Committees: Streets and Walkways Sub – For decision Projects & Procurement Sub Committee - For information	**Dates:** 22 July 2025 4 September 2025
Subject: Temple Avenue public realm improvements (Cool Streets and Greening programme and Fleet Street area Programme) Cool Streets and Greening Phase 4: 12267	**Gateway 3:** Outline options appraisal - regular
Report of: Executive Director Environment **Report Author:** Maria Herrera – Transport and Public Realm Projects, City Operations	For Decision
PUBLIC	

1. Status update	**Project Description:** The project includes public realm improvements, climate resilience measures, greening and accessibility enhancements to Temple Avenue. The objective is to provide a high-quality public space and to create a green corridor between the new Thames Tideway public space to the south and the emerging transformation of Fleet Street to the north. This project has been identified as a high priority project following the completion of the Fleet Street Area Healthy Streets Plan in 2023. The project is funded by various sources including the Cool Streets and Greening programme and section 106 contributions. The project includes the following elements: • Public realm, accessibility, and walking improvements to include the removal of vehicle traffic at the southern end of the street, the creation of a new public space and provision of raised crossing points where feasible. • A permanent design to replace the temporary parklets installed in 2021/2, as part of the Covid19 response.

	• Relocation of disabled parking bays and a motorcycle bay to a nearby location to provide space for trees, planting, and climate resilience measures. • The introduction of seating adjacent to the new planting areas to provide space for people to rest. • Cycle access through the street will be maintained. **Context** The 2023 Fleet Street Area Healthy Streets Plan consultation included a proposal exploring a public space at the southern end of Temple Avenue, balanced against increased access for motor vehicles from the Embankment. Of the 91 responses received, 71 (78%) supported the public space, with strong support from residents and workers in the area. Support for public realm improvements including additional trees and planting in the Whitefriars area was also strong, with 80% of respondents in support. The Thames Tideway project, which is due to complete in Autumn 2025, will introduce a significant new public space south of Temple Avenue. The project will include a foreshore terrace, and will open new views of St Paul's Cathedral, the Southbank, and the river. It is expected that this project will lead to an increase in people walking and wheeling in the area. A similar pedestrian priority project has already been delivered in John Carpenter Street, completed in 2016. John Carpenter Street offers a proven example of the benefits of pedestrian-priority design. The transformed public space has become a vibrant local hub, welcoming residents, workers, and visitors alike. It is now a go-to lunchtime spot, regularly animated by a thriving street food market and a variety of community-driven social events. The success of this initiative demonstrates the potential for creating lively, inclusive urban spaces that foster connection and wellbeing. **RAG Status:** Green **Risk Status:** Low **Total Estimated Cost of Projects (excluding risk):** £750k - £900K (detailed design and construction) **Change in Total Estimated Cost (excluding risk):** £150k additional contribution from the Cool Streets and Greening programme has been earmarked for the delivery of this project to fund additional greening including maintenance for 20 years. **Spend to Date:** £27,801 (staff costs and fees)

	Funding source: Cool Streets and Greening programme (OSPR), and the Fleet Street Area Programme Section 106 contributions. **Costed Risk Provision Utilised:** NA **Slippage:** NA
2. Next steps and requested decisions	**Next Gateway:** Gateway 4 - Detailed options appraisal – Autumn 2025. **Next Steps:** • Undertake a public consultation and further engagement with stakeholders and occupiers in Autumn 2025. • Organise trial holes as required to confirm the accuracy of the radar survey for planting purposes. • Obtain further data on the use of the street through on-street observation and surveys. • Complete detailed design options appraisal following completion of the consultation. **Requested Decisions:** 1. Agree that the 2 options are taken forward, with a public consultation exercise on the options to be undertaken in Autumn 2025. 2. Note the estimated revised project budget of £750-900k (excluding risk).
3. Resource requirements to reach next Gateway	**Table 1: Spend to date** | Description | Approved Budget (£) | Expenditure (£) | Balance | |---|---|---|---| | Env Servs Staff Costs | 20,000 | 1,635 | 18,365 | | P&T Staff Costs | 35,000 | 9,726 | 25,274 | | P&T Fees | 25,000 | 16,440 | 8,560 | | **TOTAL** | **80,000** | **27,801** | **52,199** |

