

Report – Planning and Transportation Committee

Shoe Lane Quarter Public Realm Enhancements – Phase 2

To be presented on Thursday, 27th April 2017

*To the Right Honourable The Lord Mayor, Aldermen and Commons
of the City of London in Common Council assembled.*

SUMMARY

The Shoe Lane Quarter Public Realm Enhancement project involves a wide range of measures on the highway around the London Development Project (LDP) at Shoe Lane to enhance the public realm on Stonecutter Street, Shoe Lane and Plumtree Court to provide an improved environment for the high number of workers, residents and visitors expected in the area. The key features of the project are:

- enhancing provision for pedestrians by providing widened footways, trees and raised carriageways;
- enabling access to the new building for people and vehicles;
- providing a secure line of building protection measures on the footway

This report requests approval for the continuation at the current total estimated project cost of £8,087,054. This will be funded entirely from Section 278 and Section 106 contributions related to building projects in the area.

RECOMMENDATION

The Court of Common Council is **recommended** to approve that the project to proceed at the current total estimated project cost of £8,087,054.

MAIN REPORT

Background

1. The London Development is the name of the redevelopment of the Fleet Building on Farringdon Street, between Stonecutter Street and Plumtree Court, planning permission for which was granted in October 2013. A Section 106/278 Legal Agreement between the City of London Corporation and the developer was signed in October 2013. The developer also signed a Section 278 agreement with Transport for London (TfL) for the Farringdon Street side of the site, as Farringdon Street is a strategic highway, owned by TfL.

Current Position

2. The Shoe Lane Quarter Public Realm Enhancement project seeks to enhance a significant area of the Shoe Lane Quarter in the vicinity of the new developments at 1 New Street Square (Phase 1) and the London Development Project (Phase 2).

3. Phase 1 of the project was works around the development at 1 Street Square. Works began in April 2016 and were completed in 2016. These works comprised new yorkstone paving around the development and a new granite sett road surface on Little New Street. Both the developer (Land Securities) and the future tenant (Deloitte) have given positive feedback on the works.
4. The Phase 2 project involves a wide range of measures on the highway around the LDP that enhances the public realm on Stonecutter Street, Shoe Lane and Plumtree Court to provide an improved environment for the high number of workers, residents and visitors. There are three main workstreams, namely Public realm and security features, highway changes, traffic management changes. These can be summarised as:
 - enhancing provision for pedestrians by providing widened footways, trees and raised carriageways;
 - enabling access to the new building for people and vehicles;
 - providing a secure line of building protection measures on the footway.
5. Further details of the workstreams are set out at Appendix 1 and the full report considered by your Committees is available online at:
<http://democracy.cityoflondon.gov.uk/ieListDocuments.aspx?CId=389&MId=18303&Ver=4>
6. The proposed public realm, highway and security layout option has been developed in consultation with key stakeholders and businesses that form the Shoe Lane Quarter Working Party.
7. Subject to the Court of Common Council's approval, your Planning and Transportation Committee and Projects Sub Committee have:
 - a) Approved the proposed public realm, highway and security improvements to be progressed to detailed design;
 - b) Approved further investigation to reopen Shoe Lane north to northbound traffic;
 - c) Approved the departures from standard for public realm elements;
 - d) Authorised Officers to enter into any legal agreements required to progress the highway works as proposed, including entering into a Section 8 Agreement with TfL;
 - e) Agreed an increase in budget of £555,872, to complete detailed design;
 - f) Delegated authority for any adjustments between elements of the £1,021,872 required budget to the Director of the Built Environment in conjunction with the Chamberlain's Head of Finance provided the total approved budget of £1,021,872 is not exceeded; and
 - g) Noted that public engagement on the proposals will follow the approval of the report and the results will be reported to the Committees at Gateway 5.

Proposal

8. After careful consideration, the estimated project cost of £8,087,054 and authority to start work has gained the approval of your Planning and Transportation Committee (through its Streets and Walkways Sub-Committee) and Projects Sub-Committee. Approval is now sought from the Court of Common Council as the total estimated project cost is in excess of £5,000,000.

Conclusion

9. The proposed Public Realm Enhancement project at in the Shoe Lane Quarter has a total estimated project cost of £8,087,054.

All of which we submit to the judgement of this Honourable Court.

