

Committees: Streets and Walkways Sub Committee Operational Property and Projects Sub Committee	Dates: 04 July 2023 Delegated
Subject: Barbican and Golden Lane Healthy Streets Plan Unique Project Identifier: <i>PV ID 12240</i>	Gateway 3: Outline Options Appraisal Regular
Report of: Executive Director Environment Report Author: Stephen Oliver, Projects and Programmes	For Decision
<h1>PUBLIC</h1>	

1. Status update	<ol style="list-style-type: none"> 1. The Transport Strategy proposes a series of Healthy Streets Plans to develop an integrated approach to public realm improvements and traffic management for different areas of the Square Mile. In October 2021 the Streets and Walkways Sub-Committee granted Gateway 2 approval for a Barbican and Golden Lane Healthy Streets Plan. 2. In November 2022, subsequent to negotiations with Islington Council (LBI) about options for consultation on the Beech Street Zero Emissions scheme, the Streets and Walkways Sub-Committee approved public consultation on a permanent scheme for Beech Street and a parallel public engagement on a wider Healthy Streets Plan. In partnership with the LBI the rescoped project area included the Barbican and Golden Lane Healthy Streets Plan area and the Bunhill ward south of Old Street in Islington. The wider area engagement had a new project title the Bunhill, Barbican and Golden Lane Healthy Neighbourhood (HNP) to reflect both councils transport strategies.
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	<p>RAG Status: Green, as at last report to Committee</p> <p>Risk Status: Low, as at last report to committee</p> <p>Total Estimated Cost of Project (excluding risk): £250,000</p> <p>Change in Total Estimated Cost of Project (excluding risk): None.</p> <p>Spend to Date: £65,869</p> <p>Costed Risk Provision Utilised: None</p> <p>Funding Source: City Fund - CIL</p> <p>Slippage: There has been slippage to the programme predominantly due to influences of the pandemic preventing data collection and engagement, and negotiations with Islington Council. The original estimated project timeframe for the completion of the Healthy Streets Plan was March 2023.</p>
<p>2. Next steps and requested decisions</p>	<p>Next Gateway: <i>Gateway 4: Detailed Options Appraisal and consultation</i></p> <p>Next Steps:</p> <ol style="list-style-type: none"> 4. In order to progress to Gateway 4, the required next steps are: <ul style="list-style-type: none"> • A formalised and programmed Officers Working Group with Islington Council. • Stakeholder engagement, including with residents' groups, schools and businesses. • Appointment of consultancy services to provide in ground surveys, publicity and equalities compliance and technical advice on the detail and scope of any modelling required, to inform the Healthy Neighbourhood Plan's proposed projects and to meet Transport for London's modelling requirements. • Detailed development of proposals and opportunities to comprise a draft Healthy Neighbourhood plan. <p>Requested Decisions:</p> <ol style="list-style-type: none"> 5. It is requested that Members of Streets and Walkways Sub-committee: <ul style="list-style-type: none"> • Note the change in the project name and the extent of the project area from Gateway 2 as shown in Figure 1. • Note the findings of the Public Engagement. • Approve joint working with Islington Council to develop the Healthy Neighbourhood Plan. <p>And that Members of Streets and Walkways and Operational Property and Projects Sub Committee:</p>

