



Streets and Walkways Sub (Planning and Transportation) Committee

Date: MONDAY, 18 NOVEMBER 2013
Time: 11.30 am
Venue: COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

- b) 72 Fore Street (Pages 1 - 12)
- c) 5 Broadgate (Pages 13 - 28)

John Barradell
Town Clerk and Chief Executive

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Agenda Item 4b

Committee(s):	Date(s):	
Streets & Walkways Sub-Committee Projects Sub-Committee	18 November 2013 05 December 2013	
Subject: Authority to Start Work – Phase 1 of 72 Fore Street (Moorgate Exchange)	Public	
Report of: The Director of Built Environment	For Decision	

Summary

Dashboard

Project Status – Green
 Total Estimated Cost – £1.07m
 Spend to Date – £10,991
 Overall project risk – Low

Context

This is an authority to start work report for Phase 1 of the 72 Fore Street (Moorgate Exchange) project brought forward to coordinate public highway works around the development site with the launch of the new building; which is anticipated for 2nd quarter 2014. The site is bounded by Moor Lane, Fore Street and Fore Street Avenue as shown at Appendix 1.

The project will deliver one of the priorities of the Barbican Area Streets and Walkways Enhancement Strategy as approved by Members in 2008 by reviewing and enhancing Fore Street. The area around Fore Street will be subject to significant change with the forthcoming 72 Fore Street development, the Moorgate Crossrail station and the redevelopment of the St Alphage House site (London Wall Place).

Gateway 1 and 2 reports were approved on 28th November and 13th December 2012 respectively to establish options for the project and report back to this Committee. Gateway 3 approval was granted on 13th March 2013 to progress with detailed options appraisal with a maximum project cost of £1.07m as funded from the 72 Fore Street S106. An Issues report was approved 16th September 2013 to deliver the project in two phases.

Brief description of project

The footways and public realm in the Fore Street area will require improvement to accommodate the future demand and this project evaluates the functional requirements of the Section 106 - Local Community Facilities and Environmental Improvement Works (LCEIW) area (see Appendix 2) and identifies the possible options to improve the local environment.

Phase 1 works involve paving the footways adjoining the 72 Fore Street development site and replacing the kerbs/crossovers. The total cost of the whole project is anticipated to be £1.07m, with the cost of Phase 1 works being £207k reflecting the minor nature of the works to be undertaken in the immediate vicinity of the development site.

The Phase 1 works are largely funded by reparation costs which have been received from the developer (£121k), paid to repair damage caused to the public highway during the construction of the development, with the remaining costs (£86k) utilising the Section 106 - LCEIW contribution from the 72 Fore Street redevelopment.

The project will link with other environmental enhancement projects that have been/will be completed nearby as part of the Barbican Area Streets and Walkways Enhancement Strategy, such as Milton Court, Moor Lane and Silk Street.

All project management, design specification and construction is under control of the City.

Option selected at previous Gateway

Members agreed an issues report on 16th September 2013 approving the phasing of the project into two phases; Phase 1 to deliver enhancements to the footways immediately adjoining the 72 Fore Street development site to coordinate with the building's launch and Phase 2 to evaluate/deliver wider area improvements at a future date, potentially being picked up as part of the revised Barbican Area Enhancement Strategy in future years.

Recommendations

Authority to Start Work recommendation

It is recommended that:

- i) Phase 1 of the project be approved at a maximum cost of £86,000 as funded by the 72 Fore Street S106 agreement; and
- ii) Authority to start work be granted to deliver Phase 1 of the project.

Project Success Criteria

- Delivery of a priority project of the Barbican Area Streets and Walkways Enhancement Strategy (Fore Street).
- Timely completion of Phase 1 works to meet developer's building completion date.
- Improved access and safety through the area.
- Improved appearance/amenity of the S106 area for users of the development and those affected by the development.
- Improvement of pedestrian movement from the Moorgate Underground and Crossrail stations to/from the Barbican/London Wall and the development.

Progress Reporting

Given the anticipated programme of works from January – April 2014, progress reporting will be through monthly Project Vision updates.

Tolerances

The budget tolerance is £8k which is the works contingency item.

Overview

<p>1. Evidence of Need</p>	<p>Phase 1 of the project is being brought forward at this time because the construction of the building at 72 Fore Street (Moorgate Exchange) is nearing completion, with Practical Completion expected in April 2014. As such it is necessary to undertake public highway works to the footways surrounding the site to facilitate improved access into the new building.</p>
<p>2. Project Scope and Exclusions</p>	<p>The scope of the Phase 1 works is limited to the footways immediately adjoining the development site including the Fore Street, Fore Street Avenue and Moor Lane frontages as shown in Appendix 3.</p> <p>Wider public realm enhancements in the vicinity of the site will be evaluated and delivered as Phase 2 of this project and will be reported to Members separately in 2014.</p>
<p>3. Link to Strategic Aims</p>	<p>The project would help to deliver the City's Strategic Aim - <i>To provide modern, efficient and high quality local services within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes</i>, through the provision of an improved public realm which would provide safer, more enjoyable and accessible routes between the existing and proposed offices/residences in the Moor Lane/Fore Street area and the public transport interchanges at Moorgate.</p>
<p>4. Within which category does the project fit</p>	<ul style="list-style-type: none"> - Fully reimbursable - Asset enhancement/improvement (capital)
<p>5. What is the priority of the project?</p>	<ul style="list-style-type: none"> - Advisable
<p>6. Governance arrangements</p>	<p>A Project Board was not recommended given the scale and nature of this project. Regular project team meetings are held to progress the project with the Senior Responsible Officer, internal multidisciplinary project team consisting of Highways, Lighting, Open Spaces, Access and Cleansing officers, and the developer.</p> <p>These project team meetings will continue as the implementation of the Phase 1 works are undertaken and the evaluation of possible Phase 2 enhancements progresses.</p>
<p>7. Resources Expended To Date</p>	<p>£10,991.02 has been expended in staff costs to date. This funding has come from the initial staff costs allocation of £15k approved at Gateway 1 - 2 to progress the project through evaluation.</p>
<p>8. Results of stakeholder consultation to date</p>	<p>Consultations have taken place with the relevant City departments, the developer of the site and Crossrail, with the Phase 1 works revised accordingly following the various feedback.</p>

	<p>It was reported at Gateway 3 in March 2013 that formal consultation was to be undertaken with local occupiers, businesses, residents and Ward Members as part of the detailed option appraisal. However because the project has since been separated into two phases with Phase 1 presenting only minor works to existing footways with no design options for consideration, formal consultation with these groups has not been required for this phase of works.</p> <p>Full consultation on potential wider area enhancements under Phase 2 of the project will be undertaken in 2014.</p>
<p>9. Consequences if project not approved</p>	<p>The footways surrounding the development site are currently in very poor condition due to the construction works at 72 Fore Street. If Phase 1 of this project was not approved the footways would remain in poor condition and the developers of the 72 Fore Street site would be concerned if they had to launch their building with an interface to a very poor quality public realm.</p> <p>In addition if Phase 1 of this project is not approved the City would miss an opportunity to begin delivery of a priority of the Barbican Area Streets and Walkways Enhancement Strategy, being Fore Street enhancements.</p> <p>Ultimately if no action were taken to utilise the S106 funding for this project, the City would have to repay the LCEIW contribution within 10 years of the completion of the development if it remained unused.</p>

