

This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.

| | |
|--|--|
| Committees: Streets and Walkways Sub-Committee <i>[for decision]</i> Projects Sub-Committee <i>[for decision]</i> | Dates: 12 October 2021 20 October 2021 |
| Subject: Pedestrian Priority Programme – Phase One Interventions Unique Project Identifier: 12269 | Gateway 3/4/5: Authority to Start Work Regular |
| Report of: Executive Director Environment Report Author: Kristian Turner, City Transportation | For Decision |
| <h1 style="margin: 0;">PUBLIC</h1> | |

| | |
|-------------------------|---|
| 1. Status update | <p>Project Description: A three-year programme implementing pedestrian priority schemes across the Square Mile to enhance the comfort and safety of people walking. The programme will directly help deliver the Transport Strategy and Climate Action Strategy.</p> <p>Purpose of this report:</p> <ul style="list-style-type: none"> • To seek Members’ authority to retain the existing Phase 1 on-street interventions as Experimental Traffic Orders: <ul style="list-style-type: none"> ○ Cheapside (east of Bread Street) ○ Old Jewry ○ King Street ○ King William Street & Abchurch Lane ○ Threadneedle Street / Old Broad Street (S) ○ Chancery Lane • To inform Members of key findings to date, risks and next steps <p>RAG Status: GREEN</p> <p>Risk Status: Medium (Low at last report to committee).</p> <p>Total Estimated Cost of Project (excluding risk): £6 to £8million</p> <p>Change in Total Estimated Cost of Project (excluding risk): No change</p> <p>Spend to Date: £43,419</p> <p>Costed Risk: £473,200</p> |
|-------------------------|---|

This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.

| | |
|--|--|
| 2. Next steps and requested decisions | <p>Next Gateway: Phase 1 - Progress (Issues) Report</p> <p>Next Steps: Subject to receiving approval under the Traffic Management Act (TMAN) from Transport for London (TfL), for Phase 1 of the programme, the next steps following approval this Gateway Report are set out below:</p> <ol style="list-style-type: none">1. Engage with local stakeholders to communicate the traffic experiments and how feedback can be provided2. Set up works budget and procure materials, signs, and civils3. Agree monitoring strategy with TfL4. Notify Statutory Parties¹ on intent to make Experimental Traffic Orders (ETOs)5. If any responses from the Statutory Parties raise significant or unexpected concerns, the matter will be reported back to Members for decision6. Subject to the Executive Director Environment, in consultation with the Chairman and Deputy Chairman, deciding to proceed with the ETO after considering any responses from the Statutory Parties, the Deputy Director shall:<ol style="list-style-type: none">a. Make the ETO'sb. Commence minor civils works7. Phase 1 Pedestrian Priority Streets measures 'Go Live' (i.e. ETO comes into force):<ol style="list-style-type: none">a. Six-month statutory public consultation period (on ETO) begins through online consultation portalb. Enforcement commences after appropriate warning notice periodc. Issue an update report to Members (after 4 months)d. Monitoring of scheme impacts (minimum 6 months)8. Issues Report with recommendations (~8–12 months after 'Go Live') <p>Phase 2 pedestrian priority measures (as described in paragraph 11-13) continue to be developed and a Gateway 3-5 Report is scheduled to be presented to this committee in February 2022.</p> <p><u>Requested Decisions:</u></p> <p>Subject to the Phase 1 schemes receiving TMAN approval from TfL and the Executive Director Environment, in consultation with the Chairman and Deputy Chairman, deciding to proceed with the making of the ETO's as set out above:</p> |
|--|--|

¹ As required by regulation 6 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996

This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.

