

Committees: Streets and Walkways Sub Committee – (For Decision) Projects and Procurement Sub Committee (For Information)	Dates: 04 February 202504 February 2025
Subject: Salisbury Square development highway and public realm works Unique Project Identifier: 12389	Gateway 3: Options Appraisal (Complex)
Report of: Executive Director of Environment	For Decision
Report Author: Maria Curro & Maria Herrera – Transport and Public Realm Projects, City Operations	
<h1 style="margin: 0;">PUBLIC</h1>	

1. Status update	<p>Project Description: The Salisbury Square Development will deliver a new, purpose-built legal court facility and City of London Police headquarters. The highway and public realm improvements will facilitate and complement the Salisbury Square Development by providing an enhanced street environment with integrated security measures and a new public square. This Section 278 project undertaken via a commitment given in a Unilateral Undertaking and subject to planning conditions. This is because the City Corporation is bringing forward the Salisbury Square development, and as one legal entity it cannot contract with itself.</p> <p>RAG Status: Amber (Green at last report to Committee)</p> <p>Risk Status: Medium (Low at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £5m - £6.5m</p> <p>Change in Total Estimated Cost of Project (excluding risk): None.</p> <p>Spend to Date: £221,000</p> <p>Costed Risk Provision Utilised: None utilised to date.</p> <p>Slippage: None</p>
2. Next steps and requested decisions	<p>Next Gateway: Gateway 4/5: Detailed Options Appraisal/Authority to implement.</p> <p>Next Steps: Project requirements needed to reach the next Gateway include the following:</p>

1. Complete the pre-construction information (RIBA Stage 4 and 5).
2. Following completion of the traffic management surveys and assessments, draft the traffic management orders required, including changes to vehicular movement on Whitefriars Street, payment and motorcycle parking bays provision and kerbside loading, in advance of the Gateway 4/5 report.
3. Prepare detailed cost estimate.
4. Agree funding for the delivery of the scheme with the Developer.
5. Prepare Gateway 4/5 report.

Requested Decisions:

Members of Streets & Walkways Sub-Committee are asked to:

1. Approve the recommended option, as set out in this report, to reach the next gateway.
2. Approve the additional budget of £185,000 (staff costs and fees) for the project to reach the next gateway, subject to receipt of funds from the Developer.
3. Note the total estimated cost of the project at £5m-£6.5m (excluding risk).
4. Agree the reporting approach as detailed in Section 3 of the Option Appraisal Matrix, including the proposal to combine the Gateway 4 and 5 reports.
5. Agree to undertake the process to prepare the traffic orders and undertake the statutory public consultation to relocate payment, motorcycle, disabled parking in the area in advance of the Gateway 4/5 report.
6. Agree to undertake the process to prepare the traffic order and undertake the statutory public consultation to implement changes to vehicular movements and loading provision as required in advance of the Gateway 4/5 report.

3. Resource requirements to reach next Gateway

Table 1: Spend to date - 16800474: Salisbury Square Highway Works			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	60,000	56,042	3,958

	P&T Staff Costs	107,000	117,860	(10,860)
	Open Spaces Staff Costs	12,000	90	11,910
	P&T Fees	75,000	47,055	27,945
	TOTAL	254,000	221,000	32,953
Table 2: Resources Required to reach the next Gateway				
	Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
	Env Servs Staff Costs	60,000	50,000	110,000
	P&T Staff Costs	107,000	90,000	197,000
	Open Spaces Staff Costs	12,000	-	12,000
	P&T Fees	75,000	45,000	120,000
	TOTAL	254,000	185,000	439,000
Table 3: Revised Funding Allocation				
	Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
	Salsbury Square Development budget	254,000	185,000	439,000
	Total Funding Drawdown	254,000	185,000	439,000
	Costed Risk Provision requested for this Gateway: No risk provision is required at this stage.			
	Project budget includes costs for any required consultancy and design fees, highway and utility surveys, traffic monitoring, legal fees, road safety audits, Traffic Order costs, ground investigations and trial holes.			
4. Overview of project options	<p>4.1 The highway works and public realm improvements will facilitate the Salisbury Square Development, providing a fit for purpose street environment, with integrated security measures, an enhanced public square (Salisbury Square) and provision of green infrastructure, seating and cycle parking. The project scope will also include changes to the existing traffic management arrangements, loading and parking provision to accommodate the requirements for vehicular access to the City of London Police and Court's facilities.</p> <p>4.2 The City as developer is obligated under the Unilateral Undertaking and associated planning permission to fund all highway works and public realm improvements which are necessary to make the development acceptable in planning</p>			

terms. The obligations and conditions are equivalent to a Section 278 agreement.

