

Committee(s):	Date(s):
Streets & Walkways Sub Committee	14 October 2013
Projects Sub Committee	29 October 2013
Subject: Gateway 3: Outline Options Appraisal – 40-45 Chancery Lane (Section 106 prioritisation)	Public
Report of: Director of the Built Environment	For Decision

Summary

Dashboard

Project Status: Green

Timeline: Outline Options Appraisal

Total Estimated Cost: £167,000

Spend to Date: £5,463

Overall Project Risk: Low

Context

This report sets out options to enhance the streets in the vicinity of Chancery Lane, in line with the Chancery Lane Area Enhancement Strategy which was approved by the Court of Common Council in 2010. The Area Strategy seeks to enhance the status of Chancery Lane as a destination and to 'create a sense of arrival'. Where possible it seeks to calm traffic by prioritising pedestrian movement and create new public space in a part of the City which has little open space.

The central enhancement scheme on Chancery Lane itself was completed in 2011, utilising Transport for London (TfL) Major Projects funding. This scheme did not include the originally proposed road closures requested by local businesses to create a more pedestrian friendly space in the centre of the Lane, owing to concerns about the impact on traffic movement and journey times. The enhancements focused instead on widening footways on both sides of the Lane and landscaping a section of Cursitor Street.

A Section 106 agreement relating to the site at 40-45 Chancery Lane was signed on 6th May 2010, and varied by deed on 10 January 2012. Under the terms of the agreement, a Local Community & Environmental Improvement Works (LCEIW) contribution of £173,805 has been received. This is for "new work or works of repair or refurbishment of the public realm in accordance with the Chancery Lane Area Enhancement Strategy within the area shaded grey on the Local Community and Environmental Improvement Works Area Plan" (see Appendix 1).

A 'long list' of potential projects was put forward in the Gateway 2 report (approved in April 2013), based on the original proposals contained within the Chancery Lane Area Enhancement Strategy. The Gateway 2 report stated that... "these options and their prioritisation will be developed at the options appraisal stage", which is the purpose of this Gateway 3 report. The options and their priority have been developed in consultation with the Chancery Lane Association (CLA) with whom the City of London has formed a successful partnership. The priorities have evolved through site visits and meetings, and the CLA have written with their views on the priorities in the area; a priority of the CLA is to calm traffic on the central section of Chancery Lane, which is supported by Project 1 of this report, and to enhance the status of the area. A table outlining the options and their priority

status is shown in Appendix 4.

Brief description of project

As stipulated in the Section 106 agreement related to 40-45 Chancery Lane, works will be focussed to deliver the aims of the Chancery Lane Area Enhancement Strategy. The options considered in this report are deemed to be 'medium priority' projects (see Appendix 4), and would all contribute to improving the user experience of Chancery Lane and build on the success of the schemes already implemented at Chancery Lane and Cursitor Street.

It is proposed to take forward the following projects in the following order of priority:

1. Raised crossovers at two locations on Chancery Lane to improve accessibility and connectivity;
2. Closure to traffic of the eastern end of Southampton Buildings and the creation of a new 'pocket space';
3. Public realm improvements to Quality Court to enhance the character of the courts and alleyways off Chancery Lane.

Projects

Description	Raised crossovers £	Southampton Buildings £	Quality Court £
Total Estimated Cost	£44,000	£91,200	£31,800 (funds remaining from Projects 1 & 2)
Tolerance +/-	20%	20%	N/A
Likely Funding Strategy	Section 106	Section 106	Section 106

NB Full details of all the projects are available in paragraphs 11 to 20.

Recommendations

Option(s) recommended to develop to next Gateway

It is recommended that Members approve the project priority table for the Chancery Lane Area Enhancement Strategy as contained in Appendix 4.

It is also recommended that the three projects outlined above are progressed to the detailed design stage. The delivery and scale of Quality Court is subject to funds remaining upon completion of the raised crossovers and Southampton Buildings.