| | <p>Members of the Streets and Walkways Sub-Committee are requested to:</p> <ol style="list-style-type: none"> 1. Approve the Phase 1 interventions, as per Option 2, set out in the main body of this report. <p>Members of the Streets and Walkways Sub-Committee and the Projects Sub-Committee are requested to:</p> <ol style="list-style-type: none"> 2. Approve a sum of £2,402,628 as the implementation budget for the Year 1 (Phase 1) interventions, funded from within the existing Year 1 budget envelope of £2.5 to £3.2million 3. Delegate authority to the Executive Director Environment, in consultation with the Chamberlain, to make any adjustments between elements of the approved budget, provided the total approved budget £~2.4M is not exceeded. 4. Delegate authority to the Executive Director Environment, in consultation with the Chairman and Deputy Chairman of Streets and Walkways, to make proportionate adjustments to the designs of the recommended Option | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|---|--------------------|--------|--------------------|-------------|------------------------------------|----------|------|---|----------|-----------------------------|--|------------|-----------|--------------|---------|-----------------------|----------------|----------|--------------|--|-------------------|
| <p>3. Budget</p> | <p>The three year Pedestrian Priority Programme is funded through the Climate Action Strategy (Capital Bid £6million).</p> <p>The outline costs of implementing the Phase 1 interventions are estimated as follows:</p> <table border="1" data-bbox="459 1196 1378 2002"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Estimated Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Staff costs</td> <td>Staff costs (Highways, P&T, Legal)</td> <td>£282,700</td> </tr> <tr> <td>Fees</td> <td>Road Safety Audits, ad-hoc surveys, consultancy support, Traffic Orders, ANPR cameras (purchases)</td> <td>£188,811</td> </tr> <tr> <td>Works & Maintenance (total)</td> <td>Construction, utility searches, maintenance of planters & parklets</td> <td>£1,387,917</td> </tr> <tr> <td>Purchases</td> <td>ANPR cameras</td> <td>£70,000</td> </tr> <tr> <td>Costed Risk Provision</td> <td>See Appendix 2</td> <td>£473,200</td> </tr> <tr> <td>Total</td> <td></td> <td>£2,402,628</td> </tr> </tbody> </table> | Item | Reason | Estimated Cost (£) | Staff costs | Staff costs (Highways, P&T, Legal) | £282,700 | Fees | Road Safety Audits, ad-hoc surveys, consultancy support, Traffic Orders, ANPR cameras (purchases) | £188,811 | Works & Maintenance (total) | Construction, utility searches, maintenance of planters & parklets | £1,387,917 | Purchases | ANPR cameras | £70,000 | Costed Risk Provision | See Appendix 2 | £473,200 | Total | | £2,402,628 |
| Item | Reason | Estimated Cost (£) | | | | | | | | | | | | | | | | | | | | |
| Staff costs | Staff costs (Highways, P&T, Legal) | £282,700 | | | | | | | | | | | | | | | | | | | | |
| Fees | Road Safety Audits, ad-hoc surveys, consultancy support, Traffic Orders, ANPR cameras (purchases) | £188,811 | | | | | | | | | | | | | | | | | | | | |
| Works & Maintenance (total) | Construction, utility searches, maintenance of planters & parklets | £1,387,917 | | | | | | | | | | | | | | | | | | | | |
| Purchases | ANPR cameras | £70,000 | | | | | | | | | | | | | | | | | | | | |
| Costed Risk Provision | See Appendix 2 | £473,200 | | | | | | | | | | | | | | | | | | | | |
| Total | | £2,402,628 | | | | | | | | | | | | | | | | | | | | |

This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.

| | |
|--|--|
| | <p>Staff costs represent approximately 12% of the overall costs. This is considered commensurate with the amount of work to be done and consistent with other City projects featuring experimental traffic orders.</p> <p>A breakdown of:</p> <ul style="list-style-type: none"> • expenditure to date • budget line items for the implementation of Phase 1 • remaining budget for Phase 2 <p>is presented in the finance tables in Appendix 1. For the Costed Risk Register see Appendix 2.</p> |
| <p>4. Overview of project options</p> | <p><u>Background</u></p> <ol style="list-style-type: none"> 1. A G2 report for this programme was approved by the Court of Common Council in June 2021. Phase 1 of this programme contains multiple individual project locations where temporary measures were put in place for the City Streets Covid-19 transport response. The G2 report recommended the retention of a number of these temporary measures while a further period of review was undertaken. The measures which are currently on-street can only remain so until mid-December when the Temporary Traffic Regulation Order (TTRO) expires. 2. Therefore this Gateway 3-5 Report is presented in October to allow sufficient time to undertake the next steps for progressing the measures (such as advertising Experimental Traffic Orders), or preparing to remove them. Due to the time constraints, detailed design work is ongoing and the cost estimates included in this report are estimates based on available information. 3. For project management purposes, it is not proposed that each individual scheme is given its own unique project ID and finance code in the corporate project management system. Instead, the (Year 1) projects of similar scope which can proceed to similar timescales have been grouped as: <ul style="list-style-type: none"> • <i>Phase 1</i> - Cheapside, Old Jewry, King Street, King William Street, Threadneedle Street / Old Broad Street (S), Chancery Lane • <i>Phase 2</i> -, Coleman Street and Fleet Street • <i>To be removed</i> (Lothbury/Batholomew Lane) 4. <i>“Delivering Outstanding Environments that support people and businesses with sustainable buildings, high quality streets and public spaces”</i> is one of three key dimensions of the City Corporation’s five-year plan to enhance the City’s competitiveness and attractiveness. This is set out in <i>The Square Mile: Future City</i> report produced by the Recovery Task Force. |

