

<b>Committees:</b> <b>Open Spaces</b> <b>Streets and Walkways</b> <b>Projects Sub</b>	<b>Dates:</b> 11 <sup>th</sup> October 2017 17 <sup>th</sup> October 2017 8 <sup>th</sup> November 2017	
<b>Subject: Greening Cheapside: St. Paul's Tube Station Area and St. Peter Westcheap Churchyard Improvements</b>	<b>Gateway 3</b> <b>Outline Options</b> <b>Appraisal(Regular)</b>	<b>Public</b>
<b>Report of:</b> Director of the Built Environment <b>Report Author:</b> Kam Dale		<b>For Decision</b>

### Summary

#### Dashboard:

- (i) Project status: Green
- (ii) Timeline: Gateway 3.
- (iii) Project estimated cost: £700 - £1,250K
- (iv) Spent to date: £37,500
- (v) Approved Budget: £45,000
- (vi) Overall project risk: Low
- (vii) Gateway 1 and 2: Greening Cheapside Project. Committees: Projects Sub, Open Spaces & City Gardens and Streets & Walkways. Approval: April 2016.

#### Context:

Greening Cheapside project was identified as a high priority in the Cheapside and Guildhall Area Enhancement Strategy (adopted by the City in 2015) with the objective of enhancing greening and re-landscaping in the area. This project was developed with the active support of the Cheapside Business Alliance (CBA) and the Diocese of London. They have been consulted on its development and are in support of the proposals outlined in this report. The CBA has also contributed financially to the project at Gateway 1 and 2 stage, and a further £100,000 contribution to deliver detailed designs for this next stage has been secured.

There are a number of current corporate priorities in the area which the project would contribute to including improving connections into the emerging Culture Mile and security of the City. Completed enhancements in the area include improvements to the former St. Paul's Churchyard coach park, Festival Gardens and Carter Lane into accessible gardens, as well as the One New Change shopping centre and 150 Cheapside developments.

A Gateway 1 and 2 report was approved by Committees in April 2016, and the project proposes public realm enhancements to two sites: the area around St. Paul's tube station and the churchyard of St. Peter Westcheap (Wood Street) as shown in the location plan in Appendix 1. The environs of St. Paul's Tube station is currently congested with poor wayfinding and movement throughout the site, as well as a lack of seating within close vicinity of St. Paul's conservation area. St. Peter Westcheap is located on Wood Street and is populated primarily by

smokers and the associated detritus and smell of cigarette butts. It also contains limited signage, planting and railings that are in need of restoration. The churchyard is a former burial ground containing a number of historic structures and a historic plane tree protected by a Tree Preservation Order. Both locations could benefit from enhanced / additional planting to improve the local air quality and appearance.

### **Progress to date:**

Following Gateway 1 and 2 approval, landscape architecture consultants were appointed to develop designs and options for each site were produced. This followed close and ongoing consultation with key stakeholders including the CBA which comprises representatives from the main local businesses. The designs were successfully presented at the CBA's quarterly board meetings in June 2017 and as a result the CBA agreed to contribute £100,000 for the next stage of the project. Officers have consulted with other local stakeholders including the Diocese of London, The Parish of St. Vedast, St. Paul's Cathedral and local landowners for each site, who all support the proposals

### **Overview of options:**

The consultants have produced a set of options for each site, with three options for St. Paul's tube station area and two for St. Peter Westcheap which are outlined below. All options for both phases are in line with the aspirations of the Cheapside Area Enhancement Strategy to provide a high quality and sustainable public realm whilst complementing the City's heritage assets. They also deliver on key objectives in the CBA's business plan 2017/18 for improved wayfinding and greening of Cheapside.

