

| | | |
|---|---|--|
| Committee(s): | Date(s): | |
| Planning & Transportation Finance Policy & Resources Court of Common Council | 26 February 2013 19 March 2013 22 March 2013 25 April 2013 | |
| Subject: Fenchurch & Monument Area Enhancement Strategy – Evaluation report/Adoption of Strategy | | |
| Report of: Director of Built Environment | Public/For Decision | |
| Wards: Aldgate, Billingsgate, Bridge & Bridge Without, Candlewick, Dowgate, Lime Street, Langbourn and Tower. | | |
| <u>Summary</u> | | |
| <p>This report seeks approval for the adoption of the revised Fenchurch & Monument Area Enhancement Strategy and to inform Members of the results of public consultation and the subsequent revisions to the draft Area Enhancement Strategy. Copies of the Strategy are available in the Member's Reading Room.</p> <p>The challenge facing the City is to co-ordinate the delivery of sustainable long-term economic growth, with a growing working population whilst protecting and improving the environment and quality of life for the City community. The City's Core Strategy plans for growth in employment of 96,000 between 2006 and 2026, and much of this growth will be focussed on the eastern half of the City. This part of the City has the highest density of business activity and the predicted increases in numbers of people working in this area will put even more pressure on public transport, streets, open spaces and services.</p> <p>The City has adopted several Area Enhancement Strategies as mechanisms for delivering public realm improvements in areas of significant change within the City including the Riverside, Cheapside, Eastern City Cluster and most recently Aldgate & Tower. The plan in Appendix B shows the current coverage of the City by Area Enhancement Strategies.</p> <p>The Fenchurch & Monument Area Enhancement Strategy analyses the public realm and transportation network within the Fenchurch Street, Monument and Cannon Street areas of the City. It identifies current issues, considers future demand and sets out a framework for addressing these within the context of existing policies and guidance.</p> <p>The objectives and proposals of the Area Enhancement Strategy develop further the objectives contained within the London Plan, the Mayor of London's Transport Strategy, the City's Corporate Plan, Core Strategy and emerging Local Plan, draft Road Danger Reduction Plan and the Department of the Built Environment Departmental Business Plan.</p> <p>The Fenchurch & Monument Area Enhancement Strategy is based on clear evidence of need and requirements for future sustainable growth. To ensure the strategy is responsive to the needs of the City community, a comprehensive public consultation exercise was undertaken from September to December 2012.</p> <p>Revisions have been made to the draft Strategy since it was last reported to the Planning & Transportation Committee in July 2012, primarily due to the public consultation which resulted in 183 responses. The revisions are minor and relate mainly to:</p> <ul style="list-style-type: none"> • the importance of increased provision of open/green spaces | | |

- the prioritisation of the projects identified within the Strategy
- the inclusion of separate Key Opportunity Areas for Fenchurch Street and for Monument Junction.

Officers have identified 7 Key Opportunity Areas within the Area Enhancement Strategy including Fenchurch Street, East/West Corridors, North/South Routes, Monument Junction, Courts & Lanes, Open/Green spaces and Links to the Riverside.

Proposals have been identified within each Key Opportunity Area and prioritised based on opportunities to achieve the objectives of the City's Policies and Strategies, results of the public consultation and benefit to the City community. The High Priority proposals include Fenchurch Street, Monument Junction and Fenchurch Place at an estimated cost of up to £6.6m, with the Medium Priority proposals anticipated cost up to £7.7m and the Low Priority projects up to £1.35m. Funding totalling £5.1m has been identified towards enhancement projects for the Strategy area through Section 106 Agreements, £2.6m of which has already been received. It is anticipated that the majority, if not all the remaining funding will be externally provided via Section 106, Section 278 and Community Infrastructure Levy (CIL) contributions. Further funding will be sought from external parties such as Transport for London, particularly for the Fenchurch Street and Monument Junction proposals.

It is considered that the funding required to deliver the Strategy projects is ambitious but realistic and achievable, based on current development activity in the Strategy area, future proposed development sites and the state of the City property market. Over the anticipated five year implementation period of the Strategy Delivery Plan, most if not all of the High and Medium Priority projects would be expected to be delivered.

The Strategy projects will be delivered according to priority level and progressed as appropriate funding is identified and released. If full funding for the Strategy cannot be sourced the lower priority projects would not be delivered.

Recommendation

It is recommended that:

- (i) The draft Fenchurch & Monument Area Enhancement Strategy is adopted.

Main Report

Context

1. This report seeks approval for the adoption of the revised Fenchurch & Monument Area Enhancement Strategy and to inform Members about the recently undertaken public consultation and outline revisions to the draft Strategy document. Copies of the Strategy document are available in the Member's Reading Room.
2. The City faces the challenge of co-ordinating sustainable long-term economic and working population growth whilst protecting and improving the environment and quality of life for the City community. The City's Core Strategy plans for employment growth of 96,000 between 2006 and 2026, with much of this focussed on the eastern half of the City.
3. Fenchurch Street is located in the south-east area of the City and along with nearby Eastcheap and Leadenhall Street serves as a key vehicle and pedestrian route within the City. The Strategy area is bounded by Leadenhall Street to the north, Upper/Lower

Thames Street to the south, Dowgate Hill and Gracechurch Street to the west and Aldgate to the east, as indicated in the strategy boundary plan in Appendix A.