	<ul style="list-style-type: none"> Approve the budget is increased by £109,000 from £141,00 to £250,000 to reach the next Gateway, funded from the City Fund CIL receipts as detailed in Table 3 Appendix 3. 															
<p>6. Resource requirements to reach next Gateway</p>	<p>Next Gateway: <i>Gateway 4: Detailed Options Appraisal and consultation</i></p> <p>Additional resource required to reach the next gateway. Table 1</p> <table border="1" data-bbox="528 557 1445 1388"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Funds/ Source of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Fees</td> <td>Data Collection and consultation</td> <td rowspan="2">City Fund - CIL</td> <td>£58,300</td> </tr> <tr> <td>Staff costs*</td> <td>Project management, consultation preparation and public consultation, data analysis and preparation of final report and Gateway 5 report.</td> <td>£50,700</td> </tr> <tr> <td>Total</td> <td></td> <td></td> <td>£109,000*</td> </tr> </tbody> </table> <p>*This is to be drawn down from the existing £250,000 budget agreed in principle at Gateway 2.</p> <p>Costed Risk requested for this Gateway: None</p> <p>The staff costs include time for a Project Manager to manage the consultants and develop the proposals. This equates to approximately two full days of project management time per week over a 12-month period.</p> <p>The costs identified above reflect the City's costs only and the expectation is that LBI will fund the proportion of their fees and staff costs for their area.</p>	Item	Reason	Funds/ Source of Funding	Cost (£)	Fees	Data Collection and consultation	City Fund - CIL	£58,300	Staff costs*	Project management, consultation preparation and public consultation, data analysis and preparation of final report and Gateway 5 report.	£50,700	Total			£109,000*
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<p>7. Overview of project</p>	<p>Background</p> <p>6. The Healthy Neighbourhood Plan (HNP) is a project to provide a framework for improvements to streets, and</p>															

the public realm in the area. The project funding does not include the delivery of projects. The HNP is a deliverable of the City's Transport Strategy and supports Destination City and the Climate Action Strategy by identifying opportunities for pedestrian priority and climate resilience.

7. The HNP will reflect the aspirations of residents and other stakeholders and the opportunities arising from development. Developing the plan will include testing the feasibility of proposals for traffic management changes.
8. The HNP will set out an integrated approach to improving the public realm and managing traffic to support delivery of the following Transport Strategy outcomes:
 - The Square Mile's streets are great places to walk and spend time.
 - Street space is used more efficiently and effectively.
 - 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.
9. Since the initiation of the project, a baseline study has been undertaken identifying available data sets and what further data might be needed to help develop the HNP. This includes vehicle counts in May 2023.
10. The Healthy Neighbourhood Plan will be developed in partnership with the LBI. The agreed extent of the plan area is indicated in Figure 1.



Figure 1 – Bunhill, Barbican and Golden Lane Healthy Neighbourhood plan extent.

Public engagement

11. In parallel with the Beech Street Consultation, public engagement was carried out for 6 weeks between January and March 2023. This was in partnership with LBI. An online interactive consultation portal allowed people to identify issues and opportunities in the project area. These comments will form the basis for a draft plan which will identify issues and maximise opportunities that will be subject to further engagement and consultation. Subsequently projects will be initiated and will be subject to additional consultation and approvals as detailed proposals are developed.
12. Early engagement with stakeholders included writing to 17,000 properties, on street posters publicising the consultation and writing to interest groups notifying them of the project. The portal was accessed by 189 respondents who generated 895 comments. A further 16 responses were received by email. Four in person drop-in sessions were held in the Golden Lane Community Centre and the Vibast Centre in Islington. An engagement report summarising the responses is provided in Appendix 4.

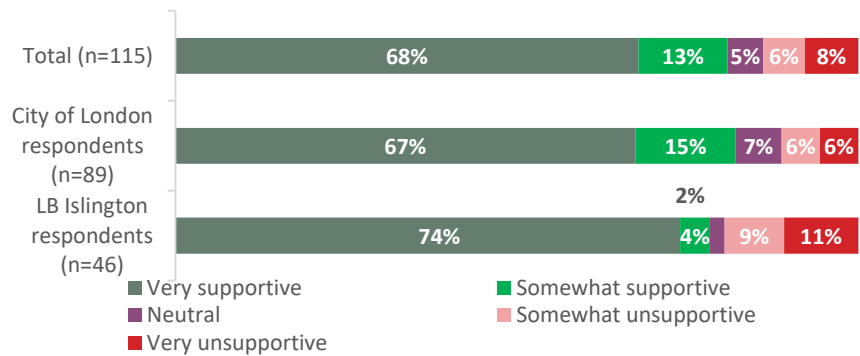
Engagement Key Findings

13. The engagement report summaries separate responses for people who live and work in the City or the LBI. It also separates comments and ideas into City streets and

