

Committees: Streets and Walkways Projects Sub	Dates: 15 October 2020 21 October 2020
Subject: Cursitor Street / Breams Buildings Public Realm Improvements Unique Project Identifier: 11538 / 11061	Gateway 5: Light Authority to start work
Report of: Director of the Built Environment Report Author: Emmanuel Ojugo	For Decision

PUBLIC

1. Status Update	<p>Project Description: Cursitor Street was one of the first projects to be delivered as part of the Chancery Lane Area Strategy (approved by Court of Common Council in 2009), completed in 2011. Since the original scheme was implemented buildings on both sides of the street have been redeveloped, changing the character of the street.</p> <p>Following a review of the design and extensive consultation with local stakeholders, an updated design has been developed. The main purpose of proposed improvements is to activate the street and promote wellbeing, by resurfacing footways, introducing greenery/tree planting and providing flexible seating opportunities for people to rest. There are also opportunities to improve lighting and wayfinding in the area to better integrate the area with its surroundings, with greater legibility that enhances the pedestrian experience.</p> <p>Breams Buildings was also identified as a future project through the Area Strategy. However, this was regarded as a lower priority project and has consequently not been progressed.</p> <p>RAG Status: Green</p> <p>Risk Status: Low</p> <p>Funding Source(s):</p> <p><u>Cursitor Street</u> Section 106 contributions from the 12-14 New Fetter Lane, New Street Square and Rolls & Arnold Buildings developments at a total available budget of £240,934.</p> <p><u>Breams Buildings</u> Section 106 contributions from the development of 25-32 Chancery Lane, 40-45 Chancery Lane, New Street Square and Rolls & Arnold Buildings developments at a total available budget of £239,832.</p> <p>Total funding available is £480,766</p> <p>*Total Estimated Cost of Project: Cursitor Street - £371,647 (inclusive of £16,048 spend-to-date).</p>
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Breams Buildings - £109,119 ((inclusive of £28,857 spend-to-date).

Change in Total Estimated Cost of Project (excluding risk):

The initial funding allocation for the Cursitor Street project is now insufficient to fulfil stakeholder aspirations in light of existing constraints. Further discussions with stakeholders have indicated that pedestrians would derive a greater benefit from improvements to Cursitor Street than Breams Buildings.

Therefore, it is proposed that the funding allocation to these existing projects is amended in order that the respective projects can be delivered.

Spend to Date:

TASK	Cost (£)
Cursitor Street	16,048
Breams Buildings	28,857
TOTAL	44,905

Costed Risk Provision Utilised: Not applicable.

Slippage

The permanent closure and enhancement of Cursitor Street originally took place in 2010 through a TfL (Transport for London) funded project, delivered as part of the Chancery Lane Area Strategy. However, subsequent redevelopment on both sides of the street (practically complete by 2018), presented an opportunity to look again at the function and design of the street, in order to determine how it can function most appropriately, given the new form and uses of the buildings facing on to it.

Breams Buildings also had a very similar timeline in that the completion of a new development towards the eastern end of the street provided an opportunity to re-evaluate how the street functioned.

As part of the ongoing design development process, a consultation exercise was established with local occupiers in order to gauge aspirations, garner local input and establish evidence of need. The key findings were as follows:

- New landscaping that included greenery and seating was most desirable.
- It was felt that improvements to Cursitor Street would better serve occupiers and visitors alike.
- Potential for improvements to Breams Buildings appeared limited, due to the presence of a fixed TfL cycle hire station housing 25 bicycles and additional cycle racks in the pedestrianised section of

	<p>the street. This would remain the case unless the layout could be re-configured or some/all of the volume relocated elsewhere.</p>
<p>2. Requested decisions</p>	<p>Next Gateway: <i>Gateway 6: Outcome Report</i></p> <p>Next Steps:</p> <ul style="list-style-type: none"> • The construction package for Cursitor Street to be completed. • Re-evaluation of the Breams Buildings street design with local stakeholders including Transport for London who maintain the cycle hire docking station. <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. Approve the proposed reconfiguration of current funding allocation for Cursitor Street (£240,934) and Breams Buildings (£239,832) a total of £480,766. (Section 106 agreements require that the interest be used for the same purpose as the principal sum). 2. Approve that the existing funding allocation for Cursitor Street and Breams Buildings be reconfigured as follows: Cursitor Street (£371,647) and Breams Buildings (£109,119), a total allocation of £480,766. (Section 106 agreements require that the interest be used for the same purpose as the principal sum). 3. Agree authorisation to increase the current approved budget of £10,000 for Cursitor Street by £6,048 to cover the overspend as per Appendix 4, Table 1. 4. Agree authorisation to adjust the current approved budget of £40,000 for Breams Buildings to reflect the spend as per Appendix 4, Table 2. 5. Authority to start work on Cursitor Street (Phase 1) at a total of £355,599, as detailed the funding strategy in Appendix 4. 6. Authority to start work on Breams Buildings (Phase 2) at a total of £80,262, as detailed the funding strategy in Appendix 4.
<p>3. Budget</p>	<p>Budget Increase from previous Gateway</p> <p>The total estimated cost of the Cursitor Street and Breams Buildings projects was previously indicated as follows:</p> <ul style="list-style-type: none"> • £240,934 for Cursitor Street • £239,832 for Breams Buildings. <p>A total funding contribution of £480,766 (inclusive of interest accrued). The allocation is an award from various Section 106 contributions in the area and their sources are summarised in Appendix 4.</p> <p>The overall funding contribution has not increased, however the allocation has been reconfigured to reflect need following evaluation. During the design development/consultation process it was found that the ratio of allocated funding did not adequately reflect local need. Therefore, it is proposed to re-configure the budget ratio to re-allocate £371,647 to Cursitor Street and £109,119 to Breams Buildings.</p>

