

Project Coversheet

[1] Ownership

Unique Project Identifier: 11538 / 11061

Report Date: 15th October 2020

Core Project Name: Cursitor Street / Breams Buildings Public Realm Improvements

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 in Cursitor Street and Breams Buildings in keeping with the approved Chancery Lane Area Strategy. The project seeks to reinstate and increase green coverage in the area, improve pedestrian movement across the area and the general visitor experience in the City's western fringe.

Enhancements will include resurfacing footways in Yorkstone and granite, reinstating trees and greenery lost to facilitate development. Other improvements will include seating opportunities mindful of social distancing, improved signage and wayfinding to help visitors better navigate the area and celebrate the unique cultural history of the Chancery Lane area and the emerging creative industries.

The enhancements would be entirely funded by Section 106 contributions.

Definition of need:

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.

A new residential building was recently completed in Breams Buildings. The street is stark with the main constraint being the TfL Cycle Hire station. It is proposed to carry out lighter touch improvements in Breams Buildings by introducing greenery where possible and improve the lateral quality of the street.

Increases in visitors, businesses, and inevitable service changes are now apparent. It is now incumbent on the City to improve the local streets and integrate them with the new reality of new buildings increased population, their relative servicing needs and their active frontages.

Key measures of success:

- 1) Introducing greenery to the area that traditionally has low coverage to improve local air quality and contribute to local biodiversity.
- 2) Enhancement of the public realm in Cursitor Street and Breams Buildings, creating spaces to dwell whilst maintaining the movement function of both streets;

3) Works are carried out in a timely manner in line with Environmental Guidelines to ensure minimal disruption to the local street network, local business and construction activity.	
4) Show a clear design link with previous improvements in the Chancery Lane area, by retaining the local materials palette in the design to stay consistent.	

[3] Highlights

Finance:

Total anticipated cost to deliver [£]: £600,000

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

Total anticipated on-going commitment post-delivery [£]: Maintenance – £45,000 (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)
£50,000	£ 435,861	£480,766
[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)
£480,766	£480,766	£0
[G] Spend to Date	[H] Anticipated future budget requests	
£34,000	N/A	

Headline Financial changes:

Since 'Project Proposal' (G2) report:

▲ following evaluation it was concluded that the allocation of funding between the two streets was disproportionate to need. So it is proposed to reconfigure the funding split to be more appropriate. The overall cost of the project area resources remains unchanged.

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 instigate works and take advantage of the downturn in some activity in the area as a result of the global pandemic.

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

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 1&2

Corporate Projects Board *for decision (PRE DATES GATEWAY REPORTING SYSTEM - 18 June 2014*

Projects Sub *for decision - 23 June 2014*

Key headline updates and change since last report.

Increase in estimated cost

The is no increase in project costs.

Change in programme

Due to development in both Cursitor Street and Breams Buildings, access was not possible. A prioritisation programme for City projects occurred in 2018-19. It was therefore, necessary to accord with the programme prescribed as funding was re-allocated accordingly.

Works will be carried out in phases to deliver change in a staggered way.

This approach 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 budget is commensurate with the scope of works.

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: Feb 2021 – December 2021

Milestones: <Top 3 delivery and planning milestones (upcoming) >

1) Procurement of materials, permits, traffic orders to begin works – Nov/Dec 2020

2) Initiate Phase 1 works – February/March 2021

3) Initiate Phase 2 works – July 2021

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