

## Appendix 4 – S106 funding allocation recommended for City Cluster Phase 1 work.

‘Review of projects within the Built Environment Directorate – subject to approval’

<p><i>Corporate Priorities Board</i>  <i>Corporate Projects Board</i>                  Resource Allocation Sub Committee for decision                  Planning and Transportation Committee for decision                  Project Sub Committee for decision</p>	<p>19<sup>th</sup> June 2019                  28<sup>th</sup> June 2019                  4<sup>th</sup> July 2019                  9<sup>th</sup> July 2019                  19<sup>th</sup> July 2019</p>
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## Appendix 4 - Details of S106 deposits to be allocated

Proposed S106 funding allocations					
			TOTALS	£3,917,517.78	£3,917,517.78
Suggested Allocation	HOT	Status	Development	Balance	Total additional funding
<b>City Cluster Vision Phase 1 Implementation – (incorporating City Cluster and Fenchurch Street Healthy Street Plan)</b>	LCEIW	No VAR	06/01123/FULEIA Pinnacle 30/11/2007	£257,531.00	£1,119,934.28
	LCEIW	No VAR	09/00450/FULMAJ Bevis Marks 6 25/06/2010	£53,000.00	
	LCEIW	De minimis	10/00904/FULEIA Broadgate 5 29/07/2011	£16,749.22	
	Transportation	De minimis	11/00332/FULEIA Bishopsgate 100 23/11/2011	£17,939.00	
	LCEIW	No VAR	06/01123/FULEIA Pinnacle 30/11/2007	£774,715.06	
<b>Crossrail Urban Integration - Liverpool Street</b>	Transportation	De minimis	10/00904/FULEIA Broadgate 5 29/07/2011	£7,733.64	£1,484,391.68
	LCEIW	No VAR	10/00904/FULEIA Broadgate 5 29/07/2011	£537,735.36	
	Transportation	No VAR	10/00904/FULEIA Broadgate 5 29/07/2011	£543,504.00	
	LCEIW	No VAR	10/00904/FULEIA Broadgate 5 29/07/2011	£56,400.00	
	LCEIW	No VAR	10/00904/FULEIA Broadgate 5 29/07/2011	£326,097.00	
	LCEIW	De minimis	05/00771/FULEIA Heron Tower 07/04/2006	£4,448.49	
	Transportation	De minimis	05/00771/FULEIA Heron Tower 07/04/2006	£4,096.35	
	LCEIW	De minimis	06/00240/FULL Dashwood House 12/12/2006	£4,376.84	
<b>Crossrail Urban integration – Moorgate</b>	Transportation	De minimis	03-3297AS Basinghall Street 35 10/02/2005	£3,281.71	£1,058,185.62
	LCEIW	De minimis	03-3297AS Basinghall Street 35 10/02/2005	£300.00	
	Transportation	De minimis	03-3297AS Basinghall Street 35 10/02/2005	£15,238.00	
	Transportation	No VAR	10/00832/FULEIA London Wall Place 26/08/2011	£118,892.04	

	LCEIW	No VAR	07/00092/FULL Telephone Exchange 29/06/2009	£519,545.66	
	Transportation	No VAR	07/00092/FULL Telephone Exchange 29/06/2009	£327,136.12	
	LCEIW	De minimis	07/00092/FULL Telephone Exchange 29/06/2009	£1,942.20	
	LCEIW	No VAR	12/00811/FULMAJ River Plate House 10/05/2013	£47,365.63	
	LCEIW	De minimis	04/00958/FULL Austral House 09/03/2005	£3,472.57	
	LCEIW	De minimis	14/01179/FULEIA Moorfields 21 25/11/2015	£20,028.00	
	LCEIW	De minimis	10/00832/FULEIA London Wall Place 26/08/2011	£983.69	
<b>Temple and Fleet Healthy Street Plan</b>	Transportation	VAR - Time	08/00778/FULMAJ New Fetter Lane 12-14 19/06/2009	£145,606.00	£255,006.20
	Transportation	De minimis	06/00613/FULL Fleetway House 14/03/2007	£11,601.13	
	LCEIW	De minimis	06/00613/FULL Fleetway House 14/03/2007	£16,646.89	
	LCEIW	De minimis	06/00613/FULL Fleetway House 14/03/2007	£15,378.94	
	Transportation	VAR - Time	06/01060/FULL Rolls and Arnold Buildings 18/04/2007	£40,773.24	
	Transportation	De minimis	14/00266/FULMAJ 20 Farringdon Street 30/06/2014	£25,000.00	
<b>TOTAL</b>					<b>£3,917,517.78</b>

**Definitions**

HOT – Heads of Terms

LCEIW – Local Community Environmental Improvement Works

No VAR- No variation of agreement required

VAR Time – A variation of time required

De Minimis – Under £25,000

## Appendix 5

### City Cluster Vision Programme Objectives

The City Cluster Vision sets out three overarching objectives:

- To make public realm function well and be responsive to change.
- To create a smart vibrant environment that strengthens the area's unique offer.
- To provide healthy and characterful spaces.

