

<b>Committees:</b> Streets and Walkways Committee - <i>for information</i> Projects Sub - <i>for information</i>	<b>Dates:</b> 08 July 2021 23 July 2021
<b>Subject:</b> City Cluster Healthy Streets Plan  <b>Unique Project Identifier:</b> 12071	<b>Regular Progress Report</b>
<b>Report of:</b> Director of the Built Environment  <b>Report Author:</b> Averil Pittaway, City Transportation	<b>For Information</b>
<h1>PUBLIC</h1>	

<b>1. Status update</b>	<b>Project Description:</b>  Following adoption of the Transport Strategy and City Cluster Vision by the Court of Common Council in May 2019, work is underway to implement changes to the way streets within the City Cluster are managed and used by motor traffic and people walking and cycling.  The first phase of work is the development of the City Cluster Healthy Streets Plan. The Healthy Streets Plan tests the feasibility of the proposals in the City Cluster Vision and sets out the traffic management changes required to provide pedestrian priority and a high quality and safe public realm for workers and visitors. It also identifies where experimental and interim changes to the function of streets can be made to demonstrate and test the benefits.  Transport and public realm changes across the City Cluster are coordinated through the City Cluster Programme. This contains three workstreams delivering Traffic Reduction and Pedestrian Priority, Wellbeing and Climate Resilience, and Activation and Engagement.  The Healthy Streets Plan is the first phase of delivering change through the Traffic Reduction and Pedestrian Priority programme that includes proposing traffic access restrictions and public realm improvements.
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	<p>It should be noted that the proposals cannot be implemented without traffic orders being made. Decisions on whether or not to make those traffic orders will be subject to separate decision-making processes which will have regard to the relevant statutory criteria, the City's traffic authority functions and duties and statutory notification and/or consultation procedures. The outcome of that process cannot be pre-judged. The proposals outlined in this report are all subject to decisions on the traffic orders which would be required.</p> <p><b>RAG Status:</b> Green</p> <p><b>Risk Status:</b> Low</p> <p><b>Total Estimated Cost of Project (Healthy Street Plan development) (excluding risk):</b> £256,000 (approved budget is £282,433)</p> <p><b>Spend to Date:</b> £246,062</p> <p><b>Costed Risk Provision Utilised:</b> N/A;</p>
<p><b>2. Key points to note</b></p>	<p><b>Next Gateway:</b> Choose an item. Gateway 6</p> <p><b>Key Points:</b></p> <ul style="list-style-type: none"> <li>• This progress report summarises the key elements of the Healthy Streets Plan. The Healthy Streets Plan report is provided in Appendix 2.</li> <li>• There are no physical works to be delivered as part of this project; the Healthy Streets Plan is the deliverable.</li> <li>•</li> </ul>
<p><b>3. Reporting period</b></p>	<p>January 2020 - June 2021</p> <p><i>(work on the Healthy Streets Plan was paused for 8 months during this period due to COVID-19)</i></p>
<p><b>4. Progress to date</b></p>	<p>4.1 All elements of the development of the Healthy Streets Plan have now been completed.</p> <p>4.2 The Healthy Streets Plan consists of work undertaken on:</p> <ul style="list-style-type: none"> <li>• Identifying proposed traffic management changes to enable the delivery of the City Cluster Vision</li> <li>• Considering how changes help deliver other priority workstreams and supporting initiatives</li> <li>• Testing the changes using traffic modelling to understand the impacts on journey times of buses and general motor traffic and the cumulative impact with other projects such as All Change at Bank</li> <li>• Identifying constraints impacting delivery of projects e.g. construction works</li> <li>• Setting out the approach and timetable for delivery</li> </ul>

### Proposed Traffic Management Changes

4.3 The proposed traffic management changes will enable the transformational public realm proposals in the City Cluster Vision to be delivered by reducing overall traffic levels and restricting motor traffic on certain streets. This will allow carriageway space to be reallocated from motor traffic to space for people walking and cycling and potentially new areas of greening and seating. It will allow footways to be widened and enable people walking to use the full width of the street to provide improved pedestrian comfort levels and accommodate future growth.

4.4 The traffic management changes therefore propose to only allow vehicle access to properties and spaces within the City Cluster. Through traffic would be restricted from travelling within the City Cluster and instead redirected to use the perimeter streets of Bevis Marks, Houndsditch, Fenchurch Street and Bishopsgate. The traffic management measures will:

- ensure the City Cluster's streets better reflect their place in the City of London street hierarchy as set out in the Transport Strategy
- help to deliver the Climate Action Strategy targets of implementing 25km of pedestrian priority streets
- make up the first phase of vehicle emission reductions for the proposed City Cluster Zero Emission Zone
- make up the first phase of the City Cluster Security Strategy by reducing the traffic levels within the City Cluster

4.5 The tables below summarise the proposed traffic network changes identified in the Healthy Streets Plan for Local Access streets and City Access streets in Table 1 and 2 respectively.

