



## **Resource Allocation Sub (Policy and Resources) Committee**

**Date:** THURSDAY, 19 MAY 2016

**Time:** 2.45 pm

**Venue:** COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

## **APPENDICES TO ITEM NO. 6**

# **TRANSPORTATION AND PUBLIC REALM DIVISION PROJECTS PROGRAMME**

**John Barradell  
Town Clerk and Chief Executive**

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A photograph of a paved sidewalk made of rectangular stones. Long shadows of people walking are cast across the pavement from the left side. The shadows are dark and elongated, indicating low sun. A metal grate is visible on the right side of the pavement.

# Delivering Future Streets and Public Realm

Transportation and Public Realm Projects Programme  
April 2016

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## Introduction

This document provides a schedule of current and future projects, in order to provide an overview of the project programme and to assist in the coordination and implementation of projects. This overview includes those projects that have recently been completed, those currently being implemented and those that are yet to commence. Those that are yet to commence have been approved in principle by the Planning and Transportation Committee and Court of Common Council, and are envisaged will be delivered (subject to funding) over the next few years. All current projects have been assessed against corporate need, requirement under legal agreement and restrictions due to external funding criteria as previously agreed by Members.

The Transportation and Public Realm Project Programme relates primarily to projects that are delivered through one or more of the following:

- The implementation of Environmental Enhancement Area Strategies and Thematic Programmes
- Community Infrastructure Levy (CIL), Section 106 and Section 278 Agreements related to development applications
- Specific undertakings from City businesses and developers to facilitate the improvement of the immediate area around their building
- TfL (Transport for London) funded Environmental Enhancement and City Transportation Projects.

There are in addition a small number of street infrastructure projects, such as street lighting and toilet provision that arise from time to time.

In order to manage the programme of projects, the City uses a co-ordinating software package, Project Vision. This software is compatible with the Prince 2 project management methodology used by the Department of the Built Environment, for the effective management of its projects. Project Vision is

aligned with the City's project governance procedures, and projects are monitored on that basis.

The progress of projects through the corporate system is determined through their approval at defined 'Gateways'. These are:

**Gateway 0:** Projects that are included in approved Environmental Enhancement Area Strategies, or are related to developments coming forward through the Town Planning process and have likely TfL or Planning or Highway agreement funding associated with them.

**Gateway 1:** Approval by the Chief Officers Corporate Project Board and Corporate Priorities Board (where applicable)

**Gateway 2:** Approval by the Projects Sub-Committee as a valid project for outline options appraisal.

**Gateway 3:** Approval of key option(s) from outline options appraisal.

**Gateway 4:** Approval for chosen final option to be designed in detail.

**Gateway 5:** Approval of final budget and implementation of the project.

**Gateway 6:** Progress and update reports.

**Gateway 7:** Outcome reports on completion of the project.

In order to oversee greater co-ordination of the funding and implementation of projects, this document seeks to bring together the programme of projects currently approved and co-ordinated through Project Vision with those planned,

and to set out the full programme of potential project work. For ease of analysis projects are grouped into the following categories:

**Gateway 5-7:** Projects approved for implementation (some of which have been substantially completed), but not including completed projects.

**Gateway 3-4:** Approved projects at various stages of options appraisal, but not yet approved for implementation.

**Gateway 1-2:** Projects that are being brought forward, for approval as valid projects seeking approval to evaluate options.

**Gateway 0:** Projects in approved Environmental Enhancement Area Strategies, TfL programmes and/or coming forward from developments, either with Planning Permission given, or at pre-application stage.

A full schedule of the Division's project programme is set out in Appendix 1 to this document.

# 1. Before and After – Projects completed in 2014/2015

## 2.1. St Andrews Holborn

Before



After



## 2.2. Austin Friars

Before



After



### 2.3. Bell Wharf Lane

Before



After



### 2.4. Millenium Bridge (Paul's Walk) Phases 1 and 2

Before



After





## 2.5. Lawrence Pountney Hill

Before



After



## 2.6. Birchin Lane

Before



After



## 2.7.Silk Street

Before



After



## 2.8 Sculpture in the City 2015



## 2.9. Telegraph Street

Before



After



## 2.10. Queen Victoria Street

Before



After



## 2.11 New Ludgate

Before



After



## 2.12 Bury Court

Before



After



## 2. Financial projections

To provide an indication of possible total spend should all projects proceed to completion, Table 1 below shows a firmer projection of spend over the next three years and provides an indicative figure for future years. For all projects that have not been approved for implementation (i.e. not approved at Gateway 5) the projected spend figures represent a best estimate of expenditure that will become further refined as the project moves through the defined gateways as set out above.

**Table 1 – Projected financial spend by Gateway £'000s**

	Previous years	FY 15/16	FY 16/17	FY 17/18	FY 18/19	Future years	Total
<b>Gateway 1-2</b>	-	100	880	2,290	1,230	1,375	5,875
<b>Gateway 3-4</b>	4,118	3,550	8,765	11,064	15,550	39,582	82,629
<b>Gateway 5-7</b>	24,695	10,241	16,733	2,714	3,131	21,844	79,358
<b>Total spend on existing projects</b>	<b>28,813</b>	<b>13,891</b>	<b>26,378</b>	<b>16,068</b>	<b>19,911</b>	<b>62,801</b>	<b>167,862</b>
<b>Gateway 0</b>	562	839	3,890	5,267	5,996	83,962	100,516
<b>Total including Gateway Zeros*</b>	<b>29,375</b>	<b>14,730</b>	<b>30,268</b>	<b>21,335</b>	<b>25,907</b>	<b>146,763</b>	<b>268,378</b>

\*The total for Gateway Zero projects includes projects that may gain approval as a project later than forecast or not at all.

Table 1 shows that the average projected annual spend on Approved DBE projects, from all sources for years 2016/17 to 2018/19 is currently £25 Million per year. This reflects the scale of change in the built environment of the City, and relates in particular to major developments in the North and East of the

City, including £28 Million for the Aldgate project. This is based on estimates by the project managers, which are being monitored to assess the 'optimism' element of the spend programme as we go forward through to delivery of projects. This review identifies an increase in projected spending from £21.3 Million when last reported.

Table 2 below shows the projected sources of funding for the programme. It can be seen that most of the funding for the Transportation and Public Realm Division Project Programme is provided externally, through planning agreements related to developments, either through Section 106 of the Town and Country Planning Act 1990, through Section 278 of the Highways Act 1980 or through the Community Infrastructure Levy (CIL). These agreements are intended to offset the direct impact on the City of new developments, or to meet the specific needs or wishes of City businesses or developers entirely at their discretion.

**Table 2 – Projected financial spend by source £'000s**

	s.106/s.278/CIL	TfL	Parking surplus	Bridge House/Other CoL	Total
<b>Gateway 1-2</b>	4,300	1,575	0	0	5,875
<b>Gateway 3-4</b>	65,521	16,255	569	284	82,629
<b>Gateway 5-7</b>	59,944	16,485	1,811	1,118	79,358
<b>Total spend on existing projects</b>	<b>129,765</b>	<b>34,315</b>	<b>2,380</b>	<b>1,402</b>	<b>167,862</b>
<b>Gateway 0</b>	64,874	32,756	0	2,886	100,516
<b>Total including Gateway Zeros*</b>	<b>194,639</b>	<b>67,071</b>	<b>2,380</b>	<b>4,288</b>	<b>268,378</b>

\*The total for Gateway Zero projects includes projects that may gain approval as a project later than forecast or not at all.

Table 2 continues to show a reduced reliance on the City of London's own funds for implementing environmental enhancement, transport and highways projects in the City. It also shows how successful the City has been at attracting Transport for London funding.

The significant amount of TfL funding the City attracts comes from three main areas:

1. LIP funding- This funding is allocated to the City annually to fund the City's implementation of the the Mayor for London's Transportation Plan, as set out in the City's own approved Local Implementation Plan (LIP).
2. Major Projects Funding- This funding is allocated to London boroughs for major projects that deliver the Mayor's vision for major transport and street enhancement projects. The City bids for this funding in competition with London boroughs.
3. Cycle Revolution Funding - This funding relates to the Mayor's programme of improving the cycling environment in London, with the aim of increasing the modal share of cycling as part of London's Transport Planning.

Where Table 2 shows direct City funding being utilised, it is either from the Surplus on the On-Street Parking Account (Parking Surplus), or from Bridge House. In the case of Parking Surplus it is mostly related to older projects such as Queen Street and the Riverside Walkway, where expenditure has already been incurred in previous years. Small elements of Parking Surplus and other City funding have also been approved as 'seed' funding that help to move projects forward to attract funding from other sources, such as TfL, sponsorship or grant giving bodies. Bridge House funding of £2.16 Million is currently only used for the London Bridge Staircase project, being implemented

this financial year. Aldgate uses Parking Surplus, to underwrite the project funding, to enable commencement, with Parking Surplus monies being re-paid as and when S.106 Funding has been directed towards the project, with the target of full recovery.

This ability to utilise external funding for projects means that the City's public realm is being renewed predominantly through the funding from developers and TfL. Not only does this benefit the City in terms of environmental quality and functional need, but the renewal of infrastructure also reduces the input of City funding for short and medium term maintenance. This external funding is also used to ensure that the City moves forward in a number of important areas:

- Accommodating growth in worker, visitor and resident numbers as a result of new transport infrastructure such as Crossrail and a new ferry pier at Blackfriars and as a result of major new developments, particularly in the Eastern City Cluster
- Introducing area-wide security measures to respond to the current high threat levels as advised by CPNI, CTSA and City of London Police.
- Improving air quality in the Square Mile
- Reducing road danger, particularly at current high risk junctions like Bank
- Supporting health and well-being
- Supporting an enhanced cultural offer and provision of an improved welcome for City visitors.

All the areas described above support the needs of the future city.

### 3. Traffic Impacts of implementing Projects

Table 3 sets out the traffic impacts of construction of the projects currently programmed for implementation, as assessed by the management team in the Transportation and Public Realm Division. This assessment is based on the following criteria:

**RED** - High Risk of traffic impact. Particularly where his impact is on the Strategic Road Network and/or is likely to require significant traffic management procedures to mitigate during construction, such as planned diversions or traffic light control.

**AMBER** - Medium Risk of some traffic impact on the Local Street Network, with minimal impact on the Strategic Road Network. Probably requiring some local traffic management management to facilitate construction, without impacting on general movement.

**GREEN** - Low or No Risk to traffic movement. May need some minimal management, such as pedestrian diversion.

Although there are some High Risk projects for traffic impact, such as those for the major streets and junctions, the majority of these projects are expected to produce minimal traffic impact, as they are improving the City's environment away from the main traffic routes.

The projects that have been assessed as having High or Medium Risk of traffic will need to be the subject of more detailed assessment, coordination and planning ahead of construction. The assessment of traffic impact set out in Table 3 are being used to inform the coordination of projects in concert with planned utilities and construction activities, in what looks to be a coming period of increased development over the next few years. The intention is to co-ordinate activities and, where possible the timing of works on projects, with the aim of minimising disruption and keeping the City streets working.

The Department of the Built Environment is moving towards the use of GIS to help in mapping the various activities and to assist in the identification of potential conflicts, which will need particularly close management and coordination. This information will be made available to Members as part of programme planning as it develops.

**Table 3 – Project construction periods with traffic impacts (# indicates major project)**

DBE PROJECTS CONSTRUCTION PERIODS WITH IMPACTS	2016				2017				2018				FUTURE	CONSTRUCTION COSTS £'000	
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			
MARK LANE S.106 (PHASES 1 AND 2)															432
COURTESY CROSSING STUDY															3,129
RWE MILLENNIUM BRIDGE AREA															917





DBE PROJECTS CONSTRUCTION PERIODS WITH IMPACTS	2016				2017				2018				FUTURE	CONSTRUCTION COSTS £'000	
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			
BUS RELIABILITY SCHEME			Green	Green	Green	Green									361
CREECHURCH PLACE (MITRE SQUARE) S278			Orange	Yellow											340
ALDERMAN'S HOUSE S278		Green	Orange												255
MIDDLESEX ST AREA ENHANCEMENT RAMPS S106 (PRE + POST EVN) PHASE 3		Green	Green												402
LONDON WALL PLACE S278				Orange	Red	Red	Red								1,884
NEW ST SQ H'WAY IMPS			Green												861
NEWGATE STREET / WARWICK LANE SAFETY IMPROVEMENTS			Green												170
201 B'GATE S.106 PH3 POST EVN			Orange	Orange											216
ST PETER CHEAP CHURCHYARD			Green	Green											128
BLOOMBERG PLACE H'WY CHANGES S278			Red	Red	Red	Red	Red	Red							4,335
BASINGHALL ST S.106 PH 2 (PRE + POST EVN)													Green		394
EASTERN CITY CLUSTER PHASE 2													Green		1,403
GUILDHALL GREEN SPACES													Green		102
BARTS HOSPITAL						Orange	Yellow	Yellow							425
BREAMS BUILDINGS						Green	Green								128
CURSITOR STREET						Green	Green								128
EASTERN CITY CLUSTER PHASE 1													Green		1,409
100 MINORIES AREA ENHANCEMENT							Green	Green	Green						850











DBE PROJECTS CONSTRUCTION PERIODS WITH IMPACTS	2016				2017				2018				FUTURE	CONSTRUCTION COSTS £'000	
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			
WHITE LION HILL															255
WHITTINGTON GARDENS															85
WOOD STREET															850

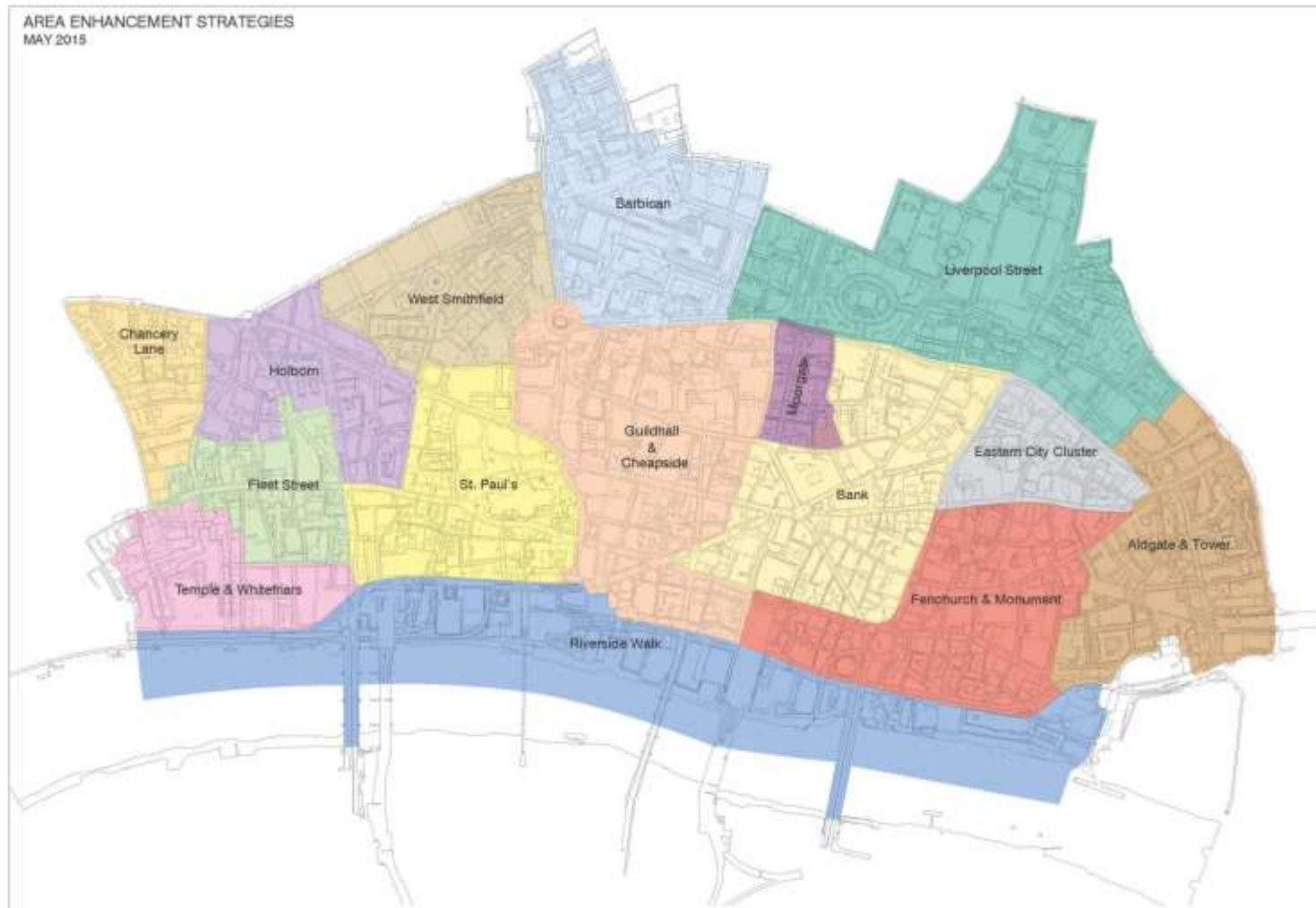
\* Construction costs have been calculated as 85% of total project cost.

