

<b>Committee(s):</b> Planning & Transportation Committee	<b>Date(s):</b> 14 <sup>th</sup> May 2013	<b>Item no.</b>
<b>Projects Sub-Committee</b>	<b>16<sup>th</sup> May 2013</b>	
<b>Subject:</b> Environmental Enhancement: Projects Programme		<b>Public</b>
<b>Report of:</b> Director of the Built Environment		<b>For Decision</b>

### Summary

This report brings together for the first time all the projects in all of the approved Environmental Enhancement Area Strategies, alongside all other environmental enhancement projects throughout the City. It does not seek approval for any new projects that have not already been agreed as part of an Area Strategy, unless they are fully funded by a developer or City business to meet their direct needs.

This is the first time that a report in this format has been provided. If Members find it useful, it is intended that a report providing this information for all Department of Built Environment projects is provided every six months. This will include updates on progress and will seek the initiation of new projects at Gateway 2 of the project procedures in a co-ordinated manner, where they can be seen in the light of the overall programme.

This report aims to provide an overview of all Environmental Enhancement Projects to assist Members in decision making. These projects originate in three ways. Firstly, and primarily, they are agreed and prioritised through Planning and Transportation Committee and the Court of Common Council as part of the process of agreeing and adopting Area Environmental Enhancement Strategies ('Area Strategies'). Secondly they may be approved by Members following the direct request of a developer/occupier to enhance an area around their building. These projects would be legally binding through either S106 or s278 agreements. Finally they may be specific environmental enhancement projects funded by Transport for London (TfL).

To provide a comprehensive overview of environmental enhancement projects this report has 4 appendices. The first sets out the current programme of all approved projects in Gateway order. It lists them under four categories; firstly those projects currently in progress or approved awaiting commencement (Gateway 5-7); secondly those where options for project delivery are being worked on prior to final approval (Gateway 3-4); thirdly currently being promoted through this report for approval to commence outline option appraisal (Gateway 1-2) and finally those projects which are included in Approved Strategies or which relate to anticipated developments coming through the Town Planning process, but which are not yet being promoted to become live projects (Gateway 0).

Appendix 2 sets out how the City is covered by the various Area Strategies. It shows those that have been adopted, those in progress and those awaiting commencement. This information will assist Members in considering a specific recommendation of this report which is that, due to the continuing pressures of development and need for further, work on reviewing three older strategy areas should be prioritised over the development of strategies for new areas. Those

older strategies being recommended for review are Cheapside, Barbican and Fleet Street

The Third Appendix sets out a comprehensive schedule showing progress made in the delivery of all projects included in the currently approved Area Strategies. This again is intended to assist Members in decision making, particularly in relation to the approval of the Gateway 2 projects being presented for approval that are set out in detail in Appendix 4.

This report also sets out the funding sources for the projects, which is predominantly external to the City's own funds and the estimated delivery and spend on projects over the next three financial years.

It is recommended that Members:

- Note the progress made to date on delivering Environmental Enhancement Area strategies and associated projects
- Approve the review and updating of the Cheapside, Barbican and Fleet Street Area Environmental Enhancement Strategies, in the order listed.
- Approve projects at Gateway.2 for St Bartholomew Close Environmental Enhancement, Bank Area North/ South Lanes and Alleys, Fenchurch Street and John Carpenter Street projects, as set out in Appendix 4 to this report.
- That a Projects Programme report be prepared every six months setting out an overview of all Built Environment Directorate projects, including the next tranche of Gateway 2 approvals.

## **Background**

1. This report sets out an overview of the current Environmental Enhancement Project Programme. This includes those projects that have been completed, those currently being implemented and those that have been approved in principle by the Planning and Transportation Committee and Court of Common Council through the approval of Area Enhancement Strategies and that are envisaged will be delivered over the next few years subject to funding. This is an initial report that seeks to draw out the programme from information already held on environmental enhancement projects. Transportation projects such as Holborn Circus and major counter terrorism security projects are not included in this initial programme report. If Members are content with the report format and objectives, all future reports will cover all Built Environment Directorate projects.
2. In order to enable Members to keep an overview of the project programme and to control the implementation and co-ordination of projects, it is proposed that the Environmental Enhancement programme will be put before Committees for approval every six months.
3. The Environmental Enhancement Project Programme relates to projects that are delivered through the implementation of Environmental Enhancement Area Strategies, Section 106 and Section 278 Agreements related to development applications, specific undertakings from City businesses and developers to facilitate the improvement of the immediate area around their building and/or TfL (Transport for London) funded Environmental Enhancement Projects.
4. In order to manage the programme of projects the City has been developing the use of a co-ordinating software package Project Vision. This software is compatible with the Prince 2 project management methodology used by the Department of Built Environment, for the effective management of its projects. Project Vision is aligned with the City's recently revised project governance procedures, and projects are monitored on that basis.
5. The progress of projects through the corporate system is determined through their approval at defined 'Gateways'. These are:

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

**Gateway 1:** Approval the Chief Officers Corporate Project Board.

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

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

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

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

**Gateway 6:** Progress and update reports

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

6. In order to oversee greater co-ordination of the funding and implementation of projects, this committee report seeks to bring together the programme of projects currently approved and co-ordinated through Project Vision with those planned, and to set out the full programme of

potential project work. These are set out in full in Appendix 1 to this report and for ease of analysis are grouped into the following categories:

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

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

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

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

To provide an indication of possible total spend should all environmental projects proceed to completion details are shown at Appendix 1. Table 1 below shows a firmer projection of spend over the next 3 years and provides an indicative figure for future years. For all projects that have not been approved for implementation (i.e. not approved at Gateway 5) the projected spend figures represent a best estimate of expenditure that will become further refined as the project moves through the defined gateways as set out above. Table 1 shows that the average projected annual spend on Approved Environmental Enhancement projects, from all sources over the next three financial years is currently £8.5 Million. This reflects the scale of change in the built environment of the City, and particularly relates to major developments in the North and East of the City.

**Table.1**

Project Gateway Stages	Projected Year of Financial Spend					TOTAL
	Previous Years	FY 13-14	FY 14-15	FY 15-16	Future Years	
Approved for implementation or in progress Gateway 5-7	17,874,914	5,247,004	1,012,707	414,656	316,760	24,866,041
Approved for Options Appraisal. Gateway 3-4	519,041	4,770,000	3,716,350	4,031,923	3,283,805	16,321,119
Project approval Gateway 1-2	110,000	235,000	1,060,000	4,051,788	11,800,000	17,256,788
<b>Subtotal</b>	<b>18,503,955</b>	<b>10,252,004</b>	<b>5,789,057</b>	<b>8,498,367</b>	<b>15,400,565</b>	<b>58,443,948</b>
Projects in approved strategies and from likely developments Gateway Zeros	0	30,000	1,296,452	1,305,000	34,339,092	36,970,544*
<b>TOTAL</b>	<b>18,503,955</b>	<b>10,282,004</b>	<b>7,085,509</b>	<b>9,803,367</b>	<b>49,739,657</b>	<b>95,414,492</b>

\*the total for Gateway Zero projects includes projects that may never come forward and gain approval or that may gain approval as a project in several years.

7. Table 2 below shows the projected sources of funding for the programme. It can be seen that most of the funding for the environmental enhancement programme is provided externally, through planning agreements related to developments, either through Section 106 of the Town and Country Planning Act 1990, or through Section 278 of the Highways Act 1980. These agreements are intended to offset the direct impact on the City of new developments, or to meet the specific needs or wishes of City businesses or developers entirely at their own cost.

**Table.2**

Project Gateway Stages	Projected Source of Funding				TOTAL
	S.106/S.278/CIL	TfL	Parking Surplus	Bridge House/Other CoL	
Approved for implementation or in progress Gateway 5-7	13,972,169	4,725,382	4,547,490	1,621,000	24,866,041
Approved for Evaluation Gateway 3-4	13,985,085	300,000	1,686,034	350,000	16,321,119
Project approval Gateway 1-2	12,146,788	5,110,000	0	0	17,256,788
<b>Subtotal</b>	<b>40,104,042</b>	<b>10,135,382</b>	<b>6,233,524</b>	<b>1,971,000</b>	<b>58,443,948</b>
Projects in approved strategies and from likely developments Gateway Zeros	32,590,544	4,250,000	130,000	0	36,970,544*
<b>TOTAL</b>	<b>72,694,586</b>	<b>14,385,382</b>	<b>6,363,524</b>	<b>1,971,000</b>	<b>95,414,492</b>

\*the total for Gateway Zero projects includes projects that may never come forward and gain approval or that may gain approval as a project in several years

8. Table.2 also shows a reduced reliance on the City of London's own funds for implementing environmental enhancement in the City. It also shows how successful the City has been at attracting Transport for London Major Projects funding. This means that the City's public realm is being renewed predominantly through the funding from developers and TfL. Not only does this benefit the City in terms of environmental quality, the renewal of infrastructure also reduces the reliance on City funding for future maintenance. This external funding also ensures that the City moves forwards in terms of accessibility for those with mobility impairments, public space provision, climate change adaptation, play, cultural activities and welcome to City visitors.
9. Where Table2 and Appendix1 show direct City funding being utilised, it is either from the Surplus on the On-Street Parking Account (Parking Surplus), or from Bridge House. In the case of Parking Surplus it is mostly related to older projects such as Queen Street and the Riverside Walkway, where expenditure has already been incurred in previous years. Currently, £1.5 Million of Parking Surplus is being used as part of the funding for projects around the Barbican, as part of the implementation of the Barbican Area Strategy, which is match funded with Section 106 funding from the Heron Development. Small elements of Parking Surplus and other CoL have also been approved as 'seed corn' funding that help to move projects forward to attract funding from other sources, such as TfL, sponsorship or grant giving bodies. Bridge

House funding of £1.62 Million is currently only used for the Staircase at London Bridge project, being implemented this financial year.

