

<b>Committees:</b> Streets and Walkways <i>[for decision]</i> Operational Property and Project Sub <i>[for information]</i>	<b>Dates:</b> 8 November 2022 14 December 2022
<b>Subject:</b> Beech Street Transportation and Public Realm project <i>(Phase 1 – Zero Emission Scheme)</i>  <b>Unique Project Identifier: 10847</b>	<b>Gateway 5</b> Complex  <b>Issue Report</b>
<b>Report of:</b> Executive Director Environment  <b>Report Author:</b> Kristian Turner – Policy and Projects, City Operations	<b>For Decision</b>
<h1 style="margin: 0;">PUBLIC</h1>	

<b>1. Status update</b>	<b>Background:</b> <ol style="list-style-type: none"> <li>1. In September 2022, Members considered a report for proceeding with the public consultation for the Beech Street zero emission scheme (see previous report in background information) and provided an update on the negotiations with the London Borough of (LB) Islington on these proposals.</li> <li>2. The report recommended consulting on Option 1 which contained 3 sub-options: <ul style="list-style-type: none"> <li>• 1a would close the Golden Lane/Beech Street junction to all motorised traffic</li> <li>• 1b would close the Golden Lane/Beech Street junction to all motorised traffic except zero emission vehicles</li> <li>• 1c allowed the Golden Lane/Beech Street junction to remain open to all south bound vehicles.</li> </ul> </li> <li>3. Officers provided a verbal update at the Streets and Walkways sub-committee meeting that the LB Islington had indicated that they did not support consultation on sub-options 1a and 1b proceeding.</li> <li>4. Streets and Walkways Sub Committee approved Option 1 overall, as recommended, with a four-week timetable for finalising the position on 1a and 1b with the LB Islington.</li> <li>5. If no support from LB of Islington was forthcoming for sub-option 1a or 1b, then a decision would be taken outside the normal committee cycle around sub-option 1c.</li> </ol>
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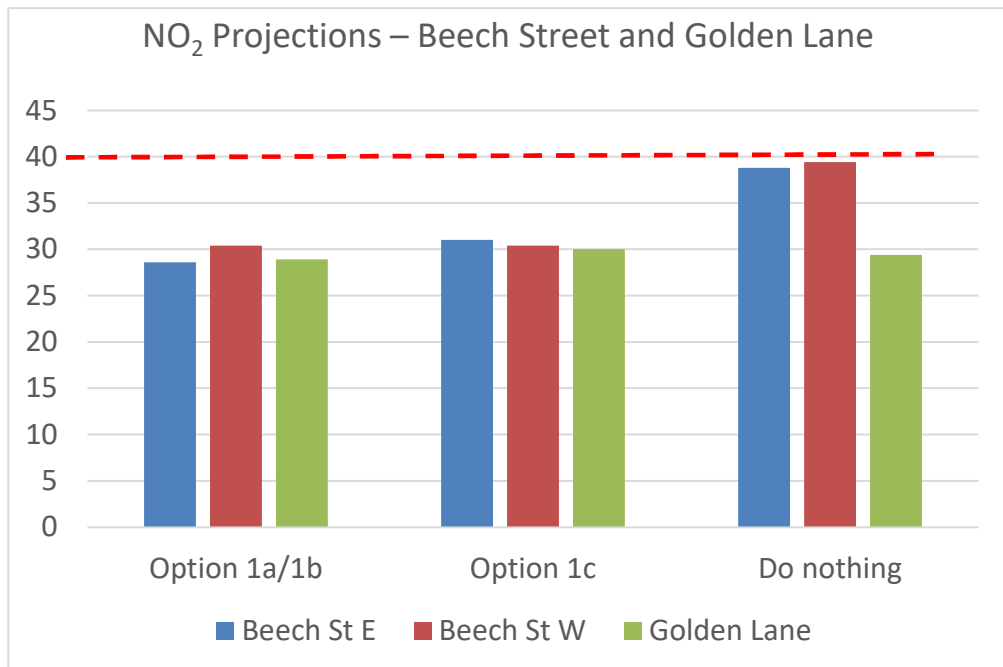
	<p>6. The response from the LB Islington confirmed their previous stance on options 1a and 1b. The report is to be considered by committee rather than follow a delegated route as there was not a significant time difference in preparing the report for consideration in public or by delegation. This way the decision making remains in the public arena.</p> <p><b>This report:</b></p> <p>7. The purpose of this report is to:</p> <ul style="list-style-type: none"> <li>• Update Members on the LB Islington’s finalised position</li> <li>• Seek Member approval to consult on Option 1c as the amended (permanent) zero emission scheme</li> </ul> <p><b>RAG Status: AMBER</b> (Amber at last report to Committee)</p> <p><b>Risk Status: Medium</b> (Medium at last report to Committee)</p> <p><b>Total Estimated Cost of Project (excluding risk):</b> ~ £12M-15M (<i>for Phase 1 and 2, see main report</i>)</p> <p><b>Spend to Date:</b> £1,907,951 (of a total project budget of £2,285,062 for Phase 1)</p> <p><b>Slippage:</b> ~ 12-18 months</p> <p><b>Funding Source:</b> Community Infrastructure Levy (CIL)/OSPR</p> <p><b>Costed Risk Provision Utilised:</b> none to date</p>
<p>2. .</p>	<p><b>Requested Decisions:</b></p> <p>Members of the <b>Streets and Walkways sub-committee</b> - are asked to choose from the following two options to progress the project:</p> <ol style="list-style-type: none"> <li>1) <b>That Option 1c</b> proceeds to public consultation for a zero emission scheme on Beech Street that keeps the Golden Lane / Beech Street junction open to <u>all southbound</u> vehicles. (Note that the left turn from Beech Street into Golden Lane would only be available to zero emission vehicles). <b>Recommended</b></li> <li>2) <b>Option 2</b> would be to close the interim project and only progress with a longer-term area wide approach to managing traffic, improving the public realm and addressing air quality across the Barbican, Golden Lane and Bunhill areas in partnership with LB of Islington.</li> </ol> <p>Members of <b>Operational Property and Projects Sub-committee</b> are asked to note the contents of this report.</p>

