early days of the new project governance process and with the benefits of experience such delays should not occur in the future.
18. Special recognition	The project was delivered with a high level of success, but no special recognition is necessary.

Lessons Learnt

19. Key lessons and how they will be used and applied	Close monitoring and prioritising of contractors is crucial to meet tight delivery timeframes.

Appendices

Appendix 1	List of on street locations and capacity of cycle stands installed
Appendix 2	Map of on street locations where cycle stands were installed
Appendix 3	Map of Golden Lane estate locations where cycle stands were installed
Appendix 4	Comparison of approved budget vs. final spend

Contact

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Appendix 1 - Site List

No. on map	On street location	no. of stands	no of extra spaces
1	Change Alley	6	12
2	St Andrew's Hill	2	4
3	Royal Exchange Avenue	5	10
4	Fleetbank House Area	6	12
5	Lothbury (east of island)	6	12
6	Rolls Buildings / Fetter Lane	6	12
7	Angel Court	5	10
8	Cursitor St	2	4
9	Lawrence Pountney Hill (pedestrianised section)	4	8
10	Fetter Lane at Holborn	8	16
11	Northumberland Alley	4	8
12	Bartholomew Close - on carriageway	7	14
13	Monument St / Lower Thames Street	4	8
14	Museum of London entrance (SW corner)	4	8
15	Temple Ave	4	8
16	Ships Tavern Passage	2	4
17	Burgon Street (off Carter Lane)	2	4
18	Suffolk Lane next to bush lane	4	8
19	White Horse Yard	4	8
20	Montague Street / Little Britain	2	4
21	Great Bell Alley	4	4
22	College Street	4	8
23	Rood Lane / Fenchurch Street	3	6
24	Staple Inn Buildings	6	12
25	King Edward Street	8	16
26	Gravel Street	3	6
27	Harrow Place	4	8
28	Lothbury / Moorgate (east arm)	3	6
29	Museum of London, SE corner of roundabout	4	8
30	Crane Court	2	4
31	Chancery Lane	4	8
32	Cross Lane / Harp Lane	3	6
33	Bush Lane (back of Cannon Street)	4	8
On Street Total		**139**	**274**

See Appendix 2 for the map of the above locations

Golden Lane Estate Total	**24**	**48**

See Appendix 3 for Golden Lane Estate map and sites

Total	**163**	**322**

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Outcomes Report - Appendix 2: Locations of sites implemented

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Appendix 4: Actual Spend

	Original estimate as per G5 report (£)	Budgets after redistribution of cycle hoops funds (£)	Actual Spent (£)	Variance (£)	Notes
Works:					
Cycle stands	31,080.00	35,554.83	42,299.09	6,744.26	2
Implementation	30,110.00	34,445.17	21,098.91	- 13,346.26	2,3
Cycle hoops	8,810.00	-	-	-	1
Sub total (on street)	**70,000.00**	**70,000.00**	**63,398.00**	**- 6,602.00**	
Golden Lane Estate	5,000.00	5,000.00	4,817.00	- 183.00	
Works Total:	**75,000.00**	**75,000.00**	**68,215.00**	**- 6,785.00**	
Staff Costs:					
Planning	22,000.00	22,000.00	22,000.00	-	
Highways	3,000.00	3,000.00	3,000.00	-	
Staff Costs Total:	**25,000.00**	**25,000.00**	**25,000.00**	-	
Total	**100,000.00**	**100,000.00**	**93,215.00**	**- 6,785.00**	

Notes:

1 - Members agreed to implement the project, but not the cycle hoops element. The funds for these were to go towards more on-street cycle stands being implemented.

2 - Incorrect estimate of the cost of cycle stands vs the implementation.
Calculations were based on previous experience of the average of the total cost to purchase and implement a cycle stand.
The proportion of this cost that is attributed to the cost of the cycle stand was underestimated in error.
Implementation costs should have been estimated at about £7,000 less, while cycle stands should have been £7,000 more.

3 - Reduced implementation costs were predominantly because 30% of the stands were bolt-on and were easier to install.

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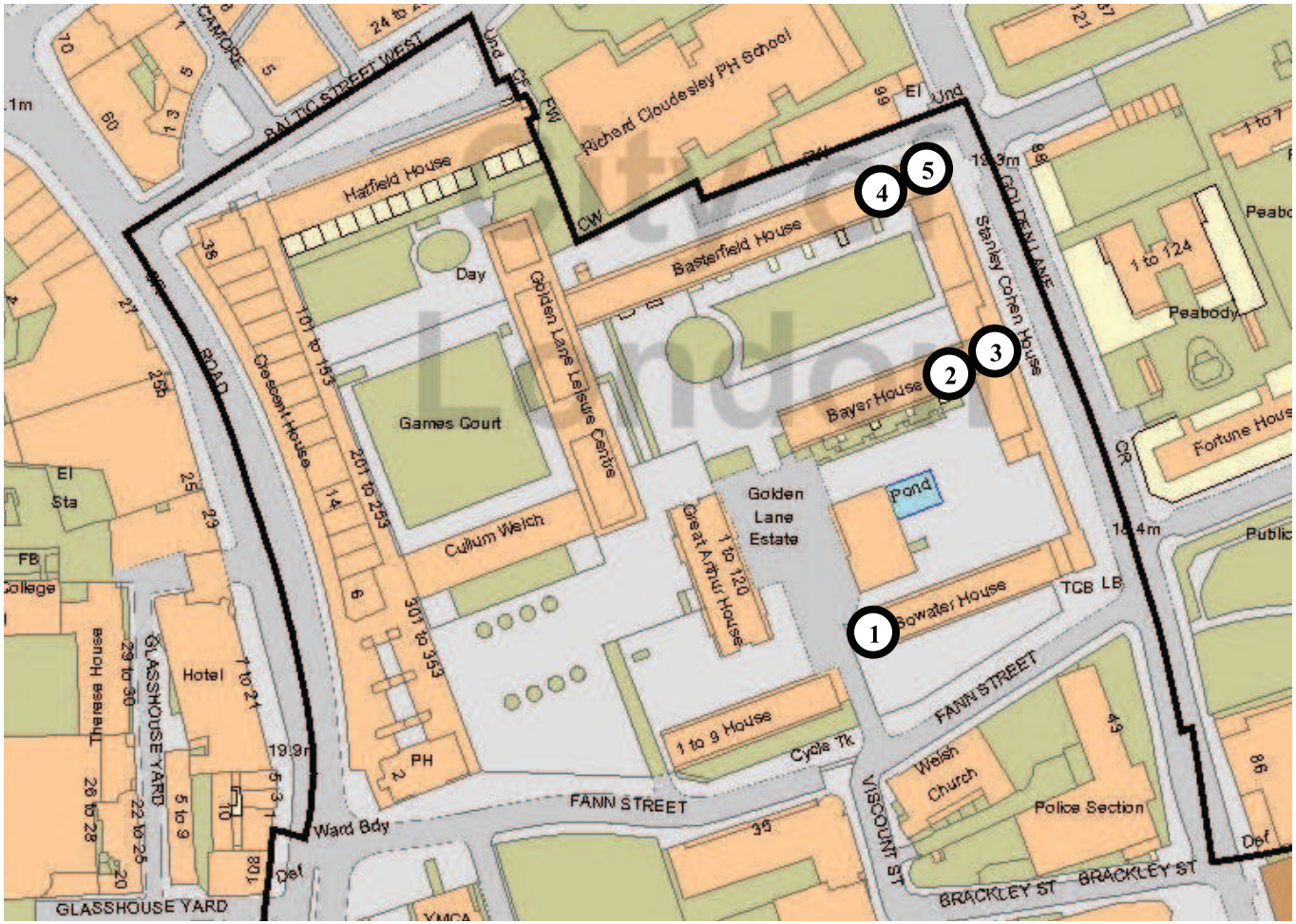
Outcomes Report - Appendix 3: Golden Lane Estate Cycle Parking



1. Bowater House – 24 spaces installed
2. Bayer House (upgrade of existing facilities) – 10 spaces installed
3. Bayer House – 2 spaces installed
4. Basterfield House (upgrade of existing facilities) – 8 spaces installed
5. Basterfield House – 4 spaces installed

Total – 48 spaces

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Committee(s):	Date(s):	
Streets & Walkways Sub Committee Projects Sub Committee	19 November 2012 21 November 2012	

Subject: Outline Options Appraisal – Leadenhall Street Pedestrian Crossing Improvements	**Public**
Report of: Director of the Built Environment	**For Decision**

Summary

Dashboard

- Project Status: Green
- Timeline: Gateway 3
- Total Estimated Cost: £635,659 (recommended option)
- Spend to Date: £67,659
- Overall project risk: Green

Context

This is an important "Road Danger Reduction" project. Leadenhall Street is a local access road in the City's highway hierarchy but forms part of the Transport for London's Strategic Road Network (SRN) in the eastern part of the City of London. The proposal is being brought forward to address the poor accident records along Leadenhall Street. Although large numbers of pedestrians cross Leadenhall Street, pedestrian crossing facilities are extremely limited. It is considered that this is a major factor in the high proportion of accidents involving pedestrians. Further, the existing pedestrian crossing at the junction with St Mary Axe is not fit for purpose as it does not support existing pedestrian desire lines. Both of these issues are frequently cited as problems by pedestrians and local businesses alike. The situation is anticipated to deteriorate further if no action is taken given the projected growth in the daytime population which will take place when all of the proposed Eastern City Cluster developments are built and occupied.

Brief description of project

The aim of the project is to improve pedestrian crossing facilities at key crossing points at Leadenhall Street, particularly at the junctions of:

(a) Leadenhall Street / St Mary Axe / Lime Street

(b) Leadenhall Street / Fenchurch Buildings / Cunard Place

(c) Immediately outside the new development at 122 Leadenhall Street

(d) West of Billiter Street

Options

Options presented for appraisal involve central pedestrian refuges and signalised crossing facilities.

Description	**Option 1 Relocate Existing Signal Crossing**	**Option 2 Introduce Small Signalised Junction**	**Option 3 Introduce Large Signalised Junction**
Total Estimated Cost	£448,659	£620,659	£635,659
Tolerance +/-	20 percent	20 percent	20 percent
Likely Funding Strategy	Fully externally funded by the 122 Leadenhall Street s106 Transport Improvement contribution of £778,000		

Full details of all options are available in section 11. The tolerances above reflect the uncertainty at the current concept design stage. These tolerances are expected to reduce as the scheme is developed at detail design stage (subject to approval) when more accurate cost estimates can be obtained.

Recommendations

Option(s) recommended to develop to next Gateway
It is recommended that Option 3 (a large signalised junction) be progressed further for reasons described in Section 22.

Next Steps
The next step involves developing and refining the approved option to meet the aims of the project in consultation with key stakeholders, ensuring consistency with relevant Area Strategies and with consideration towards available funding. Subject to agreement at Gateway 3, it is envisaged the project can progress to a combined Gateways 4 and 5.

Resource requirements to reach next Gateway and source of funding

Design fees = £20,000

Safety audit = £2,500

Consultation = £5,000

City Transportation staff costs = £35,000

Highway staff costs = £26,400

Total to progress to Gateways 4 and 5 = £88,900

These will be fully funded by the s106 Transport Improvement contributions from the 122 Leadenhall Street development.

Plans for consultation prior to the next Gateway report
The following consultation will be undertaken if approval is given to proceed:
(a) Consultation with Transport for London, in their capacity as traffic signal authority and in accordance with their network management duties; and
(b) Consultation with ward members and the local community (e.g. businesses, residents, places of worship).

Tolerances
It is recommended the project be allowed to proceed to Gateways 4 and 5 within +/- 20 percent of the resources required to reach these Gateways (£88,900 as detailed above).