4.3A single design option for the public realm and highway has been developed to meet the project objectives and align with the planning approval for the development. Only one design option is presented which is based on the following considerations and work undertaken to date:

- The requirements for hostile vehicle mitigation measures which are integrated within the public realm design of the Square and the pavement on Fleet Street.
- The outline design for the public realm and the enhancements to Salisbury Square has been considered through the Design and Access statement submitted through the planning process (20/00997/FULEIA) by the developer (City Surveyors).
- The pavement widening on Fleet Street is desirable to accommodate increased pedestrian movement of people accessing the Courts and also passing through to other destinations. However, this needs to be balanced with the need to accommodate vehicular access requirements and bus routes along Fleet Street. The feasibility of these changes is subject to completion of traffic modelling work and liaison with Transport for London, businesses and local stakeholders and forms part of the wider Fleet Street Transformation project, which is being progressed as a standalone project.
- Specific vehicular access/egress needs to and from the buildings that are and have informed how the the public realm and highway integrate with the development.
- A lighting strategy within the public Square which has been developed in consultation with the City of London Police Counter Terrorism and Estates teams, as well as the Courts building representatives.
- The introduction of southbound movement to police vehicles only on the southern part of Whitefriars Street.
- The implementation of changes to traffic movements to Salisbury Square and Salisbury Court as required. Including creating a pedestrian only public space in Salisbury Square, as per the conditions of the planning permission.
- Review of loading provision on Whitefriars Street, Dorset Rise and Salisbury Court.
- Relocation of payment disabled and motorcycle parking to alternative locations within the vicinity of the site.
- The detailed development of the planting palette for the Square and horticultural principles, in line with the Climate Action Strategy.

Summary of recommended Option (refer to options matrix for further detail)

Recommended Option: Delivering the highways and public realm work enhancement scheme as detailed by City Operations

(CoL Environment Department) taking into consideration the design vision as included in the Design & Access Statement approved at planning (20/00997/FULEIA) and submitted by the Developer (City Surveyors).

4.4 Option 1 reflects the design intent and general arrangement plan for Salisbury Square as submitted by the Developer (City Surveyors) at the Planning stage. It includes the following elements, as expanded on within this section:

4.5 The public realm and highways scheme will deliver new walking and wheeling routes through the development's site and an enhanced public square.

4.6 Salisbury Square will be expanded providing a larger public amenity in the area. The space will feature raised planters with trees, high quality paving, seating, a water drinking fountain and historic interpretation features.

4.7 Security measures will be introduced along Fleet Street and Salisbury Square, by integrating benches and other street furniture, including two trees.

4.8 The Robert Waithman Obelisk will be reinstated within Salisbury Square, celebrating the works of Waithman, a master draper and former City Alderman.

4.9 The carriageway will be raised to pavement height in the central section of Salisbury Court, providing easy and accessible crossing to the eastern pavement and St Bride's Church, which will create an enhanced walking route throughout the site.

4.10 Paving throughout the surrounding development's site and the Square will include York stone paving, granite kerbs, asphalt in line with the City of London's Public Realm Toolkit (2024).

4.11 The design will also deliver an enhanced lighting scheme in Salisbury Square, using a suspended catenary lighting system. The catenary system will enhance safety and security within the Square, as well as create an inviting and welcoming atmosphere that illuminates the Square's public realm features.

4.12 In developing the lighting system, City Officers have undertaken consultation with the relevant organisations responsible for the overall safety and security of the City of London Police HQ and the Courts. Consultees included the City of London Police Counter Terrorism Security and Estates and Support Services Team, and the HM and Tribunals Services Property Directorate Team, who are in agreement with the use of the catenary lighting system throughout the Square. The lighting system is in line with the City of London Lighting Strategy (2023).

