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**London Legacy Development Corporation  
S106 and CIL project approvals**  
(for projects with a value of £10,000 and above)

**Pudding Mill Lane Connections:  
PUBLIC REALM South**  
*20/05/21 – version 1.1*  
**Project approval ref. no.: Connectivity Portfolio**  
**Funding to be utilised: Cooks Rd s106**

This form is similar to the 'PID' form: guidance for completing the PID form is available on the intranet. PPDT Planning Policy can provide advice on completing the form and will provide a Project approval ref.no.

Version / revision	Date	Description of changes	Reviewed/edited by
V1.0	20/05/21	First Issue	HL
V1.1	24.05.21	Minor comments	RLWH

**Approvals:**

**Considered at Project Proposals Group Meeting Date: 04/03/21**

Submitted on behalf of Development			
Role	Name	Signature	Date
Project Sponsor	s.40		
Route Manager	s.40		
Project Manager	s.40 / s.40		

**Approved by:**

Role	Name	Signature	Date
Chair of PPG	Anthony Hollingsworth		

Please note that grants over £100k (excluding s106 or CIL grants), any project involving a land transaction, any new project over £10m not in the business plan need separate Mayoral consent. Please contact the PMO about this.

## 1. Project Value

- a. **State the estimated value of the project. If the section 106 / CIL funds are being used to draw down feasibility/development funding state here:**

**Total project value: £260,500**

*It is proposed that a portion of Section 106 monies, collected from 15/00392/FUL Schedule 5 Cooks Rd Scheme be allocated towards this project.*

*This funding paper superseded a request for £228,000 s106 for Bow Back Pocket Park and Walk from Sept 2018. It is recommended that this superseded allocation be deleted via PPG approval of this paper. Deleting this scheme would allow this proposal to be fully funded by Cooks Road S106 funding.*

## 2. Project description

- a. **Scope: Insert a brief description of the project (no more than 2 paragraphs or up to 8 bullet points):**

Pedestrian activity is increasing rapidly in the area South of Queen Elizabeth Olympic Park, due to the completion of nearby Bobby Moore Academy, Pudding Mill Lane DLR station, residential developments and intensification of interim uses and will continue to rise in future years. The legibility of the route from the high street to PML DLR and onto the Park is confusing and disorientating during the construction phases of neighbouring developments. Immediate improvements are required to the highway and public realm environment, which is difficult to navigate and has suffered from lack of investment in anticipation of future development which is still some years away. A Road Safety Review highlighted a number of improvements in the area that will be addressed by this scheme. Ahead of the wider redevelopment of Pudding Mill Lane (PML) Area, interim uses will benefit from improved connectivity the project delivers including the Snooze Box Hotel and temporary theatre, especially given their 24/7 and night-focused hours of operation. By 2022 when the interim use theatre opens there will be 3000 people a day visiting the Pudding Mill area, at least 1000 of whom will pass this route.

Works are therefore required to support this activity and to rebalance this route. Improvements to the public realm environment and creation of better links are required as soon as possible to make it safer for existing users and more welcoming for all users coming to/from the Park and Stratford High St via PML DLR. The public realm stops abruptly in places with insufficient lighting and space for street furniture. Crossings points are not relevant to current road layout and junctions lack clear wayfinding and signage. The project proposes to extend a temporary works one way vehicle route to Pudding Mill Lane to create a generous footpath where none currently exists. Coordinated route feasibility and identification of 'quick win' improvements, such as 20mph speed limit will be undertaken as part of scoping works prior to detail design and implementation.

- b. **Describe the strategic and business need for the project and its major objectives (you can merge this with section a. if required):**

- Improve safety in line with the Road Safety Review
- Promote a healthy outdoor lifestyle founded on active travel (walking, running and cycling) by improving access, legibility and wayfinding to the Park.

