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Committees: Planning and Transportation - <i>for information</i> Projects Sub - <i>for information</i>	Dates: 14 July 2020 30 July 2020
Subject: City Streets: Transportation response to support Covid-19 recovery Unique Project Identifier: PV Project ID	Gateway 5 Regular Progress Report
Report of: Director of the Built Environment Report Author: Leah Coburn – City Transportation	For Information
PUBLIC	

1. Status update	<p>Project Description:</p> <p>To implement temporary traffic management measures on City streets in response to COVID-19. These measures will provide safer spaces for people walking and cycling, and queuing outside shops and offices to socially distance, and support businesses in their return to work.</p> <p>The City Corporation's transport response will focus on achieving two main aims:</p> <ul style="list-style-type: none"> • Residents, workers and visitors are safe and feel comfortable travelling into and within the Square Mile, particularly when travelling on foot, by bike and on public transport. • City businesses are supported in their COVID-19 recovery and the City remains an attractive location for business. <p>The project consists of on street changes to provide additional space for people walking and cycling. These are first being installed using signs, lines and barriers to allow for easy adaptation if required. Changes are being delivered in a phased approach.</p>
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	<p>On-street changes will be delivered alongside measures to support businesses, manage travel demand and encourage travel on foot, by cycle and on public transport.</p> <p>RAG Status: Green</p> <p>Risk Status: Medium</p> <p>Total Estimated Cost of Programme (excluding risk): £1M-£2M</p> <p><i>Phase 1-£116,500</i></p> <p><i>Phase 2- £832,244</i></p> <p><i>Phase 3 - £ 650,500</i></p> <p>Spend to Date: £268,962</p> <p>Costed Risk Provision Utilised: N/A</p>
2. Key points to note	<p>Next Gateway: Progress report - September</p> <p>Key Points: A formal review report will be bought to members in December 2020.</p>
3. Reporting period	<p>This report covers progress made on Phases 1, 2 and 3 of the COVID-19 recovery work between the 12 June and submission of the report (approx.30 June).</p>
4. Progress to date	<p>The last report which was approved by Planning and Transportation Committee on the 23 June concentrated on the Phase 3 proposals and gave a short update on the progress of Phases 1 and 2.</p> <p>In summary</p> <p>Phase 1:</p> <ul style="list-style-type: none"> • completed, other than Cheapside which is planned to switch to the City's layout at the completion of the current gas works; and Leadenhall Street which is due to be implemented in early July. • Funding of £116,500 has been approved by Transport for London (Streetspace scheme). • Estimated spend to date on Phase 1 currently stands at £131,437 (overspend will be subsumed into the Phase 2 TfL allocation). <p>For those streets which have cycling contraflow and reallocation of carriageway to footway we are considering replacement of some of the barriers and cones with more semi-</p>