Highway and traffic management changes (Appendix 2):

4.13 To facilitate required vehicular access and security requirements for the development the following highway and traffic management changes are proposed:

- To permanently revoke two disabled bays, one police bay, one motorcycle bay and five payment parking bays on Whitefriars Street. As part of this process, City Officers will relocate the disabled bays and seek to relocate the motorcycle bay and payment parking bays elsewhere in the vicinity of the project area, if feasible.
- To permanently revoke a doctor's parking bay on Salisbury Court. This is not required as the doctor's surgery is no longer located at Salisbury Court.
- To retain one disabled bay on Salisbury Court (north section) A potential to accommodate a second disabled bay is being reviewed.
- To retain the contra-flow cycle lanes on Whitefriars Street and Dorset Rise. Further evaluation work is required to determine whether it is feasible and required to retain the contra-flow cycle lanes on Whitefriars Street, which will be determined as the final design of the street progresses.
- To facilitate vehicular movements to the City of London Police HQ. The introduction of a southbound vehicular movement to police vehicles only on the southern part of Whitefriars Street, is required for leaving the site. Initial traffic modelling undertaken to determine the feasibility of this vehicular movement has indicated that it is possible within the existing carriageway width available. However, further evaluation work will be undertaken at the next stage to ensure sufficient pavement space is provided for people walking as well as understanding possible enforcement measures required and street signage.
- To widen the pavements on Fleet Street. This offers a range benefits for people walking and wheeling and supports objectives of the City of London Police and Courts in creating additional pavement space along Fleet Street for people accessing these buildings.
- To introduce a pedestrian only space in Salisbury Square, with associated changes to traffic movement and loading provision.

4.14 General arrangement plan and images can be found in Appendix 3.

Salisbury Square Equality Analysis (EA) (Appendix 4)

4.16 An interim EA was undertaken for the Salisbury Square Development. The EA concluded that, once complete, the Salisbury Square Development highway and public realm works will provide benefits for all users, including those with protected characteristics.

4.17 As detailed throughout the interim EA, there are opportunities to enhance the overall design of the scheme. These opportunities will be taken into consideration in the continued design.

4.18 Throughout the continued design of the scheme and post-scheme implementation the following should be taken into consideration:

- Granite setts being used within the carriageway and at the raised tables should be monitored for any loose, uneven and/or gaps between setts.
- Bollards adjacent to Fleet Street and those demarcating pedestrianised areas throughout the site should be placed to ensure easy access for those who are pregnant and/or travelling with young children, those using mobility aids and for those with visual impairments.
- Street furniture located within Salisbury Square should allow for easy access for those who are pregnant and/or travelling with young children, those using mobility aids, those with visual impairments and those with sensory impairments.
- Planting located within the planters should be of species in line with City of London planting and horticultural principles and the Climate Action Strategy. A robust maintenance plan should be in place to ensure areas around any planting is cleaned on a regular basis, to maintain accessibility.

4.19 The EA highlights that the disabled bay on Salisbury Court should be retained throughout the construction phase and post-construction phase. Should the bay need to be removed during the construction phase, it should be relocated in close proximity to its existing location.

4.20 As the project proposes the removal of all parking, including disabled bays, along Whitefriars Street, it is recommended that these bays are relocated throughout the project area to ensure that people requiring these bays have continued access.

4.21 Throughout the design of the scheme, other measures that will assist with accessibility are: raised crossings and seating with back and arm rests will be considered.

4.22 The EA further notes that impact mitigation measures need to be considered during the construction phase of the Square. This includes appropriate route signage, appropriate use of temporary ramps and continued access to disabled bays.

Healthy Streets Assessment (Appendix 5)

4.23 HS checks have been undertaken for all surrounding streets of the development site, which are part of the scope of the public realm and highways scheme.

4.24 HS checks for Fleet Street and Salisbury Court demonstrates that the proposed design has the potential to improve the people’s experience of using these streets and spaces.

4.25 Fleet Street improvements are limited as, at the time of the HS assessment, the final design of the street has not yet been finalised, including the proposed footway extension.

4.26 This is similar for Whitefriars Street and Primrose Hill. The HS results for existing condition and the recommended design proposal are relatively unchanged. This is because the highway layout for both Whitefriars Street and Primrose Street have not yet been finalised.

4.27 HS checks will be reviewed and updated ahead of the Gateway 4/5.

CoLSAT Assessment (Appendix 6)

4.28 The recommended Option has been assessed using the City of London Streets Accessibility Tool (CoLSAT), which enables street designers to identify how street features impact on the different needs of disabled people. The tool recognises that the needs of different groups of disabled people can be contradictory; that improving accessibility for one group may decrease accessibility for another. CoLSAT identifies trade-offs that may be needed to ensure no one is excluded from using the City’s streets and provides the basis for engagement and discussions to maximise the benefits for all.