This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.

5. The Pedestrian Priority Streets programme is a key component to “*accelerating plans to improve the experience of walking, cycling and spending time on the City’s streets*”. It is considered there is considerable reputational benefit for the Corporation in making early progress in implementing experimental measures on these streets. The programme also contributes to delivery of the Transport Strategy and Climate Action Plan.

Phase 1

6. Officers have assessed the temporary measures delivered through the COVID-19 City Streets programme and have identified those locations (Phase 1) where Experimental Traffic Orders could be used to determine whether measures can and should be retained on a permanent basis.

7. The temporary measures were implemented under Temporary Traffic Orders. These can only last a maximum of 18 months, expiring in mid-December 2021. It has not been possible to fully measure the effectiveness of the measures due to the impact of the pandemic and associated restrictions on travel and working patterns.

8. Only now is a “new normal” of working patterns in the City beginning to establish, which will allow for traffic counts, journey time surveys and street user surveys to be undertaken over several months to obtain a comprehensive picture of how the experiment operates with more normal levels of traffic and pedestrian volumes.

9. Experimental Traffic Orders will allow the pedestrian priority measures to be monitored to quantify their positive benefits and negative impacts to help inform the decision making process on whether any of the measures should eventually be made permanent.

10. A minimum six months public consultation would be undertaken as part of the ETO process to allow the public to provide their views on the measures.

Phase 2

11. Scheme locations where further planning and assessment work needs to be undertaken such as Coleman Street and Fleet Street have been designated as Phase 2 and will be reported on in February 2022. Therefore Phase 2 remains at Gateway 3 whilst Phase 1 advances to implementation stage.

12. The existing measure on Coleman Street is in place via a TTRO which restricts vehicle access Monday – Friday 7am-7pm except for access to off street servicing. However the current measure is not perceived to be achieving a pedestrian priority benefit. The current measure is

This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.

recommended to be removed and an alternate design will be submitted as part of Phase 2 in February 2022.

13. The extensive temporary measures on Fleet Street have not required a TTRO as they have changed traffic movement. An assessment of these measures and discussion with TfL Buses regarding bus journey times along this key corridor are ongoing.

To be removed

14. The current measures on Lothbury / Bartholomew Lane are recommended to be removed as they are only providing marginal benefits to pedestrians. Also by not taking these measures forward, any possible future impact on the ongoing All Change at Bank project will be avoided.

Phase 1 - Business and resident engagement

15. In August 2021, businesses directly affected by the on-street measures introduced last summer were identified. The majority of these businesses were personally visited by a member of the project team to discuss any impacts on their daily business activity as well as understand delivery and customer levels. Direct contact information was gathered at the same time.

16. A user survey has been sent to residents and businesses in the Bank/Cheapside and Chancery Lane areas so they can formally register their feedback on the measures and detail any impacts on their activities, i.e. servicing and deliveries.

17. A total of 12 responses to the online surveys were received in the three weeks given for the survey, which is a very low response rate. However, combined with the project teams visits to businesses, the surveys indicate which of the measures could be refined to better accommodate the access and servicing needs of businesses.

Phase 1 - Ward Member Engagement

18. Briefing sessions with Ward Members for the Bank and Cheapside area and for Chancery Lane were held on the 22nd September 2021.

19. Ward Members provided the following (summarised) feedback:

Chancery Lane

- The temporary planters need to be improved at the point restriction
- The measures should be amended to allow for servicing access to businesses and to allow access for the mobility impaired

This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.

