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<p><b>Committees:</b> Streets and Walkways - for decision</p> <p>Projects &amp; Procurement Sub – for information</p>	<p><b>Dates:</b> 07 November 2023</p> <p>04 December 2023</p>
<p><b>Subject:</b> Enhancing Cheapside Programme</p> <p><b>Unique Project Identifier:</b> 12405</p>	<p><b>Gateway 2:</b> <b>Project Proposal</b> Regular</p>
<p><b>Report of:</b> Interim Executive Director Environment</p>	<p><b>For Decision</b></p>
<p><b>Report Author:</b> Marta Woloszczuk</p>	
<p><b>PUBLIC</b></p>	

**Recommendations**

<p><b>1. Next steps and requested decisions</b></p>	<p><b>Project Description:</b> Public realm and highways improvements to enhance Cheapside, the City’s ‘high street’. The programme will focus on the area along the length of Cheapside (between New Change and Bank), Bow Churchyard and at the Cheapside Bus Gate (east of Bread Street). The programme aims to deliver enhancements to complement existing projects developed in the area by decluttering and rationalising the street furniture along Cheapside; more greening and low maintenance planting, improved pedestrian movement through a change of road layout, enhanced lighting and wayfinding, new seating as well as supporting activation and events.</p> <p><b>Next Gateway:</b> Gateway 3/4</p> <p><b>Next Steps:</b></p> <ul style="list-style-type: none"> <li>- Evaluation and Design to reach the next gateway: <ul style="list-style-type: none"> <li>o Undertake site surveys</li> <li>o Appoint design consultants</li> <li>o Develop design with the project Design Team including the City Highways Team, City Gardens and external consultants</li> <li>o Undertaken engagement with local stakeholders</li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>○ Submit design for consultation</li> <li>○ Prepare the next Gateway report</li> </ul> <p><b>Funding Source:</b> CIL funding</p> <p><b>Requested Decisions:</b></p> <ol style="list-style-type: none"> <li>1. That budget of <b>£125,000</b> is approved for Evaluation and Design to reach the next Gateway;</li> <li>2. Note the total estimated cost of the project <b>up to £1m</b>(excluding risk);</li> </ol>																				
<p><b>2. Resource requirements to reach next Gateway</b></p>	<table border="1" data-bbox="528 719 1390 1290"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Funds/ Source of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Staff Cost P&amp;T</td> <td>Project management evaluation</td> <td>CIL&amp;OSP R</td> <td>40,000</td> </tr> <tr> <td>Staff Cost (Env)</td> <td>Design</td> <td>CIL&amp;OSP R</td> <td>25,000</td> </tr> <tr> <td>Fees</td> <td>Design, survey, utilities</td> <td>CIL&amp;OSP R</td> <td>60,000</td> </tr> <tr> <td><b>Total</b></td> <td></td> <td></td> <td>125,000*</td> </tr> </tbody> </table> <p>*£125,000 is sought to carry out evaluation and design as summarised in the table above. Please note the breakdown for the full funding allocation (£1,000,000) to implement the programme will be provided at the next Gateway.</p> <p><b>Costed Risk Provision requested for this Gateway: Not required at this stage</b> as summarised in paragraph 14 risk implications.</p>	Item	Reason	Funds/ Source of Funding	Cost (£)	Staff Cost P&T	Project management evaluation	CIL&OSP R	40,000	Staff Cost (Env)	Design	CIL&OSP R	25,000	Fees	Design, survey, utilities	CIL&OSP R	60,000	<b>Total</b>			125,000*
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<p><b>3. Governance arrangements</b></p>	<ul style="list-style-type: none"> <li>• Streets and Walkways Sub Committee</li> <li>• Project to be overseen by a Group Manager and managed by a Project Manager from the Transport and Public Realm team on a day-to-day basis</li> <li>• Senior Responsible Officer: Bruce McVean</li> <li>• Regular meetings with key stakeholders including local Ward Members, local businesses and landowners, St Mary Le Bow representatives, and the Cheapside Business Alliance.</li> </ul>																				

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	<ul style="list-style-type: none"> <li>• The programme will be delivered through a phased approach to align with the different timelines required.</li> </ul>
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**Project Summary**