	<p>The evaluation showed that there were more opportunities for improvement in Cursitor Street when compared with Breams Buildings. The Breams Buildings is constrained by a TfL cycle hire station and any improvements would naturally seek to accommodate it. This is not the case in Cursitor Street which is not similarly constrained. Therefore, less resource is required for Breams Buildings and a reconfiguration of the funding ratio is considered appropriate.</p> <p>It is expected that most of the funds will be spent in the second quarter of 2021 to account for procurement and site preparation. Construction is planned to take 12-14 weeks. There will also be some expenditure in the third quarter of 2020 to cover the remaining weeks of implementation, inclusive of staff time needed for supervision, snagging, report writing and monitoring post-implementation.</p> <p>The Cursitor Street budget ratio has increased from the initial allocation due to the re-evaluation of proposals for Cursitor Street and Breams Buildings. It was concluded that the initial allocation was insufficient to deliver a viable scheme in Cursitor Street that was in keeping with the Chancery Lane Strategy and the expectations of local stakeholders.</p> <p>The installation of the TfL hire station in Breams Buildings was not an initial Chancery Lane Area Strategy aspiration, however, it is an acceptable constraint that has necessitated the approach described in the Design Summary below.</p>
<p>4. Design summary</p>	<ul style="list-style-type: none"> • The project area proposes enhancements to Cursitor Street and Breams Buildings, two adjacent streets that run east of Chancery Lane. It is proposed to implement the works in phases: <p><u>Phase 1: Cursitor Street</u></p> <ul style="list-style-type: none"> • Reinststate the street tree at the junction with Chancery Lane that was removed to facilitate the development of the adjacent office developments on Cursitor Street. • Install three planters with integrated seating and sustainable, low maintenance, robust planting. • Implement a new paving design layout, resurface in Yorkstone, and where possible re-using materials. • Improved street lighting and feature lighting, that both improves permeability and provides an accent to some of the more creative elements in the design. <p><u>Phase 2: Breams Buildings</u></p> <ul style="list-style-type: none"> • Given the existing constraints, primarily the TfL Cycle Hire station, it is proposed to carry out lighter touch improvements in Breams Buildings by introducing greenery (east of the station) subject to site conditions and improve the overall quality of the street. • Other proposals included resurfacing the footway in Yorkstone / granite with a greater emphasis on an expressive and accent lighting

	<p>design to further activate the street. This approach is considered flexible enough to adjust the design to work with the existing street layout.</p> <p>See Appendix 1,2 and 3 for site location plans, phasing and an artistic impression of proposed improvements.</p>
5. Delivery team	<ul style="list-style-type: none"> • Project owner/Project Management: CoL City Public Realm team • Detailed design: CoL Highways, City Public Realm team • Construction Management: CoL Highways • CoL's Highways term contractor: JB Riney • Principal Designer: CoL Highways • Principal Contractor: JB Riney
6. Programme and key dates	<ul style="list-style-type: none"> • Committee Approval – September 2020 • Complete utilities asset land searches – November 2020 • Construction pack: November 2020 • Order Materials: December 2020 • Implementation Phase 1 February/March 2021 – May 2021. • Implementation Phase 2 July 2021 – September 2021 • Monitoring: October 2021 – November 2021 • Gateway 6: December 2021
7. Risks	<p>Overall project risk: Low</p> <ul style="list-style-type: none"> • Project not delivered to programme <i>Risk response: defer</i> <p>TfL have an asset in Breams Buildings which currently detracts from the lateral quality of the street, so further discussion is required to agree a viable design solution. In order to reach a solution, it is necessary to defer works in Breams buildings to discuss this matter with TfL regarding their asset in order to reduce any impact on access to the station for members of the public.</p> <ul style="list-style-type: none"> • Trees cannot be planted due to the lack of underground space <i>Risk response: fallback</i> <p>The tree proposed in Cursitor Street will be a direct replacement and so the risk is minimal. In Breams Buildings, trial holes will be carried out to confirm the feasibility of trees at the earliest opportunity. Alternative greening measures will be considered in consultation with the Department of Open Spaces.</p> <ul style="list-style-type: none"> • Complaints about Noise <i>Risk response: reduce</i> <p>Due to the nature of construction there will be periods of noisy works. However, the City will work with Environmental Health officers and local occupiers and stakeholders to agree when such activities are permitted in order to reduce their impact.</p> <ul style="list-style-type: none"> • Reconfiguration/relocation of cycle hire station is not possible

	<p><i>Risk response: fallback</i></p> <p>If reconfiguration/relocation of the TfL Cycle Hire station is not possible (highly likely) the design is sufficiently flexible to accommodate it.</p>
8. Success criteria	<ul style="list-style-type: none"> • Enhancement of the public realm in Cursitor Street and Breems Buildings, creating spaces to dwell whilst maintaining the movement function of both streets; • Improve the quality and consistency of surface materials in the local area with the introduction / extension / retention of appropriate paving treatments; • Show a clear design link with previous improvements in the Chancery Lane area; • Improve accessibility for all people and particularly those with mobility impairment, and; • Increasing the sense of health and wellbeing for people using the area by increasing green coverage where possible.
9. Progress reporting	<p>Progress will be reported through Project Vision on a monthly basis. Should an issue arise that requires a decision this will be communicated with an Issue Report.</p>

Appendices

Appendix 1	Location Plan, Works Phase Plan
Appendix 2	Indicative General Arrangement Plan
Appendix 3	Images/Indicative Artistic Impression of Proposed Improvements in Cursitor Street
Appendix 4	Finance Tables
Appendix 5	Project Cover Sheet
Appendix 6	Risk Register

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