Next Steps

Should the report be approved the project will progress to the detailed design stage with design options produced and presented to Members.

Resource requirements to reach next Gateway and source of funding

The current approved budget is £17,300, with an actual spend to date of £5,463 (as of 16 September 2013). This spend has been used to develop the initial options appraisal.

A total of £20,000 is requested to progress these projects to the next Gateway. This will

allow for management of the detailed design process and associated fees for the design elements.

Plans for consultation prior to the next Gateway report

The Chancery Lane Association will continue to be consulted at regular stages throughout the project, in order to ensure that the proposals are meeting the needs of local residents and businesses. The City of Westminster and the London Borough of Camden will also be consulted in relation to Project 1.

Tolerances

It is recommended that the following tolerance be agreed in respect of the detailed design process:

- Cost – a tolerance of 20% is recommended in order to cover potential fluctuations in staff costs and fees, for example to investigate utilities with appropriate surveys;
- Time – a tolerance of two months is recommended in the event that complications arise during the detailed design stage.

Main Report

Overview

1. Evidence of Need	<p>The Section 106 agreement relating to the site at 40-45 Chancery Lane stipulates that the Local Community & Environmental Improvement Works (LCEIW) contribution be used for new works or works of repair and refurbishment of the public realm contained within the Chancery Lane Area Enhancement Strategy. This is shown in the shaded area on the Local Community and Environmental Improvement Works Area Plan (see Appendix 1). The Area Strategy was adopted in 2010; a number of schemes contained in the Strategy have yet to be implemented. This report puts forward three projects to continue the implementation of the Area Strategy; these have been prioritised from the list in Appendix 4 in accordance with the preferences of the CLA.</p> <p>The Area Strategy seeks to enhance the status of Chancery Lane as a destination and to ‘create a sense of arrival’. The curved form of the street means that it is difficult to create a sense of continuity along its entire length. The Area Strategy therefore seeks to enhance key areas at intervals along the street, in a coherent manner, in order to develop a greater identity for the area.</p> <p>The Area Strategy also seeks to encourage walking and cycling, and to create new public open spaces where appropriate. The projects contained in this report will contribute towards the continued implementation of</p>
----------------------------	---

	<p>the Area Strategy through improvements to pedestrian connectivity and the creation of a new public space.</p> <p>The original scheme for Chancery Lane, reported in 2009, contained proposals to introduce a timed closure in the central section of Chancery Lane, with an associated raised carriageway which was intended to calm traffic (and remove it at certain times) and create a more pleasant pedestrian environment. This proposal was not approved by Policy & Resources Committee as it was felt that the benefits of enhancing the area did not outweigh the impact on traffic movement in the area.</p> <p>However, local businesses represented by the Chancery Lane Association have expressed a desire to calm traffic on Chancery Lane which, although a Local Distributor route, acts as a cut-through for vehicles travelling south-north. Therefore two raised crossovers are proposed in this report.</p>
2. Success Criteria	<ul style="list-style-type: none"> • Improved accessibility at key points along Chancery Lane; • An enhanced public realm in the Chancery Lane area in accordance with the Area Enhancement Strategy.
3. Project Scope and Exclusions	<p>Cursitor Street will be reinstated following completion of the development and so it is not proposed to undertake further work in this street.</p>
4. Link to Strategic Aims	<p><i>Aim 1: To support and promote 'The City' as the world leader in international finance and business services</i></p> <p>The project will improve the public realm in the vicinity of Chancery Lane.</p> <p><i>Aim 2: To provide modern, efficient and high quality local services and policing within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes</i></p> <p>The City's working population is expected to grow by 89,000 from 2007 to 2026. The improvements will provide more accessible routes through the area.</p>
5. Within which category does the project fit	<p>Fully reimbursable.</p>
6. What is the priority of the project?	<p>Advisable.</p>
7. Governance arrangements	<p>The project will be guided through regular design team meetings. The Chancery Lane Association will be</p>

