



## Streets and Walkways Sub (Planning and Transportation) Committee

**Date:** WEDNESDAY, 9 JULY 2014

**Time:** 11.00 am

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

**Members:** Marianne Fredericks (Chairman) Alderman Alison Gowman, Police Committee (Ex-Officio Member)  
Jeremy Simons, Open Spaces and City Gardens (Deputy Chairman) Brian Harris  
Randall Anderson Oliver Lodge  
Alex Bain-Stewart Sylvia Moys  
Deputy John Barker, Finance Committee (Ex-Officio Member) Graham Packham  
Revd Dr Martin Dudley Deputy Michael Welbank

**Enquiries:** Katie Odling  
tel. no.: 020 7332 3414  
katie.odling@cityoflondon.gov.uk

Lunch will be served in Guildhall Club at 1pm

**John Barradell**  
Town Clerk and Chief Executive

# AGENDA

## Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**  
To agree the public minutes and summary of the meeting held on 9 June 2014.  

**For Decision**  
(Pages 1 - 4)
4. **CYCLE SUPERHIGHWAY**  
To receive a joint presentation from the Assistant Director and Transport for London.
5. **RIVERSIDE WALK ENHANCEMENT STRATEGY | MILLENNIUM BRIDGE AREA**  
Assistant Director, Environmental Enhancement to be heard.
6. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**
  - a) Cheapside & Guildhall Area Enhancement Strategy - boundary change request and pre-consultation report  

**For Decision**  
(Pages 5 - 18)
  - b) Update Report - Road Danger Reduction in the Shoe Lane Area – Stonecutter Street & Little New Street  

**For Decision**  
(Pages 19 - 40)
  - c) Outline Options Appraisal (Gateway 3) – Fleet Buildings & Plumtree Court Highway Improvements  

**For Decision**  
(Pages 41 - 78)
  - d) Bart's Close public realm enhancements  

**For Decision**  
(To Follow)
  - e) Liverpool Street: Crossrail Urban Integration Gateway 3 report  

**For Decision**  
(To Follow)
  - f) 2-6 Cannon Street (Offsite Works) Gateway 3 report  

**For Decision**  
(To Follow)

g) 125 Wood Street - S278 Work

**For Decision**  
(To Follow)

7. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

8. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

9. **EXCLUSION OF THE PUBLIC**

MOTION – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act as follows:-

**Part 2 - Non-public Agenda**

10. **NON-PUBLIC MINUTES**

To agree the non-public Minutes of the meeting held on 9 June 2014.

**For Decision**  
(Pages 79 - 80)

11. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

12. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

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## **STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE**

**Monday, 9 June 2014**

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Monday, 9 June 2014 at 11.00 am

### **Present**

#### **Members:**

Marianne Fredericks (Chairman)  
Jeremy Simons (Deputy Chairman)  
Randall Anderson  
Revd Dr Martin Dudley  
Alderman Alison Gowman (Ex-Officio Member)  
Brian Harris  
Graham Packham  
Deputy Michael Welbank

#### **Officers:**

Katie Odling	Town Clerk's Department
Rob Oakley	Department of the Built Environment
Steve Presland	Department of the Built Environment
Doug Wilkinson	Department of the Built Environment
Victor Callister	Department of the Built Environment
Iain Simmons	Department of the Built Environment
Ian Hughes	Department of the Built Environment
Patrick Hegarty	Open Spaces Department
Norma Collicott	City Police
Alan Rickwood	City Police

#### **1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Alex Bain-Stewart, Oliver Lodge, Sylvia Moys and Deputy John Barker.

#### **2. MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**

There were no declarations of interest.

#### **3. ELECTION OF CHAIRMAN**

The Sub Committee proceeded to elect a Chairman, and Marianne Fredericks, being the only Member expressing a willingness to serve, was declared to be duly elected Chairman of the Sub Committee for the ensuing year, and she took her place.

The Chairman welcomed all those present to the meeting and expressed her thanks to those Members no longer on the Committee.

4. **ELECTION OF DEPUTY CHAIRMAN**

RESOLVED – That in accordance with Standing Order No 30 (4) (b), Jeremy Simons be elected Deputy Chairman for the ensuing year.

The Chairman of the Planning and Transportation Committee expressed sincere thanks to Mr Simons for his excellent Chairmanship over the last three years. In response, Mr Simons thanked the Sub Committee for its support.

5. **TERMS OF REFERENCE**

The Terms of Reference of the Sub Committee were noted.

6. **MINUTES**

RESOLVED – That the Minutes of the meeting held on 6 May 2014 be approved.

7. **ALDGATE HIGHWAY CHANGES AND PUBLIC REALM IMPROVEMENT PROJECT**

The Sub Committee considered a report of the Director of the Built Environment regarding the Aldgate Highway Changes and Public Realm Improvement Project.

During discussion, reference was made to the following –

- The Pavilion would be in operation 7 days a week and managed by the operator of the facility.
- As part of the detailed design stage, full consideration would be given to designing out the nuisance and risks from skateboarding.
- The podium drainage repair project that was currently being undertaken at the Barbican would not be delayed as a result of this project.
- The project had received full approval from Transport for London.
- Due to the size and significance of the project, the Sub Committee would receive progress every 6 months.
- Officers were content from a design perspective that the north/south cycle route was fit-for-purpose.
- Officers agreed it would be sufficient to insert parking bays on just one side of the Minories.

The Sub Committee considered that in addition to the £6M contribution from TfL that the balancing figure be delivered through a combination of S106 funding and potential future CIL receipt, as opposed to S106 funding only.

Members noted the comments made by the Open Spaces and City Gardens Committee that the 'Middle Specification Option' excluded some highly desirable features of the project and it was therefore agreed to recommend that the 'Full Specification Option' should be approved but at the same cost of the 'Middle Specification Option' of £18.7M.

RESOLVED – That,

- a) the Full Specification Option be approved, at a cost of £18.7M;
- b) authority be given to fund this project utilising a combination of TfL funding and S106 funds as set out in Appendix G and CIL funding;
- c) authorisation be given for £10M to be set aside from the OSPR account to act as an underwriting sum for this project, which will only be drawn upon to address temporary shortfalls in S106 funding - This authorisation shall be progressively reduced as S106 and CIL funds are committed to the project.;
- d) authority be delegated to the Director of the Department of the Built Environment to renegotiate the S106 agreements highlighted in Appendix G such that the funds as set out may be utilised for delivery of the Aldgate Project (subject to consultation with the Comptroller and City Solicitor);
- e) the revenue implications (see Appendix I) for the initial five years following construction be met through S106; and
- f) the future revenue budget increases for the following 15 years should be funded by draw down against future CIL.

**8. REVIEW OF GUIDELINES FOR SPECIAL EVENTS ON THE PUBLIC HIGHWAY**

The Sub Committee considered a report of the Director of the Built Environment which summarised the findings of a review of the current procedure for considering applications to hold major special events in the Square Mile.

RESOLVED – That,

- a) the proposals for a revised Special Events consideration process be agreed;
- b) the revised fees and charging structure be agreed;
- c) the changes to the Children’s Parade event, which will be subject to a full post-event review be noted;
- d) support be given for the Royal Marines Parade; and
- e) the application for the ‘Walk a Mile in Her Shoes’ event be accepted.

**9. ADVERTISING ('A') BOARDS IN THE CITY OF LONDON**

The Sub Committee received a report of the Director of the Built Environment which considered current practices in relation to permitting Advertising Boards ('A' Boards) on the footway in the City and recommended that they should not be permitted. The Sub Committee noted that prior to a decision being taken by the Planning and Transportation Committee; this report would be submitted to the Policy and Resources Committee for comment.

The Sub Committee considered 'A' Boards were obstructive and that shops and businesses should advertise in the correct way to reduce clutter and competing problems on streets. The Sub Committee expressed its support for the report.

RESOLVED – That the report be noted.

10. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

There were no questions.

11. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**  
**Issues Report: Update on the Barbican Area Strategy Review**

The Sub Committee considered a report of the Director of the Built Environment regarding the Barbican Area Strategy Review.

RESOLVED - That the Resource Allocation Sub Committee be asked to release an additional £204,078 from the City Fund to deliver the revised Barbican Area Strategy Review.

12. **EXCLUSION OF THE PUBLIC**

RESOLVED: That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act.

13. **NON-PUBLIC MINUTES**

RESOLVED – That the non-public minutes of the meeting held on 6 May 2014 be approved.

14. **ST PAUL'S CHURCHYARD**

The Sub Committee considered and approved a report of the Director of the Built Environment regarding St Paul's Churchyard.

15. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

There were no questions.

16. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

There were no items of urgent business.

**The meeting ended at 1.00 pm**

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Chairman

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<b>Committee(s):</b>	<b>Date(s):</b>	
Streets & Walkways Sub-Committee	9 <sup>th</sup> July 2014	
<b>Subject:</b> Cheapside & Guildhall Area Enhancement Strategy – boundary change request and pre-consultation report		<b>Public</b>
<b>Report of:</b> The Director of the Built Environment		<b>For Decision</b>

### Summary

This report sets out a proposed change to the strategy area boundary and outlines the planned public consultation exercise on its review.

The strategy provides a framework for public realm and highway enhancements in the area. It establishes a set of objectives to ensure that the area is accessible, well connected, provides comfortable spaces for people to enjoy and delivers safe and well-functioning streets for all users.

The review and update of the Cheapside area strategy was agreed by the Streets and Walkways Sub Committee in December 2012. Following the initiation of the project to consider the removal of the gyratory connecting the Museum of London and St Paul's, it became apparent that the boundary of the Cheapside Area Strategy should to be extended to include the Guildhall Area and Members are now asked to agree this change of scope. Additional resources of £20,761 (fees and staff costs) will be required to carry out the public consultation and take the strategy to adoption in the new year. It is proposed that this is funded from the Section 106 agreement connected to 100 Cheapside.

It is proposed that the draft Cheapside and Guildhall Area Enhancement Strategy be made available for public consultation over autumn 2014. Subject to the outcome of this process, the strategy will be submitted to committees for adoption in January-March 2015.

Copies of the draft strategy are available in the Member's Reading Room.

### **Recommendations**

It is recommended that:-

- i. Members agree to extend the scope of the Cheapside Area Enhancement Strategy to include the Guildhall area;
- ii. additional resources of £20,761 be approved to carry out the consultation and finalise the strategy document £11,000 (fees) and £9,761 (staff costs) to be funded from the Section 106 agreement connected to the redevelopment of 100 Cheapside;
- iii. Members agree that public consultation on the Cheapside and Guildhall Area Enhancement Strategy takes place over autumn 2014;

- iv. authority be delegated to the Director of the Built Environment to finalise the details of the relevant consultation materials in liaison with the Chairman and Deputy Chairman of the Streets and Walkways Sub-Committee.

## **Main Report**

### **Background**

1. The Cheapside Area Enhancement Strategy was developed in 2008 to coordinate the delivery of environmental enhancements, leisure and cultural opportunities in the Cheapside Area. The key vision of the strategy was to create a high quality comfortable street environment that adequately reflects the status of Cheapside as a world-class retail and leisure destination. The preparation of the strategy related to growth and change happening in Cheapside and the formation of the Cheapside Initiative. The construction of One New Change and numerous other developments has seen the retail offer in the area grow to a size that rivals other shopping districts across London. The shopping facilities are particularly well-used by City workers.
2. The strategy and the framework for its implementation were approved by Committees in 2008. Projects in the strategy were divided into Phases with Phase One covering side streets and spaces; Phase Two relating to Cheapside itself and Phase Three consisting of a programme of events and cultural opportunities primarily promoted and lead by the Cheapside Initiative. A list of all the completed schemes is included in Appendix 2.
3. In 2011, the Guildhall Area Strategy was adopted by committees. It includes proposals for the Guildhall complex only, and not the wider area. It is now proposed to combine the review of Cheapside and include the wider Guildhall area that was not covered by the 2011 strategy. This will allow the St Paul's/Museum of London gyratory to be included as part of this strategy review because several of the gyratory streets are included within the Guildhall strategy boundary (see plan in Appendix 1).

### **Policy Context**

4. The review of the Strategy aims to align the document with the policy framework provided by:
  - the Core Strategy (2011),
  - the emerging Local Plan (2015),
  - and the Community Strategy (2008-2014) which is currently under review.

The revised strategy also supports the objectives of key corporate strategies:

- the City's emerging Cultural Strategy (2014-2018)
- the City's Visitor Strategy (2013-17)
- and the Open Spaces Strategy (2008-2014) currently under review.

## **The Cultural Hub**

5. The City of London has an extensive cultural offering and the City Corporation, as the 4<sup>th</sup> largest cultural funder in the UK, is committed to promoting and enhancing this offer. The Corporation's 'Cultural Strategy 2012-2017' stated that the Corporation's vision for 2017 is to see the City's identity as a cultural hub strengthened in its own right, alongside its status as a financial centre. A cultural hub is being developed around the area of the Barbican, based on the Barbican Centre, the Guildhall School of Music & Drama, and the Museum of London.  
Cheapside is a major retail centre and transport interchange and plays a central role in supporting the aspirations of the Cultural Hub. The review of the strategy for the area has been developed in conjunction with key stakeholders involved in the 'cultural hub working party' which was established in 2013. One of the working party's ambitions is to consider how improvements to the street scene/public realm can better link to future transport infrastructure developments (especially the opening of Crossrail in 2018).

## **Cheapside and Guildhall Area Enhancement Strategy Objectives**

6. Through the Core Strategy and the Local Plan, the City Corporation plans for future growth in order to ensure that the City can continue to function successfully and provide a sustainable environment for residents, workers and visitors. The strategy will provide a framework for the future development and improvement of the public realm, based on clear evidence of need and requirements for sustainable growth.
7. The objectives of the Cheapside and Guildhall Area Enhancement Strategy are consistent with the policies contained within the City's Core Strategy Development Plan Document and Local Plan. The main objectives are:
  - To enhance the pedestrian experience and create walking routes that are comfortable, accessible and easy to navigate and which can accommodate future growth in pedestrian numbers.
  - To improve road safety for all modes of transport and reduce traffic dominance, particularly through replacing one-way traffic flows with two-way, improving the function of the street environment for all users, mitigating conflict and balancing demand between the different modes of transport.
  - To better connect transport nodes and attractions such as the Museum of London and the Barbican Centre and support the aims of the emerging cultural hub in the City.
  - To enhance the local environment particularly through the creation of new green spaces and tree planting.

8. Key projects and themes have been identified in the draft strategy, and are summarised further below. The map showing the main public realm enhancement opportunities is contained in appendix 3.

## **Key project proposals**

9. Removal of the Museum of London gyratory

The existing gyratory which includes St Martin's Le Grand, King Edward Street, Little Britain and Newgate Street between the Museum of London and St Pauls is proposed to be removed and replaced with two-way vehicle movement where possible. It is further proposed to widen footways, improve crossings and enhance public spaces.

