

<b>Committees:</b> Corporate Projects Board <i>[for information]</i>  Streets and Walkways Service Committee <i>[for decision]</i>  Projects Sub <i>[for decision]</i>	<b>Dates:</b> 02 February 2022 15 February 2022 17 February 2022
<b>Subject:</b> St Mary Axe Experimental Timed Closure (within City Cluster Vision - Pedestrian Priority and Traffic Reduction programme)  <b>Unique Project Identifier:</b> 12072	<b>Gateway 3/4</b> <b>Regular</b> <b>Issue Report</b>
<b>Report of:</b> Executive Director Environment <b>Report Author:</b> Daniel Laybourn – City Transportation	<b>For Decision</b>
<h1>PUBLIC</h1>	

<b>1. Status update</b>	<b>Project Description:</b>  The City Cluster Vision aspires to deliver an outstanding environment and public realm that is environmentally resilient, addressing climate change impacts in the coming years, and supports the local economy and its recovery from the pandemic.  As part of Programme 1 (pedestrian priority and traffic reduction) of the vision delivery, the St Mary Axe project seeks to deliver improvements to this key walking route through and into the City Cluster from Liverpool Street and Fenchurch Street stations. This is a route that experiences very high pedestrian density, particularly at peak times. This report updates Members on progress since the last report to Committee in February 2020 and seeks approval for the change in scope of the project.  <i>(Previously this project sat within Phase 1 of the implementation of the City Cluster Vision)</i>  <b>RAG Status:</b> Green (Green at last report to Committee) <b>Risk Status:</b> Low (Medium at last report to committee) <b>Total Estimated Cost of Project (excluding risk):</b> £255,400 max.
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	<p><b>Funding Source:</b> Approved S106 funding.</p> <p><b>Change in Total Estimated Cost of Project (excluding risk):</b> No change since last report to Committee.</p> <p><b>Spend to Date:</b> £27,490 as of 14 January 2022.</p> <p><b>Costed Risk Provision Utilised:</b> None. A CRP provision of £14,600 is being requested as part of this report</p> <p><b>Slippage:</b> Delivery of on-street measures has slipped from Summer 2020 to at least Summer 2022, primarily due to the Covid-19 pandemic.</p>
2. Requested decisions	<p><b>Next Gateway: G3/4/5 Options Appraisal and Authority to Start Work (Regular)</b></p> <p><b>Requested Decisions:</b></p> <ol style="list-style-type: none"> <li>1. That additional budget of <b>£35,500</b> is approved to reach the next Gateway;</li> <li>2. Note the revised project budget of <b>£77,199</b> (excluding risk);</li> <li>3. Note the total estimated cost of the project at <b>£255,400</b> (excluding risk);</li> <li>4. That a Costed Risk Provision of <b>£14,600</b> is approved (to be drawn down via delegation to Chief Officer);</li> <li>5. Note the total estimated cost of the project inclusive of costed risk at <b>£270,000</b> (no change from previous);</li> <li>6. Approve the removal of the existing Temporary Traffic Regulation Order (TTRO), implemented under the Covid-19 on-street response, that prohibits motor vehicles from entering St Mary Axe Monday-Friday 7am-7pm except for access to off-street premises.</li> <li>7. Note that the experimental timed closure in St Mary Axe is not proposed to be progressed and approve the changes in scope to that detailed in section 5 of this report, which are: <ul style="list-style-type: none"> <li>○ Approve a change in project title to 'St Mary Axe Improvements – Phase 1' to better reflect the rescoping of this project</li> <li>○ Commence the detailed design of a raised carriageway table on St Mary Axe at the junction with Undershaft and survey work to both inform the detailed design of the raised table and future proposals on St Mary Axe (<i>as shown in <b>Appendix 2</b> and detailed in paragraphs 5.1 and 5.3</i>)</li> <li>○ Support the City Cluster Vision Programme's Activation &amp; Engagement work strand for potential temporary activation initiatives on St Mary Axe</li> </ul> </li> </ol>