Main Report

Overview

1. Context and Evidence of Need	**Context** Leadenhall Street is a local access road in the City's highway hierarchy but forms part of the Transport for London Strategic Road Network (SRN) in the eastern part of the City of London. There are currently several major developments, at various stages, in the vicinity including 122 Leadenhall Street (Leadenhall Building). **Evidence of Need** The accident analysis of Leadenhall Street shows that 23 personal injury accidents occurred over a 36 month period ending December 2011. Fourteen of these involved pedestrians (60.9%). This is notably higher than the average pedestrian accident ratio for the City of London (25.9%). The Leadenhall Street / St Mary Axe / Lime Street junction is the sixth most dangerous junction on the City's highway network. This situation is anticipated to deteriorate further if no action is taken given the projected growth in the Eastern City Cluster area. Leadenhall Street / St Mary Axe / Lime Street Junction The existing pedestrian crossing facility at this junction could be significantly improved to make it safer and more convenient to use. It does not currently support pedestrian desire lines resulting in pedestrians often ignoring the current crossing and putting themselves at increased risk of accident. The deficiencies of this pedestrian crossing was the second most cited concern in a public consultation exercise conducted in September 2010, and is a regularly raised issue by local businesses. The project

	is being progressed in advance of the finalisation of the Fenchurch and Monument Area Enhancement Strategy (currently at consultation) as 122 Leadenhall Street is now being constructed and will be occupied upon completion. Approximately 6,000 pedestrians cross in both directions at the intersection of Leadenhall Street / St Mary Axe / Lime Street during each of the three-hour morning and evening peaks. These figures are expected to increase upon completion and occupation of numerous developments in the area. <u>Other locations along Leadenhall Street</u> There are currently no pedestrian crossing facilities at the junctions of: (a) Leadenhall Street / Fenchurch Buildings / Cunard Place junction; and (b) Leadenhall Street / Billiter Street Both locations are important pedestrian links between the Eastern City Cluster area and public transport hubs such as Fenchurch Street Station and Liverpool Street Station. Responses to the 2010 consultation suggested that pedestrians experienced difficulties crossing in these areas. These difficulties were exacerbated by on-street servicing activity, which prevents pedestrians from being able to see on-coming traffic easily. There are no pedestrian crossing facilities directly outside the Leadenhall Building, currently being constructed at 122 Leadenhall Street. These premises are understood to have been leased to an insurance firm with close working relationships with Lloyds of London. This will likely see an increase in the north-south pedestrian movement across Leadenhall Street between the two buildings.
2. Success Criteria	Implement a design that: a) Reduces danger for all road users including cyclists; b) Serves the existing and immediate future pedestrian crossing desire lines; c) Meets the existing and projected increase in pedestrian volume; d) Increases the footway space at the junction of Leadenhall Street / St Mary Axe / Lime Street;

	e) Is able to be fully delivered within the available s106 Agreement funds of £778,000 plus interest ie at no cost to the City; and (f) Is consistent with the objectives and priorities outlined in the Eastern City Cluster Area Strategy and the draft Fenchurch and Monument Area Enhancement Strategy.
3. Project Scope and Exclusions	<u>Project Scope</u> The main aim of the project is to improve pedestrian crossing facilities at key crossing points at Leadenhall Street particularly at the junctions of: (a) Leadenhall Street / St Mary Axe / Lime Street; (b) Leadenhall Street / Fenchurch Buildings / Cunard Place; (c) Immediately outside the new development at 122 Leadenhall Street; and (d) West of Billiter Street This includes a review of loading restrictions along Leadenhall Street with the aim of protecting sight lines for pedestrians. All costed options allow for retention and minor extension of existing mastic footway only. In accordance with the corporate "Review of Materials" adopted in December 2010, consideration in relation to the use of York stone, where appropriate, will be given at the detail design stage. Provision of cycling facilities will be considered as part of the project, and such provisions will be designed in accordance with the London Cycling Design Standards (LCDS). <u>Exclusions</u> The accident analysis has also identified a higher than average number of accidents at the junction of Leadenhall Street / St Mary Axe / Lime Street occurring during the hours of darkness. It is considered likely that poor lighting may be a contributory factor. However, lighting at this junction will be reviewed as part the "Strategic Review of Street Lighting in the City of London" subject to approval by relevant Committees in mid 2013. This Review aims to upgrade street lighting in the City and has identified Leadenhall Street as a high priority due to the high energy consumption of the existing street lighting and the high accident rates at the above-mentioned junction.

	This project will exclude any improvements at St Helen's Square (corner of Leadenhall Street and St Mary Axe) which is the subject of a separate improvement scheme. It further excludes the investigation into contra-flow cycle lane facilities at St Mary Axe being progressed under the Cycle Revolution Programme.
4. Link to Strategic Aims	This project seeks to deliver against the following Strategic Aim: To support and promote 'The City' as the world leader in international finance and business services. This will be delivered by ensuring the highway (built environment) is best able to facilitate the safe and efficient passage of pedestrians to / from public transport hubs and their place of work. In addition, the project seeks to deliver the following objectives in the City of London Local Implementation Plan 2011: • LIP2011.3 Reduce road traffic dangers • LIP2011.5 Increase permeability, connectivity and accessibility in the City • LIP2011.8 Plan a City with an operational Crossrail, significantly increased total public transport capacity and significantly increased numbers of pedestrians & cyclists.
5. Within which category does the project fit	The project fits into the following categories: 2) Statutory 4) Fully reimbursable 7a) Asset enhancement / improvement (capital) The City of London, in its capacity as Highway Authority, has a duty to ensure its road network is safe and efficient as set out in the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004 respectively. As highlighted in Section 1, Leadenhall Street has a notably higher than average pedestrian accident ratio. In addition, the Leadenhall Street / St Mary Axe / Lime Street junction is the sixth most dangerous junction on the City's highway network.
6. What is the priority of the project?	Essential for reasons outlined in Sections 1 and 5 above.

7. Governance arrangements	Regular meetings with Senior Responsible Officer (Assistant Director, City Transportation).
8. Resources Expended To Date	A total of £778,000 (including interest to end of March 2012) is available for this project as part of the s106 Transport Improvement contribution from the 122 Leadenhall Street development. Committee approval of £68,650 has been received to date for the following:

Item	**Approval**	**Actual Expenditure to Date**
Preparation for Leadenhall Street / St Mary Axe Junction Improvements including City Transportation staff cost, overheads, extensive public consultation including on-street surveys, pedestrian and traffic flow surveys, freight surveys and consultant fees.	£68,650	£67,659
Total	**£68,650**	**£67,659**

9. Results of stakeholder consultation to date	The two major issues highlighted in the public consultation exercise in September 2010 were (a) pedestrian sight lines being obscured by servicing vehicles, and (b) the deficiencies of the existing crossing at the junction of Leadenhall Street / St Mary Axe / Lime Street. <u>Obstructed pedestrian sight lines</u> Currently, loading restrictions allow service vehicles to stop along a large section of Leadenhall Street during peak hours, often obscuring the sight lines of pedestrians, particularly at Fenchurch Buildings. <u>Deficiencies of the existing crossing at the Leadenhall Street / St Mary Axe junction</u> A significant number of respondents felt the existing pedestrian crossing just east of the junction with St Mary Axe is in the wrong place, and should be moved further west towards Lime Street.

	Other complaints about this same junction include the short length of time the lights allow pedestrians to cross such a wide road, and that the facility is not responsive enough to people who want to cross (ie there is a long wait before the "green man" phase). <u>Other issues</u> Another common complaint is the lack of crossing facilities along other parts of Leadenhall Street.
10. Consequences if project not approved	Leadenhall Street already suffers from a poor accident record with a higher than expected number involving pedestrians. There is currently a lack of suitable crossings along Leadenhall Street. If the project is not approved, the accident rates are likely to get worse with the working population projected to increase significantly as a result of major office developments in the Eastern City Cluster. This projected increase in pedestrian usage requires provision of appropriate crossing facilities particularly on key routes connecting public transport hubs and the Eastern City Cluster area. The importance of this project is further heightened with 122 Leadenhall Street (Leadenhall Building) having recently been leased to an insurance firm with close working relationships with Lloyds of London, which will lead to an increase in the north-south pedestrian movements across Leadenhall Street between the two offices.

<u>Outline Options Appraisal</u>

11. Commentary on the options considered	Three options consisting of different configurations of a signal-controlled crossing are presented for option appraisal. A "do nothing" option was rejected due to the disproportionately high number of pedestrian accidents along Leadenhall Street (as discussed in Section 1), and the City's statutory obligation as Highway Authority to address this issue (as outlined in Section 5). A central refuge is not considered appropriate for the junction of Leadenhall Street / St Mary Axe / Lime Street due to the high volume of pedestrians crossing at this location and the number of turning movements at the intersection. Consideration was given to a zebra crossing option at the two key intersections of St Mary Axe / Lime Street and Fenchurch Buildings / Cunard Place. However, these were not deemed appropriate

	due to the high volume and steady flow of pedestrians at morning, lunchtime and evening peaks which would result in vehicular traffic in both directions of Leadenhall Street being held up for considerable periods of time. These options were therefore discounted from option appraisal. Concept design drawings for the options outlined below are attached overleaf. **Option 1 Relocate Existing Signal Crossing** <u>Leadenhall Street / St Mary Axe / Lime Street</u> • Relocate existing signalised crossing to the east of St Mary Axe to the west side (i.e. in between Lime Street and St Mary Axe). • Widen footways at the junction. <u>Other locations along Leadenhall Street</u> • Introduce central pedestrian refuge between Fenchurch Buildings and Cunard Place. • Introduce central pedestrian refuge west of Billiter Street. • Introduce central pedestrian refuge immediately outside 122 Leadenhall Street. • Restrict loading activities at these locations to preserve sight lines for pedestrians (to be undertaken in coordination with the on-going City-wide review of on-street loading restrictions. **Option 2 Introduce Small Signalised Junction** <u>Leadenhall Street / St Mary Axe / Lime Street</u> • Retain existing signalised crossing to the east of St Mary Axe, and introduce new signalised crossing to the west of St Mary Axe (signal timings coordinated with the former). • Raise junction from west of Lime Street to east of St Mary Axe. • Widen footways at the junction as per Option 1. <u>Other locations along Leadenhall Street</u> • Proposal for other locations as per Option 1. **Option 3 Introduce Large Signalised Junction** <u>Leadenhall Street / St Mary Axe / Lime Street</u> • Retain existing signalised crossing at the east of St Mary Axe, and introduce new signalised crossing to the west of Lime Street (signal timings coordinated

	with the former). • Raise junction from west of Lime Street to east of St Mary Axe, widen footways at the junction as per Option 2. <u>Other locations along Leadenhall Street</u> • Proposal for other locations as per Option 1.

<u>Information Common to All Options</u>

12. Key benefits	A safer crossing environment for pedestrians by improving crossing facilities along the length of Leadenhall Street particularly at key crossing points with St Mary Axe / Lime Street and Fenchurch Buildings / Cunard Place. In addition, improvements will support pedestrian desire lines and cater for the projected increase in pedestrian numbers. Provisions for cycling will be maintained or improved where possible.
13. Estimated programme and key dates	Subject to a positive outcome at Gateway 3, it is envisaged that the project can progress efficiently by combining Gateways 4 and 5. **Gateway 4/5 report:** Depending on the outcome of traffic modelling and the necessary network assurance approval by Transport for London, a combined Gateway 4/5 report will be submitted to the Streets & Walkways Sub Committee and the Projects Sub Committee in early / mid 2013. **Implementation:** Construction can commence in the 2013/14 financial year subject to detailed programming and availability of external project partners (Transport for London). The proposed implementation in the 2013/14 financial year captures a financial synergy with Transport for London who is planning to renew the existing signal equipment at Leadenhall Street / St Mary Axe at their expense. This coordination further reduces the amount of traffic and highway disruptions to the public.
14. Potential risk implications	A key risk is that high accident rates will continue to occur along Leadenhall Street if no actions are taken. Further, there is possible risk to corporate reputation, if approval is not granted or delays occur during the project process. This especially so when the s106 contribution from 122 Leadenhall Street (Leadenhall Building) is available to specifically address any traffic /

	highway impact resulting from the development. The progress of this scheme is dependent on securing necessary approvals from Transport for London who are the traffic signal authority, and have network assurance duties under the Traffic Management Act 2004 since Leadenhall Street forms part of the Strategic Road Network.
15. Anticipated stakeholders and consultees	• Ward members • Access Team • Transport for London (Traffic Directorate, Network Assurance, Buses) • City of London Police • Local community including businesses, residents, places of worship and educational facilities, cyclists and pedestrians
16. Legal implications	There are no legal implications.
17. HR implications	There are no HR implications.
18. Anticipated source(s) of funding – capital and revenue	The proposed pedestrian crossing improvements along Leadenhall Street (bar the lighting improvements) will be fully funded by the s106 Transport Improvement contribution from the 122 Leadenhall Street development which has been received in full by the City. (See also Section 19 below.) The proposed implementation in the 2013/14 financial year captures a financial synergy with Transport for London which is planning to renew the existing traffic signal equipment at Leadenhall Street / St Mary Axe at their expense. There are minor revenue implications relating to Options 2 and 3 by the introduction of an extra set of traffic signals at the intersection of Leadenhall Street / St Mary Axe / Lime Street. The City makes a contribution to Transport for London (traffic signal authority) for the operation and maintenance of traffic signals within the Square Mile. However, this marginal increase can be absorbed by the existing local risk budget.
19. Affordability	There is sufficient external funding to progress any of the three options outlined in this report. The

	recommended Option 3 is estimated to cost £635,659 +/- 20 percent, which is within the available balance of the s106 Transport Improvement contribution of £778,000.
20. Next steps	The next step involves developing and refining the approved option to meet the aims of the project in consultation with key stakeholders, ensuring consistency with relevant Area Strategies and with consideration towards available funding. Subject to agreement at Gateway 3, it is envisaged the project can progress to a combined Gateway 4/5.

Outline Options Appraisal Matrix

The only variations between the three options are as follows:

Financial Implications	*Option 1 Relocate Existing Signal Crossing*	*Option 2 Introduce Small Signal Junction*	*Option 3 Introduce Large Signal Junction*
21. Total Estimated cost (£)	Total (excluding tolerances) = £448,659 Resources expended to date (see section 8) = £67,659 Design fees = £20,000 (including Transport for London) Safety audit = £5,000 Consultation = £5,000 Staff cost City Transportation (Gateways 3, 4, 5, 6 and 7) = £70,000 Highways (detail design, site supervision) = £42,000 Implementation = £239,000 NB: All options allow for retention and minor extension of existing mastic footway only.	Total (excluding tolerances) = £620,659 Staff cost Highways (detail design, site supervision) = £64,000 Implementation = £389,000 All other cost as per Option 1.	Total (excluding tolerances) = £635,659 Staff cost Highways (detail design, site supervision) = £65,000 Implementation = £403,000 All other cost as per Option 1.