4. There are many observed issues and pressures for change within the Fenchurch & Monument Strategy area, particularly relating to accommodating future growth whilst ensuring a safe and attractive environment for the City community. Identified pressures include:
 - Significant road safety issues, particularly on Fenchurch Street and Monument Junction, where the carriageways are relatively wide whilst the footways on these busy streets are narrow and restricted in places, quite often crowded with pedestrians forced onto the carriageway, particularly at peak times. This situation leads to conflict between pedestrians, cyclists and motorists.
 - Footway capacity and accessibility issues, particularly on Fenchurch Street which is located at the heart of the Strategy area, is a key east/west transport route, a Principal Shopping Centre and has a high pedestrian concentration. It has significant carriageway widths of up to 12m in places and often substandard footway widths, sometimes below 2.5m resulting in capacity issues, particularly in the high pedestrian flow areas such as opposite Fenchurch Street Station and Plantation Place.
 - This is one of the most densely developed areas of the City and the streets are busy and crowded. There are a number of new developments in the Fenchurch Street area and in the nearby Eastern Cluster that are either under construction or planned and these will see increased numbers of people using and moving through the area in the next few years.
 - There are very limited areas of open space or greenery within the Strategy area.
5. The City's Core Strategy identifies 5 Key City Places as key areas of significant change and challenge. The Fenchurch & Monument Area Enhancement Strategy incorporates part of the Eastern Cluster Key City Place. The objectives and key principles of the Area Enhancement Strategy aim to reflect and address this evolving and challenging local context.
6. Area Enhancement Strategies have previously been prepared for parts of the City to deliver improvements to the public realm including Cheapside, the Eastern City Cluster and most recently Aldgate & Tower. The coverage of the City by Area Enhancement Strategies is shown on the plan attached at Appendix B

Strategy Background

7. The evaluation of an Area Enhancement Strategy for the Fenchurch Street area was first approved by Members in May 2008 and has been funded through the Section 106 (Local Community Environmental Improvement Works) contribution from the 20 Fenchurch Street redevelopment.
8. In July 2012, the draft Fenchurch & Monument Area Enhancement Strategy was reported to the Planning & Transportation Committee and approval was given for a public consultation exercise on the Strategy document. Briefing workshops were held for Members and copies of the draft Strategy were supplied to the Member's Reading Room ahead of that Committee.
9. The public consultation exercise was undertaken from September to December 2012 and 183 submissions were received. These have been collated and are available in the Member's Reading Room.
10. The Fenchurch & Monument Area Enhancement Strategy is a comprehensive document that provides a clear framework for the future development of the public realm in the area

in order to address current problems, ensure the area is able to accommodate future growth and to create a successful and sustainable public realm which reflects the City's position as a world class financial centre.

11. The Fenchurch & Monument Area Enhancement Strategy sets out objectives and key principles for the implementation of the Core Strategy and emerging Local Plan. Of particular relevance to the Fenchurch & Monument area are the following Policies:

CS3 – *Security and Safety*

CS4 – *Planning Contributions*

CS7 – *Eastern Cluster*

CS10 – *Design*

CS12 – *Historic Environment*

CS13 – *Protected Views*

CS14 – *Tall Buildings*

CS15 – *Sustainable Development and Climate Change*

CS16 – *Public Transport Streets and Walkways*

CS19 – *Open Spaces and Recreation*

CS20 – *Retailing*

CS21 – *Housing*

12. An Equality Impact Assessment (EQIA) has been carried out for the Strategy and it is considered to have positive impacts upon the users of the City's streets and spaces. The full EQIA is attached at Appendix C.
13. In contrast to previous Area Enhancement Strategies adopted by the City, the Fenchurch & Monument Area Enhancement Strategy does not propose detailed design information about specific projects but rather presents an overview of proposals capable of delivering necessary improvements. All projects identified within and arising from the Strategy will be subject to detailed option analysis and design, targeted consultation and reporting via the relevant Committee processes.
14. Several projects identified within the Fenchurch & Monument Area Enhancement Strategy have been progressed as separate projects ahead of the Strategy as funding has become available. These projects have been reported to the relevant Committee's separately and include the schemes at Lime St, Cullum St, Billiter St, Mark Lane and Fenchurch Place.
15. Officers have identified 7 Key Opportunity Areas within the Strategy area. Proposals have been identified within each Key Opportunity Area to deliver improvements and are prioritised based on opportunities to achieve the objectives of the City's Policies and Strategies, results of the public consultation and the benefit to the City community.
- The Key Opportunity Areas include: Fenchurch Street, East/West Corridors, North/South Routes, Monument Junction, Courts & Lanes, Open/Green Spaces and Links to the Riverside.
16. The Fenchurch & Monument Area Enhancement Strategy will be reviewed within 5 years of adoption to ensure the document remains current within an evolving policy and development context.

Public Consultation Exercise

17. The Fenchurch & Monument Area Enhancement Strategy is based on clear evidence of need and requirements for future sustainable growth. To ensure the strategy was responsive to the needs of the City community, a comprehensive public consultation exercise was undertaken from September to December 2012.

