

<p><b>Committees:</b>  Streets and Walkways Sub Committee <i>[for decision]</i>  Operational Property and Projects Sub Committee <i>[for decision]</i></p>	<p><b>Dates:</b>  17 January 2023  Delegated</p>
<p><b>Subject:</b>  Fleet Street Area Healthy Streets Plan.</p> <p><b>Unique Project Identifier:</b>  <i>PV ID 12240</i></p>	<p><b>Gateway 4:</b>  <b>Detailed Options Appraisal (Regular)</b></p>
<p><b>Report of:</b>  Executive Director Environment</p> <p><b>Report Author:</b>  Stephen Oliver</p>	<p><b>For Decision</b></p>
<h1>PUBLIC</h1>	

<p><b>1. Status update</b></p>	<p><b>Background</b></p> <p>The Fleet Street Area Healthy Streets Plan (HSP) will provide a framework for improvements to streets and public realm in the area. The proposals will reflect the aspirations of stakeholders, including the Fleet Street Quarter BID, and the opportunities arising from development. Developing the plan will include testing the feasibility of any proposals which will include traffic management changes. The first phase of work is to prepare a draft set of proposals for consultation.</p> <p>Subject to approval, the draft plan will form the basis for consultation starting in February 2023. The responses from the consultation and the traffic and pedestrian modelling will enable a final plan to be prepared for Committees in July 2023. The final Plan will include a series of proposed projects and a programme for implementation. Subsequently funding bids will be submitted for projects, which once initiated will be subject to additional consultation and approvals as detailed proposals are developed.</p> <p>The purpose of this report is to:</p>
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	<ul style="list-style-type: none"> <li>• Update members on funding from the Fleet Street Quarter BID (BID).</li> <li>• Seek Member approval to consult on the draft Fleet Street Area Healthy Streets Plan.</li> <li>• Seek Member approval to delegate authority to the Director of City Operations (in consultation with the Chairman of Streets and Walkways Sub-Committee, to approve the (non-statutory) public consultation content and then proceed with the consultation</li> </ul> <p><b>RAG Status:</b> Green, as at last report to Committee</p> <p><b>Risk Status:</b> Low, as at last report to committee</p> <p><b>Total Estimated Cost of Project (excluding risk):</b> (£276,254)</p> <p><b>Change in Total Estimated Cost of Project (excluding risk):</b>  Since the last report to Committee, the Fleet Street Quarter Business Improvement District (BID) have approved a contribution of £35,000 towards the public consultation.  The BID funding brings the estimated cost of project to £276,254.</p> <p><b>Spend to Date:</b> £112,771</p> <p><b>Costed Risk Provision Utilised:</b> None</p> <p><b>Funding Source:</b> S106 contributions and a contribution from the Fleet Street Quarter BID.</p>
<p><b>2. Next steps and requested decisions</b></p>	<p><b>Next Steps:</b>  The next steps are:</p> <ul style="list-style-type: none"> <li>• Public and stakeholder consultation on the draft Plan.</li> <li>• Analysis of feedback to further inform the proposals and the prioritisation of projects.</li> <li>• Appointment of a traffic modelling consultancy to provide technical advice on the area around and to the south of the Salisbury Square development</li> <li>• Development of a delivery plan</li> </ul> <p><b>Requested Decisions:</b>  <b>Members of Streets and Walkways and Operational Property and Projects Sub Committee:</b></p> <ol style="list-style-type: none"> <li>1. Approve that the budget is increased by £35,000 to £276,254 (excluding risk) as set out in Appendix 3, following the receipt of the funding from the Fleet Street Quarter BID.</li> </ol>

	<ol style="list-style-type: none"> <li>2. Note the total estimated cost of the project at £276,254 (excluding risk).</li> <li>3. Approve the draft Healthy Streets plan for public consultation.</li> <li>4. Delegate authority to the Director of City Operations, in consultation with the Chairman of Streets and Walkways Sub-Committee, to approve the (non-statutory) public consultation content and then proceed with the consultation.</li> </ol>
<p><b>3. Resource requirements to reach next Gateway</b></p>	<p>The £35,000 funding contribution has been confirmed and received from the Fleet Street Quarter Bid since the Gateway 3 report in November and it is requested to be included in the project budget.</p> <p>This will increase the available project budget from the approved £241,254 to the estimated cost of the project of £276,254.</p> <p>The finance tables are set out in Appendix 3.</p> <p>This money is a contribution towards the cost of the consultation exercise</p>
<p><b>4. Overview of project</b></p>	<p><b>Project update:</b></p> <ol style="list-style-type: none"> <li>1. Since the Gateway 3 Report was presented to Committee in November 2022, further traffic and pedestrian data has been collected on the Fleet Street and Ludgate Hill corridor. A consultant has been appointed to model options for public realm changes and the impacts on traffic. An online engagement portal provider has also been appointed for stakeholder consultation in February 2023. Discussions with the City of Westminster on a partnership pilot project to investigate servicing requirements for businesses on the Strand and Fleet Street is currently being scoped.</li> <li>2. A presentation to the BID Project Board on the draft HSP was well received and the requested funding contribution of £35,000 from the BID towards the consultation exercise was approved.</li> </ol> <p><b>The draft Healthy Streets Plan</b></p> <ol style="list-style-type: none"> <li>3. The draft Plan sets out an integrated approach to improving the public realm and managing traffic to support delivery of the following Transport Strategy outcomes: <ul style="list-style-type: none"> <li>• The Square Mile’s streets are great places to walk and spend time.</li> <li>• Street space is used more efficiently and effectively.</li> </ul> </li> </ol>