Recommendation	*Not Recommended*	*Not Recommended*	*Recommended*
22. Reasons	An improvement to the current situation by providing a safer crossing environment for most (but not all) pedestrian desire lines with limited level of future-proofing to accommodate projected growth in the area. There are no net improvements for cyclists.	A significant improvement over the current situation by providing a safer and wider pedestrian crossing area that caters to more desire lines but only a medium level of future-proofing to accommodate projected growth in the area. Cyclists to benefit from introduction of advanced stop line facilities at signalised junction.	A significant improvement over the current situation by providing a safer and wider pedestrian crossing area that best caters to all desire lines with the most comprehensive level of future-proofing to accommodate projected growth in the area. Cyclists to benefit from introduction of advanced stop line facilities at signalised junction.

Contact

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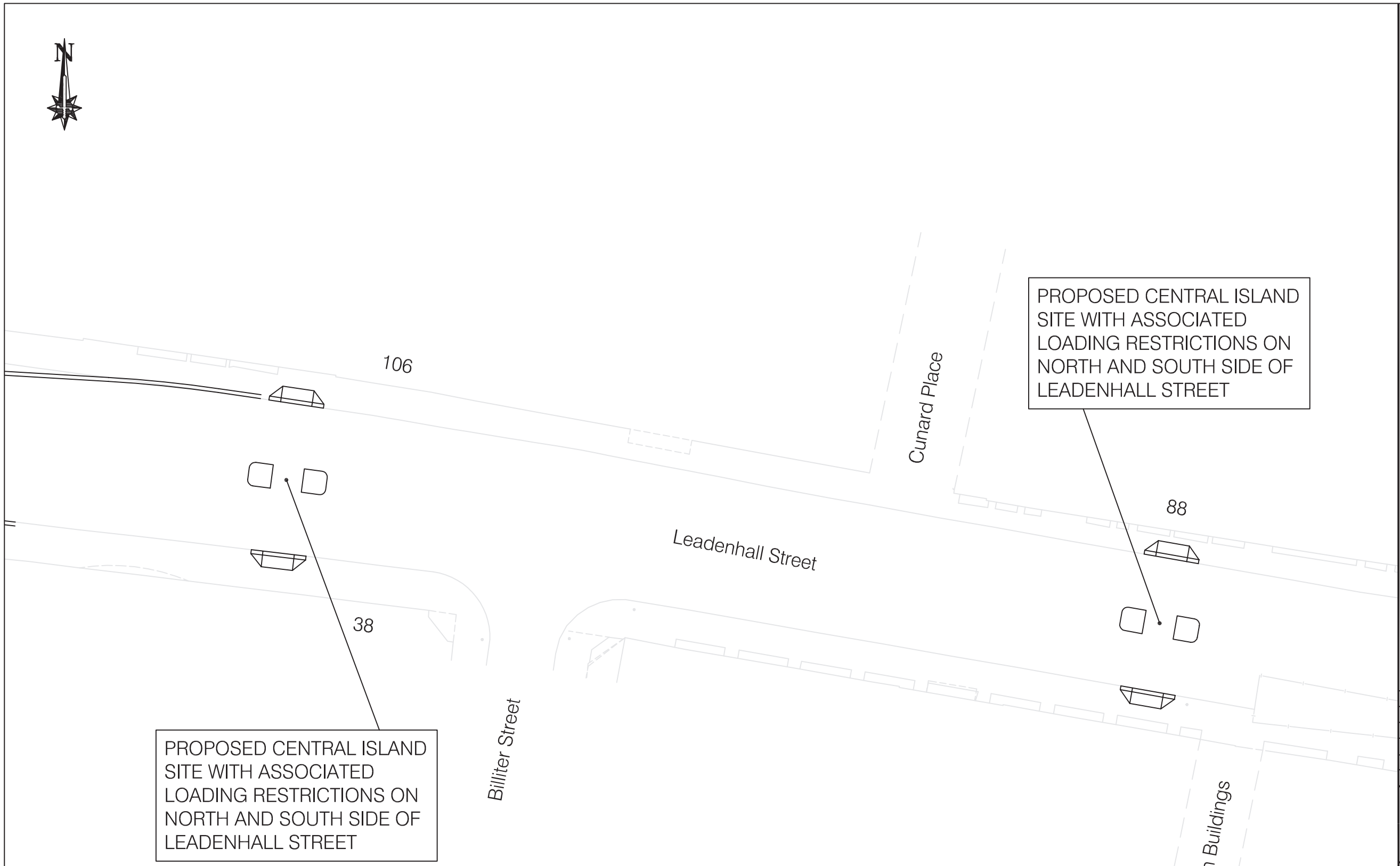

NB : Type of materials subject to approval at Gateway 4/5.

Rev No.	Date	Description	By

Revision

TITLE:

LEADENHALL STREET PEDESTRIAN CROSSING IMPROVEMENTS

TITLE:

Leadenhall Street Central Islands

CLIENT:

HIGHWAY DESIGN AND CONSTRUCTION

DEPARTMENT OF THE BUILT ENVIRONMENT
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CITY OF LONDON

Sheet: SHEET 1 of 1

Date: SEP 12

Designed by: KW

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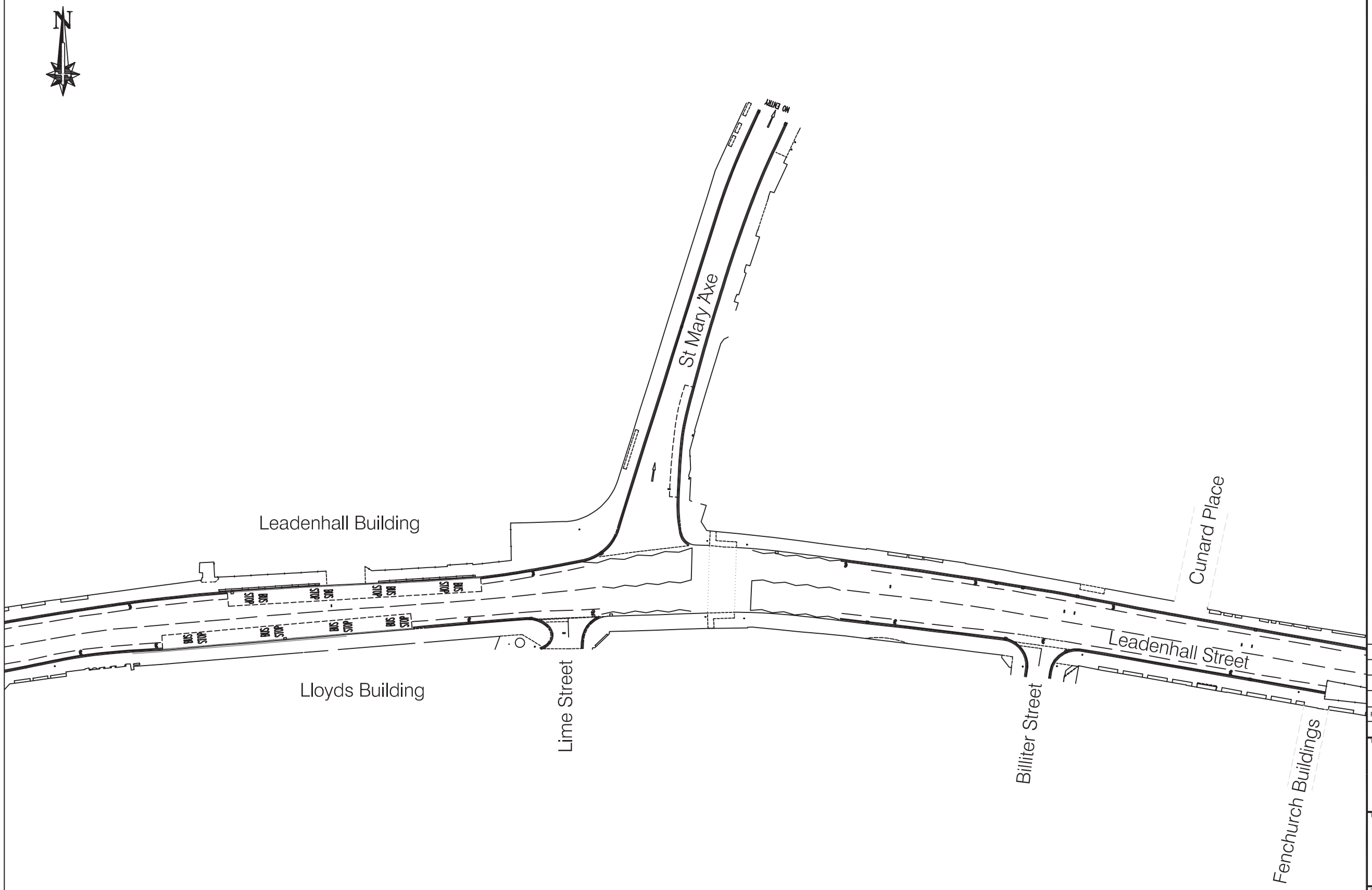

Rev No.	Date	Description	By

Revision

TITLE:

LEADENHALL STREET
PEDESTRIAN CROSSING
IMPROVEMENTS

TITLE:

ST MARY AXE/LIME STREET
Existing Layout

CLIENT:

HIGHWAY DESIGN AND CONSTRUCTION

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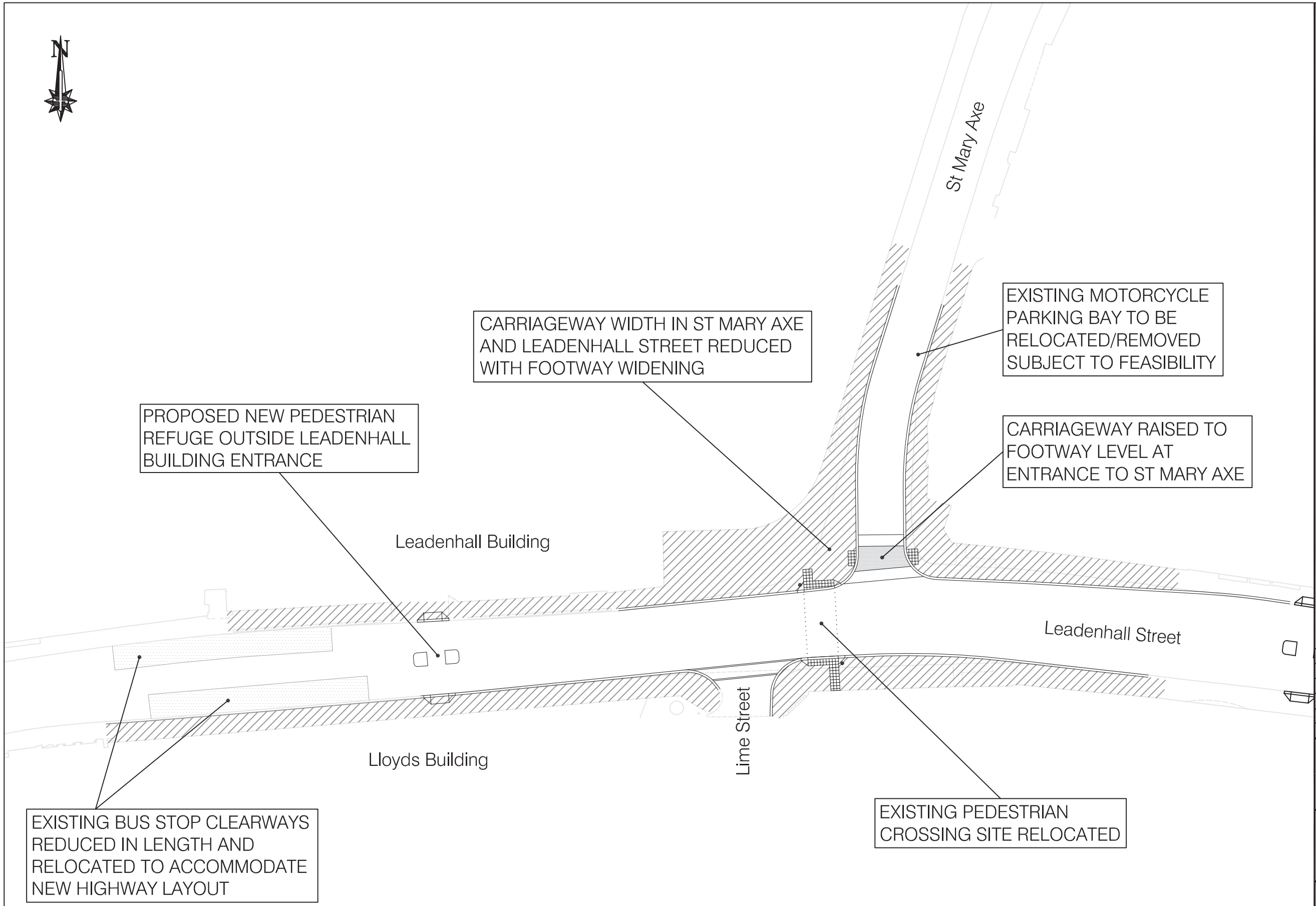

