

Committees: Streets and Walkway Sub Committee - For Decision Projects and Procurement Sub Committee – For Information	Dates: 4 February 2025 4 February 2025
Subject: Fleet Street Area Courts and Lanes improvements (Fleet Street Area Programme) Unique Project Identifier: 12476	Gateway 2: Project Proposal Regular
Report of: Executive Director, Environment	For Decision
Report Author: Maria Curro – Policy and Projects, City Operations	
<h1>PUBLIC</h1>	

Recommendations

1. Next steps and requested decisions	<p>Project Description:</p> <p>The project aims to deliver public realm, lighting, wayfinding and greening improvements to the courts and lanes off Fleet Street.</p> <p>This project is funded by various sources including the Fleet Street Quarter Business Improvement District (FSQ BID) and Section 106 contributions. City Officers will work in partnership with the FSQ BID on the delivery of this project.</p> <p>Next Gateway:</p> <p>Gateway 3/4 - Options Appraisal (Regular)</p> <p>Next Steps:</p> <ul style="list-style-type: none"> • The FSQ BID has already appointed a designer to prepare RIBA Stage 2 concept designs. City Officers will work with the BID to develop these initial design options. • City Officers to appoint a design consultant to complete the RIBA Stage 3/4 designs and develop design options for Committee consideration • Undertake internal and external stakeholder engagement
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	<p>Funding Source: The project would be joint funded by the FSQ BID and the City Corporation (via S106 receipts that are allocated to the Fleet Street Area Programme).</p> <p>Requested Decisions:</p> <p>Members of the Streets and Walkways Sub-Committee are asked to:</p> <ol style="list-style-type: none"> 1. Approve the initiation of this project. 2. Approve the budget of £40k (staff costs and fees) for the project to reach the next Gateway 3/4, funded from FSQ BID (£15k) and S106 receipts allocated to the Fleet Street Area Programme (£25k). 3. Note the total estimated cost of the project at £500k-£600k (excluding risk), funded from the FSQ BID and S.106 receipts allocated to the Fleet Street Area Programme. 																			
<p>2. Resource requirements to reach next Gateway</p>	<table border="1" data-bbox="549 943 1383 1704"> <thead> <tr> <th data-bbox="549 943 716 1084">Item</th> <th data-bbox="716 943 1046 1084">Reason</th> <th data-bbox="1046 943 1233 1084">Funds/ Source of Funding</th> <th data-bbox="1233 943 1383 1084">Cost (£)</th> </tr> </thead> <tbody> <tr> <td data-bbox="549 1084 716 1339">Staff time P&T</td> <td data-bbox="716 1084 1046 1339">Project management, option appraisal, stakeholder engagement and report writing.</td> <td data-bbox="1046 1084 1233 1489" rowspan="2">S106 receipts and the FSQ BID.</td> <td data-bbox="1233 1084 1383 1339">20,000</td> </tr> <tr> <td data-bbox="549 1339 716 1489">Staff time Highways</td> <td data-bbox="716 1339 1046 1489">Technical guidance on feasibility design options.</td> <td data-bbox="1233 1339 1383 1489">5,000</td> </tr> <tr> <td data-bbox="549 1489 716 1632">Fees</td> <td data-bbox="716 1489 1046 1632">Survey work, design consultancy and related services.</td> <td data-bbox="1046 1489 1233 1632"></td> <td data-bbox="1233 1489 1383 1632">15,000</td> </tr> <tr> <td data-bbox="549 1632 716 1704">Total</td> <td data-bbox="716 1632 1046 1704"></td> <td data-bbox="1046 1632 1233 1704"></td> <td data-bbox="1233 1632 1383 1704">40,000</td> </tr> </tbody> </table> <p>Costed Risk Provision requested for this Gateway: A costed risk provision is not required at this stage of the project and any risks, incurring at this stage of the project, can be addressed using the available budget,</p>	Item	Reason	Funds/ Source of Funding	Cost (£)	Staff time P&T	Project management, option appraisal, stakeholder engagement and report writing.	S106 receipts and the FSQ BID.	20,000	Staff time Highways	Technical guidance on feasibility design options.	5,000	Fees	Survey work, design consultancy and related services.		15,000	Total			40,000
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<p>3. Governance arrangements</p>	<p>This project forms part of the Fleet Street Area Programme which has an established working group with</p>																			

