

<b>Committees:</b> Streets and Walkways <i>[for decision]</i> Projects Sub <i>[for decision]</i>	<b>Dates:</b> 18 February 2021 23 February 2021
<b>Subject:</b> Bank Junction Improvements Project: All Change at Bank  <b>Unique Project Identifier:</b> 11401	<b>Gateway 4C:  Detailed Design  (Complex)</b>
<b>Report of:</b> Director of the Built Environment  <b>Report Author:</b> Gillian Howard – City Transportation	<b>For Decision</b>
<h1>PUBLIC</h1>	

<b>1. Status update</b>	<b>Project Description:</b> To improve the safety, air quality and pedestrian experience of the area around the Bank junction to reflect the historic and iconic surroundings with the appropriate sense of place  <b>RAG Status:</b> Green (Amber at last report to Committee) <b>Risk Status:</b> Medium (Medium at last report to committee) <b>Total Estimated Cost of Project (excluding risk):</b> £5-5.6 million <b>Change in Total Estimated Cost of Project (excluding risk):</b> N/A <b>Spend to Date:</b> £1,506,652 <b>Costed Risk Provision Utilised:</b> £0 (£95,000 approved at G4) <b>Slippage:</b> No
<b>2. Next steps and requested decisions</b>	<b>Next Gateway:</b> <i>Gateway 5: Authority to Start Work</i> <b>Next Steps:</b>

- Public Consultation on the proposals to be held (March/April 2021)
- A progress report outlining the public consultation findings will be submitted to Committee (July). Feedback from the consultation will be incorporated into the designs.
- The final design will then be submitted to Transport for London (TfL) for the relevant traffic modelling approval and subsequent Traffic Management (TMAN) scheme approvals.
- A Gateway 5 report would then be submitted in September/October 2021 for final City Corporation approvals to start construction following the successful completion of the statutory consultation of the Traffic Orders.

**Requested Decisions:**

Members of the Streets and Walkway's Sub Committee and Projects Sub Committee are requested to:

- 1) Approve the detail and programme set out within this report to go out to public consultation, including:
  - a) Agree to maintain the current restriction timings and mix of traffic of Monday to Friday 7am to 7pm on the 'open arms' to bus and cycle only as the base assumption for the consultation.
  - b) That Queen Victoria Street between Bucklersbury and Bank Junction is closed to all Motor Vehicles in an eastbound direction 24/7
  - c) That Threadneedle Street is closed to Motor Vehicles between the junction and Bartholomew Lane in both directions 24/7
  - d) That Princes Street is open to buses and cycles only in a northbound direction 24/7
  - e) That Princes Street southbound is also intended to be the route for traffic to access Cornhill for servicing, as well as bus and cycles.
  - f) Seeking views on potentially extending the restrictions times
  - g) Seeking views regarding the traffic mix during the hours of restriction
  - h) Seeking feedback on the various public realm enhancement proposals outlined in paragraphs 39 to 50.
- 2) Approve the following details to maintain pace of the programme.
  - a) Agree that for the reasons set out in this report the proposed traffic model submission for TfL traffic management approvals, has the 'open' arms of Cornhill

