

Committees: Corporate Projects Board - for decision Streets & Walkways Sub – for decision Projects Sub - for decision	Date 11 November 2020 01 December 2020 17 December 2020
Subject: Fleet Street and Temple Healthy Streets Plan Unique Project Identifier: PV ID 12240	Gateway 2: Project Proposal Regular
Report of: Director of the Built Environment Report Author: Maria Curro; City Transportation	For Decision
<h1>PUBLIC</h1>	

Recommendations

1. Next steps and requested decisions	<p>Project Description: The Fleet Street and Temple Healthy Streets Plan will develop and test the feasibility of proposals that will set out the traffic management changes required to the highway network to improve the people movement through the area. The proposals will seek to address impacts on and demand for public realm arising from changes in the area. There have been developments which have generated the Section 106 contributions being used to fund the proposals. Overall, the plan seeks to enhance the public realm for all those who work, live and visit the area.</p> <p>Next Gateway: Gateway 3/4 Options appraisal</p> <p>Next Steps: The Fleet Street and Temple Healthy Streets Plan development is funded through Section 106 funds.</p> <ul style="list-style-type: none"> • Initial appointment of a traffic modelling consultancy to provide technical advice on the detail and scope of the modelling required to inform the Healthy Streets Plan and to meet Transport for London’s modelling requirements • Initial appointment of a pedestrian modelling consultancy to provide technical advice on the detail and scope of pedestrian enhancements • Scope of data collection requirements for the traffic modelling and the for the baseline reporting
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	<ul style="list-style-type: none"> Development of an interactive engagement tool which will be used when engaging with stakeholders <p>Requested Decisions:</p> <ol style="list-style-type: none"> That budget of £87,200 is approved to reach the next Gateway. Note the total estimated cost of the project at £255,006.20 (excluding risk). Approve the eastern extension of the Healthy Streets Plan boundary to align with the Fleet Street Partnership area boundary. 																				
<p>2. Resource requirements to reach next Gateway</p>	<table border="1" data-bbox="528 591 1390 1346"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Funds/ Source of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>P&T Staff Time</td> <td>Project Management</td> <td>S.106</td> <td>60,200</td> </tr> <tr> <td>Fees</td> <td>Development of interactive stakeholder engagement tool; data collection; traffic modelling support, etc.</td> <td>S.106</td> <td>27,000</td> </tr> <tr> <td>Works</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>Total</td> <td></td> <td></td> <td>87,200</td> </tr> </tbody> </table> <p>The staff costs are consistent of the time required to set up the project and other project management requirements. The staff costs include time for a Project Manager and for City Public Realm staff time. This equates to approximately two full days of project management time per week over a 15-month period.</p> <p>The fees include the development of the interactive stakeholder engagement tool, traffic data collection requirements and for consultancy support around traffic modelling.</p> <p>Costed Risk Provision requested for this Gateway: None requested</p>	Item	Reason	Funds/ Source of Funding	Cost (£)	P&T Staff Time	Project Management	S.106	60,200	Fees	Development of interactive stakeholder engagement tool; data collection; traffic modelling support, etc.	S.106	27,000	Works	-	-	-	Total			87,200
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<p>3. Governance arrangements</p>	<ul style="list-style-type: none"> Service Committee: Streets and Walkways Sub-Committee Senior Responsible Officer: Leah Coburn, Major Projects Group Manager and Maria Curro, Project Manager 																				

- **Project Board:** No. Due to the scope of the project, a Project Board is not required. A working party will be set, bringing together all key internal and external stakeholders.

Project Summary

<p>4. Context</p>	<p>4.1 The Fleet Street and Temple area is characterised as dominated by vehicular traffic, with Fleet Street and Ludgate Hill a primary east-west corridor. The nature of Fleet Street means that there is a lack of pedestrian and cycling permeability between the Temple area, south of Fleet Street, and the area to the north of Fleet Street.</p> <p>4.2 The Fleet Street and Temple Healthy Streets Plan also provide the opportunity to work closely with the Fleet Street Partnership. To ensure that the goals and objectives of the Fleet Street Partnership are taken into consideration, the eastern section of the Healthy Streets Plan boundary has been realigned to include the Fleet Street Partnership boundary. The revised Fleet Street and Temple Healthy Streets Plan boundary is shown in Appendix 2.</p> <p>4.3 The Fleet Street and Temple Healthy Streets Plan is a key deliverable of the City’s Transport Strategy and further supports the Climate Action Strategy in developing spaces that are climate resilient. The Healthy Streets Plan also aligns with the ambitions for the area, as set out in the City Plan 2036.</p>
<p>5. Brief description of project</p>	<p>5.1 The Healthy Streets Plan will identify and develop proposals for schemes, outlining the required network changes and creating a high quality public realm for all those who live, work and visit the area.</p> <p>5.2 The Healthy Streets Plan forms the first phase of delivery and will identify temporary and interim changes to the function of the highway network. The proceeding phases will deliver the required infrastructure changes to achieve the medium and long-term objectives of the proposals. These proceeding phases will be set-up as individual Healthy Streets Plan projects, following the completion of the first phase.</p> <p>5.3 The Phase 1 interim changes will provide an opportunity to test and trial how network changes can be used flexibly prior to the delivery of medium and long-term infrastructure changes. Phase 1 will be measured</p>

