

Committees: Corporate Project Board Streets and Walkways – for decision Projects Sub – for decision	Dates: Urgency 08 July 2021 23 July 2021
Subject: City Streets: Transportation response to support Covid-19 recovery - Phase 3 – Issues report Unique Project Identifier: <i>PV Project ID: 12217</i>	Regular Issues report (Gateway 5)
Report of: Director of the Built Environment Report Author: Maria Herrera	For Decision
<h1>PUBLIC</h1>	

1. Status update	Project Background <p>Phases 1 and 2 of the City’s Covid-19 Transportation recovery strategy consisted of temporary traffic management measures on City streets to provide additional spaces for people to walk and cycle socially distanced. A Gateway 6 report on these two phases was approved by Planning and Transportation Committee and Projects Sub Committee in April 2021.</p> <p>Phase 3 relates to temporary greening and seating measures, queue management, cycle parking and Charterhouse School Street. This report focusses on the Greening and Seating measures which were progressed following the approval of a Gateway 5 report in August 2020. To date, these measures have successfully been delivered in 10 sites across the City, see Appendix 2 for detailed information and pictures.</p> <p>Project Status:</p> <p>The design and implementation of temporary on-street seating and greening measures, as part of the City’s Covid-19 street response, has been successfully delivered in ten locations across the Square Mile. These measures have supported the local economy, providing additional, high quality, outdoor space adjacent to businesses offering food and beverage.</p>
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The response from City businesses to these measures has been positive. The Cheapside Business Alliance, for example, has agreed to fund further seating and greening in their area, given the popularity of these measures to date. In addition, a further £60,000 of Government funding to aid recovery has been awarded to the Corporation to provide more temporary seating and greening. Information on these additional measures is provided in Appendix 2.

In addition, Bloomberg, as a major City occupier, have approached the Corporation to propose the delivery of an 'asphalt art' programme, to complement the existing Covid-19 street response. This comprises the use of temporary, artistic designs on the footway and carriageway at locations between Cannon Street station and Cheapside. The Culture, Heritage and Libraries Committee endorsed the proposal, in principle, in June 2021, subject to the required approvals overseen by this Sub-Committee. The Cheapside Business Alliance also supports the 'asphalt art' initiative and this report confirms the offer of funding from both Bloomberg and the Cheapside Business Alliance to design and deliver 'asphalt art' in partnership with the Corporation. The Greater London Authority (GLA) and London Design Festival (LDF) will provide marketing support as part of the Let's Do London campaign and festival programme respectively.

The various funding offers and successful bids described above, represent an excellent opportunity to leverage a small amount of the existing budget from this Covid 19 street response (Phase 3) project to secure over £290,000 of external funding. This will fully fund further temporary measures on street in support of City recovery and in partnership with City businesses. The funding offers and bids require these recovery measures to be delivered in Summer and Autumn 2021.

RAG Status: Green

Risk Status: Low [Low]

Total Estimated Cost of Project (excluding risk): £801,500
(Please note this is for Phase 3 only and includes "asphalt art" initiative)

Change in Total Estimated Cost of Project (excluding risk):
Increase of £292,850 since last report to Committee (£801,350 - £508,500)

Spend to Date: £351,995

	Costed Risk Provision Utilised: none.																								
2. Requested decisions	<ol style="list-style-type: none"> 1. Note the progress to date on the implementation of the Covid-19 street recovery project (Phase 3). 2. Approve the delivery of additional seating and greening measures as described in the report. 3. Approve the budget adjustment and increase as set out in Section 3 - Table 2, at a total project cost of £580,500 to continue the management and delivery of the project. 4. Note the approval, in principle, of the 'asphalt art' initiative from Cultural, Heritage and Library Committee on 14th June for up to 5 sites, subject to funding and the required highway approvals, overseen by this Sub-Committee. 5. Approve the addition of the 'asphalt art' initiative within this Covid-19 recovery Phase 3 project, to be progressed with a separate Gateway 5 report, submitted under delegated authority. The delivery of the asphalt art is externally funded at a cost of £220,000. 																								
3. Budget	<p>The proposed additional measures are to be funded from the underspend from the project and additional external funding (at a total of £292,000), which has been identified as follows:</p> <ul style="list-style-type: none"> - £ 60,000 from separate bids to the Government <i>Reopening High Street Safely Fund</i> and the <i>Welcome Back Fund</i> for seating and greening measures. - £12,000 from the Cheapside Business Alliance to deliver additional seating in Cheapside. - £70,000 from the Cheapside Business Alliance to contribute to the 'asphalt art' initiative. - £150,000 from Bloomberg Philanthropies for the design and delivery of the 'asphalt art' initiative. <table border="1" data-bbox="512 1576 1449 1989"> <thead> <tr> <th colspan="4">Table 1: Spend to Date - City Streets Covid-19 Recovery Ph 3 - 16800432</th> </tr> <tr> <th>Description</th> <th>Approved Budget (£)</th> <th>Expenditure (£)</th> <th>Balance (£)</th> </tr> </thead> <tbody> <tr> <td>Env Servs Staff Costs</td> <td>6,500</td> <td>1,687</td> <td>4,813</td> </tr> <tr> <td>Open Spaces Staff Costs</td> <td>6,000</td> <td>5,910</td> <td>90</td> </tr> <tr> <td>P&T Staff Costs</td> <td>118,450</td> <td>115,031</td> <td>3,419</td> </tr> <tr> <td>P&T Fees</td> <td>10,000</td> <td>5,898</td> <td>4,103</td> </tr> </tbody> </table>	Table 1: Spend to Date - City Streets Covid-19 Recovery Ph 3 - 16800432				Description	Approved Budget (£)	Expenditure (£)	Balance (£)	Env Servs Staff Costs	6,500	1,687	4,813	Open Spaces Staff Costs	6,000	5,910	90	P&T Staff Costs	118,450	115,031	3,419	P&T Fees	10,000	5,898	4,103
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Purchases	3,550	2,700	850
Env Servs Works	275,150	193,109	82,041
Open Spaces Works	27,850	27,620	230
Maintenance	61,000	-	61,000
TOTAL	508,500	351,955	156,545