	<p>westbound, King William/Lombard Street and Poultry operating as Buses and cycles only Monday to Friday 7am to 7pm.</p> <p>b) Note that Members will be asked to approve the design, timings and mix of traffic following the public consultation, and should they consider it appropriate to seek amendments to the timing and vehicle mix assumptions (in 1a), these can still be considered prior to the scheme becoming operational at the end of 2022.</p> <p>3) Agree to delegate the final approval of the consultation material and consultation survey to the Director of the Built Environment in consultation with the Chairman and Deputy Chairman of Streets and Walkways Sub-Committee.</p> <p>4) Agree that the project can go to Projects Sub Committee in June ahead of the Streets and Walkways Committee in July if necessary, given the programme constraints.</p> <p>5) Agree that if necessary, delegated authority is given to the Town Clerk in consultation with the Chairman and Deputy Chairman of both Streets and Walkways and Projects Sub-committee, to consider the outcome of the public consultation to take minor design decisions, and/or agree changes to process or programme that require earlier approval ahead of the next available committee date in July.</p> <p>6) That a Costed Risk Provision of <b>£95,000</b> is approved to be retained (to be drawn down via delegation to Chief Officer)</p>
<p><b>3. Resource requirements to reach next Gateway</b></p>	<p>Resource requirements remain the same as reported in October 2020 (Gateway 4) which identified resources required to reach Gateway 5. Appendix 7 sets out the expenditure to reach Gateway 4 and the expenditure to date post Gateway 4.</p> <p><b>Costed Risk Provision requested for this Gateway:</b> No additional Costed Risk provision is requested from that approved at Gateway 4 and seek that we retain the £95,000 (as detailed in the Risk Register – Appendix 2). No Costed Risk Provision has been drawn down to date.</p>
<p><b>4. Design summary</b></p>	<p><b>Background:</b></p> <p>1. As agreed in the Gateway 4 report to Streets and Walkways and Projects Sub Committees in October 2020, and the Gateway 4b to Court of Common Council in December, one option in terms of junction arm closure/restriction was to be progressed to detailed design.</p>

2. This option includes the full closure of Threadneedle Street to motor vehicles (between Bartholomew Lane and the junction), and further restrictions to Princes Street and Queen Victoria Street.

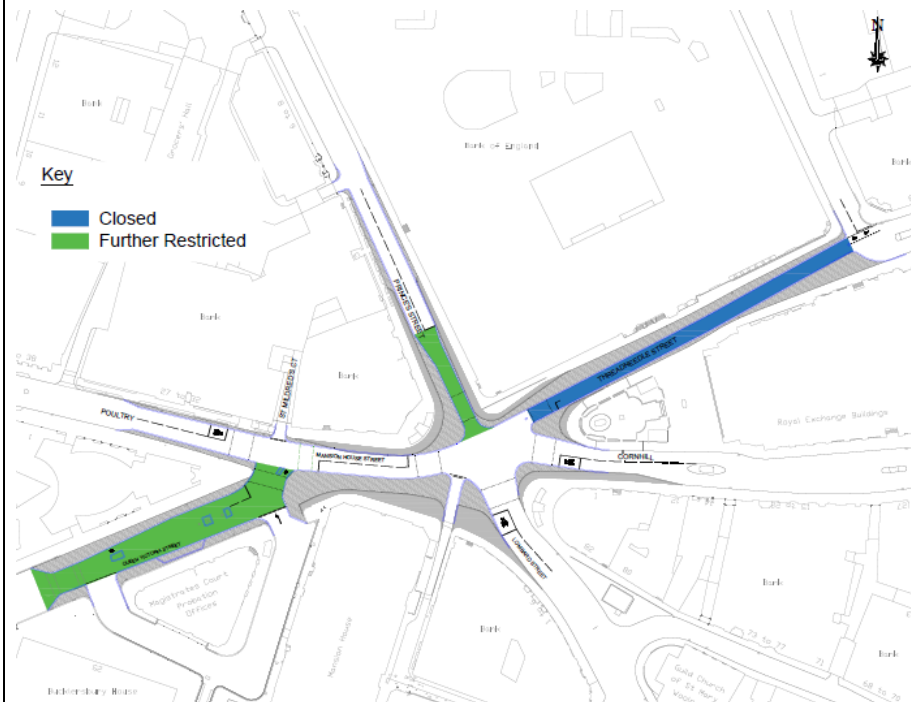


Figure 1: Closure/restriction option taken forward to detailed design.

3. This report sets out the progress of:

- The technical design and operation models,
- Sensitivity testing of other transport schemes that were introduced as part of the COVID recovery programme and which potentially could be retained.
- the design of the public realm; and
- the proposal for the formal public consultation planned for March and April 2021.