- The measures should be balanced with needs of recovering businesses

Cheapside and Bank

- The temporary public realm measures on Cheapside should be enhanced and the aesthetics improved
- The balance between cycling/pedestrian space needs to be considered
- The measures as they are now should be left in place until a decision on keeping them in-situ is made
- Engagement with local businesses (i.e. shops and facilities managers of large buildings) were positive but Members feel that further engagement is required with senior leadership teams in larger office blocks

Seating and greening measures – Engagement

20. Officers have worked together with the Cheapside Business Alliance to ensure that the improvements delivered to date are fit for purpose. An overall positive response has been received and the improvements are well used by the local community. The CBA has confirmed a further contribution for the provision of additional seating opportunities which will be delivered as part of the Covid19 Recovery – Phase 3.

Phase 1 - Access Engagement

21. A focus group with the City of London Access Group (CoLAG) was held on the 29th September.

22. CoLAG members made the following (summarised) key points:

- People reliant on motor vehicles need to be able to access their destination (e.g. the front of the building)
- Making streets one-way (e.g. King Street) makes pick up and drop off by vehicles more problematic
- The design of street furniture should follow the City of London Street Accessibility standards
- The segregation of cyclists and pedestrians needs to be carefully considered and designed
- A regime for exempting people reliant on motor vehicles needs to be established to allow their access through traffic restrictions

Phase 1 – On-street perception surveys

23. On-street perception surveys were undertaken (Appendix 4) by a consultant in September. Of the 186 people surveyed, on average 64% overall believed the recent changes were an improvement and 17% believed the changes were not positive.

This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.

24. The feedback generated through engagement with all the stakeholders summarised above has been used to inform the design process to determine the most appropriate on street measures to progress with.

Overview of Phase 1 Options

25. Broadly, both Options 1 and 2 for the Phase 1 schemes include some or all of the following pedestrian priority measures:

- Pavement widening (at grade and with dropped or raised crossings) and carriageway narrowing
- Timed access restrictions for vehicles
- Point no-entries, allowing access for a limited mix of vehicles
- Changes to street layouts and traffic flows
- Seating areas and expansion of planters & parklets introduced as part of the Covid-19 measures

OPTION 1 – Implement existing measures as ETO's

26. Implement ETOs at the following six locations with no further changes to the current traffic restrictions or public realm measures:

- Cheapside
- King Street
- Old Jewry
- King William Street
- Threadneedle Street/Old Broad Street
- Chancery Lane

OPTION 2 – Amend existing measures as ETO's (recommended)

27. For Option 2, a number of additional options were considered and assessed in order to refine the interventions to better suit stakeholder needs whilst still conforming to the programmes key success criteria.

28. Implement ETOs at the following six locations with minor changes to the current traffic restrictions and/or enhancement of the public realm measures:

- Cheapside – retain current point closure traffic restriction (buses and cyclists only) and install ANPR cameras for enforcement, upgrade the temporary public realm features
- King Street – retain current traffic measures (one way working with a cycling contraflow) and widen footways. Explore scope for street trees/public realm enhancements
- Old Jewry – retain current traffic measures and install a parklet (or similar) between Cheapside and Fredericks Place and raise a section of the carriageway around Old Jewry/Fredericks Place

This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.

| | |
|-------------------------------------|---|
| | <ul style="list-style-type: none"> • King William Street – retain current traffic measures and widen footway and explore scope for street trees/public realm enhancements • Threadneedle Street / Old Broad Street (S) - retain current traffic measures and widen footway and explore scope for street trees/public realm enhancements • Chancery Lane – amend the traffic restriction to allow for: “access” this will restrict through traffic but allow for mobility impaired members of the public in motorised vehicles; taxi drop off/pick up and allow loading access for on-street servicing and disabled (this will require additional ANPR cameras for enforcement) <p>Note: for each location, individual ETO’s would be advertised</p> <p><u>OPTION 3</u></p> <p>29. For Option 3, there is an option to remove some or all of the temporary measures at the locations within this programme. Whilst this is not recommended, Members may take a view that some of the measures should not be retained.</p> <p>See Section 8, paragraph 34 for detailed design summary</p> |
| <p>5. Recommended option</p> | <p>30. <u>Option 2</u> is recommended for the following reasons:</p> <ul style="list-style-type: none"> • Observations are that the temporary widening of the footways using white lines only in the carriageway is not effective with limited use by people walking. The physical widening of footways is expected to better determine the true benefits on pedestrian comfort levels and improved accessibility • Feedback from business surveys, emails from businesses and Ward Members is that some of the measures do cause problems of access and deliveries and at two locations (King William Street and Chancery Lane) the design can be amended to allow for servicing/taxi access • Improved public realm features on King Street and Old Jewry will allow stakeholders to discern genuine benefits of the measures to balance the servicing challenges • Feedback from local stakeholders, workers and visitors on the public realm measures delivered to date has been positive and has supported the re-opening of nearby businesses. <p><u>Engagement and Consultation on Experimental Traffic Orders</u></p> <p>31. The Gateway reporting system is such that a G5 level of authority is required to make Experimental Traffic Orders and implement the associated civils works. Members of this Committee will recall that the decision to proceed with the Beech Street experiment (in 2019) was immediately picked up by the media and residents read about it before hearing from the City. A number of residents, Members and officers found this unsatisfactory.</p> |