For the St. Paul's tube station area, there are three options with increasing scope as follows (see details in Appendix 4):

- **Option 1- New planting, seating, wayfinding and a drinking fountain:**  
This option includes the replacement of the existing planters with smaller ones that do not obstruct pedestrian desire lines and increase space for pedestrian access. Additional wayfinding elements to signpost the Cathedral when exiting the tube station would be added as well as a drinking fountain, new integrated planting and accessible seating to enhance dwell time. The planters on the traffic island crossing to Newgate Street would be retrofitted to provide a small amount of informal seating and greenery. Due to a possibility of future changes to the traffic island as part of other high priority projects taking place in the area, a minimal intervention is deemed the most appropriate option here.
- **Option 2: - Option 1 plus new trees:** This option includes Option 1 plus the addition of trees to mark Cheapside's south eastern approach and to help to soften the hard landscape. This expanded scope will establish a new connection into the Culture Mile by signposting the area for those crossing over the Millennium Bridge from the south of the City.

- **Option 3: Option 2 plus new paving and additional seating:** This option includes Options 1 and 2 with additional elements to give the area a sense of place. It includes new paving which reflects the historic grain in the whole site as well as additional seating with new linear benches.

The proposals for St. Paul's tube station area seek to ease congestion around the site, enhance greening and improve wayfinding in particular to St. Paul's Cathedral.

Based on the assessment of the criteria outlined in Appendix 2, option 2 and 3 are ranked highest and proposed to be taken forward to detailed design stage. The final option will be decided at Gateway 4 and 5 subject to the funding available.

St. Peter Westcheap Churchyard has two options (see details in Appendix 5):

- **Option1: 'The Woodland Glade in the City'**. This consists of a line of planting on either side of the churchyard, new linear bench seating and some accessible seating to create a central area for people to dwell. This also includes the restoration and reparation of the railings and wall, retaining the remaining headstones and the introduction of new signage to explain the history of the site.
- **Option 2: 'The Choir Stall'**. This consists of Option 1 plus the creation of a structure based on the idea of a choir stall to be installed on three sides of the churchyard to give the user a sense of enclosure and calm away from Wood Street and Cheapside's busy thoroughfare. It will echo the ecclesiastical character of the space and acknowledge its history as the site of the former St. Peter's Church.

The enhancements for St. Peter Westcheap would seek to open up the space to other users and secure public access to the churchyard via a legal agreement, increase greening and biodiversity, renovate and conserve the historic hard landscaping of the churchyard.

Based on the assessment of the criteria outlined in Appendix 2, option 1 is ranked highest and proposed to be taken forward to detailed design stage.

### **Next Steps:**

Following Gateway 3 approval, both locations will be developed to detailed design stage. It is then proposed to split the project into phases to allow the two schemes to be implemented in separate programmes to avoid delays; these are Phase 1: St Paul's Area and Phase 2: St Peter Westcheap Churchyard.

More surveys will be carried out to inform the development of the approved options with further local stakeholder engagement before the Gateway 4 and 5 report is submitted for approval in Spring 2018. The designs will include corporate security measures appropriate to each location.

### **Procurement Approach:**

The landscape architecture consultants were appointed via a competitive three quote tendering exercise with City Procurement.

The total contract will deliver completed designs for Gateway 4 and 5.

### **Financial Implications:**

A total of £109,000 is required for the next stage of the project. This is funded from a £100,000 contribution from the Cheapside Business Alliance, an underspend of £7,500 from the previous stage and £1,500 from 100 Cheapside s106 monies (see appendix 3 for finance tables).

A funding strategy is to be developed during this next stage and funding for the implementation stage will be confirmed at Gateway 4 and 5.

### **Recommendations**

**It is recommended that Members of Streets & Walkways and Open Spaces Committees approve:**

- (i) Progression of option 2 and 3 for St. Paul's tube station area to Gateway 4 and 5 (detailed design and implementation) under the 'regular' Gateway process.
- (ii) Progression of option 1 for St. Peter's Westcheap churchyard to Gateway 4 and 5 (detailed design and implementation) under the 'regular' Gateway process

**It is recommended that Members of Projects Sub and Streets & Walkways Committees approve:**

- (i) The funding to develop the preferred options for each site to Gateway 4 and 5, at a total cost of £109,000 to be fully funded by the Cheapside Business Allowance (£100,000), underspend from the project (£7,500) and s106 monies from 100 Cheapside (£1,500).