## Area Strategies and Thematic Programmes

In order to set out and to manage the City's priorities with regards to environmental enhancement and major transport projects, Environmental Enhancement Area Strategies have been developed. These give officers clear direction in making funding applications to bodies like TfL, in negotiating Section 106 and Section 278 agreements with developers and businesses and in bidding for CIL funding. Environmental Enhancement Area Strategies were piloted with the approval of

the Queen Street Area Strategy in 2003. In order to progress Area Strategies in manageable chunks, with local input, the City has been divided into 15 different districts for the purposes of ensuring that over time the whole City will be covered by an approved strategy. There are currently 11 approved strategies shown in Map 1.

**Map 1 – Area Enhancement Strategies**





The 11 approved strategies are:

- Cheapside and Guildhall
- Chancery Lane
- Riverside Walkway
- Fleet Street Courts and Lanes
- Eastern City Cluster
- Aldgate and Tower
- Barbican
- Bank
- Fenchurch Street & Monument
- Liverpool Street
- West Smithfield

The strategies seek to ensure that the City's public realm (mostly public highway) keeps pace with the changing needs of the City community. The Planning and Transportation Committee is responsible for approving Area Strategies, which are then referred to the Court of Common Council for final agreement. Each Area Strategy approved includes a number of specific projects considered necessary to meet the needs of the particular area. The projects are proposed following public consultation with stakeholders. The projects are presented by the priority (High, Medium and Low) in which it is intended they will be implemented, subject to funding and developments coming forward. Progress made on implementing these strategies is set out fully in Appendix 2. It should be noted that occasionally low priority projects are implemented ahead of high and medium priority. This is due to developments adjacent to proposed projects, where the project becomes part of the planning obligation and the project becomes a high priority for the development, but remains a low priority for the strategy in general.

As well as project priority the strategies set out the estimated cost of each project, and a funding plan to set out where funding may be sought. The vast majority of funding used to implement the strategies is external to the City's own funds, and is usually obtained through Section 106 agreements, S.278 agreements or CIL funding related to new developments, or through TfL funding obtained through the Mayor's Major Project Programme. In the past there has

also been significant funding obtained from City businesses and developers unilateral undertakings. These are often delivering security and/or public realm enhancements seen as essential by developers for their specific project. The value that developers and property owners place on the quality of the City's public realm is becoming clear through recent consultations on the revision to S.106 procedures and the introduction of the Community Infrastructure Levy.

The Area Strategies do not make planning policy but help implement the Citywide spatial planning policies for sustainable growth set out in the City's adopted Core Strategy 2011 and the Local Plan 2015. The Area Strategies provide a delivery plan for environmental enhancement in each district that also advances the objectives of the following City Corporation documents:

- City's Road Danger Reduction Plan
- Open Spaces Strategy
- Biodiversity Action Plan
- Climate Change Adaption Strategy
- Health and Wellbeing Strategy
- Noise Reduction Strategy
- Air Quality Enhancement Strategy
- Cultural Strategy
- Visitor Strategy

The Court of Common Council approved strategies are each intended to have an implementation period of about 5 years. Within that time, experience has shown that all high priority, most medium priority and some lower priority projects will usually be implemented or commenced.

Some of the more significant projects delivered through the implementation of Area Strategies over the years, have included:

- **Queen Street.** The creation of a pedestrian priority quarter around Bow Lane and Watling Street Carter Lane & St. Pauls. The relocation of the St. Pauls Coach Park, pedestrianisation of Carter Lane and the creation of new gardens Riverside Walkway. Access and route enhancements and the creation of new links and spaces such as Grants Quay in the East and Paul's Walk in the West.
- **Eastern Cluster.** Ahead of the implementation of the public space enhancements an arts project to install world class sculptures on a rolling programme with financial backing from local businesses has had great success.
- **Chancery Lane.** A joint project with Camden and Westminster Councils for the widening and realignment of footways on Chancery Lane, and the creation of public spaces in side streets

Current projects under construction through the strategy process are:

- **Aldgate.** The creation of a new public space between the Sir John Cass School and the St. Botolph Aldgate, with significant transportation improvements, including cycling enhancement and two way vehicle movement to normalise traffic presence in the area.
- **Bank By-pass Walking Routes.** The enhancement of quieter streets adjacent to Bank junction to encourage pedestrian movement through these alternative routes rather than through Bank junction itself.

The current work programme for Environmental Enhancement Area Strategies is largely targeted at those areas where there is major change expected over the next five years and where either no current strategy exists or where the existing strategy is over 5 years old. The following area strategies are currently being reviewed or initiated and will be the subject of extensive public consultation:

- Fleet Street

- Eastern City Cluster

Public consultations will be carried out on these strategies in financial year 2016/17.

Area Strategies have been brought forward for consultation and adoption when the pressure or need for change is thought to be of a scale that needs to be managed, through a phased implementation of several projects in one district. This needs to be matched with a realistic and achievable funding plan for the strategy that will implement all high, most medium and some lower priority projects within the intended five year life of the strategy. Some districts of the City have very little pressure from development, such as the Temple/ Whitefriars areas and, to date, it has not been necessary or affordable to bring strategies forward for the environmental enhancement of these areas. The introduction of the Community Infrastructure Levy introduces flexibility for allocating and prioritising available funding. This will mean that in future, areas where there is little funding available locally, but where there is need, will be able to be prioritised for improvement projects.

In addition to area-based programmes, the use of thematic programmes will be increasingly useful in responding effectively to particular corporate needs and Government agenda by demonstrating the contribution made to a particular theme or agenda from a number of related projects. Grouping projects in this way has the added benefit allowing Members to better understand the combined value of these projects when making decisions on the allocation of CIL funding.

# Programme schedule

GATEWAY ZERO PROJECTS			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL / Cross River Partnership	Parking Meter Reserve	Bridge House Estates/City fund	Total Funding
Aldersgate streetscape improvements	Barbican area strategy	Cripplegate	0	1,000						1,000	1,000	500	500			1,000
Barbican area wayfinding strategy	Barbican area strategy	Aldersgate / Cripplegate / Bassishaw / Coleman Street	0	500						500	500	250	250			500
Barbican conservatory and cromwell highwalk connection improvement	Barbican area strategy	Aldersgate / Cripplegate / Bassishaw / Coleman Street	0	500						500	500	250	250			500
Barbican north - south access improvements	Barbican area strategy	Aldersgate / Cripplegate / Bassishaw / Coleman Street	0	4,000						4,000	4,000	2,000	2,000			4,000
Beech street - highwalks connection	Barbican area strategy	Aldersgate / Cripplegate	0	1,000						1,000	1,000	500	500			1,000
Beech street - pedestrian and cycling	Barbican area strategy	Aldersgate / Cripplegate	0	7,000						7,000	7,000	3,500	3,500			7,000
Beech street - surrounding streets	Barbican area strategy	Aldersgate / Cripplegate	0	3,000						3,000	3,000	1,500	1,500			3,000
Cultural connections improvement (wayfinding)	Barbican area strategy	Aldersgate / Cripplegate	0	300						300	300	150	150			300
Cultural institutions programmes signage	Barbican area strategy	Aldersgate / Cripplegate / Bassishaw / Coleman Street	0	500						500	500	250	250			500
Forbisher court connections and surroundings	Barbican area strategy	Aldersgate / Cripplegate / Bassishaw / Coleman Street	0	1,000						1,000	1,000	500	500			1,000
Golden lane estates improvements projects	Barbican area strategy	Cripplegate	0	1,000						1,000	1,000	500	500			1,000
Golden lane streetscape improvements projects	Barbican area strategy	Cripplegate	0	3,000						3,000	3,000	1,500	1,500			3,000
Lauderdale place - encourage daytime use	Barbican area strategy	Aldersgate / Cripplegate / Bassishaw / Coleman Street	0	500						500	500	250	250			500
London wall improvements	Barbican area strategy	Bassishaw	0	1,500						1,500	1,500	750	750			1,500
Monkwell square ped access improvement	Barbican area strategy	Bassishaw	0	1,000						1,000	1,000	500	500			1,000

GATEWAY ZERO PROJECTS			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL / Cross River Partnership	Parking Meter Reserve	Bridge House Estates/City fund	Total Funding
Moorgate quarter initiative	Barbican area strategy	Coleman street	0	1,500						1,500	1,500	750	750			1,500
Pederstrian art routes	Barbican area strategy	Aldersgate / Cripplegate / Bassishaw / Coleman Street	0	3,000						3,000	3,000	1,500	1,500			3,000
Silk street - cultural route	Barbican area strategy	Aldersgate / Cripplegate / Bassishaw / Coleman Street	0	1,000						1,000	1,000	500	500			1,000
St gile's terrace access improvement	Barbican area strategy	Cripplegate	0	500						500	500	250	250			500
Wood street (northern end) increase in visibility of connections	Barbican area strategy	Cripplegate, Aldersgate	0	3,000						3,000	3,000	1,500	1,500			3,000
120 fenchurch st s278	Fenchurch/monument strategy	Langbourn	0	748	0	100	648				748	748				748
257 poultry s278 & s106	Bank area strategy	Cordwainer	0	250			50	200			250	250				250
32 King william st s106	Bank area strategy	Bridge	0	360	0		60	300			360	360				360
33 King william st s278	Bank area strategy	Bridge	0	360	0	0	0	360	0	0	360	360				360
Accessibility improvements	West Smithfield strategy	Farringdon within, farringdon without		400	0		50	100	250		400	400				400
Aldersgate street/ goswell road	Barbican area strategy	Aldersgate	0	500	0					500	500	500				500
America square	Aldgate area strategy	Tower	0	650	0					650	650	650				650
Bakers hall court	Fenchurch/monument strategy	Tower	0	100	0					100	100	100				100
Baltic street west	Barbican area strategy	Cripplegate	0	350	0					350	350	350				350
Bank area access improvements	Bank area strategy	Cordwainer, walbrook, cornhill, langbourn, cheap	0	750	0					750	750	500	250			750
Bank courts + lanes phase ii	Bank area strategy	Langbourn, cornhill, candlewick, walbrook		500	0		20	250	230		500	250	250			500
Bank courts + lanes phase iii	Bank area strategy	Langbourn, cornhill, candlewick, walbrook		650	0					650	650	325	325			650

GATEWAY ZERO PROJECTS			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL / Cross River Partnership	Parking Meter Reserve	Bridge House Estates/City fund	Total Funding
Barber surgeons gardens	Barbican area strategy	Cripplegate	0	150	0					150	150	150				150
Barbican city walkways	Fenchurch/monument strategy	Cripplegate, aldersgate	0	100	0					100	100	100				100
Basinghall street ph 3	Cheapside and guildhall area enhancement strategy	Bassishaw, Coleman Street	500	500	0	0				500	500	500				500
Botolph lane	Fenchurch/monument strategy	Bridge	0	100	0					100	100	100				100
Bouverie & whitefriars street	Fleet street area strategy	Castle baynard	0	200	0					200	200	200				200
Bride lane and court	Fleet street area strategy	Castle baynard	0	150	0					150	150	150				150
Bridewell place	Fleet street area strategy	Castle baynard	0	75	0					75	75	75				75
Cannon street	Cheapside and guildhall area enhancement strategy	Bread street, cordwainer, walbrook, candlewick	750	750	0					750	750	250	500			750
Cannon street	Fenchurch/monument strategy	Dowgate, candlewick, walbrook	0	250	0					250	250	250				250
Carter lane qtr phase 3	St paul's area strategy	Castle baynard	0	2,700	0	10	90	300	600	1,700	2,700	1,350	1,350	0	0	2,700
Chancery house green space	Chancery lane strategy	Farringdon without	0	150	0					150	150	150				150
Chancery lane gateways	Chancery lane strategy	Farringdon without	0	50	0					50	50	50				50
Churchyard and alley along the southern façade of st mary at aldermary church	Cheapside and guildhall area enhancement strategy	Cordwainer	250	250	0					250	250	250				250
Churchyard Enhancement Programme	Churchyard Enhancement Programme	Citywide	0	50	0	0	10	10	10	20	50	50	0	0	0	50
Churchyard of st john zachary	Cheapside and guildhall area enhancement strategy	Bassishaw	250	250	0					250	250	250				250

GATEWAY ZERO PROJECTS			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL / Cross River Partnership	Parking Meter Reserve	Bridge House Estates/City fund	Total Funding
Cleary gardens	Cheapside and guildhall area enhancement strategy	Vintry	500	500	0					500	500	500				500
Cloak lane (between college hill and dowgate hill)	Cheapside and guildhall area enhancement strategy	Dowgate	500	500	0					500	500	500				500
Coleman street	Cheapside and guildhall area enhancement strategy	Bassishaw, coleman street	250	250	0			50	200		250	125	125			250
College hill	Cheapside and guildhall area enhancement strategy	Dowgate, vintry	500	500	0					500	500	500				500
Cornhill	Bank area strategy	Cornhill		1,500	0				500	1,000	1,500	750	750			1,500
Courtesy crossing study	Road danger reduction	City wide	106	3,681	106	134	1,147	1,147	1,147		3,681	0	3,681	0		3,681
Courts/lanes leading to leadenhall market	Fenchurch/monument strategy	Lime street, langbourn	0	100	0					100	100	100				100
Courts/lanes off cannon st	Fenchurch/monument strategy	Dowgate, candlewick, walbrook	0	200	0					200	200	200				200
Courts/lanes off fenchurch street	Fenchurch/monument strategy	Bridge, billingsgate, tower, aldgate, langbourn	0	100	0					100	100	100				100
Courts/lanes off gracechurch st	Fenchurch/monument strategy	Candlewick, bridge, langbourn	0	100	0					100	100	100				100
Creechurch place (mitre square) s278	Highways and traffic	Aldgate		400	20	70	300	10	0	0	400	400				400
Custom house	Riverside walk enhancement strategy	Billingsgate	0	500	0					500	500	500				500
Distaff lane church	Cheapside and guildhall area enhancement strategy	Bread street	100	100	0					100	100	100				100
Dorset rise	Fleet street area strategy	Castle baynard	0	60	0					60	60	60				60
East/west route from pudding lane to st dunstan's hill	Fenchurch/monument strategy	Bridge, billingsgate	0	100	0					100	100	100				100

GATEWAY ZERO PROJECTS			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL / Cross River Partnership	Parking Meter Reserve	Bridge House Estates/City fund	Total Funding
Eastcheap	Fenchurch/monument strategy	Bridge, billingsgate	0	2,000	0					2,000	2,000	2,000				2,000
Eastern city cluster phases 3-4	Eastern city cluster	Lime street	0	1,519	0	0	0	0	0	1,519	1,519	1,519	0	0	0	1,519
Fann street	Barbican area strategy	Cripplegate/aldergate	0	100	0					100	100	100				100
Fish st hill/philpot lane/lime street	Fenchurch/monument strategy	Bridge, langbourn	0	500	0					500	500	500				500
Foster lane (part - north)	Cheapside and guildhall area enhancement strategy	Cheap	500	500	0					500	500	250	250			500
Friday street	Cheapside and guildhall area enhancement strategy	Vintry	1,000	1,000	0					1,000	1,000	1,000				1,000
Page 30 Garnick hill	Cheapside and guildhall area enhancement strategy	Vintry	750	750	0					750	750	750				750
Golden lane	Barbican area strategy	Cripplegate	0	200	0					200	200	200				200
Golden lane estate city walkway areas	Barbican area strategy	Cripplegate	0	200	0					200	200	200				200
Great st thomas apostle	Cheapside and guildhall area enhancement strategy	Castle baynard	750	750	0					750	750	750				750
Gutter lane (part - north)	Cheapside and guildhall area enhancement strategy	Cheap	0	500	0					500	500	250	250			500
Hanging sword alley	Fleet street area strategy	Castle baynard	0	150	0					150	150	150				150
Haydon street	Aldgate area strategy	Tower	0	500	0					500	500	250	250			500
Holborn area strategy	Holborn strategy	Castle Baynard, Farringdon within, farringdon without		100	0		50	50			100	50	50			100
Hutton street	Fleet street area strategy	Castle baynard	0	60	0					60	60	60				60