4. To recap the timeline for this project. In order to complete the physical changes at Bank Junction prior to the planned opening date for the Bank station capacity upgrade in late 2022, it is necessary to obtain final approvals for Gateway 5 by the end of October 2021. This timeline requires:

- Formal public consultation during March and April 2021
- Final traffic model audit by TfL to be completed by the end of June
- Consultation findings to be submitted to the July cycle of Committees

- Final highway designs, Road Safety Audits etc to be submitted for TfL Traffic management approvals (TMAN) during July/August 2021.
- Gateway 5 report submission for October 2021.

5. The objectives of the project are to

- Continue to reduce casualties
- Reduce pedestrian crowding levels
- Improve air quality
- Improve the perception of place as a place to spend time in.

6. This links to the Corporate Plan, Transport Strategy, Air Quality Strategy and the Climate Change Action Strategy as shown in Appendix 10.

**Progress:**

7. Since the last gateway report, a landscape architect has worked with the project team to identify opportunities for public realm enhancements and the setting out of the new spaces to complement the listed buildings that surround them. This work is presented in this report.

8. The Equalities Assessment is being reviewed and refined throughout the design development. We have sought consultancy support from Transport for All to advise and assist the developing design and support the public consultation and engagement exercises. Transport for All work as an advocacy group representing the needs of disabled and older people and provide consultancy support as a not-for-profit organisation. Their input will help to fully appreciate the nuances of the different needs of disabled people and how these can be accommodated to reduce barriers within the design and the operation of the scheme. They will also help to qualify the impact if it is not possible to mitigate the issue so that this can be fully considered as part of the Gateway 5 report. Appendix 8 shows the progress made to date on mitigating the issues raised in the interim Equalities Assessment published with the Gateway 4 report.

9. Transport for All's assistance in the public consultation and engagement exercise will also ensure that the materials produced, and online activities we plan to hold, are as accessible as possible to encourage comment and feedback from as wide an audience as possible.

10. There were a number of outstanding work streams that needed to be addressed in order to finalise the documentation for public consultation. These included:

- a. The design for public consultation

- b. The implications of COVID-19
- c. Sensitivity testing
- d. Timing & traffic mix changes
- e. The pace of the programme
- f. The development of public realm enhancement options

### **Design for Public Consultation**

11. Building on the decision of Members at the last Gateway stage, it is intended to focus the public consultation on three aspects, namely:

- the 'base design' in terms of junction closures and road layout
- the traffic controls & restrictions
- the public realm design within they newly created public space.

12. The base design includes items such as:

- the new kerb alignments
- repaving (reusing flags wherever possible)
- changes in pedestrian crossing alignments and associated traffic signal work
- lighting
- signing and lining
- the modal filter points
- drainage

13. This is not an exhaustive detailed list but covers the main areas that are essential to provide the platform for the subsequent enhancement work to deliver further place objective benefits.

14. The outline of the base design can be seen in Appendix 4. In terms of public consultation, this base design has few elements that can be substantially modified as they have been developed avoiding the key constraints of the site. However, feedback from the consultation will be used to modify the design where possible.

15. It is also intended at this stage that access to Cornhill during the restriction hours of 7am to 7pm Monday to Friday is maintained by vehicles accessing from Princes Street and travelling eastbound into Cornhill. Currently vehicles access by taking the sharp left into Cornhill from Threadneedle Street during these times. Westbound traffic restrictions would continue to be in place on Cornhill.

16. Feedback on this access route to Cornhill would be welcomed as it may be necessary to change this access point

depending upon what other schemes, if any, in the periphery are made permanent and how they operate. Assuming that the network operates as it did prior to the pandemic, Princes Street offers the easiest access to Cornhill for servicing capability and is included as part of the base assumption.