### **Environmental Enhancement Area Strategies**

10. In order to set out and to manage the City's priorities with regards to environmental enhancement, Environmental Enhancement Area Strategies have been developed over recent years. These give officers clear direction in making funding applications to bodies like TfL and in negotiating Section 106 and Section 278 agreements with developers and businesses.

11. Environmental Enhancement Area Strategies were piloted with the approval of the Queen Street Area Strategy in 2003. In order to progress Area Strategies in manageable chunks, with local input, the City has been divided into 16 different districts for the purposes of ensuring that over time the whole City will be covered by an approved strategy. These are shown on the plan that forms Appendix 2 of this report. There are currently 8 approved strategies:

**Cheapside and Queen Street**  
**St. Pauls and Carter Lane**  
**Riverside Walkway**  
**Fleet Street Courts and Lanes**  
**Eastern City Cluster**  
**Aldgate and Tower**  
**Barbican**  
**Guildhall**

12. The strategies seek to ensure that the City's public realm (mostly public highway) keeps pace with the changing needs of the City community. The Planning and Transportation Committee is responsible for approving Area Strategies, which are then referred to the Court of Common Council for final agreement. Each Area Strategy approved includes a number of specific projects considered necessary to meet the needs of the particular area. The projects are proposed following public consultation with stakeholders. The projects are presented by the priority (High, Medium and Low) in which it is intended they will be implemented, subject to funding and developments coming forward. Progress made on implementing these strategies is set out fully in Appendix 3. It should be noted that occasionally low priority projects are implemented ahead of high and medium priority. This is due to developments adjacent to proposed projects, where the project becomes part of the planning obligation and the project becomes a high priority for the development, but remains a low priority for the strategy in general.

13. As well as project priority the strategies set out the estimated cost of each project, and a funding plan to set out where funding will be sought. The vast majority of funding used to implement the strategies is external to the City's own funds, and is usually obtained through Section 106 agreements and S.278 agreements related to new developments, or through TfL funding obtained through the Mayor's Major Project Programme. In the past there has also been significant funding obtained from City businesses and developers unilateral undertakings. These are often delivering security and/or public realm enhancements seen as essential by developers for their specific project.

14. The Area Strategies do not make planning policy but help implement the Citywide spatial planning policies for sustainable growth set out in the City's adopted Core Strategy 2011 and the Draft Local Plan 2013. The Area Strategies provide a delivery plan for environmental enhancement in each district that also advances the objectives of the following City Corporation documents:

City's Road Danger Reduction Plan  
Open Spaces Strategy  
Biodiversity Action Plan  
Climate Change Adaptation Strategy  
Noise Reduction Strategy  
Air Quality Enhancement Strategy

15. The Court of Common Council approved strategies are each intended to have an implementation period of about 5 years. Within that time, experience has shown that all high priority, most medium priority and some lower priority projects will usually be implemented or commenced.
16. Some of the more significant projects delivered through the implementation of Area Strategies over the years, have included:
- Queen Street.** The creation of a pedestrian priority quarter around Bow Lane and Watling Street
  - Carter Lane & St. Pauls.** The relocation of the St. Pauls Coach Park, pedestrianisation of Carter Lane and the creation of new gardens
  - Riverside Walkway.** Access and route enhancements and the creation of new links and spaces such as Grants Quay in the East and Paul's Walk in the West.
  - Eastern Cluster.** Ahead of the implementation of the public space enhancements an arts project to install world class sculptures on a rolling programme with financial backing from local businesses has had great success.
  - Chancery Lane.** A joint project with Camden and Westminster Councils for the widening and realignment of footways on Chancery Lane, and the creation of public spaces in side streets
17. The current work programme for Environmental Enhancement Area Strategies is largely targeted at the East and North of the City, due to the current and projected scale of development. In the Liverpool Street and Smithfield areas, this is due to the impact of Crossrail on the development potential of sites that are available for redevelopment and the resultant increases in pedestrian movement. Strategies currently in final stages of adoption, following extensive public Consultation are:
- Fenchurch and Monument Bank**
  - West Smithfield**
  - Liverpool Street**
18. Area Strategies have been brought forward for consultation and adoption when the pressure or need for change is thought to be of a scale that needs to be managed, through a phased implementation of several projects in one district. This needs to be matched with a realistic and achievable funding plan for the strategy that will implement all high, most medium and some lower priority projects within the intended five year life of the strategy. Some districts of the City have very little pressure from development, such as the Temple/ Whitefriars and Moorgate areas and, to date, it has not been necessary or affordable to bring strategies forward for the environmental enhancement of these areas.
19. In these more stable and settled areas, projects will come forward as and when development drives the need and pays for the change, usually through the provisions of appropriate planning agreements. However, some districts in the City, where there is already an Environmental Enhancement Area Strategy that has been in place for over five years, are continuing to see pressures of development and need for change. It is therefore proposed that,

rather than the available resources being used to produce strategies to cover those areas with little need and funding, strategies for Cheapside, Barbican and Fleet Street are reviewed and updated in the next phase. The funding for the review of the Cheapside Strategy has already been approved by committee, using S.106 funding. Reports will be prepared for Barbican and Fleet Street Areas that review the delivery of the strategy to date, and sets out new projects and objectives for the future. These reports will also set out the funding identified for their review. It is therefore recommended that that the review of the strategies is tackled in the following order:

### **Cheapside.**

20. This district continues to be the City's main shopping area, but needs to be better connected to other visitor attractions, transport hubs and districts if it is to continue to provide the necessary level of amenity in a changing City. Of particular note is the need to improve access and improved road safety in the area currently hampered by the one way vehicle gyratory system at King Edward Street and Newgate Street, and access to the Barbican District to the North of the area. The Cheapside Initiative Board set up to assist businesses and property owners in co-ordinating their activities in the area, have also put forward a plan for 'Greening Cheapside'. Much of this is reliant on the City enhancing its public realm through planting trees and other green interventions. These initiatives are also in accord with the City's Road Danger Reduction Plan and Air Quality strategies.

### **Barbican.**

21. The impact of Crossrail on its completion in 2017/18 will result in more people having direct access to the Barbican and Museum of London, which sits between the stations at Liverpool Street and Farringdon. A revised strategy will have the objectives of assisting these City funded institutions of this 'Cultural Hub' in meeting their objectives of increasing visitor numbers and increasing the satisfaction of customers in terms of access and environment. This has to be balanced with the needs of residents in terms of residential amenity and access, and ensuring that solutions are mutually beneficial for these sectors of the community, without impacting on the viability of neighbouring commercial development.

### **Fleet Street.**

22. The district saw a significant change with the re-location of the newspaper industry in the late 1980s and there is a growing level of development in the north of Fleet Street area and many of the Courts and Lanes have been enhanced. However, Fleet Street itself has not changed and is increasing perceived as not meeting the needs of all users. Fleet Street is part of a key East West movement corridor that connects the City with the West End, and TfL have been encouraging of a major project for the street and provided £70,000 for a study of the area in 2011-12, and a bid for further funding as part of the Mayor's Major Project Programme is in place. The results of this study can be used to form the basis of a review of the existing Area Strategy.

## **Gateway 2 Approvals**

23. To give an indication of those projects likely to be brought forward in coming years from all sources, a schedule of 'Project Zeros' is kept on Project Vision and regularly updated. The current schedule is set out in Appendix 1. This schedule is predominantly made up of:

All projects that form part of an approved Environmental Enhancement strategy.  
Projects that are agreed through signed Section.106 Agreements  
Projects that are agreed through signed Section.278 Agreements



24. It is proposed that the six monthly environmental enhancement project programme reports are used to request approval of forthcoming projects at Gateway 2. The projects will be brought forward from the current Project Vision Schedule of Gateway Zeros. In so doing, Members will be able to assess the priorities being recommended by officers in the context of the whole potential work programme.
25. At this time it is recommended that the following 4 projects are brought forward for approval at Gateway 2:

### **Bartholomew Close Environmental Enhancement**

26. This project is related to the comprehensive redevelopment of ex Hospital buildings in and around Bartholomew Close, as a new office and residential buildings. The implementation of the Planning Permission will trigger Section 106 payment in excess of £1,000,000 for Environmental Enhancement, and the developer has agreed to an additional payment through a Section 278 agreement in excess of £6,000,000 for further enhancements, to give added value to their scheme, provided the transport element of the Section 106 is used in this area. The developer has requested that the City initiate the project in order for the planning and design of areas of landscaping being delivered by the developer on their site to match with the public realm being planned and designed by the City.