	consulted throughout the project to ensure the needs of local stakeholders are being considered.
8. Resources Expended To Date	<p>Staff costs - £5,463</p> <p>Fees - £0</p> <p>Total - £5,463</p> <p>The resources expended thus far have been used to initiate the project, to manage the design process and the prioritisation of projects, and to engage in consultation with the Chancery Lane Association.</p>
9. Results of stakeholder consultation to date	The options considered in this report have been developed in consultation with the Chancery Lane Association.
10. Consequences if project not approved	The project will continue the implementation of the Chancery Lane Area Enhancement Strategy; should the project not be approved, it will delay the implementation of the Area Strategy.

Outline Options Appraisal

11. Commentary on the options considered	<p>Following discussions with the Chancery Lane Association, the outstanding projects contained in the Chancery Lane Area Enhancement Strategy have been assessed and ranked in order of priority; a summary of the projects is contained in Appendix 4. One of the 'high priority' and two of the 'medium priority' projects have been considered as part of this report.</p> <p>The top priority, Project 1, is to install two raised crossovers across Chancery Lane. These carriageway features will deliver a number of benefits, including: improved accessibility by facilitating level access across the street; and improved road safety as vehicle speeds are reduced. It is proposed to implement one crossover adjacent to Carey Street and one adjacent to Southampton Buildings (see Appendix 2). These crossovers will also serve to mark the extent of the central section of Chancery Lane which contains the core retail offer, and will contribute to calming traffic in this area which is a specific priority of the CLA.</p> <p>Project 2 proposes to close off the eastern end of Southampton Buildings to vehicles and create a new 'pocket space' in this location, which is a significant pedestrian route between Chancery Lane and Holborn (see Appendix 3). This section of the street is a no through route to traffic and currently contains a small</p>
---	---

	<p>amount of motorcycle parking; it is proposed to relocate this provision to a location which will be determined at the next Gateway.</p> <p>The space would then be enhanced by:</p> <ul style="list-style-type: none"> • Raising the current carriageway space to footway level and paving consistently in Yorkstone; • Rationalising the existing street furniture and provide new seating where appropriate; • Introducing new street trees where possible, subject to utilities; • Improving lighting levels. <p>Project 3 proposes to enhance Quality Court, a small courtyard off Chancery Lane. The court does not currently reflect the high quality environment of Chancery Lane and is not a welcoming environment, and so as part of this project it is proposed to enhance the court by:</p> <ul style="list-style-type: none"> • Relaying any poor quality areas of paving; • Improving and enhancing lighting, particularly at the entrance to the Court, to increase the feeling of security; • Rationalising the existing bicycle stands, seating and planters to ensure they are appropriately positioned and of suitable quality. <p>This project will enhance the appearance of the court and also improve the feeling of safety through the provision of better lighting. It is proposed to retain this project as a 'contingency' that may be completed following the implementation of the higher priority options, dependent on the available funding. It is the intention that the remaining projects identified in the Strategy are delivered at a later date utilising further external funding.</p>
--	--

Information Common to All Options

<p>12. Key benefits</p>	<ul style="list-style-type: none"> • An enhanced public realm in the Chancery Lane area.
<p>13. Estimated programme and key dates</p>	<p>Following approval of the preferred option, the detailed design process will commence with a view to obtaining authority to start work in March 2014. Implementation would then be expected to follow during spring and summer 2014.</p>

