



Streets and Walkways Sub (Planning and Transportation) Committee

Date: TUESDAY, 10 APRIL 2018

Time: 10.30 am

Venue: COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

Members: Christopher Hayward (Chairman) Deputy Clare James, Finance
Oliver Sells QC (Deputy Committee (Ex-Officio Member)
Chairman) Alderman Gregory Jones QC
Randall Anderson Paul Martinelli
Emma Edhem Deputy Alastair Moss
Marianne Fredericks Graham Packham
Alderman Alison Gowman, Police Jeremy Simons (Ex-Officio Member)
Committee (Ex-Officio Member)

Enquiries: Amanda Thompson
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Lunch will be served in Guildhall Club at 1pm

**John Barradell
Town Clerk and Chief Executive**

AGENDA

12. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

22 BISHOPSGATE PUBLIC REALM PROJECT

(Pages 1 - 26)

Committees:	Dates:	
Streets and Walkways Sub-Committee Projects Sub Committee	10 April 2018 Urgency	
Subject: 22 Bishopsgate public realm project	Gateway 4 Detailed Options Appraisal (Phase 2) and Gateway 5 Authority to Start Work (Phase 1) Complex	Public
Report of: Director of the Built Environment Report Author: Na'amah Hagiladi		For Decision

Summary

Dashboard:

Project Status: Green

Timeline: Gateway 4/5

Total Estimated cost: £2,012,690

Latest approved budget: £100,000

Spend to date: £91,213

Implementation cost: £1,673,416

Overall project risk: Low

Background

This scheme relates to new and improved public realm associated with the development currently being constructed at 22 Bishopsgate (formerly known as 'The Pinnacle'). The scope of the public highway works encompasses works in Bishopsgate, Great St Helen's, Crosby Square and Undershaft. Those elements of the project that mitigate the impact of the development on the highway will be funded by a Section 278 agreement, with further enhancement works to be funded through commitments remaining from the Section 106 agreement for the Pinnacle (see the plan in Appendix 3 highlighting the different areas).

Within the overall scope of the project, a discrete area including Crosby Square will be implemented by the developer, and the remainder implemented by the City. This arrangement is in place owing to the complexities in this particular part of the site, namely the construction of highway above the developer's basements and the relocation of utilities. This arrangement was agreed in writing with the developer and is a bespoke agreement confined to this development, with numerous conditions imposed on the developer as a result. This includes the requirement for the design to conform to the design principles set out in the adopted City Public Realm Supplementary Planning Document, and for the City to supervise the works and retain 'step-in' rights should the works not be delivered to our satisfaction.

As a result, the area to be implemented by the developer is being advanced to align with their programme and is therefore presented for Gateway 5 approval (and herein referred to as Phase 1 of the project. The remainder of the project area, that

to be implemented by the City (and herein referred to as Phase 2), is presented for Gateway 4 approval, with Gateway 5 approval to be delegated to the Chief Officer in line with the City's project procedure.

Progress to date

A Gateway 3 report, setting out the broad objectives agreed by the project Working Party (chaired by the City and comprising representatives from Lipton Rogers, Great St Helen's Church and Hiscox), was approved in July 2017. These objectives are set out in an approved Schedule of Issues (Appendix 1), which has been used as the basis to develop the design.

Following Gateway 3 approval, traffic surveys were commissioned to understand the conditions around the site, and to help determine the full project scope. Alongside these studies, the project team has been working to progress the design. As noted above, the project is being delivered in two phases; however, the public realm design is being developed in a unified way.

Phase 1 – Crosby Square (Gateway 5 approval)

The design for Crosby Square will deliver a balance between the expected increase in pedestrians moving through the area, while also providing opportunities for people to sit and rest. This will be achieved through introducing a raised carriageway that will provide level access between Great St Helen's and the main square. In the square itself, planters are proposed which will allow people to 'perch'; these planters are not permanently fixed to the paving and can be reconfigured or relocated to facilitate temporary installations (e.g. Sculpture in the City). The developer has agreed to maintain these planters, and facilitate their periodic movement, in perpetuity.