GATEWAY ZERO PROJECTS			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL / Cross River Partnership	Parking Meter Reserve	Bridge House Estates/City fund	Total Funding
Ironmonger lane	Cheapside and guildhall area enhancement strategy	Cheap	500	500	0					500	500	150	350			500
Jewry street	Aldgate area strategy	Tower	0	400	0					400	400	400				400
Leadenhall street	Fenchurch/monument strategy	Lime street, aldgate	0	2,000	0	0	200	1,000	800		2,000	2,000				2,000
Little britain (south)	West smithfield strategy	Farringdon within, farringdon without		800	0					800	800	800				800
Little somerset street	Aldgate area strategy	Aldgate	0	750	0					750	750	750				750
Little trinity lane/ great trinity lane junction	Cheapside and guildhall area enhancement strategy	Vintry	500	500	0					500	500	500				500
Little trinity lane	Cheapside and guildhall area enhancement strategy	Vintry	500	500	0					500	500	500				500
Little trinity lane / st james church	Cheapside and guildhall area enhancement strategy	Vintry	500	500	0					500	500	500				500
Lombard lane	Fleet street area strategy	Castle baynard	0	40	0					40	40	40				40
Lombard street	Bank area strategy	Langbourn,	0	1,500	0				500	1,000	1,500	1,000	500			1,500
London bridge/king william st/gracechurch st	Fenchurch/monument strategy	Bridge, candlewick	0	250	0					250	250	250				250
Lower st dunstan's hill	Fenchurch/monument strategy	Billingsgate	0	500	0					500	500	500				500
Ludgate circus	Fleet street area strategy	Farringdon within/castle baynard	1,000	1,000	0					1,000	1,000	500	500			1,000
Ludgate hill pedestrian crossing	Fleet street area strategy	Castle baynard	1,500	1,500	0					1,500	1,500	750	750			1,500
Montague house and dark house walk	Riverside walk enhancement strategy	Billingsgate	0	500	0					500	500	500				500
Monument junction	Fenchurch/monument strategy	Candlewick	0	1,000	0					1,000	1,000		1,000			1,000
New change	Cheapside and guildhall area enhancement	Bread street	500	500	0					500	500	500				500

GATEWAY ZERO PROJECTS			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL / Cross River Partnership	Parking Meter Reserve	Bridge House Estates/City fund	Total Funding
	strategy															
Ocean house s278 & s106	Roads	Dowgate	0	694	50	75				569	694	694				694
Old billingsgate market walkway	Riverside walk enhancement strategy	Billingsgate		200	0					200	200	200				200
Old broad street + threadneedle	Bank area strategy	Cornhill, broad street		1,500	0				500	1,000	1,500	750	750			1,500
Old jewry	Cheapside and guildhall area enhancement strategy	Cheap, walbrook		100	0					100	100	100				100
Pleydell street	Fleet street area strategy	Castle baynard	0	100	0					100	100	100				100
Portsoken street	Aldgate area strategy	Tower	0	100	0					100	100	100				100
Postman's park	Cheapside and guildhall area enhancement strategy	Aldersgate	250	250	0					250	250	250				250
Prading lane	Fenchurch/monument strategy	Bridge	0	100	0					100	100	100				100
Queen victoria street	Cheapside and guildhall area enhancement strategy	Bread street, cordwainer, vintry	750	750	0					750	750	375	375			750
Refurb sturgeon lighting units	Other items	City wide	0	386	386	0				0	386	0	0	0	386	386
River plate house s278 & s106	Roads	Coleman street	0	180	0					180	180	180				180
Riverside connecting spaces	Riverside walk enhancement strategy	Wards with river boundary	0	500	0					500	500	500				500
Riverside greenery and biodiversity enhancement	Riverside walk enhancement strategy	Wards with river boundary	0	500	0					500	500	500				500
Riverside lighting strategy	Riverside walk enhancement strategy	Wards with river boundary	0	400	0					400	400	400				400
Riverside public art and event	Riverside walk enhancement strategy	Wards with river boundary	0	500	0					500	500	500				500
Riverside re-cladding of walls	Riverside walk enhancement strategy	Wards with river boundary	0	275	0					275	275	275				275
Riverside sport and play	Riverside walk enhancement strategy	Wards with river boundary	0	500	0					500	500	500				500

GATEWAY ZERO PROJECTS			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL / Cross River Partnership	Parking Meter Reserve	Bridge House Estates/City fund	Total Funding
Rotunda garden	West smithfield strategy	Farringdon within, farringdon without		2,500	0					2,500	2,500	2,500				2,500
Royal exchange forecourt	Bank area strategy	Cornhill	0	750	0				250	500	750	500	250			750
Royal exchange rear	Bank area strategy	Cornhill	0	350	0				100	250	350	250	100			350
Salisbury square	Fleet street area strategy	Castle baynard	0	100	0					100	100	100				100
Seal house s278 & s106	Riverside walk enhancement strategy	Bridge	0	357	0					357	357	357				357
Smithfield street - general market public space	West smithfield strategy	Farringdon within, farringdon without		800	0					800	800	800				800
Southwark bridge area	Riverside walk enhancement strategy	Vintry	0	500	0					500	500	500				500
St anne and st agnes churchyard	Cheapside and guildhall area enhancement strategy	Aldersgate	750	750	0					750	750	750				750
St brides churchyard	Fleet street area strategy	Castle baynard	0	80	0					80	80	80				80
St dunstan's hill/mincing lane fen court	Fenchurch/monument strategy	Billingsgate, tower, langbourn	0	100	0					100	100	100				100
St dunstan's in the east churchyard	Fenchurch/monument strategy	Billingsgate	0	100	0					100	100	100				100
St magnus garden	Riverside walk enhancement strategy	Bridge	0	150	0					150	150	150				150
St magnus house	Riverside walk enhancement strategy	Bridge	750	750	0	0	0			750	750	750	0	0	0	750
St olave silver street	Cheapside and guildhall area enhancement strategy	Bassishaw	250	250	0					250	250	250				250
St peter cheap churchyard	Cheapside and guildhall area enhancement strategy	Cheap	100	150	0					150	150	150				150
Star alley st olave churchyard	Fenchurch/monument strategy	Tower	0	100	0					100	100	100				100
Street lighting strategy	Roads	City wide	0	2,500	0	350	675	0	0	1,475	2,500	0	0	0	2,500	2,500

GATEWAY ZERO PROJECTS			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL / Cross River Partnership	Parking Meter Reserve	Bridge House Estates/City fund	Total Funding
Sugar quay s278	Riverside walk enhancement strategy	Billingsgate	0	401	0	100				301	401	401				401
Temple lane	Fleet street area strategy	Castle baynard, farringdon without	0	60	0					60	60	60				60
Vine street	Aldgate area strategy	Tower	0	580	0					580	580	580				580
White lion hill	Riverside walk enhancement strategy	Castle baynard	0	300	0					300	300	300				300
Whittington gardens	Cheapside and guildhall area enhancement strategy	Dowgate	100	100	0					100	100	100				100
Wood street	Cheapside and guildhall area enhancement strategy	Bassishaw, cripplegate	1,000	1,000	0					1,000	1,000	500	500			1,000

GATEWAY 1-2 PROJECTS			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL / Cross River Partnership	Parking Meter Reserve	Bridge House Estates/ City fund	Total Funding
9-13 Aldgate (matrix)	Highways and traffic	Portsoken	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cursitor street	Chancery lane strategy	Farrindon Without		150	0	75	75				150	150				150
City Wayfinding Review*	Highways and traffic	City-wide		2,500	0	0	125	500	500	1,375	2,500	2,250	250	0		2,500
Bus reliability scheme*	Highways and traffic	City wide		425	0	25	400	0	0	0	425		425			425
Newgate street / warwick lane safety improvements*	Highways and traffic	Bread st, farringdon within		200	0		50	150			200		200			200
Trinity square area - mitigaton	Highways and traffic	Tower, aldagate, billingsgate		500	0		75	425			500		500			500
Fredericks place s278	Cheapside and guildhall area enhancement strategy	Walbrook	350	350	0		20	100	230		350	350				350
Minorities Area Enhancement*	Aldgate area strategy	Tower	0	1000	0		90	410	500		1000	1000				1000
Greening cheapside*	Cheapside and guildhall area enhancement strategy	Cheap, bassishaw	0	750	0		45	705			750	550	200			750

\*Projects not counted towards total number of current projects until project initiation formally approved.

GATEWAY 3-4 PROJECTS			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL / Cross River Partnership	Parking Meter Reserve	Bridge House Estates/ City fund	Total Funding
10 trinity square s278	highways and traffic	Tower		1,000	40	60	900				1,000	1000				1,000
Bank junction improvements	Bank area strategy	Cordwainer, walbrook, cornhill, langbourn and cheap		18,000	295	270	570	1500	3000	12,365	18,000	9,000	9,000	0	0	18,000
Barts hospital	West smithfield strategy	Farringdon without	0	500	0	0	50	250	200	0	500	500				500
Breams buildings	Chancery lane strategy	Farringdon without	0	150	0					150	150	150				150
Fenchurch st s106	Fenchurch/monument strategy	Langbourn, aldgate	100	3,950	50	100	100	500	700	2,500	3,950	3,950				3,950
Fleet street major project	Fleet street area strategy	Castle baynard, bread street, farringdon within, farringdon without	0	6,241	146	60	50	2,000	3,985	0	6,241	2,841	3,400			6,241
Helen plaza security s278	Highways and traffic	Bishopsgate	2,000	2,000	0	500	0	0	0	1,500	2,000	2,000	0			2,000
Museum of london gyratory	Roads	Cheap		17,000	20	100	150	115	115	16,500	17,000	17,000				17,000
Argman's house s278	Highways and traffic	Bishopsgate		300	40	20	240				300		300			300
10 fenchurch avenue	Highways and traffic	Langbourn	0	500	0	80	150	270			500	500				500
11-19 monument street	Fenchurch/monument strategy	Bridge	0	300	15	200	85			0	300	300				300
60-70 st mary axe s278 & s106	Eastern city cluster	Aldgate	0	1,057	50	80	92	92	743	0	1,057	1,057				1,057
Barbican area strategy	Barbican area strategy	Cripplegate/aldergate	327	323	299	7	17	0	0	0	323	24		95	204	323
Basinghall st s.106 ph 2 (pre + post evn)	Cheapside and guildhall area enhancement strategy	Bassishaw	463	463	443	20					463	463	0			463
Ecc - st helen's square	Eastern city cluster	Lime street	2,224	2,689	225	0	0	0		2,464	2,689	2,689				2,689
Guildhall green spaces	Cheapside and guildhall area enhancement strategy	Bassishaw	45	120	120	0				0	120	40	0	0	80	120
Long lane (crossrail)	West smithfield strategy	Farringdon without, aldersgate	0	500	0		250	250		0	500	250	250			500

GATEWAY 3-4 PROJECTS			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL / Cross River Partnership	Parking Meter Reserve	Bridge House Estates/ City fund	Total Funding
Parking & enforcement plan phase 3	Highways and traffic	City-wide	419	425	425	0				0	425	0	0	425		425
Philpot lane/eastcheap crossing	Fenchurch/monument strategy	Bridge	700	700	0			350	350		700	700				700
1 angel court s278 & s106	Bank area strategy	Broad street	0	255	0	40	215				255	255				255
1 new st square s278	Highways and traffic	Farringdon within/castle baynard	0	576	0	440	136			0	576	576	0	0		576
Barts close	West smithfield strategy	Farringdon within	5,000	5,000	75	75	1,500	1,500	1,850		5,000	5,000				5,000
Beech st	Barbican area strategy	Cripplegate, aldersgate	48	2,500	29	20	40			2,411	2,500	2,451		49		2,500
Liverpool street crossrail	Liverpool st area strategy	Bishopsgate, broad street	1,000	3,500	50	270	300	410	2,100	370	3,500	1,500	2,000			3,500
Moor lane s.106 (phases 1 and 2)	Fenchurch/monument strategy	Tower, billingsgate	48	508	71	43	30			364	508	508				508
Monument street/lower thames street	Fenchurch/monument strategy	Bridge	250	270	0		20	250			270	145	125			270
Moorfields area crossrail	Liverpool st area strategy	Coleman street	1,000	1,400	74	128				1,198	1,400	900	500			1,400
Rwe globe view walkway	Riverside walk enhancement strategy	Queenhithe	1,000	500	160	20	20	150	150	0	500	300	200			500
Shoe lane area improvements	Fleet street area strategy	Farringdon within/castke baynard	100	7,957	150	10	500	3,000	3,000	1,297	7,957	7,957	0	0		7,957
Middlesex st area enhancement ramps s106 (pre + post evn) phase 3	Liverpool st area strategy	Portsoken	473	473	248	0	225				473	473				473
52-54 lime street (scalpel) s278	Highways and traffic	Lime street, aldgate		250	0	50	200	0			250	250				250
Bevis marks s106 (post evn)	Eastern city cluster	Aldgate	0	224	0	112	112				224	224				224
Eastern city cluster phase 2	Eastern city cluster	Lime street	1,650	1,650	590	530	0	0	0	530	1,650	1,650				1,650

GATEWAY 5-7 PROJECTS			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL / Cross River Partnership	Parking Meter Reserve	Bridge House Estates/ City fund	Total Funding
L'hall st/st mary axe junction imps	Highways and traffic	Lime st/aldgate	705	805	375	0	0	430	0		805	805	0	0		805
5 broadgate s106	Liverpool st area strategy	Bishopsgate	1,879	1,879	708	821	350				1,879	1,879				1,879
Aldgate arts events and play	Aldgate area strategy	Tower, aldgate, portsoken	100	100	0	50	50	0	0	0	100	100				100
Aldgate highway & public square	Aldgate area strategy	Portsoken, aldgate, tower	21,000	27,903	7,568	6,266	7,929	355	305	5,480	27,903	17,945	9,958	0	0	27,903
Bank bypass walking routes s.106	Bank area strategy	Candlewick, langbourn, cornhill	980	980	235	265	200	180	100		980	500	480			980
Bury court s.278	Highways and traffic	Aldgate	300	268	268	0				0	268	268	0	0		268
Christ's hospital artwork	Cheapside and guildhall area enhancement strategy	Bread Street		50	0	10	40				50	50				50
Highways management system	Information technology	City wide	345	275	275					0	275	0	0	0	275	275
Homn circus area enhancement	Highways and traffic	Farringdon without, castle baynard	3,149	3,148	3,148	0				0	3,148	253	2,500	395		3,148
Molesex st area enhancement s106 (pre & post evn) phase1	Liverpool st area strategy	Bishopsgate, portsoken	900	900	164	150	586				900	900				900
Mitre square	Eastern city cluster	Aldgate	45	1,300	6	70	1,224			0	1,300	1,300	0	0	0	1,300
Moor lane	Barbican area strategy	Cripplegate	1,391	1,101	168	0	933				1,101	1,101				1,101
Rwe fishmongers wharf	Riverside walk enhancement strategy	Bridge	424	424	50	26	348				424	124	300			424
Rwe millennium bridge area	Riverside walk enhancement strategy	Queenhithe	1,201	1,079	635	282	162				1,079	1,079				1,079
St paul's churchyard enhancement	St paul's area strategy	Castle baynard, bread street	1,774	1,774	1,600	174					1,774	339	1,435			1,774
St paul's external lighting	St paul's area strategy	Castle baynard	0	1,300	75	75				1,150	1,300	1,300		0		1,300
51 lime st s106	Fenchurch/monument strategy	Lime street, aldgate, langbourne	282	282	55	100	127				282	282				282



GATEWAY 5-7 PROJECTS			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL / Cross River Partnership	Parking Meter Reserve	Bridge House Estates/ City fund	Total Funding
(Austin friars) bartholomew lane/throgmorton st s.106	Bank area strategy	Walbrook; broad street	951	951	635	316				0	951	455	496	0	0	951
20 fenchurch st security s.278	Fenchurch/monument strategy	Bridge	787	787	787						787	787				787
2-6 cannon street	Cheapside and guildhall area enhancement strategy	Bread street, vintry	1,220	1,220	17	25	295	883		0	1,220	1,220				1,220
28 great tower street s278	Highways and traffic	Tower		29	0	0	29				29	29				29
30 old bailey s106	Fleet street area strategy	Castle baynard, bread street, farringdon within	168	168	148	20				0	168	168	0			168
5 broadgate s278	Liverpool st area strategy	Bishopsgate	191	191	191	0				0	191	191	0	0		191
71 queen victoria street s278	Cheapside and guildhall area enhancement strategy	Vintry	273	273	273						273	273				273
80 moorgate s.106	Moorgate area strategy	Coleman street, broad street	307	307	249	58					307	307				307
Bank area strategy update	Bank area strategy	Cordwainer, walbrook, cornhill, langbourn and cheap	0	0	0						0					0
Bloomberg place h'wy changes s278	Highways and traffic	Cordwainer, walbrook, vintry, dowgate	5,100	5,100	254	80	1,960		2,806	0	5,100	5,100	0	0		5,100
Carter lane quarter ph 2a & 2b and 3	St paul's area strategy	Castle baynard	698	698	563	0	135				698	135	261	302		698
Eastern city cluster phase 1	Eastern city cluster	Lime street	1,658	1,658	342	50	0	0	0	1,266	1,658	1,658				1,658
Fenchurch place s.278	Fenchurch/monument strategy	Tower	578	575	575						575	575				575
Golden lane playground	N/a	Cripplegate	150	150	0	140	10				150				150	150
John carpenter st s278	Temple & whitefriars area strategy	Castle baynard	191	750	650	100					750	750				750
Lime st cullum st enhancement works s106	Fenchurch/monument strategy	Langbourn	659	659	295	20	130			214	659	659				659
Mariner house street scene s.106	Aldgate area strategy	Tower	551	551	551						551	551				551