18. This consultation was carefully targeted ensure that the views of relevant stakeholder groups were gathered including pedestrians, cyclists, motorists, City of London Members, residents, local occupiers and businesses, workers, local churches, visitors, City of London Police, Transport for London, Living Streets, English Heritage and the London Borough of Southwark.

19. A variety of consultation methods were utilised to ensure a broad coverage including:

- Direct consultations with the main stakeholders, regulatory agencies and the Corporation's statutory consultees
- City of London website - Fenchurch & Monument Area Enhancement Strategy webpage with a link to return comments on the draft Strategy via e-mail
- Online survey (SNAP survey)
- Stakeholder meetings
- Emails to businesses listed in the Strategy area
- Mail-out of letters to all residents in the Strategy area
- Emails to Ward Members
- Pedestrian Attitude Survey – Fenchurch Street
- City AM article (hard copy, Thurs 13th September 2012)
- City of London E-shot to external parties (19th September 2012)
- City Resident article (hard copy, Issue 27 – Autumn/Winter 2012)
- City View article (online, October 2012 edition)
- Hard copies of the draft Strategy were provided for information in the Guildhall Library and Guildhall North Wing (Planning reception)
- Link on the weekly City Traffic Management Bulletins
- On-street information node signs throughout the Strategy area

20. The City's Public Relations team also monitored and participated in online blog conversations about the draft Strategy. The general topics revolved around perceived cycling implications of the draft Strategy proposals regarding cycle safety and provision.

Responses to the Public Consultation

21. Officers utilised the consultation methods listed above and received 183 responses. This total comprised 30 responses via email to the Fenchurch & Monument email address, 45 responses via the online survey, 2 written letters and 106 responses via the on-street survey. All submissions have been collated and are available in the Member's Reading Room or electronically upon request.

22. The overall response to the draft Area Enhancement Strategy has been very positive and the proposals have largely been well received by the City community. Many respondents provided meaningful comments that have assisted in prioritising and refining the improvement projects identified within the Strategy.

23. It is noted that only minor revisions were required to the draft Strategy as approved by the Planning & Transportation Committee in July 2012 following the public consultation exercise. The pre-consultation workshops undertaken with Members and officers and informal stakeholder liaison throughout the development of the draft Strategy have proven reflective of the wider public opinion.

24. The public consultation has largely helped to prioritise the projects within the draft Strategy, confirm Fenchurch Street as the priority project to arise from the Strategy, highlight the importance of open/green spaces to the City community and emphasise the need for Fenchurch Street and Monument Junction to be included as individual Key Opportunity Areas.

25. All the responses have been assessed and reviewed, and the main comments received are summarised as follows:

26. Fenchurch Street

- A significant proportion of the responses expressed overall support for the proposed enhancement of Fenchurch Street and the prioritisation of this route as the main project within the Strategy area.
- Of particular note the extension of footway space to improve the pedestrian environment and capacity was largely welcomed, as were measures to smooth traffic flow.
- Many people raised issues about road safety concerns, particularly in relation to crossing Fenchurch Street due to its width and the speed of vehicles travelling along it.
- The provision of street trees and greenery in this area was well supported.

27. Pedestrian environment

- A large proportion of responses expressed the need to improve pedestrian safety, movement and access throughout the Strategy area and supported the proposal to increase footway widths along busy streets, such as Fenchurch Street, Leadenhall Street and Eastcheap.
- Many people commented that they want improved pedestrian crossings across Fenchurch Street and an improved pedestrian environment at Monument Junction.
- Whilst the need to improve the pedestrian environment was raised by a majority of respondent's, some voiced concern that proposed footway widening may have implications on other road users.
- Significant responses were received that Monument Junction functions poorly and unsafely for pedestrians and is recognised as a problem junction within the Strategy area.
- Transport for London (TfL) confirmed the need to improve Monument Junction (King William Street/Gracechurch Street) and has included this area as part of their Better Junctions Programme.

28. Cycling

- There was significant comment received regarding the need to improve cycle safety throughout the Strategy area, including a desire for the provision of cycle lanes, particularly in busy locations such as Fenchurch Street and the adjacent junctions.
- Many comments were received about restricting traffic in the Strategy area to improve cycle safety and movement.
- Some responses commented that the draft Strategy did not account adequately for cycling needs and increased footway widths would impact on cycle safety.
- Many of the comments received on cycling issues were duplicate responses.

29. Spaces/Greenery

- The consultation confirmed the importance of open and green spaces to the City community and that there is not enough of these spaces within the Strategy area to meet demand.
- Widespread support was received for the enhancement and improvement of the few existing open spaces within the Strategy area.

- A significant amount of support was received for the provision of new open and green spaces wherever possible throughout the area, particularly away from busy streets.

30. Traffic

- A large number of responses noted concern that the streets already experience heavy traffic congestion impacting on noise levels and safety for road users in the area, and that action must be taken to reduce or manage this.
- Additional traffic calming measures were specifically requested along Fenchurch Street to slow traffic.
- This feedback has been forwarded to City Transportation team for information and will be reviewed as part of any relevant projects that arise from the Strategy.