Table 2: Resources required to reach next Gateway - City Streets Covid-19 Recovery Ph 3 (incorporating asphalt art)- 16800432

Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
Env Servs Staff Costs	6,500	(4,813)	1,687
Open Spaces Staff Costs	6,000	3,000	9,000
P&T Staff Costs	118,450	20,000	138,450
P&T Fees	10,000	30,000	40,000
Purchases	3,550	(850)	2,700
Env Servs Works	275,150	17,663	292,813
Open Spaces Works	27,850	7,000	34,850
Maintenance	61,000	0	61,000
TOTAL	508,500	72,000	580,500

Table 3: Funding sources – City Streets Covid-19 Recovery Ph 3 - 16800432

Description	Amount
City Fund - OSPR	508,500
Reopening High Streets Safely Fund**	30,000
Welcome Back Fund**	30,000
Cheapside Business Alliance*	12,000
TOTAL	580,500

* subject to funding being received

** funding released upon completion of works to reimburse CoL costs

Table 4: Funding sources – “Asphalt Art” initiative	
Description	Amount
Cheapside Business Alliance*	70,000
Bloomberg Philanthropies*	150,000
TOTAL	220,000

* subject to funding being received

Costed risk provision requested for this gateway: none

4. Issue description	<p><u>Covid-19 Streets Recovery Phase 3 measures:</u> (Refer to Appendix 2)</p> <p>4.1 In line with the aims of the City’s Covid-19 street response, a phase 3 of the project was developed to deliver on-street temporary seating and greening measures with 10 sites implemented between December 2020 and January 2021. The design intention was focused on providing outdoor seating and greening interventions utilising carriageway space to provide outdoor public spaces for people to dwell and enjoy. The site interventions also respond to the need to support the local business community and create an attractive outdoor environment for safe social interaction.</p> <p>4.2 The 10 interventions delivered to date are located in proximity to local amenities, food and beverage outlets and principal shopping streets (refer to summary of sites and pictures included in Appendix 2). In addition, the selection criteria took into consideration the following elements:</p> <ul style="list-style-type: none"> - Streets with medium-low levels of traffic, as well as building on the initial phases of the Covid-19 Transport Strategy which delivered a number of traffic restrictions across the City. - Footway widths to ensure sufficient space is provided to support social distancing. - Areas which perform better within the thermal comfort guidance. - Areas where demand was identified due to the site condition and existing business (food and beverage in particular) - Likelihood for pedestrian footway crowding - Sites which have a forthcoming public realm and transportation project, in order to test solutions and inform the delivery of permanent changes. <p>4.3 The greening and seating measures delivered to date received positive feedback from local businesses and BIDs.</p>
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The seating and greening measures in Middlesex Street were particularly well received, with the Lord Mayor and the City of London Sheriffs attending the launch of the new alfresco seating area on 12th April 2021. Measures in Chancery Lane and Cheapside received also lots of supportive comments, and local businesses in other parts of the City also welcomed the additional greening and seating area for people to enjoy and have their lunch(see Appendix 2 for more information and feedback).

4.4 Following the success of the measures delivered to date, it is now proposed to deliver additional interventions where demand from local stakeholders has been identified, and space is available. A number of sites for these additional interventions have been identified and are proposed to be delivered in September (see locations in Appendix 2). Feasibility assessments and internal consultation with colleagues have indicated that the proposed sites will have minimal impact on the road network, whilst delivering important benefits to City workers and visitors.