Authority to Start Work

<p>10. Design summary</p>	<p>The Phase 1 works are limited to the renewal of the footways immediately adjoining the 72 Fore Street development site. The works will include replacing the existing/damaged granite kerbs and repaving the existing/damaged mastic asphalt footways with York stone.</p> <p>The use of York stone for the footway material is in line with the City's Street Scene Manual and Materials Review, and reflects the aspirations for the area as approved under the Barbican Area Streets and Walkways Strategy. The use of these materials will complement those used for the significant enhancement schemes which have been delivered/approved for Milton Court, Moor Lane and Silk Street, all of which utilise York stone paving.</p> <p>The use of York stone also aligns with the developer's aspirations for the area. Following negotiations with City officers, the developer has agreed to use York stone rather than granite on the private footway areas of the site that directly adjoin the public highway. This will unify the appearance of the space and result in a more coordinated street scene.</p> <p>The kerb lines will remain as existing however dropped kerbs will be added at Fore Street/Fore Street Avenue junction to improve</p>
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	<p>accessibility.</p> <p>The two vehicle crossovers into the site will be finished with granite setts. These will deliver pedestrian safety benefits by providing the vehicle crossing areas with a visual and tactile contrast to the York stone pedestrian footways. The granite be sustainably sourced and the cost of which is directly funded by the developer under their reparation payment.</p>
11. Proposals for delivery of the project	<p>The works will be undertaken by the City's term contractor J.B. Riney, who have the required expertise to complete the works and represent value for money as tested through the recently re-tendered term contract. J.B. Riney will be responsible for the procurement of all materials.</p> <p>A Construction Design & Management Coordinator will be appointed to oversee the health and safety aspects of the design and implementation of the project.</p>
12. Benefits and details of how they will be achieved	<ul style="list-style-type: none"> - Delivery of a priority project of the Barbican Area Streets and Walkways Enhancement Strategy (Fore Street). - Improved access and safety through the area. - Improved appearance/amenity of the S106 area for users of the development and those affected by the development. - Improvement of pedestrian movement from the Moorgate Underground and Crossrail stations to/from the Barbican/London Wall and the development.
13. Scope and exclusions	As per Section 2 of this report.
14. Constraints and assumptions	<p>The fitting out of the 72 Fore Street development will continue whilst the highway works set out in this report are implemented. Demolition of the St Alphage House development is also expected to be underway and access to the Crossrail site will be ongoing. This will lead to a complex traffic management arrangement whilst works are undertaken and discussions are underway between the City's Traffic Management Team, the respective developers and Crossrail to ensure that the logistics of all projects are fully understood and considered, and can be implemented with minimal disturbance to local occupiers and nearby residents.</p>
15. Programme	<p>Submit Gateway 5 report for Phase 1 works: November 2013</p> <p>Procurement of materials: December 2013 – January 2014</p> <p>Implementation: late January – April 2014</p>
16. Risk implications	<p>Overall Project - Low Risk</p> <p>Risk breakdown:</p> <ol style="list-style-type: none"> 1. Project exceeds budget. <p>Monitor costs closely and phase expenditure to ensure the budget is</p>

	<p>not exceeded.</p> <p>2. Nearby construction works delay delivery of project. Officers will liaise closely with Crossrail/St Alphage House/72 Fore Street developers throughout the project implementation. If necessary the project can be delivered to accommodate localised access/traffic issues.</p> <p>3. Works not completed to programme. Officers will closely monitor progress against the agreed construction programme and address potential issues if/as they arise.</p>
17. Legal implications	There are no legal implications.
18. HR implications	There are no HR implications.
19. Communications strategy	<p>The project team meetings which include the main stakeholders involved in delivering the project will continue throughout duration of works (January – April 2014).</p> <p>Wider communication will be undertaken with local occupiers, residents and Ward Members to advise of upcoming works. It is proposed to inform these stakeholders via letter and email, particularly as the construction period approaches.</p> <p>During construction works it is proposed to circulate regular bulletins informing local stakeholders of forthcoming works that will impact on them. However it should be noted that given the footways immediately adjoining the site have been closed throughout the construction of the Moorgate Exchange building it is expected that there will be relatively minor, if any direct impact on local stakeholders due to the Phase 1 works.</p>
20. Results of consultation carried out to date	As per Section 8 of this report.
21. Quality control arrangements	The Department of the Built Environment will ensure the quality of the works and materials provided by the City's term contractor. The developer will also be involved in this process.
<u>Financial Implications</u>	
22. Total estimated cost (£)	<p>The funding for the project will come from the developer of the 72 Fore Street building under the provisions of the Section 106 agreement for the development.</p> <p>The total estimated cost of Phase 1 works equates to £207k. The developer has paid £121k to the City as the reparation payment leaving £86k to funded from the Section 106.</p>

<p>23. Breakdown of capital expenditure</p>	<p>Table 1: Breakdown of Phase 1 - S106 Costs</p> <table border="1" data-bbox="518 286 1508 817"> <thead> <tr> <th>Item</th> <th>Cost (£'s)</th> </tr> </thead> <tbody> <tr> <td>Preliminaries/Site Clearance/Earthworks</td> <td>7,000</td> </tr> <tr> <td>Paving/Kerb/Footway works</td> <td>39,000</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td>Sub-Total (Works)</td> <td>46,000</td> </tr> <tr> <td>Fees (CDM-C, Traffic Orders, Utilities)</td> <td>13,000</td> </tr> <tr> <td>Transportation & Public Realm Staff Costs (Implementation)</td> <td>19,000</td> </tr> <tr> <td>Sub-Total (Fees and Staff costs)</td> <td>32,000</td> </tr> <tr> <td>Works Contingency</td> <td>8,000</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td>Total</td> <td>86,000</td> </tr> </tbody> </table> <p>N.B. Table 1 represents the cost estimate to date and will be refined following completion and approval of the works construction package, there may be some minor alteration between the cost elements.</p>	Item	Cost (£'s)	Preliminaries/Site Clearance/Earthworks	7,000	Paving/Kerb/Footway works	39,000			Sub-Total (Works)	46,000	Fees (CDM-C, Traffic Orders, Utilities)	13,000	Transportation & Public Realm Staff Costs (Implementation)	19,000	Sub-Total (Fees and Staff costs)	32,000	Works Contingency	8,000			Total	86,000
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<p>24. Contingency</p>	<p>A contingency is considered necessary for the project to reduce the level of financial risk that the City is exposed to regarding cost overruns. The contingency of £8k is considered adequate to cover potential eventualities, such as unexpected statutory services, given the relative simplicity of the scheme, low risk nature of the works and the investigative works completed to date.</p> <p>Any unspent contingency would be returned to the Section 106 contribution for the development and utilised at Phase 2 of the project.</p>																						
<p>25. Source of project funding</p>	<p>The funding for Phase 1 of the project will be provided from a combination of the developer's reparation payment and the utilisation of S106 funding as per Table 2.</p> <p>The total cost for Phase 1 works is £207,000. The developer is required under the terms of the Section 106 agreement for the development to pay the City for reparation costs to return the public highway to a state comparable to when construction began, which was mastic asphalt footways/vehicle crossovers and granite kerbs. This reparation cost equates to £95,000 for footways and £26,000 for crossovers, totalling £121,000. The City has received this reparation sum in full from the developer.</p> <p>The total cost of paving the footways in York stone rather than mastic asphalt is £207,000. Therefore the cost difference between what the developer has paid under reparations and the cost of enhanced footway works is £86k, which will be met from the Section 106 - Local</p>																						