Key objectives are:

- improving road safety for all road users,
- enhancing the pedestrian experience
- and improving walking routes between stations and visitor attractions.

10. East-West Streets

The key east-west streets in the strategy area include Gresham Street, Cheapside and Queen Victoria Street. Cheapside has already been enhanced as part of the projects that were delivered through the original strategy. Proposals in relation to Gresham Street and Queen Victoria Street aim to improve walking routes and crossings for the increasing numbers of pedestrians that use the area in order to create a more comfortable and accessible environment. Tree planting is also proposed where feasible.

11. North-South Lanes

The area includes numerous north-south lanes that provide quiet walking routes away from the busy main streets. It is proposed to enhance these lanes to make them more attractive and comfortable routes and encourage greater use of them as convenient routes to access the many retail and visitor attractions in the area. Accessibility is also a key consideration in these lanes (see theme below). Furthermore, designs need to take account of contra-flow cycling where applicable.

12. Open Spaces

The strategy area includes numerous existing small open spaces. It is proposed to enhance these existing spaces by improving accessibility and improving planting, including replacing bedding plants with lower-maintenance planting where possible. A key proposal is the enhancement of the church garden at St Anne and St Agnes by re-configuring the layout and opening up views of the church as well as creating more space for seating. A meeting is planned in July with the church ahead of the public consultation to ensure that the design aspiration meets their needs.

## Themes:

### 13. Improving Cultural Connections

Building on the success of the Cheapside project, the strategy aims to deliver on the cultural hub aspirations by enhancing connectivity through the improvements of north-south walking routes as well way-finding between Cheapside, transport hubs, the Museum of London and the Barbican Centre.

The revised Cheapside and Guildhall Area Enhancement strategy also carries forward the cultural programme which was part of the 2008 Cheapside Area Strategy. This includes ideas for enhancing the vitality and visitor attraction of the area through a programme of events and activities in partnership with the Cheapside Initiative and other local partners.

### 14. Accessibility

Many of the streets in the south of the area have very narrow footways that cannot accommodate wheelchairs or buggies. This makes part of the area very difficult to navigate for those with mobility difficulties. The strategy proposes to address these areas by improving accessibility through raised carriageways, widened footways and improved crossings.

### 15. Pollution mitigation and Increased Greenery

Many streets in the strategy area are currently dominated by traffic and this makes road users more vulnerable to the effects of pollution. The strategy proposes several measures to mitigate this impact, including removing the gyratory, widening footways, creating new green spaces and planting trees.

The strategy also incorporates several 'Greening Cheapside' schemes that have been developed by the Cheapside Initiative. These are proposed to be delivered in partnership with the Initiative.

## Consultation Approach

16. The public consultation is proposed at this stage of the Strategy development to ensure a responsive and inclusive approach thereby enabling proposals to be prioritised. The consultation will target different stakeholder groups, including visitors, workers, local businesses and other key local occupiers, residents and developers to ensure that a full picture is achieved. It will be undertaken in accordance with the requirements of the City's Statement of Community Involvement. Key stakeholders including the Museum of London and the Cheapside Initiative, as well as ward Members have been consulted on the development of the strategy and will continue to be engaged throughout the planned public consultation process.

17. It is proposed that the draft Guildhall and Cheapside Area Enhancement Strategy will be the subject of consultation exercises for an eight-ten week period during autumn 2014. Following the end of the consultation period, the strategy will be reviewed and amended in light of the feedback received. The revised strategy will be brought back to Members for formal adoption, which is anticipated will be in March 2015. As the Guildhall complex proposals have already been approved, it is proposed to exclude them from the public consultation.

18. As part of the development of the area enhancement strategy there have been discussions and workshops held with key stakeholders, including Members. The feedback gained from these sessions has been invaluable in establishing the direction of the strategy and the priorities within the area.
19. Although the principles underpinning the Area Enhancement Strategy have been established through the Core Strategy, it is important to seek views on how these proposals will be implemented in detail. In going out to wider public consultation, the intention is to take a responsive approach to the development of the Strategy, utilising the public consultation input to draw together a fuller picture of the existing challenges thus forming the local vision for the area. This will enable detailed implementation proposals arising from the strategy to be focused on key challenges whilst planning for the future in a prioritised manner.
20. The consultation will be carried out to ensure that the views of all relevant stakeholders are gathered. Engagement will be sought using a variety of methods that will be adjusted to suit the target group. The following groups and methods of consultation will be utilised:
  - Local residents will be consulted via leaflets and an article in the City Resident magazine.
  - Local businesses, occupiers and developers will be consulted through emails, leaflets and meetings;
  - Visitors will be consulted through online surveys, pedestrian surveys carried out by Living Streets and on-street publicity, incl. posters, postcards;
  - Key stakeholders such as TfL, the GLA, the Museum of London, The Barbican Centre, St Paul's Cathedral and the Cheapside Initiative will be consulted via email and meetings;
  - All consultees will also be directed to the City's website where the full strategy document will be available to view.
21. If Members are minded to approve this report, it is recommended that authority be delegated to the Director of the Built Environment to finalise the details of the relevant consultation materials in close liaison with the Chairman/Deputy Chairman of the Streets and Walkways Sub-Committee.

## **Financial Implications**

22. It was initially planned to review the strategy based on the Cheapside area boundary, taking into account major projects in the vicinity. The total approved budget to complete the strategy is £45,000.
23. The incorporation of the gyratory streets and the inclusion of emerging initiatives such as the Cultural Hub, has led to the full fees budget of £16,668 being spent to date on producing the draft strategy, including:
  - Area analysis,
  - Information gathering,
  - Pre-consultation meetings with key stakeholders,

- Mapping,
- Defining objectives, and
- Design development.

The spend-to-date is set out in Table 1 below.

**Table 1: Spend-to-date**

Description	Last approved Budget	*Spend-to-date	Balance
Fees	£16,668	£16,668	£0
Staff costs	£28,332	£13,093	£15,239
<b>Total</b>	<b>£45,000</b>	<b>£29,761</b>	<b>£15,239</b>

\*costs to 13<sup>th</sup> June 2014

24. The Strategy has been developed using the Section 106 contribution from 120 Cheapside. The extended strategy will provide a framework for the future of the public realm, enabling the area to adapt to changing needs and aspirations. The estimated cost of the public consultation and management of the process to adoption is broken down in Table 2 below. These costs will be funded from the balance of the last approved budget and an additional sum of £20,761 from the 100 Cheapside Section 106 contribution, bringing the total revised project cost to £65,761.

**Table 2: Resources required to complete the public consultation:**

Cost Elements	Spend to date	Balance of Approved Budget	Additional budget required	Revised Total Budget
<b>Fees and printing</b>				
Consultants Fees	£16,668	£0	£5,000	£21,668
Printing Materials	-	£0	£6,000	£6,000
<b>Sub-total</b>	<b>£16,668</b>	<b>£0</b>	<b>£11,000</b>	<b>£27,668</b>
<b>Staff costs</b>				
Project Management	£13,093	£6,000	£2,761	£21,854
Carry-out Public Consultation	-	£6,239	£0	£6,239
*Extension of Public Consultation scope and stakeholder engagement	-	£0	£3,000	£3,000
Analysis and finalisation of strategy document	-	£3,000	£0	£3,000
*Additional data gathering and analysis following extension of scope	-	£0	£4,000	£4,000
<b>Sub-total</b>	<b>£13,093</b>	<b>£15,239</b>	<b>£9,761</b>	<b>£38,093</b>
<b>Total</b>	<b>£29,761</b>	<b>£15,239</b>	<b>£20,761</b>	<b>£65,761</b>

25. A detailed funding strategy in relation to the delivery of projects identified will be presented to Members as part of the report recommending the adoption of the strategy following consultation. This will take account of any amendments to the document as a result of the consultation.
26. Funding for the implementation of the projects contained in the strategy will be provided from future Section 106 contributions and Section 278s agreements associated with local developments, Community Infrastructure Levy (CIL) payments and Transport for London's funding programmes for Major Projects and the Local Implementation Plan. Any future allocation of resources will be subject to further approval in line with the strategic prioritisation of the various proposals, value for money considerations, and availability of funding sources.

## **Conclusion**

27. It is proposed to widen the scope of the Cheapside area strategy review to include the Guildhall area. This will enable the St Paul's/Museum of London gyratory to be included in the strategy, as several of the gyratory streets are within the Guildhall strategy boundary.
28. In order to aid the development of the strategy and ensure that the proposals meet the needs of the City community, a public consultation exercise is planned to be undertaken this autumn before reporting back to Committees with the final Cheapside and Guildhall Enhancement Strategy for adoption in March 2015.
29. Members are requested to agree the draft Cheapside and Guildhall Enhancement Strategy for public consultation over autumn 2014.

## **Appendices**

- Appendix 1: CoL Area Enhancement Strategies Map
- Appendix 2: Plan of key public realm enhancement opportunities
- Appendix 3: 2008 Cheapside Area Strategy Completed Schemes

## **Background Reports**

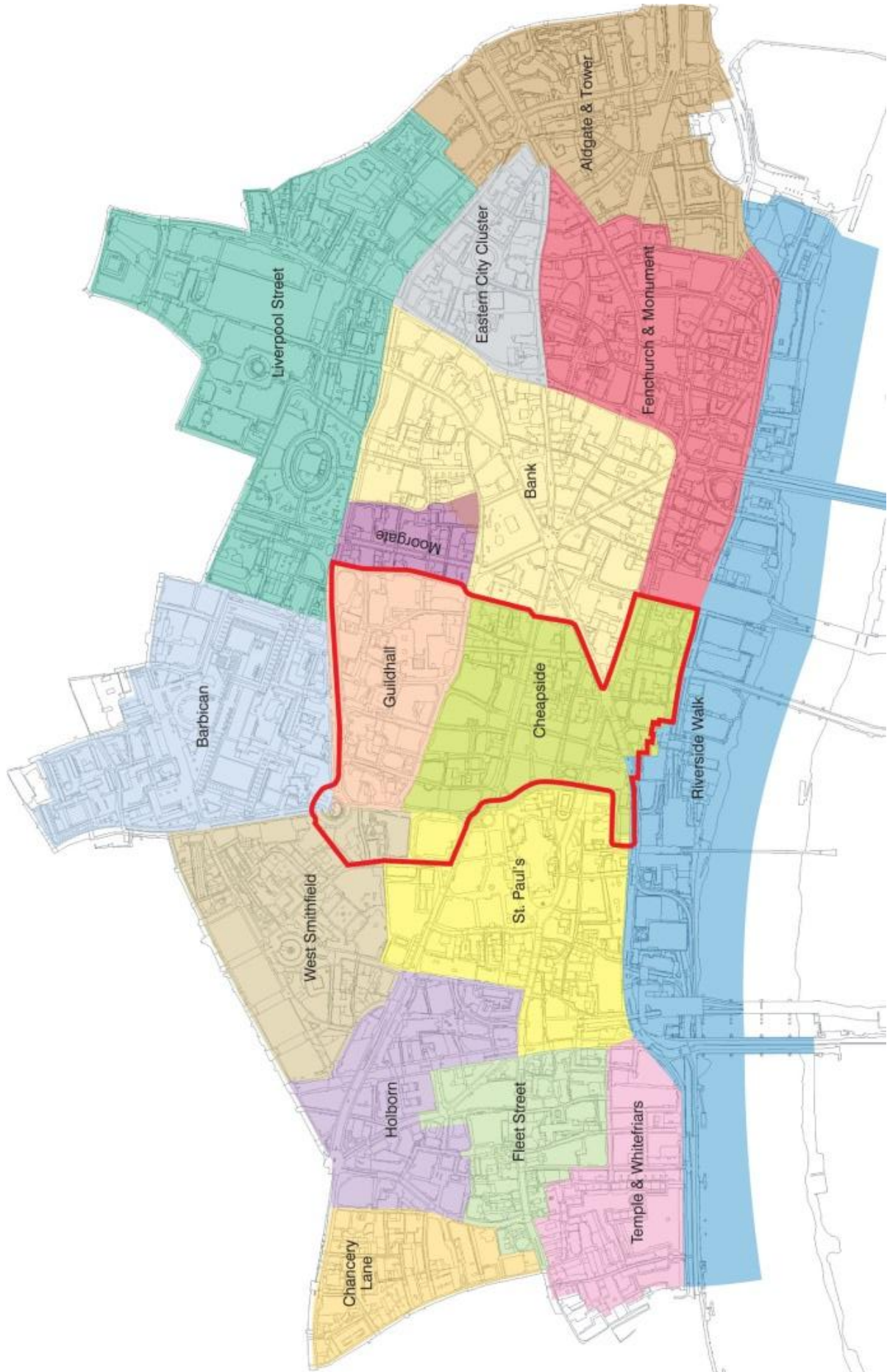
- Cheapside Area Strategy – report on progress and proposed review – December 2012.