CoLSAT Summary Results Table for Option 1 (Salisbury Court & Square, Fleet Street)

		Total 0 scores – severe accessibility issue				Total 1 scores - significant accessibility issues									
		Salisbury Court		Salisbury Square		Fleet St		Fleet St		Salisbury Court		Salisbury Square		Fleet Street	
		Before	After	Before	After	Before	After	Before	After	Before	After	Before	After	Before	After

Electric Wheelchair user	0	0	0	0	1	1	2	2	2	1	0	0
Manual Wheelchair user	0	0	0	0	1	1	2	2	1	0	0	0
Mobility Scooter user	1	1	0	0	1	1	1	1	1	0	0	0
Walking Aid user	0	0	0	0	0	0	1	1	2	0	1	1
Person with a walking impairment	0	0	0	0	0	0	3	3	1	2	2	1
Long cane user	0	0	4	0	2	2	2	0	0	0	0	0
Guide Dog user	1	1	2	0	0	0	2	2	3	0	1	1
Residual Sight user	0	0	0	0	0	0	1	1	3	0	2	2
Deaf or Hearing impairment	0	0	0	0	0	0	3	3	2	0	2	0
Acquired neurological impairment	0	0	0	0	0	0	2	2	1	0	1	1
Autism/Sensory-processing diversity	0	0	0	0	0	0	2	2	2	0	1	1
Developmental Impairment	0	0	1	0	2	2	2	2	5	2	3	3
Total	2	2	7	0	7	7	23	21	23	4	13	10

4.29 The CoLSAT results, as shown above, shows the severe (0) and significant (1) issues identified through the CoLSAT assessments of the existing condition and the recommended design proposal. Overall, the proposed scheme has the potential to improve the walking and wheeling experience for all assessed characteristics.

4.30 For Salisbury Court, the severe and significant issues primarily remain as the pavements are not enhanced and extended. As the design progresses, pavement widths will be reviewed and, if feasible, enhanced to better accommodate people with the assessed characteristics.

4.31 For Salisbury Square, the proposed scheme has a potential to improve the walking and wheeling experience for all assessed characteristics. The recommended design would eliminate severe issues (0), and materially reduce the significant accessibility issues present. Ongoing significant issues pertain to seating backrest height, kerb upstand and the proximity to changing places locations. These issues will be addressed, where feasible, through the design process.

4.32 Fleet Street was measured from Whitefriars Street to Salisbury Court, not taking into consideration the junctions at these streets, as these junctions are considered for those specific streets. The severe and significant issues remain

	<p>relatively unchanged. This is because the pavement layout for Fleet Street has not yet been finalised, including the proposed extension. It is expected that once the design for Fleet Street is progressed, the CoLSAT result will improve.</p> <p>4.33 The CoLSAT results for Whitefriars Street and Primrose Street are shown in Appendix 6. The CoLSAT results for existing condition and the recommended design proposal are relatively unchanged for severe and significant issues. This is because the highway layout for both Whitefriars Street and Primrose Street have not yet been finalised. These CoLSAT outputs are being taken into consideration as the recommended design proposal is finalised. It is expected that once the designs for these streets are complete, the CoLSAT results will improve. CoLSAT assessments will be reviewed and updated ahead of the Gateway 4/5.</p> <p><u>Conclusion</u></p> <p>4.34 Option 1 delivers high quality improvements for people walking, wheeling and cycling, as well as an enhanced and extended new public space, in line with the design submitted as part of the planning application, and which delivers a high-quality design vision.</p> <p>4.35 This option delivers the highway and traffic management changes required to provide access to the Courts and City Police Headquarters, as well as on street security measures required for the development and mitigate the impact of the development on the local area.</p> <p>4.36 Members are therefore asked to approve the highway changes and public realm design as shown in Option 1 for further detailed work.</p>
<p>5 Recommendation</p>	<p>5.1 Only one option is being considered due to the needs of the development and highways and traffic management changes required, as follows:</p> <ul style="list-style-type: none"> • Traffic management, loading and parking changes provides the required vehicular access to the Courts and Police building. • Extension and enhancement of Salisbury Square provides a high-quality public realm, with significant community benefits, including greenery, seating a drinking fountain and historic interpretation features. • The design will improve accessibility for people walking and wheeling.
<p>6 Risk</p>	<p>The key risks associated with taking the recommended Option forward to Gateway 4/5 are as follows:</p> <p>A. <u>Underground structures and utilities lead to increased costs and/or scope of works</u></p>

Mitigation: Radar surveys have been undertaken and the extent of the underground utilities on Fleet Street have been documented. Regular meetings with the CoL Highways Team, CoL Project Team and the Developer are ongoing to determine to identify challenges associated/mitigation in relocating underground utilities to integrate the security measures.

