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| <b>Committees:</b><br>Streets and Walkway Sub - for decision                     | <b>Dates:</b><br>26 September 2023                          |
| <b>Subject:</b><br>Creechurch Lane area improvements<br>(City Cluster programme) | <b>Gateway 2:</b><br><br><b>Project Proposal</b><br>Regular |
| <b>Unique Project Identifier:</b>  |   |
| <b>Report of:</b><br>Interim Executive Director, Environment                     | For Decision  |
| <b>Report Author:</b><br>Maria Herrera   |   |
| <b>PUBLIC</b>  |   |

### Recommendations

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| <b>1. Next steps and requested decisions</b> | <p><b>Project Description:</b></p> <p>Public realm and highway improvements to the Creechurch Lane, Mitre Street and Bury Street area. This project is part of the City Cluster programme of work, established as a framework for project delivery. Projects within the programme have been scored against prioritisation criteria from the City Cluster Vision, Transport Strategy and Climate Action Strategy objectives.</p> <p>The Creechurch Lane area is within the high priority projects due to its potential to deliver an enhanced environment to improve the experience of people walking and cycling, supporting local businesses, the Aldgate School and local residents.</p> <p>The project includes the following:</p> <ul style="list-style-type: none"> <li>• Accessibility and walking improvements, including widened pavements, improved pedestrian crossings and sections of raised carriageway.</li> <li>• Relocation/reconfiguration of parking and motorcycle bays to provide additional space for walking and support the local economy.</li> <li>• Public Realm improvements and greening to include a permanent design to replace temporary parklets and planters.</li> </ul> |
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|  | <p><b>Next Gateway:</b><br/>Gateway 3/4 - Options Appraisal (Regular)</p> <p><b>Next Steps:</b></p> <ul style="list-style-type: none"> <li>• Undertake a review of parking provision and kerbside loading activity.</li> <li>• Commission radar survey to assess viability of tree planting.</li> <li>• Review relocation of existing parklet platforms from Creechurch Lane to an alternative location elsewhere.</li> <li>• Undertake stakeholder engagement.</li> <li>• Design development of the scheme.</li> </ul> <p><b>Funding Source:</b> S106 Agreement from 40 Leadenhall Street development, CoL capital bid funding and an external contribution from the EC BID.</p> <p><b>Requested Decisions:</b><br/>Members are asked to:</p> <ul style="list-style-type: none"> <li>• Approve the initiation of this project.</li> <li>• Approve the budget of £75,000 (staff costs and fees) for the project to reach the next Gateway 3/4, funded from the Section 106 agreement of 40 Leadenhall Street development.</li> <li>• Note the total estimated cost of the project at £500K-780K (excluding risk).</li> <li>• Authorise officers to prepare and agree a funding letter to receive the external funding contribution from the EC BID.</li> </ul> |                                |          |                                |          |                   |   |      |        |                        |                        |      |        |
|--|--|--------------------------------|----------|--------------------------------|----------|-------------------|---|------|--------|------------------------|------------------------|------|--------|
| <p><b>2. Resource requirements to reach next Gateway</b></p> | <table border="1"> <thead> <tr> <th data-bbox="544 1536 748 1680">Item</th> <th data-bbox="748 1536 1038 1680">Reason</th> <th data-bbox="1038 1536 1230 1680">Funds/<br/>Source of<br/>Funding</th> <th data-bbox="1230 1536 1382 1680">Cost (£)</th> </tr> </thead> <tbody> <tr> <td data-bbox="544 1680 748 1933">Staff time<br/>P&amp;T</td> <td data-bbox="748 1680 1038 1933">Project management, detailed design, stakeholder engagement and report writing.</td> <td data-bbox="1038 1680 1230 1933">S106</td> <td data-bbox="1230 1680 1382 1933">25,000</td> </tr> <tr> <td data-bbox="544 1933 748 2042">Staff time<br/>Highways</td> <td data-bbox="748 1933 1038 2042">Technical guidance and</td> <td data-bbox="1038 1933 1230 2042">S106</td> <td data-bbox="1230 1933 1382 2042">15,000</td> </tr> </tbody> </table>  | Item                           | Reason   | Funds/<br>Source of<br>Funding | Cost (£) | Staff time<br>P&T | Project management, detailed design, stakeholder engagement and report writing. | S106 | 25,000 | Staff time<br>Highways | Technical guidance and | S106 | 15,000 |
| Item   | Reason   | Funds/<br>Source of<br>Funding | Cost (£) |                                |          |                   |   |      |        |                        |                        |      |        |
| Staff time<br>P&T  | Project management, detailed design, stakeholder engagement and report writing.  | S106                           | 25,000   |                                |          |                   |   |      |        |                        |                        |      |        |
| Staff time<br>Highways                                       | Technical guidance and   | S106                           | 15,000   |                                |          |                   |   |      |        |                        |                        |      |        |