## **Author**

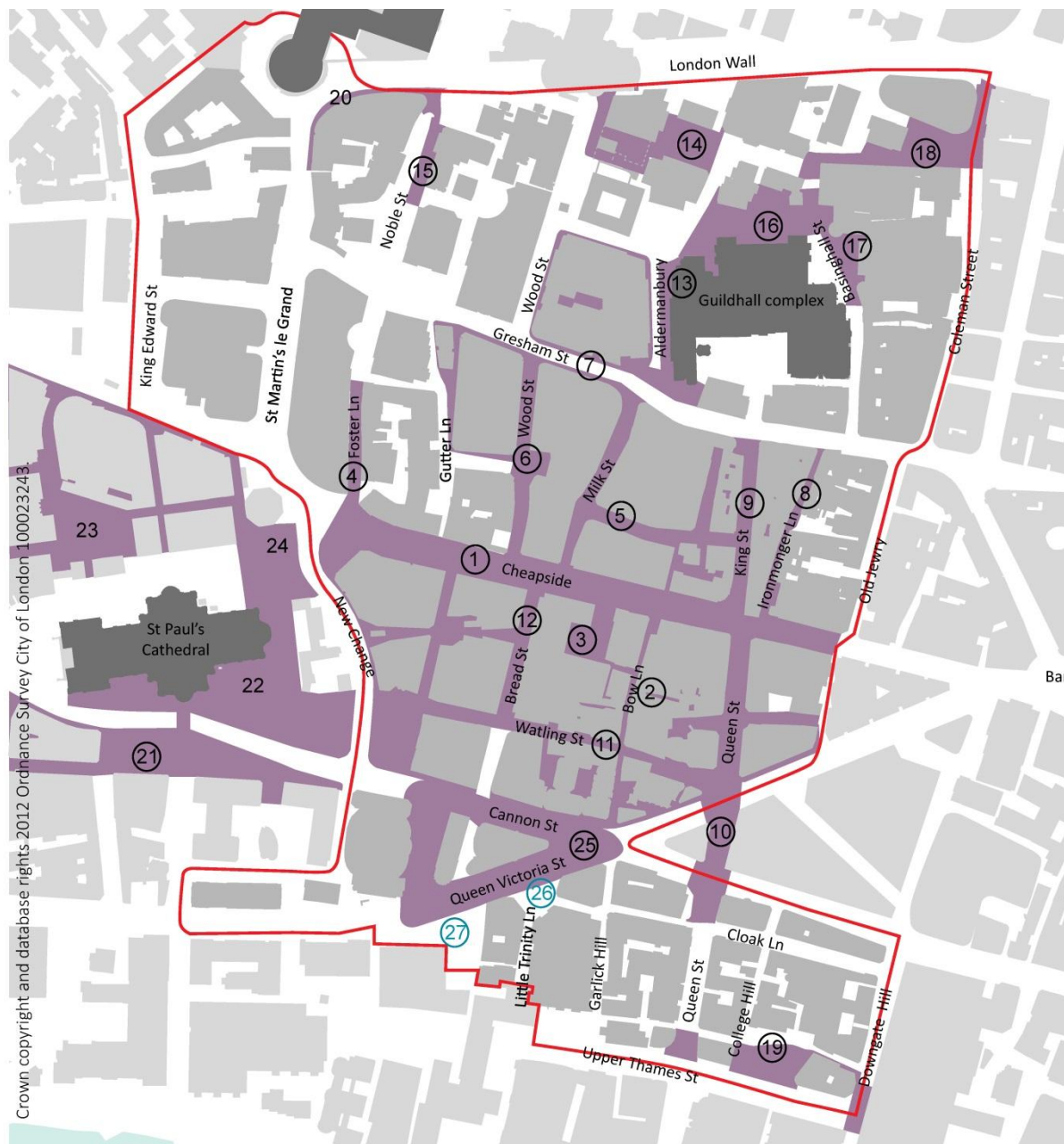
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**Appendix 1: CoL Area Enhancement Strategies Map**



## Appendix 2: Completed Cheapside projects to date



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- |                    |                              |   |  |
|--------------------|------------------------------|---|--|
| ① Cheapside        | ⑦ Gresham Street (parts)     | ⑬ Aldermanbury                          | ⑲ College Street / Whittington Gardens |
| ② Bow Lane         | ⑧ Ironmonger Lane            | ⑭ Aldermanbury Square                   | ⑳ 1 London Wall Scheme                 |
| ③ Bow Churchyard   | ⑨ King Street                | ⑮ Noble Street                          | ㉑ Carter Lane Gardens                  |
| ④ Foster Lane      | ⑩ Queen Street Interventions | ⑯ Guildhall Entrance                    | ㉒ St Paul's Churchyard                 |
| ⑤ Milk Street Area | ⑪ Watling Street             | ⑰ Basinghall Street                     | ㉓ Paternoster Square                   |
| ⑥ Wood Street      | ⑫ Bread Street               | ⑱ Basinghall Avenue / Girdlers' Gardens | ㉔ Paternoster Row                      |
|                    |                              |   | ㉕ Friday Street Gyratory               |

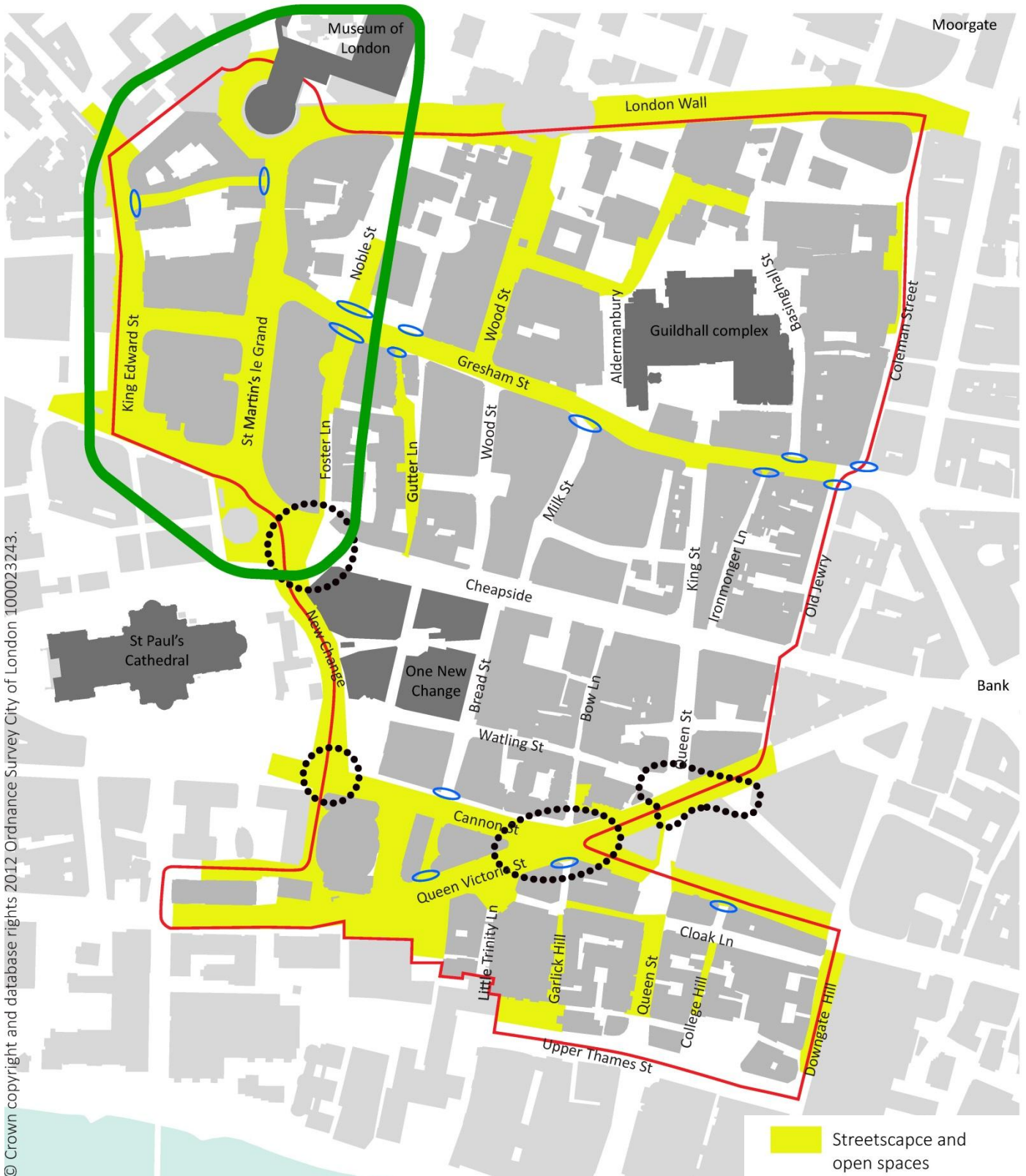
## Projects Completed under the 2008 Cheapside Area Strategy

<b>Project</b>	<b>Description</b>
Bow Lane	Re-paving the lane to create a more robust and improved environment, together with planters. Completed 2008.
Bow Churchyard	Re-landscaping the space to create a refreshed public square with a better connection to surrounding buildings and retail units and an enhanced space for people to rest. Completed 2011.
Foster Lane	Significant widening of footways and re-surfacing to create more space for pedestrians and improve access. Completed 2009.
Milk Street Area	Creation of a pocket space at the southern end of the street with tree planting and seating, together with lighting and access enhancements to form a more comfortable walking route. The lighting in Honey Lane was not able to be installed due to the demolition of the neighbouring building. Completed 2012.
Wood Street	Re-paving and access improvements to better link the street to Cheapside. Completed 2010.
Gresham Street Central	A raised pedestrian table and footway widening to form an enhanced and more accessible street environment. Completed 2010.
Gresham Street East	Widening and re-surfacing the footways to provide a more comfortable street environment. Completed 2011
Cheapside Stage 1	Footway widening and re-paving works around One New Change. These works were completed in October 2010 and have provided an enhanced environment around the new shopping centre with clear connections to the surrounding streets.
Cheapside Stage 2	Re-modelling of the junction of New Change and Cheapside to remove the guard-railing and form simple straight-across crossings with a neutral impact on traffic, together with the widening of footways. This element of the works was completed December 2010 and has been a significant success with greatly enhanced pedestrian comfort and safety.

Cheapside Stage 3	Footway widening by 3 metres on each side of the street, re-paving, tree planting and other improvements along the main section of Cheapside between One New Change and Queen Street. The sunken garden on the corner of Cheapside and New Change was also re-landscaped and step-free access was incorporated. The scheme was completed in July 2011 and has created an enhanced and more comfortable shopping street with trees for added shade and pollution mitigation.
Cheapside Stage 4	Improvements to Poultry, incl. widened footways, raised pedestrian tables and re-paving. The works were substantially completed in June 2012.
Cheapside Stage 4a	Improvements to the junction of Gresham Street and St Martin's Le Grand



### Appendix 3: Plan of key public realm enhancement opportunities



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- Streetscape and open spaces enhancements
- Junction improvements
- Courtesy crossings
- Museum of London Gyrotory Public Realm Enhancements

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<b>Committees:</b>	<b>Dates:</b>	
Streets and Walkways Sub-Committee Projects Sub Committee	09/07/2014 22/07/2014	
<b>Subject:</b> Update Report - Road Danger Reduction in the Shoe Lane Area – Stonecutter Street & Little New Street	<b>Update Report</b>	<b>Public</b>
<b>Report of:</b> Director of the Built Environment		<b>For Decision</b>
<p><b><u>Summary</u></b></p> <ol style="list-style-type: none"> <li>1. Project Status - Green</li> <li>2. Project Stage - Gateway 7 – Outcome Report</li> <li>3. Approved Budget - £157,100*</li> <li>4. Final Cost - £129,489* (Subject to final account)</li> <li>5. Overall project risk – Green</li> </ol> <p>*Fully funded by the developer under a Section 278 agreement</p> <p>Members gave authorisation (December 2012 S&amp;W, and January 2013 Projects Sub) for the project to be implemented (Gateway 3-5) and to agree the recommendations within the report presented to permanently close Stonecutter Street at its eastern end to motorised vehicles.</p> <p>The closure of Stonecutter Street was completed on programme and within budget in February 2013 subject to investigations for the reinstatement of three trees in Giltspur Street being undertaken. The investigations were carried out in March 2014 where reinstatement was found not to be possible at the proposed locations due to the congested nature of utilities.</p> <p>Upon completion of the project in February 2013 Officers presented Members with a Gateway 7, Outcome Report (June 2013) seeking authorisation for the closure of the project. Authorisation was not given with Members requesting that a number of points should be addressed and then reported to Members in an update report.</p> <ol style="list-style-type: none"> <li>1. The need to carry out a proper 12 month review of the casualty situation and document this fully with remedial action as necessary;</li> <li>2. Queries over the replacement of trees in Giltspur Street, maintenance costs and replacement of any of the trees if they die in the first season; and</li> <li>3. The appropriate signage in Stonecutter Street when approaching from the west.</li> </ol> <p>The issues raised by Members have been reviewed and addressed, as detailed within this report. It is proposed that as these issues have now been addressed,</p>		

the project can now be closed.

### **Recommendations**

1. The lessons learnt be noted from the previous report (Appendix C) and the project be closed; and
2. Return the unspent balance to the developer as per the conditions of the Section 278 agreement.

### **Main Report**

<p><b>1. Issue description</b></p>	<p>It is proposed that Members note the following in relation to the issues raised:</p> <ol style="list-style-type: none"><li>1. The need to carry out a proper 12 month review of the casualty situation and document this fully with remedial action as necessary;</li></ol> <p>No accidents were recorded in the 4 months post implementation (February 2103) of the closure of Stonecutter Street or at its junction with Little New Street and Shoe. However, it must be noted that Stonecutter Street was re-opened on the 10<sup>th</sup> of June 2103 to facilitate the works requirements of the Holborn Circus Junction Improvements Scheme. Subsequent to this opening and requirements for the demolition and construction of 1 New Street Square (Land Securities) and the London Development (Farringdon St Partners Ltd) the street will remain open until the conclusion (2020) of the Security &amp; Public Realm Improvements project in relation to the Section 278 works for 1 New Street Square the London Development. It is for these reasons that it will not be possible to carry out further casualty assessments against baseline information which was utilised prior to the closure being implemented. Therefore the safety assessment has been made against the 4 month data as above.</p> <ol style="list-style-type: none"><li>2. Queries over the replacement of trees in Giltspur Street, maintenance costs and replacement of any of the trees if they die in the first season;</li></ol> <p>Three street trees were due for implementation in Giltspur Street during the 2013-2104 planting season (November-March). However, due to the congested nature of utilities in the vicinity the City's Open Spaces department were unable to implement the proposed trees. Costs associated with the replacement of the three trees were therefore utilised towards the reinstatement (£2,127) of the public</p>
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	<p>highway in the vicinity of the removed trees and the abortive works costs. The previously quoted estimate of £6,650 will be retained and made available for the City's Open Spaces Department for future "Green Corridor" tree planting to mitigate the loss of trees at this location; and</p> <p>3. The appropriate signage in Stonecutter Street when approaching from the west:</p> <p>A review of localised signing was undertaken at the time (June 2013) as requested by Members with minor amendments made to directional signage to reinforce the new road layout to drivers approaching from the west.</p>
2. <b>Last approved limit</b>	N/A
3. <b>Options</b>	N/A
4. <b>Recommendation</b>	To note the response to issues raised by Members in the "proposed way forward" section of this report above.

### Appendices

<b>Appendix A</b>	Finance Breakdown
<b>Appendix B</b>	Minutes – S&W Sub June 2013
<b>Appendix C</b>	PRINT FINAL_Stonecutter Street - Outcome Report 130605_AB

### Contact

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## APPENDIX A – OUTURN COSTS

Description	Approved Budget (£)	Total Cost (£)	Balance (£)
Pre-Evaluation	69,778.98	64,726.94	5,052.04
Implementation	87,321.02	58,112.53	29,208.49
Retention	-	6,650.00	(6,650.00)
<b>Total Cost</b>	<b>157,100.00</b>	<b>129,489.47</b>	<b>27,610.53</b>

Estimated outturn cost June 2013 report - £117,927. Increase mainly due to retention for trees (£6,650) and (£2,128) for trial holes to assess the viability of removing the remaining root balls and the repaving of the footway with York Stone.

- **APPENDIX B – MINUTES – S&W SUB JUNE 2013**
- **APPENDIX C - STONECUTTER STREET - OUTCOME REPORT 13 JUNE 2013**

**Minutes:**

Consideration was given to a report of the Director of the Built Environment regarding road danger reduction in the Shoe Lane area – Stonecutter Street and Little New Street.

Members were minded not to authorise closure of the project and requested that Officers carry out a 12 month review of the casualty situation and document this fully, with remedial action as necessary. In addition, queries were raised regarding the replacement trees in Giltspur Street, the maintenance costs and replacement if any of the trees died within their first season and also the appropriate signage tin Stonecutter Street when approaching from the west.