This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.

| | |
|-----------------------|---|
| | <p>32. Officers have taken the following measures to mitigate this happening again:</p> <ul style="list-style-type: none"> • Preceding this report, we have written to businesses and residents setting out proposed design changes to the current temporary measures as a result of survey feedback, and notified them that this report would be going to Committee and setting the context of running traffic experiments to determine the impacts of the measures as the City returns to new normal levels of traffic and working patterns. • If the recommendations in this report are approved, Officers will immediately email project stakeholders of the intent of the City to proceed with Experimental Traffic Orders (in December 2021) and set out how people can participate in the public consultation in the first six months of the ETO's coming into force. • Plan for information banners will be put in place advising members of the public that the measures are experimental and inviting feedback <p>33. <u>Engagement and Consultation on public realm measures:</u></p> <ul style="list-style-type: none"> • A perception survey of the seating and greening measures is currently being undertaken to inform the final design of the proposed improvements. Information will be collected regarding the views of people using the spaces, alongside a survey with local occupiers. • An initial on-street survey undertaken in September (Appendix 4) indicates that city visitors and workers value the improvements delivered to date and has positively changed street environment in the area. |
| <p>6. Risk</p> | <p>Overall project risk: <u>Medium</u></p> <p>34. The main risk implications for the programme and associated schemes are:</p> <ul style="list-style-type: none"> • Delay in receiving TMAN approval from TfL • Resourcing: Not being able to deliver the number of schemes that is expected of the programme • The risk that traffic orders are not made following consideration of any objections and assessment of the experimental orders and their impacts • Engagement and external support: Issues with external engagement and buy-in • Legal Issues: Receiving legal challenges regarding the decision to proceed with agreed schemes |

This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.

| | |
|---------------------------------------|---|
| | <ul style="list-style-type: none"> • COVID-19: Unknown what permanent/long term change it will bring about for Central London and travel trends and behaviour that may impact the programmes objectives • Bank blockade – footway widening work on King William Street may conflict with the Northern line part closure • Delays to release of central funding bid may impact progress of Year 1 programme • The constrained timescales before the expiration of the TTRO's in December means that G5 approval is sought in advance of the detailed design being completed, there is a risk that the cost estimates will not be accurate despite best endeavours. • Any delays caused by foreseen or unanticipated risks are likely to result in the temporary measures being removed from site if the ETO's are not in place before the TTRO's expire <p>A Costed Risk Register is included in Appendix 2.</p> |
| <p>7. Procurement approach</p> | <p>35. The City's term contractor, JB Riney's will implement the works.</p> <p>36. Siemens is the City's supplier for automatic number plate recognition (ANPR) cameras and will supply and install any cameras and associated technology that are required.</p> <p>37. Saba manages the Traffic and Parking enforcement contract in the City and will provide additional back office support for the enforcement of the scheme which will be responsive to the level of contraventions observed.</p> |
| <p>8. Design summary</p> | <p><u>Design Summary</u></p> <p>38. Preliminary design layouts of the proposed recommended Phase 1 interventions are shown on the General Arrangement drawings in Appendix 3.</p> <p>39. It is proposed that the Phase 1 interventions will be first implemented using Experimental Traffic Orders (ETOs). The target date for the ETO's to go live is mid-December when the TTRO's expire which will allow the measures to consistently remain on-site, removing the measures for a period to then put them back is likely to be confusing for the travelling public.</p> <p>40. This is the proposed timetable and it should be noted that unforeseen risks could prevent this being achieved.</p> <p>41. A statutory six-month period applies to the ETO in which objections must be considered, before a decision to make the changes permanent can be made. Monitoring of the scheme impacts will also be undertaken during this six-month period. However, it is likely that more data will be needed, particularly in relation to the perception of the pedestrian experience, before the impacts can be suitably assessed and recommendations made accordingly.</p> |

This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.