17. The main question for the public on the base design is whether they support:

- the closure of Threadneedle Street (outside the Bank of England) to motor vehicles. Access for cyclists in both directions is maintained.
- the closure of the entry/exit to motor vehicles onto/from Queen Victoria Street from the junction.
- the further restriction of Princes Street so that it operates with only one lane leading on to the junction but accommodates two-way bus and cycle movement (which is controlled by traffic signals).
- the general principle of the proposals to reprioritise space for pedestrian movement and the creation of space for other activities, such as seating, greening etc.

18. All of these elements are fundamental to the rest of the changes. If significant amendments are required following consultation, then this would put our ability to complete by the end of 2022 at considerable risk.

19. In addition, feedback on the proposed bus route rerouting to accommodate these changes is also likely to be sought. TfL are, at the time of writing, undertaking an internal consultation on the planned route changes before they can be confirmed to be included in our public consultation exercise.

#### **COVID-19 implications.**

20. The previous report in October touched on the uncertainty at the time of the City's recovery timescale from the pandemic. In particular, it was appreciated that some of the temporary sustainable travel and social distancing measures implemented by the City, might have the potential to impact the scheme if kept post recovery.

21. In terms of the City's approach to coordinating the Bank scheme with those measures that might be retained elsewhere, both sets of proposals are being led by the City Transportation team, ensuing an integrated and holistic approach.

22. All Change at Bank remains a key delivery priority, and it will be closely aligned to the evaluation of the existing Covid-related measures (see Sensitivity Testing below) and what might progress into Pedestrian Priority schemes. A report on this latter

workstream is expected to be considered by April's Planning & Transportation Committee.

23. In terms of Transport for London's measures, during the time of writing this report, TfL lost a judicial review regarding their Streetspace Programme Plan, Guidance and A10 (Bishopsgate) Traffic Order. This judicial review was brought by two of the taxi representative groups on the basis of retaining access for taxis. It is understood that TfL will be seeking an appeal. The timeframe for this is currently unconfirmed but it is thought it is likely to be determined by the summer.

24. Officers have been working with TfL on how the All Change at Bank scheme can operate both with and without TfL's scheme for Bishopsgate in place. However, given the uncertainty regarding the extent of change that TfL might deliver along this corridor, and what this might mean for traffic movement in the surrounding environment, officers propose that the public consultation focuses on the base proposal for Bank which assumes Bishopsgate remains open to all traffic.

#### **Sensitivity Testing**

25. The project undertook a number of traffic model sensitivity tests to see if the proposed arm closures and restrictions would work if:

- Bishopsgate/Gracechurch street were to remain under its temporary operation of bus and cycles only through the use of multiple bus gates.
- Cheapside remained no through route for motor traffic
- Leadenhall Street remained as bus and cycle only through the use of a bus gate in the middle section of the street.

26. These tests found that the impact of adding Bank to these schemes (separately or collectively) was relatively neutral in terms of bus and general traffic journey times implications. There were some forecast bus journey time implications associated with a Cheapside point closure, but if this restriction operated as a bus gate then the implications of having Bank operating as well is likely to be resolved.

27. However, this sensitivity work assumed that each of these 'temporary' schemes, when operating in heavier traffic conditions than the COVID traffic flows, provided their own mitigation strategies to minimise the journey time impacts of their schemes.



28. These potential journey time impacts are not part of the Bank projects remit to resolve, but to give comfort that if those schemes can demonstrate their viability in heavier traffic flows (the traffic modal flows are considered worst case) then the addition of the All Change at Bank project (operating as bus and cycles only during the restricted times) would not prejudice the ability to implement those schemes on a permanent basis. The project team continues to liaise on these matters to ensure compatibility as these other schemes develop.

**Timing and Traffic Mix.**

29. Significant work has been undertaken to assess the impact of amending the current timing or traffic mix through the junction. While available traffic models only focus on peak periods, it has been possible to conclude that reducing the hours of operation of the controls would be detrimental to the objectives of the scheme.