### **Bank Area North/ South Lanes and Alleys**

27. This Project has been identified as a High Priority project fundable from Section 106 agreements in the emerging Bank Area Strategy, and one that has the potential to assist in reducing road danger within the area, which has a high accident rate. The Lanes and Alleys of the Bank area have been identified as important bypass routes for pedestrians around the congested Bank junction. These alternative routes vary in terms of their environmental quality and accessibility, often with extremely narrow footways and limited dropped kerbs. The recent completion of the enhancement and access project in St. Swithin's Lane is an exemplar of how these lanes and alleys can provide alternative and pleasant alternatives to walking through the Bank junction area itself. Officers are recommending that this project is initiated to deal with an existing issue, and to put in place a solution that will meet the needs of a growing City population in the near future, as set out in the Area Strategy.

### **Fenchurch Street**

28. This project has been identified in the Fenchurch and Monument area Strategy as a major high priority project. Fenchurch Street is a key East/West route in the City, and one that has congested footways and collisions at key locations. The project will look at widening footways and introducing other measures that will improve cycling and generally contribute to road danger reduction. Officers are recommending that this project is brought forward due to the current road danger levels on the street, which are projected to increase as a result of significant developments on the street, and the additional people that this will bring in to the area. Initiating the project at this time will assist with a bid being submitted to the Mayor of London as part of his Air Quality Initiative.

### **John Carpenter Street**

29. This project has been brought to the City by the owners of 1 John Carpenter Street. They are planning a major refurbishment of the building, which has some of the City's largest trading floors. As part of this refurbishment, they wish to improve the public realm in John Carpenter Street, including the creation of public space with seating and tree planting. This is to be funded from a voluntary Section 278 agreement with the developer and they will meet the full costs of the scheme, which are estimated to be in the region of £300,000. Officers are

recommending that this is brought forward as the enhancements are being requested by JP Morgan and will be fully funded by them, to be completed alongside their refurbishment of the City headquarters.

30. Fuller details of these projects recommended for initiation and approval at Gateway 2 are set out in Appendix 4.

### **Conclusion**

31. The programme for environmental enhancement projects is keeping pace with the rate of change of built environment in the city as a result of developments an increase in the daytime population, the increase in night-time economy, visitor activity and improved transport links, requires changes to the infrastructure that makes up the City's public realm. The Environmental Enhancement Area Strategy approach has proved to be an effective way of setting out this change, and will remain the main co-ordinating mechanism to ensure proper community consultation and joined up project delivery.

32. This report sets out progress in relation to the approved strategies for environmental enhancement within the City. With the current coverage of the City with area strategies, there is now the ability to set out high priority major projects across the City as a whole, which will assist prioritising project delivery, in line with the Core Strategy and the City's key objectives.

## Appendices

<b>Appendix 1</b>	Programme of approved projects.
<b>Appendix 2</b>	Plan of City showing Area Strategy coverage
<b>Appendix 3</b>	Progress of approved Area Strategies
<b>Appendix 4</b>	Gateway.2 Short Form Reports

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Programme  
of  
Approved Environmental Enhancement  
Projects.

Project Name	S.106/S.27 8/CIL/Other External	TfL Funding	Parking Surplus	Bridge House/ Other CoL	previous years	2013/14	2014/15	2015/16	Future Years	Forecast Total
<b>Gateways 5-7</b>										
Queen Street Pilot	30,000	1,807,999	2,389,183		4,189,221	9,726	9,726	9,726	8,783	<b>4,227,182</b>
Bolt court	8,390				7,590	200	200	200	200	<b>8,390</b>
51 Lime Street	1,490,404				1,234,200	42,457	213,747			<b>1,490,404</b>
Johnsons Court	269,708				240,187	10,500	19,021			<b>269,708</b>
120 Cheapside	201,725				201,055	670				<b>201,725</b>
Rivercourt Bollards and Planters	468,315				443,525	6,500	6,500	11,790		<b>468,315</b>
Shoe Lane (Phase.2)	366,289		366,288		665,605	66,972				<b>732,577</b>
107 Cheapside	264,264				160,385	670	103,209			<b>264,264</b>
35 Basinghall Street	59,025				52,025	7,000				<b>59,025</b>
201 Bishopsgate (Phase.2)	1,506,344				1,505,705	639				<b>1,506,344</b>
Shoe Lane (Phase.3) Wine office ct.	54,800		54,800		26,551	83,049				<b>109,600</b>
33 Holborn	62,905				62,608	297				<b>62,905</b>
Throgmorton Street S.106	370,579				53,138	315,281	540	540	1,080	<b>370,579</b>
RWE Grants Quay	698,760		207,099		896,788	6,000	3,071			<b>905,859</b>
Basinghall Street (Phase.2)	417,265				413,143	1,352	1,352	1,352	66	<b>417,265</b>
New Street	277,860		75,000		344,828	2,008	2,008	2,008	2,008	<b>352,860</b>
122 Leadenhall Street Trees	24,000				9,732	14,268				<b>24,000</b>
Carter Lane (Phase.2)		261,000	437,000		649,000	49,000				<b>698,000</b>
Sun Court	128,380				124,380	800	800	800	1,600	<b>128,380</b>
Angel Lane S.106	1,101,253				1,039,715	16,800	16,800	16,800	11,138	<b>1,101,253</b>
Chancery Lane Enhancements	1,521	900,000			900,000	507	507	507		<b>901,521</b>
St.Swithins Lane Security & Public Realm	782,990				555,469	100,000	127,521			<b>782,990</b>
Green Corridors Year I&II	1,745	55,383			55,732	349	349	349	349	<b>57,128</b>
Green Corridors Year I&II		158,000			158,000					<b>158,000</b>
St.Pauls Area Enhancements		1,435,000	467,240		1,828,028	18,553	18,553	18,553	18,553	<b>1,902,240</b>
RWE Pauls Walk West	405,635				364,635	41,000				<b>405,635</b>

Project Name	S.106/S.278/CIL/Other External	TfL Funding	Parking Surplus	Bridge House/ Other CoL	previous years	2013/14	2014/15	2015/16	Future Years	Forecast Total
8 Angel Court S.106	101,600				90,000	9,920	420	420	840	101,600
Rolls Building Security	560,534				547,802	3,183	3,183	3,183	3,183	560,534
Moor lane	1,150,001		300,000		109,117	1,293,496	11,847	11,847	23,694	1,450,001
London Bridge Staircase		74,000		1,621,000	562,000	1,133,000				1,695,000
Eastern City Cluster Phase.1	865,691				39,675	445,309	40,000	251,046	89,661	865,691
Eastern City Cluster Phase.1 s.278 offsite	250,322				9,408	202,047	38,867			250,322
Eastern City Cluster Phase.1 s.278 on site	173,124							30,527	142,597	173,124
RWE High Timber Street	53,537	34,000			74,537	2,600	2,600	2,600	5,200	87,537
St.Andrews Holborn	380,750				50,750	330,000				380,750
Billiter Street s.106	175,498				13,500	14,000	145,065	587	2,346	175,498
Cullum Street	288,955				31,000	248,851	1,821	1,821	5,462	288,955
Fenchurch Place	580,000				15,000	565,000				580,000
St.Giles Terrace and Ben Johnson Highwalk			250,880		145,880	55,000	50,000			250,880
Sculpture in the City Year 3	200,000				5,000	150,000	45,000			200,000
Sculpture in the City Year 4	200,000						150,000	50,000		200,000
<b>TOTAL</b>	<b>13,972,169</b>	<b>4,725,382</b>	<b>4,547,490</b>	<b>1,621,000</b>	<b>17,874,914</b>	<b>5,247,004</b>	<b>1,012,707</b>	<b>414,656</b>	<b>316,760</b>	<b>24,866,041</b>
<b>Gateways 3-4</b>										
Silk Street	5,300		686,034		45,000	505,000	141,334			691,334
St.Pauls Lighting	1,000,000			150,000	50,000	50,000	50,000	500,000	500,000	1,150,000
8-10 Moorgate	306,000				15,000	15,000	150,000	126,000		306,000
Globe View Walkway	1,000,000	200,000			50,000	20,000	30,000		1,100,000	1,200,000
20 Fenchurch Street Security	750,000				15,000	735,000				750,000
Lime Street Traffic Management	338,000					10,000	250,000	78,000		338,000
Fore Street	1,073,154				12,000	700,000	361,154			1,073,154
Mark Lane	457,328				43,102	100,000		314,226		457,328
5 Broadgate s.278 and s.106	1,915,000				70,000	1,500,000	345,000			1,915,000