	<p>members from the FSQ BID, Ward Members and other local stakeholders.</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>
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Project Summary

<p>4. Context</p>	<p>4.1 The Fleet Street area lanes and alleyways provide convenient walking routes and much needed spaces but are currently underused and in need of improvement. As outlined in the Fleet Street Area Healthy Streets Plan (HSP), there is a negative perception around the safety of the area, especially during the evening and winter months. People also do not know that the lanes and alleyways lead to other places or spaces compounding their lack of use further.</p> <p>4.2 The Fleet Street Area HSP, adopted in November 2023, promotes walking, wheeling and public realm improvements, including enhancing lighting and wayfinding in the alleyways. This is in line with the City Transport Strategy and Destination City, both of which seek to improve connectivity for people walking and wheeling. The HSP can be found in the background documents.</p> <p>4.3 In 2023, the FSQ BID commissioned Gensler to produce a public realm strategy for the BID area. This document also supports the Healthy Street Plan and suggests the connecting lanes and alleyways would benefit from lighting and wayfinding improvements, as well as the development or improvements to existing and underutilised public spaces. The FSQ Bid's public realm strategy can be found in the background documents.</p>
<p>5. Brief description of project</p>	<p>The project aims to deliver public realm, lighting and wayfinding enhancements and greening measures, and will include the following:</p> <ul style="list-style-type: none"> • Improved lighting, particularly in the covered entrances to the alleys on the north side of Fleet Street, in line with the City's Lighting Strategy (2018). • Wayfinding improvements highlighting the connectivity of the lanes and alleyways to encourage greater use of these routes and spaces. • Public realm enhancements, at Gough Street and Johnson's Court to make better use of these spaces and create opportunities for future activation.

	<ul style="list-style-type: none"> • Activation of Gough Square and Johnson’s Court will provide a destination for people walking and wheeling, while creating places in which to spend time in.
<p>6. Consequences if project not approved</p>	<p>6.1 Stakeholder and Ward Member engagement through the development of the Fleet Street Area HSP and the subsequent Fleet Street Area Working Group has indicated strong support for the improvement of the area. If this project proposal is not approved, aspirations from stakeholders to deliver a green and more welcoming environment would not be met.</p> <p>6.2 Gough Square and Johnson’s Court are currently underutilised spaces and relatively unknown by those who visit and work within the area. If the project proposal is not approved, aspirations for the activation of these spaces, would not be met.</p> <p>6.3 Fleet Street is a busy corridor and enhancements to the adjoining lanes and alleyways may encourage people walking to use these routes more often, improving the perception of safety in these spaces and improving connections in an area that is regenerating.</p>
<p>7. SMART project objectives</p>	<p>7.1 This project aligns with the delivery of the Transport Strategy outcomes:</p> <ul style="list-style-type: none"> • Outcome 1: The Square Mile’s streets are great places to walk, wheel and spend time • Outcome 2: Street space is used more efficiently and effectively • Outcome 3: The Square Mile is accessible to all • Outcome 4: People using our streets and public spaces are safe and feel safe <p>7.2 The Objectives of the project are:</p> <ul style="list-style-type: none"> • To provide additional seating and tables to support local businesses and improve accessibility, where feasible. <ul style="list-style-type: none"> ○ A baseline study will be undertaken documenting existing public seating and table provisions within the spaces. ○ A follow-up assessment will be undertaken, post-project implementation for comparison. • To increase the use of public spaces by enhancing lighting and wayfinding to support connectivity between the lanes and alleyways and Fleet Street. <ul style="list-style-type: none"> ○ A baseline study will be undertaken to understand how Gough Square and Johnson Court are currently used by people. ○ A follow-up study will be undertaken to understand whether more people use the square and the court after the improvements.

