

Committees: Corporate Projects Board - for decision Streets & Walkways Sub – for decision Projects Sub - for decision	Date 06 October 2021 12 October 2021 20 October 2021
Subject: Barbican and Golden Lane Healthy Streets Plan Unique Project Identifier:	Gateway 2: Project Proposal Regular
Report of: Director of the Built Environment Report Author: Kristian Turner; City Transportation	For Decision
<h1>PUBLIC</h1>	

Recommendations

1. Next steps and requested decisions	<p>Project Description: The Barbican Healthy Streets Plan will identify opportunities to improve air quality and the experience of walking, cycling and spending time in the Barbican and Golden Lane area and increase greening. The plan will then develop and test the feasibility of traffic management changes required to the highway network in order to deliver these changes and associated benefits.</p> <p>The ultimate objective of the plan is to reduce traffic, improve air quality and enhance the public realm in the area for all those who work, live and visit the area.</p> <p>Next Gateway: Gateway 3 Options appraisal</p> <p>Next Steps: The Barbican Healthy Streets Plan development is funded through a capital bid approved for 2021/2022.</p> <ul style="list-style-type: none"> • Liaise with Islington Council on the scope and parameters of the project • Engage with local residents and businesses on the broad concept for a zone which reduces through traffic in the area and associated emissions and creates public realm opportunities (in conjunction with the specific consultation on options for a permanent scheme on Beech Street) • Initial appointment of a transport consultancy to provide technical advice on the detail and scope of the modelling required to inform the Healthy Streets Plan and to meet Transport for London’s modelling requirements
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- Undertake data collection requirements for the traffic modelling
- Develop concept options for local traffic management measures to reduce through traffic for the Gateway 3 report

An overall Capital Bid of £2M has been made for the 2022/23 annual Capital Bid submissions and is currently being considered. This is to fund the physical works to be delivered under separate projects identified by the Healthy Streets delivery plan.

Requested Decisions:

Members of the **Streets and Walkways Sub-Committee** and the **Projects Sub-Committee** are requested to approve:

1. A budget of £141k to reach the next Gateway
2. 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 £141k is not exceeded

And to note:

3. Note the total estimated cost of the project at £250k (excluding risk).

2. Resource requirements to reach next Gateway

Item	Reason	Source of Funding	Cost (£)
P&T Staff costs	Project Management	Capital	84,000
P&T Fees	Consultancy work engagement tool; data collection; traffic modelling support, etc.	Capital	57,000
Total			141,000

The staff costs are consistent with the time required to set up the project and other project management requirements. The staff costs include time for a Project Manager and for City Public Realm staff time. This equates to approximately two full days of project management time per week over a 15-month period.

	<p>The fees include the development of the interactive stakeholder engagement tool, traffic data collection requirements and for consultancy support around traffic modelling.</p> <p>Costed Risk Provision requested for this Gateway: None requested</p>
<p>3. Governance arrangements</p>	<ul style="list-style-type: none"> • Service Committee: Streets and Walkways Sub-Committee • Senior Responsible Officer: Leah Coburn, Major Projects Group Manager and Kristian Turner, Project Manager • Project Board: No. Due to the scope of the project, a Project Board is not required. A working party will be set, bringing together all key internal and external stakeholders. This will include the Barbican Association, Barbican Centre, Golden Lane Residents Association, Islington Council and others such as representatives from the local schools