GATEWAY 5-7 PROJECTS			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL / Cross River Partnership	Parking Meter Reserve	Bridge House Estates/ City fund	Total Funding
New ludgate s.278	Highways and traffic	Farringdon within	738	738	440	298				0	738	738	0	0		738
New st sq h'wayimps	Highways and traffic	Castle baynard	1,012	1,013	1,013	0				0	1,013	1,013	0	0		1,013
Plough place	Chancery lane strategy	Castle baynard, farringdon without	695	695	45	600	50				695	695				695
Quietways - the mayor of london - vision for cycling in london	Cycle revolution	City-wide	3,045	1,485	235	150	1,100				1,485		1485			1,485
Rwe queenhithe mosaic	Riverside walk enhancement strategy	Queenhithe	140	190	190						190	140	50			190
Rwe steelyard passage ph2 s106	Riverside walk enhancement strategy	Dowgate	226	226	176	50					226	226	0			226
Shoe lane phases 2-3	Fleet street area strategy	Castle baynard	816	816	816					0	816	408	0	408	0	816
Shoelane street - barbican area strategy	Barbican area strategy	Cripplegate, coleman street	706	706	706						706			706		706
Southampton buildings (s106)	Chancery lane strategy	Farringdon without	15	259	30	220	9				259	259				259
St mary at hill churchyard	Fenchurch/monument strategy	Billingsgate	45	300	5	50	245			0	300	300				300
St paul's area security project	St paul's area strategy	Castle baynard	0	16,000	0	100	900			15,000	16,000	16,000				16,000

## Projects by Area Strategy

ALDGATE AREA STRATEGY			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL Cross River Partnership	Parking Meter Reserve	Bridge House Estates/City fund	Total Funding
America square	Aldgate area strategy	Tower	0	650	0					650	650	650				650
Haydon street	Aldgate area strategy	Tower	0	500	0					500	500	250	250			500
Jewry street	Aldgate area strategy	Tower	0	400	0					400	400	400				400
Little somerset street	Aldgate area strategy	Aldgate	0	750	0					750	750	750				750
Portsoken street	Aldgate area strategy	Tower	0	100	0					100	100	100				100
Vine street	Aldgate area strategy	Tower	0	580	0					580	580	580				580
100 Minorities Area Enhancement	Aldgate area strategy	Tower	0	1000	0		90	410	500		1000	1000				1000
Aldgate arts events and play	Aldgate area strategy	Tower, alldgate, portsoken	100	100	0	50	50	0	0	0	100	100				100
Aldgate highway & public square	Aldgate area strategy	Portsoken, alldgate, tower	21,000	27,903	7,568	6,266	7,929	355	305	5,480	27,903	17,945	9,958	0	0	27,903
Mummer house street scheme s.106	Aldgate area strategy	Tower	551	551	551						551	551				551
Drinking fountains (post evn)	Aldgate area strategy	City-wide	60	60	20	20				20	60	60				60

BANK AREA STRATEGY			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL Cross River Partnership	Parking Meter Reserve	Bridge House Estates/City fund	Total Funding
25-27 poultry s278 & s106	Bank area strategy	cordwainer	0	250			50	200			250	250				250
33 king william st s106	Bank area strategy	bridge	0	360	0		60	300			360	360				360
33 king william st s278	Bank area strategy	bridge	0	360	0	0	0	360	0	0	360	360				360
Bank area access improvements	Bank area strategy	Cordwainer, walbrook, cornhill, langbourn, cheap	0	750	0					750	750	500	250			750
Bank courts + lanes phase ii	Bank area strategy	Langbourn, cornhill, candlewick, walbrook		500	0		20	250	230		500	250	250			500
Bank courts + lanes phase iii	Bank area strategy	Langbourn, cornhill, candlewick, walbrook		650	0					650	650	325	325			650
Cornhill	Bank area strategy	Cornhill		1,500	0				500	1,000	1,500	750	750			1,500
Lombard street	Bank area strategy	Langbourn,	0	1,500	0				500	1,000	1,500	1,000	500			1,500
Old broad street + threadneedle	Bank area strategy	Cornhill, broad street		1,500	0				500	1,000	1,500	750	750			1,500
Royal exchange forecourt	Bank area strategy	Cornhill	0	750	0				250	500	750	500	250			750
Royal exchange rear	Bank area strategy	Cornhill	0	350	0				100	250	350	250	100			350
Bank junction improvements	Bank area strategy	Cordwainer, walbrook, cornhill, langbourn and cheap		18,000	295	270	570	1500	3000	12,365	18,000	9,000	9,000	0	0	18,000
1 angel court s278 & s106	Bank area strategy	Broad street	0	255	0	40	215				255	255				255
Bank bypass walking routes s.106	Bank area strategy	Candlewick, langbourn, cornhill	980	980	235	265	200	180	100		980	500	480			980
(Austin friars) bartholomew lane/throgmorton st s.106	Bank area strategy	Walbrook; broad street	951	951	635	316				0	951	455	496	0	0	951

Bank area strategy update	Bank area strategy	Cordwainer, walbrook, cornhill, langbourn and cheap	0	0	0						0					0
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BARBICAN AREA STRATEGY			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL Cross River Partnership	Parking Meter Reserve	Bridge House Estates/City fund	Total Funding
Aldersgate streetscape improvements	Barbican area strategy	Cripplegate	0	1,000						1,000	1,000	500	500			1,000
Barbican area wayfinding strategy	Barbican area strategy	Aldersgate / Cripplegate / Bassishaw / Coleman Street	0	500						500	500	250	250			500
Barbican conservatory and cromwell highwalk connection improvement	Barbican area strategy	Aldersgate / Cripplegate / Bassishaw / Coleman Street	0	500						500	500	250	250			500
Barbican north - south access improvements	Barbican area strategy	Aldersgate / Cripplegate / Bassishaw / Coleman Street	0	4,000						4,000	4,000	2,000	2,000			4,000
Beech street - highwalks connection	Barbican area strategy	Aldersgate / Cripplegate	0	1,000						1,000	1,000	500	500			1,000
Beech street - pedestrian and cycling	Barbican area strategy	Aldersgate / Cripplegate	0	7,000						7,000	7,000	3,500	3,500			7,000
Beech street - surrounding streets	Barbican area strategy	Aldersgate / Cripplegate	0	3,000						3,000	3,000	1,500	1,500			3,000
Cultural connections improvement (wayfinding)	Barbican area strategy	Aldersgate / Cripplegate	0	300						300	300	150	150			300
Cultural institutions programmes signage	Barbican area strategy	Aldersgate / Cripplegate / Bassishaw / Coleman Street	0	500						500	500	250	250			500
Forbisher court connesions and sourroundings	Barbican area strategy	Aldersgate / Cripplegate / Bassishaw / Coleman Street	0	1,000						1,000	1,000	500	500			1,000
Golden lane estates improvement projects	Barbican area strategy	Cripplegate	0	1,000						1,000	1,000	500	500			1,000
Golden lane streetscape improvements projects	Barbican area strategy	Cripplegate	0	3,000						3,000	3,000	1,500	1,500			3,000

Lauderdale place - encourage daytime use	Barbican area strategy	Aldersgate / Cripplegate / Bassishaw / Coleman Street	0	500						500	500	250	250			500
London wall improvements	Barbican area strategy	Bassishaw	0	1,500						1,500	1,500	750	750			1,500
Monkwell square ped access improvement	Barbican area strategy	Bassishaw	0	1,000						1,000	1,000	500	500			1,000
Moorgate quarter initiative	Barbican area strategy	Coleman street	0	1,500						1,500	1,500	750	750			1,500
Pedestrian art routes	Barbican area strategy	Aldersgate / Cripplegate / Bassishaw / Coleman Street	0	3,000						3,000	3,000	1,500	1,500			3,000
Silk street - cultural route	Barbican area strategy	Aldersgate / Cripplegate / Bassishaw / Coleman Street	0	1,000						1,000	1,000	500	500			1,000
St gile's terrace access improvement	Barbican area strategy	Cripplegate	0	500						500	500	250	250			500
Wood street (northern end) increase in visibility of connections	Barbican area strategy	Cripplegate, Aldersgate	0	3,000						3,000	3,000	1,500	1,500			3,000
Aldersgate street/ Goswell road	Barbican area strategy	Aldersgate	0	500	0					500	500	500				500
Baltic street west	Barbican area strategy	Cripplegate	0	350	0					350	350	350				350
Border surgeons gardens	Barbican area strategy	Cripplegate	0	150	0					150	150	150				150
Fann street	Barbican area strategy	Cripplegate/alder gate	0	100	0					100	100	100				100
Golden lane	Barbican area strategy	Cripplegate	0	200	0					200	200	200				200
Golden lane estate city walkway areas	Barbican area strategy	Cripplegate	0	200	0					200	200	200				200
Barbican area strategy	Barbican area strategy	Cripplegate/alder gate	327	323	299	7	17	0	0	0	323	24		95	204	323
Beech st	Barbican area strategy	Cripplegate, aldersgate	48	2,500	29	20	40			2,411	2,500	2,451		49		2,500
Moor lane	Barbican area strategy	Cripplegate	1,391	1,101	168	0	933				1,101	1,101				1,101
Silk street - barbican area strategy	Barbican area strategy	Cripplegate, coleman street	706	706	706						706			706		706
72 fore st s.106	Barbican area strategy	Coleman st	1,007	1,007	119			444	444		1,007	1,007				1,007

CHANCERY AREA STRATEGY			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL Cross River Partnership	Parking Meter Reserve	Bridge House Estates/City fund	Total Funding
Chancery house green space	Chancery lane strategy	Farringdon without	0	150	0					150	150	150				150
Chancery lane gateways	Chancery lane strategy	Farringdon without	0	50	0					50	50	50				50
Cursitor street	Chancery lane strategy	Castle baynard, farringdon without		150	0	75	75				150	150				150
Breams buildings	Chancery lane strategy	Farringdon without	0	150	0					150	150	150				150
Plough place	Chancery lane strategy	Castle baynard, farringdon without	695	695	45	600	50				695	695				695
Southampton buildings (s106)	Chancery lane strategy	Farringdon without	15	259	30	220	9				259	259				259

CHEAPSIDE AND GUILDHALL AREA ENHANCEMENT STRATEGY			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL Cross River Partnership	Parking Meter Reserve	Bridge House Estates/City fund	Total Funding
Basinghall street ph 3	Cheapside and guildhall area enhancement strategy	Bassishaw, Coleman Street	500	500	0	0				500	500	500				500
Cannon street	Cheapside and guildhall area enhancement strategy	Bread street, cordwainer, walbrook, candlewick	750	750	0					750	750	250	500			750
Churchyard and alley along the southern façade of st mary at aldermary church	Cheapside and guildhall area enhancement strategy	Cordwainer	250	250	0					250	250	250				250
Churchyard of st john zachary	Cheapside and guildhall area enhancement strategy	Bassishaw	250	250	0					250	250	250				250
Cleary gardens	Cheapside and guildhall area enhancement strategy	Vintry	500	500	0					500	500	500				500
Cloak lane (between college hill and dowgate hill)	Cheapside and guildhall area enhancement strategy	Dowgate	500	500	0					500	500	500				500
Coleman street	Cheapside and guildhall area enhancement strategy	Bassishaw, coleman street	250	250	0			50	200		250	125	125			250



CHEAPSIDE AND GUILDHALL AREA ENHANCEMENT STRATEGY			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL Cross River Partnership	Parking Meter Reserve	Bridge House Estates/City fund	Total Funding
College hill	Cheapside and guildhall area enhancement strategy	Dowgate, vintry	500	500	0					500	500	500				500
Distaff lane church	Cheapside and guildhall area enhancement strategy	Bread street	100	100	0					100	100	100				100
Foster lane (part - north)	Cheapside and guildhall area enhancement strategy	Cheap	500	500	0					500	500	250	250			500
Friday street	Cheapside and guildhall area enhancement strategy	Vintry	1,000	1,000	0					1,000	1,000	1,000				1,000
Garick hill	Cheapside and guildhall area enhancement strategy	Vintry	750	750	0					750	750	750				750
Great st thomas apostle	Cheapside and guildhall area enhancement strategy	Castle baynard	750	750	0					750	750	750				750
Greening cheapside	Cheapside and guildhall area enhancement strategy	Cheap, bassishaw	0	300	0		20	280			300	200	100			300
Gutter lane (part - north)	Cheapside and guildhall area enhancement strategy	Cheap	0	500	0					500	500	250	250			500
Ironmonger lane	Cheapside and guildhall area enhancement strategy	Cheap	500	500	0					500	500	150	350			500
Little trinity lane/great trinity lane junction	Cheapside and guildhall area enhancement strategy	Vintry	500	500	0					500	500	500				500
Little trinity lane	Cheapside and guildhall area enhancement strategy	Vintry	500	500	0					500	500	500				500
Little trinity lane / st james church	Cheapside and guildhall area enhancement strategy	Vintry	500	500	0					500	500	500				500
New change	Cheapside and guildhall area enhancement strategy	Bread street	500	500	0					500	500	500				500
Old jewry	Cheapside and guildhall area enhancement strategy	Cheap, walbrook		100	0					100	100	100				100
Postman's park	Cheapside and guildhall area enhancement strategy	Aldersgate	250	250	0					250	250	250				250
Queen victoria street	Cheapside and guildhall area enhancement strategy	Bread street, cordwainer, vintry	750	750	0					750	750	375	375			750
St anne and st agnes churchyard	Cheapside and guildhall area enhancement strategy	Aldersgate	750	750	0					750	750	750				750
St olave silver street	Cheapside and guildhall area enhancement strategy	Bassishaw	250	250	0					250	250	250				250

CHEAPSIDE AND GUILDHALL AREA ENHANCEMENT STRATEGY			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL Cross River Partnership	Parking Meter Reserve	Bridge House Estates/ City fund	Total Funding
St peter cheap churchyard	Cheapside and guildhall area enhancement strategy	Cheap	100	150	0					150	150	150				150
Whittington gardens	Cheapside and guildhall area enhancement strategy	Dowgate	100	100	0					100	100	100				100
Wood street	Cheapside and guildhall area enhancement strategy	Bassishaw, cripplegate	1,000	1,000	0					1,000	1,000	500	500			1,000
Fredericks place s278	Cheapside and guildhall area enhancement strategy	Cheap	350	350	0		20	100	230		350	350				350
Basinghall st s.106 ph 2 (pre + post evn)	Cheapside and guildhall area enhancement strategy	Bassishaw	463	463	443	20					463	463	0			463
Guildhall green spaces	Cheapside and guildhall area enhancement strategy	Bassishaw	45	120	120	0				0	120	40	0	0	80	120
Christ's hospital artwork	Cheapside and guildhall area enhancement strategy	Bassishaw		50	0	10	40				50	50				50
2-4 Cannon street	Cheapside and guildhall area enhancement strategy	Bread street, vintry	1,220	1,220	17	25	295	883		0	1,220	1,220				1,220
Queen victoria street s278	Cheapside and guildhall area enhancement strategy	Vintry	273	273	273						273	273				273

EASTERN CITY CLUSTER AREA STRATEGY			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL Cross River Partnership	Parking Meter Reserve	Bridge House Estates/ City fund	Total Funding
Eastern city cluster phases 3-4	Eastern city cluster	Lime street	0	1,519	0	0	0	0	0	1,519	1,519	1,519	0	0	0	1,519
60-70 st mary axe s278 & s106	Eastern city cluster	Aldgate	0	1,057	50	80	92	92	743	0	1,057	1,057				1,057
Ecc - st helen's square	Eastern city cluster	Lime street	2,224	2,689	225	0	0	0		2,464	2,689	2,689				2,689
Bevis marks s106 (post evn)	Eastern city cluster	Aldgate	0	224	0	112	112				224	224				224
Eastern city cluster phase 2	Eastern city cluster	Lime street	1,650	1,650	590	530	0	0	0	530	1,650	1,650				1,650
Mitre square	Eastern city cluster	Aldgate	45	1,300	6	70	1,224			0	1,300	1,300	0	0	0	1,300