42. Should the scheme prove successful during the experimental phase, consideration can be given to making the traffic order permanent. An Issues Report with the relevant recommendations will be presented to Members to make this decision.
43. Further works, such as permanent public realm improvements to replace experimental public realm features, could be introduced along with any permanent traffic changes.
44. The details of the scheme are summarised below with design plans included in Appendix 3.

| Pedestrian Priority Programme – Phase 1 Options | | | |
|---|---|--|--|
| Location | Option 1 | Option 2 | Option 3 |
| Cheapside east of Bread Street | <ul style="list-style-type: none"> Point “no entry” except buses, cycles Planters and seating adjacent to point closure to be installed on temporary kerb buildouts using traffic separator posts and white lines | <ul style="list-style-type: none"> Point “no entry” restrictions as per Option 1 Further enhancement of the current public realm temporary measures Application of carriageway surface dressing on approaches | <ul style="list-style-type: none"> Remove some or all of the measures |
| Old Jewry | <ul style="list-style-type: none"> Full closure (except for pedal cycles) on Old Jewry between Cheapside and Frederick’s Place Remainder of Old Jewry from Frederick’s Place to Gresham Street converted to two-way | <ul style="list-style-type: none"> Full closure and two-way conversion as per Option 1 Creation of a green space (planters and seating) Carriageway to be raised up towards Fredericks Place | <ul style="list-style-type: none"> Remove some or all of the measures |
| King Street | <ul style="list-style-type: none"> One way working, contra-flow cycling Temporary footway widening using traffic separator posts and white lines. Loading bay in Gresham Street | <ul style="list-style-type: none"> One way working, contra-flow cycling and loading bay in Gresham St as per Option 1 Footway widening on semi-permanent kerb buildouts to provide a level/at grade surface with dropped crossings Possible minor public realm measures to be installed at various locations | <ul style="list-style-type: none"> Remove some or all of the measures |

This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.

| | | | |
|---|--|---|--|
| King William Street & Abchurch Lane (south) | <ul style="list-style-type: none"> • “No motor vehicles” restriction (Monday to Friday between 7am – 7pm) except buses, loading, vehicles accessing off street premises, • Temporary footway widening using traffic separator posts and white lines in locations | <ul style="list-style-type: none"> • “No motor vehicles” restriction (Monday to Friday between 7am – 7pm) except buses and for access • Footway widening on semi-permanent kerb buildouts to provide a level/at grade surface with dropped crossings | <ul style="list-style-type: none"> • Remove some or all of the measures |
| Threadneedle Street & Old Broad Street (south) | <ul style="list-style-type: none"> • One way working, contra-flow cycling • Temporary footway widening using traffic separator posts and white lines • Loading bays | <ul style="list-style-type: none"> • One way working, contra-flow cycling • Footway widening on semi-permanent kerb buildouts to provide a level/at grade surface with dropped crossings | <ul style="list-style-type: none"> • Remove some or all of the measures |
| Chancery Lane between Carey Street & Southampt’n Buildings | <ul style="list-style-type: none"> • “No motor vehicles” restriction (Monday to Friday between 7am – 7pm) except emergency services • Parking bay suspended in places • Planters be installed on temporary kerb buildouts using traffic separator posts and white lines • Provision of a parklet • Seating in Cursitor Street | <ul style="list-style-type: none"> • “No motor vehicles” restrictions as per Option 1 but exceptions to allow for loading and access but restrict “through traffic” • Additional planters to be installed as semi-permanent measures at either end of the restriction • Extend current parklets | <ul style="list-style-type: none"> • Remove some or all of the measures |
| <p>45. Some of the design elements as presented in this report may need to be refined to better balance access and servicing needs whilst still delivering the pedestrian benefits. These are likely to be:</p> <ul style="list-style-type: none"> • minor changes to signing, such as the exact wording on signs for exempted vehicles will be finalised after this report • a permutation of the design on King Street to allow for two-way traffic between Trump Street and Cheapside to allow more direct access to Cheapside from the north. <p>46. Delegated authority for the Executive Director of Environment, in consultation with the Chairman and Deputy Chairman of Streets and Walkways, to make reasonable adjustments to the detail of the design is requested.</p> | | | |

This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.