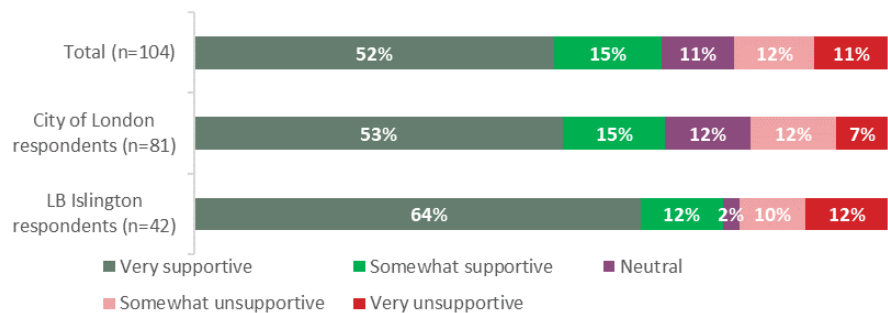
spaces, LBI streets and spaces and streets that are on the boundary of both councils.

14. The engagement portal included questions on support for objectives of an HNP.

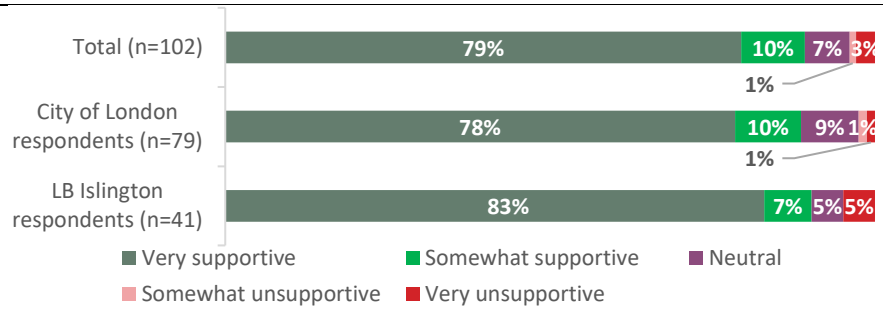
- When asked if they were supportive or unsupportive of traffic restrictions or changes to street layouts which may increase journey times for people traveling in motor vehicles to increase space for people walking. The response from 115 respondents was:



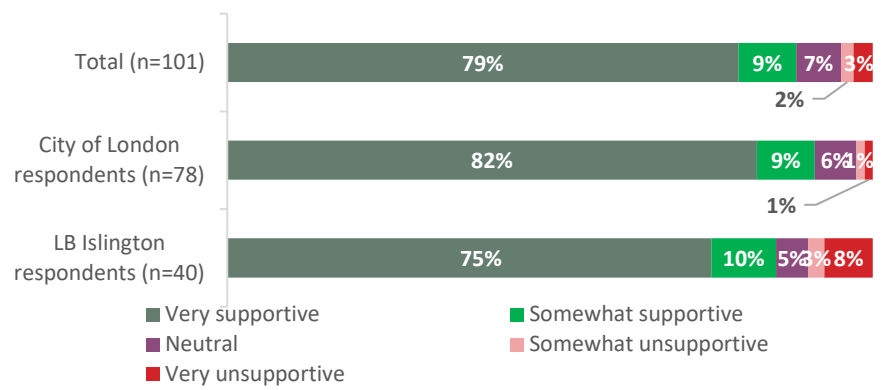
- When asked if they were supportive or unsupportive of traffic restrictions or changes to street layouts which may increase journey times for people traveling in motor vehicles to increase space for people cycling. The response from 104 respondents was:



- When asked if they were supportive or unsupportive of traffic restrictions or changes to street layouts which may increase journey times for people traveling in motor vehicles to increase on-street trees, planting and places for people to stop and rest. The response from 102 respondents was:



- When asked if they were supportive or unsupportive of traffic restrictions or changes to street layouts which may increase journey times for people traveling in motor vehicles to improve local air quality and noise levels. The response from 101 respondents was:



- Of the City streets Beech Street had the most individual responses (total 69). As well as comments associated with the proposed Zero Emission scheme and poor air quality, respondents raised concerns about safety for people walking and cycling due to the width of the pavements. Noise from vehicles particularly at night was also identified as a problem.
- Concerns were raised for Moor Lane (37 total responses), Fore Street (19 total responses) and Silk Street (4 total responses) about the proposed Beech Street zero emission scheme causing 'rat running' between London Wall and Chiswell Street. Comments were also received about more greening and improvements to cycle infrastructure.
- Concerns were raised about Fann Street (31 total responses) being regularly used for vehicles making U-turns and crossing facilities at the junction with Goswell Road.
- The city access streets London Wall (24 total responses), Aldersgate Gate Street (30 total responses) and

	<p>Moorgate (15 total responses) all had comments about improving crossings for people walking and cycling. But they also had comments that cycling facilities were sufficient already.</p> <ul style="list-style-type: none"> • On the streets that fall within both councils Golden Lane had the most individual responses (total 52). The most common concerns raised were about traffic speeds and air quality particularly in the context of the schools on this street and comments suggested vehicle restrictions to reduce these issues. Several responses considered that the Beech Street scheme would increase these problems if implemented. Greening and improving the environment for people walking and cycling received many comments. • On Chiswell Street (18 total responses) the majority of comments were supporting the improvement of infrastructure for people cycling. Goswell Road (11 total responses) had comments about the lack of trees and planting and concerns about the safety of people cycling. <p>Next steps</p> <p>15. Working in partnership with Islington Council the feedback from the engagement will inform a framework of improvements for a framework plan of proposed changes for the area. The draft Healthy Neighbourhood plan will be presented to members in a Gateway 4 report, seeking approval to consult on the proposals.</p> <p>16. The preparation of the Healthy Neighbourhood Plan will include the following:</p> <ul style="list-style-type: none"> • Formalising and programming the joint officers working group with LBI. • Stakeholder engagement with residents' groups, schools and businesses. • The appointment of specialist consultancy to test proposals and their impacts where required. • Presenting a draft Healthy Neighbourhood delivery plan as a Gateway 3-4 report to Streets and Walkways Sub-Committee in summer 2024.
<p>17. Sustainability and energy implications</p>	<p>a/ Meets Regulated Requirements</p> <p>17. 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</p>

	greening, flood resistant road surfaces, adaptable planting regimes and heat resistant materials.
14. Recommendation	<ul style="list-style-type: none"> • Note the change in project name to Bunhill, Barbican and Golden Lane Healthy Neighbourhood and the increased extent of the project area. • Note the findings of the Public Engagement. • Approve joint working with Islington Council to develop the Healthy Neighbourhood Plan. • Approve increasing the project budget to £250,000.
15. Risk	<p>18. Risks identified are.</p> <ul style="list-style-type: none"> • The City and LBI not agreeing traffic management changes in the project area. • Stakeholders' groups not supporting changes to traffic management in the area. • The proposals do not meet the expectations of stakeholders. • Delays in further 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. • Local stakeholders not supporting the concept proposals. • Insufficient funds or loss of funding source for the draft plan. • Insufficient funds for implementing the proposed projects. <p>Further information is available in the Risk Register (Appendix 2a and b).</p>
19. Procurement approach	<p>19. 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.</p>

Appendices

Appendix 1	Project Coversheet
Appendix 2a and 2b	Risk Register
Appendix 3	Spend to Date and Funding Sources
Appendix 4	BBGL Engagement Report Final Findings

Contact

Report Author	Stephen Oliver
Email Address	stephenoliver@cityoflondon.gov.uk
Telephone Number	