	<ul style="list-style-type: none"><li>○ That the next Gateway report proceeds under delegation to the Executive Director Environment, subject to the project cost not exceeding the maximum of £270,000 inclusive of CRP (as detailed in paragraph 5.1)</li></ul> <p><b><u>Project Sub Committee Only</u></b></p> <p>8. Agree that the Corporate Programme Management Office, in consultation with the Chairman of the Project Sub Committee and Chief Officer as necessary, is to decide whether any project issues or decisions that falls within the remit of paragraph 45 of the 'City of London Project Procedure – Oct 2018' (Changes to Projects: General), as prescribed in <b>Appendix 3</b> of this report, is to be delegated to Chief Officer or escalated to committee(s); and</p> <p>9. Delegate authority to the Director of the Built Environment to approve budget adjustments, above the existing authority within the project procedures and in consultation with Chamberlains, between budget lines if this is within the approved total project budget amount.</p>												
<b>3. Budget</b>	<p><b>Table 1: Resources required to reach the next gateway</b></p> <table><tr><th>Item</th><th>Reason</th><th>Funds/ Source of Funding</th><th>Cost (£)</th></tr><tr><td>P&amp;T Staff Costs</td><td>To enable City P&amp;T staff to project manage the scheme to reach the next gateway.</td><td>Approved S106 funding.</td><td>£32,600 (additional £15,000 being requested)</td></tr><tr><td>Environmental Services (Highways) Staff costs</td><td>To enable Highways staff to undertake design and supervision work to reach the next gateway</td><td>Approved S106 funding.</td><td>£14,849 (additional £2,500 being requested)</td></tr></table>	Item	Reason	Funds/ Source of Funding	Cost (£)	P&T Staff Costs	To enable City P&T staff to project manage the scheme to reach the next gateway.	Approved S106 funding.	£32,600 (additional £15,000 being requested)	Environmental Services (Highways) Staff costs	To enable Highways staff to undertake design and supervision work to reach the next gateway	Approved S106 funding.	£14,849 (additional £2,500 being requested)
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	Fees	To fund work by parties external to the project such as but not limited to topographical & ground penetrating radar surveys, traffic management orders and Equality Impacts Assessments.	Approved S106 funding	£29,750 <i>(additional £18,000 being requested)</i>
	<b>Sub-total</b>			<b>£77,199</b>
	Costed Risk	Pre-allocated S106 funding. Further details can be found in Appendix 2 – Risk Register		<b>£14,600</b>
	<b>Total</b>			<b>£91,799</b>
	<p><b><u>Planning and Transportation Staff Costs</u></b>  It has been estimated that an additional 150 hours, on top of that already approved, will be required to account for the work to be undertaken by a Project Manager, Principal Project Manager and Project Director to reach the next Gateway. Tasks within their remit oversight of the detailed design process, stakeholder engagement and general project management tasks.</p> <p><b><u>Environmental Services (Highways) Staff Costs</u></b>  Approximately 25 hours of additional staff time has been estimated for the team to manage and assess the required survey work and undertake the detailed design in advance of the next Gateway.</p> <p><b><u>Fees</u></b>  An additional £18,000 is requested to fund work by parties external to the project such as but not limited to topographical &amp; ground penetrating radar surveys, traffic management orders and Equality Impacts Assessments.</p>			