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|                      |  | feasibility detail stage.                             |      |               |
|                      | Fees   | Survey work, design consultancy and related services. | S106 | 35,000        |
|                      | <b>Total</b>   |   |      | <b>75,000</b> |
|                      | <p><b>Costed Risk Provision requested for this Gateway:</b> A costed risk provision is not required at this stage of the project.</p>  |   |      |               |
| <b>3. Governance</b> | <p>This project forms part of the City Cluster Programme which has an established Programme Board.</p> <p>The Service Committee is the Streets and Walkways Sub-Committee</p> <p>The Senior Responsible Officer is Bruce McVean, Assistant Director, Policy and Projects</p> |   |      |               |

### **Project Summary**

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| <b>4. Context</b> | <p>4.1 The Creechuch Lane area improvements are part of the programme developed under the City Cluster Vision, adopted in 2019. The programme includes three workstreams:</p> <ol style="list-style-type: none"> <li>1) <b>Pedestrian priority and traffic reduction:</b> To improve streets which can safely accommodate the projected increase in pedestrians and cyclists by rebalancing the street capacity.</li> <li>2) <b>Wellbeing and climate resilience:</b> To enhance public spaces and introduce greenery and climate resilience measures in line with objectives of the City's Climate Action Strategy.</li> <li>3) <b>Activation and engagement:</b> To Deliver public places that are welcoming and inclusive, encouraging public participation and social engagement.</li> </ol> |
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|   | <p>4.2 The Creechurch Lane area project falls under workstreams one and two. The project will provide an improved and safer environment for people walking, cycling and or spending time in the area, along with public realm enhancements. There is also the potential to introduce greenery and tree planting.</p> <p>4.3 The local area has a concentration of food and beverage businesses, which attract local workers and visitors. In addition, there is a local primary school (The Aldgate School) and a residential cluster, as well as a mix of different offices.</p> <p>4.4 Several developments are planned in the vicinity; however, timescales are uncertain. Site assessments and discussions with the ECBID has identified that there is a need for highway and public realm improvements to take place in the short- term. Therefore, the design approach will ensure that the improvements can be delivered in phases if required. The proposed improvements will not impede the construction of new developments in the area in the coming years.</p>  |
| <p><b>5. Brief description of project</b></p> | <p>5.1 The project includes public realm and highway improvements to Creechurch Lane, Mitre Street and Bury Street area, as part of the City Cluster programme of work.</p> <p>5.2 Initial evaluation work has identified the following considerations:</p> <ul style="list-style-type: none"> <li>• Existing pavements are narrow and there is an absence of dropped kerbs or raised crossing points which needs to be addressed, including safe and accessible walking routes to the school.</li> <li>• In 2020, three parklets were installed on Creechurch Lane as part of the City’s Covid-19 response to provide safe outdoor space to socialise and support local businesses. The parklets have proven to be successful and well utilised. This project will address the temporary solution of the parklets and implement permanent improvements. This could include widening of footways, planting, and street furniture.</li> <li>• Provision of on street cycle parking and areas for dockless cycles and e-scooter hire is required. This is currently used at capacity, and its usage is envisaged to grow in the coming years.</li> <li>• The area is used by servicing vehicles but there is a desire to restrict or minimise through-traffic to ensure only essential vehicles use the streets. Consideration of areas for loading, unloading, and parking is required.</li> </ul> |