14. Potential risk implications	<p><i>Utilities infrastructure impacts on the ability to deliver the works</i></p> <p>Appropriate surveys and assessments will be carried out prior to any works taking place in order to determine the presence of utilities.</p> <p><i>The proposals do not meet the needs of all stakeholders</i></p> <p>Consultation is ongoing with the Chancery Lane Association to ensure that the options presented are the most appropriate for the area.</p>
15. Anticipated stakeholders and consultees	<ul style="list-style-type: none"> • City of Westminster • London Borough of Camden • Chamberlain • Access Team • Chancery Lane Association
16. Legal implications	<p>Legal implications are contained within the body of the report and in section 27 of the Outline Options Appraisal Matrix.</p>
17. HR implications	<p>None.</p>
18. Anticipated source(s) of funding – capital and revenue	<p>The proposals are fully funded through the Section 106 agreement relating to the development at 40-45 Chancery Lane.</p> <p>Any revenue cost implications will be outlined at the next Gateway.</p>
19. Affordability	<p>The proposals are fully funded through the Section 106 agreement relating to the development at 40-45 Chancery Lane.</p>
20. Next steps	<p>Commence detailed design and continue liaison with the Chancery Lane Association.</p>

Outline Options Appraisal Matrix - See attached.

Appendices

Appendix 1	Extent of the Section 106 Local Community & Environmental Improvement Works area
Appendix 2	Approximate locations of crossovers
Appendix 3	Section of Southampton Buildings to be closed to traffic and enhanced
Appendix 4	Table of projects in the Chancery Lane Area Enhancement Strategy

Contact

Report Author	Tom Noble
Email Address	tom.noble@cityoflondon.gov.uk
Telephone Number	020 7332 1057

	Project 1	Project 2	Project 3
21. Brief description	The installation of two raised crossovers on Chancery Lane to improve accessibility and calm traffic. One crossover will be between Chichester Rents and Brems Buildings, and the other at the junction of Chancery Lane and High Holborn.	Closure of the eastern end of Southampton Buildings to vehicles and the reduction and relocation of the current motorcycle parking. Creation of a new 'pocket space', including new paving, lighting, seating and street trees.	Enhancements to Quality Court. The enhancements will include new Yorkstone paving where necessary, improved lighting (particularly at the entrance to the Court) and a rationalisation of existing street furniture.
22. Scope and Exclusions (where different to section 3)	N/A	N/A	N/A
23. Key benefits (where different to section 12)	<ul style="list-style-type: none"> • Improved accessibility for pedestrians • Reduced vehicle speeds contributing to road danger reduction 	<ul style="list-style-type: none"> • Improved accessibility for pedestrians • Improved seating and lighting 	<ul style="list-style-type: none"> • Improved seating and lighting within the Court
24. Estimated Programme (where different to section 13)	N/A	N/A	N/A
25. Potential risk implications (where different to section 14)	N/A	<ul style="list-style-type: none"> • Objections to the reduction and relocation of motorcycle parking 	N/A
26. Anticipated stakeholders and consultees (where different to section 15)	N/A	N/A	N/A
27. Legal implications	The LCEIW plan within the Section 106	A Traffic Order would be required should	N/A

	<i>Project 1</i>	<i>Project 2</i>	<i>Project 3</i>
(where different to section 16)	<p>agreement covers the Chancery Lane Strategy area up to the boundary with the City of Westminster, and as such this option partly falls outside the scope of the S106 agreement. This option would therefore require an agreement with the developer to use the funding on Chancery Lane which straddles the boundary.</p> <p>It would also require the City to enter into a Section 8 agreement with the City of Westminster as the boundary runs down the centre of Chancery Lane. These considerations will be explored further at the detailed options appraisal stage.</p>	<p>this option be progressed in order to remove vehicles from the specified section of the street. This will be addressed in further detail at the detailed options appraisal stage.</p>	
28. HR implications (where different to section 17)	N/A	N/A	N/A

<u>Financial Implications</u>	<i>Project 1</i>	<i>Project 2</i>	<i>Project 3</i>
29. Total Estimated cost (£)	<p>£44,000</p> <p>These costs are based on the most recent estimates.</p>	<p>£91,200</p> <p>These costs are based on the most recent estimates and include a provision for new trees, although the introduction of trees will be subject to the location of utilities.</p>	<p>£31,800</p> <p>These costs are based on the most recent estimates and include a provision for the removal of some existing planters and the making good of existing paving where necessary.</p>