Project Summary

<p>4. Context</p>	<p>4.1 Proposal 29 from the City's Transport Strategy identifies the Barbican Area as one of two locations for a Zero Emission Zone in the Square Mile. As one of the City's key residential areas there is a need to ensure high quality public realm and reduce exposure to NOx and particulates.</p> <p>4.2 Delivery of a lower traffic environment in the Barbican and Golden Lane area will support the delivery of the Climate Action Strategy outcomes of improved environments for people walking and improved air quality. This is a logical next step building on from the Zero Emission street experiment restriction on Beech Street and from public consultation and member feedback through that process, is well supported.</p> <p>4.3 Beech Street and Silk Street forms part of the 'Culture Spine' which was identified in the Culture Mile Look and Feel Strategy (adopted in 2018) as forming a key connection to the City. This strategy suggests exploring opportunities for cafes, pop up events and public art commissions along this length and an improved gateway at the Long Lane and Aldersgate Street junction.</p> <p>4.4 The Barbican Area is a unique urban area. Due to the layout of the Barbican Estate, significant amounts of vehicular traffic move around the perimeter on the main</p>
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	<p>streets of Aldersgate Street, London Wall, Moorgate and Old Street. The streets within the extent of the Healthy Streets Plan also experience a through traffic along Beech Street, Golden Lane, Chiswell Street as well as Islington Streets. Reducing through traffic will enable the outcomes of the relevant strategies to be delivered.</p> <p>4.5 There is a need to approach traffic management changes in the area holistically. The recent traffic experiment on Beech Street, and other experimental traffic changes in the area has demonstrated the need to consider the impacts of traffic reassignment onto local residential streets such as Fore Street and Moor Lane.</p> <p>4.6 The extent of the HSP includes the Bunhill Ward in Islington. The street networks are complex in this area with several one-way streets which operate interdependently. The nature of the borough boundary is such that it is most likely that the delivery of a zero- emission zone will involve collaboration with and the agreement of Islington Council. Over the past two years there have been high level discussions with Islington about the need to work collaboratively to deliver traffic management changes in the area and they are broadly supportive of this approach.</p> <p>4.7 Note that the Smithfield Area Healthy Streets Plan is a separate entity that will occur in the future linked to the wider transformation of the Smithfield area.</p>
<p>5. Brief description of project</p>	<p>5.1 The Healthy Streets Plan will identify and develop proposals for traffic management schemes, outlining the required network changes and creating a high quality public realm for all those who live, work and visit the area.</p> <p>5.2 The Healthy Streets Plan forms the first phase of delivery and will identify temporary and interim changes to the function of the highway network. The outcome of this project will be a masterplan for the area including a fully costed delivery plan.</p> <p>5.3 Subject to successful funding bids, the next phases will deliver the required infrastructure changes to achieve the medium and long-term objectives of the proposals. These would be set-up as individual Healthy Streets Plan projects</p> <p>5.4 Significant developments such as the Barbican Renewal project and 21 Moorfields are planned for the area in the next few years. The Healthy Streets Plan provides the mechanism to shape the changes to the highway and public realm to plan for these developments and engage with local stakeholders.</p>

	<p>5.5 The preparation of the Healthy Streets Plan will include the following:</p> <ul style="list-style-type: none"> • Set up a working group including representatives from residents and local occupiers. • Appoint a specialist transport consultant to prepare modelling that meets the modelling requirements for Transport for London, as well as test the proposals • Commission a comprehensive data collection exercise to inform traffic and pedestrian modelling • Undertake a period of extensive consultation with residents, occupiers and visitors to determine their aspirations for the area and to understand their servicing and delivery needs. This will take the form of attendance at resident meetings, drop in sessions with a wide letter drop to residents within the HSP area and adjacent impacted areas to make them aware of the proposals. • Undertake an Equalities Analysis on the proposals
<p>6. Consequences if project not approved</p>	<p>6.1 Delays to the Healthy Streets Plan will result in a missed opportunity to develop the zero emission zone</p> <p>6.2 Delays to the Healthy Streets Plan will further result in delays to rebalance the street hierarchy to one which is able to accommodate increased demand by focusing on prioritising walking, cycling and public transport use.</p>
<p>7. SMART project objectives</p>	<p>7.1 The identification of a number of pedestrian priority streets that can be implemented within the area.</p> <p>7.2 An indication of the reduction in traffic volumes that can be achieved within the Barbican area.</p> <p>7.3 An indication of the improvement in Air Quality that can be achieved if the plan is implemented.</p>
<p>8. Key benefits</p>	<p>8.1 An area-based approach to identify traffic management measures allows for a holistic overview of the required network changes, including coordination with other area-based projects and local freight and servicing requirements.</p> <p>8.2 The Healthy Streets Plan will identify any initial delivery that can be undertaken to restrict traffic on streets, prior to full implementation of the proposals that will provide medium and long-term infrastructure changes.</p> <p>8.3 The Healthy Streets Plans will further provide an opportunity to develop interactive engagement tools when working with local stakeholders.</p>

9. Project category	5. Other priority developments
10. Project priority	B. Advisable
11. Notable exclusions	<ul style="list-style-type: none"> • None