Community Facilities and Environmental Improvement Works (LCEIW) contribution for the 72 Fore Street redevelopment. This cost difference can clearly be accommodated with the LCEIW contribution which equates to £1,073,154.60 with indexation and has been received in full from the developer.

Table 2. Funding Breakdown

Item	Cost	Funding Source
Crossover reparation	£26k	Developer reparation payment
Footway Reparation (mastic asphalt)	£95k	Developer reparation payment
Additional cost for Enhanced Footway Works (York stone)	£86k	72 Fore Street S106 – LCEIW contribution
Phase 1 Works total	£207k	Developer reparation payment + 72 Fore St S106 – LCEIW

	<p>Community Facilities and Environmental Improvement Works (LCEIW) contribution for the 72 Fore Street redevelopment. This cost difference can clearly be accommodated with the LCEIW contribution which equates to £1,073,154.60 with indexation and has been received in full from the developer.</p> <p>Table 2. Funding Breakdown</p> <table border="1"> <thead> <tr> <th>Item</th> <th>Cost</th> <th>Funding Source</th> </tr> </thead> <tbody> <tr> <td>Crossover reparation</td> <td>£26k</td> <td>Developer reparation payment</td> </tr> <tr> <td>Footway Reparation (mastic asphalt)</td> <td>£95k</td> <td>Developer reparation payment</td> </tr> <tr> <td>Additional cost for Enhanced Footway Works (York stone)</td> <td>£86k</td> <td>72 Fore Street S106 – LCEIW contribution</td> </tr> <tr> <td>Phase 1 Works total</td> <td>£207k</td> <td>Developer reparation payment + 72 Fore St S106 – LCEIW</td> </tr> </tbody> </table>	Item	Cost	Funding Source	Crossover reparation	£26k	Developer reparation payment	Footway Reparation (mastic asphalt)	£95k	Developer reparation payment	Additional cost for Enhanced Footway Works (York stone)	£86k	72 Fore Street S106 – LCEIW contribution	Phase 1 Works total	£207k	Developer reparation payment + 72 Fore St S106 – LCEIW
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Phase 1 Works total	£207k	Developer reparation payment + 72 Fore St S106 – LCEIW														
<p>26. Phasing of project expenditure</p>	<p>- £82k Q4 2013/14 - £125k* Q1 2014/15 * - this figure includes contingency which may not be required</p>															
<p>27. Anticipated capital value/return (£)</p>	<p>N/A</p>															
<p>28. Fund/budget to be credited with capital return</p>	<p>N/A</p>															
<p>29. Estimated revenue implications (£)</p>	<p>It is anticipated that the Phase 1 works would be revenue neutral with the improvements to renew the existing dilapidated footways/kerbs around the development site reducing the maintenance and cleansing burden on the City.</p>															
<p>30. Source of revenue funding</p>	<p>N/A.</p>															
<p>31. Fund/budget to be credited with income/savings</p>	<p>N/A.</p>															
<p>32. Anticipated life</p>	<p>20+ years with regular maintenance.</p>															

33. Budgetary control arrangements	The Project Officer will monitor expenditure via the City of London CBIS system and provide adequate reporting via Project Vision on a monthly basis.
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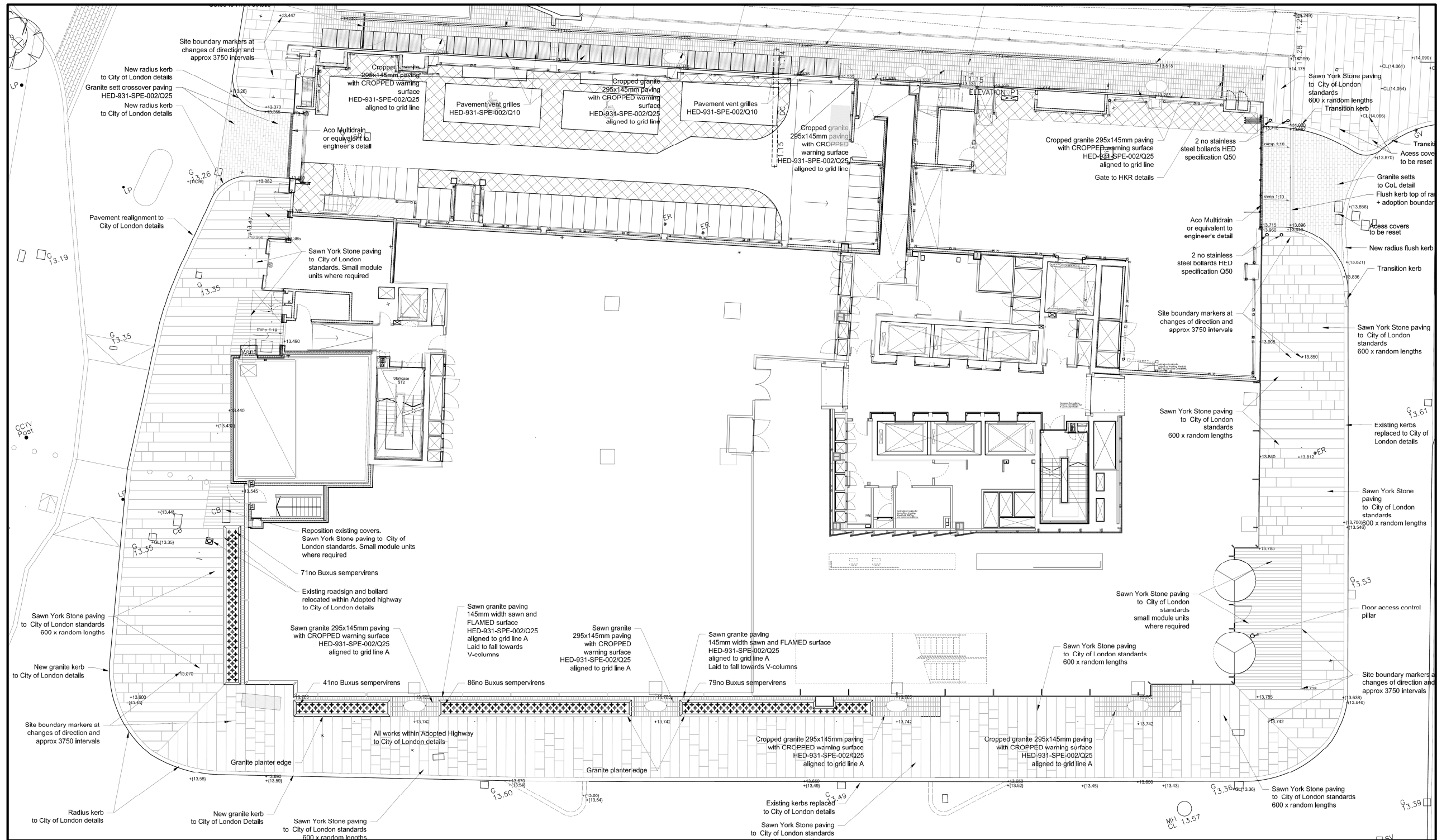
Appendices