30. Further information on the timing workstream can be found in Appendix 3, but given all the uncertainty outlined above, it is proposed that the public consultation continues to seek public views on this matter to extend the hours of operation or change the mix of traffic to include Taxis, or both, if it were found to be appropriate at a later date. This information can then be fed back into these continuing workstreams.

**Pace of Programme:**

31. Given the work undertaken so far to establish a preferred base design, the public consultation will seek to validate that design in parallel to inviting comment on the broad question of the traffic mix and timings. Doing so will allow the project to remain on course to meet its tight programme and deliver the physical enhancements in time to support the opening of the Bank Station capacity upgrade.

32. The base design will essentially be what is submitted to TfL for the final 'proposed' traffic model for final audit. To keep to the programme for approvals, this proposed traffic model should be submitted for its final audit process by the end of May at the latest. Without the final model audit process, the scheme impact assessment for the traffic management approval cannot be prepared. Given that a decision on the future traffic mix and timing of the restrictions will not be taken by May, then it is proposed to submit the scheme with the existing timed restrictions and traffic mix in operation for our traffic management approvals.

33. The timing and traffic mix elements of the restrictions can then be considered when the uncertainty around the other matters has been resolved. Appendix 9 sets out the process and key milestones for the months ahead. This is in order to have the appropriate approvals in place for the subsequent Gateway 5 report in October. This submission would be based on the current restriction times and modes (bus and cycle), but should Members decide to amend these criteria at a later date, those amendments could still be considered and determined prior to substantial completion of the physical changes to the junction at the end of 2022. This is also shown in Appendix 9.

34. In light of recent events, officers are aware that decisions regarding transportation schemes are the focus of potential legal challenge related to governance and process. If a challenge were made against this project, it would have serious cost and programme implications. Given the current uncertainty regarding what other measures are proposed to be implemented across the network in the medium term, it is felt that the approach outlined in this report seeks to minimise this risk.

35. There is a risk of abortive costs of a further public consultation, if necessary, some additional traffic modelling approvals and, should it not be possible to resolve these outstanding items before the autumn of 2022, changing over of the signage to reflect any changes. These costs are relatively small in comparison to costs incurred during a legal challenge.

36. Alternatively, Members could agree to defer the public consultation until there is more certainty regarding the direction of the wider COVID temporary schemes. This includes TfL's appeal, which the timeframe for resolution is currently unknown. This might allow for more specific alternatives to be offered in the public consultation, but pausing now would also significantly put at risk the completion of the project in time for the Bank Station capacity upgrade.

37. Choosing to defer leaves a safety risk that pedestrian crowding in some areas of the junction which encourages pedestrians to step into the carriageway will occur if the City's daytime population does recover to similar pre COVID levels by the end of 2022, as assumed.

38. With the above in mind, Members are asked to confirm that they approve the continued pace of the project which aims to submit a Gateway 5 report in the October 2021 committee cycle on the basis of the above.

**Public Realm enhancement design:**

39. This design considers the necessary elements required to provide a healthy and accessible streetscape. The public realm has been designed to a high standard commensurate with its surroundings to create an appropriate sense of place. A simple, elegant design is proposed that respects the setting of the listed buildings and monuments and introduces greenery and seating where possible.

40. In line with the aims of the Climate Action Strategy, A 'hierarchy' approach to the planting design ensures that where it is feasible, greenery is introduced across the area. This involves planting street trees where there is space underground for their roots on Threadneedle Street and Queen Victoria Street. This will help to build climate resistance and provide shade. If we are able to implement all of them, this will make a significant visual impact to softening the impact of the existing stone surroundings and enhancing the setting of the listed buildings.

41. In-ground planting beds, potentially incorporating sustainable urban drainage, could be positioned on the south side of Queen Victoria Street where there are fewer underground utilities, forming the beginnings of a new 'green street'. This is subject to the finalisation of investigations regarding the underground structures in the area. An illustration of how this could look is in Appendix 5.