30 Old Bailey	200,000				10,000	40,000	150,000			<b>200,000</b>
Green Corridors Year 3		100,000				100,000				<b>100,000</b>
RWE Millenium Bridge	1,123,305				50,000	500,000	573,305			<b>1,123,305</b>
Guildhall Pond Area			200,000		10,000	40,000	150,000			<b>200,000</b>
40-45 Chancery Lane S106	173,805								173,805	<b>173,805</b>
St.Helens Square	2,090,000				40,000	200,000	500,000	1,350,000		<b>2,090,000</b>
100 Bishopsgate (Middlesex Ramps)	330,996				17,939		150,057	163,000		<b>330,996</b>
Middlesex Street Area Enhancement	985,000				85,000	100,000	400,000	400,000		<b>985,000</b>
51 Lime Street Phase2	248,500					60,000	188,500			<b>248,500</b>
6 Bevis Marks	248,697				6,000	12,000	30,000	200,697		<b>248,697</b>
24-26 Minories	90,000					3,000	87,000			<b>90,000</b>
Beech Street Tunnel			1,000,000			50,000	100,000	100,000	750,000	<b>1,000,000</b>
Eastern Cluster Phase.2	1,650,000					30,000	60,000	800,000	760,000	<b>1,650,000</b>
<b>TOTAL</b>	<b>13,985,085</b>	<b>300,000</b>	<b>1,686,034</b>	<b>350,000</b>	<b>519,041</b>	<b>4,770,000</b>	<b>3,716,350</b>	<b>4,031,923</b>	<b>3,283,805</b>	<b>16.321,119</b>
<b>Gateways 1-2</b>										
John Carpernter Street (JP Morgan)	300,000					50,000	250,000			<b>300,000</b>
Bartholemew Close S.106 & S.278	7,000,000					50,000	100,000	200,000	6,650,000	<b>7,000,000</b>
Fenchurch Street	2,500,000	2,500,000				50,000	150,000	3,150,000	1,650,000	<b>5,000,000</b>
Bank By-Pass Walking Routes	250,000	250,000				35,000	200,000	265,000		<b>500,000</b>
Fleet Street St.Pauls Corridor	1,846,788	2,110,000			110,000		60,000	286,788	3,500,000	<b>3,956,788</b>
Fishmongers' Wharf Ramp	250,000	250,000				50,000	300,000	150,000		<b>500,000</b>
<b>TOTAL</b>	<b>12,146,788</b>	<b>5,110,000</b>	<b>0</b>	<b>0</b>	<b>110,000</b>	<b>235,000</b>	<b>1,060,000</b>	<b>4,051,788</b>	<b>11,800,000</b>	<b>17,256,788</b>
<b>Gateway Zero</b>										
Plough Place	200,000								200,000	<b>200,000</b>
100 Bishopsgate s278	300,000								300,000	<b>300,000</b>
Mitre Square s106	866,007								866,007	<b>866,007</b>

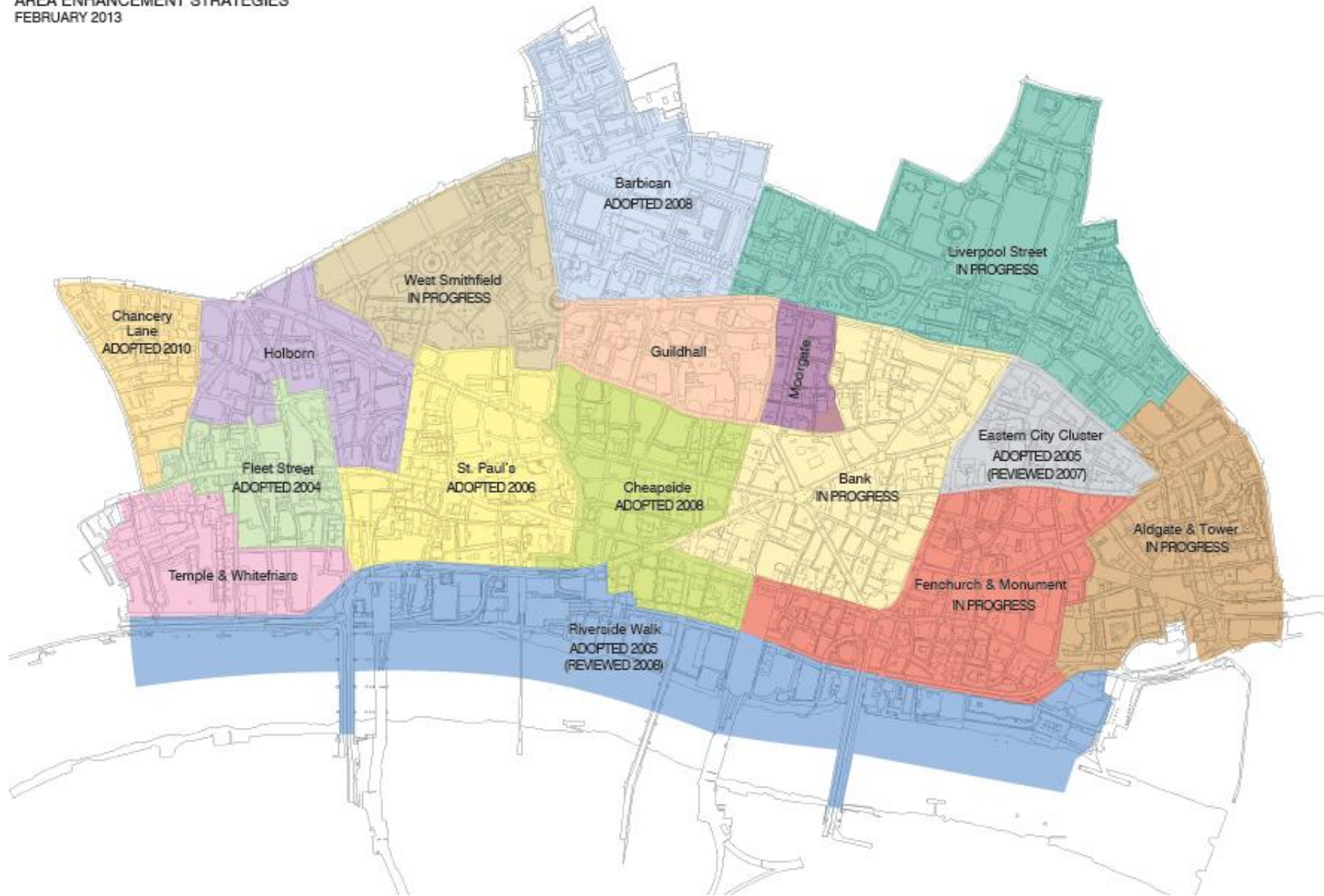


St Alphage House environs	1,094,420						50,000	200,000	844,420	<b>1,094,420</b>
Monument Street	136,452						136,452			<b>136,452</b>
Monument Junction		1,000,000							1,000,000	<b>1,000,000</b>
Basinghall Street Phase III	85,000						75,000	10,000		<b>85,000</b>
Bank Junction	2,500,000	2,500,000					100,000	100,000	4,800,000	<b>5,000,000</b>
Lombard Street	500,000	500,000							1,000,000	<b>1,000,000</b>
Greening Cheapside	350,000						175,000	175,000		<b>350,000</b>
Long Lane	250,000	250,000						100,000	400,000	<b>500,000</b>
Carter Lane Phase III	150,000		130,000					30,000	250,000	<b>280,000</b>
Barts Hospital	399,882						30,000	30,000	339,882	<b>399,882</b>
4 Cannon Street	3,215,000								3,215,000	<b>3,215,000</b>
Bank Alleys and Courts	750,000					30,000	200,000	200,000	320,000	<b>750,000</b>
Baltic Street West	350,000								350,000	<b>350,000</b>
Fann Street	100,000								100,000	<b>100,000</b>
Golden Lane	200,000								200,000	<b>200,000</b>
Barber Surgeons Gardens	150,000								150,000	<b>150,000</b>
Barbican City Walkways	100,000								100,000	<b>100,000</b>
Aldersgate Street/ Goswell Road	500,000								500,000	<b>500,000</b>
London Wall	500,000								500,000	<b>500,000</b>
Guildhall Parking and Servicing Plan	20,000							20000		<b>20,000</b>
Guildhall Outreach Plan	20,000							20000		<b>20,000</b>
Golden Lane Estate City Walkway areas	200,000								200,000	<b>200,000</b>
Queenhithe Mosaic	100,000						50,000	50,000		<b>100,000</b>
White Lion Hill	300,000								300,000	<b>300,000</b>
St Magnus Garden	150,000								150,000	<b>150,000</b>
Riverside Re-cladding of walls	275,000								275,000	<b>275,000</b>
Riverside Lighting Strategy	400,000								400,000	<b>400,000</b>
Southampton Buildings	200,000								200,000	<b>200,000</b>
Breams Buildings	150,000								150,000	<b>150,000</b>
Chancery Lane Gateways	50,000								50,000	<b>50,000</b>
Chancery House Green Space	150,000								150,000	<b>150,000</b>

Pleydell Street	100,000								100,000	<b>100,000</b>
Bouverie & Whitefriars Street	200,000								200,000	<b>200,000</b>
Hanging Sword Alley	150,000								150,000	<b>150,000</b>
Salisbury Square	100,000								100,000	<b>100,000</b>
Bride Lane and Court	150,000								150,000	<b>150,000</b>
Lombard Lane	40,000								40,000	<b>40,000</b>
Temple Lane	60,000								60,000	<b>60,000</b>
Bridewell Place	75,000								75,000	<b>75,000</b>
Hutton Street	60,000								60,000	<b>60,000</b>
Dorset Rise	60,000								60,000	<b>60,000</b>
Mitre Court	100,000								100,000	<b>100,000</b>
Aldgate Bus Station Improvements	1,000,000								1,000,000	<b>1,000,000</b>
Vine Street and Crescent	750,000								750,000	<b>750,000</b>
America Square	650,000								650,000	<b>650,000</b>
Little Somerset Street	750,000								750,000	<b>750,000</b>
Minories	1,000,000								1,000,000	<b>1,000,000</b>
Haydon Street	500,000								500,000	<b>500,000</b>
Portsoken Street	100,000								100,000	<b>100,000</b>
Jewry Street	400,000								400,000	<b>400,000</b>
Aldgate Raised Tables	150,000								150,000	<b>150,000</b>
St Brides Churchyard	80,000								80,000	<b>80,000</b>
Blackfriars Bridges	375,000								375,000	<b>375,000</b>
Riverside replacement of paving	400,000								400,000	<b>400,000</b>
Vine Street	580,000								580,000	<b>580,000</b>
Aldgate Review of Signage	150,000								150,000	<b>150,000</b>
Aldgate Review of way finding	300,000								300,000	<b>300,000</b>
St Alphage	150,000								150,000	<b>150,000</b>
St Bartholomews Hospital S106	399,882								399,882	<b>399,882</b>
Eastern Cluster Phase.3	780,000					480,000	300,000			<b>780,000</b>
Eastern Cluster Phase.4	718,901						70,000	648,901		<b>718,901</b>
Eastcheap	2,000,000								2,000,000	<b>2,000,000</b>
Leadenhall Street	2,000,000								2,000,000	<b>2,000,000</b>