	<ul style="list-style-type: none"> • To improve perceptions and feelings of safety during the evening, for people walking and wheeling within the project area. <ul style="list-style-type: none"> ○ The FSQ BID measure perceptions of safety and City Officers will work with the FSQ BID to understand whether changes in perceptions around safety have changed in the area. <p>7.3 In addition, the introduction of greenery and tree planting in line with the Climate Action Strategy, will be undertaken where feasible.</p>
8. Key benefits	<p>8.1 Public realm, greening and climate resilience measures are to be introduced contributing to the Climate Action Strategy outcomes.</p> <p>8.2 Improved environment for people walking and wheeling, and spending time in the area. An accessible public realm with enhanced connectivity between the Fleet lanes and alleyways and Fleet Street, which will contribute to the Transport Strategy Outcomes.</p> <p>8.3 Stakeholder's aspirations will be met, ensuring the area remains attractive and the local economy is supported.</p> <p>8.4 A high quality design will be delivered in line with the historic setting of the streets with nearby listed buildings.</p>
9. Project category	7a. Asset enhancement/improvement (capital)
10. Project priority	B. Advisable
11. Notable exclusions	None noted

Options Appraisal

12. Overview of options	<p>5.1 The following improvements will be considered to meet the project objectives:</p> <p><i>Fleet Street Lanes and Alleyways</i></p> <ul style="list-style-type: none"> • lighting improvements, particularly in the covered entrances to the alleyways. This will increase the visibility of the routes, as well as improve perceptions of safety and security when using the lanes and alleyways.
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- enhanced wayfinding and signage will demarcate routes and destinations within the Fleet Street area, not easily visible from Fleet Street (e.g. Doctor Johnson's House) and encourage greater use of the routes.
- the introduction of greening, will create a point of interest, as well as create an inviting and welcoming environment.

Gough Square

5.2 Opportunities to enhance the public realm include:

- Introduction of more greening and tree planting, if feasible
- Introduction of more seating and benches
- Relocation of the cycle racks away from the centre of the pavement

5.3 Options will be developed that include the extension of the pedestrianised section of the square to create a larger public space. There are currently two disabled bays and kerb side space for local servicing. This will need to be assessed in more detail through surveys and stakeholder engagement to understand if the extension of the pedestrian scape is possible.

Johnson's Court

5.4 The Court is currently laid out as a public space but is underutilised and is surrounded by inactive frontages. Within the centre of the Court, is a water feature that is more appropriate for a larger, more active space.

5.5 The Court offers little greening and planting, with one tree to provide shade and shelter. The existing planter has the potential to include more bio-diverse planting.

5.6 Opportunities to enhance the public realm include re-landscaping the space to increase the amount of greenery including replanting of the existing planter and replacing the water feature with greenery.