The table below sets out how these support Corporate outcomes and through specific measures in this area deliver Transport Strategy Proposals. Measurement of the impacts and deliverables will be defined in a monitoring strategy which is being developed. This will include attitude and opinion of those using the streets.

Corporate outcome 1 – <b>People are safe and feel safe</b> – the City Cluster Vision will reduce traffic on streets at the busiest times and locations within the area and routes to Liverpool Street and Fenchurch Street stations; measures will reduce traffic related collisions and injuries and by giving more space to people walking, allow them to feel more comfortable and safer.					
Transport Strategy Proposal	Healthy Streets Plan project	City Cluster Vision Phase 1	Zero Emission Zone	City Cluster Vision Phase 2 & 3	Measured deliverables/indicators
Proposal 2: Put the needs of people walking first when designing and managing our streets	Y	Y		Y	Number of streets re-prioritised for walking; junctions and crossing points improved
Proposal 11: Take a proactive approach to reducing motor traffic	Y				Reduction in number of motor vehicles using streets in project area

Proposal 20: Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero		Y		Y	Reduction in collisions; reduction in vehicles on pedestrian priority streets
Proposal 13: Use timed and temporary street closures to help make streets safer and more attractive places to walk, cycle and spend time	Y	Y		Y	Lunchtime streets events and trial time restrictions for vehicles will test benefits and impacts of street restrictions.

Corporate outcome 9 - A city that is <b>physically well-connected and responsive</b> – the City Cluster Vision is enabling the increase in capacity at Crossrail Stations and at Bank underground station by addressing capacity and safety on the walking routes and junctions to this part of the City, with more space for people and a higher quality public realm.					
<b>Transport Strategy Proposal</b>	<b>Healthy Streets Plan project</b>	<b>City Cluster Vision Phase 1</b>	<b>Zero Emission Zone</b>	<b>City Cluster Vision Phase 2 &amp; 3</b>	<b>Measured deliverables/indicators</b>
Proposal 2: Put the needs of people walking first when designing and managing our streets	Y	Y		Y	Number of streets re-prioritised for walking; number of junctions and crossing points improved
Proposal 7: Provide more public space and deliver world-class public realm	Y	Y		Y	Sqm area of streets and public space improved during programme
Proposal 8: Incorporate more greenery into the City's streets and public spaces		Y		Y	Sqm of area of planting and number of trees

Proposal 20: Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero	Y	Y		Y	Number of schemes/street improvements, area of improvements reducing motor vehicle danger to pedestrians Reduction in collisions
Proposal 13: Use timed and temporary street closures to help make streets safer and more attractive places to walk, cycle and spend time	Y	Y			Lunchtime streets events and trial time restrictions for vehicles will test benefits and impacts of street restrictions.

Corporate outcome 11 - A city that has <b>clean air, land and water</b> – the City Cluster Healthy Streets Plan will include a zero emission zone for traffic entering this area, therefore directly reducing vehicle related air pollution. In addition the overall reduction in motor vehicles will reduce vehicle related pollution, in the project area and a wider area of the routes in the City.					
<b>Transport Strategy Proposal</b>	<b>Healthy Streets Plan project</b>	<b>City Cluster Vision Phase 1</b>	<b>Zero Emission Zone</b>	<b>City Cluster Vision Phase 2 &amp; 3</b>	<b>Measured deliverables/indicators</b>
Proposal 11: Take a proactive approach to reducing motor traffic	Y				Reduction in number of motor vehicles using streets in project area Changes in motor vehicle emissions.
Proposal 29: Support and champion a central London Zero Emission Zone			Y		Introduction of City Cluster Zero Emission Zone
Proposal 38: Reduce the number of freight vehicles in the Square Mile	Y				Reduction in number of freight motor vehicles using streets in project area

Corporate outcome 12 - **Spaces which are secure, resilient and well-maintained.** The City Cluster Vision will deliver improvements in public realm including further greening, also incorporating resilience against the impact of extreme weather. Security measures will be part of the Healthy Streets plan to mitigate risk from 'hostile' vehicles and other security threats.

<b>Transport Strategy Proposal</b>	<b>Healthy Streets Plan project</b>	<b>City Cluster Vision Phase 1</b>	<b>Zero Emission Zone</b>	<b>City Cluster Vision Phase 2 &amp; 3</b>	<b>Measured deliverables/indicators</b>
Proposal 8: Incorporate more greenery into the City's streets and public spaces		Y		Y	Sqm of area of planting and number of trees in streets and public areas
Proposal 11: Take a proactive approach to reducing motor traffic	Y	Y			Reduction in number of motor vehicles using area streets
Proposal 13: Use timed and temporary street closures to help make streets safer and more attractive places to walk, cycle and spend time	Y	Y			Lunchtime streets events and trial time restrictions for vehicles will test benefits and impacts of street restrictions.
Proposal 42: Make the street network resilient to severe weather events		Y		Y	Provide shelter and shade in line with healthy streets principles; design highway and public space to better withstand severe weather events
Proposal 22: Ensure on-street security measures are proportionate and enhance the experience of spending time on our streets	Y	Y			Measures will be incorporated into public realm schemes