31. North/South routes

- The enhancement of the north/south routes was well supported however most responses noted these routes are not as important as Fenchurch Street and the other east/west corridors through the area.
- Improvements to the north/south routes that lead to the pedestrian crossings linking to the Riverside are included within the Strategy however mixed views were received as to the importance of improving access and links to the riverside.

32. Other General Comments

- Disabled access to be increased and prominent when proposals are designed.
- Additional tree planting was encouraged.
- There was support for increased bins to reduce litter on the streets.
- Support for de-cluttering of footways.
- Value for money considerations, there were some comments received regarding cost implications for the proposals
- Need to ensure the streets remain looking like “business as usual” whilst the proposals are delivered.

Revisions to Strategy

33. Following the public consultation the draft Strategy has been revised to reflect the comments received from the City community. Changes made to the Key Opportunity Areas of the Strategy document are as follows:

34. Fenchurch Street

- Given Fenchurch Street’s importance as a key transport route and Principal Shopping Centre, and the level of support for this to be the priority for improvement within the Strategy area, the draft Strategy document has been revised to include Fenchurch Street as an individual Key Opportunity Area, distinct from the other east/west corridors of Leadenhall Street, Eastcheap and Upper/Lower Thames Street.
- The public consultation has confirmed officer and Members views that Fenchurch Street should be the main project to arise from the Strategy and the document now reflects this priority.
- Whilst the Fenchurch Street proposals received significant support, there was also concern raised that a reduction in carriageway width would result in a less safe road environment, particularly for cyclists. The Strategy document has been revised to highlight that whilst there is clear evidence that the pedestrian environment needs improving and increased capacity, this will not be undertaken at the sake of cyclists

or vulnerable road users. The traffic demands and the implications for all road users will be carefully reviewed as part of the detailed design of the Fenchurch Street (and other relevant) project. This feedback has also highlighted that further targeted consultation will need to be undertaken as the project progresses.

35. East/West Corridors

- This Key Opportunity Area remains largely unchanged except for the removal of Fenchurch Street into the above category.

36. North/South Routes

- This Key Opportunity Area remains largely unchanged except for re-prioritisation of several north/south routes being given higher priority following public comment.
- Although links to the river were viewed with mixed importance, significant improvements to the riverside are contained in the City's adopted Riverside Strategy and it remains that consideration needs to be given to improving the north-south linkages to the riverside.

37. Monument Junction

- In response to significant levels of feedback from both the public and statutory bodies, the draft Area Enhancement Strategy has been revised to include a separate Key Opportunity Area for Monument Junction.
- Proposals to improve pedestrian/cyclist safety will be investigated as will impacts on traffic movement and improving transport links with the Monument and London Bridge underground stations.
- As established through the consultation exercise, the City will work in close contact with TfL and the London Borough of Southwark to ensure a coordinated approach to improving the junction and this strategic corridor between the City and Southwark.

38. Courts/Lanes

- This Key Opportunity Area remains largely unchanged except to note public support for improving permeability and connectivity of the courts and lanes within the Strategy area.

39. Open/Green Spaces

- The level of support for open and green spaces has led to revisions of the priority placed on proposals within this Key Opportunity Area.
- The potential for a new open space at Laurence Pountney Hill has been included as a new proposal area within this category.

40. Links to the Riverside

- This Key Opportunity Area remains largely unchanged due to overall mixed views on the importance of links to the riverside, with the exception of the route that leads to the pedestrian crossing at the bottom of Suffolk Lane. Significant support was received for improvements to this route so a new proposal has been included within this Key Opportunity Area.

Implementation Framework and Funding Strategy

41. The Fenchurch & Monument Area Enhancement Strategy sets out a Delivery Plan which identifies projects arising from the Strategy, prioritises them and indicates the funding strategy for delivery. The Delivery Plan is shown in Appendix D.
42. The projects identified in the Delivery Plan are prioritised according to the significance of the issue they address, such as road safety, the results of the public consultation and the objectives of the Strategy that they deliver. The projects are divided into High, Medium and Low priority categories.
43. The High Priority projects include Fenchurch Street (estimated cost £3m-£5m), Monument Junction (estimated cost £750k-£1.0m) and Fenchurch Place (£580k). External funding of £580k has already been secured via a unilateral undertaking with a local developer to fully deliver the improvements to Fenchurch Place and significant funding totalling £2.6m has been identified towards enhancement projects for the Strategy area through existing Section 106 Agreements including the 20 Fenchurch Street, 51 Lime Street, 6 Bevis Mark, Eastern Cluster and Mark Lane redevelopment sites.
44. A further £2.5m of potential funding has been identified from draft Section 106 agreements including 120 Fenchurch Street, 11-19 Monument Street, 76-86 Fenchurch Street, 51 Eastcheap and 52-54 Lime Street. This potential Section 106 funding will be subject to completion of the respective agreements and the allocation of same will be subject to further Member approval.
45. Funding bids will be made to external bodies such as Transport for London, particularly for the Fenchurch Street and Monument Junction improvement projects. TfL have already identified Monument Junction as part of their Better Junctions Programme.
46. The Strategy projects will be delivered according to priority level and progressed as appropriate funding is identified and released. If for any reason full funding for the Strategy cannot be sourced the lower priority projects would not be delivered.
47. It is anticipated that the majority, if not all the funding for improvement projects arising from the Strategy will be externally provided via Section 106, Section 278 and Community Infrastructure Levy (CIL) contributions from future developments within the area.
48. It is considered that the funding required to deliver the projects identified within the Strategy is ambitious but realistic and achievable, based on both current development activity in the Strategy area with major development schemes at 20 Fenchurch Street (Walkie Talkie), 120 Fenchurch Street, 52-54 Lime Street (the Scalpel) triggering significant Section 106 and 278 contributions; and the future potential development sites within the Strategy area.
49. This area is also buoyed by the expanding insurance industry within the City, which is largely contained within the Strategy area and is an industry seeing growth when many other sectors are in weakening. In addition the completion of Crossrail and Bank underground station improvements will benefit this area and add to development appeal.
50. Over the anticipated five year implementation period of the Delivery Plan, most if not all of the High and Medium Priority projects would expect to be delivered the total cost of all the proposals identified in the Strategy would be up to circa £16m.
51. Any projects arising from the Strategy that are not currently identified within the City's financial forecasts will be subject to further approval based on the prioritisation of the proposals, value for money considerations and the identification and availability of funding sources.