**RESOLVED – That,**

closure of the project be not agreed in light of the comments made by the Committee in respect of

- i) the need to carry out a proper 12 month review of the casualty situation and document this fully, with remedial action as necessary;
- ii) queries over the replacement trees in Giltspur Street, maintenance costs and replacement if any of the trees died within their first season; and
- iii) the appropriate signage tin Stonecutter Street when approaching from the west.

an update report be brought back to the Sub-Committee at the next meeting.

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<b>Committee(s):</b> Streets & Walkways Sub-Committee Projects Sub-Committee	<b>Date(s):</b> 17 June 2013 19 June 2013	<b>Item no.</b>
<b>Subject:</b> Outcome Report - Road Danger reduction in the Shoe Lane area – Stonecutter Street & Little New Street	<b>Public</b>	
<b>Report of:</b> Director of the Department for the Built Environment	<b>For Decision</b>	

### Summary

#### Dashboard

- Project Status - Green
- Project Stage - Gateway 7 – Outcome Report
- Approved Budget - £157,100
- Spend to date: £111,277
- Estimated Final Cost - £117,927 (\* Accurate as of 4/06/13)
- Overall project risk - Green

#### Brief description of project

In July 2012 Members agreed to initiate a project to explore how road safety in the Shoe Lane area could be improved. After the evaluation and design phase for the project Members gave authorisation (December 2012 S&W, and January 2013 Projects Sub) for the project to be implemented (Gateway 3-5) and to agree the recommendations within the report to permanently close Stonecutter Street at its eastern end to motorised vehicles. The closure also required the existing No.46 bus and stand to be relocated to Giltspur Street which in turn necessitated the replacement of three street trees.

#### **Recommendations**

That Members:

1. Approve the closure of this project;
2. Subject to the completion of the final accounts, return any unspent funds to Goldman Sachs (GS) as per the conditions of the Stonecutter Street S.278 agreement; and
3. Approve retention of £6,650 to allow Open Spaces to plant three new trees on Giltspur Street in the new planting season (November-March 2014).

Deleted: a retention



**Overview**

<p><b>1. Evidence of Need</b></p>	<p>Shoe Lane and Stonecutter Street are designated as local access roads and are expected to cater only for local trips. If Stonecutter Street were to be closed to motorised vehicles this would enforce this designation and reassign through-traffic onto designated London distributor roads such as Farringdon Street, and onto City of London local distributor roads such as New Fetter Lane and Charterhouse Street.</p> <p>From investigations it can be demonstrated that there is justification for action based on the high numbers of vehicles using Stonecutter Street as a through route to Farringdon Street. Surveys indicate that 60% of traffic using Stonecutter Street is rat-running traffic.</p> <p>1 fatal, 10 serious and 73 slight accidents have been recorded in the area over the last 36 months. A reduction in vehicular traffic will normally lead to a corresponding reduction in accident occurrence.</p> <p>In the morning peak hour alone, approximately 200 vehicles using Shoe Lane and Stonecutter Street as a cut through have the potential for conflict with over 550 pedestrians that currently cross informally at the western end of Stonecutter Street and towards the southern end of Shoe Lane.</p> <p>With pedestrian and cycle growth predicted to rise in the future, accident rates are also predicted to increase should the local environment remain unchanged.</p> <p><b>Cycling Environment</b></p> <p>Although St. Bride Street is an attractive route for both pedestrians and cyclists, this does create conflicts within a designated shared area. By improving the facilities at Stonecutter Street for cyclists to enter / exit the Shoe Lane area, a reduction in the numbers of cyclists currently using St. Bride Street can be achieved without affecting journey times or cycle safety.</p> <p>A Barclays Cycle Hire station operated by Transport for London (TfL) is located on both sides of Stonecutter Street, adjacent to the junction with Farringdon Street. 46 docking stations are provided and generate frequent cycle trips.</p>
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	<p>Development in this area is likely to be predominantly office based which will encourage a further increase in cyclist numbers.</p> <p>The closure of Stonecutter Street to motorised traffic would retain permeability for cyclists and improve safety, and the local environment. This will further encourage sustainable travel options.</p>
<b>2. Project Scope and Exclusions</b>	There are no notable exclusions.
<b>3. Link to Strategic Aims</b>	<p>This project supports delivery of the City's Local Implementation Plan. In particular, the plan includes an objective to reduce road traffic dangers and casualties.</p> <p>This will be delivered by ensuring that the needs of the local community are met fully.</p>
<b>4. Within which category does the project fit</b>	(2) Statutory (a requirement under the RTA 1988 to reduce casualties) and (4) Reimbursable.
<b>5. What is the priority of the project?</b>	(B) advisable
<b>6. Resources Expended</b>	<p>The expected final spend for this project is £117,865.</p> <p>However, it should be noted that as part of the Stonecutter Street Danger Reduction project the No. 46 Bus Route was required to be relocated from Stonecutter Street to Giltspur Street. Resulting from this relocation a situation has arisen whereby double-decker buses would likely clip the 3 existing trees at this location. Transport for London for safety purposes, have asked the City to remove or trim the trees at this location as a matter of urgency. After assessment of the site it was concluded that trimming of the trees would not solve the issues raised. However, replacing the existing trees with a new species of tree would allow the area to accommodate buses in the future. As such the three trees were removed in May 2013 with replacement by more appropriate species being programmed to take place in the next planting season (November-March 2014) at an estimated cost of £6,650.</p> <p>The City is therefore withholding £6,650 of funding for this purpose.</p>

	See paragraph 9 and appendix A for further financial details.
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### **Outturn Assessment**

#### **7. Assessment of project against Success Criteria**

The success criteria for the project at authority to start works stage and assessment:

1. Reduction in traffic volumes:

Reduction of traffic volumes has been achieved by the closure of Stonecutter Street and the elimination of a through route to Farringdon Street.

2. Reduction in personal injury accidents (PIA's) on the local streets:

An assessment of PIA's will be reviewed approximately 12 months after the date of practical completion for the scheme and/or at an appropriate time thereafter to take into account local influencing factors such as developments, construction projects etc. To date there have been no recorded accidents.

3. Redirection of through traffic on to more appropriate streets with limited impacts on journey times or distances:

Redirection of traffic through traffic has been achieved by the closure of Stonecutter Street and the elimination of a through route to Farringdon Street.

4. Effective use of the local streets for local needs, without detrimental impact on the operation of the surrounding highway network:

There have been no significant adverse effects on residents or businesses within the area and/or any reported impacts on the surrounding highway network. There was however a formal objection to the Section 6 Traffic Regulation Order by the London Taxi Drivers Association. This was addressed and resolved by Members of the Streets and Walkways Committee on 11 February 2013.

5. Enhanced pedestrian and cycle environment:

The scheme has delivered an enhanced pedestrian and cycle environment by reducing through traffic. Two-way cycle access off Farringdon Street and a dedicated cycle signal phase to exit Stonecutter Street have ensured that cycle permeability remains high.

6. Maintain the effectiveness of the 'Traffic and



	<p>Environment Zone' in the west of the City:</p> <p>The effectiveness of the City's 'Traffic and Environment Zone' has been maintained via the introduction of two removable bollards at the eastern end of Stonecutter Street. No other exiting measures have been altered.</p> <p>7. The ability to accommodate higher pedestrian and cycle flows, particularly to local public transport hubs where services have recently been or will soon be enhanced.</p> <p>Due to the elimination of through traffic to Farringdon Street the City has created the potential for future environmental improvements and enhancements to take place in the Shoe Lane area i.e. Footway widening, additional cycle hire docking stations, creation of public spaces.</p>
<p><b>8. Programme</b></p>	<p>The project was delivered to programme.</p> <p>The only programme variation was an additional Committee report which was sent to Members (S&amp;W Sub- Committee Feb 11, 2013) for consideration to address the one objection received to the Section 6 Traffic Regulation Order (TRO).</p> <p>The key project milestones are set out below.</p> <ol style="list-style-type: none"> <li>1. Local Stakeholder consultation: 27/09/2012 – 26/10/2012;</li> <li>2. S&amp;W Sub Committee: 11/12/2012;</li> <li>3. Projects Sub Committee: 13/01/2013;</li> <li>4. Enter into S.278 agreement with Goldman Sachs: December 2012(30/01/2013);</li> <li>5. Obtain formal approvals from TfL: early 2013 ( 12/02/2013);</li> <li>6. Advertise Section 6 traffic orders: early (Jan 18 2013) 2013;</li> <li>7. TRO objection report - Committee approval to proceed (11 Feb 2013);</li> <li>8. Implementation: early 2013 (February 24, 2013).</li> </ol>
<p><b>9. Budget</b></p>	<p>The agreed budget at evaluation approval stage in December 2012 was £100,000.</p> <p>Post evaluation the budget was increased to £157,100,</p>

as part of the S.278 negotiations to account for the following:

- Implementation;
- requirements for approvals from TfL;
- preparing and finalising the S.278 agreement with Goldman Sachs;
- ongoing communications with local stakeholders, businesses and residents; and
- due to the requirement for officers to report back to Members after receiving an objection to the Section 6 TRO by the London Taxi Drivers association (LTDA).

The budget and estimated final spend is summarised as:

Description	£
Approved Budget	157,100
Final Estimated Cost	117,927
<b>*Underspend/Budget Remaining</b>	<b>39,173</b>

\*Please see Appendix A for detailed breakdown

The under spend is principally due to:

- £19,173 of cost savings across fees (£8,110), works (£9,286), and staff costs (£1,776) were achieved through negotiation with TfL to reduce the overall scope and costs related to the scheme, by undertaking additional traffic monitoring and design analysis in addition to robust investigations via topographical and radar survey methodologies. This approach enabled officers to drive down final implementation costs by the avoidance of abortive works and/or the need to relocate utilities.
- £20,000 contingency budget which was not required.

Appendix A shows the financial information for this project in greater detail including budget variance and actual spends.

	<p>Overall the project was delivered on programme firstly due to careful planning and design particularly in relation to turning vehicles on Shoe Lane, and secondly due to our success in negotiating with TfL to reduce overall costs in relation to the relocation of the No.46 bus and stand.</p> <p>Under the terms of the S.278 agreement, unspent funds are to be returned to the developer including any interest that has accrued. This will occur after the Chamberlain has calculated the values.</p>
<p><b>10. Risk</b></p>	<p>This project was considered medium risk at Gateway 3-5 with the following risks identified and successfully mitigated:</p> <ol style="list-style-type: none"> <li>1. This project will require formal approval from TfL on traffic and bus matters;</li> </ol> <p>The above risk was mitigated for by the setting up of clear communication lines with TfL officers at the feasibility stage of the project and setting out of key milestones and deliverables for each Gateway stage. This proved to be a successful methodology as works elements on both City streets and the Transport for London Road Network (TLRN) were delivered on programme and within budget.</p> <ol style="list-style-type: none"> <li>2. Objections to the statutory consultation of Section 6 Traffic Orders;</li> </ol> <p>This risk was realised post Member approval for the scheme to be implemented with only one objection being received. The London Taxi Drivers Association (LTDA) formally objected to the Section 6 Traffic Order (TRO) advertised. Due to the objection officers produced a TRO objection report for Members to consider. Due to carrying out robust feasibility studies and undertaking thorough consultation with key stakeholders, businesses, residents and user groups within the area Members were able to clearly assess the objection and weigh up the benefits against the objections raised. As a result members dismissed the objection.</p> <ol style="list-style-type: none"> <li>3. There is a possible risk to corporate reputation, if delays occur during the project process or approval is not granted to proceed with the recommended option;</li> </ol>

	<p>This risk was included to identify that one of the largest employers in the City (Goldman Sachs) coupled with the results of the formal consultation (50% In favour), had identified road safety and the reduction of through traffic in the area as an important issue to be resolved. The results of the consultation allowed Members to clearly assess the proposals recommended against public opinion and in turn approve the project with confidence that the option being implemented would, on balance, provide the greatest possible benefit to all users of the public highway.</p>
<p><b>11. Communications</b></p>	<ul style="list-style-type: none"> <li>• A public consultation, regular communication with TfL, the principal funder (Goldman Sachs), and key stakeholders and user groups was an important component in delivering this project efficiently. Approval from TfL and legal agreements with them and the Goldman Sachs were part of the formal communications to allow the project to proceed.</li> <li>• Statutory traffic order consultation also took place as part of this project.</li> </ul>
<p><b>12. Benefits achieved to date</b></p>	<p>The closure of Stonecutter Street at its eastern end is has helped in achieving the City's aims to provide a quieter and safer route for pedestrians and cyclists, accommodate existing and predicted cycle flows, and improve to also local cycle access. The closure has also increased the priority given to vulnerable road users, such as pedestrians and cyclist, and has redirected through traffic on to more appropriate roads whilst limiting impacts on journey times and travel distances for local residents and businesses.</p>
<p><b>13. Strategy for continued achievement of benefits</b></p>	<p>The strategy for continued achievement of pedestrian and cycling benefits will involve bidding for funding from external bodies (TfL, GLA etc) and negotiation with local developers for improvements to the public highway Stonecutter Street, and Shoe Lane area.</p>
<p><b>14. Outstanding actions</b></p>	<p>1. Accident and Traffic Surveys:</p> <p>An assessment of accident statistics and traffic volumes will be reviewed between 6 and 12 months after the date of practical completion for the scheme and/or at an appropriate time thereafter to take into account local influencing factors such as developments, construction projects etc.</p>

	<p>2. Tree Planting on Giltspur Street:</p> <p>Three new trees to be planted in the new planting season (Nov-March 2014) at an estimated cost of £6,650.</p>
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### Review of Team Performance

<b>15. Governance arrangements</b>	A formal working group was set up with the external funder at Gateway 1-2 and carried through to Gateway 7. Meetings were held as required to update all parties with regards to the financial requirements for each work stage and progress of the project against agreed milestones and deliverables.
<b>16. Key strengths</b>	<ul style="list-style-type: none"> <li>• The close working relationship with TfL and key stakeholders.</li> <li>• The ability to manage the expectations of those affected by the proposals and ability to clearly communicate the benefits of what is being delivered.</li> <li>• The ability of the project team to work to extremely tight deadlines in relation to City processes and subsequent implementation whilst still maintaining high standards of delivery across the board.</li> <li>• The ability to manage the expectations of both internal and external stakeholders with competing requirements on the public highway.</li> </ul>
<b>17. Areas for improvement</b>	N/A
<b>18. Special recognition</b>	N/A

### Lessons Learnt

<b>19. Key lessons and how they will be used and applied</b>	<ol style="list-style-type: none"> <li>1. Early public engagement and a robust communications strategy led to efficiencies in dealing with queries during the project and enabled issues to be resolved prior to implementation;</li> <li>2. Early public engagement and a robust</li> </ol>
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	<p>communications strategy led to efficiencies in dealing with queries during the project and enabled issues to be resolved prior to implementation;</p> <p>3. Detailed planning/programming delivered early notice of estimated workloads and enabled delivery without slippage; and</p> <p>4. The importance of a good handover was critical in the success of the project when changing officers during the project.</p>
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**Appendices**