<p><b>4. Context</b></p>	<p>4.1 A £1m bid to seek funding to deliver improvements in the Cheapside area was approved by Resource Allocation Sub Committee on 5 September 2023 and Policy and Resources Committee on 21 September 2023.</p> <p>4.2 The bid covers enhancements to the wider Cheapside area, Bow Churchyard and permanent improvements to the Bus Gate (east of Bread Street), where temporary changes were delivered as part of the Pedestrian Priority Project (see location plan in Appendix 2).</p> <p>4.3 The Pedestrian Priority Programme has three projects in the Cheapside Area:</p> <ul style="list-style-type: none"> <li>• King Street – street enhancements including footway widening, one-way street with contra-flow cycling</li> <li>• Cheapside Bus Gate and public realm enhancements</li> <li>• Old Jewry – road closure and public realm enhancements</li> </ul> <p>4.4 Following consultation and Committee approval, a permanent traffic order on Cheapside came into effect in July 2023. The Bus Gate on Cheapside limits access to buses and cycles. In November 2023, a further experimental traffic order is scheduled to commence at this location allowing taxis access through the restriction.</p> <p>4.5 Following the need to enhance Bow Churchyard, a preliminary concept design and associated stakeholder engagement were initiated in 2023, funded by the Cheapside Business Alliance.</p> <p>4.6 The Enhancing Cheapside Programme includes projects to be delivered in a phased approach. Key areas for improvement have been identified as follows:</p> <ul style="list-style-type: none"> <li>▪ Provide more greening and low maintenance planting to support</li> </ul>
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	<p>biodiversity in Bow Churchyard and at the Bus Gate</p> <ul style="list-style-type: none"> <li>▪ Deliver enhanced lighting</li> <li>▪ Support activation and provide additional seating</li> <li>▪ Improve pedestrian movement and better wayfinding</li> <li>▪ Provide pavement widening and traffic calming measures in line with the experimental traffic order</li> <li>▪ Declutter and rationalise street furniture along Cheapside and review accessibility to align with the Healthy Street approach</li> </ul>
<p><b>5. Brief description of project</b></p>	<p>5.1 The programme seeks to enhance the Cheapside area to make it a greener and a more welcoming environment and support the recovery of the City's principal shopping street and Destination City initiative.</p> <p>5.2 The most significant improvements will be delivered in Bow Churchyard and on Cheapside in the vicinity of the Bus Gate (east of Bread Street). These enhancements will include increased greenery using low maintenance and sustainable planting, new accessible and flexible seating, enhanced lighting and provision of power points. Other improvements along Cheapside will include a decluttering exercise and provision for seating to align with the Healthy Street approach.</p> <p>5.3 The project will complement improvements in the area such as the Greening Cheapside project which delivered enhancements to the area outside St Paul tube station and in the sunken garden (works scheduled to be implemented in Q1 2024); the Pedestrian Priority Programme and associated traffic orders which provided opportunity for a permanent design for the Bus Gate in Cheapside.</p> <p>5.4 The project will be developed with key stakeholders including local businesses and landowners, the Cheapside Business Alliance and Destination City.</p>
<p><b>6. Consequences if project not approved</b></p>	<p>6.1 The City would miss the opportunity to complement efforts to activate the Cheapside area and Shopping Centre as identified in the Local Plan, and encourage an increase in visitors to the area.</p> <p>6.2 The City would miss the opportunity to increase greenery and provide more places to seat and rest.</p>

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	<p>6.3 The programme supports the delivery of numerous Transport Strategy objectives and the Biodiversity Action Plan. Without this programme it would be difficult for these targets to be realised without significant investment.</p> <p>6.4 There would likely be reputational damage, as there has already been financial contributions from the Cheapside Business Alliance towards the initial design in Bow Churchyard and the temporary planters and seating at the Bus Gate in Cheapside.</p>
<p><b>7. SMART project objectives</b></p>	<p>7.1 Encourage and enable people to spend more time on Cheapside and in the surrounding area</p> <p>7.2 Improve perceptions of the look and feel of Cheapside area and Bow Churchyard</p> <p>7.3 Improve accessibility through the provision of new and improved seating</p> <p>7.4 Increase greenery, biodiversity and climate resilience</p> <p>7.5 Enhance wayfinding to Bow Lane and visibility of the desired line from Cheapside across Bow Churchyard</p>
<p><b>8. Key benefits</b></p>	<p>8.1 More welcoming and vibrant space including space for events</p> <p>8.2 Support Destination City initiative and dynamism of the City's primary retail destination</p> <p>8.3 Increased greenery and sustainable planting</p> <p>8.4 Introduction of accessible and flexible seating</p> <p>8.5 Enhanced lighting and provision of power points</p> <p>8.6 Increase the number of kilometres of new pedestrian-priority streets</p> <p>8.7 Improved pedestrian crossing</p>

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	<p>8.8 Increase the length of City streets with pedestrian comfort level of A+ in line with criteria within the Climate Action Strategy and Transport Strategy targets.</p> <p>8.9 Increase the percentage of people rating the experience of walking in the City as pleasant (Transport Strategy target and measured through the City Streets survey)</p>
<b>9. Project category</b>	4a. Fully reimbursable
<b>10. Project priority</b>	B. Advisable
<b>11. Notable exclusions</b>	N/A