Appendix 1	Location Plan
Appendix 2	S106 Area Plan
Appendix 3	Works Plan

Contact

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Appendix 3 – Phase 1 Works Plan



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Committee(s):	Date(s):	
Streets & Walkways Sub Committee	18 November 2013	
Projects Sub Committee	5 December 2013	
Subject: Detailed Option Appraisal & Authority to Start Work – 5 Broadgate	Public	
Report of: Director of the Built Environment	For Decision	

Summary

Dashboard

Project Status: Green

Timeline: Authority to Start Work

Total Estimated Cost: £1,879,817

Spend to Date: £191,577

Overall Project Risk: Low

Context

This report sets out the details of a project to enhance the environment of the streets and spaces in the vicinity of the redevelopment at 5 Broadgate. The associated Section 278 and Section 106 agreements both relate to works in the vicinity of the development.

A Project Proposal (Gateway 2) was approved by Members on 18th September 2012, with the following Gateway 3 report approved on 19th June 2013. The preferred design option, which is described in more detail below, has been developed with the involvement of the project Steering Group (see below), and the design is now presented in this report.

Brief description of project

The primary aim of the project is to deliver a British Standard PAS 69 rated security scheme that will provide the northern perimeter of the 5 Broadgate development (on the south side of Sun Street) with protection from vehicle borne improvised explosive devices. A secondary aim linked to this is to deliver a revised highway layout on Sun Street and Appold Street which incorporates the security measures whilst at the same time ensuring that the street functions safely and efficiently. The highway design incorporates a new pedestrian crossing to meet local desire lines and a raised table to reduce vehicle speeds and improve accessibility; this design has been agreed with project stakeholders and is recommended by the project Steering Group which includes representatives from the London Borough of Hackney, British Land (developer) and UBS (lead tenant).

A further aim of the project is to enhance the public realm on Sun Street and Appold Street, including an improved pedestrian environment and new street trees whilst retaining existing levels of taxi and pay & display parking. The combined package of enhancements seeks to improve the key pedestrian routes between the City of London, the London Borough of Hackney and Broadgate estate. Widened footways on Sun Street and Appold Street, incorporating inset parking bays, will cater for current and future pedestrian movements in the area whilst maintaining a carriageway that will meet the needs of all road users.

A full public consultation has been undertaken on the proposals which, in addition to the feedback from the project Steering Group, indicated approval of the proposals from local stakeholders.

Option selected at previous Gateway

Three options were set out at the previous Gateway, with the main difference relating to the parking provision and associated kerb line on the eastern side of Appold Street. The preferred option retained on-street parking (as opposed to inset parking) but with the inclusion of a build-out and raised table at the junction of Appold Street and Earl Street. This feature is included to improve safety and accessibility whilst the existing kerb lines and on-street parking will avoid conflicts with kerb lines to the immediate north and south on Appold Street.

Recommendations

Authority to Start Work recommendation

It is recommended that Members:

- Approve the design as detailed in the main body of the report and in Appendix 1;
- Approve the budget and associated tolerances as set out in the main body of the report;
- Approve the commencement of the project in line with the outline programme as detailed in section 15 of this report, and;
- Authorise the Director of the Built Environment to agree arrangements for the land shown in Appendix 3 to be dedicated and accepted as public highway and to instruct the Comptroller & City Solicitor to complete any necessary deeds.

Project Success Criteria

The project will be assessed against the following criteria:

- Provision of a PAS 69-rated security scheme for the 5 Broadgate development;
- An enhanced environment for pedestrians through the provision of a new crossing and two raised tables;
- An increase in green infrastructure in the area through the introduction of new trees;
- A consistent street scene throughout the area using high quality materials, and;
- An accessible environment for all users.

Progress Reporting

It is proposed that a Gateway 6 (Progress report) will be presented to Members during the implementation phase to provide an update to Members and to address any issues which may arise. Further updates will be provided through the monthly project reporting on Project Vision.

Tolerances

A budget tolerance of £160,000 relates to the works contingency items in respect of utilities.

Overview

1. Evidence of Need	<p>On 19th April 2011 the Planning & Transportation Committee approved a planning application for a new 13 storey building at 5 Broadgate. The associated Section 106 agreement, signed on 29th July 2011, allocated a total of £1,815,948 for Local Community & Environmental Improvement Works (LCEIW). The agreement stipulates that works should be directed towards enhancement works on Sun Street and Appold Street in the first instance, and which would be in addition to any required Section 278-funded works and works not funded by contributions from redevelopment schemes in the London Borough of Hackney.</p> <p>In accordance with the Section 106 Agreement the developer has entered into an agreement under Section 278 of the Highways Act 1980 to meet the cost of the highway works that are necessary to accommodate and mitigate the impact of the development. This agreement was signed on 20th March 2012.</p> <p>The Section 278 agreement identifies a specific requirement to provide Hostile Vehicle Mitigation measures around the perimeter of the development, some of which are contained on the public highway. These measures are required in order to facilitate practical completion of the development.</p> <p>The Section 278 agreement also set out an indicative highway layout, including the removal of the existing signalised crossing and replacement with a new crossing to align with new pedestrian desire lines. This has been included in the design and agreed with the developer.</p>
2. Project Scope and Exclusions	<p>The project area is split along the boundary with the London Borough of Hackney (LBH). It is proposed that the City of London delivers the works on the LBH side of the boundary, subject to obtaining LBH authority and any necessary additional approvals.</p> <p>The project scope does not include proposals to alter the function of the junctions of Sun Street / Wilson Street or Appold Street / Primrose Street.</p> <p>It is proposed to include a 'second phase' to the works which incorporates the footway around the Crown Place site. The design for this element of the project has been agreed in principle by the project Steering Group (see Appendix 2); however, the development proposals and timescales are not currently known for this site and it is therefore proposed to deliver these works at a later</p>

