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| <p><b>Committees:</b></p> <p>Streets &amp; Walkway Committee [for information]</p> <p>Operational Property and Projects Sub Committee [for information]</p> | <p><b>Dates:</b></p> <p>6th September 2022</p> <p>26<sup>th</sup> September 2022</p> |
| <p><b>Subject:</b></p> <p>Pedestrian Priority Streets Programme – Phase 1</p> <p><b>Unique Project Identifier:</b></p> <p>PV Project ID: 12269</p>          | <p><b>Complex Progress Report</b><br/>(last report Gateway 3/4/5)</p>                |
| <p><b>Report of:</b></p> <p>Director of Environment</p> <p><b>Report Author:</b></p> <p>Kristian Turner – Policy and Projects, City Operations</p>          | <p><b>For information</b></p>  |
| <p><b>PUBLIC</b></p>  |  |

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| <p><b>1. Status update</b></p> | <p><b>Project Description:</b></p> <p>1. 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>Phase 1 of the programme features individual on-street measures at six different locations:</p> <ul style="list-style-type: none"> <li>• Cheapside (east of Bread Street)</li> <li>• Old Jewry</li> <li>• King Street</li> <li>• King William Street</li> <li>• Threadneedle Street / Old Broad Street</li> <li>• Chancery Lane</li> </ul> <p><b>This report</b></p> <p>2. The purpose of this report is to update Members on the progress of the programme and some of the key technical challenges that have led to a shift in the approach to delivering the project to focus on accelerating the delivery of permanent measures without first implementing interim schemes.</p> <p><b>RAG Status:</b> Green (last report: green)</p> <p><b>Risk Status:</b> Medium (last report: medium)</p> |
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|                                     | <p><b>Total Estimated Cost of Project (excluding risk):</b> all phases £6M-£8m</p> <p><b>Spend to Date:</b> £ 545,118 (of £2.6M budget)</p> <p><b>Costed Risk Provision Utilised:</b> £0</p> <p><b>Funding Source:</b> Capital Bid (£6M from Climate Action Strategy funding) and S106 (£150K) (both confirmed)</p>   |
| <p><b>2. Key points to note</b></p> | <p>3. Approval was granted in October 2021 to proceed with the advertising of Experimental Traffic Orders (ETO's) for the first phase of the Pedestrian Priority Programme, alongside implementation of some interim physical works such as footway widening, seating and planters as improvements to the temporary measures that were put in place to create space for social distancing.</p> <p>4. The design process has highlighted a number of technical challenges which mean temporary widening of footways is more expensive than anticipated (and at risk of abortive costs). In addition, there have been a number of road space conflicts which have delayed the progress of implementing improved interim measures as part of the traffic experiment.</p> <p>5. Given the delays and technical issues interim measures during the experimental phase is no longer considered to represent value for money or effective use of materials.</p> <p>6. Details of the key challenges for each of the Phase 1 streets are detailed below.</p> <p><b>Project Issues – design into construction</b></p> <p><b>Cheapside – point closure near Bread St junction</b></p> <p>7. A design to tidy up and enhance the temporary public realm measures installed during the response to the pandemic has been completed but has been unable to progress due to planned utility works.</p> <p><b>King Street – One way working northbound</b></p> <p>8. A design has been completed to widen the footway on the eastern side of King Street with the retention of the contraflow cycle lane. Implementation was delayed at the request of City of London Police not to begin until after the Platinum Jubilee weekend, which then pushed the programme into the handover timeframe between Highway's Term Contracts. Works are currently on hold.</p> <p><b>Old Jewry – Closure at junction with Poultry</b></p> <p>9. Designs for seating and planting in the redundant carriageway space have progressed well and have the support of the Mercers Company. Works are currently programmed to follow</p> |

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the works on King Street. These works cannot be completed in parallel due to need to maintain a north-south route for cyclists as Ironmonger Lane is closed for building development works.

### **King William Street – footway widening**

10. King William Street has transpired to be the most challenging design location. The overall proposal is to widen the footways on both sides of the street in place of the cycle lanes which are not required due to the decrease in traffic volumes. It has been determined that widening of the footways as an interim measure is impractical in practice due to the condition of the highway surface combined with drainage complications. There is a risk of a significant amount being spent on abortive works if the proposals are not supported.