Fish St Hill/Philpot Lane/Lime Street	500,000								500,000	<b>500,000</b>
London Bridge/King William St/Gracechurch St	250,000								250,000	<b>250,000</b>
Courts/Lanes off Fenchurch Street	100,000								100,000	<b>100,000</b>
Courts/Lanes leading to Leadenhall Market	100,000								100,000	<b>100,000</b>
Laurence Poutney Hill	250,000								250,000	<b>250,000</b>
Lower St Dunstan's Hill	500,000								500,000	<b>500,000</b>
St Mary at Hill Churchyard	250,000								250,000	<b>250,000</b>
Suffolk Lane	250,000								250,000	<b>250,000</b>
Cannon Street	250,000								250,000	<b>250,000</b>
St Dunstan's Hill/Mincing Lane/Fen Court	100,000								100,000	<b>100,000</b>
Courts/Lanes off Gracechurch St	100,000								100,000	<b>100,000</b>
Courts/Lanes off Cannon St	200,000								200,000	<b>200,000</b>
East/West route from Pudding Lane to St Dunstan's Hill	100,000								100,000	<b>100,000</b>
Botolph Lane	100,000								100,000	<b>100,000</b>
Pudding Lane	100,000								100,000	<b>100,000</b>
St Dunstan's in the East Churchyard	100,000								100,000	<b>100,000</b>
Bakers Hall Court	100,000								100,000	<b>100,000</b>
Star Alley St Olave Churchyard	100,000								100,000	<b>100,000</b>
St Mary at Hill	100,000								100,000	<b>100,000</b>
<b>TOTAL</b>	<b>32,590,544</b>	<b>4,250,000</b>	<b>130,000</b>	<b>0</b>	<b>0</b>	<b>30,000</b>	<b>1,296,452</b>	<b>1,305,000</b>	<b>34,339,092</b>	<b>36,970,544</b>

AREA ENHANCEMENT STRATEGIES  
FEBRUARY 2013



Appendix.3

## Progress of project delivery through approved Environmental Enhancement Area Strategies

**Area Name:** Cheapside

**Date Adopted:** 2008

<b>Project</b>	<b>Priority</b>	<b>Estimated Cost</b>	<b>Progress</b>
<b>Bow Lane</b> Re-paving and new planters	High	209,626	Complete
<b>Foster Lane</b> enhancements including raised pedestrian table, paving and footway widening	High	247,208	Complete
<b>Milk Street Area</b> enhancements including re-landscaping southern end, raised pedestrian table and paving	High	388,603	Complete
<b>Wood Street</b> enhancements including raised pedestrian tables, paving and footway widening	High	282,068	Complete
<b>Bow Churchyard</b> Re-landscaping	High	352,827	Complete
<b>Gresham Street (Central)</b> Enhancements including raised pedestrian table, trees, paving and footway widening	High	392,703	Complete
<b>Gresham Street (East)</b> Enhancements including footway widening and re-paving	High	74,087	Complete
<b>Cheapside</b> Stages 1-4 Comprehensive changes to junctions and main shopping street including footway widening, repaving, alterations to crossings, tree planting and landscaping	Medium	4,700,000	Complete

<b>Cheapside Stage 4a</b> Opening up and alterations to the junction of Grsham Street and St Martins Le Grand	Medium	72,000	Subject to approval. Gateway 4c/5 report is being prepared.
A range of projects, programmes and events to develop the culture and leisure product for a wider audience as part of the retail promotion strategy	Low	n/a	Mostly run by the Cheapside Initiative

**Area Name:** St. Paul's/Carter Lane

**Date Adopted:** 2006/7

<b>Project</b>	<b>Priority</b>	<b>Estimated Cost</b>	<b>Progress</b>
Carter lane Phase 1 Carter Lane Gardens re-landscaping	High	760,000	Completed 2009
Carter Lane Phase 2 Carter lane re-paving and part-closure, installation of St Lawrence Jewry Drinking Fountain	High	1,280,000	Substantially Completed 2012
St Pauls Churchyard Removal of coach park and creation of new Queen Elisabeth Garden	High	2m	Completed 2012
Carter Lane Phase 3 Old Change Court and Carter Lane west and environs repaving and landscaping	Medium	650,000	Subject to funding and approvals



**Area Name:** Riverside Walkway

**Date Adopted:** 2005

<b>Project</b>	<b>Priority</b>	<b>Estimated Cost</b>	<b>Progress</b>
<b>High Timber Street</b> Access improvements and widened footways	High	82,000	Complete
<b>Old Billingsgate Bollards</b> Installation of bollards to prevent vehicles driving illegally over walkway	High	5,000	Complete
<b>New staircase from London Bridge to the Riverside Walk</b>	High	1,700,000	Approved and funded. Construction to commence this spring
<b>Improvements to Steelyard passage under Cannon Street Station</b>	High	143,000	Completed
<b>Grants Quay Wharf</b> Ramp and re-landscaping	High	906,000	Completed
<b>Globe View walkway</b> Opening up the walkway under Globe view with associated improvements	High	£750,000 - £1.5m	Gateway 3 approved. Design being further developed.
<b>Millennium Bridge Area</b> Re-landscaping Pauls Walk and removal of HSBC gates	High	1.1m	Gateway 3 / 4 report approved. Construction designs being developed
<b>Sugar Quay</b> Ramp alterations	Medium	11,000	Complete
<b>Blackfriars Bridges:</b> creation of retail/commercial uses in spaces under the bridges.	High	375,000	On-hold due to TfL ongoing maintenance issues
<b>Pauls Walk East–</b> re-landscaping	Medium	211,000	Complete
<b>White Lion Hill</b>	Medium	300,000	Subject to approvals and funding
<b>Blackfriars ramp extension</b>	Medium	168,000	Complete

<b>Blackfriars Hoarding</b>	Medium	100,000	Complete
<b>Angel Lane</b> – creation of linear open space with associated seating and lighting	Medium	1.1m	Complete
<b>Connecting Spaces Years 1 and 2</b> – Improvements to paving, lighting and street furniture	Medium	377,000	Complete
<b>High Timber Street</b> – tree planting	Medium	88,000	Complete
<b>Lighting</b> to provide a more uniform style height and colour of lighting on the riverside, as well as additional feature lighting. ie. Up-lighters for trees.	Medium	400,000	Subject to funding and approvals
<b>Replacement of remaining areas of concrete and brick paving with York stone</b>	Medium	400,000	Subject to funding and approvals
<b>Steelyard Passage Phase 2</b> Lighting and improvements to bin enclosure	Medium	226,000	Complete
<b>Paul's Walk West</b> – re-landscaping	Medium	430,000	Under construction
<b>Re-landscaping of Garden space at St.Magnus Church riverside</b>	Low	150,000	Subject to funding and approvals
<b>Additional Public toilets facilities and Cleansing Hydrants</b>	Low	n/a	Delivered through redevelopments
<b>Re-cladding of concrete sections of riverside Wall</b> in Granite and replacement of riverside railings with suitable alternative.	Low	275,000	Subject to funding and approvals
<b>Miscellaneous planting and planters</b>	Low	n/a	Delivered through various projects

**Area Name:** Fleet Street Courts & Lanes

**Date Adopted:** 2004

<b>Project</b>	<b>Priority</b>	<b>Estimated Cost</b>	<b>Progress</b>
<b>Johnson's Court &amp; Crane Court</b> Repaving, new seating, water feature, planting	High	£317,000	Completed
<b>Fleet Street Courts &amp; Lanes</b> Gough Square and enhancement to court entrances	High	£188,000	Completed
<b>Red Lion Court</b> Pedestrianised and improved lighting	High	£88,000	Completed
<b>Shoe Lane Phase 1</b> New paving, planting and security measures	High	£1.02m	Completed
<b>Shoe Lane Phase 2</b> New paving, widened footways and public art	High	£733,000	Substantially Completed
<b>Wine Office Court</b> Improved planting and lighting	Medium	£109,600	Not yet completed due to redevelopment
<b>St Bride's Passage</b> New seating, improved paving and lighting	Medium	£106,231	Completed
<b>Pleydell Street</b> Pedestrianisation, new paving and lighting	Medium	£100,000	Subject to funding and approvals
<b>St Bride's Churchyard</b> Entry treatments, new planting and lighting	Medium	£80,000	Subject to funding and approvals
<b>Bouverie Street</b> Footway widening, improved crossings, new trees	Medium	£100,000	Subject to funding and approvals