Financial Implications

52. Member's approved the use of £78,546 of S106 funds from the 20 Fenchurch Street S106 agreement to progress the development of this area strategy. A summary of the £78,546 evaluation budget and expenditure to date is shown in Table 1 below.

Table 1: Fenchurch & Monument Area Strategy Evaluation Budget

| Evaluation - 16100123 | Approved Budget (£) | Expenditure & Commitments to date (£) | Remaining (£) |
|------------------------------|----------------------------|--|----------------------|
| Fees | 28,130.97 | 24,257.00 | 3,873.97 |
| Staff Costs (Planning) | 48,597.74 | 45,173.17 | 3,424.57 |
| Staff Costs (Highways) | 1,217.29 | 337.55 | 879.74 |
| Staff Costs (OS) | 600.00 | 181.13 | 418.87 |
| Evaluation TOTAL | 78,546.00 | 69,948.85 | 8,597.15 |

53. It was reported to Members in July 2012 that the estimated cost of the public consultation on the Fenchurch & Monument Area Strategy would be approximately £12,000 and this would be funded from the existing evaluation budget. Table 2 below sets out the anticipated and actual cost of the public consultation.

Table 2: Breakdown of Consultation Costs

| Task | Anticipated Public Consultation Costs (£'s) | Actual Expenditure (£'s) |
|-------------------|--|---------------------------------|
| Fees and printing | 5,000.00 | 1,607.00 |
| Staff costs | 7,000.00 | 6,500.00 |
| Total | £12,000.00 | £8,107.00 |

Conclusion

54. There is clear evidence of the need to co-ordinate the delivery of a sustainable public realm, particularly the eastern part of the City which has the highest density of business activity and will see increases in numbers of people either working in or commuting to the area in future years.

55. The Fenchurch & Monument Area Enhancement Strategy analyses the Fenchurch Street, Monument and Cannon Street areas of the City and sets out a clear framework of proposals for the improvement of the public realm and transportation network within this area.

56. The Area Enhancement Strategy is linked to, and informed by, the City's Core Strategy and emerging Local Plan, urban analysis and public consultation. The objectives and proposals of the Area Enhancement Strategy develop further the objectives contained within the London Plan, the Mayor of London's Transport Strategy, the City's Corporate Plan's and the Department of the Built Environment Departmental Business Plan.

57. The draft Fenchurch & Monument Area Enhancement Strategy has been revised in response to the public consultation feedback to ensure the document reflects the needs of the City community.
58. The Fenchurch & Monument Area Enhancement Strategy sets out a Delivery Plan which identifies the projects arising from the strategy, prioritises them and indicates the funding strategy for delivery, with Fenchurch Street being identified as the priority project within the Strategy.
59. It is recommended that Members adopt the Fenchurch & Monument Area Enhancement Strategy.

Appendices

- Appendix A: Fenchurch & Monument Area Enhancement Strategy Boundary Plan
- Appendix B: CoL Area Enhancement Strategies Map
- Appendix C: Equality Impact Appraisal
- Appendix D: Delivery Plan

Background Papers

- Bank, Fenchurch & Monument, Liverpool Street and West Smithfield draft Area Enhancement Strategies – Pre-consultation report for Planning & Transportation Committee 24th July 2012.