B. Detailed designs surpass stated/agreed budget

Mitigation: Project designs and project costs are reviewed monthly with the Developer and City Highways Team. Ongoing discussions and review of detailed designs ensure that any project cost issues are identified at the earliest opportunity, as well as a range of mitigating measures (i.e. value engineering, etc.), where possible. Changing bespoke material specification requirements, which fall outside of the City Corporation's standard palette of materials, could provide some cost savings. The introduction of high specification security rated measures such as rising bollards could impact the project cost.

C. Works costs increase due to inflationary costs of goods and services

Mitigation: The project scope may need to be adjusted, or value engineering elements may need to be considered to ensure that it remains affordable within the project budget. Work closely with term contractors and City Highways Team to identify changes in material costs, etc. Regular meetings with the Developer ensure changes inflationary costs are communicated at the earliest opportunity.

D. Objections received to scheme proposals from stakeholders, including objections to traffic orders

Mitigation: Occupiers/businesses and stakeholders have been consulted, and engagement will continue at key project milestones, including when traffic orders are advertised. Meetings with stakeholder will be held, should there be concern regarding project development.

E. Issues/delays in obtaining required consents (i.e. road closure permits)

Mitigation: Monthly project meetings with the Developer ensure that any required consents are discussed and reviewed, with the CoL Project Team advising on required consents.

Costed Risk Provision Utilised at Last Gateway: None

Change in Costed Risk: None

	Further information available in the Risk Register (Appendix 7) and Options Appraisal.
7 Procurement strategy	<p>7.1 Management and coordination of the project will be undertaken by the Transport and Public Realm team, in consultation with Highways, City Gardens and the City's highway term contractor.</p> <p>7.2 Stages of the design work will be undertaken in-house by officers and external consultants will be brought in as required to provide specialist services.</p> <p>7.3 Construction works are to be implemented by the City's highway term contractor, working in collaboration with City Gardens for the delivery of the soft landscaping elements.</p> <p>7.4 Appointment of external consultants will be carried out in line with the City's procurement guidelines for capital projects.</p>

Appendices

Appendix 1	Project Coversheet
Appendix 2	Highway and traffic management changes
Appendix 3	General Arrangement Plan.
Appendix 4	Equality analysis
Appendix 5	Healthy Streets assessments
Appendix 6	CoLSAT assessments
Appendix 7	Risk register

Contact

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Options Appraisal Matrix

<i>Option Summary</i>	<i>Option 1</i>
<p>1. Brief description of option</p>	<p>Delivering the existing design vision as included in the Design & Access Statement (20/00997/FULEIA) submitted as part of the planning approval for the development. The Salisbury Square project offers transformational change across the site, delivering a lasting legacy for the Fleet Street Area. This option will see the Square extended and enhanced, with increased greenery, raised planting beds, seating and historic interpretation features. The scheme will also deliver traffic management changes in response to the requirements of the development.</p>
<p>2. Scope and exclusions</p>	<ul style="list-style-type: none"> • Consideration for the widening of Fleet Street footway (southern section), if feasible (Planning Condition 62, section i). • Enlargement and enhancement of Salisbury Square, including a raised carriageway in the central area of the Square (Planning Condition 62, section e). • Introduction of a high-quality public realm design, including seating, security-rated raised planting beds and feature lighting (Planning Condition 62, sections e and f and Planning Condition 48). • Installation of a drinking fountain (Planning Condition 63). • Introduction of multi-stem trees within the planters and a semi-mature tree. • The reinstatement of the Robert Waithman Obelisk (in line with planning permission section f) “Dismantling, relocation and reconstruction of Grade II listed Waithman obelisk within Salisbury Square”). • Remove disabled bays, payment parking bays and a motorcycle bay on Whitefriars Street to ensure City of London Police have unimpeded access to the Courts and the Police Headquarters. These bays will be relocated if feasible in the vicinity of the site.

