

# Project Coversheet

## [1] Ownership

**Unique Project Identifier:** 10847

**Core Project Name:** Beech Street Transport and Public Realm Improvements

**Programme Affiliation** (if applicable): Beech Street Transformation

**Project Manager:** Aldo Strydom

**Next Gateway to be passed:** Issues Report

## [2] Project Brief

**Project Description:** The Project will address air quality issues by reducing traffic that pass through the covered roadway. At the same time, it aims to deliver a vibrant street with a high-quality public realm at the centre of Culture Mile.

### Definition of need:

- The adopted 2015 Local Plan, policy CS5 supports the further improvement of the Barbican area as a cultural quarter;
- The Barbican Area Strategy and Culture Mile Look and Feel Strategy identifies the need for infrastructure improvements in Beech Street

### Key measures of success:

- 1) Reduction in through traffic along Beech Street
- 2) Air quality improvements (reduction in NO<sub>2</sub>)
- 3) Vast improvement to quality of the public realm

## [3] Progress Status

**Expected timeframe for the project delivery:** 2018–2022

**Key Milestones:** Interim scheme – March 2020; Permanent scheme – 2022

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

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

## [4] Finance and Costed Risk

### Headline Financial, Scope and Design Changes:

#### Since G1/2 report:

- Total Estimated Cost (excluding risk): £120,525
- Costed Risk Against the Project: 0

*Scope/Design Change and Impact: Additional scope, including extensive traffic modelling*

#### Since G3 issues report (PSC Approval 22/03/19):

- Total Estimated Cost (excluding risk): £12M–£15M
- Resources to reach next Gateway (excluding risk)
- Spend to date: £585, 217
- Costed Risk Against the Project: 0
- CRP Requested: £125,000
- CRP Drawn Down: 0

*Scope/Design Change and Impact: Request to increase project scope to investigate feasibility of a two-way closure.*

**Total anticipated on-going commitment post-delivery [£]:** unknown\*  
**Programme Affiliation [£]:** unknown

\* Ongoing costs associated with the enforcement of the scheme will be funded through the On-Street Parking Reserve (OSPR) from the income received from Penalty Charge Notices (PCNs)

**Top risk:**

<i>Risk description</i>	<i>Objection to the scheme from TfL or Islington, due to unacceptable traffic impacts on the road network</i>
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**Top issue realised:**

<i>Issue Description</i>	<i>Impact and action taken</i>	<i>Realised Cost</i>
Extensive traffic modelling	An independent traffic modelling expert has since been procured to offer impartial professional advice on the procurement of a traffic modelling team and engagement with TfL	£40,000

**[5] Member Decisions and Delegated Authority**

Members of Policy and Resources Committee approved the Vision for Beech Street in an update report on 7 June 2018. This report set out the principle that traffic needs to be removed or reduced in Beech Street as part of the Transformation programme.

The only matter of Delegated Authority relates to the Director for Built Environment being able to move funds between individual line items with no change to the overall budget or project scope.

Members of the Port Health and Environmental Services Committee have requested that the potential for air quality to be improved on Beech Street by investigating the feasibility of restricting traffic to Ultra Low Emission vehicles (ULEVs).

A subsequent Issue Report for the Transport and Public Realm project was presented at the Streets and Walkways Sub-Committee meeting in July 2018, recommending that the eastbound closure be further developed. Members however recommended that the report be withdrawn, and officers investigate options for further traffic modelling.

Following this, an Issue report was considered at the September 2018 committee cycle. Members from the Streets and Walkways Sub-Committee approved this report with the following resolutions of note:

5. Approve further development of the feasibility of Option 1 (Beech Street closed to eastbound traffic) and Option 2 (Beech Street closed to westbound traffic);
6. Approve an increase in the scope of the project (requested by the Port Health & Environmental Services Committee) to investigate the feasibility of introducing Ultra-Low Emission Vehicle restrictions in Beech Street;
11. Ask that officers explore ways to accelerate the project where appropriate, and that officers update Members on the project at each meeting of the Streets & Walkways Sub-Committee.

An Issue Report was considered at the February 2019 Committee cycle where Members approved the project objectives and agreed that a two-closure be added to the scope of investigations.

An Issue Report considered in the July 2019 Committee cycle saw Members approve a two-way Zero Emission Street (ZES) as an Interim Scheme.