<b>Whitefriars Street</b> Footway widening, improved crossings, new trees	Medium	£100,000	Subject to funding and approvals
<b>Hanging Sword Alley</b> Enhanced public space, new planting, potential artwork	Medium	£150,000	Subject to funding and approvals
<b>Salisbury Square</b> Pedestrianisation, footway widening, new planting and seating	Medium	£100,000	Subject to funding and approvals
<b>Bride Lane</b> Pedestrianisation, new paving and lighting	Medium	£100,000	Subject to funding and approvals
<b>Bride Court</b> New planting, lighting and signage	Medium	£50,000	Subject to funding and approvals
<b>Lombard Lane</b> Reduce street clutter	Low	£40,000	Subject to funding and approvals
<b>Temple Lane</b> New paving, reduced street clutter	Low	£60,000	Subject to funding and approvals
<b>Bridewell Place</b> New paving, reduced street clutter	Low	£75,000	Subject to funding and approvals
<b>Hutton Street</b> New paving	Low	£60,000	Subject to funding and approvals
<b>Dorset Rise</b> Footway widening, new paving	Low	£60,000	Subject to funding and approvals
<b>Mitre Court</b> Raised carriageway, new paving, lighting and signage	Low	£100,000	Subject to funding and approvals

**Area Name:** Eastern City Cluster

**Date Adopted:** 2005

**Date Revised:** 2007

<b>Project</b>	<b>Priority</b>	<b>Estimated Cost</b>	<b>Progress</b>
<b>ECC Phase 1</b> Landscaping and paving enhancements Pinnacle/ Undershaft area	High	£1.9m	Approved and funded. Works due to start this spring subject to finalising a legal agreement.
<b>ECC Sculpture in the City</b> Years 1-4 Area wide programme of temporary art installations	High	£230,000 plus significant in-kind	Years 1 and 2 complete, Years 3 and 4 planned
<b>ECC Phase 2</b> Landscaping – Undershaft south	Medium	£1,650,000	Options Appraisal
<b>St Helens Square</b> Landscaping	Medium	2.2m	Designs being developed. Subject to planning permission
<b>ECC Phase 3</b> St Mary Axe street improvements	Medium	780,000	Design subject to Helens Square design completion
<b>ECC Phase 4</b> Leadenhall Street and Camomile Street, including new crossing	Medium	718,901	Options Appraisal and outline Design under development

**Area Name:** Aldgate & Tower

**Date Adopted:** 2012

<b>Project</b>	<b>Priority</b>	<b>Estimated Cost</b>	<b>Progress</b>
<b>Aldgate Gyratory</b> Remove gyratory and create a public space. Remove subways and improve mobility in the area.	High	7-12 m	Gateway 3 approved. Gateway 4 planned for autumn 2013. Implementation expected 2014
<b>Vine Street/Crescent/ Hammett Street</b> Green space, biodiversity, SUDs, improved air quality, play space & opportunity for public are providing an improved walking route.	High	750,000	Subject to funding and approvals
<b>Little Somerset Street</b> Provide & enhance the walking environment along this link. Add street trees and other planting, widen footways and consider SUDs.	High	750,000	Subject to funding and approvals
<b>Minories</b> Widen footways, encourage the use of outdoor space, planting and consider the introduction of possible two-way traffic	High	1m	Possible inclusion with Aldgate Gyratory removal project
<b>Seething Lane table</b> Slow traffic	High	200,000	Subject to funding and approvals
<b>Aldgate Gyratory</b> (Private) Trinity and bus station improvements	Medium	1m	Private land
<b>America Square</b> Green space, biodiversity, SUDs, improved air quality, play space & opportunity for public are providing an improved walking route.	Medium	650,000	Subject to funding and approvals
<b>Vine Street</b> Lighting underbridge. Improve the experience under the bridge to enhance the pedestrian link connecting projects at America Square and the Crescent.	Medium	80,000	Subject to funding and approvals

<b>Vine Street</b> Provide and enhance the walking environment along this link. Add street trees and other planting and widen footways.		500,000	Subject to funding and approvals
<b>Crutched Friars</b> Implementation programmed. Includes widening the footways.	Medium	60,000	Completed 2012
<b>Crutched Friars</b> Lighting underbridge. Enhance the place function as well as the link.	Medium	20,000	Planned for 2013
<b>Jewry Street Greening</b> Widen footways, improve planting for biodiversity and improved air quality, consider SUDs, construct side road entry treatments to enhance the pedestrian experience and inset parking.	Medium	400,000	Subject to funding and approvals
<b>All Over Strategy Area – Raised Tables on Main Walking Routes</b> Provide a consistent enhancement to the Strategy Area – enhance the inclusive accessibility of the environment.	Medium	150,000	Subject to funding and approvals
<b>All Over Strategy Area – Navigation Sign Review</b> Make way-finding easier, reduce clutter and chose appropriate unobtrusive locations.	Medium	150,000	Subject to funding and approvals
<b>All Over Strategy Area – Intuitive Way-Finding through Materials</b> Linking pedestrian connections through the area by applying consistent palette of materials to the footway and carriageway.	Medium	300,000	Subject to funding and approvals
<b>Minories</b> Lighting underbridge – consider movement sensor lighting. Improve the experience under the bridge to improve the waiting environment at the bus stop and enhance the connection along Minories	Low	80,000	Subject to funding and approvals
<b>Haydon Street</b> Widen footways, provide green walls (third party walls) and enhance this popular pedestrian and cycle link	Low	500,000	Subject to funding and approvals
<b>Portsoken Street</b> Consider enhancing the street and listed building, which will attract people to the Portsoken play space. Review loading and servicing requirements	Low	100,000	Subject to funding and approvals
<b>Seething Lane Gardens</b> Dependent on development.	Low	100,000	Subject to funding and approvals

**Area Name:** Barbican

**Date Adopted:** 2008

<b>Project</b>	<b>Priority</b>	<b>Cost</b>	<b>Progress</b>
<b>Moor Lane</b> Creation of linear open space and associated enhancements	High	£1,550,000	Pending implementation Summer 2013
<b>Milton Court</b> Repaving	High	200,000	To be implemented by the developer (private street)
<b>Silk Street</b> Footway widening, tree planting and associated enhancements	High	400,000	Gateway 3/4 completed, expecting implementation late 2013
<b>Beech St / Silk St Junction</b> Improvements to junction to ease pedestrian movement	High	300,000	Gateway 3/4 completed, expecting implementation late 2013
<b>Barbican Estate City Walkway Areas</b> Various improvements to planters and seating	High	200,000	Seating Completed Spring 2013
<b>St Giles Terrace</b> Re-landscaping of terrace	High	200,000	Seating and planting Completed Spring 2013
<b>Junction Wood St and London Wall</b> Improvements to pedestrian crossing facilities and associated adjustments to footways	High	300,000	Options appraisal stage
<b>Beech St Tunnel</b> Lighting improvements, possible widening footways and possible crossing point	Medium	1,000,000	Project initiated with consultation on options beginning June 2013
<b>Baltic Street West</b> Re-landscaping, tree planting and associated enhancements	Medium	350,000	Subject to funding and approvals



<b>Fann Street</b> De-cluttering, tree planting and associated enhancements	Medium	100,000	Subject to funding and approvals
<b>Golden Lane</b> Raised pedestrian table at Fortune Street Park and other enhancements to paving and lighting as well as tree planting	Medium	200,000	Subject to funding and approvals
<b>Barbican City Walkways</b> Additional Enhancements on City Walkway areas, not included in Ben Johnson Highwalk/St.Giles Terrace	Medium	100,000	Subject to funding and approvals
<b>Golden Lane Estate City Walkway Area</b> Improvements to access to Leisure Centre and improvements to planters	Medium	200,000	Subject to funding and approvals
<b>Barber Surgeons Gardens</b> Improved access to the gardens	Medium	150,000	Subject to funding and approvals
<b>Aldersgate Street / Goswell Road</b> Tree planting, footway widening and possible new pedestrian crossing	Low	500,000	Subject to funding and approvals
<b>St Alphage</b> Re-landscaping and access improvements	Low	150,000	Subject to funding and approvals
<b>Fore Street</b> Widening footways and tree planting	Low	1,000,000	Gateway 3 approved, detailed design and consultation starting summer 2013
<b>London Wall</b> Widening footways and tree planting	Low	500,000	Subject to funding and approvals

**Area Name: Guildhall**

**Date Adopted: 2011**

<b>Project</b>	<b>Priority</b>	<b>Cost</b>	<b>Progress</b>
<b>Signifiers – Flags and Banners</b>	High	30,000	Complete 2012
<b>Signifiers –Signage</b>	High	10,000	Complete 2012
<b>Signifiers - Planters</b>	High	20,000	Complete 2012
<b>Seasonal tables and chairs</b>	High	n/a	Complete 2012
<b>Coffee van trial</b>	High	n/a	Complete 2012
<b>Enhancements to ‘gateway’ (pond) area</b>	High	325,000	Options appraisal underway. Gateway 3 planned for May 2013
<b>Enhancements to surrounding green spaces</b>	High	115,000	Options appraisal underway. Gateway 3 planned for May 2013
<b>New parking and servicing Plan</b>	High	15,000	To be considered as part of gateway improvements