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Rev No.	Date	Description	By

Revision

TITLE:

LEADENHALL STREET PEDESTRIAN CROSSING IMPROVEMENTS

TITLE:

ST MARY AXE/LIME STREET
Outline Option 1
Relocation

CLIENT:

HIGHWAY DESIGN AND CONSTRUCTION

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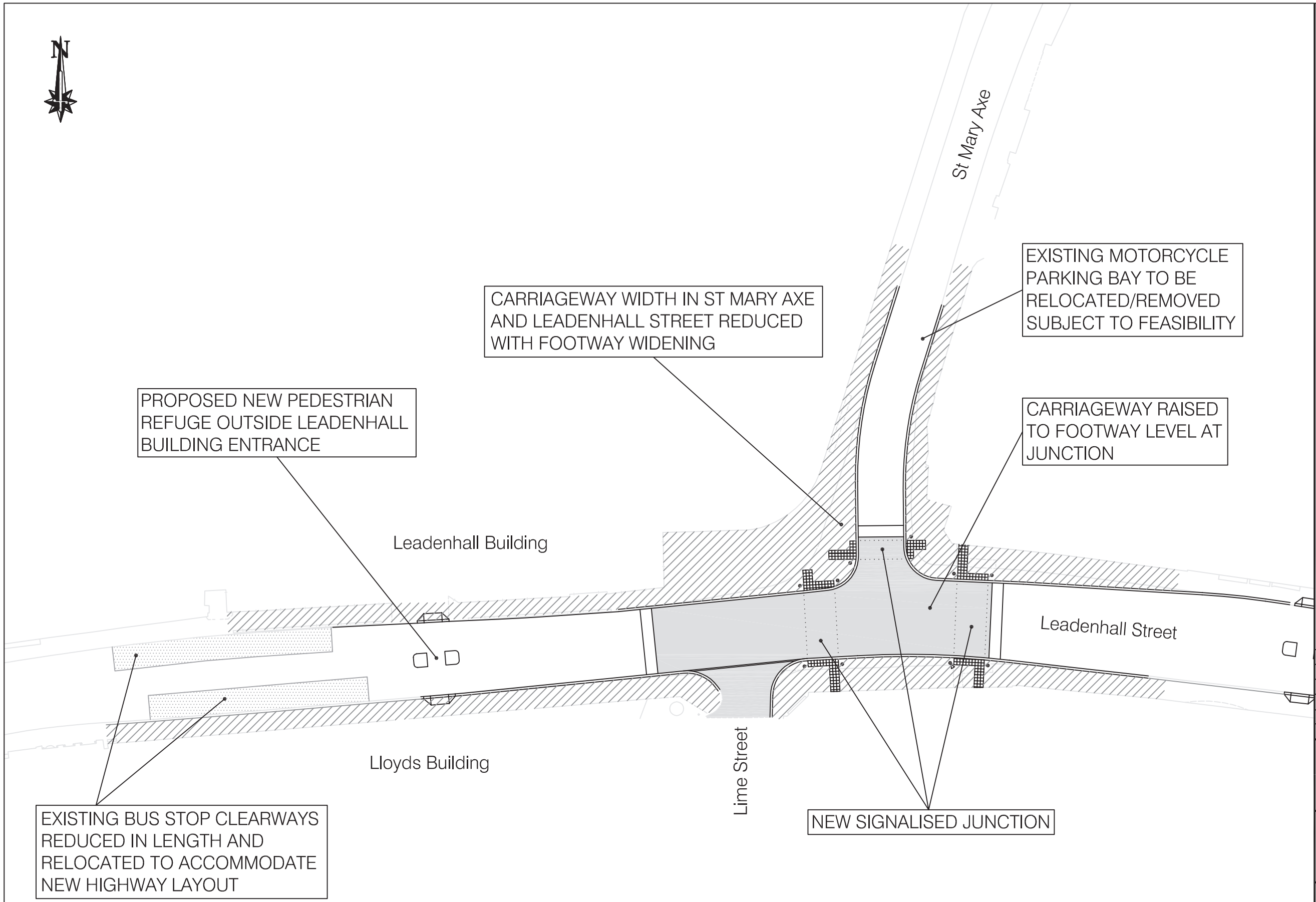

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Rev No.	Date	Description	By

Revision

TITLE:

LEADENHALL STREET PEDESTRIAN CROSSING IMPROVEMENTS

TITLE:

ST MARY AXE/LIME STREET
Outline Option 2
Small Signalised Junction

CLIENT:

HIGHWAY DESIGN AND CONSTRUCTION

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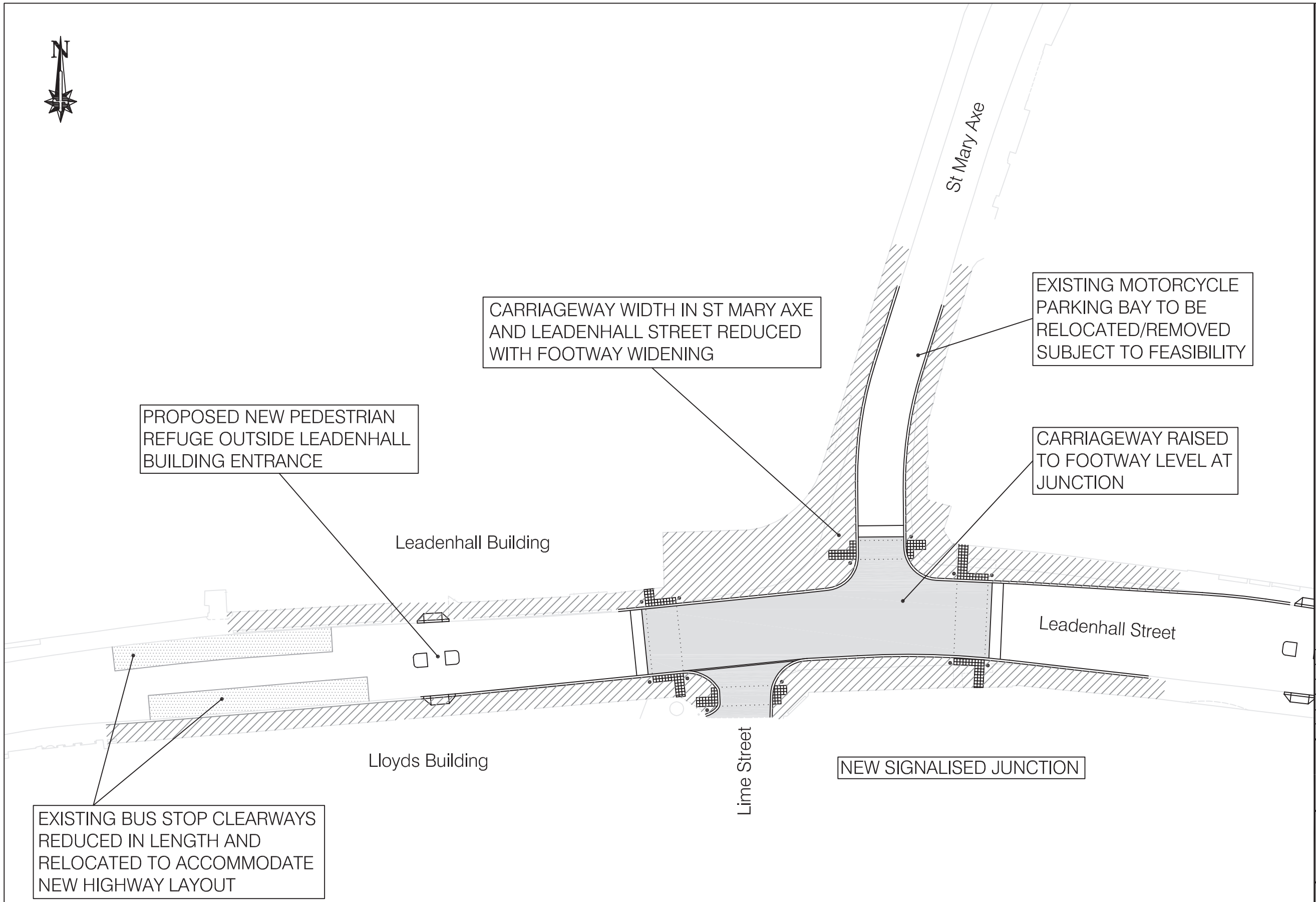

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Rev No.	Date	Description	By

Revision

TITLE:

LEADENHALL STREET PEDESTRIAN CROSSING IMPROVEMENTS

TITLE:

ST MARY AXE/LIME STREET
Outline Option 3
Large Signalised Junction

CLIENT:

HIGHWAY DESIGN AND CONSTRUCTION

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Committee: Streets and Walkways sub-Committee	**Date:** 19 November 2012	
Subject: Riverside Walk Enhancement Strategy – Report on progress and proposed review		**Public**
Report of: The Director of the Built Environment		**For Decision**

Summary

This report provides an update on the continued implementation of the Riverside Walk Enhancement Strategy and proposes a review and update of the strategy. Since the strategy was approved in 2005 a total of 14 schemes have been completed. The last update was reported in October 2011 and since that time, the following progress has been made:

Schemes completed/commenced:

- Completion of Year 1 of the Connecting Spaces project that included lighting, paving and street furniture improvements;
- Completion of a tree planting scheme at High Timber Street;
- Substantial completion of improvements to Steelyard Passage to include lighting, paved gateways and a sound installation; and
- Commencement of landscaping improvements at Paul's Walk

Other schemes that have received approval are:

- Connecting Spaces Year 2: works are due to start in winter 2012;
- London Bridge staircase: works are due to start in early 2013;
- Enhancements to the Millennium Bridge area: designs are to be further developed ahead of starting works in summer 2013

Completion of the Riverside Walk:

The walkway under Globe View is currently gated shut. An outline options appraisal report was due to be considered by Members in October 2012 that set out proposals that would enable the walkway to be opened up. A new section of Riverside Walk is also planned within Queens Quay House and Queensbridge House as part of a hotel and restaurant development.

A total of some £7.4m has been committed to the Riverside Strategy of which £4.1m has been expended to date.

The riverside is now greener, more popular and better connected to the rest of the City as a result of the implementation of the strategy. There are also additional pressures in the area, particularly in terms of the high numbers of joggers and an increasing number of illegal cyclists that use the walkway. A review and update of the strategy is now required to bring the document up-to date with current policy and ensure that it meets the changing needs of the area. It is proposed that the amended document be reported back to committees, before being consulted upon with the public and subsequently adopted as a revised strategy for the area.

Recommendation: It is recommended that:

(i) The update information on the Strategy is received and actions noted.

(ii)Officers commence a review and update of the Strategy, with a view to the updated draft being approved by Members prior to public consultation in 2013

Background

1. The Riverside Walk Enhancement Strategy is a comprehensive area-based approach to the enhancement of the Riverside Walk in the City. Its main aims are:
   - The creation of universally **accessible connections** between the riverside and the rest of the City.
   - The creation of new and the redesigning of existing **green spaces** for people to stop and enjoy the Thames, as well as to encourage the biodiversity of the City riverside.
2. The strategy and the framework for its implementation were approved by Committees and the Court of Common Council through a strategic evaluation report in 2005. The approval provides that projects in the Strategy are to be implemented in phases as funding becomes available.

Completed Riverside Projects

3. To date, fourteen projects have been completed which are set out in Table 1 below. A plan of Riverside projects is attached in the Appendix.

Table 1: Completed Riverside projects to date (west to east)

Project	Description
Blackfriars ramp extension and associated enhancements	The existing narrow ramp was extended and widened with feature lighting and curved mirrors installed on the soffit above the walkway to create an enhanced environment Completed March 2009
Blackfriars ramp hoarding	A new hoarding has been installed to enclose the spaces under the bridges. Competed April 2010
Blackfriars ramp hoarding extension	The hoarding was extended to cover an adjacent caged area and lighting was installed. Completed autumn 2011 The space behind the hoarding is now used regularly for art installations funded by art galleries and consultants at no cost to the City.
Pauls Walk East re-landscaping	Old timber planters and benches have been replaced with new more robust granite ones, together with

	enhanced planting, an irrigation system and lighting. Completed March 2010
High Timber Street enhancement	Paving and access improvements to this section of the Riverside Walk where the walkway diverts away from the River. Completed April 2007
High Timber Street tree planting	The planting of six trees and associated footway widening. Completed March 2012
Steelyard Passage enhancement Phase 1	Installation of lighting and paving enhancements. Completed April 2007
Steelyard Passage enhancement Phase 2	Installation of paved raised tables as enhanced gateways to the archway, further lighting improvements, a bin enclosure and a sound installation. Completed November 2012
Angel Lane: New public space and re-paving around Riverbank House	A linear public space has been created from redundant carriageway, incorporating significant planting and seating. The space also includes a vehicle drop-off point at the northern end. York stone paving has also been laid around Riverbank House. Angel Lane: Completed April 2011 Riverbank House paving: Completed July 2011
Grants Quay ramp and landscaping	A ramp was installed to replace steps and significant landscaping and seating introduced to provide an enhanced public space on both the upper and lower terraces. Completed May 2009 A sculptural stone bench (funded by the stone supplier) was installed at Grants Quay as part of an architectural student competition. Completed December 2009
Dark House Walk, re-planting (Open Spaces project)	The existing planters at Dark House Wharf were re-planted by the Open Spaces Department as part of a five year replacement planters scheme funded through the on street parking reserve. Completed March 2008
Old Billingsgate bollards	Installation of granite blocks to prevent illegal vehicle access to Riverside Walk associated with the unauthorised use of the office building at Old Billingsgate Market as an events space. Completed June 2007
Sugar Quay Ramp alterations	The existing steep ramp was adjusted to make it more shallow and create a more accessible connection Completed March 2009
Connecting Spaces Year 1	A series of paving, lighting and street furniture improvements with a particular focus on Dark House Walk Passage where sports equipment has also been installed. Completed March 2012

4. The riverside environment has been significantly enhanced through the implementation of the above projects. As a result, the aims of the

strategy are being realised, with a better connected, more comfortable and greener environment emerging.