	<p>permanent measures. These will continue to be moveable and adaptable but will require less regular maintenance.</p> <p>Phase 2:</p> <ul style="list-style-type: none"> • The Phase 2 report was approved by Policy and Resources Committee on 11 June. • A delegated report on the detailed interventions was submitted to the Director as per the delegated authority on 30 June for approval. • Materials have been pre ordered with implementation planned to commence from the 6 July. • Funding confirmation from TfL was received on the 19 June for a further £832,244 for Phase 2 (total £948,744) • Department for Transport (DfT) has confirmed additional funding of £100k. • Phase 2 is now fully funded. • Estimated spend to date on Phase 2 is £137,525. <p>Phase 2 supporting measures:</p> <p>As part of the Phase 2 works, measures have also been rolled out to support businesses to return to the City including:</p> <ul style="list-style-type: none"> • Freight Guidance <p>Freight guidance has been developed and has been consulted on with stakeholders and neighbouring authorities. The guidance is ready to issue to freight trade organisations and directly with facilities managers. Communications to commence week commencing 6 July 2020.</p> <ul style="list-style-type: none"> ○ Business engagement to encourage retiming of deliveries, use of cargo cycles and consolidation. ○ Issue guidance documents for City businesses to support essential freight and servicing activity outside peak hours and, where appropriate, overnight. ○ Encouraging night-time deliveries, where appropriate, and monitor complaints.
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	<ul style="list-style-type: none"> • Behaviour change activities <ul style="list-style-type: none"> ○ Working with TfL to provide clear communication to City businesses to help them plan for the return of their workforces and to support travel demand management. Work already commenced in June with TfL promotion and contact generally - communications to be ongoing and in time with re-opening of businesses. ○ Supporting City of London Police engagement and enforcement to tackle speeding and dangerous driving and riding. Police to agree additional presence for speed enforcement dependent on vehicle flows and return to work rates. • Cycle training/maintenance <ul style="list-style-type: none"> ○ Campaigns to improve awareness of cycling routes to and from the Square Mile, highlight cycle hire options and promote cycle training and other support for residents and workers. ○ Work has commenced through Active City Network with a meeting 2 June and updates on that website. • Provision of social distancing vinyls <ul style="list-style-type: none"> ○ To be placed on footways outside of shops and offices to encourage socially distanced queuing. Businesses can request these online for installation by the City Corporation. To date 34 requests have been received and installation in City streets started on the week commencing 22 June. <p>Phase 3 progress:</p> <ul style="list-style-type: none"> • The Phase 3 report has been approved by the Planning and Transportation Committee and Projects Sub Committee. It is due to go the Policy and Resources Committee for information on 9 July. • A bid for central funding for the full Phase 3 budget will be determined by Resource Allocation Sub-Committee on 9 July also. • Phase 3 focusses on the provision of seating, planters and cycle parking in the City to support businesses return to work. An initial 12 locations have been
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	<p>identified and will be monitored.</p> <ul style="list-style-type: none"> • The first tranche, involving moveable seating and use of barriers to reallocate carriageway space, is expected to be completed within 3-5 weeks of the funding being secured, subject to obtaining necessary consents. The larger elements (planters and parklets) are expected to follow around 7-9 weeks after funding is secured. • In addition to the initial 12 locations, officers are exploring opportunities to reallocate carriageway space for tables and chairs where it is safe and practical to do so. This will align with the City Alfresco Eating and Drinking policy currently being drafted. • A School Street by Charterhouse Square School is also included within the Phase 3 report for implementation in time for the new school year. <p>Progress on Transport for London led schemes</p> <p>Bishopsgate:</p> <ul style="list-style-type: none"> • Transport for London have proposals to restrict motor vehicles through traffic along Bishopsgate using “bus and cycle gates” during the day. These restrictions will be in place Monday to Friday 7am to 7pm, matching the other timed restrictions in the City. The aim of their proposals is to significantly reduce the volume of through traffic on this corridor so that more and safer spaces can be reallocated for people walking, cycling and to improve bus priority. • These proposals also introduce several banned turns to encourage people away from the Bishopsgate corridor. The banned turns will be in place 24 hours a day, and permitted movements for all vehicles will now include: <ul style="list-style-type: none"> ➤ Worship Street (left only except buses) ➤ Artillery Lane (left turn only) ➤ Middlesex Street (left turn only) ➤ Liverpool Street (right turn only out) ➤ Cornhill (ahead and left only) ➤ Lombard Street (ahead and left only) ➤ Fenchurch Street (left only) ➤ Gracechurch Street at Fenchurch Street (northbound and ahead only) ➤ Gracechurch Street (left turn only into Eastcheap) • TfL have received all of their approvals and intend to implement the scheme from the 11 July.