	<ul style="list-style-type: none"> • Revoke doctor's parking bay on Salisbury Court as demand no longer exists at this location. • The introduction of a southbound vehicular movement to police vehicles only on the southern part of Whitefriars Street. • Introduction of feature lighting in Salisbury Square in line with the City of London Lighting Strategy (2023) (Planning Condition 48), and which enhances accessibility and security. • To introduce a pedestrian only space in Salisbury Square, in line with the planning permission for the development, and associated changes to traffic movements on Salisbury Court, Salisbury Square and Dorset Rise. • To introduce the necessary traffic restrictions and security measures on Primrose Hill as required by the development.
Project Planning	
3. Programme and key dates	<p>Q4-2024/25:</p> <ul style="list-style-type: none"> • Finalise the design of the Salisbury Square Development. • Prepare and submit traffic management orders to implement the changes required. • Prepare final detailed design of the highways and public realm works and develop pre-construction design information (RIBA Stage 4 and 5). • Refine cost estimates for the development. <p>Q1-Q2 - 2025/2026</p> <ul style="list-style-type: none"> • Prepare Gateway 4/5 – authority to implement (summer 2025). • Prepare Gateway 4/5 for Court of Common Council (summer 2025). <p>As the estimated cost of the project exceeds £5m, the project will be reviewed by the Court of Common Council in summer 2025. The basis of the next reporting steps is the</p>

	<p>consolidation of the required Gateway 4 (Detailed Design), and Gateway 5 (Authority to start work) reports due to there being a single design option. If Members approve this approach, Officers will aim to submit the consolidated Gateway 4/5 report to the Streets & Walkways Sub-Committee in summer 2025. If possible and time is available, the required Gateway 4/5 report would then be submitted to Court of Common Council in summer 2025 for approval that would allow work to begin on site in 2026.</p> <p>At the time of writing, the procurement code is being reviewed, which may result in a change in project cost threshold and the need to report to the Court of Common Council.</p> <p>Construction estimated to commence in March 2026, subject to the Development's programme.</p>
<p>4. Risk implications</p>	<p>Overall project option risk: Medium</p> <p>Key risks (further information available within the risk register (Appendix 7)):</p> <ul style="list-style-type: none"> • Underground structures and utilities will potentially lead to an increase in costs and/or scope of works in relation to the requirements for hostile vehicle mitigations around the perimeter of the site. This will result in a significant increase in project costs due to the requirements for these on street measures. • The implementation of the highways and public realm scope of work is delayed due to the development's programme timescales. • Works costs and materials increase due to inflation, as this project is estimated to be implemented in 2026. This will result in an increase in construction materials, etc. The risk is therefore that the Developer may have to seek further funds to meet the increase in works and materials costs.

	<ul style="list-style-type: none"> • Objections from stakeholders to the traffic management changes could result in changes to the design and allocation of street space. The risk is therefore that the project incurs delays as objections are being considered, which may further result in an increase in project costs. • The cost of bespoke materials for Salisbury Square exceeds the available budget. CoL officers are in ongoing discussions with the term contractor and the developer's team to evaluate alternative options if required.
<p>5. Stakeholders and consultees</p>	<ul style="list-style-type: none"> • CoL Ward Members • CoL Highways, City Gardens and Cleansing teams. • City of London Police and Courts • City Surveyors (Developer) • Salisbury Square development project team (Avison Young) and main site contractor (Mace). • Transport for London Buses and Transport for London Assets, in relations to Fleet Street • Property owners and businesses • Fleet Street Quarter BID
<p>6. Benefits of option</p>	<ul style="list-style-type: none"> • Introduces traffic management changes and on-street security measures that supports the function of the Courts and City of London Police Headquarters. • Improves and increases crossing facilities for people walking and wheeling throughout the project area. • Provides an enlarged and enhanced new public Square.