Eastern city cluster phase 1	Eastern city cluster	Lime street	0	160	0	0	80	80	0	0	160	100	60			160
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FENCHURCH/MONUMENT STRATEGY			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL Cross River Partnership	Parking Meter Reserve	Bridge House Estates/City fund	Total Funding
120 Fenchurch St S278	Fenchurch/monument strategy	Langbourn	0	748	0	100	648				748	748				748
Bakers hall court	Fenchurch/monument strategy	Tower	0	100	0					100	100	100				100
Barbican city walkways	Fenchurch/monument strategy	Cripplegate, aldersgate	0	100	0					100	100	100				100
Botolph lane	Fenchurch/monument strategy	Bridge	0	100	0					100	100	100				100
Cannon street	Fenchurch/monument strategy	Dowgate, candlewick, walbrook	0	250	0					250	250	250				250
Courts/lanes leading to leadenhall market	Fenchurch/monument strategy	Lime street, langbourn	0	100	0					100	100	100				100
Courts/lanes off cannon st	Fenchurch/monument strategy	Dowgate, candlewick, walbrook	0	200	0					200	200	200				200
Courts/lanes off fenchurch street	Fenchurch/monument strategy	Bridge, billingsgate, tower, aldgate, langbourn	0	100	0					100	100	100				100
Courts/lanes off gracechurch st	Fenchurch/monument strategy	Candlewick, bridge, langbourn	0	100	0					100	100	100				100
East/west route from pudding lane to st dunstan's hill	Fenchurch/monument strategy	Bridge, billingsgate	0	100	0					100	100	100				100
Eastcheap	Fenchurch/monument strategy	Bridge, billingsgate	0	2,000	0					2,000	2,000	2,000				2,000
Fish st hill/philpot lane/lime street	Fenchurch/monument strategy	Bridge, langbourn	0	500	0					500	500	500				500
Leadenhall street	Fenchurch/monument strategy	Lime street, aldgate	0	2,000	0	0	200	1,000	800		2,000	2,000				2,000
London bridge/king william st/gracechurch st	Fenchurch/monument strategy	Bridge, candlewick	0	250	0					250	250	250				250
Lower st dunstan's hill	Fenchurch/monument strategy	Billingsgate	0	500	0					500	500	500				500

FENCHURCH/MONUMENT STRATEGY			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL Cross River Partnership	Parking Meter Reserve	Bridge House Estates/City fund	Total Funding
Monument junction	Fenchurch/monument strategy	Candlewick	0	1,000	0					1,000	1,000		1,000			1,000
Pudding lane	Fenchurch/monument strategy	Bridge	0	100	0					100	100	100				100
St dunstan's hill/mincing lane/fen court	Fenchurch/monument strategy	Billingsgate, tower, langbourn	0	100	0					100	100	100				100
St dunstan's in the east churchyard	Fenchurch/monument strategy	Billingsgate	0	100	0					100	100	100				100
Star alley st olave churchyard	Fenchurch/monument strategy	Tower	0	100	0					100	100	100				100
Fenchurch st s106	Fenchurch/monument strategy	Langbourn, aldgate	100	3,950	50	100	100	500	700	2,500	3,950	3,950				3,950
11-19 monument street	Fenchurch/monument strategy	Bridge	0	300	15	200	85			0	300	300				300
Pinot lane/eastcheap crossing	Fenchurch/monument strategy	Bridge	700	700	0			350	350		700	700				700
Mark lane s.106 (phases 1 and 2)	Fenchurch/monument strategy	Tower, billingsgate	48	508	71	43	30			364	508	508				508
Monument street/lower thames street	Fenchurch/monument strategy	Bridge	250	270	0		20	250			270	145	125			270
St mary at hill churchyard	Fenchurch/monument strategy	Billingsgate	45	300	5	50	245			0	300	300				300
51 lime st s106	Fenchurch/monument strategy	Lime street, aldgate, langbourne	282	282	55	100	127				282	282				282
20 fenchurch st security s.278	Fenchurch/monument strategy	Bridge	787	787	787						787	787				787
Fenchurch place s.278	Fenchurch/monument strategy	Tower	578	575	575						575	575				575
Lime st cullum st enhancement works s106	Fenchurch/monument strategy	Langbourn	659	659	295	20	130			214	659	659				659

FLEET STREET AREA STRATEGY			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL Cross River Partnership	Parking Meter Reserve	Bridge House Estates/ City fund	Total Funding
Bouverie & whitefriars street	Fleet street area strategy	Castle baynard	0	200	0					200	200	200				200
Bride lane and court	Fleet street area strategy	Castle baynard	0	150	0					150	150	150				150
Bridewell place	Fleet street area strategy	Castle baynard	0	75	0					75	75	75				75
Dorset rise	Fleet street area strategy	Castle baynard	0	60	0					60	60	60				60
Hanging sword alley	Fleet street area strategy	Castle baynard	0	150	0					150	150	150				150
Hutton street	Fleet street area strategy	Castle baynard	0	60	0					60	60	60				60
Lombard lane	Fleet street area strategy	Castle baynard	0	40	0					40	40	40				40
Longgate circus	Fleet street area strategy	Farringdon within/castle baynard	1,000	1,000	0					1,000	1,000	500	500			1,000
Longgate Hill pedestrian crossing	Fleet street area strategy	Castle baynard	1,500	1,500	0					1,500	1,500	750	750			1,500
Pleydell street	Fleet street area strategy	Castle baynard	0	100	0					100	100	100				100
Salisbury square	Fleet street area strategy	Castle baynard	0	100	0					100	100	100				100
St brides churchyard	Fleet street area strategy	Castle baynard	0	80	0					80	80	80				80
Temple lane	Fleet street area strategy	Castle baynard, farringdon without	0	60	0					60	60	60				60
Fleet street major project	Fleet street area strategy	Castle baynard, bread street, farringdon within, farringdon without	0	6,241	146	60	50	2,000	3,985	0	6,241	2,841	3,400			6,241
Shoe lane area improvements	Fleet street area strategy	Farringdon within/castle baynard	100	7,957	150	10	500	3,000	3,000	1,297	7,957	7,957	0	0		7,957
30 old bailey s106	Fleet street area strategy	Castle baynard, bread street, farringdon within	168	168	148	20				0	168	168	0			168
Shoe lane phases 2-3	Fleet street area strategy	Castle baynard	816	816	816					0	816	408	0	408	0	816

FLEET STREET AREA STRATEGY			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL Cross River Partnership	Parking Meter Reserve	Bridge House Estates/ City fund	Total Funding
Fleet street area strategy	Fleet street area strategy	Castle baynard, bread street, farringdon within, farringdon without	230	230	210	20					230	56	174			230

HOLBORN AREA STRATEGY			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL Cross River Partnership	Parking Meter Reserve	Bridge House Estates/ City fund	Total Funding
Holborn Area Strategy	HOLBORN STRATEGY	Farringdon within, Farringdon Without, Castle Baynard		100	0		50	50			100	50	50			100

LIVERPOOL STREET AREA STRATEGY			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL Cross River Partnership	Parking Meter Reserve	Bridge House Estates/ City fund	Total Funding
8-10 MOORGATE S.106	Liverpool st area strategy	Coleman Street, Broad Street	307	307	249	58					307	307				307
Liverpool street crossrail	Liverpool st area strategy	Bishopsgate, broad street	1,000	3,500	50	270	300	410	2,100	370	3,500	1,500	2,000			3,500
Moorfields area crossrail	Liverpool st area strategy	Coleman street	1,000	1,400	74	128				1,198	1,400	900	500			1,400
Middlesex st area enhancement ramps s106 (pre + post evn) phase 3	Liverpool st area strategy	Portsoken	473	473	248	0	225				473	473				473
5 broadgate s106	Liverpool st area strategy	Bishopsgate	1,879	1,879	708	821	350				1,879	1,879				1,879
Middlesex st area enhancement s106 (pre & post evn) phase1	Liverpool st area strategy	Bishopsgate, Portsoken	900	900	164	150	586				900	900				900
5 broadgate s278	Liverpool st area strategy	Bishopsgate	191	191	191	0				0	191	191	0	0		191

LIVERPOOL STREET AREA STRATEGY			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL Cross River Partnership	Parking Meter Reserve	Bridge House Estates/City fund	Total Funding
201 b'gate s.106 ph3 post evn	Liverpool st area strategy	Bishopsgate	45	254	54		200				254	84	170			254

RIVERSIDE WALK ENHANCEMENT STRATEGY			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL Cross River Partnership	Parking Meter Reserve	Bridge House Estates/City fund	Total Funding
Custom house	Riverside walk enhancement strategy	Billingsgate	0	500	0					500	500	500				500
Montague house and dark house walk	Riverside walk enhancement strategy	Billingsgate	0	500	0					500	500	500				500
Old billingsgate market walkway	Riverside walk enhancement strategy	Billingsgate		200	0					200	200	200				200
Riverside connecting spaces	Riverside walk enhancement strategy	Wards with river boundary	0	500	0					500	500	500				500
Riverside greenery and biodiversity enhancement	Riverside walk enhancement strategy	Wards with river boundary	0	500	0					500	500	500				500
Riverside lighting strategy	Riverside walk enhancement strategy	Wards with river boundary	0	400	0					400	400	400				400
Riverside public art and event	Riverside walk enhancement strategy	Wards with river boundary	0	500	0					500	500	500				500
Riverside re-cladding of walls	Riverside walk enhancement strategy	Wards with river boundary	0	275	0					275	275	275				275
Riverside sport and play	Riverside walk enhancement strategy	Wards with river boundary	0	500	0					500	500	500				500
Seal house s278 & s106	Riverside walk enhancement strategy	Bridge	0	357	0					357	357	357				357
Southwark bridge area	Riverside walk enhancement strategy	Vintry	0	500	0					500	500	500				500
St magnus garden	Riverside walk enhancement strategy	Bridge	0	150	0					150	150	150				150
St magnus house	Riverside walk enhancement strategy	Bridge	750	750	0	0	0			750	750	750	0	0	0	750

RIVERSIDE WALK ENHANCEMENT STRATEGY			COSTS								FUNDING					
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL Cross River Partnership	Parking Meter Reserve	Bridge House Estates/City fund	Total Funding
Sugar quay s278	Riverside walk enhancement strategy	Billingsgate	0	401	0	100				301	401	401				401
White lion hill	Riverside walk enhancement strategy	Castle baynard	0	300	0					300	300	300				300
Rwe globe view walkway	Riverside walk enhancement strategy	Queenhithe	1,000	500	160	20	20	150	150	0	500	300	200			500
Rwe fishmongers wharf	Riverside walk enhancement strategy	Bridge	424	424	50	26	348				424	124	300			424
Rwe millennium bridge area	Riverside walk enhancement strategy	Queenhithe	1,201	1,079	635	282	162				1,079	1,079				1,079
Rwe queenhithe mosaic	Riverside walk enhancement strategy	Queenhithe	140	190	190						190	140	50			190
Rwe steelyard passage ph2 s106	Riverside walk enhancement strategy	Dowgate	226	226	176	50					226	226	0			226
Blackfriars bridge walkway	Riverside walk enhancement strategy	Castle baynard	50	50	50	0	0			0	50		50			50
London bridge staircase	Riverside walk enhancement strategy	Bridge	3,000	3,000	1,122	1,878					3,000				3,000	3,000



ST PAUL'S AREA STRATEGY			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL Cross River Partnership	Parking Meter Reserve	Bridge House Estates/ City fund	Total Funding
Carter lane qtr phase 3	St paul's area strategy	Castle baynard	0	2,700	0	10	90	300	600	1,700	2,700	1,350	1,350	0	0	2,700
St paul's churchyard enhancement	St paul's area strategy	Castle baynard, bread street	1,774	1,774	1,600	174					1,774	339	1,435			1,774
St paul's external lighting	St paul's area strategy	Castle baynard	0	1,300	75	75				1,150	1,300	1,300		0		1,300
Carter lane quarter ph 2a & 2b and 3	St paul's area strategy	Castle baynard	698	698	563	0	135				698	135	261	302		698
St paul's area security project	St paul's area strategy	Castle baynard	0	16,000	0	100	900			15,000	16,000	16,000				16,000
St paul's area strategy	St paul's area strategy	Castle baynard	0	500	0					500	500	250	250			500

TEMPLE & WHITEFRIARS AREA STRATEGY			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL Cross River Partnership	Parking Meter Reserve	Bridge House Estates/ City fund	Total Funding
John carpenter sts278	Temple & whitefriars area strategy	Castle baynard	191	750	650	100					750	750				750

WEST SMITHFIELD STRATEGY			COSTS							FUNDING						
Name	Programme	Wards	Cost App'd by CCC £000	Latest Est'd Cost £000	Exp. pre 01/04/15 £000	2015/2016 £000	2016/2017 £000	2017/2018 £000	2018/2019 £000	Future Years	Forecast Total	S.106/S.278/CIL/Other External	TfL Cross River Partnership	Parking Meter Reserve	Bridge House Estates/City fund	Total Funding
Accessibility improvements	West smithfield strategy	Farringdon Within, Farringdon Without		400	0		50	100	250		400	400				400
Little britain (south)	West smithfield strategy	Farringdon Within, Farringdon Without		800	0					800	800	800				800
Rotunda garden	West smithfield strategy	Farringdon Within, Farringdon Without		2,500	0					2,500	2,500	2,500				2,500
Smithfield street - general market public space	West smithfield strategy	Farringdon Within, Farringdon Without		800	0					800	800	800				800
Baileys hospital	West smithfield strategy	Farringdon Without	0	500	0	0	50	250	200	0	500	500				500
Long lane (crossrail)	West smithfield strategy	Farringdon Without, Aldersgate	0	500	0		250	250		0	500	250	250			500
Baris close	West smithfield strategy	Farringdon Within	5,000	5,000	75	75	1,500	1,500	1,850		5,000	5,000				5,000

# Projects for Initiation: Gateway 2 Report

<b>Project Gateway 1 &amp; 2</b>	April 2016
<b>Project:</b> Newgate Street / Warwick Lane Safety Improvement	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

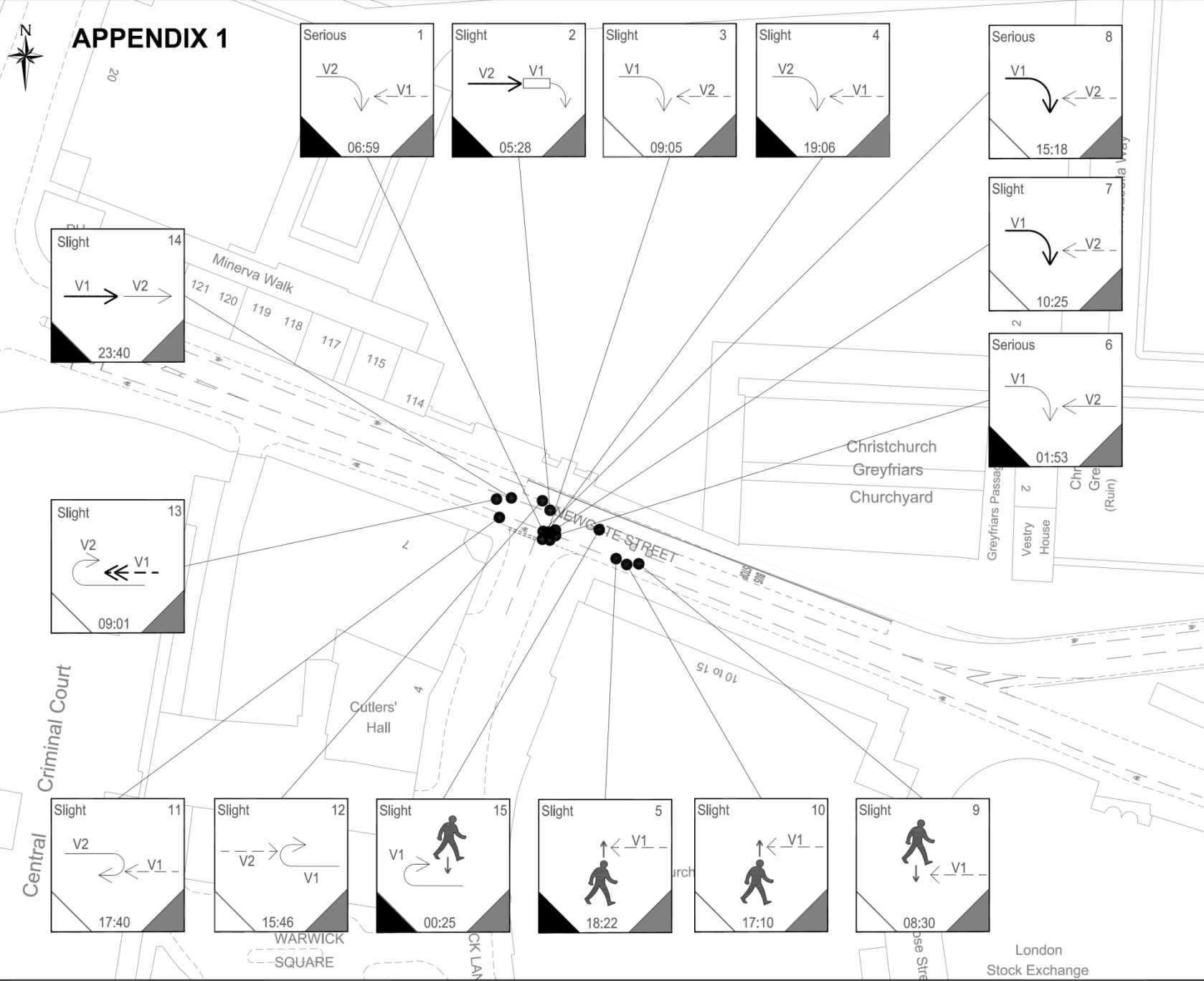
## Overview

<b>1. Spending Committee</b> Streets & Walkways Sub-Committee
<b>2. Project Board</b> A Project Board is not recommended given the scale and nature of this project.
<b>3. Area Strategy Authorising Committee and date of Authorisation</b> N/A
<b>4. Brief description of project</b>  Newgate Street / Warwick Lane is the most dangerous priority (give-way) junction and sixth most dangerous location in the City. The top five locations have either had improvements recently introduced, improvements currently being investigated or significantly impacted by other major projects.  Newgate Street / Warwick Lane has had 15 collisions in the last five years with over half of these collisions involving cyclists and pedestrians. A collision analysis plan is included in Appendix 1. Provided in Appendix 2 is a summary and status of the top 30 collision sites on the City of London's highway.  Therefore to reduce collisions, officers plan to investigate and introduce measures to make the junction safer. It is part of the Corporation's Road Danger Reduction Plan to address road danger.
<b>5. Do materials used comply with 'material review' approved use?</b> Yes the materials will comply.
<b>6. Success Criteria</b> <ul style="list-style-type: none"> <li>• Appropriate measures implemented which reduces collisions or safety risk</li> <li>• Improve pedestrian amenity</li> <li>• Minimal impact on network resilience</li> </ul>
<b>7. Key options to be considered</b> The collision data suggests that a right turn ban from Newgate Street into Warwick Lane could potentially reduce collisions. This will be investigated along with a range of other options from low cost intervention such as road markings and signage to more significant measures, such as traffic signals or road closures.
<b>8. Links to other existing strategies, programmes and/or projects</b> Road Danger Reduction Plan
<b>9. Within which category does this project fit?</b> Asset enhancement/improvement (capital)
<b>10. What is the priority of the project</b> Advisable.