Author

Trent Burke

Project Manager (Environmental Enhancement)
020 7332 3968

Trent.burke@cityoflondon.gov.uk

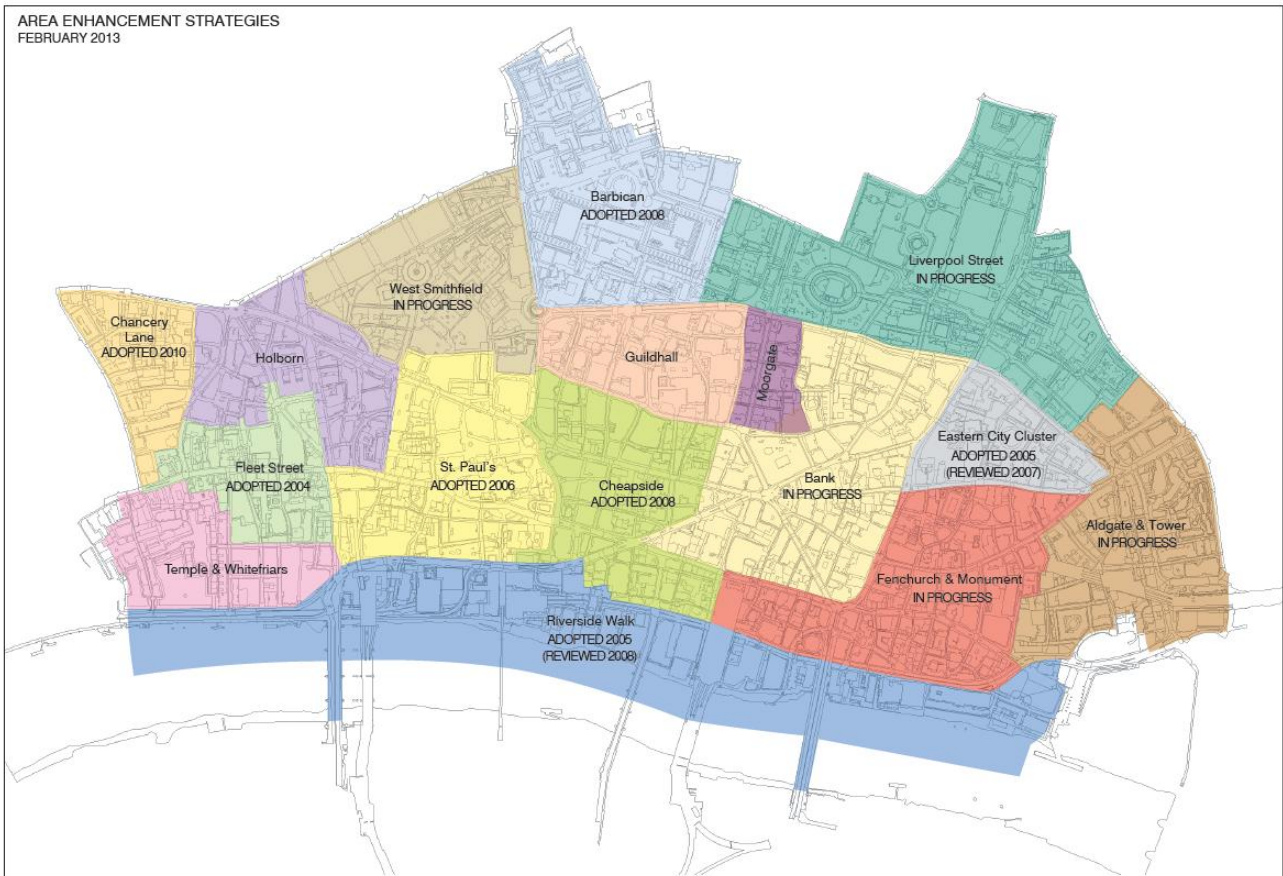
Appendix A - Fenchurch & Monument Area Enhancement Strategy Boundary



Wards:

- 1 - Lime Street
- 2 - Aldgate
- 3 - Langbourn
- 4 - Tower
- 5 - Billingsgate
- 6 - Bridge
- 7 - Candlewick
- 8 - Dowgate

Appendix B - CoL Area Enhancement Strategies Map



Appendix C - Equality Impact Appraisal

An Equality Impact Assessment has been carried out for the Fenchurch & Monument Area Enhancement Strategy and it is considered to have positive impacts upon the users of the City's streets and spaces. Of particular note disabled people, older people, children and young people are the equality target groups expected to benefit the most from the proposals identified within the strategy.

The positive impacts are anticipated through improved accessibility and inclusivity of streets and spaces, improved road safety and pedestrian movement. The strategy is expected to have a positive, but at worst neutral impact on all modes of transport. It will improve lighting levels and introduce play spaces and resting spaces which are comfortable and attractive, and which provide accessible seating.

Copy

Appendix 3 - EQIA Stage One: Initial Screening Assessment Form

This should be used once it has been decided that a specific strategy, policy or project requires an initial screening.

Name of strategy, project, policy: ___ Fenchurch & Monument Area Enhancement Strategy ___