## Options Appraisal Matrix

See attached.

## Appendices

<b>Appendix 1</b>	Location Plan
<b>Appendix 2</b>	Issues and Objectives / Assessment Criteria
<b>Appendix 3</b>	Finance Tables
<b>Appendix 4</b>	St. Pauls Tube Station Area Options – <b>Available Electronically</b>
<b>Appendix 5</b>	St. Peter Westcheap Churchyard Options - <b>Available Electronically</b>
<b>Appendix 6</b>	St. Paul's Tube Station Area and St. Peter Westcheap Selected Visuals - <b>Available Electronically</b>

## Contact

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## Options Appraisal Matrix

St. Paul's Tube Station Area				St. Peter Westcheap Churchyard	
	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 1</i>	<i>Option 2</i>
<b>1. Brief description</b>	<p><u>St. Paul's Tube Station Area: Option 1</u></p> <p>This option will deliver aims of brief to ease congestion, improve wayfinding and enhance greening around the tube station. This includes new:</p> <ul style="list-style-type: none"> <li>• planters</li> <li>• seating</li> <li>• signage</li> <li>• water fountain</li> </ul>	<p><u>St. Paul's Tube Station Area: Option 2</u></p> <p>This option includes the enhancements proposed in Option 1 plus seeks to establish connection into the Culture Mile. With enhanced greening and signposting. This includes new:</p> <ul style="list-style-type: none"> <li>• Trees</li> <li>• Informal seating and greening on traffic islands</li> </ul>	<p><u>St. Paul's Tube Station Area: Option 3</u></p> <p>This option includes the enhancements proposed in Option 1 and 2 plus widens the scope to create a sense of place. This includes new:</p> <ul style="list-style-type: none"> <li>• paving design</li> <li>• additional trees / planting</li> </ul>	<p><u>St. Peter Westcheap Churchyard: Option 1: 'The Woodland Glade in the City'</u></p> <p>This includes new:</p> <ul style="list-style-type: none"> <li>• planting</li> <li>• seating and street furniture</li> <li>• signage</li> <li>• restoration of wall and railings</li> <li>• lighting of historic features</li> </ul>	<p><u>St. Peter Westcheap Churchyard: Option 2 'The Choir Stall'</u></p> <p>This includes Option 1 plus:</p> <ul style="list-style-type: none"> <li>• 'choir stall' structure</li> </ul>
<b>2. Scope and exclusions</b>	<p>The scope of the project will be focussed on the area around the tube station – see plans (Appendix 1).</p>		<p>The scope of the project will be focussed on the area around the tube station and will consider the servicing area adjacent to 5 Cheapside – see</p>	<p>The scope of the area will be focussed on the enhancement of the churchyard and the restoration of the railings and walls (Appendix 1).</p>	

St. Paul's Tube Station Area				St. Peter Westcheap Churchyard	
	Option 1	Option 2	Option 3	Option 1	Option 2
			plans. (Appendix 1)		
<b>Project Planning</b>					
<b>3. Programme and key dates</b>	<ul style="list-style-type: none"> <li>• Site surveys / Design Development – Autumn 2017</li> <li>• Stakeholder Consultation – Ongoing</li> <li>• Gateway 4 and 5 – Spring 2018</li> <li>• Implementation – Summer 2018</li> </ul>			<ul style="list-style-type: none"> <li>• Site Surveys / Design Development: Autumn 2017</li> <li>• Stakeholder Consultation: Ongoing</li> <li>• Gateway 4 and 5: Spring 2018</li> <li>• Implementation: To be confirmed</li> </ul>	
<b>4. Risk implications</b>	<ul style="list-style-type: none"> <li>• <b>Full Costs of works exceed estimates</b> As the design options are refined the anticipated costs of the scheme will be refined.</li> <li>• <b>Objections to the designs/ works by key stakeholders</b> Officers will continue to work closely in partnership with key stakeholders throughout the process.</li> <li>• <b>Below ground utilities and shallow foundations of the tube underneath may impact upon the designs and cause delays to the programme.</b> Radar surveys and additional investigations will be undertaken to mitigate against any issues and design will be modified if necessary.</li> </ul>			<ul style="list-style-type: none"> <li>• <b>Full Costs of works exceed estimates</b> As the design options are refined the anticipated costs of the scheme will be refined.</li> <li>• <b>Objections to the designs/ works by key stakeholders</b> Officers will continue to work closely in partnership with key stakeholders throughout the process.</li> <li>• <b>Damage to heritage assets during construction</b> Once the design is finalised the method and approach for the construction phase will identify potential risks and plan accordingly.</li> <li>• <b>Below ground archaeology may</b></li> </ul>	