## **Financial Implications**

<b>11. Likely capital/supplementary revenue cost range</b> £150k-£200k of which construction costs are estimated between £120k-£170k
<b>12. Potential source (s) of funding</b> Funding for the project will be provided from: <ul style="list-style-type: none"><li>• TfL - Local Implementation Grant 15/16 (£15K)</li><li>• TfL - Local Implementation Grant 16/17 (£135K-185K)</li></ul>
<b>13. On-going revenue requirements and departmental local risk budget (s) affected</b> To be confirmed at the next Gateway
<b>14. Indicative Procurement Approach</b> Delivery of the works will be undertaken by TfL (responsible for traffic signal infrastructure) and the City's Highway Term Contractor
<b>15. Major risks</b> Overall Project - Low Risk <b>Risk breakdown:</b> <ul style="list-style-type: none"><li>• Impact on network capacity</li><li>• Procurement and lead-in timescales</li><li>• TfL Strategic Road Network approval</li><li>• Stakeholder support for scheme</li></ul>
<b>16. Anticipated stakeholders and consultees</b> <ul style="list-style-type: none"><li>• Local occupiers</li><li>• Ward Members</li><li>• Transport for London</li><li>• Emergency Services</li><li>• Other organisations representative of road users</li></ul>
<b>17. Sustainability Implications</b> It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for construction purposes. This will be confirmed as design options are refined.
<b>18. Resources requirements to reach next Gateway</b> <ul style="list-style-type: none"><li>• TfL - Local Implementation Grant 15/16 (£15K) To undertake the design and feasibility investigation to identify an appropriate solution.</li><li>• Envisaged to be: TfL – Local Implementation Grant 16/17 (£15K) Project management including stakeholder engagement. In order to get community / stakeholders engaged to progress the project.</li></ul>
<b>19. Light, Regular or Complex approval track</b> Light

# APPENDIX 1



### Key

- Car direction of travel
- - - Pedal Cycle direction of travel
- - - >> Powered 2 Wheeler/Motorcycle direction of travel
- 🚶 Pedestrian direction of travel
- Other motor vehicle: (Bus, Coach, Goods vehicles)
- Stationary vehicle
- ⤵ Lost control of vehicle
- 🚌 Bus passenger

### Weather/Road Co Conditions:

- △ Light
- ⬆ Wet
- ◼ Dark
- ◼ Dry

### Vulnerable casualties:

- Pedal Cycle (66%)
- Motorcycle (7%)
- Pedestrian (27%)

### Vehicle involved:

- Pedal Cycle (40%)
- Motorcycle (4%)
- Car (40%)
- Goods Vehicle (12%)
- Bus (4%)

### Contributory factors:

- Road wet (0%), Road dry (100%)
- Dark (47%), Light (53%)
- Right turn (46%), Left turn (0%), U-turn (27%)

### Collision time

- AM Peak 7am-10am (20%)
- Inter Peak 11:30am-2:30pm (0%)
- PM Peak 4pm-7pm (20%)
- All other times (60%)

Rev	Date	Revision detail	Drawn	Checked	Approved
Project					
Collision Analysis 2015/16					
Drawing title					
Warwick Lane 60mths - End Dec 2014					
Scale:	NTS	Original Designer	ASJ	Date	Mar 2015
Drawn	AC	Checked	SL	Approved	SL
DEPARTMENT OF THE BUILT ENVIRONMENT City of London Corporation PO Box 270 Gulldukhall London EC3P 2EJ 020 7332 1710					

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## APPENDIX 2 - City of London Collision Investigation

36 months to end June 2015

Rank	Location Description	Pedestrian	P/Cycle	Pwr 2wl	Total Collisions	Comments
1	BANK JUNCTION	8	12	8	28	Improvements being investigated under Major Projects
2	HOLBORN CIRCUS/BOROUGH BOUNDARY	3	13	5	22	New scheme implemented in 2014
3	LONDON WALL/MOORGATE	8	7	7	18	Junction partially occupied by Crossrail. To be investigated when opportunities allow
4	ALDERSGATE ST/BEECH ST	7	2	5	14	Traffic signal improvement introduced in 2013. Junction improvements are being investigated for implementation 2016/17
5	ALDERSGATE/LONDON WALL	1	11	2	14	Intermediate improvements introduced Dec 2014. Further Rotunda improvements are part of Major Project being delivered
6	NEWGATE ST/WARWICK LANE	3	8	3	13	Junction improvement project to be taken forward
7	QUEEN VICTORIA ST/POULTRY	4	7	0	12	Junction part of Bank Junction Major Projects
8	CANNON ST/GARLICK HILL/QUEEN VICTORIA ST	6	3	3	11	Site significantly affected by Bank Junction project
9	ALDGATE HIGH ST/ST.BOTOLPH ST/MINORIES	4	2	3	11	Aldgate Major Projects improvements being implemented
10	CHEAPSIDE/FOSTER LANE/NEW CHANGE	4	2	2	10	Junction improved as part of Cheapside Enhancement in July 2012. Site to be kept under review
11	LONDON WALL/WORMWOOD ST/OLD BROAD ST	0	4	4	9	Investigate introduction of yellow box to improve visibility
12	LEADENHALL ST/ST MARY AXE/LIME ST	3	6	2	8	Project scheduled to introduce traffic signals
13	LONDON WALL/WOOD ST	4	1	3	8	Junction to be improved as part of Quietways and London Wall Place
14	FETTER LANE/FLEET ST	3	1	2	7	Pedestrian Countdown at Traffic Signals installed in January 2015. Lighting levels to be checked
15	CANNON ST/DISTAFF LANE/NEW CHANGE	1	0	3	7	Junction improved as part of St Paul's Churchyard in March 2012. Site to be kept under review.
16	CHEAPSIDE/KING ST/QUEENST	2	2	1	7	Junction improved as part of Cheapside Enhancement in July 2012
17	GRAND AVE/LONG LANE/WEST SMITHFIELD/ LITTLE BRITAIN	0	5	2	7	To be investigated
18	GT SWAN ALLEY/MOORGATE	5	3	1	7	To be investigated
19	LOTHBURY/MOORGATE/PRINCES ST/GRESHAM ST	0	4	4	7	To be investigated in 2016/17
20	PUDDLE DOCK/QUEEN VICTORIA ST	0	1	2	6	Junction improvement to be investigated and integrated with Cycle Superhighways
21	HOLBORN VIADUCT/SNOW HILL	0	4	2	6	To be investigated
22	GILTSPUR ST/NEWGATE ST/OLD BAILEY/HOLBORN VIADUCT	4	2	2	6	Improvements to be implemented in 2016
23	OLD BROAD ST/THREADNEEDLE ST	1	4	0	5	No improvements identified. To be kept under review
24	CHANCERY LANE / FLEET STREET	1	2	1	4	Improvements to be implemented in 2016
25	CANNON ST/DOWGATE HILL/WALLBROOK	1	1	1	4	Junction to be modified as part of Bloomberg development
26	CREECHURCH LANE/LEADENHALL ST	0	3	0	4	To be investigated in 2016/17
27	HOUNSDITCH/ST BOTOLPH ST	1	2	1	4	Improvements being implemented as part of Aldgate Major Projects
28	BILLITER ST/FENCHURCH ST/MARK LANE	2	1	0	4	Location occupied by development
29	LIVERPOOL ST/OLD BROAD ST	1	0	0	4	City - Junction being occupied by Crossrail
30	CHEAPSIDE/POULTRY/OLD JEWRY	2	1	0	3	Street improved as part of Cheapside Enhancement in July 2012

<b>Gateway:</b> Gateway 2	<b>Dates:</b> April 2016
<b>Subject:</b> Project Proposal: Bus Reliability Schemes	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

## Project Summary

<p><b>1. Context</b></p>	<p>Transport for London (TfL) has asked the City Corporation to help them deliver improvements to bus services. It is part of their £200m programme of bus priority investment across the capital. The programme is intended to reduce the impact from expected increases on bus journey times and reliability issues.</p> <p>TfL have investigated the existing delays to bus journeys from information on their bus database. They have also modelled the cumulative effects likely to be caused by the various major schemes on TfL's Roads Modernisation Plan. These schemes include the Cycle Superhighways, 17 major schemes to create better public spaces and 33 junction improvements, of which currently ongoing in the City are the Cycle Superhighways North-South, East-West, and the CS2 Upgrade as well as the Bank Junction Programme, Tower Gateway and Aldgate Gyratory projects. Proposed major schemes for the future are Cycle Superhighway 4 (over London Bridge to Monument) and the St Paul's Gyratory. This shows that bus journeys are likely to be negatively impacted in the next five years by these road investment plans in central and inner London. Without supporting mitigation measures the impact on bus services is likely to be severe.</p> <p>Early discussions with TfL have identified 26 potential interventions for further consideration along four bus corridors on the City's highway network. Two of these include reviews to traffic signal operations, where TfL (as the responsible Traffic Authority), will take these forward but in consultation with the City. Officers will therefore review and develop all potential measures but only measures which support the City's policies and high quality street environment will be taken forward.</p> <p>Potential measures along streets leading up to the Bank junction have been removed or deferred as a separate project relating to Bank junction is progressing separately. That project will need to consider a holistic approach to the way these streets function. Routes along the Transport for London Road Network (such as Bishopsgate, Farringdon Street, etc.) have also been excluded as TfL are the highway authority for these streets, and will take these forward themselves.</p>
<p><b>2. Brief description</b></p>	<p>The project will investigate measures to improve bus journey</p>



<b>of project</b>	times. It is likely to consist of measures that will target specific locations causing bus reliability or journey time problems. The types of measure are generally minor in nature and may include changes to control or prohibit parking, loading movement, bus lane operation and yellow box junctions. It may also include changes to kerb alignment, road markings, traffic lanes, improved signage and other relevant interventions. These mitigation measures are not likely to fully eliminate the predicted delays on all routes but collectively, they will reduce the predicted delays as far as possible.
<b>3. Consequences if project not approved</b>	It should be noted that there could be delays and bottlenecks in the City area following the current and planned TfL works.  Bus journey times and reliability issues would continue to decline in the City. This would not be in the best interest of London.  The opportunity to improve air quality through reduced congestion would be lost.
<b>4. Success criteria</b>	<ul style="list-style-type: none"> <li>• Bus journey times and reliability improved</li> <li>• Road danger reduced</li> <li>• Public realm enhanced</li> </ul>
<b>5. Notable exclusions</b>	Routes leading up to and including the Bank Junction and along the Transport for London Road Network.
<b>6. Governance arrangements</b>	<p><b>Spending Committee:</b> Streets and Walkways Sub-Committee</p> <p><b>Senior Responsible Officer:</b> Sam Lee</p> <p><b>Project Board:</b> No</p>

### Prioritisation

<b>7. Link to Strategic Aims</b>	1. To support and promote 'The City' as the world leader in international finance and business services
<b>8. Links to existing strategies, programmes and projects</b>	<ul style="list-style-type: none"> <li>• There are synergies with a number of Area Strategies where bus routes run through such as Fleet Street. There are also synergies with projects at Bank Junction and Aldgate Gyratory.</li> <li>• Road Danger Reduction plan aims to address a raising number of collisions in the City of London and has set out an action plan that focuses on a limited number of key initiatives for implementation through partnership working.</li> <li>• City of London Air Quality Strategy aims to reduce the adverse effects of transport in the City on health, particularly health impacts related to poor air quality and excessive noise and the contribution that travel choices can make to sedentary lifestyles.</li> <li>• Climate Change Mitigation Strategy sets out how City of</li> </ul>

	London Corporation plans to catalyse action to reduce greenhouse gas emissions in the Square Mile and beyond, which includes an efficient and pleasant-to-use public transport system.
<b>9. Project category</b>	7a. Asset enhancement/improvement (capital)
<b>10. Project priority</b>	C. Desirable

### Options Appraisal

<b>11. Overview of options</b>	<p>Review and agree with TfL the measures that may achieve bus journey time savings to be taken forward for approval.</p> <p>The measures could include changes to control or prohibit parking, loading, movement, bus lane operation and yellow box junctions. It may also include changes to kerb alignment, road markings, improvements to signage, traffic lane and other relevant interventions.</p>
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### Project Planning

<b>12. Programme and key dates</b>	<p><b>Overall programme:</b></p> <ul style="list-style-type: none"> <li>• Feasibility stage in FY15/16</li> <li>• Main design and implementation works in FY16/17</li> </ul> <p><b>Key dates:</b> Implementation by March 2017</p> <p><b>Other works dates to coordinate:</b></p> <ul style="list-style-type: none"> <li>• Aldgate delivery programme</li> <li>• Key developments in the area of the proposed changes</li> <li>• Events</li> <li>• Area Strategies</li> <li>• Bank Interim project</li> </ul>
<b>13. Risk implications</b>	<p><b>Overall project risk:</b> Green</p> <ul style="list-style-type: none"> <li>• Potential for objections</li> <li>• Potential conflict with businesses and local occupier needs</li> </ul>
<b>14. Stakeholders and consultees</b>	<ul style="list-style-type: none"> <li>• Local occupiers including businesses and residents</li> <li>• Ward Members</li> <li>• Emergency services</li> <li>• Other organisations representative of road users</li> <li>• TfL</li> </ul>

### Resource Implications

<b>15. Total estimated</b>	<b>Likely cost range:</b>
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<b>cost</b>	2. £225k to £425k									
<b>16. Funding strategy</b>	All funding fully guaranteed	External - Funded wholly by contributions from external third parties								
	<table border="1"> <thead> <tr> <th><b>Funds/Sources of Funding</b></th> <th><b>Cost (£)</b></th> </tr> </thead> <tbody> <tr> <td>TfL in 15/16</td> <td>25,000</td> </tr> <tr> <td>TfL in 16/17</td> <td>200 - 400k</td> </tr> <tr> <td><b>Total</b></td> <td><b>225 – 425k</b></td> </tr> </tbody> </table>		<b>Funds/Sources of Funding</b>	<b>Cost (£)</b>	TfL in 15/16	25,000	TfL in 16/17	200 - 400k	<b>Total</b>	<b>225 – 425k</b>
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	TfL in 15/16	25,000								
	TfL in 16/17	200 - 400k								
<b>Total</b>	<b>225 – 425k</b>									
<p>TfL has provided £25,000 for the City to engage on this project. The total cost estimate of the project at this stage is between £225,000 and £425,000. This will be refined at the next gateway. TfL has agreed to provide full funding in 2016/17 through the Bus Priority section of the TfL Portal.</p>										
<b>17. On-going revenue implications</b>	This will be dependent on the measures to be taken forward. However, it is anticipated that no significant revenue implications will arise, and that the City should be able to meet these from existing budgets. Any implications will be provided at the next gateway report.									
<b>18. Investment appraisal</b>	n/a									
<b>19. Procurement strategy/Route to Market</b>	<p>Data collection and any specialist consultancy will be through competitive quotes.</p> <p>Delivery of works will be through the City's Highway Term Contractor and equipment owners (where appropriate).</p>									
<b>20. Legal implications</b>	Traffic Management Orders may be required for certain traffic controls.									
<b>21. Corporate property implications</b>	n/a									
<b>22. Traffic implications</b>	This will be dependent on the measures to be taken forward, however, any traffic implications will be minimised as far as reasonably possible during the build stage. Further details will be provided at the next gateway report.									
<b>23. Sustainability and energy implications</b>	Improvements to bus services contribute to a more attractive form of transport. This encourages people to use them rather than using less sustainable modes of transport such as cars and motorbikes.									