42. Elsewhere, underground structures severely limit planting opportunities and so above-ground large planters are proposed in appropriate locations.

43. The concept design includes creating a more permeable and accessible space in front of the Royal Exchange. This could be achieved by replacing the existing steps on the east side of the raised platform with a gentle slope to ensure accessibility to the raised area. An illustration of how this could look is in appendix 5

44. This raised platform could be further opened up by removing two planter walls on the west side and replacing these with continuous steps that can also double as informal seating. The existing timber benches will be retained and refurbished as necessary.

45. Threadneedle Street (where motor vehicle access will be removed) will become a pedestrian-focussed space that will be a more comfortable walking route as well as an attractive space to rest and enjoy. A dedicated two-way cycle lane is planned that will follow the alignment of the carriageway.

46. It is proposed to raise a section of the carriageway up to footway level outside the entrance to the Bank of England, linking to the Royal Exchange forecourt. This is to reinforce the pedestrian priority space and slow the cycle flow through this section. A threshold paving treatment is proposed to demarcate the space and link it to the Royal Exchange forecourt.

47. It is envisaged that Threadneedle Street will be used flexibly in the future for events and activities and it has been designed accordingly. In order to help boost the activation of the street and offer public amenity, moveable tables and chairs can be positioned close to the north façade of the Royal Exchange.

48. It is anticipated that the junction's pedestrian areas will, at some point, return to becoming a publicly accessible crowded space and therefore the design rationale needs to address how the public can be kept safe and feel safe from the perspective of public realm security. Bollards and other street furniture including planters are likely to be considered as ways to achieve this without impacting pedestrian accessibility and sight lines through the space.

49. It is proposed that the materials will be in keeping with the City's established palette and where possible existing paving will be retained or reused. Footways will be paved in York stone with carriageways in asphalt. Where raised tables are proposed, granite could be considered as a material choice to link with the conservation area. However, further work to assess if this feasible is required in terms of us ensuring that the requisite maintenance regime is affordable & sustainable as well as achieving this within the project budget.

50. It would be desirable to install new public art or a new monument in the future, particularly on the new wide area of new public space outside Mansion House. It is proposed that the specifics of this are considered outside of this project. The appointed landscape architect has suggested a preferred location for such a future installation, so the project design will ensure that this space is kept free of other street furniture.

51. It should be noted that in order to provide all of the elements in the public realm design outlined above, this is likely to exceed the estimated project budget of £5.6 million. The existing maximum of £5.6 million includes the project risk for delivering these proposals. Therefore, options for alternative funding sources are being investigated both internal and external to help secure more elements of the delivery of the public realm enhancements. Should alternative funds be identified, then authority will be sought to add these to the project budget for the

specific purpose of delivering the public realm enhancements identified.

52. If funds cannot be identified, a priority list of public realm enhancements will be presented at the Gateway 5. What can be achieved within the existing £5.6M budget will be identified at Gateway 5 and as the construction risk decreases of the functional base design, the next public realm items can be activated.

53. The work that the landscape architect has undertaken to date essentially sets a vision for what can be achieved. The base design will accommodate the foundations of this vision and the public realm enhancements can be added over time as funding is identified. This will be made clear within the public consultation that it may not be possible to deliver all of the elements consulted on at once, and may be a progressive phased approach.

54. Consideration will also need to be given to the increased maintenance costs for cleansing, open spaces and highways to maintain the new spaces and street furniture. This will be continued to work on as we develop the detail of the design and get a better understanding of this implication.

#### **Public consultation Methodology.**

55. It is planned to hold a virtual public consultation which predominantly will include a presentation/video of the proposals with an explanation of the benefits and impacts of the measures. This will be alongside a public consultation 'leaflet' drawing attention to specific areas of interest in terms of the consultation questions. Virtual 'drop in' meetings will also be arranged for members of the public to be able to ask officers any questions that they have. We will use the lessons learnt from the recent virtual consultation events undertaken for the Climate Action Strategy to help shape these and ensure successful engagement with a wide range of stakeholders.