<b>Appendix A</b>	Detailed Finance Breakdown
<b>Appendix B</b>	General arrangement drawing for approved Option 1
<b>Appendix C</b>	Before/After Photographs
<b>Appendix D</b>	Evening Standard Article on the Project

**Contact**

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## APPENDIX A – DETAILED FINANCE BREAKDOWN

	Original Budget £	Final Revised Budget £	Final Estimated Cost £	Variance £
<b>Fees</b>	31,000	27,317	19,207	8,110
<b>Staff Cost</b>	69,000	81,683	79,906	1,776
<b>Works</b>	0	28,100	12,164	15,936
<b>Contingency</b>	0	20,000	0	20,000
	<b>100,000</b>	<b>157,100</b>	<b>111,277</b>	<b>45,823</b>
<b>Tree planting</b>	0	0	6,650.00	(6,650)
<b>Total</b>	<b>100,000</b>	<b>157,100</b>	<b>117,927</b>	<b>39,173</b>

(\* Accurate as of 04/06/2013)

**APPENDIX B – GENERAL ARRANGEMENT DRAWING**



**APPENDIX C – BEFORE & AFTER PHOTOS**

**BEFORE**

**APPENDIX C – BEFORE & AFTER PHOTOS**

**AFTER**

**APPENDIX D – EVENING STANDRARD ARTICLE ON  
STONECUTTER STREET SCHEME**

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<b>Committees:</b>	<b>Dates:</b>	<b>Item no.</b>
Streets and Walkways Sub-Committee Projects Sub Committee	09/07/2014 22/07/2014	
<b>Subject:</b> Outline Options Appraisal (Gateway 3) – Fleet Buildings & Plumtree Court Highway Improvements	<b>Gateway 3 Options Appraisal</b>	<b>Public</b>
<b>Report of:</b> Director of the Built Environment		<b>For Decision</b>

## Summary

**Project Status:** Green

**Timeline:** Outline Options Appraisal

**Total Estimated Cost:** £2,230,619 million

**Spend to Date:** £N/A

**Overall Project Risk:** Low

In September 2013 a Gateway 2 report was approved by Members. This report outlined the Security & Public Realm improvements to be implemented via a Section 278 agreement in relation to the Fleet Buildings & Plumtree Court redevelopment (London Development) by Farringdon Street Partners Ltd. Within this report Members approved “The development of highways options for Shoe Lane, Stonecutter Street, St Andrews Street, and Plumtree Court”. In line with the planning agreement a working group was established with the developer and key stakeholders.

Subsequent to this approval and objectives agreed with the established working group for this project officers undertook the following tasks:

1. To undertake area wide parking review to demonstrate net gain/loss of parking for weekday and weekend scenarios;
2. Investigations and recommendations for appropriate methods to reduce road danger on Shoe Lane i.e. raised carriageways, inset parking bays, carriageway material and colour variations;
3. Presentation of findings and options to the working group prior to seeking Member authority for proposed highway improvement options; and
4. Completion of Section 278 agreements with both Land Securities (1 New Street Square) and Farringdon St Partners Ltd (London Development) providing certainty of funding available for the proposed highways improvements scheme.

Points 1 and 2 described above were completed in November 2013 via the commissioning of specialist transport consultants, Steer Davies Gleave (SDG). SDG on behalf of the City produced the “City of London, Shoe Lane Quarter Road Safety and Public Realm Study Report November 2013”.

Within the report conclusions were made after extensive traffic, behavioural and movement assessments were undertaken. At the request of the working groups assessments were undertaken for both weekday and weekend scenarios to account for

the differing nature of users for local businesses and attractors in the area i.e. City Temple, St Andrews Church.

#### Surveys Undertaken:

- Pedestrian Movements and Volumes
- Cycle Movements & Volumes
- Vehicle Speed & Classification
- Parking Usage and Capacity
- Conflict Point Identification

These surveys supplemented previous data and recommendations that were made within the Security & Public Realm Improvements report presented to Members (September 2013). The additional survey data enabled officers to further refine the highway improvement options that are presented within this report.

#### Results of Stakeholder consultation

In March 2014 officers reconvened the project working groups to present findings from the Shoe Lane Quarter Road Safety and Public Realm Study Report and seek approval for the final highway improvements options to be considered by Members at the Outline Options Appraisal stage (Gateway 3).

The 4 options outlined within this report were presented to the working groups along with proposed timeframes and the City's processes that will be required prior to delivery. Discussions within the working groups were very positive with all parties being able to express their views on each option and articulate their support for a preferred option to bring before Members at Gateway 3.

As a result of these discussions it was noted that all parties showed a strong preference for the following two options in order of preference:

1. Full Shared Space (Raised Carriageway, No Signs/Lines – Restricted Parking Zone)
2. Raised Carriageway Layout (Raised Carriageway, Signing and Lining Present)

It was felt by the working groups that the above options provide the greatest benefit in terms of road danger reduction and improvements to the public realm. The working groups were also of the opinion that these options would be able to better cope with future growth in pedestrian, and cycle numbers. Working with local businesses and the working groups, the Officers feel that these options would also help to drive down the number of unnecessary vehicle trips in the local as a result of lower traffic speeds and as a consequence of increased pedestrianisation/cycle use in the area. This would enable the creation of defined public realm for the area which would further reinforce pedestrian priority within the Shoe Lane Quarter.

Further to discussions on the preferred highways options Officers reiterated that the highways option approved by Members would be developed in conjunction with the Security & Public Realm proposals to reduce cost and avoid risks associated with the future implementation of utilities, drainage, and management of construction traffic for both the works elements of the project and the construction requirements for both

developments.

As a result of robust investigations and consultations with the project working groups, 4 clear options have been proposed.

Themes common to all options are:

- To create a legible scheme that will define the Shoe Lane Quarter as a coherent whole;
- Improve conditions for the predominant transport modes, notably pedestrians and cyclists;
- Support future pedestrian and cycle growth within the area through good design, and to manage vehicle and cycle speeds;
- Reduce road danger and conflict between modes; and
- Improve the street environment using high quality materials, street furniture and tree planting.

## **Proposed Options**

### **Option 1: Full Shared Space Scheme**

- Full shared surface, using one continuous surface material and completely removing delineation between footway and carriageway. A shared space design approach seeks to reduce the typical highways differentiation between vehicle traffic and pedestrians in order to reduce vehicle dominance and promote pedestrian priority.
- Parking bays are defined by a surface change and enforced by creating a restricted parking zone (RPZ) whereby vehicles can only park in designated bays and nowhere else within the zone unless otherwise directed by supplementary signage.
- Gateway entrance points are created on the boundary streets highlighting localised parking zone restrictions within the area. This greatly reduces the requirement for signage inside the RPZ and eliminates the requirement for lining within the zone.
- Provision of suitable gateway features will encourage a change in driver behaviour within the Shoe Lane Quarter.
- Pedestrian / cycle priority is greatly enhanced with little impact on vehicular movement

### **Option 2: Raised Carriageway Layout**

- A raised carriageway approach seeks to reduce the typical highways differentiation between vehicle traffic and pedestrians in order to reduce vehicle dominance and promote pedestrian priority.
- This type of shared space which has successfully been used in London (including the City) provides a footway and carriageway at the same level with

different material finishes or with a flush kerb to subtly delineate between pedestrian and vehicle zones.

- Signs and lining are present to enforce parking and waiting & loading restrictions.
- Typically a raised carriageway layout is implemented in natural stone to highlight a change in priority whereby vehicles are expected to yield to pedestrians and cyclists.
- Pedestrian / cycle priority is greatly enhanced with little impact on vehicular movement

### **Option 3: Improved Carriageway Layout**

- In this option the carriageway surface would be improved either by the provision of natural stone within the highway or by resurfacing.
- Parking is provided within inset bays in natural stone to increase the amount of pedestrian space available and reduce crossing distances for pedestrians.
- Natural stone contrasts with the asphalt highway and creates a clear delineation between movement zones for pedestrians and vehicles.
- Vehicular priority is retained however, pedestrian movement would be eased and crossing the highway made safer.

### **Option 4: Standard Carriageway Layout**

- It is anticipated that this layout would be finished with an asphalt carriageway and natural stone footways and full height kerbs.
- In areas of the Quarter which already have natural stone within the carriageway this would be retained with repairs undertaken as required. Elsewhere, carriageway and footway resurfacing would refresh the area and produce a clean and consistent finish.
- On street parking bays can be provided throughout the area with the existing level of parking provision retained across the Shoe Lane Quarter.
- A clear and distinct delineation is retained between vehicle space and pedestrian space with carriageway sized to allow for on street waiting and loading where appropriate.
- Vehicular priority is retained with limited improvements to pedestrians, cyclists and the local environment.

It is proposed that Members approve progression of Option 1 as outlined within this report to the detailed design stage (Gateway 4). The approved highways option is to be developed in conjunction with the Security & Public Realm proposals previously approved with both elements of the project being reported back to Members as a combined Gateway 4 report. It can be demonstrated from previous projects in Cannon

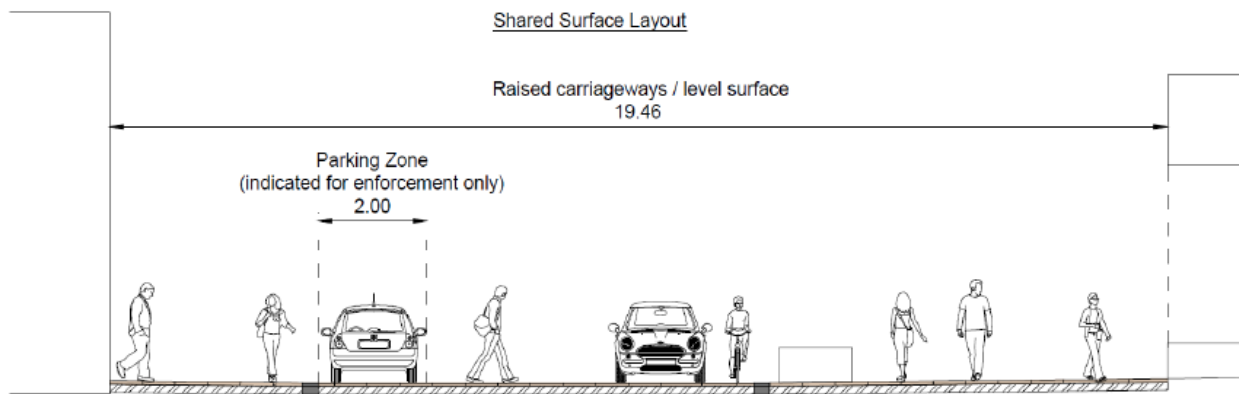


Street and St. Swithins Lane that Option 1 is the most effective method of delivery in this case.

### Summary of Option 1: Full Shared Space Scheme

It is important to recognise the contribution that comprehensive public realm improvements could make to broader aspirations for greatly enhancing the attractiveness of the Shoe Lane Quarter, with benefits that go beyond improving pedestrian movement, and that are able to contribute to the creation of a highly distinctive 'place' with a marketable identity. Such an approach has been successful in promoting other improved areas, such as the Paternoster Square and New Change areas around St Pauls, and in the Regent Street Quadrant in Westminster. As an essentially enclosed area with little through traffic the Shoe Lane Quarter presents a unique opportunity to apply a comprehensive design approach that radically changes the nature of its streets and spaces to achieve similar results. In this regard a high quality shared space design approach would support such a level of change.

An example cross section for a raised carriageway / shared surface layout along Shoe Lane is shown below.



This layout provides a consistent level surface throughout the public realm, as either:

- i) A full shared surface, with a continuous surface material and complete removal of delineation between footway and carriageway.

High quality natural stone or other special coloured surface dressings would be used in the carriageway and high quality paving materials would be introduced throughout. In areas of the Quarter which already have natural stone within the carriageway this would be retained with repairs undertaken as required. It is questionable whether the cost of raising these areas of carriageway is value for money or whether they should be retained at the current level which includes a raised kerb. Cost elements relating to these areas will be investigated during the detailed design (Gateway 4) phase of the project.

Parking bays would be delineated using changes in material, metal studs, or line markings rather than level differences. The delineation between vehicle space and

pedestrian space is minimised with the priority for vehicular traffic reduced.

**Assessment against objectives:**

a) Legibility – Achieved

- By applying a consistent treatment throughout the area a unique identity can be generated. Applying natural stone throughout the carriageway similar to that already installed in the campus will visually unify all streets in the area. This scheme would also enable the provision of courtesy crossings and gateway features at key access points.

b) Pedestrian / cycle improvements – Achieved

- The shared space option will improve pedestrian priority throughout the area. Provision of suitable gateway features will encourage a change in driver behaviour within the Shoe Lane Quarter.

c) Support speed reduction – Achieved

- There is evidence from existing sites within the City that use of special materials (e.g. natural stone or coloured asphalt) within the carriageway can reduce vehicle speed. This measure would therefore be complimentary to the proposed City 20mph limit due for implementation in 2014. Also minimising the delineation between pedestrian and vehicular space can generate a considerable reduction in vehicular speeds.

d) Road danger reduction – Partially achieved

- The provision of a shared space has the potential to reduce vehicle and cycle speeds and improve pedestrian priority. There are some accessibility groups who are concerned that a lack of clear delineation between user's cause's issues particularly for blind pedestrians and therefore a full safety review of this option would be required before implementation.

e) Improvements to the street environment – Achieved

- The enhancement to the highway and public realm offered by the provision of a full shared space or shared surface is a significant step change in quality compared to the other options considered. By taking a more comprehensive design approach a high quality exemplar scheme can be achieved that will be consistent with the high quality of proposed commercial developments in the area.

Due to suppliers already being involved with this project it is intended to raise a waiver for the continued use of the existing surveying and drainage consultants including the main specialist Transport and Landscape Architecture consultants, SDG and Gross Max.

The implementation of highway works will be undertaken by the City's highway term contractor (JB Riney & Co Ltd) in accordance with the Highway Term Contract. The

street trees and soft landscaping elements of the project will be implemented by the Open Spaces department.

The total costs for the project are estimated at £2,230,619 which is to be funded from (See Appendix A):

- Fleet Buildings & Plumtree Court – LCEIW £1,636,475;
- 1 New Street Square – LCEIW - £457,034; and
- 1 New Street Square – Transport - £137,110.

The sums quoted above exclude indexation.

Table 1:

<b>Budget Required</b>	
<b>Description</b>	<b>Amount (£)</b>
Fees	200,000
Staff Costs	50,000
<b>Total Budget</b>	<b>250,000</b>

This will allow for Project Officer time to manage the project, Highways Officer time to audit the detailed designs produced by the appointed consultants, and Assistant Director involvement in his role as Senior Responsible Officer as detailed in table 1.