<b>24. IS implications</b>	n/a
<b>25. Equality Impact Assessment</b>	An equality impact assessment will be undertaken

### Recommended Course of Action

<b>26. Next steps</b>	<ol style="list-style-type: none"> <li>1. Gateway 2 report incorporated as part of DBE project programme to Project Sub Committee in January 2016.</li> <li>2. Obtain and analyse data, undertake surveys, prepare outline proposals.</li> <li>3. Undertake public engagement where appropriate.</li> <li>4. Undertake outline design option appraisal, costs estimate of outline proposals.</li> <li>5. Combined Gateway 3/4/5 report in summer 2016.</li> <li>6. Implementation by March 2017.</li> </ol>																			
<b>27. Approval track and next Gateway</b>	<p><b>Approval track:</b> 2. Regular</p> <p><b>Next Gateway:</b> Gateway 3/4/5 Options Appraisal &amp; Authority to Start (Regular)</p>																			
<b>28. Resource requirements to reach next Gateway</b>	<table border="1"> <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>To understand how the area operates. Involves: undertake and analyse traffic surveys, traffic modelling, etc.</td> <td>TfL</td> <td>50,000</td> </tr> <tr> <td>Staff costs</td> <td>Design, stakeholder &amp; public engagement, project management</td> <td>TfL</td> <td>50,000</td> </tr> <tr> <td><b>Total</b></td> <td></td> <td><b>TfL</b></td> <td><b>100,000</b></td> </tr> </tbody> </table>				Item	Reason	Funds/ Source of Funding	Cost (£)	Fees	To understand how the area operates. Involves: undertake and analyse traffic surveys, traffic modelling, etc.	TfL	50,000	Staff costs	Design, stakeholder & public engagement, project management	TfL	50,000	<b>Total</b>		<b>TfL</b>	<b>100,000</b>
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<b>Total</b>		<b>TfL</b>	<b>100,000</b>																	

### Appendices

<b>Appendix 1</b>	Bus routes considered for bus priority
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### Contact

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<b>Telephone Number</b>	020 7332 3970

<b>Gateway 1 &amp; 2</b>	April 2016
<b>Project:</b> Greening Cheapside	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

## Overview

<p><b>1. Spending Committee</b> Streets &amp; Walkways Sub-Committee</p>
<p><b>2. Project Board</b> A Project Board is not recommended given the scale and nature of this project. Regular design team meetings will be held with the project team and Senior Responsible Officer. Regular liaison is also planned with the Cheapside Business Alliance and the Church.</p>
<p><b>3. Area Strategy Authorising Committee and date of Authorisation</b> The project sits within the Cheapside and Guildhall Area Enhancement Strategy which was adopted by Committees in April 2015.</p>
<p><b>4. Brief description of project</b> In 2013, the Cheapside Initiative commissioned a Greening Cheapside Audit and identified a number of existing streets and spaces that have the potential to be greened or re-landscaped. Much of this work was subsequently absorbed into the Cheapside and Guildhall Area Enhancement Strategy which was adopted by the City in 2015.</p> <p>It is proposed to focus improvements on two sites that have been identified as high priorities in order to deliver the greatest benefits. The main opportunity areas are as follows:</p> <ul style="list-style-type: none"> <li>• The churchyard of St Peter Westcheap (Wood Street). This is a publically accessible space adjacent to No.130 Wood Street that does not have step free access and is in need of enhancement. The land is owned by the Church but maintained by the City via an agreement. It is proposed to evaluate options to re-landscape the garden and introduce step-free access. This former burial ground has sensitive characteristics, containing a number of historic structures and a historic plane tree protected by a Tree Preservation Order.</li> <li>• There are several concrete planters in the vicinity of St Paul's tube station that currently contain bedding plants. These planters are in need of updating and this area could also be re-landscaped to improve pedestrian movement and seating.</li> </ul> <p>A plan of the area is included in the appendix.</p>

**6. Success Criteria**

- Enhanced and attractive green spaces with improved bio-diversity and variety of planting, which contributes to improving the air quality of the City;
- More useable green spaces with improved accessibility and pedestrian movement;
- A robust and attractive planting design that is easily maintainable.
- Improvements to the appearance and condition of the historic structures within the churchyard and its wider historic character, which will be safeguarded.

**7. Key options to be considered**

- Improvements to the design and accessibility of the churchyard of St Peter Westcheap (Wood Street);
- Options will be considered for the renovation and conservation of the historic hard landscaping of the churchyard (the stone sub base to the railings, the railings and memorials);
- Improvements to the design and planting of the planting beds in the vicinity of St Paul's tube station;
- Options will be developed for the planting design to ensure it is easily maintainable with integrated irrigation if feasible.
- Options will need to limit the opportunities for skateboarding.

**8. Links to other existing strategies, programmes and/or projects**

This project would deliver on the priorities of the Cheapside and Guildhall Area Enhancement Strategy where additional greening was highlighted as a high priority. A key objective of the strategy is to enhance the local environment and improve air quality particularly through new green spaces and tree planting and by supporting the objectives of the City's joint health and wellbeing strategy as well as pollution reduction initiatives.

The project is also in accordance with one of the key themes of the approved Cheapside Business Alliance Business Plan, which seeks to work with the City Corporation to identify opportunities to further enhance green spaces and identify opportunities for further greening.

**9. Within which category does this project fit?**

Fully reimbursable.

**10. What is the priority of the project**

Desirable.

**Financial Implications****11. Likely capital/supplementary revenue cost range**

£300K - £750K

**12. Potential source (s) of funding**

The project is proposed to be funded from a variety of funding sources. The initial design work is to be funded from the S106 obligation for 100 Cheapside. There are also other S106 funds available that will be investigated for implementation along with a potential funding contribution from the Cheapside Business Alliance. CIL and

TfL funds are also possible sources.

**13. On-going revenue requirements and departmental local risk budget (s) affected**

The project aspires to reduce long-term maintenance implications for the planting areas by replacing bedding plants with a new planting palette that requires less intensive maintenance. Introducing an irrigation system is also an aspiration. Revenue implications will be explored in more detail at the next gateway.

**14. Indicative Procurement Approach**

At this stage, It is anticipated that most works will be undertaken by the City's term contractor, J.B. Riney, with soft landscaping works undertaken by the Department of Open Spaces. This will be confirmed in future Gateway reports.

**15. Major risks**

Overall Project – Medium Risk

1. Churchyard ownership issues restrict options

*The churchyard of St Peter Westcheap is maintained by the City as a public space. However, this is by agreement with the Church. Therefore, the Church would need to agree to any changes and this may also require amendments to the maintenance agreement. It is proposed that early discussions are held with the Church in order to establish viable options for the project scope and legal agreement before designs are developed.*

2. Underground utilities, archaeology and burials impact on design and restrict planting layout

*Surveys and studies will be undertaken at an early stage to establish the scope of the project and designs will be developed to take this into account.*

3. Costs exceed budget

*Design options will be developed with the budget in mind and costly items such as utility diversions will be avoided.*

**16. Anticipated stakeholders and consultees**

Anticipated external stakeholders:

- Owners/occupiers of adjacent buildings
- The Cheapside Business Alliance
- The Diocese of London
- The Parish of St Vedast

Anticipated internal consultees:

- Ward Members
- Relevant CoL departments

**17. Sustainability Implications**

It is anticipated that all materials will be sustainably sourced where possible and will be suitably durable for construction purposes. This will be confirmed as design options are refined. Options for sustainable urban drainage will also be investigated.

**18. Resources requirements to reach next Gateway**

Staff costs - £30K,

Fees - £15K

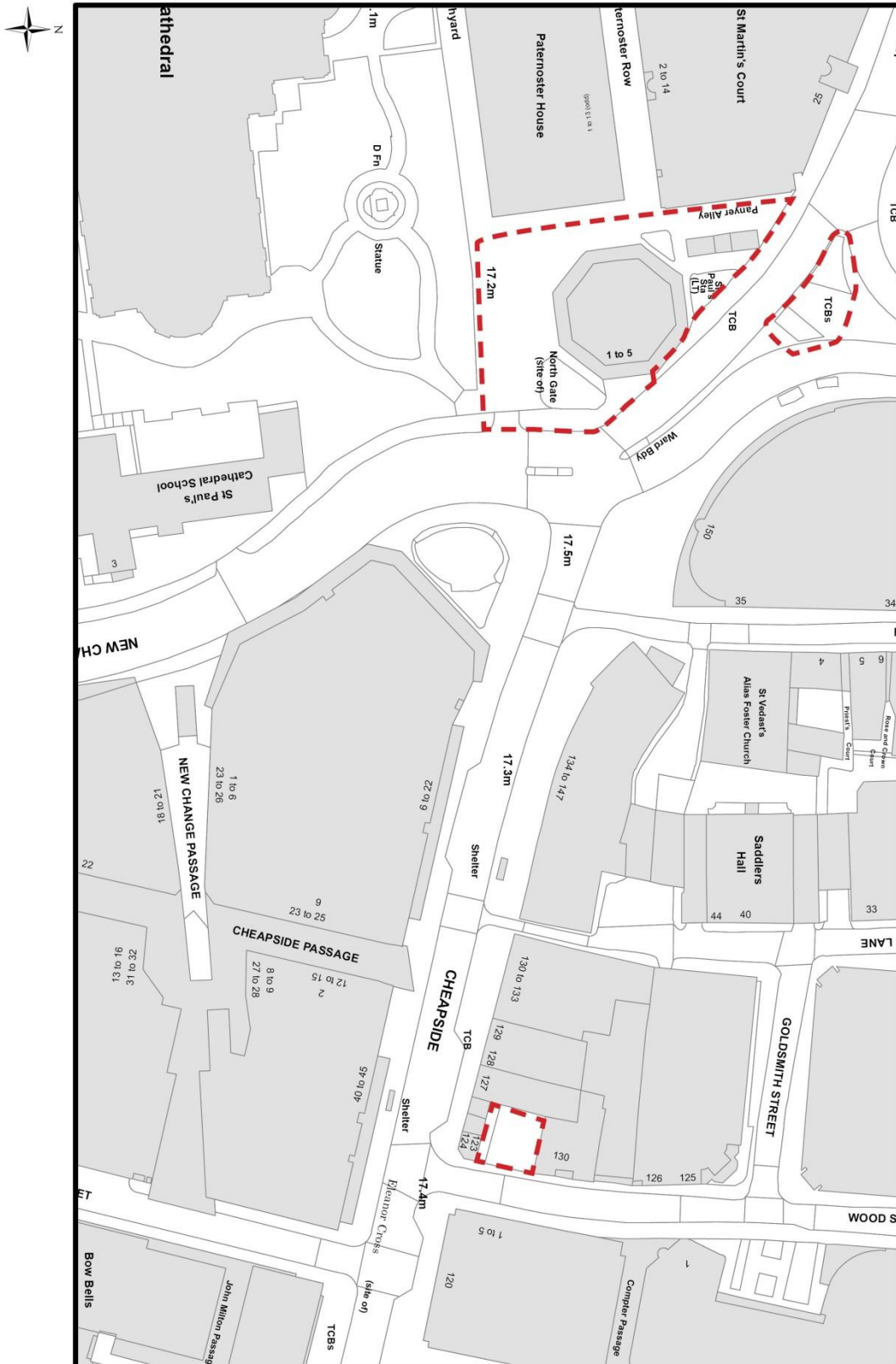
This would allow the City to progress the project to Options Appraisal, conduct consultation work including liaison with local stakeholders and the Church and prepare necessary reports back to Members. This represents approximately 300 hours for options appraisal and evaluation, which would be fully externally funded from the 100 Cheapside Section 106 Obligation (Local Community Facilities and Environmental improvement Works Contribution).

**19. Light, Regular or Complex approval track**

Regular Approval Track based on the approval track matrix progressing to Gateway 3/4.



**Appendix 1 – Map of the project area**



<b>Project Gateway 1 &amp; 2</b>	April 2016
<b>Project:</b> 100 Minorities area enhancements	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

## Overview

<b>1. Spending Committee</b> Streets & Walkways Sub-Committee
<p><b>2. Project Board</b> A project steering group will be established to identify the project issues and objectives and guide the design. This will include representation from relevant CoL Departments and the developer of 100 Minorities.</p>
<p><b>3. Area Strategy Authorising Committee and date of Authorisation</b> The project sits within the Aldgate and Tower Area Enhancement Strategy which was adopted by Committees in December 2012.</p>
<p><b>4. Brief description of project</b> The hotel development at 100 Minorities(12/00263/FULMAJ) is currently under construction. The associated S106 Agreement includes a number of environmental enhancements that are to be funded by the S106 as follows: (a) enhancements to Tower Gardens; (b) Enhancements to the street environment within the immediate vicinity of the Development, with first priority to the Crescent and the new route through the site; (c) Compensatory greening for the loss of the raised flower bed along the walkway to the South of the site.</p> <p>In addition to the above, a S278 Agreement is also required to make necessary changes to the highway as a result of the development. It is proposed that the scheme be managed as one project in order to coordinate the improvement works.</p> <p>This is a site of considerable historic depth, located on the medieval City ditch beneath the Wall, and where George Dance pioneered the Crescent, Circus and Square forms of town planning in London in the 18<sup>th</sup> century. This interest, though partly clouded by later development, is reflected by the site's inclusion within the Crescent conservation area. It forms part of the setting of the Tower of London World Heritage Site.</p>
<p><b>6. Success Criteria</b></p> <ul style="list-style-type: none"> <li>▪ An enhanced public realm and walking routes in accordance with the aims of the Aldgate and Tower Area Enhancement Strategy and in keeping with the conservation area;</li> <li>▪ A well-functioning street environment in the vicinity of the hotel with road danger reduction where applicable;</li> <li>▪ Improvements to the play area at Tower Gardens respecting the character of the World Heritage Site;</li> <li>▪ Improved accessibility for all, particularly for those with mobility difficulties.</li> </ul>
<b>7. Key options to be considered</b>

- Improvements to Tower Gardens play area to ensure that it is easily maintainable with robust play equipment.
- Improvements to Crescent to create a new public space with greenery and seating, with the design sensitively developed to enhance the appearance of the conservation area.
- New and improved walking routes in the vicinity of the site.
- Alterations to footways and carriageways in Crescent and Hammett Street to enhance road safety and mitigate the impact of the development.
- Consideration of options for additional greenery in the area.
- Where applicable, the design will aim to limit opportunities for skateboarding

#### **8. Links to other existing strategies, programmes and/or projects**

This project would deliver on the priorities of the Aldgate and Tower Area Enhancement Strategy where improvements to Crescent and Hammett Street are identified as a high priority project. The project also links to Vine Street (another high priority project) where a future scheme for public realm enhancements is proposed in association with the planned redevelopment at Emperor House.

The Crescent Conservation Area SPD (adopted 2012) also provides guidance for the area.

#### **9. Within which category does this project fit?**

Fully reimbursable.

#### **10. What is the priority of the project**

Advisable.

### **Financial Implications**

#### **11. Likely capital/supplementary revenue cost range**

£500k - £1m

#### **12. Potential source (s) of funding**

The main funding source for the project will be provided by the S106 obligation for 100 Minorities and the planned S278 Agreement with the hotel developer. Additional funding may also be sought from TfL or other sources depending on the options that are taken forward.

#### **13. On-going revenue requirements and departmental local risk budget (s) affected**

There may be revenue implications for maintenance which will be identified as the design develops and reported at the next Gateway.

#### **14. Indicative Procurement Approach**

At this stage, It is anticipated that most works will be undertaken by the City's term contractor, J.B. Riney with soft landscaping works undertaken by the Department of Open Spaces. This will be confirmed in future Gateway reports.

#### **15. Major risks**

Overall Project - Medium Risk

### 1. Works costs exceed budget

*As the design options are developed, the likely cost of the scheme will be established. A number of funding sources have been identified, depending on the scope of the project.*

### 2. Underground utilities impact on design and restrict greening

*Surveys will be undertaken to establish the scope for planting and designs will be developed to take this into account in order to avoid any costly utility diversions.*

### 3. Maintenance costs cannot be adequately covered by the S106 obligation

*The S106 restricts maintenance payments to 5 years. Discussion will be required with the developer in order to secure appropriate maintenance payments via the S278 Agreement which would not have the same time restriction.*

### 4. Minories is a GLA road and so agreement will be required with TfL to carry out works here.

*The extent of the road at Minories which has transferred to TfL is currently part of the GLA roads litigation, and so this may have an impact on the project.*

## **16. Anticipated stakeholders and consultees**

Anticipated external stakeholders:

- Developer of 100 Minories
- Owners/occupiers of adjacent buildings
- Transport for London
- London Underground
- The London Borough of Tower Hamlets

Anticipated internal consultees:

- Ward Members
- City Transportation
- Highways
- The development division
- City Surveyors
- Open Spaces
- Access team
- Finance
- Cleansing

## **17. Sustainability Implications**

It is anticipated that all materials will be sustainably sourced where possible and will be suitably durable for construction purposes. This will be confirmed as design options are refined.