<p><b>3. Budget</b></p>	<p><b>Option Costs</b></p> <p><b>Option 1c</b></p> <p>8. The overall budget allocation is estimated to be sufficient to develop and deliver the next steps of consultation, engagement and analysis to reach the next project milestone. At this stage it is estimated that a decision report setting out the public consultation findings would be submitted in March 2023. This would include whether to proceed with making Option 1C permanent or not. The budget, along with a costed risk register, will be re-assessed in advance of the March report.</p> <p><b>Option 2</b></p> <p>9. The current budget is sufficient to close the project. A Gateway 6 Report would identify any project underspend, currently in the region of £300k.</p> <p>10. The development of the Healthy Streets Plan for the Barbican and Golden Lane area is funded separately. The delivery of any projects emerging from this plan are currently unfunded and would be subject to availability of capital funding through a future annual capital bid.</p>
<p><b>4. Issue description</b></p>	<p><b>Update on consultation options</b></p> <p>11. The LB Islington have responded in writing about the consultation options for Beech Street and surrounding streets. In summary LB Islington have stated that they:</p> <ul style="list-style-type: none"> <li>• Support consulting the public on Option 1c ONLY, which keeps Golden Lane open at the junction with Beech Street to all southbound vehicles.</li> <li>• Do not support consulting on Option 1a and 1b (which would require installing a right-hand turn ban at the Fortune Street / Whitecross Street junction, which is LB Islington’s highway).</li> <li>• Are fully committed to working with the City on a joint, area wide approach, where both authorities share many strategic objectives, such as improving air quality, reducing road danger and alleviating traffic congestion, and wish to progress this as soon as possible.</li> </ul> <p>12. Since the September Committee, officers have continued to meet with LB Islington and formed an officer working group. This group is progressing the approach and content for the Beech Street project and the wider area project public consultation and engagement exercise.</p>
<p><b>5. Options</b></p>	<p><b>Option 1c – Zero emission scheme with Golden Lane / Beech Street junction open to all traffic</b></p> <p>12. Under this Option, the design of the zero-emission street would prevent Beech Street being used by non-zero emission “through</p>

traffic” but allow all vehicles to use the Beech Street eastbound carriageway between Golden Lane and Silk Street. Any vehicle travelling south on Golden Lane would be able to turn left onto Beech Street.

13. Air quality modelling for Option 1c has been undertaken. Compared to the “do nothing” option, the modelling indicates that Option 1c would:

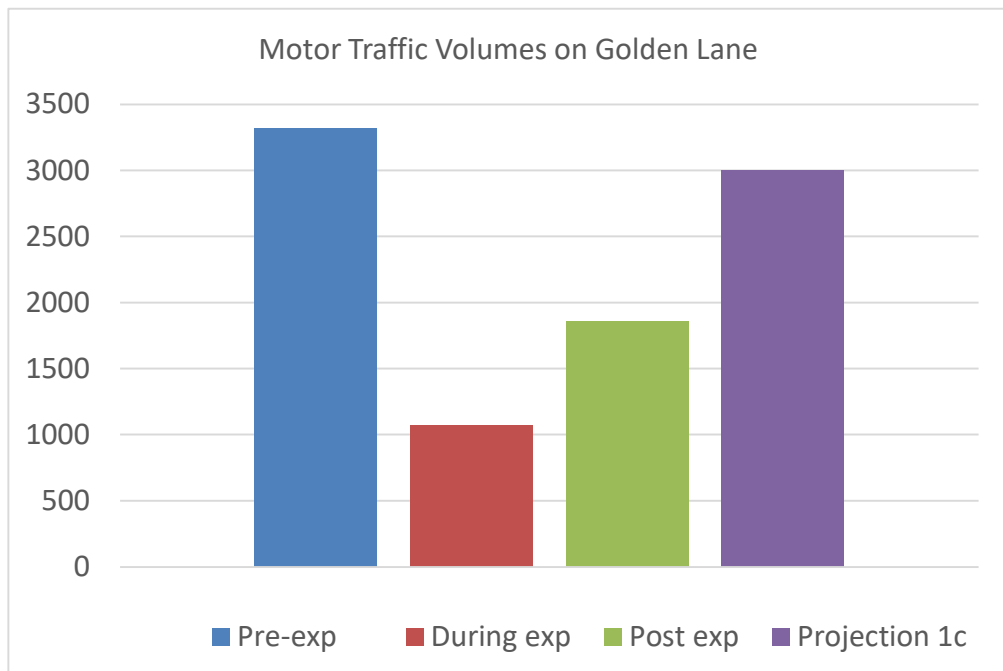
- reduce NO<sub>2</sub> on Beech Street (at the AQ monitor western end) from 39.4 µg /m<sup>3</sup> to 30.4 µg/m<sup>3</sup>
- reduce NO<sub>2</sub> on Beech Street between Golden Lane and the eastern entrance to Beech Street from 38.8 µg /m<sup>3</sup> to 31 µg/m<sup>3</sup>
- marginally increase in NO<sub>2</sub> on Golden Lane from 29.4 µg /m<sup>3</sup> to 30 µg /m<sup>3</sup>