St. Paul's Tube Station Area				St. Peter Westcheap Churchyard	
	Option 1	Option 2	Option 3	Option 1	Option 2
				<p><b>affect the programme</b> Identify the potential impacts of works on below ground archaeology with the Historic planning team. Develop a design that will minimise the risk of issues occurring and establish other steps to manage this including a watching brief for the works, if required.</p> <ul style="list-style-type: none"> <li>• <b>A maintenance agreement will need to be agreed prior to commencement of implementation of scheme.</b> Higher level discussions with senior officers and the Diocese will be required.</li> <li>• <b>Faculty and Planning permission will be required.</b> Close consultation with the Church will take place to minimise delays / issues.</li> </ul>	
<b>5. Benefits and disbenefits</b>	<ul style="list-style-type: none"> <li>• Improved accessibility / movement</li> <li>• Enhanced greening</li> <li>• Improved wayfinding</li> </ul>	<ul style="list-style-type: none"> <li>• Improved accessibility / movement</li> <li>• Enhanced greening</li> <li>• Improved wayfinding</li> <li>• Connection to City's</li> </ul>	<ul style="list-style-type: none"> <li>• Improved accessibility / movement</li> <li>• Enhanced greening</li> <li>• Improved wayfinding</li> </ul>	<ul style="list-style-type: none"> <li>• Enhanced public space</li> <li>• Increase greening and biodiversity</li> <li>• Renovate / conserve the</li> </ul>	<ul style="list-style-type: none"> <li>• Enhanced public space</li> <li>• Increase greening and biodiversity</li> <li>• Renovate / conserve the</li> </ul>