Table 2:

<b>Funding Sources</b>	
<b>Description</b>	<b>Amount (£)</b>
1 New Street Square – Transport s106	137,110
Fleet Buildings and Plumtree Court – LCEIW S106	112,890
<b>Total Funding</b>	<b>£250,000</b>

This will leave a balance of £1,980,619 available for future Gateway Stages and subsequent implementation of the approved option.

To date, the Section 106 contribution in relation to the planning approval for the Fleet Buildings & Plumtree Court redevelopment has not been received. However, the developer has indicated that the S106 payment outlined above (£1,636,475) will be received shortly.

### **Recommendations**

It is recommended that Members approve:

1. Option 1 at a cost of £250,000 as outlined within this report and progression to the detailed design stage (Gateway 4) subject to the S106 contribution from the Fleet Buildings & Plumtree Court development being received (£1,636,475).
2. The merging of the approved S106 Highways option with the S278 Security & Public Realm proposals and that both elements of the project be reported back to Members as a single project via a Gateway 4 report.
3. Delegated authority be given to the Director of the Built Environment and Head of

Finance to adjust the budget between the elements listed in the fees, staff costs, and between the two (as indicated above), once more robust estimates have been established over the course of the detailed design stage.

**Options Appraisal Matrix**

See attached.

**Appendices**

<b>Appendix A</b>	Budget Breakdown
<b>Appendix B</b>	Outline Options Appraisal (Gateway 3) – Fleet Building & Plumtree Court Public Realm and Security Improvements

**Contact**

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## APPENDIX A – BUDGET BREAKDOWN

<b>Breakdown of Budget Required</b>	
<b>Fees Budget</b>	<b>£</b>
Consultancy Fees	100,000
Radar Surveys	50,000
SuD's Design	50,000
<b>Total Fees Budget</b>	<b>200,000</b>
<b>Staff Budget</b>	
City Transportation	30,000
Highways	15,000
Open Spaces	5,000
<b>Total Staff Budget</b>	<b>50,000</b>
<b>Total Project Budget</b>	<b>250,000</b>

## Options Appraisal Matrix

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 4</i>
<b>1. Brief description</b>	<p><u>Full Shared Space Scheme</u></p> <p>Full shared surface, using one continuous surface material and completely removing delineation between footway and carriageway.</p> <p>Reduce the typical highways differentiation between vehicle traffic and pedestrians in order to reduce vehicle dominance and promote pedestrian priority.</p> <p>Parking bays are defined by a surface change.</p> <p>Creating a restricted parking zone (RPZ) whereby vehicles can</p>	<p><u>Raised Carriageway Layout</u></p> <p>Reduce the typical highways differentiation between vehicle traffic and pedestrians in order to reduce vehicle dominance and promote pedestrian priority.</p> <p>Provides a footway and carriageway at the same level with different material finishes or with a flush kerb to subtly delineate between pedestrian and vehicle zones.</p> <p>Signs and lining are present to enforce parking and waiting &amp; loading restrictions.</p> <p>Raised carriageway</p>	<p><u>Improved Carriageway Layout</u></p> <p>Carriageway surface would be improved either by the provision of natural stone within the highway or by resurfacing.</p> <p>Parking is provided within inset bays in natural stone to increase the amount of pedestrian space available and reduce crossing distances for pedestrians.</p> <p>Natural stone contrasts with the asphalt highway and creates a clear delineation between movement zones for pedestrians and</p>	<p><u>Standard Carriageway Layout</u></p> <p>Carriageway finished with an asphalt carriageway and natural stone footways and full height kerbs.</p> <p>In areas of the Quarter which already have natural stone within the carriageway this would be retained with repairs undertaken as required.</p> <p>On street parking will be retained at the existing level of provision across the Shoe Lane Quarter.</p> <p>A clear and distinct delineation is retained between vehicle space and pedestrian space with carriageway sized</p>

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 4</i>
	<p>only park in designated bays and now where else within the zone unless otherwise directed by supplementary signage.</p> <p>Gateway entrance points highlighting localised parking zone restrictions within the area to reduce the requirement for signage inside the RPZ and eliminates the requirement for lining within the zone.</p> <p>Provision of suitable gateway features will encourage a change in driver behaviour within the Shoe Lane Quarter.</p> <p>Pedestrian / cycle priority is greatly enhanced with little impact on vehicular movement.</p>	<p>layout is implemented in natural stone to highlight a change in priority whereby vehicles are expected to yield to pedestrians and cyclists.</p>	<p>vehicles.</p> <p>Vehicular priority is retained but with improved pedestrian permeability.</p>	<p>to allow for on street waiting and loading where appropriate.</p> <p>Vehicular priority is retained with limited improvements to pedestrians, cyclists and the local environment.</p>

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 4</i>
<b>2. Scope and exclusions</b>	Road danger reduction – Partially achieved	Road danger reduction – Partially achieved	Pedestrian / Cycle improvements – Partially achieved Support speed reduction – Partially achieved Road danger reduction – Partially achieved	Legibility - Partially achieved Pedestrian / cycle improvements – Not achieved Support speed reduction – Not achieved Road danger reduction – Partially achieved Improvements to the street environment – Partially achieved
<b>Project Planning</b>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 4</i>
<b>3. Programme and key dates</b>	- July 2013: Approval at Gateway 3 Highway (S106) proposals; - September 2014 – Begin detailed design of the approved highways option and the Security	- July 2013: Approval at Gateway 3 Highway (S106) proposals; - September 2014 – Begin detailed design of the approved highways option and the Security	- July 2013: Approval at Gateway 3 Highway (S106) proposals; - September 2014 – Begin detailed design of the approved highways option and the Security	- July 2013: Approval at Gateway 3 Highway (S106) proposals; - September 2014 – Begin detailed design of the approved highways option and the Security



	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 4</i>
	<p>&amp; Public Realm proposals;</p> <p>- Early 2015: Gateway 4 Report seeking approvals for the combined scheme;</p> <p>- Mid 2015-2018: Development of the Security, Public Realm, and Highways construction packages;</p> <p>- Implementation: 2016-2020 in line with the development programmes for 1 New St Square and the London Development</p>	<p>&amp; Public Realm proposals;</p> <p>- Early 2015: Gateway 4 Report seeking approvals for the combined scheme;</p> <p>- Mid 2015-2018: Development of the Security, Public Realm, and Highways construction packages;</p> <p>- Implementation: 2016-2020 in line with the development programmes for 1 New St Square and the London Development</p>	<p>&amp; Public Realm proposals;</p> <p>- Early 2015: Gateway 4 Report seeking approvals for the combined scheme;</p> <p>- Mid 2015-2018: Development of the Security, Public Realm, and Highways construction packages;</p> <p>- Implementation: 2016-2020 in line with the development programmes for 1 New St Square and the London Development</p>	<p>&amp; Public Realm proposals;</p> <p>- Early 2015: Gateway 4 Report seeking approvals for the combined scheme;</p> <p>- Mid 2015-2018: Development of the Security, Public Realm, and Highways construction packages;</p> <p>- Implementation: 2016-2020 in line with the development programmes for 1 New St Square and the London Development</p>
<b>4. Risk implications</b>	<p>Medium</p> <p>There could be possible objections from the Guide Dogs Society as they have voiced concerns throughout London when a shared</p>	<p>Low</p>	<p>Low</p>	<p>Low</p>

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 4</i>
	space scheme has been proposed. This will be taken into consideration and addressed through a robust detailed design and review process.			
<b>5. Benefits</b>	<p>Legibility – Achieved</p> <p>Pedestrian / cycle improvements – Achieved</p> <p>Support speed reduction – Achieved</p> <p>Road danger reduction – Partially achieved</p> <p>Improvements to the street environment – Achieved</p>	<p>Legibility – Achieved</p> <p>Pedestrian / cycle improvements – Achieved</p> <p>Support speed reduction – Achieved</p> <p>Road danger reduction – Partially achieved</p> <p>Improvements to the street environment – Achieved</p>	<p>Legibility – Achieved</p> <p>Pedestrian / Cycle improvements – Partially achieved</p> <p>Support speed reduction – Partially achieved</p> <p>Road danger reduction – Partially achieved</p> <p>Improvements to the street environment – Achieved</p>	<p>Legibility - Partially achieved</p> <p>Improvements to the street environment – Partially achieved</p>
<b>6. Stakeholders and consultees</b>	<p>Preferred option for progression to detailed design (Gateway 4) by the project Working Group.</p> <ul style="list-style-type: none"> <li>• TfL,</li> <li>• London</li> </ul>	<p>Approved as a secondary option by the project Working Group.</p>	<p>Rejected as on option to progress by the project Working Group.</p>	<p>Rejected as on option to progress by the project Working Group.</p>

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 4</i>
	Development, <ul style="list-style-type: none"> <li>• Deloitte LLP</li> <li>• St Andrews Church</li> <li>• Knight Frank (Representing River Court Properties Ltd)</li> <li>• City Temple</li> <li>• Land Securities</li> <li>• Hines,</li> <li>• Morley House</li> </ul>			
<b>Resource Implications</b>				
<b>7. Total Estimated cost</b>	£2-2.25 million	£1.5 – 2 million	£500,000 – 1 million	£500,000 – 1 million
<b>8. Funding strategy</b>	Section 106 Transport Improvement Contribution 1 New Street Square: £137,110k Fleet Buildings &	Section 106 Transport Improvement Contribution 1 New Street Square: £137,110k Fleet Buildings &	Section 106 Transport Improvement Contribution 1 New Street Square: £137,110k Fleet Buildings &	Section 106 Transport Improvement Contribution 1 New Street Square: £137,110k Fleet Buildings &

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 4</i>
	Plumtree Court: £112,890k	Plumtree Court: £112,890k	Plumtree Court: £112,890k	Plumtree Court: £112,890k
<b>9. Ongoing revenue implications</b>	<p>- A one off maintenance payment will be retained from the S106 contribution to cover the cost of soft landscaping over a 10 year period with further funds retained to cover the cost of long life materials i.e. natural stone finishes, carriageway surfaces.</p> <p>- Costs will be confirmed at Gateway 4</p>	<p>- A one off maintenance payment will be retained from the S106 contribution to cover the cost of soft landscaping over a 10 year period with further funds retained to cover the cost of long life materials i.e. natural stone finishes, carriageway surfaces.</p> <p>- Costs will be confirmed at Gateway 4</p>	<p>- A one off maintenance payment will be retained from the S106 contribution to cover the cost of soft landscaping over a 10 year period with further funds retained to cover the cost of long life materials i.e. natural stone finishes, carriageway surfaces.</p> <p>- Costs will be confirmed at Gateway 4</p>	<p>- A one off maintenance payment will be retained from the S106 contribution to cover the cost of soft landscaping over a 10 year period with further funds retained to cover the cost of long life materials i.e. natural stone finishes, carriageway surfaces.</p> <p>- Costs will be confirmed at Gateway 4</p>
<b>10. Affordability</b>	The proposals are fully funded through the Section 106 agreements associated with the London and 1 New Street Square	The proposals are fully funded through the Section 106 agreements associated with the London and 1 New Street Square	The proposals are fully funded through the Section 106 agreements associated with the London and 1 New Street Square	The proposals are fully funded through the Section 106 agreements associated with the London and 1 New Street Square

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 4</i>
	developments.	developments.	developments.	developments.
<b>11. Procurement strategy</b>	<p>- Raise a waiver for the continued use of the specialist Transport and Landscape Architecture consultants, SDG and Gross Max.</p> <p>- Highway works will be undertaken by JB Riney in accordance with the Highway Term Contract.</p> <p>- Street trees and soft landscaping will be implemented by the Open Spaces department.</p>	<p>Raise a waiver for the continued use of the specialist Transport and Landscape Architecture consultants, SDG and Gross Max.</p> <p>- Highway works will be undertaken by JB Riney in accordance with the Highway Term Contract.</p> <p>- Street trees and soft landscaping will be implemented by the Open Spaces department.</p>	<p>Raise a waiver for the continued use of the specialist Transport and Landscape Architecture consultants, SDG and Gross Max.</p> <p>- Highway works will be undertaken by JB Riney in accordance with the Highway Term Contract.</p> <p>- Street trees and soft landscaping will be implemented by the Open Spaces department.</p>	<p>Raise a waiver for the continued use of the specialist Transport and Landscape Architecture consultants, SDG and Gross Max.</p> <p>- Highway works will be undertaken by JB Riney in accordance with the Highway Term Contract.</p> <p>- Street trees and soft landscaping will be implemented by the Open Spaces department.</p>
<b>12. Legal implications</b>	<p>Traffic management Orders; and</p> <p>in developing the detailed design and programme, regard must</p>	<p>Traffic management Orders; and</p> <p>in developing the detailed design and programme, regard must</p>	<p>Traffic management Orders; and</p> <p>in developing the detailed design and programme, regard must</p>	<p>Traffic management Orders; and</p> <p>in developing the detailed design and programme, regard must</p>

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 4</i>
	be had to the City's street works co-ordination duties and competing demands for highway space.	be had to the City's street works co-ordination duties and competing demands for highway space.	be had to the City's street works co-ordination duties and competing demands for highway space	be had to the City's street works co-ordination duties and competing demands for highway space
<b>13. Recommendation</b>	Recommended	Not recommended	Not recommended	Not recommended
<b>14. Next Gateway</b>	Gateway 4a - Inclusion in Capital Programme	Gateway 4a - Inclusion in Capital Programme	Gateway 4a - Inclusion in Capital Programme	Gateway 4a – Inclusion in Capital Programme
<b>15.</b>	Gateway 4b – Approval of the Court of Common Council. * This is required due to both the S106 and S278 projects being merged and estimated costs exceeding £5 million	Gateway 4b – Approval of the Court of Common Council. * This is required due to both the S106 and S278 projects being merged and estimated costs exceeding £5 million	Gateway 4b – Approval of the Court of Common Council. * This is required due to both the S106 and S278 projects being merged and estimated costs exceeding £5 million	Gateway 4b – Approval of the Court of Common Council. * This is required due to both the S106 and S278 projects being merged and estimated costs exceeding £5 million
<b>16. Resource requirements to reach next Gateway</b>	<u>Staff Costs: 50k</u> £30,000 – City Transportation £15,000 – Highways £5,000 – Open Spaces	<u>Staff Costs: 50k</u> £30,000 – City Transportation £15,000 – Highways £5,000 – Open Spaces	<u>Staff Costs: 50k</u> £30,000 – City Transportation £15,000 – Highways £5,000 – Open Spaces	<u>Staff Costs: 50k</u> £30,000 – City Transportation £15,000 – Highways £5,000 – Open Spaces

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 4</i>
	<u>Fees:</u> £200,000 – Transport/Landscape Architect, Utilities, Topographic and Radar Survey Costs	Fees: £200,000 – Transport/Landscape Architect, Utilities, Topographic and Radar Survey Costs	Fees: £200,000 – Transport/Landscape Architect, Utilities, Topographic and Radar Survey Costs	Fees: £200,000 – Transport/Landscape Architect, Utilities, Topographic and Radar Survey Costs
<b>17. Funding source to reach next Gateway</b>	Combination of Section 106 funding from the 1 New Street Square and London Developments	Combination of Section 106 funding from the 1 New Street Square and London Developments	Combination of Section 106 funding from the 1 New Street Square and London Developments	Combination of Section 106 funding from the 1 New Street Square and London Developments

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<b>Committee(s):</b>	<b>Date(s):</b>	<b>Item no.</b>
<b>Streets &amp; Walkways Projects Sub</b>	<b>16<sup>th</sup>September 2013 25<sup>th</sup>September 2013</b>	
<b>Subject:</b> Outline Options Appraisal (Gateway 3) – Fleet Building & Plumtree Court Public Realm and Security Improvements		<b>Public</b>
<b>Report of:</b> Director of the Built Environment		<b>For Decision</b>

### Summary

#### Dashboard

**Project Status:** Green  
**Timeline:** Outline Options Appraisal  
**Total Estimated Cost:** £8.7 million  
**Spend to Date:** £49,323  
**Overall Project Risk:** Low

#### Context

The developer of the Fleet Building & Plumtree Court (Farringdon Street Partners Limited) has asked the City for outline option approvals for the public realm and security elements presented within this report. The Section 106 (Highways & Public Realm) and Section 278 (Security & Public Realm) will provide the funding mechanism for the project which relate to security, public realm, and highways improvements in the vicinity of the development, which is bounded by Shoe Lane, Plumtree Court, Stonecutter Street, and Farringdon Street. The Section 106 and Section 278 funding and works boundaries as approved at the planning stage can be found in Appendix 1 (application number 12/01225/FULEIA).