14. As can be seen from the above diagram, whilst Option 1a/1b offers the best air quality results, Option 1c is only marginally worse and still much improved on the “do nothing” option. The additional traffic that would be able to use the eastern end of Beech Street, coming from Golden Lane would have a minimal effect on air quality in Beech Street.

15. Based on the data we have and adjusting pre-scheme traffic counts to account for general lower traffic trends post pandemic, it is broadly estimated that traffic on Golden Lane would increase from current traffic volumes (~1,800 veh/day) to be in the region of ~3,000 veh/day. This is less than pre-scheme levels of ~3,300 veh/day.

16. This estimate is based on general traffic in the City remaining at 80% of pre-pandemic levels and assumes that most of the traffic that turns left from Aldersgate Street into Beech Street will reassign to Old Street→Golden Lane→Beech Street.



17. The levels of traffic on Golden Lane projected under the option 1c scenario is acceptable in traffic management terms, noting the various school entrances on Golden Lane and Whitecross Street.

18. It is recommended that we proceed with consulting on Option 1C only, it would make an overall improvement to air quality compared to the do-nothing option. The public consultation exercise will give the opportunity for comments to be received and a thorough understanding of the view of the local area impacted, both within the City and within LB Islington.

19. Engagement to seek views on the longer-term area wide approach to managing traffic, improving the public realm and addressing air quality across the Barbican, Golden Lane and Bunhill areas, in partnership with LB Islington will be carried out in parallel with the Beech Street consultation.

**Option 2 – Close the interim project, focus on area wide initiative**

20. Under this option, the interim project (phase 1) to address air quality would be closed and instead proceed with only the longer-term area wide approach to managing traffic, improving the public realm and addressing air quality across the Barbican, Golden Lane and Bunhill areas, in partnership with LB Islington (subject to funding).

	<p>21. In the interim and as previously reported, NO<sub>2</sub> levels on Beech Street would, in all probability, remain high. If traffic volumes increased further, NO<sub>2</sub> may go above the legal limits of 40 µg /m<sup>3</sup></p> <p><b>Next steps</b></p> <p>22. An online consultation portal featuring details of the proposals and consultation questions has been prepared both for Beech Street and a parallel one set up for the area wide engagement. It is the intention that both the consultation and the engagement will launch at the same time. The Beech Street consultation will run for six weeks, the consultation period will be extended by two weeks if it overlaps with the Christmas period. The engagement on the area wide scheme will run for three months.</p> <p>23. The engagement on the area wide scheme, the Bunhill, Barbican and Golden Lane Healthy Neighbourhood, is an on-line platform featuring an interactive map which allows people to select any location to highlight any issues or opportunities they wish to make known. This information will be used to develop a plan for the area with individual projects to emerge from this exercise.</p> <p>24. Consultation materials such as letters, flyers and on-street posters have been designed and are going through LB Islington's approval's process. Dates for public drop-in sessions staffed by officers from both authorities are being arranged.</p> <p>25. If Option 1 of the recommendations is approved, the next steps are to:</p> <ul style="list-style-type: none"> <li>• Amend the consultation portal for Beech Street to remove Options 1a/1b and clearly set out the reasoning why the option being consulted on differs from the previous experiment.</li> <li>• Finalise the public consultation documents with LB Islington</li> <li>• Undertake the public consultation exercise</li> <li>• Review and update the Equalities Assessment</li> <li>• Analyse the public consultation results</li> <li>• Prepare a decision report for March 2023 to report the public consultation findings and to decide whether to proceed with the scheme to implementation</li> </ul>
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**Background paper**

[G5 Issues Report September 2022](#)

**Appendices**

<b>Appendix 1</b>	<b>Project Coversheet</b>
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