	stage as part of the development of the site.	
3. Link to Strategic Aims	<p><i>Aim 1: To support and promote 'The City' as the world leader in international finance and business services</i></p> <p>The project will improve the public realm in the vicinity of the Broadgate estate, one of the City's primary business clusters, and will deliver security benefits to a key City business.</p> <p><i>Aim 2: To provide modern, efficient and high quality local services and policing within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes</i></p> <p>The City's working population is expected to grow by 89,000 from 2007 to 2026. The improvements will provide more accessible routes between offices and public transport interchanges (including Crossrail), destinations for workers at lunchtime and cultural and leisure facilities.</p>	
4. Within which category does the project fit	Fully reimbursable.	
5. What is the priority of the project?	Essential, in order to comply with the security requirements of the development.	
6. Governance arrangements	The project is governed by a Steering Group, led by the City of London and including representatives from the London Borough of Hackney, British Land (developer) and UBS (lead tenant). The Steering Group was established under the terms of the Section 106 agreement, "...for the purpose of establishing proposals for the detailed designs and specifications for the Highway Enabling Works and for any Local Environmental Improvement Works related to the highway in the vicinity of the site".	
7. Resources Expended To Date	5 Broadgate S106	Expenditure
	Fees	£10,957
	Staff costs - Highways	£773
	Staff Costs - P&T	£30,773
	Sub Total	£42,503
	5 Broadgate S278	Expenditure
	Fees	£81,801
	Staff costs - Highways	£10,239
	Staff Costs - P&T	£56,994
	Staff Costs - Open Spaces	£40
	Sub Total	£149,074

	Total	£191,577
<p>8. Results of stakeholder consultation to date</p>	<p>The fees incurred to date include consultants to develop the highway and environmental enhancement designs, a security consultant to advise on the suitability of the proposals, the completion of relevant surveys and a full public consultation.</p> <p>The staff costs incurred to date primarily relate to initiating and managing the project, leading Design Team and Steering Group meetings, progressing with the various aspects of the design and facilitating the public consultation exercise.</p> <p>Communication with local stakeholders to date has been successful. The Steering Group has ensured that the main stakeholders involved with delivering the project (City of London, London Borough of Hackney, British Land and UBS) were involved from inception and have agreed the design elements at key points in the project. The Steering Group will continue to direct the project as it progresses.</p> <p>An initial circulation via email and letter informed local businesses of the intention to design and deliver the works in the area. Stakeholder groups including cyclists and the City's Access Team were also consulted on the initial design proposals and were satisfied with the scheme.</p> <p>This was followed by a full public consultation exercise which consisted of a display panel located in the Broadgate Welcome Centre and accompanying leaflets outlining the key aspects of the project, and an associated letter drop and email circulation to local businesses.</p> <p>The consultation ran for one month between August and September 2013. No formal responses were received which reflects the level of early engagement with local stakeholders and their support of the proposals.</p>	
<p>9. Consequences if project not approved</p>	<p>Should the project not be approved, security measures will not be provided along the perimeter of the development, leading to the associated Planning Condition not being met. This will in turn delay the practical completion of the development.</p>	

Authority to Start Work

<p>10. Design summary</p>	<p>As noted above the project is being funded through two different sources (Section 106 and Section 278 contributions); however, approval was granted in June</p>	
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2013 to deliver the project as a single entity given the many overlaps between the two designs. The design is therefore being taken forward as a single project.

The security features around the perimeter of the development consist of British Standard PAS 68-rated City of London bollards and six PAS 68-rated planters. The bollards follow the kerb line from the western edge of the zebra crossing (see below) up to the security point located on the private land on Broad Lane. The planters are proposed to intersperse with the bollards; the planters will contain small trees in order to provide a visual focus at the point where Sun Street and Appold Street meet.

The layout of these features has been delivered to a PAS 69 design rating in liaison with specialist security consultants and the Centre for the Protection of National Infrastructure (CPNI). Two of the bollards will be removable in order to facilitate access to Broadgate Estate; this does not affect the security rating. London Fire Brigade have confirmed that they do not require access to Finsbury Avenue Square from Sun Street.

In order to accommodate the security features it has been necessary to realign the carriageway on Sun Street and Appold Street. This has presented an opportunity to widen the footways throughout the area to improve the pedestrian environment whilst maintaining the existing functions of the street. The footways will be surfaced in York stone throughout to provide a consistent street scene.

The former signalised pedestrian crossing has now been removed, and will be replaced by a new zebra crossing roughly aligned between Crown Place and the main through route to the Broadgate Estate. This has been identified as the main pedestrian desire line in the area, and the decision to use a zebra crossing (rather than a signalised facility) is based on a detailed assessment of pedestrian and traffic levels, and is designed to reflect the expected balance between pedestrians and other users of the street.

The surveys showed that a total of 1,014 pedestrians crossed at this location during the morning peak hour (0800-0900), while traffic levels are relatively light on these streets (a total of 404 vehicles during the busiest peak period, 0900-1000, the majority of which were taxis) and so it is not anticipated that vehicles will experience delays to their journey, whilst pedestrians will have priority to cross. Additionally a raised section of carriageway, surfaced in buff-coloured anti-skid, will be installed on the crossing and the adjacent sections of

	<p>carriageway in order to improve accessibility for pedestrians and to calm traffic speeds.</p> <p>A raised table is also proposed at the junction of Appold Street and Earl Street, also surfaced in buff-coloured anti-skid. This is also primarily to act as a traffic calming measure, but the footway build-out in this location will additionally serve to improve pedestrian sightlines between parked cars; the only serious accident in the area in the last three years was as a result of a pedestrian stepping into the highway between parked cars in this location. The pedestrian movement in this location is also the third highest along Sun Street and Appold Street.</p> <p>The existing levels of car parking in the area will be maintained, although the majority of the bays will be 'inset', as on Cheapside, to maximise the available footway width. These bays will be constructed using granite setts to distinguish them from the main carriageway whilst at the same time encouraging pedestrians to use them. The only area where fully on-street parking will be retained is on the eastern side of Appold Street, as it is not possible to provide inset parking owing to existing kerb lines at either end of the street.</p> <p>The entry points to Broad Lane will be raised to carriageway level to improve accessibility. These will be surfaced with buff-coloured anti-skid and will be separated by a small island which will contain two trees; these trees will be funded and installed by the developer as part of their works on Broad Lane.</p> <p>It is proposed to introduce six new street trees on Sun Street, which will serve to replace three existing trees which are in poor condition. A plan of the proposals is shown in Appendix 1.</p>
<p>11. Proposals for delivery of the project</p>	<p>The project will be delivered by the City's term contractor, JB Riney, under the terms of their existing agreement. JB Riney will be responsible for the procurement of materials and for the main construction work. ATG and Securescape will be subcontracted through JB Riney for the supply and installation of the security rated bollards and planters respectively.</p> <p>Utility companies will undertake the necessary diversion works to accommodate the proposed enhancements. The Open Spaces Department will assist with the installation of the trees. Minor traffic signal repositioning on Sun Street will be undertaken by Transport for London contractors.</p> <p>A Construction & Design Management Coordinator has</p>