<p><b>4. Issue description</b></p>	<ol style="list-style-type: none"> <li>1. In February 2020, Committees approved a Gateway 3/4 report that requested delegated authority to trial a weekday peak-times closure of St Mary Axe, complimented by a traffic gate at the southern end of the street and temporary changes to the operational hours of the nearby taxi rank to reflect the hours of the trial closure.</li> <li>2. The Covid-19 Pandemic began just after this. As a result, the delegated gateway 5 report was not submitted as it was unclear how long the pandemic would last and what the impacts might have been on the ability to satisfactorily test the proposed timed closure of Monday to Friday 8am-9:30am and 4:30-6:30pm.</li> <li>3. Instead, staff resources were diverted to the City Transportation's Covid-19 On-Street Response, which introduced a number of temporary measures on City Streets to provide space for pedestrians and cyclists to be socially distanced.</li> <li>4. The timed restriction that was implemented on St Marys Axe as part of this response was 'No motor vehicles Monday-Friday 7am-7pm except for access to off-street premises'. The times of these restrictions were consistent with other measures introduced in response to the pandemic and other restrictions already in place in the City. Responses to this received during the Covid-19 on-street response's consultation included comments on access to the motorcycle parking at the southern end of the street and taxi's ability to drop off disabled customers which was permitted whilst this restriction was in place.</li> <li>5. Also, during 2021, Transport for London (TfL) implemented a Temporary Traffic Order on Bishopsgate to restrict through corridor traffic to buses and cyclists only. This is controlled through a series of bus gates located along Bishopsgate/Gracechurch Street.</li> <li>6. As the pandemic restrictions eased, project work on St Mary Axe recommenced in Spring 2021. As a more restrictive timed closure had been in place as part of the COVID measures, but also because there had been many changes in the surrounding area, Officers reviewed the existing design and the original planned experiment to ensure that they were still relevant.</li> <li>7. Post-pandemic pedestrian and vehicle flows in St Mary Axe were informally assessed by officers in October 2021, and these were found to be at approximately 40% of pre-pandemic flows. This corresponded well with similar pedestrian data provided by TfL, and early indications were that the reduction in traffic levels had, at least in part, been driven by their temporary traffic scheme on Bishopsgate. Pre-pandemic 2019 pedestrian survey data was also reassessed which did not indicate any immediate</li> </ol>
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	<p>requirement to improve pedestrian comfort levels along St Mary Axe.</p> <p>8. As a result of these outcomes, officers have assessed that the requirement for a gated daily peak time closure, at this time, is unnecessary. Although a timed restriction may be applicable in future should the City return to or exceed pre-pandemic levels of activity. This can be reassessed as part of the City Cluster Vision Programme.</p> <p>9. Therefore, officers are recommending that no further work on an experimental timed closure on St Mary Axe is progressed and instead recommend that the scope of the project is refocused to concentrate on some interventions that will assist in achieving the aims of the City Cluster Vision in the short term, and act as a catalyst for future transformational change to the street. These changes will provide better pedestrian crossing facilities at a key location and help to rationalise areas for loading and servicing.</p>
<b>5. Recommended Next Steps</b>	<p>1. As TfL's Bishopsgate temporary traffic scheme has reduced non-essential traffic on St Mary Axe, its recommended that the current TTRO that prohibits motor vehicles from entering the street Monday-Friday 7am-7pm unless they're accessing off-street premises is rescinded as officers believe its no longer required.</p> <p>2. In line with the City Cluster vision, Officers have determined that the installation of a raised table in the carriageway at the junction with Undershaft would improve the east-west pedestrian crossing experience. This is on a walking route through the Cluster but the crossing has yet to be formalised in any way. This would also include complimentary alterations to the waiting and loading restrictions near to the raised table to help keep the crossing area clear of parked vehicles, which has been noted by officers on multiple occasions.</p> <p>3. These measures are envisaged to be swift to construct. Therefore, officers are recommending that this element of the City Cluster Vision is brought forward, now that the timed closure experiment is recommended not to proceed, and Members approve the detailed design of the raised table, with approval to commence construction (gateway 3/4/5) delegated to Chief Officer given the small scale and simplicity of these proposals. The construction cost is expected to be in the region of £100,000 to £135,000 (subject to market rates) and therefore is not expected to exceed the £270,000 that was already identified for experimental timed closure.</p> <p>4. It's expected that delivery of the proposed raised table could commence in Summer 2022, taking approximately 8 weeks to construct. This would be subject to road network</p>

	<p>accessibility and the retendering of the highways term contract.</p> <ol style="list-style-type: none"> <li>5. In addition, Officers intend to undertake topographical and ground penetrating radar surveys to aid in the detailed design of the raised table, but also recommend that approval is granted for the whole street to be able to assess the possibilities of greening and future footway widening. There are economies of scale of having the surveys undertaken at the same time and will be helpful in developing informed proposals. Any future design and subsequent construction for the length of St Mary's Axe would form part of a separate 'St Mary Axe – Phase 2' project that would sit within the City Cluster Vision Programme. Funding for this future project is set to be included in the City Cluster Vision Programme's 2023/24 central funding bid. If the bid is successful, a Gateway 1/2 report for a St Mary Axe Phase 2 project would be submitted in Summer 2023.</li> <li>6. The location of the proposed raised table and area of the requested surveys is shown in <b>Appendix 2</b>.</li> <li>7. With the emerging BID, there is an opportunity to explore with businesses whether they would like to introduce a regular closure of St Mary Axe to aid in the activation of the street and local area. Activation of spaces is a key element of the City Cluster Vision and forms one of the programme strands.</li> <li>8. Approval is requested to support this initial engagement with local stakeholders in line with the City Cluster Vision Programme's stakeholder management and communication plans to assess whether there is appetite for such activation. If there is, officers can support the development of an Equalities Impact Assessment and subsequent progression of any temporary traffic orders.</li> <li>9. Information and knowledge gained from developing the experimental timed closure to date will go on help to inform this activation work. However, the design work undertaken for this original proposal is now an abortive cost.</li> <li>10. If the above recommendations are approved, it's expected that survey work commencing as soon as practicably possible, with a G5 for the raised table submitted (delegated) in the Spring of 2022. This would be followed by a G6 closure report in late 2022 for this strand of work. If the work to progress the activation strand of St Mary Axe has not developed to a sufficient point for the equalities analysis to be undertaken by the G6 stage, then the funding for this and any other remaining funds would be returned to the City Cluster Vision Programme budget.</li> </ol>
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## **Appendices**

<b>Appendix 1</b>	Project Coversheet
<b>Appendix 2</b>	Requested Area of Scope
<b>Appendix 3</b>	Paragraph 45 of the 'City of London Project Procedure – Oct 2018' (Changes to Projects: General)
<b>Appendix 4</b>	Risk Register
<b>Appendix 5</b>	Financial Information

## **Contact**

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