	<p>based on whether the proposed changes meet their individual objectives and based on feedback from stakeholders.</p> <p>5.4 Due to the forthcoming changes within the Fleet Street and Temple area, the Healthy Streets Plan provides the opportunity to support the Fleet Street Estate programme and engage with local stakeholders.</p> <p>5.5 The preparation of the Healthy Streets Plan will include the following:</p> <ul style="list-style-type: none"> • Appoint a specialist traffic and pedestrian modelling consultant to prepare modelling that meets the modelling requirements for Transport for London, as well as test the proposals • Commission a comprehensive data collection exercise to inform traffic and pedestrian modelling • Develop interactive tools to engage with key stakeholders, including businesses and occupiers, to determine their aspirations for the area and freight and servicing needs
<p>6. Consequences if project not approved</p>	<p>6.1 The Fleet Street and Temple area has seen significant change and further change is proposed. Delays to the Healthy Streets Plan will result in a missed opportunity to provide the required additional space for the increase in walking, cycling and public transport use.</p> <p>6.2 Delays to the Healthy Streets Plan will further result in delays to rebalance the street hierarchy to one which is able to accommodate increased demand by focusing on prioritising walking, cycling and public transport use.</p>
<p>7. SMART project objectives</p>	<p>7.1 The identification of a number of pedestrian priority streets that can be implemented within the area.</p> <p>7.2 An indication of the reduction in traffic volumes that can be achieved within the Fleet Street and Temple area.</p> <p>7.3 A tested and recommended phasing schedule for the delivery of the Healthy Streets Plan proposals.</p> <p>7.4 Enhanced stakeholder engagement with key stakeholders, including the development of interactive engagement tools.</p>

	7.5 Impacts of increased demand on public realm are appropriately addressed.
8. Key benefits	<p>8.1 An area-based approach to identify traffic management measures allows for an holistic overview of the required network changes, including coordination with other area-based projects and local freight and servicing requirements.</p> <p>8.2 The Healthy Streets Plan will identify any initial delivery that can be undertaken to restrict traffic on streets, prior to full implementation of the proposals that will provide medium and long-term infrastructure changes.</p> <p>8.3 The Healthy Streets Plans will further provide an opportunity to develop interactive engagement tools when working with local stakeholders.</p>
9. Project category	4a. Fully reimbursable
10. Project priority	B. Advisable
11. Notable exclusions	<ul style="list-style-type: none"> • None

Options Appraisal

12. Overview of options	<p><u>Numbered list format</u></p> <p><i>1. Healthy Streets Plan developed in full</i></p> <p>This option allows the Healthy Streets Plan to be completed in full and will encompass all aspects of a HSP. The Healthy Streets Plan allows all potential scenarios to be tested collectively, as well as identify any required changes to the highway network. This is a cost-effective approach with best value for money and ensure transformational change can be delivered. This is the preferred option.</p> <p><i>2. Light-touch Health Streets Plan approach</i></p> <p>This option presents a light-touch approach in developing the Healthy Streets Plan. Under this option, the Healthy Streets Plan will focus on developing key aspects, such as traffic modelling, while reducing scope of other HSP aspects (i.e. not implementing public engagement portal).</p> <p><i>3. Do nothing scenario</i></p> <p>This option would result in a Healthy Streets Plan not being undertaken for the Fleet Street and Temple area.</p>
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Project Planning

13. Delivery period and key dates	<p>Overall project: January 2021 – February 2023</p> <p>This is the longest anticipated timescale to develop the HSP.</p> <p>Key dates: Key dates for the project/development of the plan, up to Gateway 5 include the following:</p> <ul style="list-style-type: none">• <i>Gateway 1/2 – November 2020</i>• Review of existing work for the Fleet Street and Temple area – January to February 2021• Traffic and pedestrian data collection (light touch, if required) – February to March 2021• Development of interactive stakeholder engagement tool – April to May 2021• Stakeholder engagement – April to August 2021• Traffic and pedestrian model – August to December 2021• <i>Gateway 3/4 – March 2022</i>• Detailed design of HSP scenarios – March/April 2022• Stakeholder consultation (presenting HSP scenarios) – June to September 2022• Healthy Streets Plan development – September to November 2022• <i>Gateway 5 – February 2023</i> <p>Other works dates to coordinate: The project team is aware of other current and potential upcoming projects within the Fleet Street and Temple area and will ensure key dates and timeframes are coordinated. These dependencies include local developments, ongoing project works in neighbouring boroughs, etc.</p>
14. Risk implications	<p>Overall project risk: Low</p> <p>14.1 Risks identified at this stage are mainly regarding project timescales:</p> <ul style="list-style-type: none">• Length of time Covid-19 measures will be in place, including impacts to traffic movements and levels within the City has not been established• Delays in data collection due to lack of survey company resources or waiting for significant street closures (i.e. utility works) to be reopened• Delays in consent from Transport for London regarding traffic modelling approvals due to staff resourcing• Delays in the Fleet Street Estate programme, including delays to programme timeframes and development