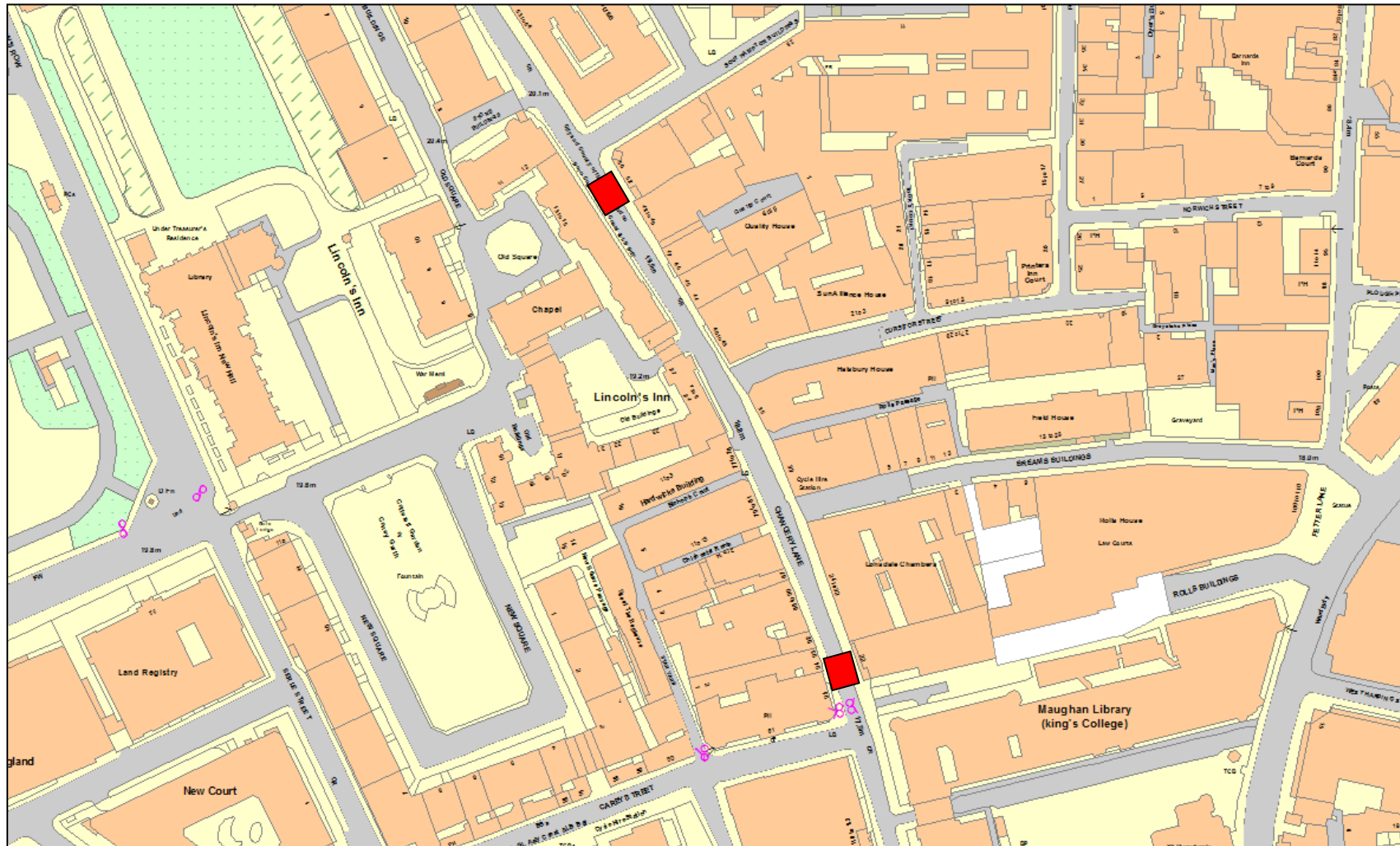
30. Anticipated source of project funding (where different to section 18)	N/A	N/A	N/A
31. Estimated capital value/return (£)	N/A	N/A	N/A
32. Fund/budget to be credited with capital return	N/A	N/A	N/A
33. Estimated ongoing revenue implications (£)	There is no increase or decrease in revenue implications associated with this option.	There would be a small increase in revenue costs associated with the introduction of trees; these costs will be outlined at the next Gateway.	There is no increase or decrease in revenue implications associated with this option.
34. Anticipated source of ongoing revenue funding (where different to section 18)	N/A	N/A	N/A
35. Fund/budget to be credited with income/savings	N/A	N/A	N/A
36. Affordability (where different to section 19)	N/A	N/A	N/A

