

Project Coversheet

[1] Ownership

Unique Project Identifier: 9583

Report Date: 23rd June 2020

Core Project Name: Mark Lane S106 street / environmental enhancements

Programme Affiliation (if applicable): N/A

Project Manager: Emmanuel Ojugo

Next Gateway to be passed: Gateway 5

[2] Project Brief

Project Mission statement:

To deliver phased public realm and street enhancements related to the redevelopment of 64-74 Mark Lane (now 70 Mark Lane). The project seeks to facilitate and enhance north-south pedestrian movement across the area and improve pedestrian experience and access to and from Fenchurch Street Station.

Enhancements will include pedestrianisation of New London Street (al cul-de sac).

Enhancements in the Mark Lane and local catchment area will include, widening footways and raising carriageways, reinstating trees and greenery lost to facilitate the development, and seating opportunities mindful of social distancing.

Wider transportation improvements will also include measures to improve the street network by danger reduction and improve general safety in the Mark Lane area.

The enhancements would be entirely funded by Developer contribution through Section 106 Agreement.

Definition of need:

70 Mark Lane is an office development with retail at ground floor. Mark Lane runs along its western frontage with New London Street on its eastern flank. On Mark Lane at least 3 mature trees were removed together with dedicated cycle lanes to facilitate the development and the Traffic and Environment Zone (TEZ or Ring of Steel) was temporarily removed as a result. New London Street is a low order cul-de-sac with narrow footways and steps leading up to London Street/Fenchurch Place adjacent to Fenchurch Street Station.

The objectives of the Section 106 are clear in that a condition of the development was to contribute to improvements to mitigate its effects. Increases in visitors, and inevitable service changes are now apparent. It is now necessary to reinstate trees and greenery that were unfortunately lost due to development activity and improve the local street network and TEZ to adjust to the new reality of new buildings, their servicing needs and their active frontages.

New London Street once a quiet cul-de-sac with minimal retail predominantly acted as a convenient cut through to and from the station; or a precarious parking spot from which a vehicle would need to gingerly reverse out of onto a one way Crutched Friars (with its contraflow cycling) to exit. There is a need to improve the current situation and the City are working together with stakeholders to realise improvements.

Key measures of success:

- | |
|--|
| 1) Pedestrianisation of New London Street. |
| 2) Widening footways and reinstating tree planting and greenery. |
| 3) Safer street network for all modes of transport in keeping with the City's Road Danger Reduction and current access guidance. |

[3] Highlights**Finance:**

Total anticipated cost to deliver [£]: £905,746

Total potential project liability (cost) [£]: N/A

Total anticipated on-going commitment post-delivery [£]: Maintenance – £40,000 (to be fully funded by developer contribution as part of the Section 106 agreement, included in the delivery cost above)

Programme Affiliation [£]: N/A

[A] Budget Approved to Date*	[B] New Financial Requests	[C] New Budget Total (Post approval)
£210,715	£695,031	£743,216
[D] Previous Total Estimated Cost of Project	[E] New Total Estimated Cost of Project	[F] Variance in Total Estimated Cost of Project (since last report)
£509,914 (as agreed in 2008)	£905,746 (2020)	£395,832
[G] Spend to Date	[H] Anticipated future budget requests	
£197,933	N/A	

Headline Financial changes:**Since 'Project Proposal' (G2) report:**

▲ The total estimated cost of the project at last Gateway (Nov 2016) reported as £509,914 as part of the original S106 deposit in 2008. However, this figure has been increased to £905,746 in 2020, in line with indexation and interest accrued over this period, to carry out public realm works and widen the project scope to accommodate necessary transportation improvements in the area.

Since 'Options Appraisal and Design' (G1-2) report:

N/A.

A gateway 5 report is now submitted for Committee approval, because the design is at an advanced stage and it is necessary to make the temporary closure of New London Street permanent as part of the existing experiment order 18 months ago in January 2019.

Since 'Authority to start Work' (G5) report:

Please see above.

Project Status:**Overall RAG rating:** Green**Previous RAG rating:** Green**[4] Member Decisions and Delegated Authority**

N/A. Decisions are as per the approval of the previous Gateway 1&2 report. The recommended approvals for the next stage of the project are listed in the Gateway 5 report.

[5] Narrative and change**Date and type of last report:**

Gateway 6 Progress Report

Corporate Projects Board *for decision (PRE DATES GATEWAY REPORTING SYSTEM* - [Click here to enter a date.](#)

Projects Sub *for decision* - 23 November 2016

Streets & Walkways Sub committee *for decision* - 8th November 2018

Key headline updates and change since last report.*Increase in estimated cost*

The budget has increased from the initial estimate due to the higher costs required from the project's original inception in 2008. Cost increase is in line with indexation and interest accrued over this period, to carry out public realm works and widen the project scope to accommodate necessary transportation improvements in the area.

Change in programme

Public realm works were previously expected to commence independent of transportation works in the wider area. In part this remains the case, notably New London Street, where works can commence with minimal impact on the transport network. However, the programme for Mark Lane public realm works will be deferred to dovetail with the transportation works programme and run them in parallel.

This approach widens the scope of work activity in the area in line with the extent of the Section 106 area and reduces highways activity fatigue on the local population, businesses and other stakeholders in the area.

Headline Scope/Design changes, reasons why, impact of change:**Since 'Project Proposal' (G2) report:**

The design has been developed and agreed with stakeholders. The higher costs are commensurate with the scope of works and the appreciation of costs and services between 2008 (original deposit) and 2020.

Since 'Options Appraisal and Design' (G3-4 report):

N/A

Since 'Authority to Start Work' (G5) report:

N/A

Timetable and Milestones:**Expected timeframe for the project delivery:** June 2020 – December 2020**Milestones:** <Top 3 delivery and planning milestones (upcoming) >

1) Procurement of materials, permits, traffic orders to begin works – July 2020

2) Initiate works – September/October 2020

3) Agree programme for subsequent work phases – October 2020

Are we on track for this stage of the project against the plan/major milestones? Y

Are we on track for completing the project against the expected timeframe for project delivery? Y

Risks and Issues

Top 3 risks: <things that have not come to pass>

<i>Risk description</i>	<i>Project not delivered to programme</i>
<i>Risk description</i>	<i>Trees cannot be planted due to the lack of underground space</i>
<i>Risk description</i>	<i>Local occupiers complain about noise from works</i>

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?

N/A