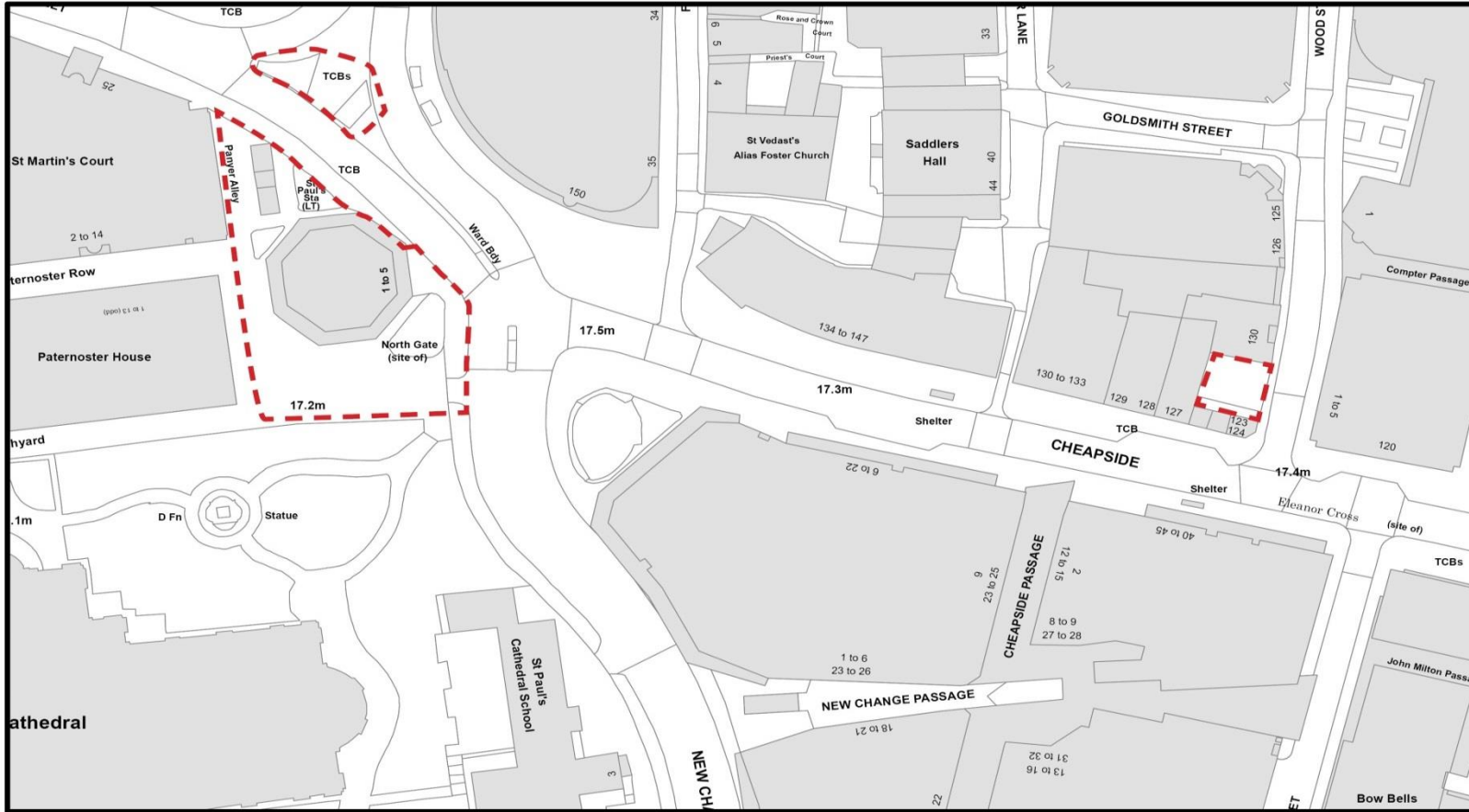
St. Paul's Tube Station Area				St. Peter Westcheap Churchyard	
	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 1</i>	<i>Option 2</i>
		Culture Mile	<ul style="list-style-type: none"> <li>• Connection to City's Culture Mile</li> <li>• Creating a sense of place</li> </ul>	historic hard landscaping of the churchyard.	historic hard landscaping of the churchyard.
<b>6. Stakeholders and consultees</b>	<ul style="list-style-type: none"> <li>• Cheapside Business Alliance</li> <li>• Local Landowners</li> <li>• The Diocese of London</li> <li>• Parish of St. Vedast</li> <li>• St. Paul's Cathedral</li> </ul>				
<b>Resource Implications</b>					
<b>7. Total Estimated cost</b>	£400,000 - £450,000	£450,000 – 500,000	£750,00 – 800,000	£300,000 – 350,000	£400,000 - 450,000
<b>8. Funding strategy</b>	To be confirmed at Gateway 4 and 5				
<b>9. Estimated Capital Value/ return</b>	N/A				

St. Paul's Tube Station Area				St. Peter Westcheap Churchyard	
	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 1</i>	<i>Option 2</i>
<b>10. Ongoing revenue implications</b>	To be confirmed at Gateway 4 and 5				
<b>11. Investment appraisal</b>	N/A				
<b>12. Affordability</b>	N/A				
<b>13. Legal implications</b>	There should be no legal implications for this option.			<p>A maintenance agreement between the City of London Corporation and the Diocese of London will be agreed prior to the implementation of this project.</p> <p>A template maintenance agreement has been drafted by City solicitors and will be used to form the basis of this agreement with bespoke clauses if required.</p>	
<b>14. Corporate Property Implications</b>	N/A				