	been appointed to oversee the health and safety aspects of the design and implementation of the project.
12. Benefits and details of how they will be achieved	<p>The key benefits of this project are:</p> <ul style="list-style-type: none"> • A revised kerb layout that facilitates the inclusion of security measures (i.e., bollards and planters) along the perimeter of the development; • A new pedestrian crossing on Sun Street which meets current pedestrian desire lines and future pedestrian forecasts; • A raised table on the approaches to the crossing which calms traffic and provides options for informal pedestrian crossing movements and improves accessibility; • A raised table adjacent to Earl Street to improve safety and accessibility for pedestrians crossing Appold Street; • The introduction of new street trees on Sun Street; • A consistent street scene throughout the area using high quality materials, and; • An accessible environment for all users.
13. Scope and exclusions	<p>The main scope of the project and the key exclusions are contained in section 2 of this report.</p> <p>A plan detailing the proposed 'Phase 2' of the project, which is expected to be delivered at a later date once the future of the Crown Place site is confirmed, is shown in Appendix 2.</p>
14. Constraints and assumptions	<p>The construction of the development site will continue whilst the highway works set out in this report are implemented. This will potentially lead to a complex traffic management arrangement whilst both works are undertaken simultaneously. Discussions are underway between the City's Traffic Management Team, LB Hackney and the developer to ensure that the logistics of both projects are fully understood and considered, and can be implemented with minimal disturbance to local occupiers.</p>
15. Programme	<p>Procurement of materials: December 2013 – March 2014</p> <p>Main construction works: April 2014 – October 2014</p>
16. Risk implications	<p><i>Utilities issues result in additional time and cost on the project</i></p> <p>Although significant preliminary investigations have identified the extent of utilities works that will be required, there remains a residual risk which will exist until works commence. A contingency sum is included in</p>

	<p>the project to account for this risk.</p> <p><i>Conflicts of access between development works and highway works</i></p> <p>The highway works are programmed to be delivered whilst construction of the development is taking place, which is necessary to complete works in advance of the development reaching completion. This will require detailed traffic management arrangements between the City of London and the developer.</p>
<p>17. Legal implications</p>	<p>Legal implications are outlined in the body of the report.</p> <p>There is a requirement for adequate security measures to be provided on the north side of the development in order to meet Planning Condition 6 associated with the 5 Broadgate planning application (10/00904/FULEIA).</p> <p>This is also the key requirement of the Section 278 agreement.</p> <p>The Section 278 agreement also requires the provision of a new pedestrian crossing and associated raised table, and any other measures which are deemed necessary to facilitate the safe and expedient movement of all users of the area. Traffic Regulation Orders will be required and will be subject to a separate statutory process.</p> <p>Part of the land where the Section 278 works are to be carried out is not currently public highway, but the land should have public highway status to ensure the highway measures can be put in place and maintained by the highway authority to facilitate the safe and expedient enjoyment of public rights. Therefore the land will need to be dedicated as public highway; the relevant area is shown in Appendix 3.</p> <p>The City of London and the London Borough of Hackney will enter into an agreement under Section 8 of the Highways Act (1980) to allow the City to deliver that part of the highway works which falls within the London Borough of Hackney (LBH).</p>
<p>18. HR implications</p>	<p>None.</p>
<p>19. Communications strategy</p>	<p>The Steering Group, which has ensured that the main stakeholders involved with delivering the project were involved from an early stage, will continue to direct the project as it progresses.</p> <p>Wider communication commenced at an early stage and sought the views of local stakeholders on the design elements. It is proposed to continue informing these stakeholders of the progress of the project via email and</p>

	<p>letter, particularly as the construction period approaches.</p> <p>During construction works it is proposed to circulate regular bulletins informing affected businesses of forthcoming works that will impact on them. Advance notice of road closures, restricted access etc. will be circulated as far in advance as possible. This will be done via letter and email, with the continued assistance of Broadgate Estates who hold a substantial occupier database.</p>																
20. Results of consultation carried out to date	<p>The project Working Party includes representatives from London Borough of Hackney, British Land (developer) and UBS (tenant), which has meant that their views have been considered throughout the development of the project.</p> <p>The Town Clerk, Chamberlain, Comptroller & City Solicitor, City Surveyor and City Planning Officer have all been consulted at various stages throughout the project to date and their comments and observations have been taken into account.</p> <p>Details of the wider public consultation carried out to date are contained in section 8 of this report.</p>																
21. Quality control arrangements	<p>The project is being directed by an established Steering Group which is made up of the key stakeholders involved in the project. All major design decisions have been taken through this Group to ensure continued support for the proposals.</p>																
<u>Financial Implications</u>																	
22. Total estimated cost (£)	£1,879,817.																
23. Breakdown of capital expenditure	<table border="1"> <tr> <td rowspan="6" style="text-align: center;">S278</td> <td>Works</td> <td style="text-align: right;">£431,376</td> </tr> <tr> <td>Security works</td> <td style="text-align: right;">£326,000</td> </tr> <tr> <td>Utilities</td> <td style="text-align: right;">£275,000</td> </tr> <tr> <td>Staff costs</td> <td style="text-align: right;">£106,960</td> </tr> <tr> <td>Fees</td> <td style="text-align: right;">£32,650</td> </tr> <tr> <td>S278 total</td> <td style="text-align: right;">£1,171,986</td> </tr> <tr> <td>S106</td> <td>Works</td> <td style="text-align: right;">£507,311</td> </tr> </table>	S278	Works	£431,376	Security works	£326,000	Utilities	£275,000	Staff costs	£106,960	Fees	£32,650	S278 total	£1,171,986	S106	Works	£507,311
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	N.B. These costs include current estimates for utilities diversion works.												
24. Contingency	<p>A total of £160,000 (approximately 9% of the total project cost) is proposed to be included as works contingency. This contingency is considered necessary for the project to reduce the level of financial risk that the City is exposed to regarding cost overruns, primarily related to utility services based on experience from previous projects.</p> <p>The contingency figure is considered adequate to cover potential eventualities, such as unexpected statutory services or subterranean structures, given the investigative works completed to date.</p> <p>Any contingency not spent would be returned or reapplied in accordance with the respective source e.g. Section 278 agreement or the Section 106 agreement.</p>												
25. Source of project funding	As noted above the project is fully funded through a combination of Section 278 and Section 106 funding relating to the 5 Broadgate development, the split of which is outlined in section 23 above. The approach to combine the designs for the separate funding sources was agreed by Members in June 2013.												
26. Phasing of project expenditure	<p>£5,000 – Q3, 2013/14</p> <p>£670,000– Q4, 2013/14</p> <p>£903,750 – Q1, 2014/15</p> <p>£241,000 – Q2, 2014/15</p> <p>£60,067 – Q3, 2014/15</p>												
27. Anticipated capital value/return (£)	Not applicable.												
28. Fund/budget to be credited with capital return	Not applicable.												