A row of security-rated bollards is proposed at the northern end of Crosby Square, in order to provide security for the square and for the development; this approach was approved in principle as part of the planning submission for the development. Two of these bollards will be retractable, allowing access for servicing and maintenance when required. This arrangement will be operated by a third party under a Service Level Agreement, ensuring that access is provided where necessary. The infrastructure will be maintained in perpetuity by the developer. A Traffic Order will be required to restrict vehicular access to Crosby Square.

These works are fully funded by the developer. A financial bond of £376,443 has been secured as part of a Section 278 agreement, which reduces the financial risk to the City in the event that the developer cannot implement the works.

Phase 2 – Great St Helen's and Undershaft (Gateway 4 approval)

The project Working Party considered two design options for Great St Helen's – these are described in more detail in the appraisal matrix and are shown in Appendix 4. Both options propose a raised carriageway throughout Great St Helen's; this approach is considered necessary to accommodate future pedestrian demand and will give priority to this user group while still allowing access for vehicles.

Option 1 retains a larger 'carriageway' area, which allows for smoother vehicle movement. Option 2 delivers larger areas of 'footway', however restricts vehicle

movement. The unanimous view of the project Working Party, and the recommendation of this report, is that Option 1 be taken forward to detailed design. The proposals for Undershaft include the introduction of a section of raised carriageway to cater for predicted pedestrian movements and upgraded materials. Loading and waiting restrictions will also be reviewed in Undershaft and Great St Helen's, prior to the next Gateway.

The works that are required to make the development acceptable in planning terms are funded through the Section 278 agreement. Further works to enhance the area, such as the use of higher quality materials, will be funded through commitments remaining from the Section 106 agreement for the Pinnacle.

A small section of Great St Helen's is privately owned, but with public access permitted across it. In order to implement the works on this land the City will need to either reach an agreement with the landowner directly, or exercise its powers as highway authority.

Proposed way forward

While the project is now proposed to be delivered in two phases, the design will continue to be developed in a unified way. As such, the next steps are composed of the two phases together and will include:

1. Finalising the maintenance agreement (for the planters, bollards and drainage in Crosby Square (Phase 1), and the street tree in Great St Helen's (Phase 2)) and Service Level Agreement (for the operation of the retractable bollards in Crosby Square (Phase 1)) with the developer;
2. Signing the Section 278 agreement, based on the details set out above;
3. Taking forward Option 1 for Phase 2 (i.e. Great St Helen's and Undershaft), to the detailed design stage;
4. Commissioning the required surveys (utilities, loading & waiting) to inform the design process for Phase 2;
5. Processing the Traffic Order for Phase 1.

Financial implications

The Phase 1 works are fully funded by the developer. A financial bond has been secured as part of a Section 278 agreement, which reduces the financial risk to the City in the event that the developer cannot implement the works. The Phase 2 works are funded through a combination of the Section 278 agreement, and commitments remaining from the Section 106 agreement for the Pinnacle.

The developer has agreed to maintain certain elements of the design, in perpetuity, via the Section 278 agreement. These elements include the drainage infrastructure in Crosby Square and on the south side of Great St Helen's; the planters in Crosby Square; and the new street tree in Great St Helen's which is required as part of the wind mitigation strategy.

Table 1 below shows the resources expended to date. Table 2 sets out the resources required to reach the next gateway, and a brief explanation of the tasks to be completed with that funding.