St. Paul's Tube Station Area				St. Peter Westcheap Churchyard	
	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 1</i>	<i>Option 2</i>
<b>15. Traffic Implications</b>	N/A				
<b>16. Sustainability and energy implications</b>	At this stage no sustainability and energy implications have been identified. This will be identified during detailed design stages and the designs will seek to improve irrigation and surface water drainage, selection of planting and trees will seek to improve air quality, biodiversity and urban heat island issues where possible				
<b>17. IS implications</b>	N/A				
<b>18. Equality Impact Assessment</b>	An Equality Impact Assessment will be undertaken at the next stage.				
<b>19. Recommendation</b>	Not recommended (see Appendix 2)	Recommended (see Appendix 2)	Recommended (see Appendix 2)	Recommended (see Appendix 2)	Not Recommended (see Appendix 2)
<b>20. Next Gateway</b>	Gateway 4/5 - Authority to Start Work	Gateway 4/5 - Authority to Start Work	Gateway 4/5 - Authority to Start Work	Gateway 4/5 - Authority to Start Work	Gateway 4/5 - Authority to start work

St. Paul's Tube Station Area				St. Peter Westcheap Churchyard			
	Option 1		Option 2	Option 3	Option 1	Option 2	
<b>21. Resource requirements to reach next Gateway</b>	<b>Item</b>	<b>Detail</b>	<b>Costs</b>		<b>Item</b>	<b>Detail</b>	<b>Costs</b>
	Staff costs	To manage this stage of the project	£22,000		Staff costs	To manage this stage of the project	£22,000
	Fees	Consultants fees for delivery of designs and surveys to inform the development of design	£25,000		Fees	Consultants fees for delivery of designs and surveys to inform the development of design	£25,000
	<b>Total</b>		<b>47,000</b>		<b>Total</b>		<b>62,000</b>
	To be funded from £100,000 contribution from the Cheapside Business Alliance, the £7,500 underspend from the project and £1,500 from 100 Cheapside s106 monies.						

# Appendix 1: Location Plan



0.00006 0.012 0.018 0.024  
Miles

Legend

## Appendix 2 – Issue and Objectives / Assessment of Options Against Criteria

### St. Paul's Area Station

Issues	Objectives	Option 1	Option 2	Option 3	
<b>Poor Wayfinding</b>	<ul style="list-style-type: none"> <li>Difficult to navigate to St. Paul 's Cathedral upon exiting Tube station</li> <li>No indication of other landmarks</li> </ul>	<ul style="list-style-type: none"> <li>Better wayfinding to help orientation</li> <li>Design intuitive wayfinding with planters and seating to guide the desire lines of the site and encourage people to walk through</li> </ul>	✓ ✓	✓ ✓	✓ ✓
<b>Poor Circulation</b>	<ul style="list-style-type: none"> <li>Bulky planters obstructing what is normally large groups of tourists</li> <li>Car dominated shared surface - single yellow line</li> <li>Street furniture impeding pedestrian movement</li> </ul>	<ul style="list-style-type: none"> <li>Planters to be broken up to improve flow and circulation</li> <li>Look to make single yellow line double and shared surface</li> <li>Remove unnecessary street furniture and replace with benches</li> </ul>	✓	✓ ✓ ✓	✓ ✓ ✓
<b>Lack of Seating</b>	<ul style="list-style-type: none"> <li>Lack of appropriate seating throughout site</li> <li>Planter beds that are too low for seating, or unpleasant and exposed brick planter beds</li> <li>Seating not friendly to larger groups</li> </ul>	<ul style="list-style-type: none"> <li>Install different types of seating to optimise accessibility in area</li> <li>Design accessible seating with integrated planters</li> <li>Design layout to accommodate for large groups to sit, and potentially an amphitheatre style layout to enable a tourist guide to speak in front of them</li> </ul>	✓	✓ ✓	✓ ✓ ✓
<b>High Maintenance Planters</b>	<ul style="list-style-type: none"> <li>Planting that requires a reduced level of maintenance</li> </ul>	<ul style="list-style-type: none"> <li>Look at sustainable planting that would provide better flower coverage all year long</li> </ul>	✓	✓	✓
<b>Lack of Place</b>	<ul style="list-style-type: none"> <li>Lack of sense of arrival</li> </ul>	Create a paving pattern/line to reflect the former gateway and tell the history of the site			✓
Assessment of Options against each criteria		5	8	10	
Conclusion		Not recommended	Recommended	Recommended	