<b>Develop Outreach Plan for the Guildhall Area</b>	High	20,000	Subject to funding and approvals
<b>Re-pave the Yard in robust materials</b>	Medium	1.6m	Subject to funding and approvals
<b>Establish temporary art or cultural exhibitions or displays in the Yard</b>	Medium	unknown	Subject to funding and approvals
<b>Establish programme of public events in the Yard</b>	Medium	unknown	Subject to funding and approvals
<b>Implement publicity and promotion plans for the Yard</b>	Medium	unknown	Subject to funding and approvals
<b>Establish café within the Yard</b>	Medium	unknown	Subject to funding and approvals
<b>Clean the façade of St Lawrence Jewry</b>	Low	470,000	Subject to funding and approvals
<b>Lighting strategy</b>	Low	500,000-1,000,000	Subject to funding and approvals

**Area Name: Fenchurch & Monument**

**Date Adopted: 2013**

<b>Project</b>	<b>Priority</b>	<b>Cost</b>	<b>Progress</b>
<b>Fenchurch Street</b>	High	£3m – £5m	Subject to funding and approvals
<b>Fenchurch Place</b>	High	£580,000	Approved, Implementation June 2013
<b>Monument Junction</b>	High	£750k – £1.0m	Subject to funding and approvals
<b>Eastcheap</b>	Medium	£1-£2m	Subject to funding and approvals
<b>Leadenhall Street</b>	Medium	£1-£2m	Subject to funding and approvals
<b>Fish St Hill/Philpot Lane/Lime Street</b>	Medium	£250k-£500k	Subject to funding and approvals
<b>London Bridge/King William St/Gracechurch St</b>	Medium	£100k-£250k	Subject to funding and approvals
<b>Mark Lane – Billiter Street</b>	Medium	£500k-£750k	Options Appraisal
<b>Courts/Lanes off Fenchurch Street</b>	Medium	£50k-£100k	Subject to funding and approvals
<b>Courts/Lanes leading to Leadenhall Market</b>	Medium	£50-£100k	Subject to funding and approvals
<b>Laurence Poutney Hill</b>	Medium	£100k-£250k	Subject to funding and approvals
<b>Lower St Dunstan's Hill</b>	Medium	£250k-£500k	Subject to funding and approvals
<b>Monument St/Lower Thames St</b>	Medium	£100k-£250k	Options Appraisal

<b>Cullum St</b>	Medium	£278k	Approved, Implementation 2013
<b>St Mary at Hill Churchyard</b>	Medium	£100k-£250k	Subject to funding and approvals
<b>Monument Street</b>	Medium	£100k-£250k	Subject to funding and approvals
<b>Suffolk Lane</b>	Medium	£100k-£250k	Subject to funding and approvals
<b>Cannon Street</b>	Low	£100k-£250k	Subject to funding and approvals
<b>Upper/Lower Thames St</b>	Low	£100k-£250k	Subject to funding and approvals
<b>St Dunstan's Hill/Mincing Lane/Fen Court</b>	Low	£50k-£100k	Subject to funding and approvals
<b>Courts/Lanes off Gracechurch St</b>	Low	£50k-£100k	Subject to funding and approvals
<b>Courts/Lanes off Cannon St</b>	Low	£100k-£200k	Subject to funding and approvals
<b>East/west route from Pudding Lane to St Dunstan's Hill</b>	Low	£50k-£100k	Subject to funding and approvals
<b>Botolph Lane</b>	Low	£50k-£100k	Subject to funding and approvals
<b>Pudding Lane</b>	Low	£50k-£100k	Subject to funding and approvals
<b>St Dunstan's in the East churchyard</b>	Low	£50k-£100k	Subject to funding and approvals
<b>Bakers Hall Court</b>	Low	£50k-£100k	Subject to funding and approvals
<b>Star Alley St Olave Churchyard</b>	Low	£50k-£100k	Subject to funding and approvals
<b>St Mary at Hill</b>	Low	£50k-£100k	Subject to funding and approvals

**Area Name: Chancery Lane**

**Date Adopted: 2009**

<b>Project</b>	<b>Priority</b>	<b>Estimated Cost</b>	<b>Progress</b>
<b>Chancery Lane Footway widening and resurfacing and other public realm improvements</b>	<b>High</b>	<b>£800,000</b>	<b>Completed</b>
<b>Cursitor Street New pedestrian space, planting and seating</b>	<b>High</b>	<b>£200,000</b>	<b>Completed</b>
<b>Breams Buildings New pedestrian space</b>	<b>Medium</b>	<b>£150,000</b>	<b>Subject to funding and approvals</b>
<b>Southampton Buildings Landscaping and footway widening</b>	<b>Medium</b>	<b>£200,000</b>	<b>Subject to funding and approvals</b>
<b>Gateways to Chancery Lane Widened footways, decluttering, improved lighting</b>	<b>Medium</b>	<b>50,000</b>	<b>Subject to funding and approvals</b>
<b>Chancery House Green Space Relandscaping of car park</b>	<b>Low</b>	<b>150,000</b>	<b>Subject to funding and approvals</b>

## Appendix.4

### Gateway.2 Reports

<b>Project Gateway 2.</b>	
<b>Project:</b> Fenchurch Street	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

#### Overview

<b>1. Spending Committee</b> Streets & Walkways Sub- Committee
<b>2. Project Board</b> Yes, a project board is recommended given the scale and complexity of the project and will consist of senior officers and TfL representatives.
<b>3. Area Strategy Authorising Committee and date of Authorisation</b> Planning and Transportation: 26 February 2013 Policy & Resources: 22 March 2013 Court of Common Council: 25 April 2013
<b>4. Brief description of project</b> Functional and public realm improvements to Fenchurch Street which is a key vehicle, pedestrian and cyclist movement corridor through the City and is under pressure regarding capacity and has poor safety issues, with high levels of pedestrian and cycle casualties. The project seeks to accommodate the future growth of the area whilst ensuring a safe and attractive public realm and improving road safety, footway capacity and accessibility. This project is the highest priority of the Fenchurch & Monument Area Enhancement Strategy.
<b>5. Do materials used comply with 'material review' approved use?</b> Yes, materials will comply with the material review.
<b>6. Success Criteria</b> - Delivery of the highest priority project of the Fenchurch & Monument Area Enhancement Strategy. - Improvement of the transport function of Fenchurch Street. - Improvement of road safety, particularly for vulnerable road users. - Improvement of appearance/amenity of Fenchurch Street. - Improvement of access through the area, particularly for pedestrians. - Improvement of movement from Fenchurch Street Station and the surrounding London Underground stations to/from the Eastern City Cluster.
<b>7. Key options to be considered</b>

Improvement of footways and carriageways along Fenchurch Street possibly incorporating:

- Kerb realignment to provide a consistent line along the street
- Bus stops online with inset loading bays
- Widened footways where possible
- Improved cycle provision
- Improved/raised pedestrian crossings
- Raised entry treatments (courtesy crossings) at side streets
- Strategic street tree planting where possible
- Feature lighting
- Reduce street clutter

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

Fenchurch & Monument Area Enhancement Strategy

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

Fully reimbursable

Asset enhancement/improvement (capital)

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

Essential

**Financial Implications**

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

£3m - £5m

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

Section 106, Section 278, Community Infrastructure Levy, Transport for London

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

It is anticipated that the project would be largely revenue neutral as the area is already cleansed and maintained by the City. There may be revenue implications if increased soft landscaping is proposed however this will be identified as the project progresses.

**14. Major risks**

1. Full cost of works unknown

As the design options are identified the likely cost of the scheme will be established. The scope of the project will be tailored to ensure delivery within the available funding streams.

2. Project exceeds budget

Monitor costs closely and phase expenditure based on essential and optional elements of the scheme to ensure the budget is not exceeded.



3. Key stakeholders oppose the proposed functional/enhancement works

Officers will provide detailed information and briefings to stakeholders throughout the design and evaluation stages, including wider consultation with local residents, occupiers, and transport lobby groups.

4. Proposed works cause major disruption to City transport network

Officers will undertake thorough investigations into minimising disruption whilst undertaking the necessary works.

**15. Anticipated stakeholders and consultees**

Anticipated external stakeholders:

- Owners/occupiers of buildings fronting onto Fenchurch Street
- Owners/occupiers of buildings accessed from side streets/lanes off Fenchurch Street
- Transport for London
- CrossRail/London Underground
- Local developers
- Transport related amenity groups such as City Cyclists and London Taxi Association
- Public that use the roads
- Local residents

Anticipated internal stakeholders:

- Highways
- City Surveyors
- Open Spaces
- Access team
- Finance
- Corporate Property Advisory Team

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

Initial staff allocation - £50k (Environmental Enhancement/City Transportation) , which would allow the City to progress the project to Options Appraisal, conduct consultation work including liaison with local stakeholders and to prepare necessary reports back to Members. This figure represents approximately 1.6% of the overall project cost and is based on an estimate of approximately 500 officer hours for options appraisal and evaluation, which would be fully funded from S106.

Initial fees allocation - £50k, which will allow for the appointment of design consultants and to undertake surveys of the project area, possibly including transport assessments.

**17. Standard or streamlined approval track**

Standard Approval Track based on the approval track matrix.