Member approvals for the security and public realm elements will enable the developer and the City to enter into Section 106 and Section 278 legal agreements, with the confidence that the Security standoff and proposed kerb line locations for the project have been approved, prior to the progression of both the development and project. This will ensure that no costly abortive work is carried out.

This Gateway 3 report seeks approval for the design development that has taken place in relation to the security and public realm enhancement proposals, presented to Members at Gateway 2 (February 2013). The report has combined the highways, public realm and security elements. It can be demonstrated from previous projects in Cannon Street and St. Swithins Lane that this is the most effective method of delivery.

The proposed public realm enhancement aspects of the scheme are in line with the City's strategies for creating safe sustainable streets and increasing the biodiversity of the City, climate change mitigation and air quality improvements. Meetings have been had with key local stakeholders, with the scheme being well received by all concerned. The design proposals are attached as Appendix 2 to this report.

The future highways design elements will be presented to Members at Gateway 4 and will also

further assist the delivery of the City's Road Danger Reduction Plan. Road Danger has already been reduced through the closure of Stonecutter Street to vehicular traffic, at its junction with Farringdon Street.

#### Brief description of project

The primary aim of the project is to deliver public realm improvements around the perimeter of the development, which integrates a British Standard PAS 68/69 rated security scheme. The security and associated public realm improvements are to be delivered via a Section 278 agreement, whereby the developer is to fund all evaluation, design, and implementation costs at no financial risk to the City. The proposed security scheme will provide a secure perimeter around the Fleet Building & Plumtree Court development on all frontages thus enabling protection from vehicle borne improvised explosive devices. To meet the developer's security requirements, certain benches, planters and bollards that form the protective perimeter are to be specified as security rated and to the appropriate British Standard. This will provide a 'stand-off' perimeter around the building that will withstand the impact of, and restrain vehicles impacting at speed. This design will also need to be submitted for approval under conditions 16a, 20, and 23 of the draft planning permission for the development.

The security and public realm enhancement proposals also include the management of 'Access Only' streets in Stonecutter Street and Plumtree Court. Traffic Management Orders (TMO's) have already been made, which restrict vehicular access to only those requiring access. The current intention for managing access is for rising bollards to be placed at the western end of Stonecutter Street and Plumtree Court. Bollards in Stonecutter Street are to generally remain in the "down" position, being raised under circumstance defined by the City Police, with the proposed bollards in Plumtree Court being maintained in the "up" position. This will meet the developer's requirement for a secure perimeter around the development and assist with the safe management of vehicles servicing adjacent properties on Plumtree Court. It is proposed that access would be managed by a designated agent on behalf of the City as Highway Authority. The full costs of the installation of the bollards and access management is to be met by the developer under the conditions of the Section 278 agreement. Similar contractual arrangements are already in place in Shoe Lane and St Swithins Lane, for the management of access on behalf of the City as Highway Authority.

A secondary aim linked to this project (to be funded via a Section 106 agreement) is to deliver a revised highway layout on Shoe Lane, Stonecutter Street, St. Andrews Street and Plumtree Court. The revised layout will involve taking excess carriageway space to create widened footways, tree and other planting, repaving with York Stone, replacing and possibly raising the carriageway surface and providing seating on specially designed sculptural and accessible benches including general seating around the development. All proposals will ensure that the street environment is improved and that designs will cater for the predicted growth in cycling and pedestrians, and make effective use of the local streets for local needs, without detrimental impact on the operation or safety of the surrounding highway network. It is proposed that options regarding the layout and design of the highways around the development would continue to be developed through local stakeholder working group meetings and be presented to Members at Gateway 4.

## Options

Only one scheme option for the area covered by the Section 278 is being presented, as this option is the one being put forward by the developer and is the one that they are prepared to fund. This scheme is illustrated in Appendix 2 of this report. Three options for the wider highway improvements within the Section 106 area are

1. Raised carriageways surrounding the development with inset parking bays with the potential creation of a shared space at the junction of Shoe Lane and Stonecutter Street;
2. Carriageways at existing levels with inset parking bays; and
3. Carriageways and parking bays to remain at existing levels, without inset parking

The funding is summarised in the table below:

	<b>Security &amp; Public Realm Improvements £</b>	<b>Highways Improvements £</b>
Total Estimated Cost	*£5 to £7 million	*£1,636,476 - Options estimates to be provided at Gateway 4
Likely Funding Strategy	To be fully funded by the developer via a S278 agreement related to the Fleet Building & Plumtree Court development	S106 agreement related to the Fleet Building & Plumtree Court development

Note: Full details of all of the funding boundaries are available in Appendix 1 of this report.

\*Detailed utilities diversion costs have not been included in the total estimated Section 106 and Section 278 scheme costs. Costs will be established in relation to the final scheme and building design(s) and associated utility relocation estimates provided by Utility companies (Gateway 5) prior to implementation 2018-2020.

## **Recommendations**

Option(s) recommended to develop to next Gateway

It is recommended that Members approve:

1. The proposed security and public realm design contained within this report (Appendix 2) and progression to the detailed design stage (Gateway 4) (implementation to be subject to the making of any necessary Traffic Management Orders);
2. The development of highways options for Shoe Lane, Stonecutter Street, St Andrews Street, and Plumtree Court; and

3. The Comptroller and City Solicitor entering into legal agreements, under Section 106 & 278 of the Town and Country Planning Act 1980, with Farringdon Street Partners Limited.

### Next Steps

Should the recommendations within this report be approved, the City and the developer will enter into a combined Section 106 and 278 agreement. Upon signing of the combined Section 106 and 278 agreements the City will progress to the detailed design stage for the recommended security and public realm design, with highways design options being developed and presented to Members at the next Gateway;

Consultation on highways design options is to be carried out in conjunction with the already established local stakeholder working group, prior to reporting back to Members at Gateway 4 with the detailed design for the security and public realm improvements and options, as agreed by the stakeholder working group relating to highways design and improvements.

### Resource requirements to reach next Gateway and source of funding

The current total approved budget is £100,000 (fully funded by Farringdon Street Partners Limited) with an estimated expenditure of £49,323 as of 27 August 2013, as per the breakdown in the table below. This has included the appointment of independent transportation consultant to act on behalf of the City, and Project Officer and Assistant Director time to lead and manage the project.

Project Name	Budgets	Spend to Date	Remaining
Fleet & Plumtree Court Public Realm & Security			
Project Number - 16800075			
PreEv P&T Staff Costs	£40,000	£19,749	£20,251
PreEv Highways Staff Costs	£5,000	£1,169	£3,831
PreEv Open Spaces Staff Costs	£5,000	£455	£4,545
PreEv P&T Fees	£50,000	£27,950	£22,050
<b>Total</b>	<b>£100,000</b>	<b>£49,323</b>	<b>£50,677</b>

Taking into account the transfer of the estimated underspend on the approved budget (detailed in the table above) to the Section 278 and detailed design stage, the additional budgetary requirement to reach the next Gateway is a total of £116,000. This is set out in the table below. This requirement will be fully met through the Section 278 (£5 to 7 million) agreements, related to the Fleet Building & Plumtree Court development. This will allow for expenditure of fees on appointed Landscaping and Transportation consultants, Project Officer time to manage and lead the design process, Highways Officer time to manage the detailed design elements, and Assistant Director involvement in his role as Senior Responsible Officer.

Fleet & Plumtree Court Public Realm & Security	Budgets
PreEv P&T Staff Costs	£50,000
PreEv Highways Staff Costs	£5,000
PreEv Open Spaces Staff Costs	£5,000
PreEv P&T Fees	£56,000
<b>Total</b>	<b>£116,000</b>

Plans for consultation prior to the next Gateway report

It is proposed to continue with the local stakeholder working group which was established at Gateway 2. This will enable highways design options to be developed in the best interests of the Shoe Lane area as a whole and for the detailed design of the security and public realm to be completed. This is expected to consist of meetings to outline proposals, taking into account any concerns or issues raised. Any comments or feedback will be considered for inclusion in the detailed design process and will be reported at the next Gateway.

Tolerances

All costs are to be funded by the developer including any excess of the Section 278 estimate should they be necessary. The Section 106 funded highway improvements are within a set budget. More detail will be set out on the tolerances and risk management relating to those tolerances in the Gateway 4 report.

**Main Report**

Overview

<p><b>1. Evidence of Need</b></p>	<p>This project is being delivered in order to:</p> <p>Provide security measures along the perimeter of the development at the developer's request and in line with the scheme shown when the development was approved by Committee</p> <p>The project will accommodate the forecast increase in pedestrian and cycle flows through the area. Coupled with the reduction of through traffic achieved by the recent the closure of Stonecutter Street, it will deliver a reduction in road danger for the area whilst also enhancing the quality of the streetscape.</p> <p>By securing Member approvals for the security and public realm elements at this Gateway, it will enable both the developer and the City to enter into Section 106 and Section 278 legal agreements with the</p>
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	<p>confidence that no costly abortive design works will take place. Key risks (i.e. Security standoff, Kerb line locations) of the project will also have been accounted for prior to the progression of both the development the project as a whole.</p> <p>The Section 106 and 278s agreement between the developer and the City is currently in draft format and is to be refined and finalised should this report be approved.</p> <p>As shown in the funding boundaries plan (Appendix 1) the legal agreements will state that the Section 106 contributions (Shown in Appendix 1 via the red line – boundary - Costs to be reported at Gateway 4) will be directed towards highways and public realm enhancement works on Shoe Lane, Stonecutter Street, St.Andrews Street, Plumtree Court with the required security and public realm improvements being funded via the Section 278 agreement (Shown in Appendix 1 via the blue line – boundary) and being focused around the perimeter of the development (estimated to be in the region of £5 to £7 million).</p> <p>Note: Section 106 and 278 funding for works to Farringdon Street fall outside of the scope of this project and are to be negotiated separately between TfL and the developer.</p>
<p><b>2. Success Criteria</b></p>	<ul style="list-style-type: none"> <li>• Deliver a British Standard PAS 68/69-rated security scheme around the perimeter of the development;</li> <li>• Deliver a revised highway layout that integrates security measures and public realm improvements, as well as catering for all users of the public highway;</li> <li>• Ensure that the security and highway changes are incorporated into a wider environmental enhancement design that improves the appearance and function of the area as a whole;</li> <li>• Accommodate the safe and efficient movement of all road users;</li> <li>• Reducing road danger;</li> <li>• Tree planting as climate change mitigation;</li> </ul>

	<ul style="list-style-type: none"> <li>• Improved street environment (above the neutral impact benchmark set for schemes that install security infrastructure on street;</li> <li>• Securing Farringdon Street Partners Limited commitment to this City location.</li> </ul>
<b>3. Project Scope and Exclusions</b>	<p>The project area is split along a boundary with Transport for London (TfL). The current demarcation point is the eastern end of Stonecutter Street and Plumtree court at their junction with Farringdon Street.</p> <p>All elements on Farringdon Street fall outside the scope of this project.</p> <p>The project will deliver a security scheme for all City frontages except Farringdon Street for which TfL are the highway authority. Highway, security and public realm improvements on Farringdon Street are however subject to separate negotiations between TfL and the developer, with the City being a key stakeholder and forming part of the consultation and approvals process for all proposed measures.</p>
<b>4. Link to Strategic Aims</b>	<p><i>Aim 1: To support and promote ‘The City’ as the world leader in international finance and business services</i></p> <p>The project will improve the public realm in the vicinity of the Fleet Building &amp; Plumtree Court development in one of the City’s primary business clusters.</p> <p><i>Aim 2: To provide modern, efficient and high quality local services and policing within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes</i></p> <p>The City’s working population is expected to grow by 89,000 from 2007 to 2026. The improvements will provide more accessible routes between offices and public transport interchanges (including Crossrail), destinations for workers at lunchtime and cultural and leisure facilities.</p>
<b>5. Within which category does the project fit</b>	Fully reimbursable.
<b>6. What is the priority of the project?</b>	Desirable
<b>7. Governance</b>	Following Committee approval at Gateway 1-2 a project

<p><b>arrangements</b></p>	<p>working group was set up to provide high level direction and governance for the project. The project working group is made up of representatives from the City, Farringdon Street Partners Limited, and Transport for London. This allows a far higher degree of transparency for security, public realm, and highways designs and their development than would otherwise be possible.</p> <p>Subsequent to the establishment of the project working group with the developer, a local stakeholder working group was established to act as an active consultation body for area wide improvements. This group is led by the City of London and includes representatives from TfL, the developer, Deloitte LLP, St Andrews Church, Knight Frank (Representing River Court Properties Ltd), City Temple, Land Securities, Hines, and Morley House. The stakeholder working group will be maintained under the conditions of the Section 278 agreement for the purpose of establishing and ensuring the needs of local businesses, residents and key stakeholders are met.</p>
<p><b>8. Resources Expended To Date</b></p>	<p>Fees - £27,950 Staff costs - £21,373 <b>Total - £49,323</b></p> <p>All costs so far have been met entirely by the developer.</p> <p>The fees costs incurred to date are in relation to consultants being appointed to develop the highways and transportation elements of the project.</p> <p>The staff costs incurred to date primarily relates to design input for the security and public realm proposals and preliminary consultation meetings with local stakeholders and businesses and progressing with the various aspects of the transport assessments and highways designs.</p> <p>A breakdown of the resources expended to date is shown above.</p>
<p><b>9. Results of stakeholder consultation to date</b></p>	<p>In order to ensure local stakeholders and businesses were engaged from the inception of the project the City made initial contact and arranged meetings to discuss the current position, decision making process, and overall aims and objects for the project. Subsequent to the initial stakeholder meetings, the developer, at their own risk, undertook a design review of the security and public realm designs in conjunction with City officers. Changes were made to those presented at Gateway 2</p>



and the planning stage with a view to making significant improvements for the benefit of the local community and the development . Following the design development undertaken by the developer, two working group meetings were arranged in early August to present revised designs based on stakeholder comments and to seek in principal approvals for the revised designs presented in this report.