	Table 2: Funding Sources **Description** / **Funding (£)** S106 - 400k OSPR - CAS Cool Streets & Greening Programme* 500k **TOTAL** **900k** *Note an additional £150K for the project has been earmarked from this programme, which is included in the total figure of £500k funded from the Cool Streets and Greening Programme. **Costed Risk Provision requested for this Gateway**: No risk provision is required at this stage. A costed risk provision is likely to be requested at Gateway 5.
4. Overview of project options	Two options have been considered, both options include the following elements: -Introduction of trees and planters, to enhance the street and deliver climate resilience measures. - Permanent improvements and wider pavements to replace the temporary parklets that were installed in 2021/22. - Improved crossings by installing raised tables and, where not achievable, dropped kerbs at desire lines. - Relocation of four disabled bays and a motorcycle parking bay to a nearby street. - Removal of vehicle access to Temple Avenue south from Tallis Street to the junction with Victoria Embankment. - Access maintained for emergency vehicles and maintenance.

	Option 1: The proposal includes a 3-metre-wide dedicated cycle lane at carriageway level, clearly defined by a kerb. This design delivers a separation between people walking and cycling. **Option 2:** This option would establish a pedestrian-priority public space with no separation between people walking and cycling. The flexible nature of the space would enable it to be used for community events, cultural programming, and outdoor recreational activities. **Equality Impact Assessment (EQIA) overview:** As part of the proposed changes, disabled parking bays will be relocated. There will be no net loss in the number of disabled bays provided. The relocated bays will remain in close proximity to the existing location ensuring continued accessibility for Blue Badge holders. One area of potential impact is the reduced ability for vehicles to drop off or pick up passengers directly at building entrances along the southern end Temple Avenue. While this may affect individuals who rely on door-to-door access, alternative nearby drop-off points will be considered within the design to mitigate this impact and maintain inclusive access wherever possible. The accessibility impacts of the two options will be further considered during the detailed design process. **Engagement:** Early engagement has been undertaken with local occupiers and stakeholders through the consultation on the Healthy Streets Plan for the Fleet Street Area. Positive feedback was received for the consideration of a new public space at the southern end of Temple Avenue. In addition, engagement has taken place with Ward Members from Castle Baynard to provide an overview of the project and its objectives. The feedback received was positive, with support being expressed for Option 2 of the design proposals. This feedback will be considered as the project progresses. The two design options will be presented during a planned public consultation exercise this autumn to ensure that local needs and servicing requirements are fully understood. **Vehicular access considerations:** The proposed design options maintain flexibility to accommodate emergency vehicle access or maintenance related access when required. This can be achieved through the use of removable bollards and other adaptable features,

	ensuring both safety and operational functionality, while preserving the character of the pedestrian-priority space
5. Recommendation	It is proposed that both design options are taken forward for public consultation and further development. Feedback gathered during this process will inform a detailed options appraisal. Following the consultation, a comprehensive report, including a recommended option, will be presented to Members for consideration and approval.
6. Risk	The main risks are as follows: • Underground conditions impact on project scope and cost and, greening interventions may need to be adapted in certain locations. Mitigation: Underground radar surveys have been carried out to determine the feasibility of the scheme and has informed the location of the trees and planters. • Construction sites in the area impact programme; On-going development construction in the area has the potential to affect or delay the project. Mitigation: Liaise with Highways team to ensure impacts of nearby construction sites are managed and stakeholders informed. • Objection to traffic orders could impact the design and scope of the project. Mitigation: Initial consultation has been undertaken with local occupiers with positive responses and further engagement is planned as the designs are developed. Subject to the outcome of the statutory consultation on parking changes, it may be possible to incorporate minor amendments whilst still meeting the objectives of the project. Further information is available in the risk register in the appendix 2. **Costed Risk Provision Utilised at Last Gateway**: None requested at previous gateway report. **Change in Costed Risk**: NA **Costed Risk requested:** Any required costed risk provision will be allocated at Gateway 5. This report recommends Executive Director delegation to approve and draw down the funds. Further information is available in the Risk Register (Appendix 2) and Options Appraisal matrix.