56. A consultation period of six weeks is recommended. This is to ensure that there is time to ensure that a wide audience can be targeted and time for them to feedback. This may also offer the opportunity for some onsite awareness raising should the numbers of people returning to the City start to rise during April. It is anticipated that the consultation period will start in mid-March.

57. It is also intended that the project team will work with local Ward Members and other organisations and partnerships to encourage a wide response from the public and ensure that they

	<p>are aware of the consultation. Local businesses and occupiers will be approached to seek feedback.</p> <p>58. A third-party survey company is planned to be commissioned to design the consultation survey ensuring impartiality of the questions and the smooth running of the survey from a user's perspective.</p> <p>59. It is intended that the analysis will be undertaken inhouse to ensure that the feedback is able to be understood and actioned in terms of next steps for the design in the programmed timeframe. A public consultation response report will be prepared and submitted for consideration to the July cycle of committee.</p> <p>60. It is requested that approval is given in this report to go out of sync to Projects Sub Committee in June ahead of Streets and Walkways Committee if required to, to remain on programme for our external TfL approvals.</p> <p>61. If there are significant changes or opposition to the base design identified through the public consultation, then its requested that a decision is taken by the Town Clerk in consultation with the Chairmen and Deputies of Streets and Walkways and Projects Sub Committee as to the most appropriate next steps for the project in advance of the July Committee. This is requested because of the implications for the programme should this happen.</p>
<p><b>5. Confirmation that design solution will meet our SMART objectives</b></p>	<p>62. When the project was first initiated in 2013 the following were the desired outcomes for a design which:</p> <ul style="list-style-type: none"> <li>a) improves road safety for all;</li> <li>b) caters for growth of pedestrian and cycling numbers;</li> <li>c) relieves congestion which impacts on the area's character and appearance as well as reduces pollution;</li> <li>d) maintains the ability for businesses to undertake servicing and deliveries;</li> <li>e) delivers a place which feels safe; and</li> <li>f) retains its ability to provide the processional route for the Lord Mayor's show.</li> </ul> <p>63. The design presented in this report has retained these design values and is believed to deliver on all of these criteria.</p> <p>64. The original 2013 objectives have been maintained but the baseline and strategy associations have been updated to reflect the new policy aspirations. New baselines have been set</p>

to incorporate the impact of the Bank on Safety outcomes vs the addition of the All Change at Bank project:

**a)** The delivery of a simplified junction which reduces the amount of conflict to improve safety. This can be measured by a reduction in total casualties at the junction

- With specific interest in significantly reducing:
  - pedestrian casualties at the junction
  - cycling casualties at the junction

65. In Appendix 6 for the area that the project defines as Bank junction, a table can be found of all casualties that occurred in this area for each year since 2012 to 2019 which is the latest dataset available. This also identifies the number of pedestrian and cycling casualties for those years.

66. It is anticipated that the proposed design will reduce the conflict by providing wider footways and crossings, reducing the need for pedestrians to step into the road to overtake slower moving pedestrians. A narrower carriageway for vehicles will also reduce the amount of road space pedestrians need to view before taking a decision to informally cross and improve the visibility of vehicles (including cyclists) approaching. Narrower carriageway widths should also assist cyclists in being able to take a secure position across the junction and have less carriageway to view for pedestrians who may be crossing informally.

**b)** Reduce NO<sub>2</sub> (nitrogen dioxide) levels at this location by reducing the number of motorised vehicles using the area.