Improved Pedestrian crossings on Upper and Lower Thames Street

5. Significant changes have been made since the strategy was adopted in that a number of the pedestrian crossings on Upper and Lower Thames Street have either been improved or created. Improved and safer crossings (with signals for pedestrians) have been installed at Queen Street, Byward Street and Swan Lane and new crossings have been provided at Angel Lane and Old Billingsgate. By March next year, all will be straight-across crossings (Dowgate Hill being the last). Officers have worked closely with TfL to achieve these improvements. These changes have greatly enhanced connections between the City and the Riverside, in line with the objectives of the strategy.

Update on Projects under Construction and Recently Approved Projects

Paul's Walk West (Medium priority project)

6. The proposals for this area, adjacent to Blackfriars bridge, include the re-landscaping of the existing public space that is in a poor condition and incorporates steps making parts of the space inaccessible for all users. The plans include the removal of the steps and the design of new planting areas. Enhanced seating and lighting are also included.

7. To mitigate the impact of their prolonged occupation of the Riverside Walkway, Network Rail are undertaking these works at their cost to the City's approved design.

8. Works are currently under construction and are expected to be completed in May 2013.

Staircase from London Bridge to the Riverside Walk (High priority project)

9. A new staircase to connect London Bridge to the Riverside Walk is a core project of the Strategy. This staircase will replace the existing enclosed staircase within the bridge structure which has a very poor environment and associated problems of anti-social behaviour and crime. It is to be constructed on the east side of the Bridge and cantilevered over the river where it will be clearly visible to pedestrians.

10. An Issue report was approved by Members in September and October 2012. This set out details about the licence agreement that is required

before works can commence and the reasons for the delay in reaching this agreement with neighbouring owners. Works are expected to commence in March 2013.

Enhancements to the Millennium Bridge Area (High priority project)

11. The high volumes of people using this area mean that it has become one of the most important gateways to the City and the local environment needs to reflect the best image of the City for these millions of visitors. A scheme was approved by Committees in September 2012 to create an improved gateway space at the Millennium Bridge approach and an enhanced green space on the Riverside Walk at Paul's Walk.

12. Detailed designs are currently being developed and authority to start work will be sought in early 2013.

Connecting Spaces Year 2 (Medium priority project)

13. The Connecting Spaces project includes paving, lighting and street furniture improvements. These primarily affect areas of the walkway that have not been addressed by previous schemes, in order to create a better connected riverside walkway. There is also a need to add further signage on the walkway, including signs to discourage illegal cycling which has become more of a problem in recent years.

14. The first phase of this project was completed in March 2012 and the second phase (Year 2) was approved by Committees in September 2012. Works will be completed by the end of March 2013.

Globe View Walkway (new High priority project)

15. The walkway under Globe View was gated shut as part of a temporary planning permission in 2003 due to problems of rough sleeping and fire lighting. These problems were a result of the poor layout and disconnected natured of the walkway.

16. A report that assessed the options for improvements to the walkway to enable it to be opened is being considered by Members in October 2012. The option recommended to be taken through to the detailed options appraisal stage emerged in discussions with residents and involves re-configuring the existing walkway to widen openings and provide a more direct route together with a small external walkway on the east side of the building. This option will solve many of the problems associated with the layout of the existing walkway and would mean that the previous anti-social behaviour problems would be unlikely to

recur. Further consultations with residents, occupiers, Members and officers are proposed to take place as part of the detailed options appraisal.

Riverside Walk Diversion

17. The completion of the Riverside Walk (the Thames Path National Trail) is expressed in various City of London policies and strategies, including the Core Strategy and the Riverside Walk Enhancement Strategy.

18. The Riverside Walk currently diverts away from the River at High Timber Street. In the short to medium term, enhancements have been implemented to High Timber Street. In the longer term, it is planned to continue the Riverside Walk adjacent to the River, under the buildings at Globe View, Queensbridge House and Queens Quay House. The proposals to enhance and open up the walkway at Globe View are set out above. However, there is still a section of the Riverside Walk at Queensbridge House/Queens Quay House that is not yet complete.

19. The completion of the walkway at Queensbridge House is planned through the implementation of a planning permission for a hotel granted 20 March 2012. The development agreement between the City and the developer also includes the provision of Riverside Walkway under the neighbouring residential building at Queens Quay. A planning application was submitted in July 2012 for this section of walkway as well as a restaurant use.

Remaining Riverside Walk Enhancement Strategy schemes

20. Table 2 below, sets out the remaining projects from the Strategy that are not currently programmed or funded.

Table 2: Remaining Riverside strategy projects

Project	Priority	Update
Blackfriars Bridges: creation of retail/commercial uses in spaces under the bridges.	High	TfL require access to the bridge structures for inspection and maintenance and so this project is on hold. Discussions are ongoing with TfL. This area is also impacted by the proposed Thames Tunnel.
White Lion Hill re-landscaping	Medium	Progress has been delayed as the street was required to be kept open by TfL because of Blackfriars junction works. It is proposed to revive this scheme as part of the strategy review.

Connecting Spaces Year 3 (paving, lighting and street furniture improvements)	Medium	Year 1 is completed and Year 2 is planned. Year 3 is currently unfunded.
Re-landscaping of garden space at St.Magnus the Martyr Church / St Magnus House	Low	This is an area of private land. The scheme is currently unfunded
Re-cladding of concrete sections of Riverside Wall in Granite and replacement of riverside railings with suitable alternative.	Low	Unfunded

Riverside re-developments and infrastructure projects

21. The Thames Tideway Tunnel proposal has been designated as a Nationally Significant Infrastructure Project. It is a major new sewer that will tackle the problem of overflows from the capital's Victorian sewers and will protect the River Thames from increasing pollution for at least the next 100 years. Key aspects of the project that impact on the Riverside Walk include:

- The permanent relocation of Blackfriars Pier to the east of Blackfriars Bridge,
- The creation of a new foreshore structure that will become a new open space on the west side of Blackfriars Bridge and the enhancement of the Riverside Walk in this area,

The proposal is currently under development

22. There are numerous redevelopments in the Riverside area that are either under construction, approved or planned, and which may have a temporary impact on access to the Riverside. These include:
    - Bridge House
    - Mermaid Theatre
    - Puddle Dock
    - Queensbridge House
    - Seal House
    - Sugar Quay
    - Three Quays

23. There are also numerous other sites along the riverside that have the potential for redevelopment in the future.

24. The character of the Riverside Walk has changed significantly over the past 5 years and the planned developments listed above will see further changes in the future. The developers and occupiers of the new developments have high expectations for the local environment and therefore the enhancement of the Riverside Walk is vital for the continued success of the area.

Proposed Review and Update of the Strategy

25. Since the Strategy was adopted in 2005, the Riverside Walk has become more popular with increasing numbers of local workers, residents and visitors making use of the riverside, not only as a walking route but as a quiet place to relax. A survey carried out by TfL in 2009 showed that 34% more people were using one of the enhanced spaces at Grants Quay than in 2008. This survey also revealed a 48% increase in users rating the space as 'very good' and a 41% increase in pedestrians using the space because they find it a more enjoyable and pleasant as a route. The users of the walkway are changing too, with a wider variety of people including visitors, families and weekend users. The additional numbers of people using the walkway has also led to increased pressure on the available space, particularly as the walkway is used by a large number of joggers and an increasing number of illegal cyclists.

26. The implementation of the strategy has made the riverside greener, more comfortable, more popular and better connected to the rest of the City. However, the strategy is now over 7 years old and the nature of the area and the people who use it has changed significantly in that time.

27. A review and update of the strategy is now proposed that will bring the document up-to date with current policy, including the recently adopted Core Strategy, and ensure that it meets the changing needs of the area. It is proposed that the amended document be reported back to committees, before being consulted upon with the public in 2013 and subsequently adopted as a revised enhancement strategy for the area.

28. The Strategy review and update will include:
    - Aligning the Riverside walk enhancement strategy with the Core Strategy and the emerging City Local Plan, the City's Sustainability Policy and the Riverside Appraisal of the Thames Policy Area SPD (due 2013)
    - Measures to prevent illegal cycling on the walkway and a review of enforcement
    - Assessing the impact of flood risk and proposals for climate change adaptation, including the feasibility of sustainable urban drainage systems and suitable planting for the riverside environment;
    - Taking into account the numerous redevelopments in the area and potential future developments and infrastructure projects;
    - Improving walking routes and connections between the Riverside and the City, particularly at Blackfriars, Southwark Bridge and the Tower;

- Improvements to the local environment where private and public areas meet where it is often unclear if the public are able to use those areas;
- Improving access, particularly addressing the steps at Fishmongers' Hall Wharf which is the last remaining section of the walkway that is not accessible to wheelchair users;
- Developing options for the enhancement of the walkway and private areas at Old Billingsgate, Dark House Walk and St Magnus House to include discussions with private land owners;
- Re-assessing the options for White Lion Hill landscaping;
- Developing a lighting scheme for the Riverside as part of the strategy;
- Developing an approach and proposals for art on the Riverside as part of the strategy.

Financial implications

29. A total of some £7.4m has been committed to the Riverside Strategy of which £4.1m has been expended to date. The majority of projects from the Strategy have been externally funded through TfL and Section 106 obligations connected to redevelopments on the Riverside. Details of costs and funding for projects are set out in the tables in the Appendix. The City has, to date, committed approximately £2.1m towards the delivery of the Riverside Walk Strategy from the On-Street Parking Reserve and Bridge House Estates. The remaining £5.3m has been met from funding bids to TfL and the Cross River Partnership totalling some £1.7m and Section 106, Section 278 and other external contributions of £3.6m. Approximately 72% of the total cost of projects is externally funded which is far in excess of the original expectations for the strategy. Beyond 2014 the Section 106 mechanism will be replaced by the City's Community Infrastructure Levy. A funding strategy for the remaining elements of Riverside Walk will be identified as part of the revised strategy for the area.

30. The Strategy Review and Update will be carried out 'in-house' by officers within existing local risk resources.

Strategic Implications

Corporate Plan:

31. The Strategy helps achieve Strategic Aim: 'To provide modern, efficient and high quality local services and policing within the square mile for workers, residents and visitors whilst delivering sustainable outcomes.' by providing a comfortable and functional local environment that supports sustainable transport and encourages biodiversity.

Core Strategy

32. The Riverside Walk has been identified as a 'Key City Place' in the City's Core Strategy (adopted 2011). The key aims for Thames and the Riverside area are: improving vibrancy whilst retaining tranquil areas, promoting environmental improvements, increasing accessibility on land and by river and managing and reducing flood risk.

Policy CS9 further expands upon these aims as follows:

'To ensure that the City capitalises on its unique riverside location, sustaining the river's functional uses in transport, navigation and recreation, whilst minimising risks to the City's communities from flooding, by:
1. Designating the Thames Policy Area and preparing and keeping under review an area appraisal which identifies the attributes of the area and gives guidance on development within this area.
2. Ensuring that buildings and spaces on or near the riverside contribute to the aims of the Riverside Walk Enhancement Strategy, particularly through:
(i) securing completion of the riverside walk at Queenhithe;
(ii) improving access to the river and riverside walk from the rest of the City and the Thames bridges;
(iii) improving the vibrancy of the riverside by encouraging a mix of uses particularly at Three Quays, the Millennium Bridge, and Blackfriars, whilst preserving privacy, security and noise abatement for residents, businesses and other stakeholders;
(iv) improving opportunities for biodiversity, in line with the City of London Habitat Action Plan for the Thames foreshore.
3. Supporting the construction of the Thames Tunnel, including connection of the Fleet combined sewer outflow, resulting in reduced storm water discharges into the River Thames and improved water quality.
4. Promoting the functional uses of the River Thames and its environs for transport, navigation and recreation particularly through:
(i) retaining Walbrook Wharf, Blackfriars Pier, Swan Lane Pier and access to Tower Pier, and encouraging use of these facilities for river transport;
(ii) maintaining London Bridge, Tower Bridge, Blackfriars Bridge, Southwark Bridge and the Millennium Bridge;
(iii) resisting development on or over the River, including permanently moored vessels, except for structures which specifically require a waterside location for river-related uses;
(iv) encouraging the use of the River Thames for the transport of construction and demolition materials and waste.
5. Permitting residential and hotel development within the Thames Policy Area as long as flood risk issues can be adequately addressed, with particular emphasis on:
(i) allowing clustering of housing along the riverside, particularly close to the existing residential development at Queenhithe;
(ii) maintaining residential uses in the Inner and Middle Temples;
(iii) encouraging clustering of hotels close to visitor attractions and in areas of vibrancy.'