- Raise the expectations of the local area and the public perception of Pudding Mill neighbourhood, bestowing a locally-unique character
- There is an immediate need for improvements in advance of wider development due to the tenants on site and increasing footfall and users within the area.
- Aim is to improve pedestrian environment along Pudding Mill Lane and around the southern edge of the Station. This project will ensure that LLDC continue to deliver and maintain community connections to the Park.
- One-way route establishes road network hierarchy which will be reinforced by future masterplan at Pudding Mill Lane where road will be pedestrian-focused as part of the future neighbourhood centre.
- This project sits within the wider LLDC Connectivity Project Portfolio, which has established corporate priorities for targeting connection improvements across the MDC area. There is a strategic need for improved connections that promote active travel and improve safety, as recognised by the range of proposals in this area.
- This project responds to items picked up by the recent Road Safety Review, and addresses lack of investment and legibility in this area.
- Implementation with LBN highways who will work closely on the scheme to make improvements and ensure best value for money through effective collaboration and skills sharing.
- This work will provide improved access and connectivity through the area, support active travel options and enable all users and residents to have a more enjoyable and safer experience within the area in question.

**c. Describe the alternative options considered to meet this strategic need and describe why preferred option was chosen:**

- Option 1 - Reference Case 'do nothing'

Ongoing safety risks, poor quality environment for increasing number of users. No investment to support temporary uses which bring in revenue to LLDC.

- Option 2 – Minimum Maintenance Works

Future maintenance works may pick up some crossing maintenance or street lighting repairs, but timescale and delivery remains uncertain and would not address pedestrian comfort or route widening opportunities. route under increasing pressure. Potential for uncoordinated, piecemeal design and delivery and ongoing reputational risk.

- Option 3 - (preferred option)

LLDC/LBN support, deliver, manage and develop holistic scheme design and delivery (preferred).

Delivery required to support wider area activity within the next year. Coordinated response to design required to achieve necessary safety and environmental improvements. Project supports key corporate objectives for high quality placemaking, convergence and delivery of our new neighbourhoods.

Option 3 was selected based on the opportunity to work together to achieve joint goals in addition to the practicalities around LBN ongoing ownership and maintenance as highways authority. Link to extended network improvements and priorities in the wider area (north of PML DLR station and link from the Park to Stratford High St.

- d. **Priority Themes:** summarise how the project helps the Legacy Corporation meet one or more of its priority theme objectives (convergence and community participation; equalities and inclusion; high quality design; environmental sustainability):
- Promoting convergence and community participation
  - Ensuring high quality design
  - Ensuring environmental sustainability

The project helps the LLDC meet the above priority theme objectives as it will provide a scheme that is designed to a high quality, through its aim to improve the public realm there is a great opportunity to work further towards environmental sustainability in the area. This connectivity project will promote convergence by reinforcing connections between areas, improve road safety for all and signpost people towards the Park, New residents to the area from extensive forthcoming development at Pudding Mill may not fully benefit from their proximity to QEOP if pedestrian and cycle access routes remain uncared for, unsafe, and challenging. The project is being undertaken in response to feedback from local residents so includes their participation with direct input from the local authority to create a public realm that is more accessible and responds to local need.

Strategic design principles will inform consultant briefs and help ensure that this project is embedded within the wider connectivity strategy being developed for the area with design quality oversight from LLDC's design team.

**Equalities impact assessment:** Where relevant outline the effect the project will have on equalities obligations and legislation (the 2010 Equalities Act).

The aim of this project is to design a scheme that would be accessible and improve safety and the local environment for all users of the relevant road infrastructure in the area and therefore supports the LLDC on equalities obligations.

Improved crossings, wider footpath and new lighting design along the route will ensure that the route is safer and legible for all the community.

Further work will be done to ensure that accessibility is a consideration throughout the design process and, if indicated, an equalities impact assessment undertaken. The proposals can be taken to BEAP if required.