<p>29. Estimated revenue implications (£)</p>	<p>It is anticipated that the project will be revenue neutral. A five year grant to Open Spaces will be provided for maintenance of the new trees on Sun Street, and a five year grant for cleansing will be provided to cover the additional footway space and associated street furniture (bollards etc.).</p> <p>Once the maintenance contributions from the developer have ceased, the maintenance costs would revert to the City programmes/budgets as existing. Open Spaces have confirmed acceptance of this additional soft landscaping maintenance element within their local budget.</p> <p>The developer will be obliged to maintain the security features, including the bollards, the new planters and the trees contained therein as well as the associated irrigation and drainage systems, as per Clause 2.1.7 of the Section 278 agreement. This agreement will exist in perpetuity.</p> <p>The lighting costs will be reduced via the use of low energy, higher output LED lighting replacing the existing lighting, which will have positive revenue implications.</p>
<p>30. Source of revenue funding</p>	<p>The revenue funding relating of the new trees on Sun Street is fully met from the Section 106 contribution. This funding covers the establishment for a period of five years.</p>
<p>31. Fund/budget to be credited with income/savings</p>	<p>The Highways budget is expected to benefit from reduced costs for lighting the space.</p>
<p>32. Anticipated life</p>	<p>At least 20 years, with the maintenance of the street trees provided for the first five years to ensure establishment.</p>
<p>33. Budgetary control arrangements</p>	<p>The Project Officer will monitor expenditure via the City of London CBIS system and provide adequate reporting via Project Vision on a monthly basis.</p>

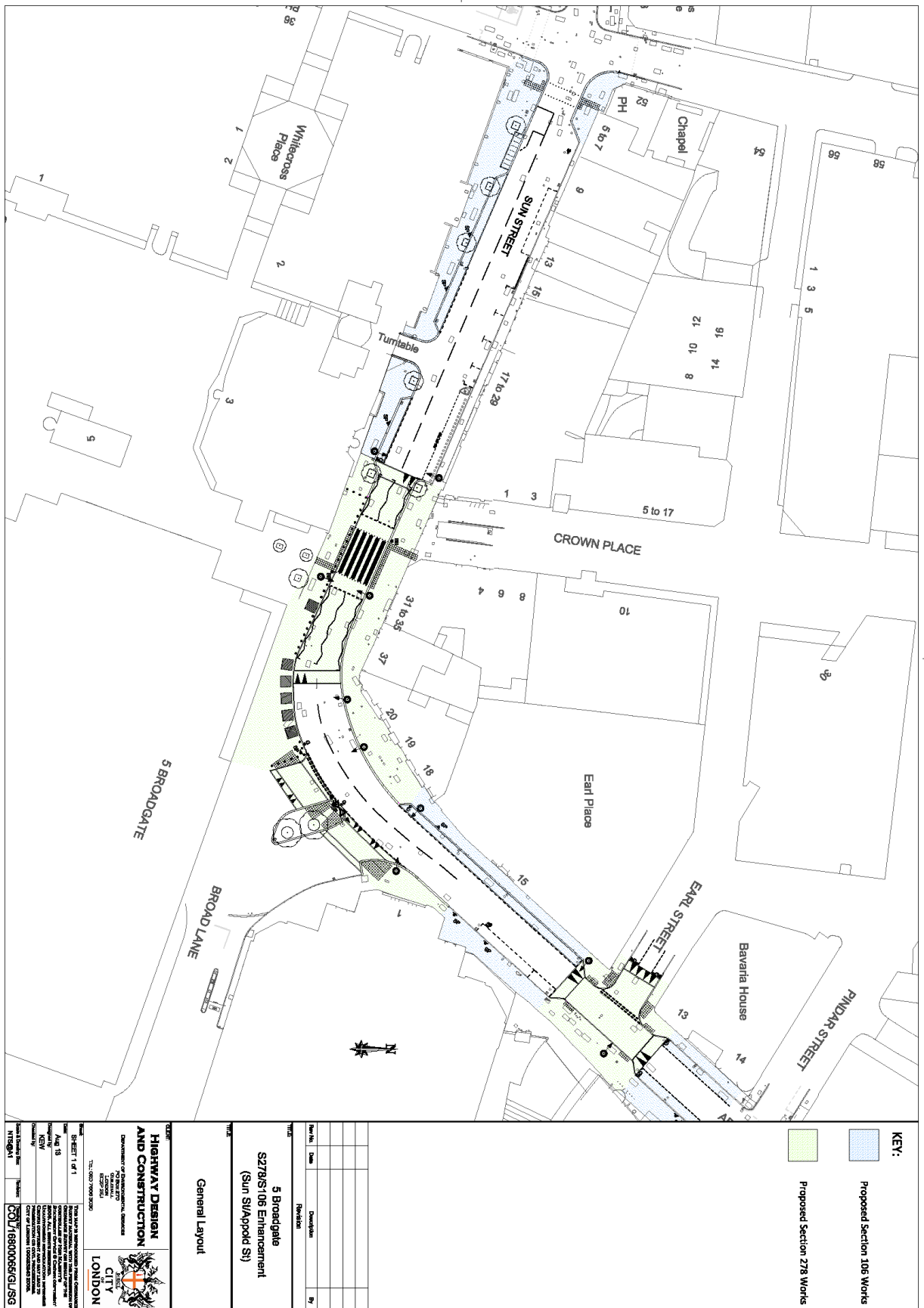
Appendices

<p>Appendix 1</p>	<p>Plan of the proposals</p>
<p>Appendix 2</p>	<p>Indicative 'Phase 2' of the project on Sun Street</p>
<p>Appendix 3</p>	<p>Proposed area of dedicated public highway</p>