47. The final experimental designs must be adaptable and designed in consideration for other events for which City streets are used for, such as the Lord Mayor's Show route.

Experimental Public Realm Measures

48. The proposed additional public realm interventions will complement the improvements delivered to date, building on the changes to traffic flows in the area. The objective of the interventions is to create an attractive environment for residents, workers and visitors and provide amenities for users of food and beverage businesses, alongside providing outdoor spaces to dwell for workers.

49. High quality street furniture is being proposed to provide a cost-effective solution with low on-going maintenance implications.

Monitoring Strategy

50. A monitoring strategy is being developed for the purposes of checking the effects of the scheme during the initial stage (i.e. until a decision has been made to make the scheme permanent) and respond/mitigate as necessary with regards negative impacts of the schemes. Other affected authorities such as TfL, and representatives of industry such as freight and the licensed taxi trade will be engaged as part of the process for determining the parameters of measuring the impacts of the experiments, such as bus and taxi journey times. The monitoring strategy draft is to be finalised in advance of the making of the ETO's.

51. On-street perceptions surveys will also be undertaken to gather the views of people using the spaces regularly, in addition to the feedback from stakeholders and occupiers.

Legal implications

52. The project team have taken legal advice from the Comptroller and City Solicitor team regarding:

- The City's powers as Traffic Authority to make the ETO
- Scope to make minor variations to the ETO
- Objections to the ETO from other authorities

53. The advice is that the City is acting within its authority under the Road Traffic Regulation Act 1984 and Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

54. The City is under a duty to "*secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)*" so far as practicable (S.122 Road Traffic Regulation Act 1984).

This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.

| | |
|--|---|
| | <p>55. Other projects on the network such as All Change at Bank, Beech Street and Bishopsgate have a cumulative effect on traffic patterns across the City.</p> <p>56. The programme of projects is coordinated by the City Transportation team to maximise benefits and manage the effects to ensure overall alignment with the Transport Strategy. As part of this coordination, we meet regularly with the TfL Network Performance team.</p> <p>57. The Pedestrian Priority schemes would represent a restriction on the movement of certain classes of vehicular traffic on those streets and an indirect impediment to the expeditious and convenient movement of traffic on surrounding streets due to the displacement of traffic. However, that restriction is considered to be the minimum practicable restriction having regard primarily to the following:</p> <ul style="list-style-type: none">• this duty also relates to pedestrians and it is expected that the measures will improve pedestrian movement, furthermore it will improve general pedestrian amenity• being made by way of ETO, it will be for a temporary period only to enable the balance of benefits/disbenefits to be more accurately assessed before any permanent measures are introduced <p>• <u>Regulation 6 approach to consultation</u></p> <p>58. In compliance with Regulation 6 of the 1996 Regulations, The City will notify the statutory consultees including, emergency services, TfL and neighbouring local authorities, the Road Haulage and Freight Transport Association, as well as the licensed taxi trade, of the intent of making the ETO. Other organisations representing persons likely to be affected by the order such as City Livery companies, disability advocacy groups and business improvement cooperatives will also be consulted.</p> <p>• <u>Duty to consider a public inquiry</u></p> <p>59. Under regulation 9 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, the Highway Authority is compelled to consider holding a public inquiry before making any order. The Project team will consider whether it is appropriate to hold a public inquiry prior to making any order.</p> <p>• <u>Balancing exercise S122 RTRA 1984</u></p> <p>60. The City has considered whether other less restrictive options could deliver the scheme objectives and has made adjustments to the temporary measures design (Option 2) at some of the locations to improve access for taxi journeys to destinations and loading as a result of observational analysis and listening to the feedback of Ward Members, CoLAG and the business surveys.</p> |
|--|---|

This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.