Conclusion

33. Several high and medium priority projects have now been completed, resulting in significant enhancements to the Riverside Walk. The long-awaited London Bridge staircase is scheduled to commence construction in early 2013. The riverside is greener and more popular than ever and numerous redevelopments have either taken place or are planned in the near future. A proposed review and update of the strategy will bring the document up-to date with current policy and ensure that it meets the changing needs of the area. It is proposed that the amended document be reported back to committees, before being consulted upon with the public and subsequently adopted as a revised strategy for the area.

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Appendix A: Funding Summary (October 2012)

Table 3: Completed Projects

Project	Priority	Funding source	Budget (£'s)	Out-turn (£'s)	Variance (£'s)
Riverside Walk Strategy (Evaluation)	High	CoL, TfL, S106	84,000	84,000	0
Old Billingsgate Bollards	High	CoL	5,000	5,000	0
High Timber Street	High	CoL, TfL,	82,000	82,000	0
Sugar Quay Ramp Alterations	Medium	TfL	11,000	11,000	0
Grants Quay Ramp and Landscaping	High	CoL, TfL,	906,000	906,000	0
Spaces Under Blackfriars Bridge (Evaluation)	High	CoL	5,000	5,000	0
Blackfriars Ramp Extension	Medium	TfL	168,000	168,000	0
Blackfriars Hoarding – Western Section	Medium	TfL	31,000	31,000	0
Blackfriars Hoarding – Extension (Phase 2) *	Medium	S106	76,500	70,253	6,247
Pauls Walk (Evaluation)	Medium	S106	45,000	45,000	0
Paul's Walk – Eastern Section Re-landscaping	Medium	TfL	166,000	166,000	0
Cannon Street Footbridge (Evaluation)	Medium	S106	83,000	83,000	0
Steelyard Passage (Evaluation)	High	S106	28,000	28,000	0
Steelyard Passage - Phase 1	High	CoL, TfL,	105,000	105,000	0
Steelyard Passage – Dedication of Public Highway	High	S106	10,000	10,000	0
Angel Lane Landscaping	Medium	S106, S278	1,114,000	1,114,000	0
Connecting Spaces - Year 1	Medium	TfL	227,000	227,000	0
High Timber Street Planting *	Medium	TfL, S106	87,537	64,315	23,222
Totals:			**3,234,037**	**3,204,568**	**29,469**

* These projects have been underspent and forthcoming outcome reports will provide a detailed analysis

Table 4: Forthcoming / Projects Under Construction (As at October 2012)

Project	Priority	Funding source	Budget (£'s)	Expenditure to Date (£'s)	Remaining (£'s)
London Bridge Staircase	High	CoL, TfL	1,695,000	536,515	1,158,485
Steelyard Passage - Phase 2	Medium	S106	226,190	170,234	55,956
Paul's Walk - Western Section Re-landscaping (Evaluation)	Medium	Network Rail	24,000	24,000	0
Paul's Walk - Western Section Re-landscaping	Medium	Network Rail	406,000	39,004	366,996
Globe View Walkway (Evaluation & Design)	High	S106, TfL	61,000	9,873	51,127
Connecting Spaces - Year 2	Medium	TfL	150,000	9,173	140,827
Peter's Hill – Play-builder Scheme	Low	CoL, London Marathon Charitable Trust, Dept of Education	48,000	40,750	7,250
Millennium Bridge Area & Planting/Planters (Evaluation)	High	CoL, S106	50,000	60,292	-10,292
Millennium Bridge Area Project (Design & Play-builder Works)	High	S106, London Marathon Charitable Trust	79,500	32,372	47,128
Millennium Bridge Area Project – Implementation (Subject to Design Approval)	High	CoL, S106	1,393,805	0	1,393,805
Totals:			**4,133,495**	**922,213**	**3,211,282**

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Committee(s):	Date(s):	
Streets and Walkways Sub- Committee Projects Sub-Committee	19th November 2012 21st November 2012	
Subject: 8-10 Moorgate Area Improvements	**Public**	
Report of: Director of the Built Environment	**For Decision**	

Summary

Dashboard

Project Status	Green
Timeline	Evaluation (Outline Options Appraisal – Gateway 3)
Total Estimated Cost	£306,151.75 (Section 106)
Spend to Date	£14,395 of £28,586 (Evaluation Budget) – comprising of: £6,000 (staff costs) for Options Appraisal and Report and £8,395 (consultant fees) to undertake surveys and prepare design material.
Overall project risk	Green

Context

This report explores options to improve the environment of streets and spaces in the vicinity of the 8-10 Moorgate redevelopment which is a 9 storey predominantly office building with a retail unit on Telegraph Street and residential accommodation (9 units) accessed from Tokenhouse Yard.

This project is funded from a Section 106 contribution of £306,151.75 from the 8-10 Moorgate development, which is specifically allocated for community facilities, environmental improvements and transportation works in the area of land surrounding the development, as shown in the Section 106 (S106) site location plan area (Appendix A). This agreement was originally agreed in 2007 (re-issued in 2012 due to a revised planning application) and is a relatively small area close to the development. Under the terms of the agreement the type of works to be carried out is limited to works to improve the pedestrian environment of the alleys, courts and lanes within this area. This is related to ensuring that the impact of the development on its locality is mitigated by measures funded by the S.106 payments. This area has been evaluated to assess the priorities for improvements. Photographs of the area are in Appendix C

The development is within the Bank conservation area which is typified by a series of narrow courts and lanes of medieval origin, and substantial Portland stone buildings of unifying neoclassical designs.

Brief description of project

There are a variety of highway types in the Section106 area, including the southern half of Moorgate, Lothbury and Copthall Avenue and lanes such as Telegraph Street, Tokenhouse Yard and Great Swan Alley. The lanes and alleys adjacent to the development have been the focus of this evaluation, given the size of the S.106 contribution and the minimal impact this would have on improving major streets, and the presumption that enhancements would be close to the development. Details of this assessment are summarised in the Options Appraisal Matrix (paragraphs 21 - 25).

The recommended enhancements to Telegraph Street help to join up and enhance an

important and successful east west walking route from the Guildhall to Aldgate. This operates as an alternative walking route through the eastern half of the City that avoids Bank, and has the capacity to take more people and be more joined up and accessible. The recommended enhancements to Tokenhouse Yard create a pocket public space in an area of the City with proportionately the least provision of open space for its local community.

Options

Description	**Option 1** Improvements to Telegraph Street & Tokenhouse Yard	**Option 2** Improvements to Moorgate	**Option 3** Improvements to Lanes and Alleys off Moorgate	**Option 4** Improvements to Great Swan Alley and Copthall Avenue.	**Option 5** Improvements to Lothbury

Five outline options have been identified but cannot be fully costed at this stage. Detailed costs of the approved option will be determined at the next stage of reporting (detailed design).

Recommendations

Option(s) recommended to develop to next Gateway

It is recommended to Members to take forward Option 1 – Improvements to Telegraph Street and Tokenhouse Yard, directly adjacent to the 8-10 Moorgate development.

Next Steps

If approved, the next Gateway report would be a Gateway 4 (detailed options appraisal) report to Committees.

Resource requirements to reach next Gateway and source of funding

£14,191 is required to advance Option 1 to detailed options appraisal stage. This will be contained within the existing £28,586 evaluation budget which has been already allocated from the 8-10 Moorgate S106 agreement.

Financial assessment/Investment Appraisal to be provided at the next Gateway

The total funding available from the 8-10 Moorgate S106 agreement for Local Community Facilities, Environmental Improvements and Transportation Works is £306,151.75 (excluding interest). Of the £306,151.75 received, £28,586 has already been allocated for evaluation, leaving £277,565.75 to deliver the physical enhancements to the area. All of the options contained within this report, including the recommended option 1, will be designed within the £277,565.75 remaining. Full cost estimates will be developed at the detailed options appraisal stage (gateway 4).

Plans for consultation prior to the next Gateway report

It is proposed to carry out further consultation with local occupiers within the area following the recommendation of Committee Members. Ward members will also be consulted as will appropriate internal departments.

Tolerances

It is proposed to utilise the full budget available on the improvements. Costs will be further

refined at the next stage of reporting and the final scheme adjusted accordingly to remain within budget.

Main Report

Overview

1. Evidence of Need	The Section 106 plan area (Appendix A) includes an area around the development where the funds can be spent. This area has been evaluated to assess the priorities for improvements. This area is typified by narrow courts and lanes of medieval origin and is heavily used by pedestrians, particularly in peak hours. The East-West routes operate as important routes for pedestrians avoiding the busy areas in and around Bank Junction. The new Crossrail Station at Moorgate and various redevelopments in the area, including 8-10 Moorgate will result in an increase in pedestrian numbers which will put further pressure on the streets and lanes. There is a need and benefit to improving the walking routes in the area, create more space for pedestrians, including space to rest and improve access for all. According to demographic and economic projections contained within the City's Core Strategy, it is estimated that both population and employment figures will increase by approximately 15% and 25% respectively in the period from 2011 to 2026. It is therefore reasonable to expect that primary pedestrian routes will increasingly have to accommodate the needs of an increasing number of workers, visitors and a new residential population. Telegraph Street, on the north side of the development, is part of a busy and successful east-west pedestrian route that runs from the Guildhall through the Eastern City Cluster to Aldgate (see Appendix B). Telegraph Street links Masons Avenue and Great Bell Alley to Copthall Buildings and Austin Friars. Although it is not a through-route for vehicles, it is used for servicing of the pub. This is in conflict with it being constantly used by pedestrians, who normally walk in the carriageway due to the narrowness of the footways. A potential commercial tenant has made City officers aware of the importance of accessible footways because some of their staff are wheelchair users. This is an important consideration as footways on both sides of the street are very narrow and are not accessible for wheelchair users. Improvements to this street will be particularly beneficial

	when the development at 8-10 Moorgate is complete. The northern arm of Tokenhouse Yard to the east of the development is a quiet street that is currently used as a designated parking area for motorcycles. This street has potential for the creation of a 'pocket' open space with an enhanced street environment to provide seating and trees, (one of the few opportunities in this area for tree planting). This is an area of the City with proportionately the least provision of open space for its local community. The City has adopted an open spaces strategy that will seek to maintain the current proportion of open space to meet the needs of a growing daytime population. This can only be achieved through the creation of small open spaces in this manner. Moorgate is a main street which runs north-south through the area. The footways are paved in York stone and are heavily used by pedestrians. This street is a key bus route and has a very functional feel, with no street trees to soften the environment and absorb pollution or spaces for pedestrians to rest. The pedestrian environment would benefit from improvements and there is also scope for access improvements, particularly at crossing points and side streets. Copthall Avenue and Great Swan Alley are utilised by vehicles to service surrounding offices and retail units. They also form part of a popular 'rat run' by vehicles in the area that wish to travel south from London Wall. Copthall Avenue also has numerous retail units at the northern end. There is a need to improve the pedestrian experience in these streets in order to ensure a safe and accessible street environment. This could include improved lighting, raised entry treatments at junctions and widened footways. Further south is Lothbury, which has footways paved in York stone and includes several Listed Buildings, namely the Bank of England. There is scope for some improvements to this street and these would need to be carefully designed with reference to the important listed buildings. However, there is limited scope for functional improvements to the street environment as some enhancements have already been delivered as part of the 1 Lothbury project originally approved by Streets and Walkways in February 2009. The evaluation has shown that pedestrians are likely to derive the greatest benefit from improvements to Telegraph Street and Tokenhouse Yard. Telegraph Street, in particular has been identified as a main east west pedestrian route and also runs adjacent to the redevelopment site along with

	Tokenhouse Yard.
2. Success Criteria	To provide an enhanced street environment that improves accessibility and road safety and creates more space for pedestrians, including space to rest.
3. Project Scope and Exclusions	A plan of the project area is included in Appendix A
4. Link to Strategic Aims	This project has links to the following strategic aim: • To provide modern, efficient and high quality local services and policing within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes This project will provide a safer, more accessible and more attractive street environment for the benefit of all who use the area.
5. Within which category does the project fit	4. Fully Reimbursable
6. What is the priority of the project?	B. Advisable
7. Governance arrangements	There will be regular meetings with the Senior Responsible Officer. No Project Board is required given the scale of the scheme.
8. Resources Expended To Date	£6,000 (staff costs) for the Outline Options Appraisal and the preparation of necessary reports. £8,395 (consultant fees) to undertake surveys and prepare design material. This has been funded from the Section 106 obligation for 8-10 Moorgate.
9. Results of stakeholder consultation to date	Some consultation has taken place with management of The Telegraph Public House which lies adjacent to the redevelopment site. The servicing arrangements for the pub will be a key issue to be explored at the next stage. A consultation plan is being developed to engage with stakeholders in Copthall Avenue and Great Swan Alley to ensure the least disruption to current servicing arrangements as part of the project. Further consultation is planned at the next stage with other local stakeholders and Ward Members as well as relevant internal stakeholders.
10. Consequences if	If not approved, the opportunity to enhance the pedestrian

project not approved	environment would be missed. The streets would still need to accommodate increased numbers of pedestrians as a result of the developments nearby and the Crossrail station. Existing deficiencies would therefore be exacerbated and walking routes would not be improved. The Section 106 funds would need to be returned to the developer or their use renegotiated as they have been allocated for a specific purpose of local environmental enhancement.