	<ul style="list-style-type: none"> • Delivers key elements of the City's Transport Strategy and Climate Action Strategy. • Enables the introduction of tree planting and soft landscaping and seating. • Introduces feature lighting throughout the Square. • Introduces cultural elements throughout the site, including the historic Obelisk.
7. Disbenefits of option	<ul style="list-style-type: none"> • Potential loss of parking bays if new locations cannot be found for those that need to be removed to facilitate the scheme. Retaining the number of disabled bays will be prioritised.
<i>Resource Implications</i>	
8. Total estimated cost	Total estimated cost (excluding risk): £5-6.5m
9. Funding strategy	Project is fully funded by the development.
10. Investment appraisal	N/A

11. Estimated capital value/return	N/A
12. Ongoing revenue implications	<ul style="list-style-type: none"> • All hard landscaping works will involve improvements to the public highway and post-completion will be maintained by the CoL Highways Department as part of its planned maintenance programme. • Security rated structures and requirements will be subject to a maintenance agreement with the owner for their ongoing maintenance and management. • The use of non-standard materials, outside of the City's palette of materials, will require a high commuted sum to be calculated and transferred to City Highways when works are completed. • Similarly, commuted sums will be calculated in relation to any new soft landscaping and will be transferred to City Gardens at project completion. • A commuted sum will also be calculated to fund the additional cleansing the new public space will require.
13. Affordability	N/A
14. Legal implications	<ul style="list-style-type: none"> • The City Corporation as the local highway authority and traffic authority has wide powers under the Highways Act 1980 and the Road Traffic Regulation Act 1984 to make changes to the highway and manage traffic. • In developing proposals which require traffic management measures, the City Corporation must comply with its traffic management duties to secure the

	<p>expeditious, convenient, and safe movement of traffic and having regard to effect on amenities (S.122 Road Traffic Regulation Act 1984) and to secure the efficient use of the road network avoiding congestion and disruption (S.16 Traffic Management Act 2004).</p> <ul style="list-style-type: none"> • When making decisions, the City Corporation must have due regard to the need to eliminate unlawful conduct under the Equality Act 2010, the need to advance equality of opportunity and the need to foster good relations between persons who share a protected characteristic and those who do not (the public sector equality duty). It is the intention that an Equality Analysis will be carried out as the evaluation of the options move forward. This will assist the City Corporation in discharging this duty. • Some of the land involved in the project is not currently highway maintainable at public expense. Adoption of this land will need to take place prior to the works commencing.
<p>15. Corporate property implications</p>	<p>Salisbury Square Development is a City of London asset.</p>
<p>16. Traffic implications</p>	<ul style="list-style-type: none"> • A formal statutory consultation will be undertaken in relation to Traffic Management Orders that are required to facilitate the proposed changes to vehicular movement, parking and loading provision. • To facilitate vehicular access and deliver security requirements to the Courts and the City of London Police Headquarters, as well as enhance Salisbury Square, the following is proposed:

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| | <ul style="list-style-type: none">• To permanently revoke two disabled bays, one police bay, one motorcycle bay and five payment parking bays along Whitefriars Street as shown in Appendix 2. As part of this process, City Officers will seek to relocate the disabled bays, motorcycle bay and payment parking bays elsewhere in the vicinity of the project area, if feasible. Further work is required and possible locations are shown in Appendix 2.• To permanently revoke one doctor's parking bay on Salisbury Court, as it is no longer required, as the doctor surgery is no longer located at Salisbury Court.• Retain the one disabled bay on Salisbury Court.• Retain the advisory cycle lanes on Whitefriars Street and Dorset Rise.• To facilitate access to the City of London Police HQ, the introduction of a southbound exit route on Whitefriars Street (southern section only) is required for vehicles accessing/leaving the site. Initial traffic modelling work has indicated that it is possible to accommodate this traffic movement within the existing carriageway width. However, further evaluation work will be undertaken at the next stage to ensure sufficient pavement space is provided for people walking and wheeling, as well as understanding possible enforcement measures and street signage.• The widening of the footway on Fleet Street. This offers a range benefits for people who walk and wheel and supports objectives of the City of London Police and Courts in creating additional footway space along Fleet Street for people accessing these buildings. |
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17. Sustainability and energy implications	Supports the delivery of the Climate Action Strategy through the introduction of a variety of measures in the City's Climate Resilience catalogue, including tree planting and a range of greenery that encourages biodiversity.
18. Data Implications	N/A
19. Equality Impact Assessment	An interim Equality Impact Assessment has been undertaken. Project delivers significant benefits for those with protected characteristics. As the design progresses, attention should be given to: placement of street furniture and bollards, tree planting measures, the retention of disabled bays and construction mitigation measures.
20. Data Protection Impact Assessment	N/A
21. Recommendation	Recommended