| | |
|--------------------------------|---|
| | <p><u>Equalities</u></p> <p>61. At many locations in the City pavement widths do not meet minimum accessibility requirements.</p> <p>62. Widening of pavements where physically possible and reducing traffic in streets to give people the confidence to walk in the carriageway should they wish and make streets easier to cross is a direct benefit of the proposals and improves accessibility on streets for disabled street users.</p> <p>63. The design approach has endeavoured to consider and balance the needs of all road users with regards the proposed measures and maintaining access to properties via motor vehicles. Following feedback from businesses and other stakeholders (such as CoLAG), design adjustments have been applied to resolve some issues for the recommended Option 2.</p> <p>64. However, it is acknowledged that the proposed measures have the potential to negatively impact certain groups of people, particularly those aged over 65 and/or with disability and mobility challenges.</p> <p>65. As a Public Authority, the City must have due regard to equality considerations when exercising its functions (section 149 Equality Act 2010)</p> <p>66. An Equalities Impact Assessment (EqIA) was undertaken for the existing temporary measures (the TTRO's) by a qualified consultant, see Appendix 5.</p> <p>67. In brief, the conclusion of the Assessment was that <i>“On balance, the proposals are likely to have a positive impact on reducing inequalities”</i>.</p> <p>68. The EqIA recommends that bus journey times are monitored to determine impacts on people with protected characteristics and mitigated where necessary. For people with mobility requirements who are reliant on cars, the recommendation is that the impact of indirect journeys can be mitigated to allow for access and drop-offs.</p> <p>69. Amendments to the current measures are therefore included in the recommended option.</p> <p>70. A review of the above EqIA was commissioned as part of this programme by a second consultant with a recommendation to undertake a further supplementary EqIA of the specific detailed measures on a street by street basis for the recommended option.</p> |
| <p>9. Delivery team</p> | <p>71. Project management and stakeholder engagement will be provided by the project team within City Transportation.</p> |

This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.

| | |
|-------------------------------|---|
| | 72. Consultants will be procured either through the Framework or via competitive tender depending on the project need |
| 10. Success criteria | <p>73. The programmes key success criteria are defined in the Monitoring Strategy (summarised) below:</p> <ul style="list-style-type: none"> • Length of new pedestrian priority streets. Increase the length of new pedestrian priority streets (km's) • Pedestrian comfort levels. A decrease in pedestrian crowding, measured in pedestrians per metre of clear footway width per minute via comfort assessments. • Pedestrian safety. A reduction in accidents, measured by the drop in the number of collisions involving pedestrians. • Access and servicing arrangements. That businesses, occupiers & residents are not unreasonably impacted. Measured from consultation feedback in relation to the level of (negative) change to their operations / 'normal way of life'. • Public Perception. An increase in street-user satisfaction, measured from before and after on-street perception surveys. • Reduction of traffic and road danger will directly improve conditions for cyclists <p>74. Wider objectives (context)</p> <ul style="list-style-type: none"> • Transport Strategy outcomes are that by 2044, at least 55km of streets in the City (which equates to half of all streets) provide priority to people walking. All pavements will have a minimum Pedestrian Comfort Level of B+. • The Climate Action Strategy (2020), sets out that pedestrian comfort levels of A+ and an additional 20km of timed street closures are required to reach Net Zero by 2050. It also states that the public realm needs to be more climate change ready with more green spaces and urban greening. • The increase in the length of Pedestrian Priority Streets to improve walking and cycling opportunities and conditions is the main transport element of the Climate Action Strategy |
| 11. Progress reporting | <p>75. It is proposed to continue providing updates to Streets & Walkways Sub-Committee throughout the monitoring period through means of the Outstanding References process.</p> <p>76. An update report will be submitted to Streets and Walkway ~4 months after 'Go Live' to report on progress and issues/impacts.</p> |

This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.

| | |
|--|--|
| | 77. If the experimental trials are successful following further monitoring and public consultation, then approval to make Orders permanent would be via an Issues Report to the Streets and Walkways and Projects Sub Committees (~8–12 months after 'Go Live'). |
|--|--|

Appendices

| | |
|-------------------|--|
| Appendix 1 | Finance tables |
| Appendix 2 | Costed Risk Register |
| Appendix 3 | Phase 1 - General Arrangement drawings |
| Appendix 4 | Street Perception Survey Report |
| Appendix 5 | Equalities Assessment |

Contact

| | |
|----------------------|-------------------------------------|
| Report Author | Kristian Turner |
| Email Address | kristian.turner@cityoflondon.gov.uk |