Outline Options Appraisal

11. Commentary on the options considered	**Option 1 (Recommended to be taken through to Gateway 4 - Detailed Options Appraisal): Improvements to Telegraph Street and Tokenhouse Yard.** Telegraph Street is part of a main walking route from east to west which operates as an alternative pedestrian route through the eastern half of the City that avoids the Bank transport hub (please also see plan in Appendix B). It is also immediately to the north of the 8-10 Moorgate development, which will result in more people from the development using the route in the future. The improvement of Telegraph Street would help to mitigate the impact of the development on the area. Design elements would consider the possibility of raising the carriageway to footway level to improve pedestrian access and provide more space for walking. Improvements to road safety would also be considered as part of the detailed site appraisal which may include pedestrianising the street. This option would provide further improvements to local amenity by introducing a quiet public space in Tokenhouse Yard with possible tree planting and seating. Tokenhouse Yard is the main access to the residential units that are part of the redevelopment of 8-10 Moorgate. This is currently an area of the City with proportionately the least provision of open space for its local community and would provide opportunities for resting and improve green coverage. Evaluation of appropriate surface materials and local servicing requirements will form part of the Detailed Options Appraisal Gateway 4 report. **Option 2 (Not recommended to be taken through to Gateway 4 - Detailed Options Appraisal): Improvements to Moorgate.** Enhancements to Moorgate would improve the pedestrian experience on what is a heavily trafficked street. Improvements would include raised entry treatments on the

	numerous side streets to improve access and movement, widened footways, possible tree planting and improved crossing points. The scale of this street would limit the scope of the improvements as funds are limited and therefore this option is not recommended to be taken forward to the next stage. **Option 3 (Not recommended to be taken through to Gateway 4 - Detailed Options Appraisal): Improvements to various Alleys and Lanes off Moorgate such as Great Bell Alley, Kings Arms Yard and Nun Court.** This option would include improvements to many of the more discreet locations off of the main Moorgate route. Several of these alleys are quite stark and uninviting and many are underutilised. It is proposed to improve the appearance of these routes to make them more attractive walking routes. This would include improvements to lighting, paving and wayfinding as well as access improvements. This option is not recommended to be taken forward as Telegraph Street and Token House Yard have greater need of enhancement. **Option 4 (Not recommended to be taken through to Gateway 4 - Detailed Options Appraisal): Improvements to Great Swan Alley and Copthall Avenue.** This option seeks improvements to Great Swan Alley which runs east and west of Moorgate and Copthall Avenue which runs north to south. There is potential to improve the pedestrian experience in the area and to enhance road safety by improving lighting, adding raised entry treatments at junctions and widening footways. This option is not recommended to be taken forward as Telegraph Street and Token House Yard are in greater need of enhancement. **Option 5 (Not recommended to be taken through to Gateway 4 - Detailed Options Appraisal): Improvements to Lothbury.** This option seeks to improve Lothbury which is runs along the north wall of the Bank of England and is flanked by other heritage buildings in the area. This street is a popular pedestrian route to and from the east. In recent years a residential refurbishment has been completed on Lothbury, opposite the Bank of England which has coincided with the completion of new office accommodation in Throgmorton Street. It is possible to improve the pedestrian experience in this area by widening the footways, improving paving materials (given the proximity of Listed Buildings and setting within a Conservation Area) and carrying out access

	improvements. However, it is considered that more significant benefits can be delivered at Telegraph Street and Token House Yard with the budget available as some enhancements have already been delivered at Lothbury as part of a project originally approved by Streets and Walkways in February 2009.

Information Common to All Options

12. Key benefits	• Improve access for pedestrians and provide safer routes in line with the Local Implementation Plan's transport objectives • Provide more much-needed space for pedestrians in this increasingly busy area • Enhance the environment and make a positive contribution to the character and appearance of the Bank Conservation Area
13. Estimated programme and key dates	It is proposed to submit a Gateway 4 report to Committees in early 2013. The implementation of the works would be immediately after the completion of the development which is expected to be completed by the end of 2013.
14. Potential risk implications	Potential main risks are captured in the table below:

Key risk	Risk value	Risk response
Objections from local occupiers	medium	Consult with local occupiers as design is developed to assess their needs.
Tree planting not feasible	medium	Accept. Modify and adapt design proposal if needed.
Project costs exceed budget	medium	Ensure design is developed that fits available budget.

15. Anticipated stakeholders and consultees	Consultations would be required with local Ward Members, the developer of 8-10 Moorgate, The Telegraph Public House, local occupiers, the City's Access Service, the City Surveyor, the City Police, the Highways Division, the Cleansing Division, The Department of Open Spaces and other local stakeholders.
16. Legal implications	In exercising its highway and traffic functions the City must have regard, amongst other things, to its duty to assert and protect the rights of the public to use and enjoyment of the

	public highway (S.130 Highways Act 1980); its duty to secure the expeditious, safe and convenient movement of traffic (having regard to effect on amenities) (S.122 Road Traffic Regulation Act 1984); its duty to secure the efficient use of the road network avoiding congestion and disruption (S.16 Traffic Management Act 2004), and the co-ordination of street works (S.91 New Roads and Street Works Act 1991).
17. HR implications	N/A
18. Anticipated source(s) of funding – capital and revenue	The Section 106 Agreement related to the redevelopment of 8-10 Moorgate.
19. Affordability	The Section 106 Agreement related to the redevelopment of 8-10 Moorgate has a specific contribution for enhancements in this area.
20. Next steps	Following the decision of Committee to proceed with the recommended option(s), design development and further consultation will take place. A detailed options appraisal (Gateway 4) report will be prepared for early 2013.

Outline Options Appraisal Matrix

See paragraphs 21-25 below.

Appendices

Appendix A	Plan of project area
Appendix B	Plan of Guildhall to Aldgate Walking Route
Appendix C	Photographs of project area

Contact

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Outline Options Appraisal Matrix					
Recommendation	***Option 1*** Improve Telegraph Street and Tokenhouse Yard. **(Recommended)**	***Option 2*** Improvements to Moorgate **(Not recommended)**	***Option 3*** Improvements to various alleys and lanes off Moorgate **(Not recommended)**	***Option 4*** Improvements to Great Swan Alley and Copthall Avenue. (**Not recommended)**	***Option 5*** Improvements to Lothbury. (**Not Recommended)**

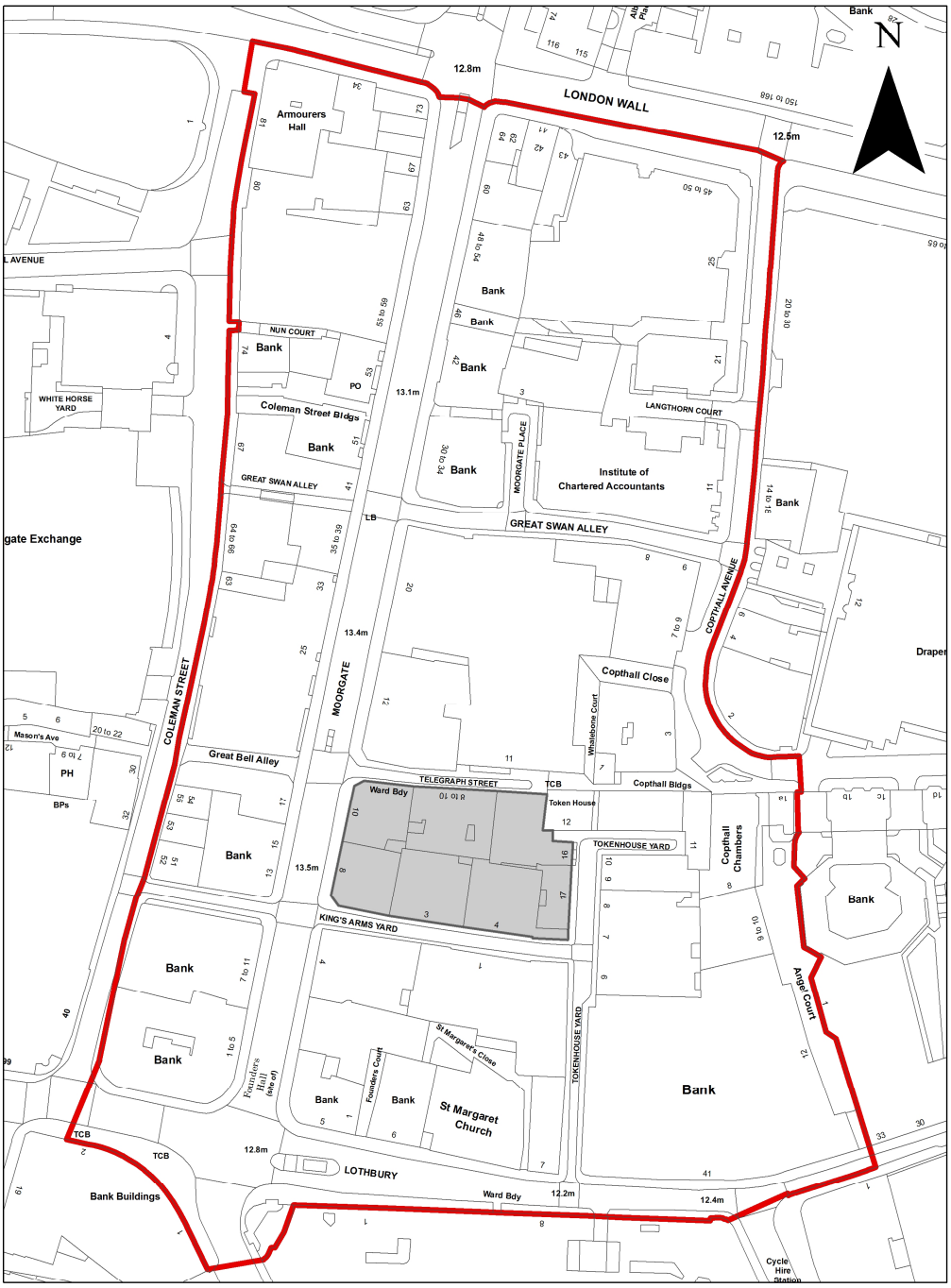
	Option 1	***Option 2***	***Option 3***	***Option 4***	***Option 5***
21. Brief description	Improve Telegraph Street and Tokenhouse Yard.	Improvements to Moorgate	Improvements to various alleys and lanes off Moorgate	Improvements to Great Swan Alley and Copthall Avenue.	Improvements to Lothbury.
22. Legal implications (where different to section 16)	As Section 16	May require agreement with Transport for London	As Section 16	As Section 16	As Section 16
23. Financial Implications	The total funding available from the 8-10 Moorgate S106 agreement for Local Community Facilities, Environmental Improvements and Transportation Works is £306,151.75 (excluding interest). Of the £306,151.75 received, £28,586 has already been allocated for evaluation, leaving £277,565.75 to deliver the physical enhancements to the area. All of the options contained within this report, including the recommended option 1, will be designed within the £277,565.75 remaining. Full cost estimates will be developed at the detailed options appraisal stage (gateway 4).				

Outline Options Appraisal Matrix

Recommendation	***Option 1*** Improve Telegraph Street and Tokenhouse Yard. **(Recommended)**	***Option 2*** Improvements to Moorgate **(Not recommended)**	***Option 3*** Improvements to various alleys and lanes off Moorgate **(Not recommended)**	***Option 4*** Improvements to Great Swan Alley and Copthall Avenue. (**Not recommended)**	***Option 5*** Improvements to Lothbury. (**Not Recommended)**
24. Reasons	Telegraph Street and Tokenhouse Yard have been assessed by officers as having the greatest potential for enhancements in this area.	Given the limited funds available, there is little scope for comprehensive improvements to this street as part of this project.	The lanes and alleys have scope for improvement. However, of the more popular routes, Telegraph Street have the biggest accessibility constraints.	These streets are key routes for servicing vehicles and improvements would only deliver limited benefits to pedestrians in terms of improved crossing points, access and road safety improvements.	Lothbury is currently paved in York stone with building mounted street lighting. There is limited scope for improvement or increasing walking space, due to the need to keep access to the loading bay for the Bank of England.
Reasons Continued	• Would provide an enhanced environment • Would improve access for wheelchair users • Would Improve the safety of pedestrians by reducing potential for conflict on Telegraph Street which is currently a narrow service street • Would create opportunities for rest by	• Possible conflict with main carriageway function • Funds would limit improvements to crossing points for pedestrians • Tree planting would only be possible with footway widening	• Many are cul-de sacs or have been improved/planned for improvement as part of other schemes • Several of these lanes and alleys are already pedestrianised and have good accessibility	• tree planting is unlikely due to the width of the carriageway and service entries • Scope for footway widening is limited due to the functional nature of the streets	• Improvements have been carried out as part of a previous scheme to Lothbury approved by Members in 2009

Outline Options Appraisal Matrix					
Recommendation	***Option 1*** Improve Telegraph Street and Tokenhouse Yard. **(Recommended)**	***Option 2*** Improvements to Moorgate **(Not recommended)**	***Option 3*** Improvements to various alleys and lanes off Moorgate **(Not recommended)**	***Option 4*** Improvements to Great Swan Alley and Copthall Avenue. (**Not recommended)**	***Option 5*** Improvements to Lothbury. (**Not Recommended)**
	providing seating • Would Introduce trees and improves local biodiversity • The enhancement works would coincide with the completion of the 8-10 Moorgate development in order to maximise the benefits and mitigate the impact of the development on the local streets.				