- The Corporate Air Quality strategy 2019-2024:
  - A measure of success for the Strategy will be consistent compliance with health-based air quality Limit Values and WHO Guidelines measured using a network of robust air quality monitoring equipment

67. In Appendix 6 is an extract of the latest Air Quality Annual Status report published in 2019 and the provisional results for 2020 of the air quality monitoring specifically put in at Bank and the surrounding areas to assess changes in NO<sub>2</sub>. Data started to be collected in 2016 for the Bank Area. As can be seen, few of the sites monitored met the WHO guideline maximum of 40 µ/gm<sup>3</sup> as an annual average, though improvements have been seen year on year. The preliminary 2020 data shows that NO<sub>2</sub> levels decreased further due to the reduced traffic levels in 2020, however approximately half of the monitoring sites around Bank still exceeded the annual limit indicating further work is still required.

**c)** Improved pedestrian crowding levels at crossing points around the junction

- The Transport Strategy sets an aim of achieving a B+ Pedestrian comfort level on footways and crossings
- The Climate Action Strategy action 6.1 is for pavement widening to comfort level A+

68. As set out in the previous gateway report, the phased improvements of forecast comfort levels for footways based on 2018 pedestrian data, will largely meet the objective of the Transport Strategy where improvements are proposed to be made. Appendix 6 contains the previously published pedestrian comfort level table. With continued pedestrian growth, the Transport Strategy Comfort Levels aims will not be met in many sections across the junction. It is unlikely that the Climate Action Strategy aim of A+ can be achieved in this location without further restrictions to vehicle access which are not considered viable at this stage.

**d)** Improved public perception of the 'place function' as a location to visit and spend time in, rather than to pass through.

69. It had been the intention to undertake survey work to establish a baseline of how long people dwelled in the area and a perception survey which would be rerun following the project. However, it was not possible to do this survey in 2020 and it looks increasingly unlikely that the summer of 2021 will provide a representative sample prior to work commencing. In order to get some measure, we will need to consider using a perception surveys as a way of identifying changes in attitude and behaviour after the completion of the scheme. This would need to ask people to compare to how they used to use the space

70. In addition, the Healthy Streets audit, which was completed in Autumn 2019 prior to the temporary footway widening work starting, can be recommissioned. This audit was intended to be redone in Autumn 2020 to assess the impact of the temporary widening. However, this did not happen due to the pandemic and the impact on the numbers of people travelling. We will seek that this audit is undertaken again following the proposed changes. This will be used to indicate whether the facilities to encourage people to spend time, rather than pass through, have been improved, and by how much in comparison to the 2019 survey. A Healthy Streets design assessment is also being completed on the proposed design. If we are able to commission an audit in the autumn of 2021 prior to physical works starting at the junction, this will give an intermediary position to compare to also.



<p><b>6. Risks</b></p>	<p>71. No Change to Costed risk requested. It is requested that the existing provision is retained to Gateway 5.</p> <p>72. Further information available in the Risk Register (Appendix 2).</p> <p>73. The main risks still relate to the level of uncertainty and how this could impact the programme. There is greater comfort than at Gateway 4, that the City's Covid recovery temporary measures, are largely compatible with the Bank project operating in addition to those schemes.</p> <p>74. The bigger uncertainty at this time is regarding the TfL Streetspace programme and the recent judgement. This risks an increase in officer time dealing with the enquiries in relation to what may be considered similarities in design between this project and the operation of the current Bishopsgate scheme. There is a risk of legal challenge after the Gateway 5, but the only mitigation is to ensure that due diligence is continued to be undertaken to minimise this risk.</p>
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## Appendices

<b>Appendix 1</b>	Project Coversheet
<b>Appendix 2</b>	Risk Register
<b>Appendix 3</b>	Timed restrictions assessment
<b>Appendix 4</b>	Base design
<b>Appendix 5</b>	Public realm draft design
<b>Appendix 6</b>	Objectives: Baseline data
<b>Appendix 7</b>	Finance tables
<b>Appendix 8</b>	Equalities analysis progress.
<b>Appendix 9</b>	Programme and Approvals chart.
<b>Appendix 10</b>	Strategy and policy links

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