Department: ___ Built Environment ___

Officer/s completing assessment: ___ Trent Burke ___

| The strategy, policy or project | |
|--|--|
| 1. | <p>What is the main purpose of the policy?</p> <p>To develop a framework for public realm and transportation improvements in the Fenchurch Street, Monument & Cannon Street area of the City.</p> |
| 2. | <p>Is the policy affected by external drivers for change?</p> <p>Yes</p> |
| 3. | <p>List the main activities of the policy?</p> <p>To develop a strategy document that will address known issues/problems and predicted growth by developing a framework for enhancements and projects to improve the Fenchurch Street, Monument & Cannon Street area of the City</p> |
| 4. | <p>Who implements the policy?</p> <p>Department of the Built Environment</p> |
| 5. | <p>Who will be affected by the policy?</p> <p>All users of the streets and spaces in the Fenchurch Street, Monument & Cannon Street areas of the City.</p> |
| 6. | <p>What outcome do you want to achieve, why and for whom?</p> <p>The main outcomes are:</p> <ul style="list-style-type: none"> • To improve road safety for all modes of transport • To ease pedestrian movement, particularly across junctions, whilst having a positive or neutral impact on other modes of transport • To ensure that streets and spaces are inclusive and accessible to all • To provide safe, comfortable and attractive spaces for people to rest whilst having regard to the historic environment |
| 7. | <p>Are any other organisations involved?</p> <p>There is evidence that the above are required in this area to improve the local environment for the benefit of all users</p> <p>No</p> |
| 8. | <p>Are there any existing assessments or inspections?</p> <p>No</p> |
| 9. | <p>Who have you consulted on the policy?</p> <p>Yes, a comprehensive consultation exercise was completed summer/autumn 2012 which involved members of the public, Transport for London, businesses, local occupiers, residents, visitors and City Officer and Members.</p> |
| 10. | <p>Who are the main beneficiaries of the policy?</p> <p>It is proposed that all users of the streets and spaces will be the beneficiaries</p> |

| The Impact: | | Tick the boxes which apply for each 'target group' | | | | | |
|--|-----------------|--|----------------|--|-----------------|-----|----------------|
| Equality Target Group | Positive Impact | | Neutral Impact | | Negative Impact | | Reason/Comment |
| | High | Low | | | High | Low | |
| Gender | | | | | | | |
| Women | | X | | | | | |
| Men | | X | | | | | |
| Transgender | | X | | | | | |
| Race | | | | | | | |
| Asian – Asian Bangladeshi; Asian British; Asian Indian; Asian Pakistani; Asian Other | | X | | | | | |
| Black – Black African; Black British; Black Caribbean; Black Other | | X | | | | | |
| Chinese | | X | | | | | |
| Irish | | X | | | | | |
| Mixed – Asian & White; Black & White; Mixed Other | | X | | | | | |
| White – White British; White | | X | | | | | |

| The Impact: Equality Target Group | Tick the boxes which apply for each 'target group' | | | | | | Reason/Comment |
|--------------------------------------|--|-----|----------------|-----------------|-----|--|----------------|
| | Positive Impact | | Neutral Impact | Negative Impact | | | |
| | High | Low | | High | Low | | |
| European Union; White Other | | | | | | | |
| Disabled people | X | | | | | | |
| Lesbians, gay men and bisexuals | | X | | | | | |
| Older people | X | | | | | | |
| Younger people and children | X | | | | | | |
| Faith groups | | X | | | | | |

| | |
|--|---|
| Further Action | |
| Does the policy have a negative impact on any of the equality target groups? If so, you will need to proceed to Stage 2 | No |
| Is the negative impact assessed as being of high significance? If so, you will need to proceed to Stage 2 | N/A |
| Is progression to Stage 2: Full Assessment required? | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> |

Signed (Completing Officer):  Date: 15/06/13.

Signed (Departmental Equality Champion):  Date: 21/1/13

Appendix D – Delivery Plan

(The costs are estimates, based on similar schemes and current industry rates for comparable works).

| Priority | Scheme | Cost (£) | Funding strategy | Target | Status |
|------------------------|---|-----------------|--|--|----------------|
| High Priority | | | | | |
| High | Fenchurch Street <i>Road safety improvements, footway widening, raised crossings and public realm enhancement</i> | £3-£5m | S106 S278 CIL TfL | Evaluation: 2013/14 Completion: 2016/17 | Proposed |
| High | Monument Junction <i>Road safety improvements esp. for pedestrian/cycling, smoothing traffic flow</i> | £750k- £1.0m | S106 S278 CIL TfL | Evaluation: 2013/14 Completion: 2015/16 | Proposed |
| High | Fenchurch Place <i>Seating, planting, paving public realm and carriageway improvements</i> | £580k | External funding from developer of 8 Fenchurch Place | Evaluation: 2012 Completion: 2013 | Implementation |
| Medium Priority | | | | | |
| Medium | Eastcheap <i>Footway widening/build-outs, raised crossings and public realm enhancements and safety improvements</i> | £1-£2m | S106 S278 CIL TfL | Evaluation: 2014/15 Completion: 2017/18 | Proposed |
| Medium | Leadenhall Street <i>Footway widening, crossing enhancements and safety improvements</i> | £1-£2m | S106 S278 CIL TfL | Evaluation: 2014/15 Completion: 2017/18 | Proposed |
| Medium | Monument Street <i>Public realm improvements to enhance vista to the Monument</i> | £100k- £250k | S106 S278 CIL | Evaluation: 2014/15 Completion: 2015/16 | Proposed |
| Medium | Fish Street Hill – Philpot Lane – Lime Street <i>Footway widening, crossing enhancements and public realm improvements</i> | £250k- £500k | S106 S278 CIL | Evaluation: 2013/14 Completion: 2014/15 | Proposed |
| Medium | Suffolk Lane <i>Raised entry treatments, street trees and improved surface materials</i> | £100k- £250k | S106 S278 CIL TfL | Evaluation: 2014/15 Completion: 2015/16 | Proposed |
| Medium | Mark Lane - Billiter Street <i>Footway widening, planting and enhance access to river</i> | £500k- £750k | S106 S278 | Evaluation: 2013/14 Completion: 2014/15 | Evaluation |
| Medium | Cullum Street <i>Raised carriageway/part pedestrianisation, planting</i> | £278k | S106 | Evaluation: 2012/13 Completion: 2013/14 | Approved |
| Medium | St. Mary at Hill Churchyard <i>Enhanced access, planting, paving, lighting, seating</i> | £100k- £250k | S106 S278 CIL | Evaluation: 2014/15 Completion: 2015/16 | Proposed |
| Medium | Monument Street/Lower Thames Street <i>Paving, seating, planting</i> | £100k- £250k | S106 S278 TfL | Evaluation: 2014/15 Completion: 2015/16 | Evaluation |
| Medium | Lower St Dunstons Hill <i>Pedestrianisation of dead-end</i> | £250k- £500k | S106 S278 | Evaluation: 2013/14 Completion: 2015/16 | Proposed |