The information presented at the inception meetings was well received by all parties who commented that they could see the major benefits that the project will bring to the area in terms of public realm and highways improvements, and were happy that they would have a continued involvement in the design development and decision making process. One of the main points that was communicated and noted by the City was that businesses and stakeholders would like to see a continued and coordinated approach to improvements, not only in the vicinity of the development but to the wider area.

Businesses and Stakeholders that constitute the Stakeholder Working Group:

- Transport for London
- Farringdon Street Partners Limited (developer)
- Deloitte LLP
- St Andrews Church
- Knight Frank (Representing River Court Properties Ltd)
- City Temple
- Land Securities
- Hines
- Morley House
- Highways Team (DBE)

Conclusions from the Stakeholder Working Group Meetings:

In principle agreements for the following (Subject to detailed design):

- Security elements i.e. standoff, bollard type (CoL Spec), planters;
- Proposed public realm improvements around the development (Section 278);
- Rising bollard and access protocols; and
- Proposed improvements to road safety, parking, and cycle hire parking locations.

	<p>Conditions set by the working group that will require further information to be provided prior to Gateway 4:</p> <ul style="list-style-type: none"> <li>• Area wide parking review to demonstrate net gain/loss of parking for weekday and weekend scenarios;</li> <li>• Investigations and recommendations for appropriate methods to reduce road danger on Shoe Lane i.e. raised carriageways, inset parking bays, carriageway material and colour variations; and</li> <li>• Presentation of findings and options to the working group prior to seeking Member authority for proposed highway improvement options.</li> </ul>
<p><b>10. Consequences if project not approved</b></p>	<p>Should the recommendations within this report not be approved there is the possibility that the developer would review their City accommodation strategy, risking their long term presence in the City. The environmental improvements and investment provided by the developer in improved streets around their building would also be lost.</p>

**Outline Options Appraisal**

<p><b>11. Commentary on the options considered</b></p>	<p>This section sets out and explains the design development that has taken place for the Section 278 area and the on-going options development for the Section 106 area. Proposals for both the Section 106 &amp; 278 have developed through stakeholder consultation and assessments of the impact they will have on the local area. This process will continue through to detailed design</p> <p>The design process for the security and public realm improvements has been fully funded by the developer and can be seen as a significant improvement from the proposals presented to Members at Gateway 2 (Appendix 1).</p> <p>All security, public realm, and highways improvement proposals have placed a priority on enhancing the pedestrian environment, whilst maintaining or improving the existing functionality of the streets. This includes the retention of current levels of taxi and pay &amp; display parking. All proposals include the provision of new street trees on Shoe Lane and Stonecutter Street. However, trees are not proposed on Plumtree Court due to the narrow nature of the street where it would</p>
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prove impractical to propose such features.

The design to date has been led by security, landscape architecture and highway consultancies instructed and paid for by the developer. The City engaged its own transport consultant to ensure that the proposals meet the needs of the City, both aesthetically and practically. The security scheme consists of bollards and planters, both of which are required to comply with British Standard PAS68 (Impact test specifications for vehicle security barriers) and British Standard PAS 69 (Guidelines for the specification and installation of vehicle security barriers).

The bollards follow the kerb line and form of the building around the perimeter of the development. PAS68 security rated planters are proposed to be interspersed with the bollards and will contain planting in order to provide a balance between function and place. Following the development of an appropriate security scheme it was necessary to identify a new carriageway alignment based on the required stand-off distance between the security elements and the building; this distance was identified following the developers consultation with the Centre for the Protection of National Infrastructure and the City of London Police. The maintenance of all security infrastructure and associated planting (including a full irrigation system) will be paid for by the developer through provisions in the S.278 agreement.

The highways improvement scheme will form the basis for the development of options to enhance the environment around the development and in the wider area. The highways design will be developed in relation to the proposed security standoff and public realm features and in line with recommendations from the stakeholder working group. The area with the greatest change taking place will be Stonecutter Street, where the design will focus on pedestrian and cycle use, with only vehicles that have legitimate access purposes being accommodated. Changes to Stonecutter Street can be seen in Appendix 2.

The highways improvement scheme will be led by City with specialist input from an independent transport consultancy instructed by the City. Highways design options are to be presented in detail to Members at Gateway 4. To date extensive pedestrian, cycle, and traffic surveys have been undertaken which will enable the City to develop and successfully integrate all elements of the project.

	<p>Note: Surveys were taken prior to the closure of Stonecutter Street, post Stonecutter Street closure, and pre Holborn Circus works. Surveys included classified traffic counts (including cyclists), pedestrian counts and desire lines, speed surveys and kerbside activity.</p> <p>As a result of preliminary investigations and consultations, three clear options have come to the fore that will be investigated in conjunction with an area wide parking survey and presented in detail to Members at Getaway 4. These are:</p> <ol style="list-style-type: none"> <li>1. Raised carriageways surrounding the development with inset parking bays with the potential creation of a shared space at the junction of Shoe Lane and Stonecutter Street;</li> <li>2. Carriageways at existing levels with inset parking bays; and</li> <li>3. Carriageways and parking bays to remain at existing levels, without inset parking.</li> </ol> <p>Evaluation of the options will also include quality aspects of the scheme and the choices of materials that are deliverable within the budget and appropriate to the area.</p> <p>Detailed design development will take in to account the access issues presented by the slopes and steps and street furniture etc. This will be undertaken to ensure an accessible design is presented at Gateway 4.</p> <p>Note: Improvements to parking in the wider area and the pedestrianisation of Stonecutter Street (except for cycles and other vehicles which have legitimate access purposes) are common to all options. Each option will be considered within the context of an area parking survey.</p> <p>Future decisions relating to above options, road safety improvements and material types on Shoe Lane, Plumtree Court, and Stonecutter Street will be as a result of robust assessments of pedestrian flows, desire lines, and the traffic and speed calming effect this will have on both cyclists and vehicles in the area.</p>
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**Information Common to All Options**

<p><b>12. Key benefits</b></p>	<ul style="list-style-type: none"> <li>• A revised kerb layout that facilitates the inclusion of security measures (i.e., bollards and planters) along the perimeter of the development;</li> <li>• Improved carriageways on Shoe Lane, Plumtree Court, and Stonecutter Street which meets current cycle and pedestrian desire lines and</li> </ul>
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	<p>future pedestrian/cycle forecasts;</p> <ul style="list-style-type: none"> <li>• Improved carriageways on Shoe Lane, Plumtree Court, and Stonecutter Street;</li> <li>• Improved traffic calming traffic</li> <li>• Improved pedestrian crossing points to improve safety and accessibility;</li> <li>• The introduction of new street trees on Shoe Lane and Stonecutter Street;</li> <li>• A consistent street scene throughout the area using high quality materials, and</li> <li>• An accessible environment for all users.</li> </ul>
<p><b>13. Estimated programme and key dates</b></p>	<ul style="list-style-type: none"> <li>• September 2013: Approval at Gateway 3 for Security &amp; Public Realm (S106 and 278) proposals;</li> <li>• 2013-Early2014: Working in conjunction with the Working Group - Development of Highways options and detailed design of S278 proposals;</li> <li>• Mid 2014: Gateway 4 Report seeking approvals for Highways proposals;</li> <li>• Late 2014-2018: Development of the Security, Public Realm, and Highways construction packages</li> <li>• Implementation: 2018-2020</li> </ul>
<p><b>14. Potential risk implications</b></p>	<p><i>Should Members not approve the recommendations within this report there is a possible risk to corporate reputation:</i></p> <p>The developer would review their City accommodation strategy, risking their long term presence in the City. The environmental improvements and investment by Farringdon Street Partners for improved streets around their building would be lost.</p> <p><i>The design does not meet the needs of all stakeholders:</i></p> <p>Continued local stakeholder engagement through a formal Working Group will take place following approval of the preferred option(s) and will be maintained until the estimated completion of the project in 2018. It is envisaged that by undertaking this process the City will be able to provide a design that meets the needs of local businesses, stakeholders and users.</p> <p><i>Utilities relocation costs may exceed the allocation secured under Section S106 of the Town and Country Planning Act:</i></p> <p>Existing utility installations below highway are likely to</p>

	<p>conflict with locations needed for foundations for preferred tree planting positions. The design will be amended where possible to avoid/minimise utility diversions. However extensive relocation costs may lead to S106 design elements preferred by the City not being implemented.</p> <p><i>Highways Improvement costs may exceed the allocation secured under Section S106 of the Town and Country Planning Act:</i></p> <p>Costs may lead to S106 design elements preferred by the City not being implemented. The City will utilise S106 funds from local developments to ensure that the area as a whole receives a coordinated approach to the implementation of a high quality public realm.</p> <p><i>Bespoke Security planters do not conform to PAS 68/69 standards:</i></p> <p>The special security rated planters and benches being proposed will need to pass crash rating tests and be certified to BS PAS 68 before installation. Failure will require a redesign of the proposal to specify rated infrastructure.</p> <p><i>Implementation is subject to Traffic Management Orders:</i></p> <p>TMO's are subject to a separate statutory process including consultation, the outcome of which cannot be prejudged.</p> <p><i>Highway structures protection needs to be maintained.</i></p> <p>The layout of the Plumtree Court/ Farringdon Street Junction will to reflect the new layout of the Farringdon Street Bridge protection installed recently.</p> <p>The security bollards and planters in shoe lane will need to be designed to avoid the Pipe Subway and lateral connections to the development.</p> <p>Tree planting will require root barriers and also need to avoid the laterals to the Pipe Subway.</p>
<p><b>15. Anticipated stakeholders and consultees</b></p>	<ul style="list-style-type: none"> <li>• Transport for London</li> <li>• Farringdon Street Partners Ltd (developer)</li> <li>• Deloitte LLP</li> <li>• St Andrews Church</li> <li>• Knight Frank (Representing River Court Properties Ltd)</li> <li>• City Temple</li> </ul>

	<ul style="list-style-type: none"> <li>• Land Securities</li> <li>• Hines</li> <li>• Morley House</li> <li>• Chamberlain</li> <li>• Access Team</li> <li>• Local businesses</li> <li>• Cyclist groups</li> </ul>
<p><b>16. Legal implications</b></p>	<p>In order to ensure that the City can continue to fulfil its statutory duties, the City retains full discretion to consider the introduction of alternative traffic arrangements (either temporary or permanent) on the affected public highway should this be necessary in the future, in the event of changed circumstances, giving rise to the need for it to properly exercise its relevant functions as the traffic and highway authority.;</p> <p>In exercising its highway and traffic functions the City must have regard, inter alia, to its duty to assert and protect the rights of public use and enjoyment of public highway (S.130 Highways Act 1980); its duty to secure the expeditious, safe and convenient movement of traffic (having regard to effect on amenities) (S.122 Road Traffic Regulation Act 1984); its duty to secure the efficient use of the road network avoiding congestion and disruption (S.16 Traffic Management Act 2004), and the co-ordination of street works (S.91 New Roads and Street Works Act 1991).</p> <p>The design for the security measures will also need to be submitted for approval under conditions 16a, 20, and 23 of the draft planning permission for the development.</p> <p>All other legal implications are included in the body of the report</p>
<p><b>17. HR implications</b></p>	<p>None.</p>
<p><b>18. Anticipated source(s) of funding – capital and revenue</b></p>	<p>The proposals are to be fully funded through the Section 106 and Section 278 agreements associated with the development. The funding of the project is split between the two agreements.</p> <p>The aspects which are proposed to be funded through the Section 106 agreement (indicatively shown in Appendix 1 are:</p> <ul style="list-style-type: none"> <li>• Widened footways and raised carriageways on Plumtree Court, Shoe Lane, St. Andrews Street and Stonecutter Street;</li> <li>• Trees, planting and associated material within planters.</li> </ul>

	<ul style="list-style-type: none"> <li>• Carriageway and road safety improvements and resurfacing on Stonecutter Street, Shoe Lane, and Plumtree Court;</li> <li>• Major public realm improvements on Stonecutter Street;</li> <li>• Additional paving and lighting in the above locations; and</li> </ul> <p>The aspects of the project that are proposed to be funded through the Section 278 agreement are:</p> <ul style="list-style-type: none"> <li>• PAS 68 security bollards and planters around the perimeter of the development;</li> <li>• Trees, planting and associated material within the planters;</li> <li>• Creation of an access only area in Plumtree Court and minor footway realignment ;</li> <li>• Creation of an access only area in Stonecutter Street;</li> <li>• Widened footways (including security bollards) on Stonecutter Street; and</li> <li>• Additional paving and lighting in the above locations.</li> <li>• Adjustments to the security checkpoint in St.Andrews Street</li> </ul> <p>To ensure a coordinated approach is taken to area wide improvements the project would be coordinated closely with the environmental improvements envisaged around the Land Securities development at 75-76 Shoe Lane, funded from the associated Section 106. A full cost breakdown will need to be agreed with the developer and will form part of the Gateway 4 report</p>
<p><b>19.Affordability</b></p>	<p>Section 278 - The security and public realm improvements costs outlined in this report are to be met in full by the developer at no risk to the City.</p> <p>Section 106 – Costs and risks to be reported at the next Gateway. Officers are also considering how this coordinates with other developments and associated Section 106 &amp; 278 agreements in the area.</p>
<p><b>20.Next steps</b></p>	<p>Should the recommendations within this report be approved the City and the developer will enter into a combined Section 106 and 278 agreement with the City;</p> <p>Upon signing of the combined Section 106 and 278 the City will progress to the detailed design stage of the recommended security and public realm design with highways design options being presented to Members at the next Gateway;</p>



	<p>Consultation on highways design options is to be carried out with the Working Group concurrent with the early stages of the detailed design for the approved security and public realm enhancement proposals; and</p> <p>Report back to Members at Gateway 4 with the detailed design for the security and public realm improvements and options, as agreed with the Working Group relating to the highways design.</p>
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**Appendices**

<b>Appendix 1</b>	Section 106 and Section 278 Initial Design Inclusive of Funding/Works Boundaries
<b>Appendix 2</b>	Improved Security & Public Realm Proposals

**Contact**

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