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	<p>Farringdon:</p> <ul style="list-style-type: none"> • Early discussions at officer level have been had to help guide early designs but no firm proposals have been established. <p>Tables and Chairs</p> <ul style="list-style-type: none"> • Officers have reviewed all 138 Highways Act Table and Chairs Licenses based on the 5 principles agreed at Committee, over 50 licenses were safely reinstated prior to the 4 July reopening of the hospitality industry. • On 25 June the Business and Planning Bill 2019-21 was introduced to the House of Commons by the Government and given its (formal) First Reading. • The Bill introduces a new expedited licence – a “pavement licence”. The operators of businesses selling food and drink may apply to their local authority for authorisation to put furniture such as tables and chairs on the highway adjacent to their premises to sell food and drink from and/or for their customers to use. • Officers are working with pace to receive and assess the first applications as soon as the Bill receives Royal Assent. <p>Communications and Engagement:</p> <ul style="list-style-type: none"> • The consultation survey for feedback on the temporary measures went live online 29 June. Further streets will be included as appropriate. • Social media campaign underway to promote survey. • Business and stakeholder engagement ongoing. • Press activity planned regarding update on Phase 2 implementation and Phase 3 Committee and funding progress. • As of 30 June, we have received around 230 pieces of correspondence to our mailbox, including: <ul style="list-style-type: none"> ○ 86 from businesses ○ 50 from general public / commuters ○ 49 from the taxi trade ○ 26 from Members ○ 22 from residents <p>Monitoring and review of temporary measures:</p> <ul style="list-style-type: none"> • The Monitoring Strategy will monitor and report on a
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	<p>range of factors that may be impacted by the temporary Covid-19 recovery measures. Monitoring will capture reports of casualties and collisions, journey times, air quality, traffic flows, pedestrian volumes and the perceptions and experiences of all street users.</p> <ul style="list-style-type: none"> • Comments and feedback from the public will be captured using an online map-based survey. This survey went live on 29 June and all City residents will receive a letter detailing how to access the survey. • The Monitoring Strategy will enable officers to react quickly to change in demand, safety issues or feedback from street users. • It will also help inform when it may be appropriate to begin removing temporary measures and whether any of the temporary measures could potentially be made permanent. Any proposals to retain the temporary measures will be subject to a formal process including consultation and traffic order making. <p>Financials:</p> <ul style="list-style-type: none"> • With the first phase of work completed and actual costs being received, a more comprehensive review of the estimates for the phases is being undertaken to ensure that the estimates and actuals are similar. • Accurate cost estimates were difficult to determine at the outset of the project with the scope of the project not defined and the short timeframe in which to initiate the project. • We are now assuming that social distance interventions will be in place until at least December 2020. • The level of staff time required to deliver the project was underestimated. A more accurate forecast has now been undertaken assuming the measures will be in place until December 2020. A revised budget is being progressed using a budget adjustment. Details are included at Appendix 1 for information. • The cost of materials and works has been less than that estimated so the project cost is within the overall budget envelope approved by Committee. A budget adjustment is currently in progress to adjust the budget lines. Further information is detailed at Appendix 2
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	<ul style="list-style-type: none"> • Department for Transport and Transport for London (Streetspace) funding has been confirmed for Phases 1 and 2. These phases are now fully funded. • A bid for central funding for Phase 3 works is due to be considered by Resource Allocation sub Committee on 9 July.
5. Next steps	<ul style="list-style-type: none"> • Subject to receiving delegated Gateway 5 approval and Transport for London TMAN approval implementation of Phase 2 will commence on the 6 July and take four weeks. • Implement Phase 3 measures. • Replace some of Phase 1 and Phase 2 interventions with semi permanent measures to reduce the ongoing maintenance liability and provide a safer environment for people walking and cycling. • Monitor and review the proposals in place including feedback from users via the consultation online survey. • Work with TfL on any proposals for Farringdon. • Update report to the Planning & Transportation Committee in September and review in December.

Background Reports

City Streets: Transportation response to support Covid- 19 recovery
<http://democracy.cityoflondon.gov.uk/mgAi.aspx?ID=100994>

City Streets: Transportation response to support Covid-19 recovery (Phase2)
<http://democracy.cityoflondon.gov.uk/mgAi.aspx?ID=101568>

City Streets: Transportation response to support Covid-19 recovery (Phase 3)
<http://democracy.cityoflondon.gov.uk/ieListDocuments.aspx?CId=143&MIId=20591&Ver=4>

Equalities Analysis Phase 1 and 2
 reports (Steer) www.cityoflondon.gov.uk/covid19citystreets

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Appendices

Appendix 1	Phasing Plan
Appendix 2	Finance Summary
Appendix 3	Photos of completed work
Appendix 4	Phase 2 delivery programme

Contact

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