## **18. Resources requirements to reach next Gateway**

Staff costs - £50K,

Fees - £40K

This would allow the City to progress the project to Options Appraisal, conduct consultation, including liaison with local stakeholders and the neighbouring Borough and prepare necessary reports back to Members. This represents 500 hours for options appraisal and evaluation, which would be fully externally funded from the

Section 106 obligation and the planned S278 Agreement.

**Table 1: Breakdown of estimated costs to reach next gateway**

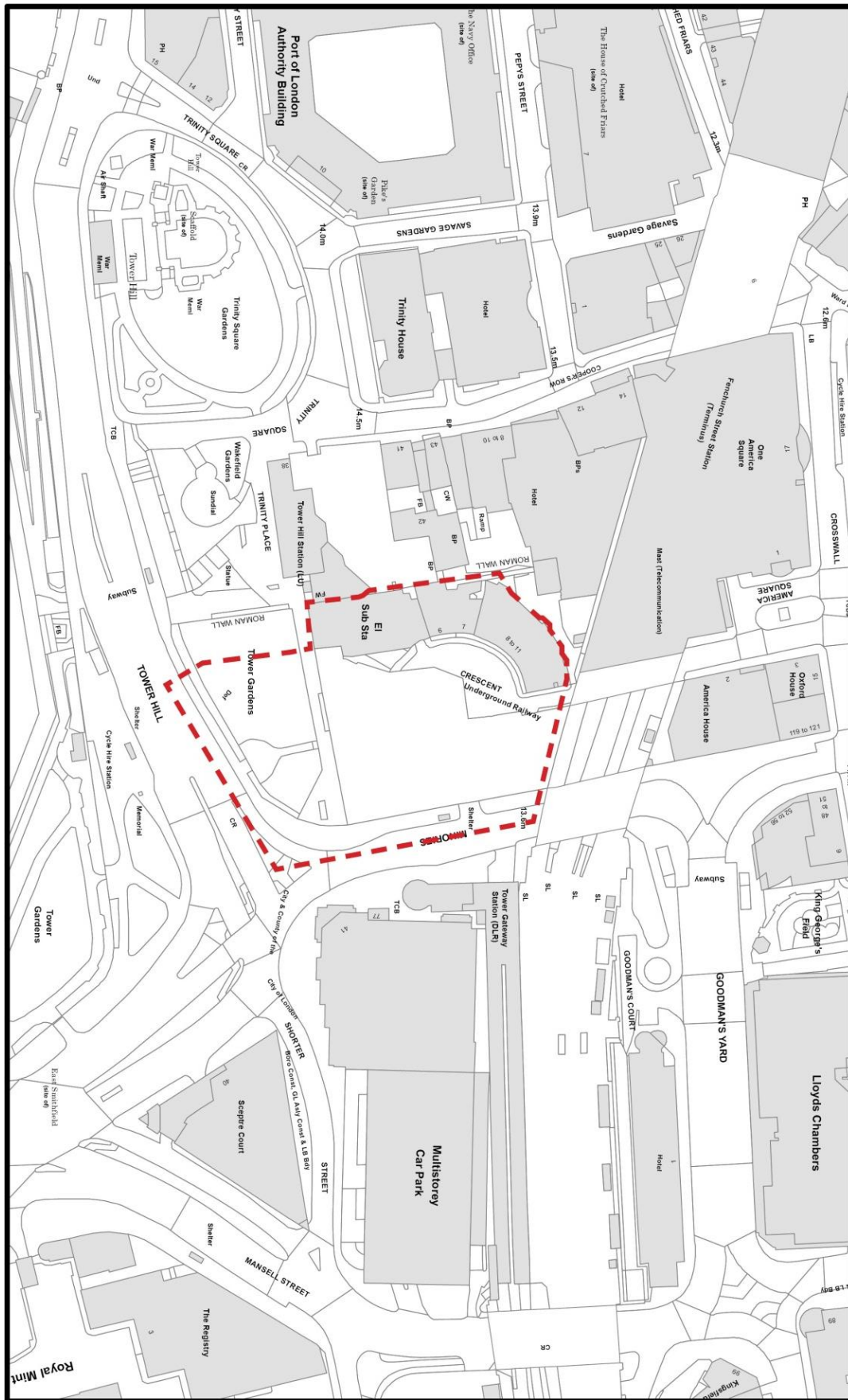
<b>Item</b>	<b>Cost (£'s)</b>
Fees (S106)	25,000
Fees (S278)	15,000
<b>Total Fees</b>	<b>40,000</b>
Staff Costs (S106)	30,000
Staff Costs (S278)	20,000
<b>Total Staff Costs</b>	<b>50,000</b>
<b>TOTAL</b>	<b>90,000</b>

**19. Light, Regular or Complex approval track**

Regular Approval Track based on the approval track matrix progressing to Gateway 3/4.

Approval is requested to enter into a Section 278 agreement with the developer in order to progress to the next gateway.

**Appendix 1 – Map of the project area**



<b>Committees:</b>	<b>Dates:</b>
Project Sub	April 2016
<b>Subject:</b> Gateway 1 & 2 Project Proposal: City way-finding signage review	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

## **Project Summary**

<p><b>1. Context</b></p>	<p>The City's way-finding signage was upgraded and rationalised in 2006-2007 and is now in need of a complete review. The City and its destinations are constantly evolving and our signage has not kept pace with this change. There are several emerging projects and themes such as the Cultural Hub and Cheapside BID which considers way finding and signage to be integral to their success. Also, more visitors are being attracted to new and better marketed events and in many cases destinations are poorly signed.</p> <p>The 290 signs making up the existing system consist of a mixture of finger posts, monoliths and wall mounted signs. See appendix 1 for details.</p> <p>A separate signage system exists around the Barbican Estate (City Walkway). The review will consider incorporating upgrading or revising the Barbican signage into this project, with consideration to the Supplementary Planning documents 'Barbican Estate listed building management guidelines'.</p>
<p><b>2. Brief description of project</b></p>	<p>The project will investigate and deliver a way-finding signage system that is fit for purpose for now and in the future. This will include a management system that enables future changes and explores creating a funding stream.</p>
<p><b>3. Consequences if project not approved</b></p>	<p>The City's signage is almost ten years old and does not reflect the changing face of the City.</p> <p>If the current system is not upgraded some signage of existing and proposed destinations will not be up to date. These destinations such as Crossrail stations, the emerging Cultural Hub, the Museum of London and some other new and popular destinations and changes to routes such as the Barbican Highwalks will not show on our street signage. This will also result in workers and visitors being less able to navigate their way through the City of London.</p>

<b>4. Success criteria</b>	Keep, modify or implement a way finding system that is fit for purpose now and in the future.
<b>5. Notable exclusions</b>	If Legible London is taken up, a system of signing destinations will generally be set by Transport for London and remove much local decision making.
<b>6. Governance arrangements</b>	<b>Spending Committee:</b> Streets and Walkways Sub-Committee <b>Senior Responsible Officer:</b> Iain Simmons <b>Project Board:</b> Yes

### Prioritisation

<b>7. Link to Strategic Aims</b>	1. To support and promote 'The City' as the world leader in international finance and business services
<b>8. Links to existing strategies, programmes and projects</b>	As the way-finding signage is city-wide, there are potential linkages to all strategies including the Air Quality Strategy, Climate Change Mitigation Strategy and all programmes and projects that impact on the highway and City Walkways. There is a key link to the Cultural Hub Programme and Cheapside BID activity.  The strategy would support walking in particular and support delivery of the City's health and wellbeing objectives.
<b>9. Project category</b>	7a. Asset enhancement/improvement (capital)
<b>10. Project priority</b>	C. Desirable

### Options Appraisal

<b>11. Overview of options</b>	A range of options will be considered including:-  <ol style="list-style-type: none"> <li>1. Do nothing</li> <li>2. Refurbish and update existing signs including mapping.</li> <li>3. Rationalise signage and remove redundant signs where possible. As part of a broader way finding approach, use a combination of promotion of the use of mobile technology including the City's wifi, and / or technology such as Apps to navigate. Also consider incorporating clues, cues and themes (area specific lighting or surfacing materials as used in other locations in London, such as Exhibition Road). This option could prove particularly useful for disabled users.</li> <li>4. Migrate to the Legible London signing system, which is widely used throughout London. This option will consider using as much of the existing infrastructure as possible. This composite option could result in retaining</li> </ol>
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	<p>some of the existing City signage and branding.</p> <p>5. Migrate to the widely used Legible London signing system without retaining any of the City's components.</p>
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### Project Planning

<b>12. Programme and key dates</b>	<p><b>Overall programme:</b> 3 years</p> <p><b>Key dates:</b></p> <ul style="list-style-type: none"> <li>• Options appraisal 4<sup>th</sup> quarter 2016/17</li> <li>• Detailed design 3<sup>rd</sup> quarter 2017/18</li> <li>• Implementation 2018/2019</li> </ul>
<b>13. Risk implications</b>	<p><b>Overall project risk:</b> Green</p> <ul style="list-style-type: none"> <li>• Detailed costs are unknown but as the design options are identified, the likely cost of the scheme will be established.</li> <li>• Divided stakeholder opinions/self-interest</li> </ul>
<b>14. Stakeholders and consultees</b>	<ul style="list-style-type: none"> <li>• Barbican Association and residents</li> <li>• Barbican Theatre</li> <li>• Transport for London (Legible London champions)</li> <li>• The Cultural Hub programme</li> <li>• The Cheapside BID</li> <li>• Local developers</li> <li>• Public that use the streets</li> <li>• Local occupiers</li> <li>• Other organisations representative of road users such as living streets</li> <li>• Access Group</li> <li>• Other mobility groups as identified</li> <li>• City Property Advisory Team</li> <li>• City of London Police</li> <li>• Other City of London Teams &amp; Departments linked to visitor and cultural attractions.</li> </ul>

### Resource Implications

<b>15. Total estimated cost</b>	<p><b>Likely cost range:</b></p> <p>2. £250k to £5m</p>	
<b>16. Funding strategy</b>	Partial funding confirmed	Mixture - some internal and some external funding

	<b>Funds/Sources of Funding</b>	<b>Cost (£)</b>
	Existing development funding (S278/CIL) available	1,000,000
	Future potential funding (S278/CIL) to capture	1,250,000
	Transport for London	250,000
	<b>Total</b>	<b>2,500,000</b>
<b>17. On-going revenue implications</b>	There are on-going revenue implications associated with maintaining and updating the way-finding infrastructure. This will be set out at the next appropriate gateway report.	
<b>18. Investment appraisal</b>	N/a	
<b>19. Procurement strategy/Route to Market</b>	Data collection obtained through competitive quotes.	
<b>20. Legal implications</b>	None at this stage	
<b>21. Corporate property implications</b>	None at this stage	
<b>22. Traffic implications</b>	None at this stage	
<b>23. Sustainability and energy implications</b>	Recycling existing signage infrastructure will be considered as part of the options	
<b>24. IS implications</b>	If option 3 is taken forward the preferred option, then IS implications will be considered at the appropriate time.	
<b>25. Equality Impact Assessment</b>	An equality impact assessment will be undertaken	

### **Recommended Course of Action**

<b>26. Next steps</b>	<ol style="list-style-type: none"> <li>1. Inception of project board (members to be confirmed once scope of project is known, but will include representatives from Section 14: Stakeholders and Consultees), agree terms of reference, prepare project documentations.</li> <li>2. Undertake study and cost comparison of all options</li> <li>3. Prepare Options appraisal Report</li> </ol>
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<b>27. Approval track and next Gateway</b>	<b>Approval track: 2. Regular</b> <b>Next Gateway: Gateway 3 - Outline Options Appraisal (Complex)</b>																																																			
<b>28. Resource requirements to reach next Gateway</b>	<table border="1"> <thead> <tr> <th data-bbox="531 405 691 551">Item</th> <th data-bbox="691 405 1121 551">Reason</th> <th data-bbox="1121 405 1273 551">Funds/ Source of Funding</th> <th data-bbox="1273 405 1441 551">Cost (£)</th> </tr> </thead> <tbody> <tr> <td data-bbox="531 551 691 674">Fees</td> <td data-bbox="691 551 1121 674">Undertake survey of existing signage</td> <td data-bbox="1121 551 1273 674">Existing S278/ S106</td> <td data-bbox="1273 551 1441 674">15,000</td> </tr> <tr> <td data-bbox="531 674 691 819">Staff costs</td> <td data-bbox="691 674 1121 819">Extensive public consultation to gather robust evidence base for change</td> <td data-bbox="1121 674 1273 819">Existing S278/ S106</td> <td data-bbox="1273 674 1441 819">7,000</td> </tr> <tr> <td data-bbox="531 819 691 943">Staff costs</td> <td data-bbox="691 819 1121 943">User requirement surveys</td> <td data-bbox="1121 819 1273 943">Existing S278/ S106</td> <td data-bbox="1273 819 1441 943">8,000</td> </tr> <tr> <td data-bbox="531 943 691 1066">Staff costs</td> <td data-bbox="691 943 1121 1066">Develop signage location strategy (e.g. routes, neighbourhoods)</td> <td data-bbox="1121 943 1273 1066">Existing S278/ S106</td> <td data-bbox="1273 943 1441 1066">12,000</td> </tr> <tr> <td data-bbox="531 1066 691 1189">Staff costs</td> <td data-bbox="691 1066 1121 1189">Research into complementary way find measures; clues and cues</td> <td data-bbox="1121 1066 1273 1189">Existing S278/ S106</td> <td data-bbox="1273 1066 1441 1189">8,000</td> </tr> <tr> <td data-bbox="531 1189 691 1312">Staff costs</td> <td data-bbox="691 1189 1121 1312">Assessment of way finding technology options</td> <td data-bbox="1121 1189 1273 1312">Existing S278/ S106</td> <td data-bbox="1273 1189 1441 1312">7,000</td> </tr> <tr> <td data-bbox="531 1312 691 1435">Staff costs</td> <td data-bbox="691 1312 1121 1435">Assess ongoing funding strategy and signage change criteria</td> <td data-bbox="1121 1312 1273 1435">Existing S278/ S106</td> <td data-bbox="1273 1312 1441 1435">12,000</td> </tr> <tr> <td data-bbox="531 1435 691 1559">Staff costs</td> <td data-bbox="691 1435 1121 1559">Legible London liaison base map acceptability and suitability study</td> <td data-bbox="1121 1435 1273 1559">Existing S278/ S106</td> <td data-bbox="1273 1435 1441 1559">9,000</td> </tr> <tr> <td data-bbox="531 1559 691 1704">Ongoing Staff costs</td> <td data-bbox="691 1559 1121 1704">Project Management and stakeholder engagement: Project Board and Working Parties</td> <td data-bbox="1121 1559 1273 1704">Existing S278/ S106</td> <td data-bbox="1273 1559 1441 1704">22,000</td> </tr> <tr> <td data-bbox="531 1704 691 1827">Staff costs</td> <td data-bbox="691 1704 1121 1827">Design and feasibility investigation: Evaluate and cost up options</td> <td data-bbox="1121 1704 1273 1827">TfL LIP funding 2016/17</td> <td data-bbox="1273 1704 1441 1827">25,000</td> </tr> <tr> <td colspan="3" data-bbox="531 1827 1273 1872"><b>TOTAL</b></td> <td data-bbox="1273 1827 1441 1872"><b>125,000</b></td> </tr> </tbody> </table> <p data-bbox="531 1906 1441 2018">The staff costs for this project are front loaded to ensure that the options presented to Members at Gateway 3 are based on a firm evidence base accompanied by accurate estimates.</p>				Item	Reason	Funds/ Source of Funding	Cost (£)	Fees	Undertake survey of existing signage	Existing S278/ S106	15,000	Staff costs	Extensive public consultation to gather robust evidence base for change	Existing S278/ S106	7,000	Staff costs	User requirement surveys	Existing S278/ S106	8,000	Staff costs	Develop signage location strategy (e.g. routes, neighbourhoods)	Existing S278/ S106	12,000	Staff costs	Research into complementary way find measures; clues and cues	Existing S278/ S106	8,000	Staff costs	Assessment of way finding technology options	Existing S278/ S106	7,000	Staff costs	Assess ongoing funding strategy and signage change criteria	Existing S278/ S106	12,000	Staff costs	Legible London liaison base map acceptability and suitability study	Existing S278/ S106	9,000	Ongoing Staff costs	Project Management and stakeholder engagement: Project Board and Working Parties	Existing S278/ S106	22,000	Staff costs	Design and feasibility investigation: Evaluate and cost up options	TfL LIP funding 2016/17	25,000	<b>TOTAL</b>			<b>125,000</b>
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## Appendices

<b>Appendix 1</b>	Existing City way finding signage examples
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## Contact

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<b>Telephone Number</b>	0207 332 1208

## Appendix 1: Existing City of London way-finding signage



Finger posts



Node



Wall mounted signage