**Table 1: Proposed traffic management changes to streets within the City Cluster (Local Access Streets)**

Street	Change Required	Proposed Traffic Management Change	
St Mary Axe	Moderate	Timed restriction for motor traffic (daytime closure or peak hours)	
Leadenhall Street	Moderate (Option 1) / Significant (Option 2)	<b>Option 1</b> Carriageway narrowing and traffic calming	<b>Option 2</b> Vehicles permitted for local access only (timed or constant) via a point closure between St Mary Axe and Billiter Street

<b>Lime Street</b> (between Fenchurch Avenue and Lime St passage)	Minimal	Timed restriction for motor traffic (daytime closure)
<b>Bury Street, Mitre Street and Creechurch Lane</b>	Minimal	Access only restriction for motor vehicles with possible timed closures

**Table 2: Proposed traffic management changes to City Cluster Perimeter Streets (City Access Streets)**

Street	Change Required	Traffic Network Change
<b>Fenchurch Street</b>	Minimal	Reduced network capacity through improved pedestrian crossings
<b>Bevis Marks</b>	Minimal	Reduced network capacity through reallocation of traffic lane to cycle lane and improved pedestrian crossings.
<b>Bishopsgate</b> <i>*Managed by TfL*</i>	Significant	To be determined by TfL but possibly to include traffic restrictions on segments of the street and carriageway reallocation

**Traffic Modelling**

4.6 The changes set out in the tables above have been tested for their impacts on bus and general traffic journey times using VISSIM traffic modelling. The modelling gives an initial indication of whether the proposals are feasible in terms of the impact on buses and motor traffic.

4.7 This model has not been through Transport for London’s MAP approval process, but the input and methodology has been approved in principle by their modelling team. The traffic modelling inputs are based on pre-COVID-19 traffic counts. A summary of the results of key scenarios are set out in Table 3.

**Table 3: Traffic Modelling Outputs**

Scenario	Results
Changes to: <ul style="list-style-type: none"> <li>streets within the Cluster (Local Access Streets)</li> </ul>	Increased journey times on Bevis Marks as traffic is rerouted from within the City Cluster (+5-7mins)
Changes to: <ul style="list-style-type: none"> <li>streets within the Cluster <i>and</i></li> <li>the perimeter streets (City Access Streets) <u>except</u> Bishopsgate <i>with</i></li> </ul>	Smaller increases in journey times on Bevis Marks (+2-3mins) but increases in journey times on Fenchurch Street and Bishopsgate northbound.

- more traffic rerouted to use Fenchurch St to alleviate journey times on Bevis Marks

4.8 The results for the testing of the scenarios above show that they are feasible options for delivery if mitigation measures are provided for alleviating the bus journey time increases on Bevis Marks. This is mainly associated with the point closure on Leadenhall Street, and this measure would need further approvals from Transport for London.

**Approach to delivery**

4.9 To deliver the traffic management changes it is proposed to seek approval for experiments to first take place under Experimental Traffic Orders. As part of the City’s transport response to the COVID-19 pandemic, a number of measures were implemented in the City Cluster to provide more space for people walking and cycling and allow for social distancing in public spaces. These changes broadly resemble the traffic network changes proposed in this Healthy Streets Plan and were implemented as Temporary Traffic Orders.

4.10 The proposed approach is to build on the measures delivered through the Temporary Traffic Orders and develop updated schemes to be implemented as experiments using Experimental Traffic Orders.

4.11 This will include the assessment of monitoring information and feedback from the temporary measures and engagement with local businesses and stakeholders. If following further monitoring and public consultation once the experiments are in place they are considered to be successful, then approval would be sought to make the Orders permanent.

4.12 Interim and temporary measures to widen footways, install planters and greening, and improve the public realm will also be delivered where feasible in line with any approved Experimental Traffic Orders. These measures can be implemented with high-quality materials that provide a permanent feel but are easily removed or modified. The materials can then be reused in any permanent measures or in other locations. The planters and greening installations are also an opportunity to trial different types of climate resilient planting as part of the Climate Action Strategy greening pilot schemes.

	<p>4.13 Following the implementation of permanent traffic management changes (if approved), more significant and enhanced improvements are proposed to deliver transformational and permanent public realm changes to the streets. The level of construction work in the City Cluster is significant and will need to be considered before improvements can be implemented. Where permanent changes are constrained by construction sites or construction access, further interim and semi-permanent measures will be sought to allow some improvements to be made sooner.</p> <p>4.14 Most of this transformational change is likely to be made from 2023 onwards, which ties into the end of experimental traffic schemes and when a number of developments are expected to be completed. This will be reviewed, alongside the latest development information, at regular intervals over the next two years to help inform more detailed delivery dates and designs. Scope of works will also be considered based on funding sources and funding availability.</p>
<p><b>5. Next steps</b></p>	<p>5.1 The next step for the City Cluster Healthy Streets Plan project is to close the project and submit the Gateway 6 report to Corporate Projects Board and Committees.</p> <p>5.2 The next steps for the Pedestrian Priority and Traffic Reduction programme is to seek approval for Experimental Traffic Orders, and if approved and made, to trial the proposed traffic management measures on St Mary Axe and Leadenhall Street. These will be delivered as individual projects and will proceed through the Gateway process.</p> <p>5.3 The Healthy Streets Plan provides the framework for further stakeholder engagement. This engagement will be undertaken as part of the initial scheme development for the proposed traffic management measures and will be coordinated with a wider stakeholder engagement plan at the City Cluster Programme level.</p>

## Appendices

<b>Appendix 1</b>	Project Coversheet
<b>Appendix 2</b>	Healthy Streets Plan Report

## Contact

<b>Report Author</b>	Averil Pittaway
<b>Email Address</b>	<a href="mailto:Averil.pittaway@cityoflondon.gov.uk">Averil.pittaway@cityoflondon.gov.uk</a>