### **Threadneedle Street / Old Broad Street – one way and footway widening**

11. Designs for the footway widening along Old Broad Street and Threadneedle Street has been completed. Threadneedle St incorporates the cycling contraflow currently in place. The cost estimates to undertaking these works on an interim basis are significant, as are the costs to remove these measures if the experiment is not made permanent.

### **Project Issues – permissions**

#### **Chancery Lane**

12. Camden are the traffic authority for half of Chancery Lane. There has been a significant programme delay in getting Camden to sign a Section 101 legal agreement granting the City the power to make a traffic order on their street. The Experimental Traffic Order for Chancery Lane has been delayed.

#### **Current arrangement**

13. As a result of the issues above, the temporary measures (including wands) are still in place.

14. The ETO's 6-month statutory public consultation period ended at the end of July 2022. Overall, less than ten comments were received including one objection to the experiment.

15. Other stakeholders who have expressed support for the measures (at the locations relevant to them) including the Mercers Company and the Cheapside Business Alliance.

16. The public consultation which had been due to launch has been deferred due to the intention to open this alongside the delivery of the interim improvement works.

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|                                   | <p>17. After a briefing session with the Chairman of Planning &amp; Transportation and the Chairman and Deputy Chairman of Streets and Walkways, it was concluded that the programme should seek to accelerate delivery of permanent improvements, subject to public consultation on permanent proposals and a decision whether to make the ETOs permanent.</p> <p>18. The revised approach is to undertake a 6-week public consultation from mid-September on the permanent designs to understand if these measures are supported by the public. It is intended that the results of this consultation and monitoring data collected during the course of the ETO's will be reported back to November committee for Members to make a decision on whether or not to proceed with advertising a permanent traffic order.</p> <p>19. The temporary measures currently on site will be retained until a final decision on each street has been taken, and then until construction commences.</p> <p>20. It is anticipated that switching to this approach will represent better value for money, potentially saving abortive work for measures that are not made permanent and accelerate the overall delivery programme by 3-4 months.</p> |
| <p><b>3. Budget</b></p>           | <p>21. There is no change to the overall budget for the Phase 1 works.</p> <p>22. The spend to date on the project is £545,118</p> <p>23. This report does not supersede previous delegation approvals to move funds between budget line items.</p> <p><b>Costed Risk Provision requested for this Gateway:</b></p> <p>24. The costed risk provision remains unchanged since the last gateway report, there has been no draw down to date</p>  |
| <p><b>4. Progress to date</b></p> | <p>25. Since October 2021, detailed design work has progressed on each individual scheme:</p> <ul style="list-style-type: none"> <li>▪ Traffic Management Act notification attained from Transport for London (TfL)</li> <li>▪ Surveys of businesses and residents regarding their access and servicing requirements and experience of the temporary measures</li> <li>▪ Experimental traffic orders put in place to supersede the previous temporary traffic orders (live January 2022, expire July 2023)</li> <li>▪ Detailed design of interim measures</li> <li>▪ TfL signals design work</li> </ul>  |

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|                      | <ul style="list-style-type: none"> <li>▪ Visual CGI's of what the locations could look like in the future prepared</li> <li>▪ Liaison and engagement with stakeholders</li> <li>▪ Public consultation portal and content questions prepared</li> </ul>   |
| <b>5. Next steps</b> | <p><b>Next steps</b></p> <p>26. The main next steps are:</p> <ul style="list-style-type: none"> <li>▪ Amend the public consultation portal and update the CGI's</li> <li>▪ Launch the public consultation</li> <li>▪ Analyse the results of the public consultation</li> <li>▪ Continue the monitoring of the experimental data</li> <li>▪ Continue stakeholder engagement</li> <li>▪ Commence detailed design of permanent highway and public realm measures</li> <li>▪ Update Equalities Impact Assessments</li> <li>▪ Advise on the number of street trees that can be achieved</li> <li>▪ Prepare cost estimates</li> <li>▪ Prepare a decision report for November Streets and Walkways</li> <li>▪ Subject to approval begin phased delivery of improvements before the end of 2022</li> </ul> |

**Appendices**

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| <b>Appendix 1</b> | Project Coversheet   |
| <b>Appendix 2</b> | Example Traffic maps<br>Example CGIs for public consultation |

**Contact**

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