DATED this 14th day of February 2017.

SIGNED on behalf of the Committee.

Christopher Hayward
Chairman, Planning and Transportation Committee

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(i) Public realm and security features

These measures incorporate an integrated perimeter of public realm improvements and security features in the form of City of London Corporation bollards, planters (with trees and vegetation) and granite benches around the development.

Key elements

- Widening of the footway on Farringdon Street by 3.0m to create a wider footway to accommodate increased pedestrian flows and a line of bollards and planters;
- Bollards on Farringdon Street, Plumtree Court, Shoe Lane, and Stonecutter Street;
- Rising bollards on Plumtree Court – these will be located closer to the junction with Shoe Lane to reflect operational requirements;
- Security rated lighting columns around the development;
- Security rated granite planters of varying size and shapes on Farringdon Street, Shoe Lane and Stonecutter Street;
- Security rated granite benches on Stonecutter Street;
- Trees, located in tree pits and within planters on Farringdon Street, Shoe Lane and Stonecutter Street.

(ii) Highway changes

The preferred highway layout around the LDP seeks to transform the highway to create an enhanced public realm that complements the development and provides a distinctive sense of place for the increasing number of pedestrians and workers in the area.

Key elements

- Widening of the footway on the eastern side of Shoe Lane (reducing the width of the carriageway) between St. Andrew Street and Stonecutter Street;
- Raising the carriageway on Shoe Lane and resurfacing in granite setts (suitable for walking);
- Raising the carriageway on Stonecutter Street in granite setts to create a high quality shared space for pedestrians and cyclists;
- Raising the carriageway on Plumtree Court;
- Raising and renewing the roundel feature at the junction of Shoe Lane, St. Bride Street and Shoe Lane;
- Repaving the footways on Farringdon Street, Plumtree Court, Shoe Lane and Stonecutter Street in yorkstone;
- Minor amendments to the police island on St. Andrew Street.

In addition, Shoe Lane (north section) has been identified as a key route for pedestrians between Farringdon station and the new buildings. It is proposed that the scope of the project is extended to include Shoe Lane north and the streetscape improved to the same standard as on Shoe Lane (south) and Plumtree Court.

The development of the preferred highway option has been enabled by the closure of Stonecutter Street in 2013 to motorised traffic. This has significantly reduced through traffic in the project area, allowing the design of the public realm to give greater priority to pedestrians and cyclists, who will become the primary road users once the two buildings are occupied.

(iii) Traffic management changes in the area

Key elements

- (a) **Plumtree Court** - A Traffic Regulation Order for the Access Control measures on Plumtree Court and Stonecutter Street has been made.
- (b) **Shoe Lane (north)** - The historic streets around the LDP are narrow and the junction of Shoe Lane and St. Andrew Street is very acute. The LDP is a very large development, generating over 150 delivery movements per day. To ensure the risk of conflict between servicing vehicles and pedestrians is minimised, it is proposed to investigate in further detail a proposal from the developer to open Shoe Lane north to delivery vehicles exiting the area. Amending the “ring of steel” underneath the viaduct on Shoe Lane will reduce vehicular conflicts and the need for reversing in the highway and allows servicing vehicles to quickly exit the area via Charterhouse Street.
- (c) **Parking and Loading** – The parking and kerbside functional requirements of the area have been assessed as part of the design of the highway changes. The detail of changes to the locations and extents of disabled parking bays, pay and display bays, double and single yellow lines and loading restrictions will be undertaken as part of the detailed design stage and presented at Gateway 5.

Exceptions

To meet the Working Party’s desire for a public realm with a unique sense of place, the developer has requested a number of minor exceptions to the City Corporation’s Public Realm Design Guidance. These are:

- A non-standard natural stone trim around the edge of the building;
- Placement of building address on landscape feature on the public highway;
- Slot drains at building entrances;
- Lighting columns on street rather than building mounted;
- Non-standard metal tree pits.

The cost implications of adopting the exceptions are revenue neutral to the City Corporation as the developer has agreed to meet the annual maintenance, repair and cleansing costs of the non-standard items.

The adoption of these elements, combined with the City Corporation’s standard public realm materials will contribute to the delivery of a high quality public realm which is a shared aspiration of the developer and the Working Party.