	<p>14.2 Detailed scoping of the extent of traffic surveys and modelling required, in conjunction with Transport for London, will reduce these risks.</p> <p>14.3 Further information available within the Risk Register (Appendix 3).</p>
15. Stakeholders and consultees	<p>15.1 The key stakeholders and consultees consist of the following:</p> <ul style="list-style-type: none"> • Transport for London • Business and occupiers within the Fleet Street and Temple area • Local Ward Members • Fleet Street Estates Project Team <p>15.2 Engagement timeframes are outlined within the Healthy Streets Plan programme (Appendix 4).</p>

Resource Implications

16. Total estimated cost	<p>Likely cost range (excluding risk): £255,006.20</p> <p>Likely cost range (including risk): NA</p>							
17. Funding strategy	<p>Choose 1:</p> <p>All funding fully guaranteed</p>	<p>Choose 1:</p> <p>External - Funded wholly by contributions from external third parties</p> <table border="1" data-bbox="531 1240 1350 1478"> <thead> <tr> <th>Funds/Sources of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>S.106 allocation</td> <td>£255,006.20</td> </tr> <tr> <td style="text-align: right;">Total</td> <td>£255,006.20</td> </tr> </tbody> </table> <p>17.1 The allocation of S.106 funds for the HSP are identified in Appendix 4 of the 'Review of projects within the Built Environment Directorate', which was approved at the Corporate Project Board and Project Sub Committee in July 2019.</p> <p>17.2 As noted in the report, select S.106 funding is subject to agreement of an extension of time, as stipulated in corresponding S.106 agreements. Officers are progressing these agreements and they will be confirmed in the next Gateway report.</p> <p>17.3 All S.106 funding sources are shown in Appendix 5.</p>	Funds/Sources of Funding	Cost (£)	S.106 allocation	£255,006.20	Total	£255,006.20
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18. Investment appraisal	<ul style="list-style-type: none"> • Not applicable.
19. Procurement strategy/route to market	<p>19.1 Traffic and pedestrian surveys will be undertaken by an external traffic survey company. This will be procured via the framework contract, which is near completion.</p> <p>19.2 Traffic and pedestrian modelling will be undertaken by external modelling specialists. This will be procured via the framework contract, which is near completion.</p> <p>19.3 The interactive stakeholder engagement tools will be developed by an external stakeholder engagement specialist. This will a sole source appointment due to cost thresholds and speciality.</p>
20. Legal implications	<p>20.1 In exercising its traffic management functions the City has statutory duties to secure the expeditious, safe and convenient movement of traffic (Section 122 Road Traffic Regulation Act 1984) and the efficient use of the road network, avoiding congestion and disruption (Section 16 Traffic Management Act 2004).</p> <p>20.2 Traffic modelling will ensure efficient and convenient vehicular movements can be appropriately managed when delivering the Healthy Streets Plan proposals.</p> <p>20.3 Public sector duty for ensuring the Equalities Act principles are considered within the Healthy Streets Plan proposals.</p>
21. Corporate property implications	<ul style="list-style-type: none"> • Fleet Street Estates programme.
22. Traffic implications	<p>22.1 The preparation of the Healthy Streets Plan itself will cause no traffic implications.</p> <p>22.2 The traffic modelling component of the Healthy Streets Plan will test a number of phasing options for the proposals and will identify any traffic displacement throughout the wider network.</p> <p>22.3 The appointed traffic modelling consultant will assist in the early engagement with Transport for London on their modelling requirements to understand the impact on the wider network and the Strategic Road Network.</p>

23. Sustainability and energy implications	22.2 The overall outcome of the Healthy Streets Plan will enable the prioritisation of people walking, cycling and using public transport.
24. IS implications	<ul style="list-style-type: none"> • None
25. Equality Impact Assessment	<ul style="list-style-type: none"> • An equality impact assessment will be undertaken
26. Data Protection Impact Assessment	<ul style="list-style-type: none"> • The risk to personal data is low or non-applicable and a data protection impact assessment will not be undertaken.

Appendices

Appendix 1	Project Briefing
Appendix 2	Healthy Streets Plan Boundary
Appendix 3	Risk Register
Appendix 4	Programme
Appendix 5	Funding Source

Contact

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