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|   | <ul style="list-style-type: none"> <li>• The current location of motorcycle bays on Creechurch Lane will also be reviewed to evaluate whether alternative and more suitable locations can be identified in the area.</li> <li>• This is a conservation area with an attractive townscape. It is desirable that the streetscape is enhanced to provide a higher quality public realm.</li> </ul>   |
| <p><b>6. Consequences if project not approved</b></p> | <p>6.1 External match funding from the EC BID has been secured for this project. However, Members should note that this funding is subject to the City securing funds for the delivery of the programme via a capital bid. A decision on this capital bid is expected in late autumn 2023.</p> <p>6.2 Stakeholder and Member engagement has indicated strong support for the improvement of this historic quarter. If this project proposal is not approved, financial investment from external parties would be lost, and aspirations from stakeholders wouldn't be met.</p> <p>6.3 As part of the Covid19 City's response 3 parklets have been installed on Creechurch Lane to support local businesses. The aim is for the parklets to be replaced with permanent high quality design features, which require less maintenance and deliver long lasting benefits for the area. If this project is not approved, the delivery of permanent improvements wouldn't be feasible.</p> <p>6.4 The area will not meet the required standards for accessibility, with a lack of dropped kerbs and safe crossing points. A desktop Healthy Streets Check has been undertaken which indicates the area currently has a low performing score.</p> <p>6.5 Required public realm and greening improvements would not be delivered, and the area will continue to be of an unsatisfactory quality.</p> |
| <p><b>7. SMART project objectives</b></p>             | <p>7.1. Deliver a high quality, accessible public realm with wider pavements and safe crossing points which are clearly demarcated.</p> <p>7.2 Provision of additional footway space for seating and tables and chairs to support local businesses.</p> <p>7.3 Introduce greenery and tree planting in line with the Climate Action Strategy, where feasible.</p>   |

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|                               | 7.4 Optimise loading and parking provision to ensure needs of local businesses are met, whilst providing an improved environment for people walking and spending time in the area.  |
| <b>8. Key benefits</b>        | <p>8.1 Improved environment for people walking, cycling and spending time in the area.</p> <p>8.2 Stakeholder’s aspirations will be met, ensuring the area remains attractive and the local economy is supported.</p> <p>8.3 A high quality design will be delivered in line with the historic setting of the streets in nearby listed buildings.</p> <p>8.4 Maintenance and cleansings costs are reduced due to the introduction of permanent changes using the standard palette of materials and tree planting.</p> |
| <b>9. Project category</b>    | 4b. Substantially reimbursable  |
| <b>10. Project priority</b>   | B. Advisable  |
| <b>11. Notable exclusions</b> | None noted  |

### Options Appraisal

|                                |  |
|--------------------------------|--|
| <b>12. Overview of options</b> | <p>12.1 There are limited options given the very specific environment and site conditions in the area. The standard palette of materials is proposed to be used. For widened footways and raised pedestrian crossings, designs would need to maintain vehicular access to certain buildings and accommodate construction logistics if required.</p> <p>12.2 Options regarding parking provision, loading, and unloading will be reviewed as part of the design development stage.</p> <p>12.3 Consideration will be given for the introduction of vehicular access restrictions if deemed suitable to deliver an improved environment and more priority for people walking.</p> <p>12.4 Options for the introduction of green infrastructure will be considered subject to ground conditions and available space.</p> <p>12.5 If the CoL capital funding bid is not successful, the scope of the project will need to be reviewed through a prioritisation exercise of the City Cluster programme of work.</p> |
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## Project Planning

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| <p><b>13. Delivery period and key dates</b></p> | <p><b>Overall project:</b> The detailed design and assessment of options will be undertaken during Q4 2023/24. Stakeholder engagement to review options is planned for Q1-2024. Once results of the consultation are gathered, a preferred option will be developed and presented for approval.</p> <p><b>Key dates:</b> A Gateway 3-4 report is expected in Q2 of 2024.</p> <p><b>Other works dates to coordinate:</b> The implementation of the highway and public realm will be coordinated with nearby developments and delivered in phases.</p>   |
| <p><b>14. Risk implications</b></p>             | <p>Detailed project risk register is included in Appendix 3.</p> <p><b>Overall project risk:</b> Low</p> <ul style="list-style-type: none"> <li>• <b>Project delivery timescales could be impacted by nearby developments.</b><br/><i>Risk response: accept.</i><br/>As the design develops, the delivery of the scheme in phases will be considered. At present, it is uncertain when nearby new developments will commence construction works, however is not expected for developments to commence construction works before this street enhancement project is delivered.</li> <li>• <b>Project scope not agreed with stakeholders.</b><br/><i>Risk response: reduce.</i><br/>Options will be considered to discuss with stakeholders the detailed project scope, including the viability of reducing vehicular access in the area, reviewing parking provision and introducing greenery.</li> <li>• <b>Overall project costs are higher than initially reported.</b><br/><i>Risk response: reduce.</i><br/>The project scope can be adjusted to meet the available budget as the design gets developed. It is intended to deliver the highway works in stages, which will allow for tight budget controls.</li> </ul> |

