

Committees: Corporate Projects Board - for decision Operational Property and Projects Sub - for decision Streets & Walkways Sub – for decision	Dates: 11 May 2022 30 May 2022 31 May 2022
Subject: 100 Fetter Lane s278 Unique Project Identifier: 12348	Gateway 2: Project Proposal Light
Report of: Director of the Built Environment Report Author: Nick Howdle-Smith	For Decision
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Recommendations

1. Next steps and requested decisions	Project Description: Highway and Public Realm improvement works in the vicinity of the development at 100 Fetter Lane. Next Gateway: Gateway 5 - Authority to Start Work (Light) Next Steps: • Entering into the S.278 agreement with the developer. • Design development and stakeholder engagement prior to the Gateway 5 report. Requested Decisions: 1. That budget of £50,000 is approved to reach the next Gateway, fully funded from a Section 106 agreement; 2. Note the total estimated cost of the project at £200,000 (excluding risk); 3. Authorise officers to enter into a Section 278 agreement with the developer.											
2. Resource requirements to reach next Gateway	<table><tr><th>Item</th><th>Reason</th><th>Funds/ Source of Funding</th><th>Cost (£)</th></tr><tr><td>Staff costs</td><td>Project Management, and Stakeholder Engagement</td><td>S.278 (Design & Developm</td><td>£30,000</td></tr></table>				Item	Reason	Funds/ Source of Funding	Cost (£)	Staff costs	Project Management, and Stakeholder Engagement	S.278 (Design & Developm	£30,000
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Staff costs	Project Management, and Stakeholder Engagement	S.278 (Design & Developm	£30,000									

			ent Fee (receipted)	
	Staff costs	City of London Highways Engineer	S.278 (Design & Developm ent Fee (receipted)	£10,000
	Fees	Topographical survey, GPR survey, site investigations, highways permits	S.278 Design & Developm ent Fee	£10,000
	Total			£50,000
Costed Risk Provision requested for this Gateway: £0 (as detailed in the Risk Register – Appendix 2)				
3. Governance arrangements	• Service Committee: Streets and Walkways Committee • Senior Responsible Officer: Tom Noble, Group Manager, City Public Realm • The project has low reputational risk. Additional project governance not required			

Project Summary

4. Context	1. A planning permission to demolish and redevelop an office building and public house at 100/108 Fetter Lane (21/00454/FULMAJ) was granted on 29th September 2021. 2. The new pedestrian activities attracted to the development necessitates improvements to the street environment ensuring enhanced safety and attractiveness for road users aswell as reparations to existing highway resulting from the construction works. 3. The proposed site lies within the Fleet Street Business Improvement District.
5. Brief description of project	1. Improvements to pedestrian crossing facilities at the junction of Bream's Buildings, Fetter Lane and New Fetter Lane to better facilitate east/west pedestrian movement 2. Works to tie the new building line and new route into the public highway on Mac's Place

	3. Public highway lighting improvements 4. Provision of an on-street blue badge parking space within the vicinity of the site 5. Footway surrounding the site to be repaired post construction and be replaced with Yorkstone 6. Cycle improvements to allow access to on site cycle parking facility
6. Consequences if project not approved	1. There would be no mechanism through which the highway changes required to accommodate the development can be delivered and the developer will be in breach of their Section 106 covenant if they are unable to enter into a Section 278 agreement providing for the highway improvement works. 2. Lack of dropped kerb / crossing facilities would disadvantage road users with impaired mobility 3. The public realm / materials surrounding the new development would not meet the requirements of the CoL Local Plan and supplementary planning documents 4. Lack of cycling/pedestrian upgrades would not encourage shift to sustainable transport modes 5. Highways that are not maintainable to agreed CoL standards
7. SMART project objectives	1) Improvements for walking and cycling in the proximity of the development 2) Improvements to the attractiveness of the public realm in the proximity of the development in line with the CPR Supplementary Planning document 3) Improved safety for all road users
8. Key benefits	Public realm improvements will increase walkability and encourage shifts to more sustainable modes of transport Disabled users will have better access to the building from the public highway thus enhancing accessibility factors Improved lighting will make pedestrians feel safer on the streets and walkways surrounding the development
9. Project category	4a. Fully reimbursable
10. Project priority	B. Advisable
11. Notable exclusions	<i>None</i>

Options Appraisal

12. Overview of options	12.1 Complete project as per the outline design specification listed in the s106 agreement
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	12.2 Vary design specification following further consultation with stakeholders and agreement from the developer to enhance delivery of aims and objectives (subject to funds being available).
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Project Planning

13. Delivery period and key dates	Overall project: (Lower estimate) Completion in November 2023 subject to developer programme Key dates: • October 2022 – designs for improvements to the surrounding highways finalised • March 2023 – Gateway 5 report to be finalised and submitted for delegated approval • August 2023 – public realm construction works to start on site • November 2023 – completion of public realm works Other works dates to coordinate: TBC with highways/transport works programme
14. Risk implications	Overall project risk: Low • Delays to the developer programme owing to changing market forces or engineering difficulties during construction • Rising cost of materials could mean that the project is descope and will not deliver all aims and objectives. (For now the risk is mitigated by the new highways contract although, contract performance will be monitored over the next year to ascertain likelihood of rate variations.)
15. Stakeholders and consultees	1. Fleet Street BID 2. Local Ward Members 3. Owners/occupiers of adjacent buildings An equality impact assessment will be undertaken prior to Gateway 5. The results will be reported at the next Gateway.

Resource Implications

16. Total estimated cost	Likely cost range (excluding risk): £200,000 Likely cost range (including risk): £200,000	
17. Funding strategy	Choose 1: Choose an item.	Choose 1: Choose an item.

	Funds/Sources of Funding	Cost (£)
	Section 106 (Section 278 Design & Evaluation fee)	£50k
	Section 278	£150k
	Total	£200k
18. Investment appraisal	Not applicable.	
19. Procurement strategy/route to market	The design and construction drawings are to be undertaken by City of London officers The construction work is to be carried out by the City of London's Term Highways Contractor	
20. Legal implications	Where the City Corporation are satisfied it will be of benefit to the public, Section 278 of the Highways Act 1980 allows the City Corporation as highway authority to enter into an agreement with any person for the execution of works by the authority on terms that that person pays the whole or such part of the costs of the works as may be specified. The proposed works are considered to be of benefit to the public. The Section 106 agreement requires the developer to enter into a Section 278 agreement with the City no later than 12 months following the Implementation Date. The S.278 agreement will be finalised before the Gateway 5 report is submitted for approval.	
21. Corporate property implications	None	
22. Traffic implications	Possible road closures and disruption to vehicle traffic during the construction phase. Pedestrian access on the public highway will be maintained at all times.	
23. Sustainability and energy implications	The materials and working practises will be as per the sustainability criterion of the City of London's Term Highways Contract	
24. IS implications	<i>None</i>	
25. Equality Impact Assessment	An equality impact assessment will be undertaken prior to Gateway 5	
26. Data Protection Impact Assessment	<i>The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken</i>	

Appendices

Appendix 1	Project Briefing
Appendix 2	Risk Register
Appendix 3	Site location plan

Contact

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