### 3. Legal and procurement arrangements

- a. **Describe how you are going to obtain any deliverables or services in consultation with the procurement team:**

Scope has been identified by LLDC in collaboration with LBN highways who own the majority of public realm in this area. This is based on response from Road Safety Review outcomes and recommendations, with precedent set for a one-way route through current temporary traffic order associated with adjacent construction activity. Works to Marshgate Lane, Pudding Mill Lane and Barbers Rd will be delivered by LB Newham Highways.

Feasibility stage will review and assess the initial scope need, with supporting traffic assessment to identify works packages for implementation with joint input and agreement by LBN and LLDC to continue to meet the objectives set out in this application. The funding agreement would be with LBN Highways to deliver design scope and development as they are responsible for ongoing management and maintenance.

An MOU would be signed with LB Newham for any highway delivery works.

Soft planting outside Snoozebox site was completed earlier this year and maintenance by Our Park Life and Idverde through a Neighbourhood CIL project for 2 years.

**b. Insert commentary from the legal team about this project,**

Comments not required.

**4. Budget, cost and funding sources**

**a. Complete the below table with estimated budget figures:** (add columns for future years if required):

See quoted works in Appendix 1 for planned spend, this would be spent in 2021/22 financial year. It is proposed that this funding is allocated from Section 106 contributions relation to Schedule 5 from Cooks Rd

4. Budget and Funding Sources [To be completed in consultation with the Finance Team Business Partner]								
[Summary of planned spend by financial year]								
Project budget name on finance system	2021/2		2022/3		2023/4		Total	
	£'000		£'000		£'000			
	Capital	Rev.	Capital	Rev.	Capital	Rev.	Capital	Rev.
Section 106	215.5	-	45	-	-	-	260.5	-
LLDC funding								
Other match funding								
Project contingency								
<b>Total</b>	<b>215.5</b>	<b>-</b>	<b>45</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>260.5</b>	<b>-</b>

**b. Financial commentary:** in consultation with the project's finance business partner insert relevant financial information including: anticipated receipts (if any), operational and maintenance costs, feasibility/development costs, insurance costs and arrangements, tax implications and any ongoing costs.

See Appendices for Outline LBN Scope and Costs. All the costs above will be checked and approved in consultation with the project's finance business partner. Budget includes contingency and risk at 20% given early project stage. To mitigate cost risks, procurements will be structured so that scope can be reduced to key elements once known to meet minimum safety and project objectives.

Roads will be designed to adoptable standards working with Newham Highways. Planting and hard landscaping to be reviewed to ensure reasonable operational and maintenance costs and will be reviewed by LLDC development and POV as part of steering group and connectivity portfolio monitoring.

**5. Risks and issues**

**a. Describe the risks and issues in the table below OR if this is available provide a printout from Execview and add as an appendix.**

<b>Risks and issues</b>				
<b>Risk description</b>	<b>Likelihood</b>	<b>Consequence</b>	<b>Priority</b>	<b>Mitigating actions</b>
Reputational Risk - should LLDC not deliver its objective to improve connectivity and integrate with surrounding areas	High	High	High	Proceed with connectivity project priorities to ensure benefits are delivered and projects come forward in a timely fashion.
Risk of timetable slipping due to resources pressures and/or external partner delivery. Risk due to interface with Theatre opening in Spring 2022	Medium	High	High	Prioritise programme delivery and quick wins
Risk of cost escalation due to site unknowns Including: contamination, water table levels, sewers, below ground structures and soil mechanics create need for additional design work/wider mitigation	High	High	High	Implement proper site investigation process and review of all outputs by consultant team
Risk of design and market cost escalation: Design work and subsequent to that already completed is costly.	Medium	Medium	High	Carefully manage cost risk via gateway review and scope review adjusted to meet project needs but maintain overall budget.
Interfacing Risk: Risk of other key project interfaces not progressing such as proposed Pudding Mill area works to the North, or strategic cycle network	Low	Low	Low	Connectivity Portfolio management/coordination Engage with interfacing meetings to ensure associated projects progress.
<b>Issue description</b>				
<b>Issue description</b>	<b>Responsible</b>	<b>Priority</b>	<b>Mitigating actions</b>	
The current look and feel of LLDC land in the PM area is untidy and unsafe impacting poorly on existing residents new and old, and future Developments.	LLDC	High	Work collaboratively to improve the area with multiple initiatives	
Outstanding Road Safety Review work / Traffic Management required	LLDC (POV)	High	Work collaboratively to ensure this work is provided	