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| <b>15. Stakeholders and consultees</b> | <p>15.1 External consultees:</p> <ul style="list-style-type: none"> <li>• EC BID</li> <li>• Residents</li> <li>• Local businesses and occupiers</li> <li>• The Aldgate School</li> <li>• Developers with an interest in the area (i.e., 100 Leadenhall St and 33 Creechurch Lane)</li> </ul> <p>15.2 Internal consultees:</p> <ul style="list-style-type: none"> <li>• City of London Environment Department (including Highways, Cleansing, City Gardens)</li> </ul> |
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**Resource Implications**

| <b>16. Total estimated cost</b>                                       | <p><b>Likely cost range (excluding risk): £500 - £780k.</b></p> <p><b>Likely cost range (including risk):</b> Any costs that would appear to exceed the current tolerance range will be managed within the provisions of the S106 agreement and reported to Committee at the next Gateway.</p> |   |                          |          |   |               |                     |       |              |                    |
|---|--|---|--------------------------|----------|---|---------------|---------------------|-------|--------------|--------------------|
| <b>17. Funding strategy</b>   | <p>Choose 1:<br/>Partial funding confirmed</p>   | <p>Choose 1:<br/>Mixture - some internal and some external funding</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Funds/Sources of Funding</th> <th style="text-align: right;">Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Section 106 from 40 Leadenhall Street development and CoL capital bid</td> <td style="text-align: right;">£200K - £480K</td> </tr> <tr> <td>EC BID contribution</td> <td style="text-align: right;">£300K</td> </tr> <tr> <td style="text-align: right;"><b>Total</b></td> <td style="text-align: right;"><b>£500- £780k</b></td> </tr> </tbody> </table> <p>The Funding strategy is proposing to utilise S106 funding which is location specific as well as CoL CIL funds (via a capital bid). The outcome of the CoL capital bid will be known in November or December. Funding from external stakeholders has been agreed in principle and will be formalised via a funding letter to be completed at the next stage, following confirmation of the capital bid.</p> | Funds/Sources of Funding | Cost (£) | Section 106 from 40 Leadenhall Street development and CoL capital bid | £200K - £480K | EC BID contribution | £300K | <b>Total</b> | <b>£500- £780k</b> |
| Funds/Sources of Funding  | Cost (£)   |   |                          |          |   |               |                     |       |              |                    |
| Section 106 from 40 Leadenhall Street development and CoL capital bid | £200K - £480K  |   |                          |          |   |               |                     |       |              |                    |
| EC BID contribution   | £300K  |   |                          |          |   |               |                     |       |              |                    |
| <b>Total</b>  | <b>£500- £780k</b>   |   |                          |          |   |               |                     |       |              |                    |



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| <p><b>18. Investment appraisal</b></p>                   | <p><b>Not Applicable</b></p> <p><b>On-going revenue implications</b></p> <p>18.1 Revenue implications for highways and soft landscaping maintenance, and cleansing are anticipated to be of minimum impact and will be confirmed at the next Gateway when the detailed design will be finalised.</p>   |
| <p><b>19. Procurement strategy/route to market</b></p>   | <p>19.1 It is anticipated that all works will be undertaken by the City's Highways term contractor, currently FM Conways.</p> <p>19.2 The design work is proposed to be carried out in-house by the Highways and Policy and Projects team in collaboration with stakeholders.</p> <p>19.3 The materials and specification of the design will be the City's standard specification, in accordance with the City Public Realm Supplementary Planning Document.</p> |
| <p><b>20. Legal implications</b></p>                     | <p>A funding letter is to be completed for the contribution from external stakeholders (EC BID).</p>   |
| <p><b>21. Corporate property implications</b></p>        | <p>None.</p>   |
| <p><b>22. Traffic implications</b></p>                   | <p>22.1 Options regarding consideration of parking provision, loading, and unloading will be reviewed as part of the design development.</p> <p>22.2 Considerations will be given for the introduction of vehicular access restrictions if deemed suitable to deliver an improved pedestrian environment. Any proposed changes would be subject to statutory consultation processes</p>  |
| <p><b>23. Sustainability and energy implications</b></p> | <p>23.1 It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for construction purposes.</p> <p>23.2 Climate Change resilience measures and planting will be considered as part of the design development such as rain gardens and tree planting.</p>  |
| <p><b>24. IS implications</b></p>                        | <p>None.</p>   |
| <p><b>25. Equality Impact Assessment</b></p>             | <p>A test of relevance will be undertaken at the next stage which will inform the assessment required during the development of the project.</p>   |

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| <b>26. Data Protection Impact Assessment</b> | None |
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### **Appendices**

|                   |                          |
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| <b>Appendix 1</b> | Plan of the project area |
| <b>Appendix 2</b> | Project Briefing         |
| <b>Appendix 3</b> | Risk Register            |

### **Contact**

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|-------------------------|--|
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