

Project Coversheet

[1] Ownership & Status

UPI: 12295

Core Project Name: Leadenhall Street Improvements

Programme Affiliation: City Cluster Vision (formally known as the Eastern City Cluster Programme)

Project Manager: Daniel Laybourn

Definition of need:

Pre COVID-19 pavement crowding was an issue in many parts of the City and, without change, was forecast to increase as the City's working population increased. Pavement crowding is still expected to be an issue in the future despite the impacts of COVID-19 including safely accommodating the increase in footfall resulting from new developments, particularly in the City Cluster. This has implications for:

- Safety – as people are often forced to walk in the carriageway and are at greater risk of being involved in a collision.
- Accessibility – some disabled people will be uncomfortable and potentially excluded by too narrow or overcrowded pavements
- Emissions reduction – the Climate Action Strategy identifies pedestrian priority and improved pedestrian comfort as necessary conditions for Net Zero by 2050

The 2017 City Streets survey found that 84% of people thought the City's pavements were overcrowded, 60% thought that people walking were given too small a share of street space and 65% thought the needs of people walking were underprioritised.

Walking is the main mode of travel in the Square Mile. 90% of on-street journeys that start or finish in the Square Mile are walked, including walking to and from public transport. Walking is the most common form of transport for disabled Londoners, with 78% reporting they walk at least once a week. 65% of disabled Londoners consider the condition of pavements to be a barrier to walking more frequently.

The Climate Action Strategy identifies pedestrian priority and improved pedestrian comfort as necessary conditions for Net Zero by 2050.

The Eastern City Cluster Vision was adopted in April 2019. The vision shows two options for significant change on Leadenhall Street providing greater space for people walking and cycling and opportunities for greening. This proposal is also included in the Eastern City Cluster Programme reporting received regular by Committees

During the COVID-19 pandemic in 2020, several temporary on-street interventions were implemented to enable social distancing and provide more space for people choosing to walk and cycle. A report was taken to Planning and Transportation Committee in April seeking approval to close this project and retain some of the measures as experimental schemes across several programmes. This pedestrian priority programme will incorporate the largest portion of the on-street changes in its first year of delivery.

Key measures of success:

- Whether businesses can still meet their delivery and access needs
- Journey times are not significantly impacted on surrounding streets
- Pedestrian and cycle comfort levels improve

Expected timeframe for the project delivery/ Key Milestones:

Assuming the November 2024 request to consolidate the Gateway 4 and 5 reports is approved, the key dates going forward would be:

- Gateway 4/5 report to Streets & Walkways Sub Committee in May 2025
- The same report to be submitted to Planning & Transportation Committee in July 2025
- Gateway 4b submitted to Court of Common Council in July 2025
- Construction start 3-4 months later in Autumn 2025, subject to road network availability

Are we on track for completing the project against the expected timeframe for project delivery? Yes. In May 2022, the project's scope was increased to focus on transforming Leadenhall Street rather than smaller changes to the street. The City Cluster Area programme update in September 2023 detailed the revised next steps.

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? No.

[2] Finance and Costed Risk**Headline Financial, Scope and Design Changes:****'Project Briefing & Proposal' G1/2 report (as approved by PSC 23/7/21):**

- Total Estimated Cost (excluding risk): £480-550k
- Requested budget: £218k
- Costed Risk Against the Project: N/A
- Estimated Programme Dates:
 - **Overall programme:** July 2021 – Summer 2024
 - **Key dates:**
 - Gateway 1 /2 July 2021
 - Gateway 3/4 September/ October 2021
 - Gateway 5 (Delegated) November 2021
 - Progress Reporting Summer 2022
 - Progress Reporting/ Gateway 5 at Summer 2023 (end of potential experimental period)

Scope/Design Change and Impact: Project initiation that requested authority to review available data, undertake stakeholder engagement, progress design options, develop a monitoring strategy and proceed with third party approvals.

G2 Issue report (Approved via delegated authority in February 2022)

- Total Estimated Cost (excluding risk): £480-550k
- Resources to reach next Gateway (excluding risk): no additional budget requested.
- Spend to date: £14,339 (as of 25/2/22)

- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: TBC. A report will follow in May 2022 detailing project slippage.

Scope/Design Change and Impact: Short report requesting an update to the current Fees expenditure description (which is 'Equalities Assessments, Road Safety Audits, surveys, Traffic Modelling consultancy costs, Topo surveys and utilities investigations') to include "highway and public realm concept design work to be undertaken by third parties" to enable an outline design to be developed for Leadenhall Street based on the City Cluster Vision.

G2 Issue report (as approved by S&W and OPP sub-committees in May 2022)

- Total Estimated Cost of Project (excluding risk): £480-£550k
- Resources to reach next Gateway (excluding risk): no additional budget requested.
- Spend to date: £38,187 as of 18th March 2022
- Costed Risk Against the Project: None. A Costed Risk Provision ("CRP") of £57,000 is being requested as part of this report.
- CRP Drawn Down: None
- Estimated Programme Dates: TBC. Delivery of substantive on-street changes will have slipped from Summer 2023 to at least Summer 2024 due to the requested refocusing of the project.

Scope/Design Change and Impact: Short report requesting:

- A change in project delivery timescales
- Amendments to the agreed budget (within the previously agreed overall amount)
- A change in the project title to better reflect the revised scope.
- Delegated authority to implement a bus gate on Leadenhall Street should any changes with TfL's Bishopsgate traffic reduction experimental scheme require it.

City Cluster Area – programme update (including Leadenhall Street Improvements, as approved by S&W in September 2023)

Scope/Design Change and Impact: The Leadenhall Street elements of this report requested:

- Approval to progress further with the highways & public realm design
- Approve a budget increase from £173k to £391k, funded by 20 Fenchurch Street S106 monies
- An addition of a works budget line to allow on-street trial holes
- An update to the project's risk register following the outcome of TfL's Bishopsgate traffic experiment.

Total anticipated on-going commitment post-delivery [£]: TBC
Programme Affiliation [£]: £15million (City Cluster Vision Programme)