| | | | | | |
|---------------------|--|-----------------|----------------------------|--|----------|
| | <i>to create new open space with planting, seating</i> | | CIL | | |
| Medium | Laurence Pountney Hill <i>Footway extension to create new open space with planting, seating, lighting</i> | £100k- £250k | S106 S278 CIL | Evaluation: 2013/14 Completion: 2015/16 | Proposed |
| Medium | Leadenhall Market <i>Improve approaches to Market, declutter</i> | £50- £100k | S106 S278 CIL | Evaluation: 2013/14 Completion: 2014/15 | Proposed |
| Medium | London Bridge/King William St/Gracechurch St <i>Footway extension, signage, reduce clutter</i> | £100k- £250k | S106 S278 CIL TfL | Evaluation: 2014/15 Completion: 2016/17 | Proposed |
| Medium | Courts and Lanes off Fenchurch Street <i>Access and entrance improvements, lighting, signage/wayfinding</i> | £50k- £100k | S106 S278 CIL | Evaluation: 2013/14 Completion: 2015/16 | Proposed |
| Low Priority | | | | | |
| Low | East/west route from Pudding Lane to St. Dunstan Hill <i>Footway/carriageway improvements, lighting, signage/wayfinding</i> | £50k- £100k | S106 S278 CIL | Evaluation: 2014/15 Completion: 2016/17 | Proposed |
| Low | Laurence Pountney Lane <i>Paving, planting, lighting</i> | £50- £100k | S106 S278 CIL | Evaluation: 2015/16 Completion: 2016/17 | Proposed |
| Low | St Dunstons Hill - Mincing Lane - Fen Court <i>Accessibility improvements, planting, lighting, enhanced links to river</i> | £50k- £100k | S106 S278 CIL | Evaluation: 2015/16 Completion: 2016/17 | Proposed |
| Low | St Mary at Hill <i>Footway, planting, lighting improvements</i> | £50k- £100k | S106 S278 CIL | Evaluation: 2014/15 Completion: 2016/17 | Proposed |
| Low | Botolph Lane <i>Carriageway/footway improvements, lighting, plant</i> | £50k- £100k | S106 S278 CIL | Evaluation: 2014/15 Completion: 2015/16 | Proposed |
| Low | Pudding Lane <i>Carriageway/footway improvements, lighting, Great Fire paving signifier</i> | £50k- £100k | S106 S278 CIL | Evaluation: 2015/16 Completion: 2016/17 | Proposed |
| Low | Courts and Lanes off Gracechurch Street <i>Entrance improvements, signage/wayfinding</i> | £50k- £100k | S106 S278 CIL | Evaluation: 2016/17 Completion: 2017/18 | Proposed |
| Low | Star Alley St Olave Church Yard <i>Planting, lighting, seating</i> | £50k- £100k | S106 S278 CIL | Evaluation: 2016/17 Completion: 2017/18 | Proposed |
| Low | Bakers Hall Court <i>Carriageway raising, planting</i> | £50k- £100k | S106 S278 CIL | Evaluation: 2016/17 Completion: 2017/18 | Proposed |
| Low | St. Dunstan in the East churchyard <i>Enhanced access, planting, lighting, link to potential new adjoining open space</i> | £50k- £100k | S106 S278 CIL | Evaluation: 2014/15 Completion: 2016/17 | Proposed |
| Low | Martin Lane <i>Signage, lighting, bollard improvements</i> | £50- £100k | S106 S278 CIL | Evaluation: 2014/15 Completion: 2015/16 | Proposed |

| | | | | | |
|------------|--|-----------------|---|--|----------|
| Low | Cannon Street <i>Paving material improvements</i> | £100k- £250k | S106 S278 CIL | Evaluation: 2014/15 Completion: 2015/16 | Proposed |
| Low | New development 1 - 20 <i>Fenchurch St - Sky garden public space</i> | N/A | Developer of 20 Fenchurch Street | Completion: 2013/14 | Approved |
| Low | New development 2 - 120 <i>Fenchurch St - Sky garden public space</i> | N/A | Developer of 120 Fenchurch Street | Completion: 2014/15 | Approved |