Options Appraisal

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

13. Delivery period and key dates	<p>Overall project: October 2021 – July 2023</p> <p>This is the longest anticipated timescale to develop the HSP.</p> <p>Key dates: Key dates for the project/development of the plan, up to Gateway 5 include the following:</p> <ul style="list-style-type: none"> • Gateway 1/2 – October 2021 • Traffic and pedestrian data collection (light touch, if required) – December 2021 to March 2022 • Stakeholder engagement – December 2021 to May 2022 • Traffic and pedestrian model – March 2022 to June 2022 • Gateway 3/4 – July 2022
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	<ul style="list-style-type: none"> • Feasibility design of HSP scenarios – <i>December 2022</i> • Stakeholder consultation (presenting HSP scenarios) – <i>January 2022 to March 2023</i> • <i>Gateway 5 – July 2023</i>
14. Risk implications	<p>Overall project risk: Low</p> <p>14.1 Risks identified at this stage are mainly regarding project timescales:</p> <ul style="list-style-type: none"> • Length of time Covid-19 measures will be in place, including impacts to traffic movements and levels within the City has not been established • Delays in data collection due to lack of survey company resources or waiting for significant street closures (i.e. utility works) to be reopened • Delays in consent from Transport for London and other impacted authorities regarding traffic modelling approvals • The project not being a priority for Islington Council • Local stakeholders not supporting the concept proposals <p>14.2 Detailed scoping of the extent of traffic surveys and modelling required, in conjunction with Transport for London, will reduce these risks.</p>
15. Stakeholders and consultees	<p>15.1 The key stakeholders and consultees consist of the following:</p> <ul style="list-style-type: none"> • Transport for London • Business and residents within the Barbican, Golden Lane and Bunhill areas and adjacent areas who may be impacted by the proposals • Local Ward Members (City and Islington) • Barbican Centre • Barbican Estate Office • City of London Access Group • Barbican and Golden Lane resident associations • LB Islington

Resource Implications

16. Total estimated cost	<p>Likely cost range (excluding risk): £250,000</p> <p>Likely cost range (including risk): NA</p>	
17. Funding strategy	<p>Choose 1:</p> <p>All funding fully guaranteed</p>	<p>Choose 1:</p> <p>Internal - Funded wholly by City's own resource</p>

	Funds/Sources of Funding	Cost (£)
	Capital funding bid 2020/21	£250,000
	Total	£250,000
	17.1 A capital bid was made in late 2020 for £250K to develop a Barbican Area Healthy Streets Plan to deliver one of the proposals of the Transport Strategy. This was successful and approved by Court of Common Council in April 2021.	
18. Investment appraisal	<ul style="list-style-type: none"> • Not applicable. 	
19. Procurement strategy/route to market	<p>19.1 Traffic and pedestrian surveys will be undertaken by an external traffic survey company. This will be procured via the Transportation Framework contract, which is near completion.</p> <p>19.2 Traffic and pedestrian modelling will be undertaken by external modelling specialists. This will be procured via the Transportation Framework contract, which is near completion.</p> <p>19.3 The interactive stakeholder engagement tools will be developed by an external stakeholder engagement specialist. This will a sole source appointment due to cost thresholds and speciality.</p>	
20. Legal implications	<p>20.1 In exercising its traffic management functions the City has statutory duties to secure the expeditious, safe and convenient movement of traffic (Section 122 Road Traffic Regulation Act 1984) and the efficient use of the road network, avoiding congestion and disruption (Section 16 Traffic Management Act 2004).</p> <p>20.2 Traffic modelling will ensure efficient and convenient vehicular movements can be appropriately managed when delivering the Healthy Streets Plan proposals.</p> <p>20.3 Public sector duty for ensuring the Equalities Act principles are considered within the Healthy Streets Plan proposals.</p>	
21. Corporate property implications	<ul style="list-style-type: none"> • Culture Mile • Barbican Renewal • Link to Smithfield area 	
22. Traffic implications	<p>22.1 The preparation of the Healthy Streets Plan itself will cause no traffic implications.</p> <p>22.2 The traffic modelling component of the Healthy Streets Plan will test a number of options for the proposals and will</p>	

	<p>identify any traffic displacement throughout the wider network.</p> <p>22.3 The appointed traffic modelling consultant will assist in the early engagement with Transport for London on their modelling requirements to understand the impact on the wider network and the Strategic Road Network.</p>
23. Sustainability and energy implications	22.2 The overall outcome of the Healthy Streets Plan will enable the prioritisation of people walking, cycling and using public transport.
24. IS implications	<ul style="list-style-type: none"> • None
25. Equality Impact Assessment	<ul style="list-style-type: none"> • An equality impact assessment will be undertaken and reported at Gateway 3
26. Data Protection Impact Assessment	<ul style="list-style-type: none"> • The risk to personal data is low or non-applicable and a data protection impact assessment will not be required.

Appendices

Appendix 1	Project Briefing
Appendix 2	Healthy Streets Plan Boundary
Appendix 3	Risk Register

Contact

Report Author	Kristian Turner
Email Address	Kristian.Turner@cityoflondon.gov.uk