37. <u>Recommendation</u>	<i>This project <u>is recommended</u> for progression to the next Gateway.</i>	<i>This project <u>is recommended</u> for progression to the next Gateway.</i>	<i>This project <u>is recommended</u> for progression to the next Gateway, subject to funds remaining upon completion of the two higher-priority options.</i>
38. Reasons	This option will contribute to an improved environment in the Chancery Lane area through improvements to pedestrian accessibility and localised reductions in vehicle speeds. It will also contribute to the implementation of the City's Road Danger Reduction Plan.	This option will provide a new public space in Chancery Lane and improve a key pedestrian route between Chancery Lane and High Holborn.	This option will enhance the public realm in Quality Court through rationalisation of street furniture and improved lighting.

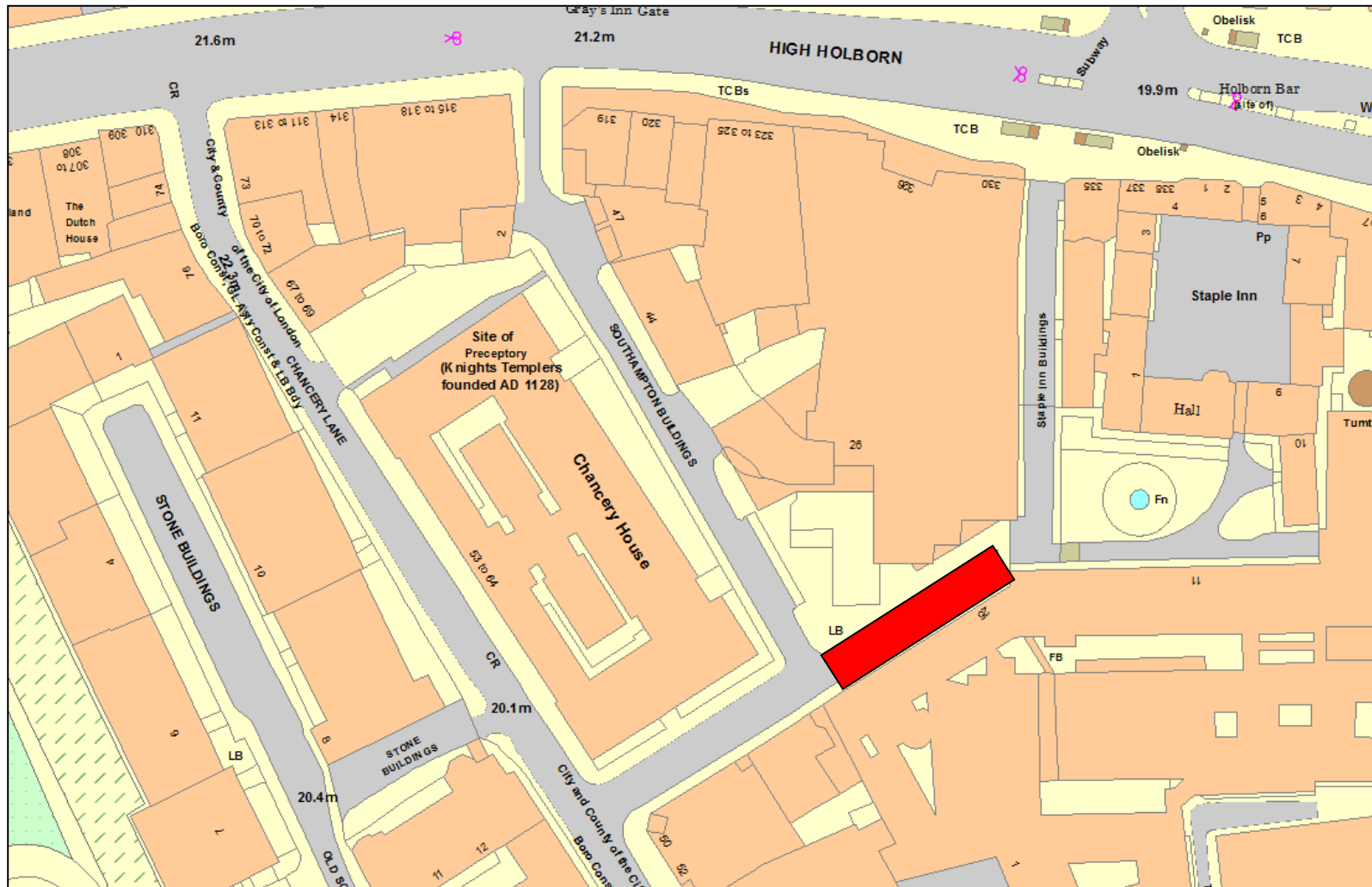
Appendix 1 – Extent of the Section 106 Local Community & Environmental Improvement Works area