<b>Project Gateway 2.</b>	
<b>Project:</b> Bartholomew Close – Section 278 and Section 106 works	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

## Overview

<p><b>2. Spending Committee</b> Streets and Walkways Sub-Committee.</p>
<p><b>3. Project Board</b> A project board is proposed in view of the large scale of the project.</p>
<p><b>3. Area Strategy Authorising Committee and date of Authorisation</b> West Smithfield Area Enhancement strategy is planned to be adopted in summer 2013.</p>
<p><b>4. Brief description of project</b></p> <p>Planning permission for the Bartholomew Close redevelopment was granted on 20 November 2012.</p> <p>This project relates to the Section 278 and Section 106 highway works and environmental enhancement works required as a result of the development.</p> <p>The main works involve:</p> <ul style="list-style-type: none"> <li>• adapting the highway layout to take account of the new development, including adjustments to crossings;</li> <li>• taking excess carriageway space and creating widened footways;</li> <li>• access improvements;</li> <li>• public space enhancements;</li> <li>• carrying out tree and other planting;</li> <li>• repaving with York Stone and providing seating where appropriate.</li> </ul> <p>The improvements are all in accordance with the soon to be adopted West Smithfield area strategy.</p>
<p><b>5. Do materials used comply with ‘material review’ approved use?</b> Yes.</p>

**6. Success Criteria**

- To adapt and improve the public realm in order to accommodate the redevelopment and the resultant impact on the public highway to ensure that the area functions well and provides a suitable environment;
- To improve accessibility and ease of movement throughout the area, creating clarity of routes and removing barriers to movement
- Reducing road danger
- Creating usable additional public space from excess carriageway
- To create a rich environment through the enhancement of the area, taking account of the conservation area

**7. Key options to be considered**

- Accessibility improvements including: raised carriageways, raised pedestrian tables at key locations, dropped kerbs
- Footway widening
- Public space improvements including new and enhanced public spaces
- Pedestrian and vehicle crossing enhancement
- Road safety improvements

Much of the works will be necessary in order to facilitate the redevelopment. Works will also enhance the local environment for the benefit of all users.

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

- West Smithfield Area Enhancement Strategy
- Projects:
  - St Bartholomew Hospital redevelopment
  - Crossrail new station (Long Lane)

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

Fully reimbursable

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

Desirable

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

£7.5million

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

Bartholomew Close Section 278 and Section 106 agreement

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

To be determined at options appraisal stage.

**14. Major risks**

- Transport / parking related objections; Medium risk, early consultation is planned;
- Conservation objections to proposals; Medium risk, early consultation on design options is planned;
- Public consultation on proposals is negative; Low risk as outcome of West

Smithfield strategy consultation will influence the design.

**15. Anticipated stakeholders and consultees**

- Developer of Bartholomew Close
- Residents
- Local occupiers
- Bartholomew the Great church
- Barts Hospital
- Smithfield Market
- Livery companies
- Internal consultees

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

£60k for staff costs (Environmental Enhancement/City Transportation, £60K for design fees, consultation and survey works. Funded from the S278 from the development of Bartholomew Close.

**17. Standard or streamlined approval track**

Streamlined.

<b>Project Gateway 2.</b>	
<b>Project:</b> Bank By-pass walking routes	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

## Overview

<p><b>4. Spending Committee</b> Streets and Walkways Sub-Committee</p>
<p><b>2. Project Board</b> A project board is not recommended given the scale of the project.</p>
<p><b>3. Area Strategy Authorising Committee and date of Authorisation</b> The Bank area enhancement strategy is due to be considered by Committees in April and May 2013</p>
<p><b>4. Brief description of project</b> The project proposes improvements to north-south Lanes in the Bank area that act as 'by-pass' walking routes, avoiding the congested Bank junction.</p> <p>The Bank area enhancement strategy has identified that the north south lanes in the area are currently used as convenient walking routes. The strategy proposes improvements to these lanes to ease pedestrian movement and improve accessibility where footways are very narrow and cannot be used by wheelchair users. These improvements are needed as the area is very congested with pedestrians, particularly at peak times and is expected to become even busier in the next 5 – 10 years as office space increases, primarily in the nearby eastern city cluster. Crossrail and the upgrade of Bank tube station (with the planned new entrance at King William Street) will also result in increasing numbers of pedestrians in the area.</p> <p>The key lanes to be improved through this project are Nicholas Lane, Birchin Lane and Finch Lane which provide the most direct north-south route and have been identified as a high priority project in the Bank area enhancement strategy.</p>
<p><b>5. Do materials used comply with 'material review' approved use?</b> Yes</p>
<p><b>6, Success Criteria</b></p> <ul style="list-style-type: none"> <li>• Improved walking routes</li> <li>• Improved accessibility</li> <li>• Adapting Lanes to accommodate increasing numbers of pedestrians</li> <li>• Reduced road danger</li> <li>• Providing an enhanced environment</li> </ul>
<p><b>7. Key options to be considered</b> The main options include:</p>

- raised pedestrian tables and/or raised carriageways to ease movement and improve accessibility
- crossing improvements to ease pedestrian movement across junctions and reduce road danger
- changes to paving materials to define walking routes and aid way-finding
- enhancements to lighting and potential art installations to encourage use of walking routes

Recent similar improvements to nearby St Swithins Lane have been very successful and lessons will be applied to the scheme development. Furthermore, the design of the proposed scheme will provide valuable lessons for the future design of similar schemes both in the Bank area and elsewhere in the City.

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

The project has been identified as a high priority deliverable in the Bank area enhancement strategy.

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

Fully reimbursable

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

Desirable

**Financial Implications**

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

£250K - £500K

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

Section 106 obligations in the local area and TfL funding

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

To be assessed at options appraisal stage

**14. Major risks**

- Conservation objections: Medium risk – early consultation is planned with relevant officers on design options;
- Funding to deliver project is not approved – Medium risk. Some potential Section 106 funds have been identified. However, there are competing demands for this funding. TfL funding is also proposed to be sought for scheme delivery.
- Objections from the public – low risk (feedback from the Bank area enhancement strategy consultation has been positive)

**15. Anticipated stakeholders and consultees**

- Local occupiers (including churches and Livery companies)
- TfL
- London Underground (proposed new station entrance/exit is at King William Street)
- Internal consultees

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

£15,000 staff costs (Environmental Enhancement) and £20,000 fees, from the New Court, St Swithins Lane S106 agreement (transport contribution). To cover design, surveys and consultation.

**17. Standard or streamlined approval track**  
Streamlined.

<b>Project Gateway 2.</b>	
<b>Project:</b> John Carpenter Street	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

### **Overview**

<b>5. Spending Committee</b> Streets & Walkways Sub-Committee
<b>2. Project Board</b> A Project Board is not recommended given the scale and nature of this project. Regular design team meetings will be held with the project team and Senior Responsible Officer.
<b>3. Area Strategy Authorising Committee and date of Authorisation</b> N/A
<b>4. Brief description of project</b> Environmental Enhancements to the lower part of John Carpenter Street including improvements to carriageway and footways, fully funded under a Section 278 agreement by the developer.
<b>5. Do materials used comply with 'material review' approved use?</b> Yes the materials will comply.
<b>6. Success Criteria</b> - Improvement of the appearance/amenity of the project area. - Improvement of access through the area and into the developers refurbished building.
<b>7. Key options to be considered</b> Improvement of footways and carriageway in the southern part of John Carpenter Street between Tallis Street and Victoria Embankment, possibly incorporating street trees and landscaping, new street furniture and lighting and prioritising pedestrian access to/from the buildings in this section of the Street. Possible extension to the existing road closure at the southern end of the street and relocation of cycle-hire location. Approval is requested to enter into a Section 278 agreement to formalise the funding of the project.
<b>8. Links to other existing strategies, programmes and/or projects</b> This project would deliver one the priority projects of the draft Temple and Whitefriars Area Enhancement Strategy.
<b>9. Within which category does this project fit?</b> Fully reimbursable.
<b>10. What is the priority of the project</b> Advisable.



## **Financial Implications**

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

£300,000

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

All funding for the project will be provided voluntarily by the developer (JP Morgan) and formalised via a Section 278 agreement.

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

It is anticipated that the project would be largely revenue neutral as the area is already cleansed and maintained by the City. There may be revenue implications if increased soft landscaping is proposed however this will be identified as the design develops and reported at the next Gateway.

### **14. Major risks**

1. Full cost of works unknown - As the design options are identified the likely cost of the scheme will be established. The scope of the project will be tailored to ensure delivery within the available Section 278 funding.

2. Project not delivered to programme - The developer requires the environmental enhancement works to be completed in coordination with their building refurbishment (January 2014) therefore strict adherence to programme will be required to ensure compliance with this date.

### **15. Anticipated stakeholders and consultees**

Anticipated external stakeholders:

- Developer of 60 Victoria Embankment (JP Morgan)
- Owners/occupiers of adjacent buildings on John Carpenter Street
- Local residents (if applicable)
- Transport for London

Anticipated internal consultees:

- Highways
- City Surveyors
- Open Spaces
- Access team
- Finance

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

Staff allocation - £30k (£20K Environmental Enhancement, £10k Highways) , which would allow the City to progress the project to Options Appraisal, conduct consultation work including liaison with local stakeholders and to prepare necessary reports back to Members. This figure represents approximately 12% of the overall project cost and is based on an estimate of approximately 300 hours for options appraisal and evaluation, which would be fully externally funded.

### **17. Standard or streamlined approval track**

Streamlined Approval Track based on the approval track matrix progressing directly to Gateway 5 as the project is fully externally funded via Section 278.