Appendix A: Site Location Plan of Project Area



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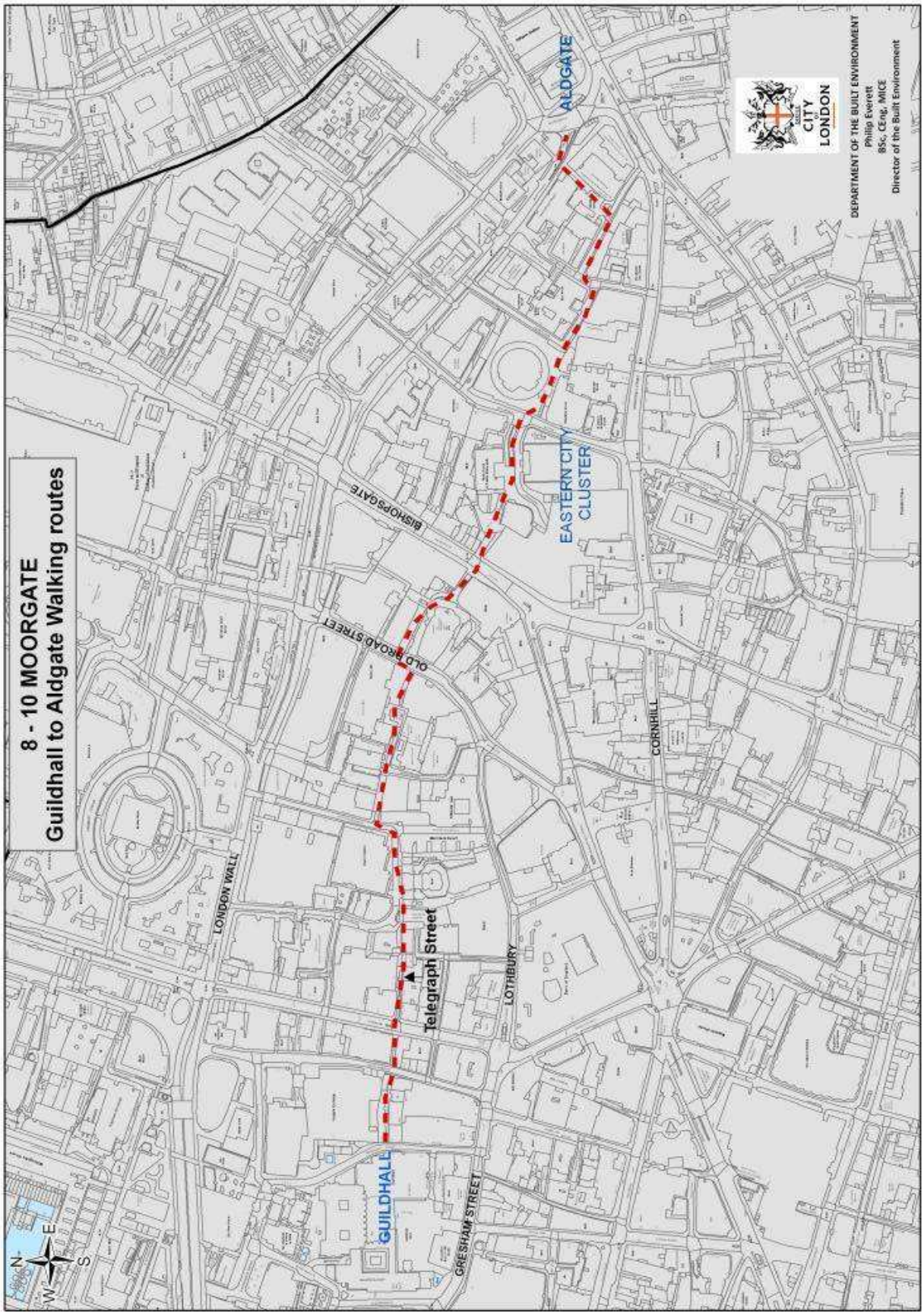
KEY

S106 Area 8-10 Moorgate

Redevelopment Site

Appendix B: Plan of Guildhall to Aldgate Walking Route



Appendix C: Images of the Project Area

Telegraph Street

Tokenhouse Yard

Committee(s):	Date(s):
Streets & Walkways Sub Committee Policy & Resources Committee	19 November 2012 8 November 2012
Subject: Special Events on the Public Highway: RideLondon	**Public**
Report of: Director of the Built Environment	**For Decision**

Summary

RideLondon is a legacy of the Olympic & Paralympic Games providing the opportunity for the world's greatest cyclists to compete in front of national and international audiences. It is a flagship event for the Mayor of London and Transport for London's (TfL) cycling programme and is planned to take place on Saturday 3rd and Sunday 4th August 2013.

This report allows Members the opportunity to comment on the proposals and consider the appropriateness of the RideLondon event taking into account the nature, scale and impact on the City streets.

Other major events currently planned for 2013 will be subject to the usual annual report presented to Members in March.

Recommendations

Members are recommended to support the RideLondon event on 3rd & 4th August 2013, and for officers in the Highways Division to work closely with TfL and the event organisers on the proposed routes through the City.

Main Report

Background

1. RideLondon is a flagship event for the Mayor of London and TfL's cycling programme and replaces SkyRide, which has taken place in previous years. The aim is to encourage more people to cycle more safely, and more often. It is also seen as a legacy of the Olympic & Paralympic Games providing an opportunity for the world's greatest cyclists to compete in front of national and international audiences.

2. TfL are planning the RideLondon cycling for 3rd & 4th August 2013. The weekend event includes four cycle races with participants being a combination of family fun and elite cyclists. A more detailed outline of the specific cycling races is detailed in appendix 1.

3. The event will be managed by the London & Surrey Cycling Partnership (LSCP), which is a joint venture between the organisers of the London Marathon (London Marathon Ltd) and the Tour of Britain (SweetSpot Group).

The LSCP is responsible for delivering the technical elements of the event, working with London authorities, Surrey County Council, Royal Parks, London Legacy Development Corporation and other stakeholders such as the Metropolitan Police and emergency services.

4. It is anticipated that RideLondon could attract over 200,000 spectators, lead to a major boost in cycling numbers and generate millions of pounds in economic benefit. This annual cycling festival is planned to take place for the next five years attracting worldwide TV audiences. It is expected to be a source of income for cycling improvements in London, as well as an opportunity to promote cycling initiatives generally.

5. TfL's proposal is for the RideLondon weekend to open with a family fun ride for up to 70,000 cyclists on an eight mile loop of closed roads around London's iconic landmarks. This will be followed by a 100 mile road ride for up to 25,000 amateur, club and world class elite cyclists beginning in the Queen Elizabeth Olympic Park with a route mirroring the 2012 Games cycle road race. There will also be a city centre grand prix race involving the women's elite, junior and hand cyclists.

6. The first LOSPG (License, Operational, Safety Planning Group) meeting for RideLondon took place on 24 October 2012 chaired by City of Westminster. The meeting included representatives from London authorities, Surrey County Council, Highways Agency, TfL, NHS (and other health organisations), London Fire Brigade and Metropolitan Police. Officers from the City's Highways Division attend the LOSPG meetings, which are scheduled to take place every month up to the date of the event.

7. TfL and the event organisers require an agreement in principle from London authorities by 30 November 2012 for the event to take place so that planning of this high profile and complex event can commence at the earliest opportunity.

Impact on City Streets

8. The specific routes for RideLondon will be revealed later in the year although the finish for all events is expected to be on The Mall, subject to approval of final details.

9. The FreeCycle event is an eight-mile closed circuit route in central London with a desire to take into account iconic landmarks of London including St Paul's Cathedral, Guildhall, Mansion House, Tower of London and Victoria Embankment. This is expected to take place on Saturday 3rd August 2013 and by its very nature is likely to have the greatest impact on the City streets requiring early road closures lasting for most of the day.

10. The other RideLondon cycling events taking place on Sunday 4th August 2013 will follow a route through London & Surrey (mirroring in part the Olympic & Paralympic cycling circuits) and is likely to include Upper Thames Street, Lower Thames Street and Byward Street in the City. The impact of these events is not considered as significant as the City of London has historically hosted many events using the lower route, for example, London Marathon and British 10K.

Event Approval Process

11. The Director of the Built Environment has delegated authority to make traffic orders to allow roads to be closed for special events, and as such formal Member approval for each event is not required. However, as the RideLondon cycling events are significant for the City in terms of impact and profile it is considered appropriate to seek Members' views on this at the earliest opportunity.

12. Should Members not support this weekend cycling festival, then TfL will be notified accordingly so an alternative route excluding the City of London can be devised. However if Members support the RideLondon event, officers from the City of London will work closely with organisers to ensure its success and adherence to City of London Corporation standards.

City of London Event Guidelines

13. Members are reminded that approval was given to adopt a set of Guidelines for the Planning of Events in the City of London at its Committee meeting in March 2011. The purpose of the Guidelines is to provide advice to event organisers on the application and approval process for their event.

14. In accordance with the Guidelines, the RideLondon event will fall into the category of a Community Event i.e. an event organised with the objective of providing a service to the community and/or making a financial gain with the surplus raised being for charitable distribution or for distribution to local community organisations.

15. RideLondon aims to be the largest fund-raising cycle ride in the world but inevitably planning of an event of this complexity will have a resource implication for authorities. The City of London's Guidelines stipulates that for community events only physical costs are chargeable. These include road closure advertising, barrier provision, street cleansing, promotion, additional parking enforcement, staff overtime.

16. However Members should note that TfL and the LSCP have indicated that authorities may be expected to meet additional costs associated with this event such as cleansing, highway maintenance and provision of volunteers. All costs relating to this proposal can be contained within existing local risk budgets.

Legal Implications

17. The City as traffic authority may temporarily restrict the use of roads for sporting events, social events or entertainments held on a road under section 16A Road Traffic Regulation Act 1984. In carrying out its traffic authority functions the City must also have regard to its duty to secure the expeditious, convenient and safe movement of traffic (section 122 Road Traffic Regulation Act 1984), and its duty to secure the efficient use of the road network avoiding congestion and disruption (section 16 Traffic Management Act 2004).

18. The delivery of safe and successful events is central to the planning process. In line with other local authorities, the City set up a Safety Advisory Group (SAG) comprising of representatives from the emergency, health and transport services with the primary objective of overseeing the detailed operational planning of events and RideLondon will be subject to the same planning process.

Community Strategy & Other Significant Implications

19. By facilitating special events to take place within the Square Mile, the City can help address its Community Strategy Themes of 'A World Class City' 'A Vibrant and Culturally Rich City' through its encouragement of filming and its management of special events

Consultees

20. The Town Clerk, the Chamberlain, Comptroller and City Solicitor, and the City of London Police have been consulted in the preparation of this report and their comments included.

Conclusion

21. The City seeks to support charitable, cultural and fund-raising organisations where they are considered to contribute to the vision and objectives of the Community Strategy, by facilitating special events on its road network, and accommodating similar events on Transport for London's Road Network. RideLondon is a pan-London event that is expected to attract significant interest from an international audience at the same time as raising income for cycling improvements and initiatives.

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APPENDIX 1

DATE	CYCLING EVENT
Saturday 3 August 2013 RideLondon Freecycle	• Approximately 8 mile loop in central London • Fully closed roads • Iconic course taking in The Mall, Tower of London, Big Ben, The London Eye and Embankment • 70,000 entrants family and novice cyclists • Free entry
Sunday 4 August 2013 RideLondon 100 Rise to the Challenge	• Cycling legacy event from London 2012 Fully closed roads on much of the Olympic Road Cycle course • Start at Queen Elizabeth Olympic Park • 100 miles through London and Surrey via Richmond Park • Finish in The Mall • 25,000 entrants
Sunday 4th August 2013 RideLondon Grand Prix	• Closed Roads in and around St James's Park • Women's elite cyclists, hand cycles and youth groups
Sunday 4th August 2013 RideLondon Classic	• Start at Queen Elizabeth Olympic Park • Route through London and Surrey

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