7. Procurement approach	It is anticipated that all works will be undertaken by the City's Highways term contractor, FM Conway's. The design work is proposed to be carried out by external consultants, in collaboration with the Highways team and the Transportation & Public realm team. There may also be a requirement for additional external consultants to be appointed, subject to scope and resourcing.

Appendices

Appendix 1	Project cover Sheet
Appendix 2	Risk Register
Appendix 3	General arrangement plan
Appendix 4	Visuals of the proposed improvements
Appendix 5	Plan of area for public consultation

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Options Appraisal Matrix

Option Summary	***Option 1***	***Option 2 -***
1. Brief description of option	The proposed street improvement includes the integration of a dedicated cycle lane measuring three metres in width. This lane would be clearly delineated using contrasting paving materials and defined by a kerb upstand and level change, ensuring visual and physical separation from pedestrian areas. This option also includes the following: -Introduction of trees and planters, to enhance the street and delivery climate resilience measures. - Permanent improvements and wider pavements to replace the temporary parklets that were installed in 2021/22. - Improved pedestrian crossings by considering raised tables and where not achievable, dropped kerbs at desire lines will be explored. - Relocation of four disabled bays and a motorcycle parking bay to a nearby street. - Create of a pedestrian priority street environment.	The proposed design incorporates a shared pedestrian and cycle space without a dedicated cycle lane**.** This approach aims to promote a calm and inclusive environment by encouraging slower cycling speeds and greater awareness among all users. To support this objective, the use of passive design interventions—such as strategically placed benches, planters, and surface treatments—would be considered. These elements not only enhance the aesthetic and functional quality of the space, but also serve to subtly moderate cyclist behaviour, ensuring a safer and more comfortable experience for pedestrians. This option also includes the following: -Introduction of trees and planters, to enhance the street and delivery climate resilience measures. - Permanent improvements and wider pavements to replace the temporary parklets that were installed in 2021/22. - Improved pedestrian crossings by considering raised tables and where not

Option Summary	***Option 1***	***Option 2 -***
	- Removal of vehicle access to Temple Avenue south from Tallis Street to the junction with Victoria Embankment. Access for emergency vehicles will be permitted and integrated within the design.	achievable, dropped kerbs at desire lines will be explored. - Relocation of four disabled bays and a motorcycle parking bay to a nearby street. - Create of a pedestrian priority street environment. - Removal of vehicle access to Temple Avenue south from Tallis Street to the junction with Victoria Embankment. Access for emergency vehicles will be permitted and integrated within the design.
2. Scope and exclusions	The scheme involves alterations to public highway and excludes any changes to the TLRN.	As per Option 1.
Project Planning		
3. Programme and key dates	September - December 2025: • Undertake consultation with stakeholders. Organise trial holes as required to confirm the accuracy of the radar survey to confirm tree planting. • Complete detailed design options appraisals following completion of the consultation.	As per Option 1.

Option Summary	***Option 1***	***Option 2 -***
	• Undertake Healthy Streets Design Check and COLSAT of current street condition and proposed improvements. • Prepare detailed options appraisal report.	
4. Risk implications	Overall project option risk: Low • **Underground Conditions**: Unknown or complex underground infrastructure may affect the project's scope and increase construction costs. • **Local Construction Activity**: Ongoing construction in the surrounding area could impact the project timeline and coordination. • **Traffic Order Objections**: Potential objections to proposed traffic orders may influence the final design and scope of the scheme. • **Pedestrian–Cyclist Interactions**: The introduction of a dedicated cycle lane may lead to increased	Overall project option risk: Low • **Underground Conditions**: Unknown or complex underground infrastructure may affect the project's scope and increase construction costs. • **Local Construction Activity**: Ongoing construction in the surrounding area could impact the project timeline and coordination. • **Traffic Order Objections**: Potential objections to proposed traffic orders may influence the final design and scope of the scheme. • **Pedestrian–Cyclist Interactions**: The introduction of shared walking and cycling space may lead to conflict for pedestrians, particularly in the absence of clear visual cues or differentiated