5.7 Proposals for both Gough Square and Johnson's Court would include enhanced lighting, wayfinding and signage.

5.8 The project will be developed in line with the City Lighting Strategy (2018) and City Public Realm Toolkit (2024).

5.9 Appendix 3 includes images of the Fleet Street lanes and alleyways, and Gough Square and Johnson's Court.

<p>13. Delivery period and key dates</p>	<p>Overall project: The concept designs (already commissioned by the FSQ BID) are expected to be complete in early 2025. Once the concept design options are developed, stakeholder engagement will be planned, and options refined.</p> <p>Key dates: A Gateway 3/4 report is expected in summer 2025</p> <p>Other works dates to coordinate: The implementation of the highway and public realm works will be coordinated with nearby developments and other highway improvements in the local area.</p>
<p>14. Risk implications</p>	<p>Detailed project risk register is included in Appendix 4.</p> <p>Overall project risk: Low</p> <p>Project RAG status: Green</p> <ul style="list-style-type: none"> <p>• Objections to proposed designs from local stakeholders (i.e. building occupiers, etc.) <i>Risk response: reduce</i> Objections to proposed designs from local occupiers, landowners, etc. may require changes to the project designs and additional stakeholder engagement, resulting in additional project time and costs. The CoL Project Team will undertake early engagement with all stakeholders to ensure they are aware of the project and that feedback can be provided and taken into consideration at the earliest opportunity.</p> <p>• Disabled bay use and servicing requirements at Gough Square will not allow for pedestrianisation <i>Risk response: reduce</i> Two disabled bays and clear kerb side for servicing is located at Gough Square, used by local occupiers and residents. Objections to proposed removal of these and/or if no other suitable location can be found for the bay, may result in limited opportunity to enhance the Square. The CoL Project Team will undertake loading surveys to understand the use of the bay, as well as engage local stakeholders regarding their needs.</p> <p>• Underground structures do not allow for designs to be realised <i>Risk response: reduce</i> Underground utilities at Gough Square and Johnson’s Court may result in the reconsideration of initial concept designs. The CoL Project Team will work closely with the CoL Highways Team to understand constraints and opportunities within the Square and Court. A utility survey will be undertaken at the earliest opportunity.</p>

15. Stakeholders and consultees	<p>15.1 External consultees:</p> <ul style="list-style-type: none"> • Residents • Local businesses and occupiers • Developers with an interest in the area • Fleet Street Quarter BID • Fleet Street Area Programme Working Group <p>15.2 Internal consultees:</p> <ul style="list-style-type: none"> • City of London Environment Department (including Highways, Cleansing, City Gardens) • Ward Members
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Resource Implications

16. Total estimated cost	Likely cost range (excluding risk): £500 - £600k.									
17. Funding strategy	Choose 1: All funding fully guaranteed	Choose 1: Mixture - some internal and some external funding								
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18. Investment appraisal	<p>On-going revenue implications</p> <p>18.1 Revenue implications for highways, soft landscaping maintenance, lighting and cleansing will be confirmed at the next Gateway and will be included within the project budget.</p>									

<p>19. Procurement strategy/route to market</p>	<p>19.1 It is anticipated that all works will be undertaken by the City's Highways term contractor, FM Conway's.</p> <p>19.2 Required RIBA Stage 4 design work will be procured and confirmed at the next Gateway. City Officers will follow all standard procurement practices for services required.</p>
<p>20. Legal implications</p>	<p>Legal processes and procedures will need to be followed to pedestrian Gough Square, if it is feasible. Consultation should be carried out in accordance with any applicable statutory requirements and the common law principles regarding consultation.</p>
<p>21. Corporate property implications</p>	<p>None</p>
<p>22. Traffic implications</p>	<p>22.1 Restrictions on proposed traffic from accessing Gough Square will require changes to traffic orders, etc.</p>
<p>23. Sustainability, climate and energy implications</p>	<p>23.1 It is anticipated that enhancements to lighting and wayfinding will encourage people to use the Fleet lanes and alleyways connecting to Fleet Street, by creating a more welcoming, safer and easy-to-navigate space.</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>24. IS implications</p>	<p>None.</p>
<p>25. Equality Impact Assessment</p>	<p>A test of relevance will be undertaken during the next stage of work which will inform whether a full assessment is required.</p> <p>City of London Streets Accessibility Tool will be used to undertake a baseline assessment and review the proposed design.</p>
<p>26. Data Protection Impact Assessment</p>	<p>The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken.</p>

Background documents

1. Fleet Street Area Healthy Streets Plan: [Fleet Street Area Healthy Streets Plan - City of London](#)
2. Fleet Street Quarter Public Realm Strategy: [3f49a6_ac28b112bad7489aade3eb39e8861375.pdf \(fleetstreetquarter.co.uk\)](#)

Appendices

<p>Appendix 1</p>	<p>Project briefing</p>
<p>Appendix 2</p>	<p>Plan of the project area</p>

Appendix 3	Images of Fleet lanes and alleyways, Gough Square and Johnson's Court (existing)
Appendix 4	Risk Register

Contact

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