Appendix 2 – Approximate location of crossovers



Appendix 3 - Section of Southampton Buildings to be closed to traffic and enhanced



Appendix 4 – Table of projects in the Chancery Lane Area Enhancement Strategy

Priority	Project / estimated cost	Status	Description
High	Chancery Lane (central section) £1,150,000	Complete (part)	<p>The Area Strategy proposed a timed closure for the central section of Chancery Lane, between Carey Street and Southampton Buildings; this was not approved.</p> <p>The proposal also included widened footways, improved lighting and a reduction in street clutter along the entire length of the Lane; this work was completed in 2011.</p>
High	Cursitor Street £150,000	Complete	<p>Closure to vehicular traffic to create a new public space, with access maintained for pedestrians and cyclists. New paving, seating and greenery along the length of the street.</p> <p>This work was completed in 2011.</p>
Medium	Southampton Buildings £170,000 (updated estimated cost £91,200)	Not started	Closure of the eastern end of the street to vehicular traffic and the relocation of existing motorcycle parking. Creation of a new public space to improve the links between Chancery Lane and Holborn, with new seating and greenery where possible.
Medium	Quality Court £50,000 (updated estimated cost £31,800)	Not started	Upgrading the existing condition of the Court by introducing new York stone paving, improved lighting and a rationalisation of existing seating and planting.

			Initial works in this regard were completed in 2011.
Medium	Fleet Street 'gateway' £25,000	Complete	Removal of guardrailling and the introduction of a raised table to improve accessibility and facilitate pedestrian movement at the 'entrance' to Chancery Lane.
Medium	Holborn 'gateway' £40,000	Not started	Narrowing the existing carriageway from two lanes to one and widening footways to provide a 'gateway' feature. Associated improvements to paving and lighting.
Medium	Breams Buildings £150,000	Not started	Closure to vehicular traffic (completed) and creation of a new public space with access maintained for pedestrians and cyclists. New paving, lighting and seating designed around the existing Cycle Hire docking station.
Low	Star Yard £100,000	Not started	Raising the existing street to footway level and repaving with the full street to improve accessibility and create a more pleasant pedestrian environment.
Low	Chancery House open space £150,000	Not started	Review of an existing, underused private car park to explore options to enliven the space, either through a permanent project or a series of temporary installations.