Option Summary	*Option 1*	*Option 2 -*
	cycling speeds, raising the potential for conflicts with pedestrians.	paving materials to demarcate movement zones.
5. Stakeholders and consultees	External consultees: Officers have already carried out initial engagement with the Fleet Street Area Working Group. Further engagement is planned with residents, local businesses and occupiers. Internal consultees: • Ward Members (ongoing engagement) • City of London Environment Department officers (including Highways, Cleansing, City Gardens).	As per Option 1.
6. Benefits of option	This option will deliver an improved street environment with a balanced approach, prioritising cycle movement, and providing pavements for people walking and wheeling. Greenery and tree planting will support the City's Climate Action Strategy by	This proposal will transform the street by delivering a high-quality public space that provides a pedestrian priority space, enhancing accessibility and a safer walking environment, whilst maintaining cycle access. The design introduces a shared pedestrian and cycle-friendly environment, incorporating

Option Summary	***Option 1***	***Option 2 -***
	enhancing biodiversity, improving air quality, and contributing to urban cooling. Thoughtfully designed seating areas will be incorporated throughout the scheme, creating welcoming spaces for rest, social interaction, and community use—fostering a more inclusive and vibrant public realm.	benches and planters that serve both as placemaking features and as passive measures to moderate cycling speeds. This holistic approach ensures a safe, inclusive, and welcoming space for all users. Greening and tree planting form a key component of the scheme, contributing to the objectives of the City's Climate Action Strategy by enhancing biodiversity, improving air quality, and mitigating urban heat. Seating areas will provide opportunities for rest and social interaction, encouraging people to spend time in the space and fostering a sense of community. The design responds directly to stakeholder aspirations, ensuring the area remains attractive, vibrant, and supportive of the local economy. A high standard of design quality will be maintained, with careful consideration given to the historic context and the presence of nearby listed buildings, ensuring that the new public realm complements and enhances the character of the area.

Option Summary	***Option 1***	***Option 2 -***
7. Disbenefits of option	The inclusion of a dedicated cycle lane, defined by a level change and a kerb upstand, will introduce a visual and physical demarcation within the public space. While this approach supports efficient and uninterrupted cycling, it also introduces a visual and physical barrier that may affect the accessibility, permeability, and flexibility of the space, and could create a safety issue due to increased cycling speeds.	A shared pedestrian and cycle-friendly space will prioritise pedestrian movement while allowing cyclists to navigate the space with care and consideration. This approach fosters a more inclusive and flexible public realm, where the design encourages slower cycling speeds and greater awareness of other users. By removing rigid segregation, the space promotes a sense of shared responsibility and enhances the overall experience for all users, supporting a safer and more sociable environment.
Resource Implications		
8. Total estimated cost	Likely cost range (excluding risk): *£750-900k.*	Likely cost range (excluding risk): *£750-900k.*
9. Funding strategy	£500k - Cool Streets and Greening Programme, inclusive of an additional £150K that has been earmarked for greening and associated maintenance costs.	As per Option 1.

Option Summary	*Option 1*	*Option 2 -*
	£400k - S106 contributions in the local area as part of the Fleet Street Area Programme.	
10. Investment appraisal	NA	NA
11. Estimated capital value/return	NA	NA
12. Ongoing revenue implications	Revenue implications for highways and soft landscaping maintenance, and cleansing will be confirmed at the next Gateway and will be included within the project budget.	As per Option 1.
13. Affordability	The project is fully funded.	As per Option 1.
14. Legal implications	None.	As per Option 1.
15. Corporate property implications	None.	As per Option 1.
16. Traffic implications	Proposed changes in parking provision and kerb side loading would be subject to statutory consultation processes.	As per Option 1.

Option Summary	*Option 1*	*Option 2 -*
17. Sustainability and energy implications	It is anticipated that all materials will be sustainably sourced in line with the City's Term contractor procurement guidelines. Climate Change resilience measures and planting will be considered as part of the design development. The south part of Temple Avenue is in the City flood risk zone. This means that designs will need to carefully consider the topography of the street network and drainage available as well as opportunities for increased greening to mitigate the issues.	As per Option 1.
18. IS implications	NA	As per Option 1.
19. Equality Impact Assessment	A test of relevance will be undertaken during the next stage of work which will inform whether a full assessment is required. The City of London Streets Accessibility Tool will be used to undertake a baseline assessment and review the proposed design.	As per Option 1.

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20. Data Protection Impact Assessment	*NA*	As per Option 1.
21. Recommendation	*Both Options are recommended to be taken forward for public consultation*	