- The Square Mile is accessible to all.
- People using our streets and public spaces are safe and feel safe.
- More people choose to cycle.
- The Square Mile's air and streets are cleaner and quieter.
- Delivery and servicing are more efficient, and impacts are minimised.
- Our street network is resilient to changing circumstances.

4. The proposals will support delivery of the City Corporation's Climate Action Strategy and the Destination City initiative. The proposals also support the BID's Area Based Strategy and the objectives of the Fleet Street Key Area of Change.

5. The draft plan is structured around five neighbourhoods that are separated by City and London Access Streets (as defined by the City of London Street Hierarchy). The proposals in the plan aim to improve the safety and comfort for people walking and cycling within and between these neighbourhoods. Potential improvements include making some streets pedestrian priority with timed restrictions for motor vehicles, improved crossings and public realm improvements including widened pavements, tree planting, Sustainable Urban Drainage, and places for people to rest. Proposals will integrate with new developments in the area and public realm changes secured as part of Section 106 and Section 278 agreements.

**Public consultation**

6. The consultation will present these opportunities for change and gather feedback from people who live, work and visit the area, as well as businesses and other stakeholders.

7. It is proposed to have an on-line portal where the public can comment on the proposals and highlight issues and opportunities. The consultation will be promoted via a letter to all businesses and residents in the area along with online and on-street promotion publicising the consultation and a series of drop-in engagement sessions. Ward Members and the BID will continue to be engaged as the detail develops. The BID will also be notifying their members of the consultation. Consultation materials will recognise the BID as a consultation partner.

8. Engagement with TfL will also be undertaken on the proposed changes. This is to complement the traffic modelling work to understand the feasibility of some of the possible opportunities on these corridors as well as

	<p>understand more fully the challenges of addressing competing demands for streets, including bus priority.</p> <p>9. The feedback from the consultation will help to establish the likely support for the various interventions and identify further changes that people might like to see in the area. The intention is to establish the framework to inform a delivery plan of proposed changes for the area. This will provide an improvement plan for the area that the City and the BID can work towards, that can form the basis for future funding bids and inform discussions with developers.</p> <p><b>After consultation</b></p> <p>10. The feedback from the consultation will be considered and the Plan will be amended accordingly and presented to Members for final approval. Future reports will feedback the consultation and engagement findings and identify what has been amended within the plan to address these points.</p> <p>11. The final Plan will propose a prioritised programme of projects. Further funding will be sought to initiate these projects from both external and internal funding streams, such as any new Section 106 Agreements, CIL, and On Street Parking Reserve or where practical to include projects in any new S278 schemes. In addition, working in partnership with the BID and local businesses all other opportunities for partner funding opportunities will be explored.</p>
<p><b>5. Sustainability and energy implications</b></p>	<p>a/ Meets Regulated Requirements</p> <p>12. There are no regulated requirements for a Healthy Streets Plan. The Plan will create a framework of projects that will give the opportunity to meet the objectives of making the Square Mile public realm more climate change resilient by adding in more green spaces, urban greening, flood resistant road surfaces, adaptable planting regimes and heat resistant materials.</p>
<p><b>6. Recommendation</b></p>	<p>13. It is recommended that the details of the draft Healthy Streets Plan in Appendix 4 is taken forward to public consultation to seek views of the local communities as the next step of the plans development.</p>
<p><b>7. Risk</b></p>	<p>18. Risks identified are.</p> <ul style="list-style-type: none"> <li>• The results of the early traffic modelling and what is feasible to implement do not align with the aspirations of</li> </ul>

	<p>the Fleet Street Area Healthy Street Plan and the Transport Strategy.</p> <ul style="list-style-type: none"> <li>• Public Consultation response does not support the Plan and/or proposed interventions requiring more time and further consultation to be undertaken.</li> <li>• The proposals that are identified in the Healthy Streets Plan may not be affordable.</li> </ul> <p>19. Further information is available in the Risk Register (Appendix 2).</p>
<b>8. Procurement strategy</b>	20. For traffic and pedestrian data collection, traffic modelling, consultation support and design the Transport and Public Realm Framework will be used. Where not appropriate standard procurement processes will be used.

### Appendices

<b>Appendix 1</b>	Project Coversheet
<b>Appendix 2</b>	Risk Register
<b>Appendix 3</b>	Finance Tables
<b>Appendix 4</b>	draft Fleet Street Area Healthy Streets Plan

### Contact

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