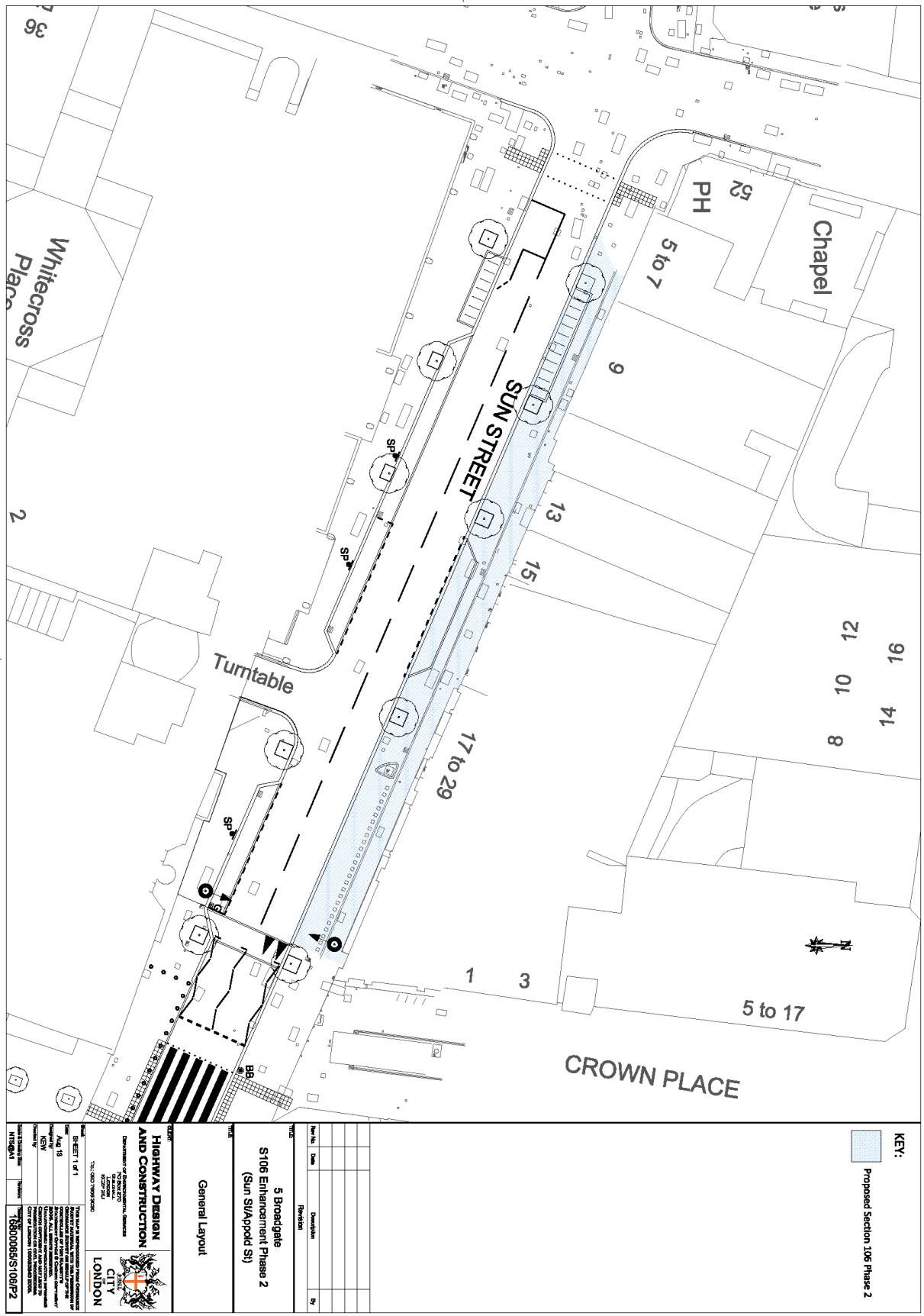
Contact

<p>Report Author</p>	<p>Tom Noble</p>
<p>Email Address</p>	<p>tom.noble@cityoflondon.gov.uk</p>
<p>Telephone Number</p>	<p>020 7332 1057</p>

Appendix 1 – Plan of the proposals



Appendix 2 – Indicative ‘Phase 2’ of the project on Sun Street



KEY:
 Proposed Section 106 Phase 2

No.	Date	Revision

5 Broadgate
 S106 Enhancement Phase 2
 (Sun Sitapodd St)
 General Layout

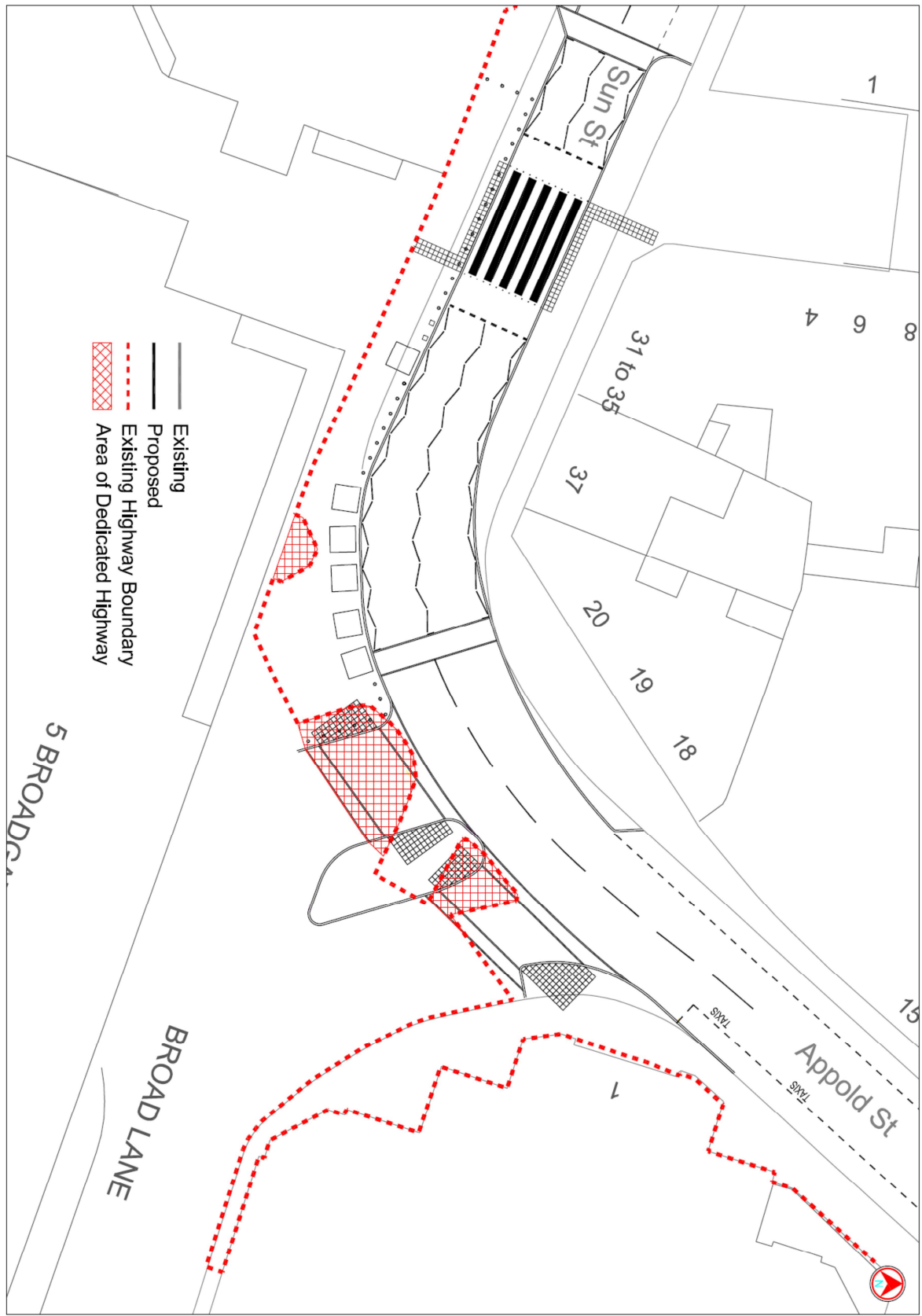
HIGHWAY DESIGN AND CONSTRUCTION
 Department of Transport, Government of Greater London
 5 Broadgate, City of London, London EC4M 3DF
 TEL: 020 7496 0000

CITY OF LONDON

2019: 100% of the project's net proceeds will be used to fund the project's infrastructure and other public benefits. For more information, please visit www.broadgate.com.

Project No: 16800056/S106/P2

Appendix 3 – Proposed area of dedicated public highway



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