## Appendix 2 – Issue and Objectives / Assessment of Options Against Criteria

### St.Peter Westcheap Churchyard

Issues		Objectives	Option 1	Option 2
<b>Uncared for space</b>	<ul style="list-style-type: none"> <li>• Heavily Shaded with poor quality planting</li> <li>• "Smoker's Ashtray" - a smoker's hang out and therefore unwelcoming to others</li> <li>• Littering</li> <li>• Tired looking benches</li> <li>• Old uneven paving</li> <li>• Blank Frontages</li> <li>• Poor condition of historic railings, headstones and wall</li> </ul>	<ul style="list-style-type: none"> <li>• Introduction of new planting</li> <li>• Encourage use from all users of Cheapside</li> <li>• Provide flexibility of space</li> <li>• Encourage a sense of care/ ownership to discourage people from littering</li> <li>• Reconfigure and introduce new bespoke seating</li> <li>• Repaving area</li> <li>• Introduce design elements to soften the effect of the surrounding buildings</li> <li>• Restore railings and wall and headstone's</li> </ul>	<ul style="list-style-type: none"> <li>✓</li> <li>✓</li> <li>✓</li> <li>✓</li> <li>✓</li> <li>✓</li> <li>✓</li> </ul>	<ul style="list-style-type: none"> <li>✓</li> <li>✓</li> <li>✓</li> <li>✓</li> <li>✓</li> <li>✓</li> <li>✓</li> </ul>
<b>Lack of accessibility</b>	<ul style="list-style-type: none"> <li>• <b>Lack of accessibility</b></li> </ul>	<ul style="list-style-type: none"> <li>• May not be feasible to install a ramp due to size restrictions of site</li> </ul>		
<b>Not enough information of history presented on site</b>	<ul style="list-style-type: none"> <li>• Little known information presented about the historic plane tree.</li> </ul>	<ul style="list-style-type: none"> <li>• With the woodland planting strategy, enhance and make reference to Wordsworth's "Poor Susan" with signage to provide information.</li> </ul>	✓	✓
Assessment of Options against each criteria			9	8
Conclusion			Recommended	Not recommended

**Appendix 3: Finance Tables:**

<b>16800073: Greening of Cheapside Area</b>			
<b>Table 1: Expenditure to date</b>			
<b>Description</b>	<b>Approved Budget (£)</b>	<b>Spend to Date (£)</b>	<b>Balance (£)</b>
Env Serv Staff Costs	3,000	1,074	1,926
P&T Staff Costs	23,000	23,807	(807)
Open Spaces Staff Costs	3,000	-	3,000
Fees	16,000	12,650	3,350
<b>Total</b>	<b>45,000</b>	<b>37,531</b>	<b>7,469</b>

<b>Table 2: Phase 1 / Phase 2- Resources required to reach for next Gateway</b>			
<b>Description</b>	<b>Approved Budget (£)</b>	<b>Additional Resources required to reach next Gateway (£)</b>	<b>Revised Budget to next Gateway (£)</b>
Env Serv Staff Costs	3,000	8,000	11,000
P&T Staff Costs	23,000	33,000	56,000



Open Spaces Staff Costs	3,000	3,000	6,000
Fees	16,000	65,000	81,000
<b>TOTAL</b>	<b>45,000</b>	<b>109,000</b>	<b>154,000</b>