4.5 Complementary to the above site interventions, the City is working with Sustrans, a UK walking and cycling charity to deliver a parklet in the Golden Lane area. The parklet is currently being developed in consultation with the local community, through a co-design process with local residents from the Golden Lane estate, nearby schools and CoL officers. Engagement workshops have been organised by Sustrans to initiate the process and develop design options in line with stakeholders' objectives. The cost of the design process, stakeholder engagement, implementation, and maintenance is to be fully covered by Sustrans who received a separate grant from TfL (see Appendix 4 for further information).

Bloomberg Asphalt Art project:

4.6 The City Corporation was approached by Bloomberg to propose the programme in the Square Mile. The asphalt art initiative responds to the growing number of cities around the world embracing art as an effective strategy to activate their streets, aiding recovery post-pandemic and improving the attractiveness of cities as places in which to dwell and spend time. The focus of the initiative is to create artistic interventions on footways and carriageways using paint or thermoplastic. Such interventions have been shown to improve safety in reducing vehicles speed and create vibrant urban areas.

4.7 The 'asphalt art' project is a key part of the Recovery Task Force Vibrant Offer in creating a vibrant and visually exciting

environment for workers, visitors and residents to enjoy, making the City a more dynamic place where people want to spend more time and return. The project includes a participatory element which will allow to directly engage with local people stakeholders encouraging them to come into the City to take part on the activity.

4.8 Bloomberg are quoted as follows: “*The Asphalt Art Initiative grant program is designed to fund visual art interventions on roadways, pedestrian spaces, and public infrastructure with the goal of: improving street and pedestrian safety, revitalizing and activating underutilized public space, promoting collaboration and civic engagement in local communities*”.

4.9 The Culture, Heritage and Libraries Committee endorsed the proposal, in principle, in June 2021, subject to the required approvals overseen by this Sub-Committee. The Cheapside Business Alliance also supports the ‘asphalt art’ initiative and this report confirms the offer of funding from both Bloomberg and the Cheapside Business Alliance to design and deliver asphalt art in partnership with the Corporation. The Greater London Authority (GLA) and London Design Festival (LDF) will provide marketing support as part of the Let’s Do London campaign and festival programme respectively.

4.10 Specific locations for the possible delivery of asphalt art in the Square Mile were identified following an initial assessment of sites that were complementary to existing Covid-19 street response measures and meet one of the following criteria:

- Arrival points into the City
- Areas with high number of food and beverage retail
- Close to visitor destinations

Following feedback from officers in Planning and Highways, five sites between Cannon Street station and Cheapside were selected and presented to Bloomberg and the Cheapside Business Alliance. The funding now offered by these organisations can fully fund the design and implementation of asphalt art in four locations. These are:

- Cannon Street/Walbrook junction
- Cannon Street/Queen Street junction
- Cheapside/King Street/Queen Street junction
- Cheapside/New Change junction

The asphalt art is proposed to be delivered within the marked areas of the signalised pedestrian crossings at these locations.

4.11 Particular consideration will be given to matters of sustainability and the impact on users of City streets. The artwork will be created using non-toxic, biodegradable paint or thermoplastic using recycled material and a commitment made

	<p>to recycle those materials used as part of this programme. The brief for the artist will require designs to address colour contrast, number of colours and pattern types to ensure no negative impact on any user of these crossings. A Road Safety Audit will be carried out and the City of London Access Group (CoLAG) will be consulted on the designs once they are produced. The impacts of the installation will be monitored, and further details will be provided at Gateway 5.</p> <p>4.12 Installation of the artworks is planned to commence in September 2021. City workers, residents and visitors will be invited to participate in painting the artwork to be installed at the Cannon Street/Queen Street junction as part of the London Design Festival between 12-26 September. The proposed next steps and programme are presented in Appendix 3.</p>
<p>5. Options</p>	<p>Option 1: Do nothing and all external funding to be returned.</p> <p>Option 2: Deliver greening and seating measures only and return external funding offered for the ‘asphalt art’ initiative.</p> <p>Option 3: Deliver greening and seating measures and progress the ‘asphalt art’ initiative, subject to relevant required approvals.</p> <p>The various funding offers and successful bids described in this report, represent an excellent opportunity to leverage a small amount of the existing budget from this Covid 19 street response (Phase 3) project to secure over £290,000 of external funding. This will fully fund further temporary measures on street in support of City recovery and in partnership with City businesses. Option 3 is, therefore, recommended.</p>

Appendices

- Appendix 1. Project Coversheet
- Appendix 2. Summary of existing and additional site interventions.
- Appendix 3. Bloomberg Asphalt Art project
- Appendix 4. Sustrans - parklet in Golden Lane area
- Appendix 5. Risk register

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