**Options Appraisal**

<b>12. Overview of options</b>	Further information to be presented at the next Gateway.
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**Project Planning**

<b>13. Delivery period and key dates</b>	<p><b>Overall project:</b> The estimated project completion Q4 2025 / Q1 2026</p> <p><b>Key dates:</b></p> <ul style="list-style-type: none"> <li>- Streets and Walkways Committee approval for initiation of the programme: 7 November 2023</li> <li>- Procurement and appointment of external consultants: Q1 2024</li> <li>- Review of concept design and detailed design development: Q2 2024</li> <li>- Design consultation: Q2/Q3 2024</li> <li>- Gateway 3 /4: Q4 2024</li> <li>- Gateway 5 estimated Q1/2 2025</li> </ul> <p><b>Other works dates to coordinate:</b> Project manager to maintain regular communication with local stakeholders.</p>
<b>14. Risk implications</b>	<p><b>Overall project risk:</b> Low</p> <p><b>Overall project risk:</b> Low</p> <ul style="list-style-type: none"> <li>• <b>Full cost of works unknown</b> <i>Risk response: accept</i></li> </ul>

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	<p>As the design develops, the likely cost of the scheme will be established. The scope of the project will be tailored to ensure the current approved budget is able to cover the costs.</p> <ul style="list-style-type: none"> <li>• <b>Costs of the work prove excessive</b> <i>Risk response: reduce</i> The scheme will be redesigned to fit the budget</li> <li>• <b>Project not delivered to the programme</b> <i>Risk response: accept</i> Access to carry out the public realm improvement works is subject to the developer's programme</li> <li>• <b>Stakeholders not supportive of the design</b> <i>Risk Response: reduce</i> Carry out the consultation process to develop options and maintain regular communication with stakeholders.</li> <li>• <b>Reputational risk if the programme doesn't go ahead given the initial external investment</b> <i>Risk response: reduce</i> Maintain regular communication with stakeholders regarding the programme. Establish a programme board to oversee programme governance and manage engagement with stakeholders.</li> </ul> <p>The programme is at an early stage and the aforementioned have been identified as headline risks. A more comprehensive risk register will be reported at the next gateway when the evaluation stage has progressed.</p>
<p><b>15. Stakeholders and consultees</b></p>	<ul style="list-style-type: none"> <li>• Local businesses, occupiers and landowners</li> <li>• St Mary-le-Bow Church</li> <li>• Local Ward Members</li> <li>• Cheapside Business Alliance</li> <li>• City internal teams including Highway, City Garden, Destination City and Access Group</li> </ul>

**Resource Implications**

<p><b>16. Total estimated cost</b></p>	<p><b>Likely cost range (excluding risk):</b> The total estimated cost of the project at <b>£850K - £1m</b></p>
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<b>17. Funding strategy</b>	Choose 1: All funding fully guaranteed	Choose 1: Internal - Funded wholly by City's own resource				
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CIL&OSPR	£1m					
<b>18. Investment appraisal</b>	None					
<b>19. Procurement strategy/route to market</b>	<p>19.1 The design work is proposed to be carried out externally by appointing relevant consultants to develop RIBA stage 2 -4.</p> <p>19.2 It is anticipated that the construction package will be undertaken in-house by the Highways team subject by recourses being available.</p> <p>19.3 It is anticipated that all works will be undertaken by the City's Highways term contractor, FM Conway. This will be confirmed at Gateway 5.</p> <p>19.4 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>					
<b>20. Legal implications</b>	20.1 None					
<b>21. Corporate property implications</b>	21.1 None					
<b>22. Traffic implications</b>	<p>22.1 The proposed works to Bow Churchyard will have no impact on vehicular traffic but will improve pedestrian movements.</p> <p>22.2 As part of the Pedestrian Priority Programme, a permanent traffic order on Cheapside came into effect in July 2023 which limits access to buses and cycles. A further experimental traffic order is scheduled to commence in November allowing taxis access through the restriction to be progressed.</p>					



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<p><b>23. Sustainability and energy implications</b></p>	<p>23.1 The project will achieve sustainability standards that are above legal or regulatory requirements</p> <p>23.2 It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for construction purposes.</p> <p>23.3 The project will introduce low-maintenance greenery in the local area.</p>
<p><b>24. IS implications</b></p>	<p>24.1 None</p>
<p><b>25. Equality Impact Assessment</b></p>	<p>25.1 An equality impact assessment will be undertaken prior to Gateway 5.</p>
<p><b>26. Data Protection Impact Assessment</b></p>	<p>26.1 None.</p>

**Appendices**

<p><b>Appendix 1</b></p>	<p>Project Briefing</p>
<p><b>Appendix 2</b></p>	<p>Location plan</p>

**Contact**

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