

<b>Committee(s):</b>	<b>Date(s):</b>
Streets and Walkways Sub-Committee Planning & Transportation Committee Projects Sub-Committee Resource Allocation Sub-Committee	4 April 2016 (for information) 5 April 2016 (for decision) 13 April 2016 (for decision) 19 May 2016 (for information)
<b>Subject:</b> Transportation and Public Realm Division Projects Programme	<b>Public</b>
<b>Report of:</b> Director of the Department for the Built Environment	<b>For Decision</b>
<b>Report author:</b> Simon Glynn, Department for the Built Environment	

### Summary

This report and the attached Transportation and Public Realm Division Projects Programme document at Appendix 1 sets out the current programme for all Transportation and Public Realm Division capital projects. The report seeks approval for the initiation of five new projects at Gateway 2, which can be considered in the light of the full programme of projected work set out in the document.

The programme in Appendix 1 lists projects by Area Strategy as well as by Gateway, following a request from Members for this information. The document also contains information on finances and funding, and an assessment of the traffic impact of implementing projects.

The information in this project programme provides a number of important messages, demonstrating the success of the Division's approach to capital projects. Table 2 in Appendix 1 shows spend by source. Of the Division's 84 current projects, 3.8m of internal funding, from such sources as the On-Street Parking Account, has been used to leverage an additional 164m in external funding to deliver these projects which make transport improvements or public realm enhancements possible within the Square Mile. The majority of this external funding is from the successful negotiation of s278 or s106 agreements with developers, however, the Division has also secured in excess of 34m of Transport for London grants or voluntary funding from private sector businesses and/or developers into the Corporation to deliver improvements of mutual benefit. Finally, the Community Infrastructure Levy funding (CIL) was used for the first time on capital projects in the Division in 2015/16 (£400,000) and it is recognised that CIL will form an important source for the future funding of capital projects.

The spend profile of the Division's capital projects between 2016/17 and 2018/19 is an average of 25.8m per annum, which will be used to support the needs of private sector development whilst also attracting new investment into the City, by creating a high quality, well-functioning and safe street environment. This spend profile is indicative of the considerable size of the Division's capital work programme and the value this adds to the City. The five Gateway 2 projects appended to this report are of a total value in the region of 3.5m, likely to be fully funded from external sources.

This report aims to provide an overview of all projects to assist Members in decision making. Projects 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'). These projects are then initiated and managed using the corporate Project Procedure system.

It is recommended that Members of the **Planning and Transportation Committee:**

- Give approval to enter into a Section 278 agreement with the developer in respect of 100 Minorities in order to progress to the next gateway.

It is recommended that Members of the **Planning and Transportation Committee, Projects Sub Committee** and **Resource Allocation Sub Committee:**

- Note the full programme of projects being undertaken by the Transportation and Public Realm Division as set out in the Project Programme Document in Appendix 1.
- Note that a further report of the Transportation and Public Realm Division's capital projects will be presented in six months' time.

It is recommended that Members of the **Projects Sub Committee** approve projects at Gateway 2 set out in Appendix 2.

### **Transportation and Public Realm Projects Programme**

1. This report and its appendices set out an overview of capital projects, in order to enable Members to keep apprised of the project programme and to control the implementation and co-ordination of projects. 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, and are envisaged will be delivered over the next few years, subject to funding.
2. The Transportation and Public Realm Division Projects Programme document at Appendix 1, is intended to make project management information more available within and outside the department. As more information is collected and analysis is carried out, the information in this document will be updated and a further report presented in six months' time to keep Members apprised of activity, costs and impacts on a comparative basis. For instance, in the document a section has been included on schemes that have been completed since the previous report was put in front of Committees. In addition, the table setting out the assessment related to the traffic impact of the implementation of the projects now shows the projected impact by quarter. This is intended to further assist in planning and prioritising the implementation of projects, so as to minimise the impact of projects on City streets and traffic congestion. Officers are using this information to make decisions around the timing of project delivery, where this is possible, and to assess whether actual impact was reduced through planning and coordination.

## **Gateway 2 Approvals**

3. 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. There are some IT and lighting projects included in the schedule, however this schedule is predominantly made up of:
  - All projects that form part of an approved Environmental Enhancement or Transport Strategy.
  - Projects that are agreed through signed Section.106 Agreements
  - Projects that are agreed through signed Section.278 Agreements
4. As agreed by Members in May 2013, projects will be brought forward from the current Project Vision Schedule of Gateway Zeros in accordance with agreed priority and progress reporting using the Project Procedure system. This system sets out the regularity of reporting on projects depending of the scale of finances involved and that of risk. Occasionally, a project not previously identified may be brought forward where there is an urgent need for the project and where funding is available to implement the project. In considering projects brought forward for initiation Members will be able to assess the priorities being recommended by officers in the context of the whole potential work programme.
5. The following table sets out the projects that gained initiation approval Gateway 2 as part of the approval of the last Department of Built Environment Project Programme report:

11-19 Monument Street	Following Gateway 2 approval, a stakeholder working party was established, including the developer of 11-19 Monument Street and Transport for London, from which a set of project objectives was established. Since that initial work, the project has been on hold until the signing of the S278 agreement with the developer in January 2016. In February 2016, Member approved the project objectives at Gateway 3.
Breams Buildings	Gateway 3 approval was received from Members in January 2016 for the project's objectives, which were established by a stakeholder working party, including the Chancery Lane Association. At the next gateway Members will review the design options for the project.
Cursitor Street	The project is currently on hold awaiting the signing by the developer of the necessary S278 agreement.
60-70 St. Mary Axe	Following Gateway 2 approval a stakeholder working party, including the developer, has developed project objectives and design options. A combined Gateway 3/4 report will be submitted to Members in Summer 2016 once these options have been agreed by the working party.

1 Angel Court	Gateway 3 approval was received from Members in October 2015 for the project's objectives, which were established by a stakeholder working party, including the developer. At the next gateway in Spring 2016, officers will seek approval for a preferred design options and authority to commence work.
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6. It is recommended that five projects, previously at Gateway Zero are now brought forward for approval at Gateway 2.

Newgate Street/Warwick Lane Safety Improvements	To reduce collisions, the project will introduce measures to make the junction safer. It is part of the Corporation's Road Danger Reduction Plan to address road danger.
Bus Reliability Schemes	The project will investigate measures to improve bus journey times and through this it is hoped to improve all vehicle movement in the City. It is likely to consist of measures that will target specific locations causing bus reliability or journey time problems. The types of measure are generally minor in nature and may include changes to control or prohibit parking, loading movement, bus lane operation and yellow box junctions.
Greening Cheapside Enhancement Project	The enhancement of the churchyard of St Peter Westcheap (Wood Street) and the enhancement of planting in the vicinity of St Paul's underground station have been identified as priorities within the Cheapside and Guildhall Area Strategy
100 Minorities (The Crescent) Enhancement Project	The project includes a number of environmental enhancements to Tower Gardens and to the street environment within the immediate vicinity of the development, with first priority to The Crescent and the new route through the site. In addition to the above, a S278 agreement is also required to make necessary changes to the highway as a result of the development.
City Way-finding Review	The project will investigate options for an appropriate system of way-finding and signage across the City, taking into consideration the use of the Legible London system elsewhere in the capital. It will make recommendations as to the best approach and seek to deliver this in a coordinated manner.

The Gateway 2 reports for these five projects are in Appendix 2 of this report.

### **Legal Implications**

7. Projects can require varying degrees of legal input under a potentially wide range of issues such as agreements with third party funders; identifying affected land ownerships and agreements with affected land owners; agreements with neighbouring authorities; statutory processes required to implement highways or traffic changes; procurement; issues arising from implementation such as claims

arising from works carried out. This is provided by Comptroller and City Solicitor's staff as far as possible, but the feasibility of this will depend on the number and scope of active projects. Therefore, the resource requirements of a project in terms of legal issues should be identified and taken into account in determining project programmes and/or cost. The information contained in the project schedules makes this process easier to determine and manage.

## **Conclusion**

8. The programme for Department of the Built Environment projects continues to keep pace with the change of built environment in the City, the increase in development activity, the changing pattern and mode of movement in the City's streets, an increase in the daytime population, increase in night-time economy, visitor activity and significant improvements to transport links. The Environmental Enhancement Area Strategy approach has proved to be an effective way of considering, and responding to, this change.
9. This strategic approach needs not only to continue but given greater emphasis and be governed by a deeper understanding of the future needs of the City, of which the sense of place and the future streets and public realm is a major consideration. Key documents, such as the Local Plan will be shaped to reflect this deeper understanding and strategic documents on the subject of transportation and public realm will align with this approach.
10. Officers will continue to develop the collection and analysis of information that will assist Members in governance and decision making related to project control and share this through future versions of the programme document attached in Appendix 1.
11. The Environmental Enhancement Section, from April 2016, will be re-named the City Public Realm Section to better describe its work in enhancing City streets and public realm.

## **Appendices**

<b>Appendix 1</b>	Transportation and Public Realm Division Projects Programme
<b>Appendix 2</b>	Projects for Initiation: Gateway 2 Reports

## **Contact**

<b>Report Author</b>	Simon Glynn
<b>Email Address</b>	<a href="mailto:simon.glynn@cityoflondon.gov.uk">simon.glynn@cityoflondon.gov.uk</a>
<b>Telephone Number</b>	0207 332 1095