## 6. Management and delivery

- a. **Schedule and KPIs: State the project's major milestones and performance indicators below OR if this is available provide a printout from Execview and add as an appendix:**

This work is viewed as urgent and it is expected that works will commence as soon as approval is granted for this work. The main body of work is split into two sections as set out in the works quoted in Appendix 1.

**Major project milestones** are as follows:

**Document Identifier:** PPG\_S106 And CIL Projects Approval Form\_PML Public Realm South V1.1

**PROTECT LLDC Commercial**

**Unique reference number:**

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Milestone	Date
Funding Awarded	June 2021
LBN Scoping/ Feasibility and MOU	July 2021
Detailed design	September 2021
Enabling Works	October 2021
Main Works	December 2021
Completion	Early 2022
Maintenance and monitoring	Ongoing

Assuming successful funding secured in June 2021 and subject to confirmation that work will be delivered under existing available partnership framework contracts.

Project will be measured against key project objectives:

- **Improve:** Safety & security of road layout allowing for higher quality design and better connectivity, accessibility, interpretation, lighting and wayfinding.
- **Connect:** Better and safer connection between Stratford High Street and Pudding Mill DLR. Improving southern route to Stadium, Park and Bobby Moore Academy.
- **Wellbeing:** Promote health & wellbeing via active lifestyles founded on walking and cycling through improved connection, access, legibility and wayfinding to the Park.

**b. Governance: Describe the governance arrangements for this project including steering groups, stakeholder relationships, reporting to the Legacy Corporation's governance structures and externally:**

This project will include working closely with the LB Newham, who will further develop the work following the 6-week scoping exercise and deliver the scheme.

This is linked with the other connectivity work taking place around the LLDC area, so will be included within the Connectivity Project Portfolio working group's list of works. The project will report on completion to PPG and at any additional time where PPG require an update.

The project will report into the Connectivity Portfolio Monitoring and Steering Groups. It is identified for immediate development and delivery under the portfolio prioritisation. Monthly portfolio meetings are held to provide updates and progress on delivery across LLDC.

External consultations will take place, particularly with existing tenants of LLDC sites and TfL/Network Rail and Thames Water relating to any station arrival and Greenway wayfinding opportunities which may interface with their land. Notes and minutes from external discussions will be updated at the working group.

**c. Team: List the management team for this project (e.g. project manager, project director, communications support, legal support)**

Project Manager / LBN liaison

s.40

*Day to day management of the project, ensuring effective coordination of development, design and planning activities, and securing the necessary approvals*

Route Manager

s.40

*Coordination with wider Route 3 - PML corridor & 7 Wick Lane Link*

Project Sponsor

s.40

*Oversight and Connectivity Portfolio Lead*

Connectivity Project Director                      Clare Hebbes  
*Connectivity Portfolio Steering Group*

Additional Support (LLDC):  
PML Development Director                      Janet Townsend  
Park Operations and Venues                      Peter Tudor / Sara Ellen Williams  
POV Assets & Estate                                      Victoria Knight  
Public Realm Support                                      s.40  
Planning Manager    s.40  
Finance Support    s.40

**7. Attachments:**

**a. Reference any attachments to this document and explain their relevance to the project**

- **Fig 1: Existing Site Photo - Pudding Mill Lane Looking North to station.**



*Demonstrates current lack of eastern pavement, streetlighting and wayfinding*



- **Appendix 1:** Proposed Project Work Content, Cost and Scheme Location Plan (LBN Scope)