Table 1: Resources Expended to date

	Budget approved	Spend to Date*	Balance remaining
Fees	£3,375	£2,625	£750
Staff Costs	£96,625	£88,588	£8,037
Total	£100,000	£91,213	£8,787

**As of 26 March 2018*

Table 2: Resources required to reach the next Gateway

Item	Reason	Cost (£)	Funding Source
Fees	Traffic Regulation Order process; Road Safety Audit; utilities estimates; archaeological assessment.	£30,000	Section 278 agreement
CPR & CT staff costs	Facilitate regular design meetings; liaison and consultation with stakeholders; commission and manage surveys; maintain project documentation; input into legal agreements	£50,000	
Highways staff costs	Supervision of works (Phase 1)	£44,637	
	Produce detailed design and construction package; liaise with utility companies; produce detailed works programme & cost estimates (Phase 2)	£65,000	
Open Spaces staff costs	Input on planting design, inc. species selection	£5,000	
Total		£194,637	

Recommendations

Gateway 4 Recommendations (for Phase 2)

It is recommended that Members of Street & Walkways Sub Committee:

1. Note that the project will be delivered in two phases in order to align with the programme for the development, but that the design will be developed in a unified way;
2. Approve Option 1 for Great St Helen's;
3. Approve a budget of £150,000 to progress Phase 2 of the project to Gateway 5, subject to receipt of funds;
4. Agree to delegate Gateway 5 approval to the Chief Officer.

It is recommended that Members of Projects Sub Committee:

1. Note that the project will be delivered in two phases in order to align with the programme for the development, but that the design will be developed in a unified way;
2. Approve a budget of £150,000 to progress Phase 2 of the project to Gateway 5, subject to receipt of funds.

Gateway 5 Recommendations (for Phase 1)

It is recommended that Members of Street & Walkways Sub Committee:

1. Approve the implementation of Phase 1 (Crosby Square), subject to a Service Level Agreement and Section 278 agreement signed by the City and the developer;
2. Approve a budget of £44,637 for the supervision of the works being delivered by the developer, subject to receipt of funds;
3. Authorise officers to prepare and approve the necessary traffic orders associated with the project;
4. Authorise the use of the financial bond set out in the Section 278 agreement, to implement the Phase 1 works, in the event that the developer cannot do so.

It is recommended that Members of Projects Sub Committee:

1. Approve a budget of £44,637 for the supervision of the works being delivered by the developer, subject to receipt of funds.

Main Report

1. Design summary	<i>Phase 1 – Crosby Square (Gateway 5 approval)</i> The design for Crosby Square will deliver a balance between the expected increase in pedestrians moving through the area, while also providing opportunities for people to sit and rest. This will be achieved through introducing a raised carriageway that will provide level access between Great St Helen's and the main square. In the square itself, planters are proposed which will allow people to 'perch'; these planters are not permanently fixed to the paving and can be reconfigured or relocated to facilitate temporary installations (e.g. Sculpture in the City). The developer has agreed to maintain these planters, and facilitate their periodic movement, in perpetuity.
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A row of security-rated bollards is proposed at the northern end of Crosby Square, in order to provide security for the square and for the development. Two of these bollards will be retractable, allowing access for servicing and maintenance when required. This arrangement will be operated by a third party under a Service Level Agreement, ensuring that access is provided where necessary and that the infrastructure will be maintained.

A lighting design for this area has been developed in accordance with the principles of the City's emerging lighting strategy. The design will ensure that the public realm is lit safely, whilst at the same time differentiating between movement and 'dwell' spaces.

This first phase of works also includes the reinstatement of footways on the south side of Great St Helen's and on Bishopsgate (those areas within City of London jurisdiction).

It should be noted that the developer has proposed to introduce several elements which do not conform to the City's agreed palette of materials, namely different drainage details. The City has agreed that these elements can be implemented, subject to the developer agreeing to maintain these elements in perpetuity, and the City again retains 'step-in' rights should the maintenance become inadequate.

This report seeks Gateway 5 approval for this area, to allow the works to be implemented prior to the practical completion of the development.

Phase 2 – Great St Helen's and Undershaft (Gateway 4)

The project Working Party considered two design options for Great St Helen's – these are described in more detail in the appraisal matrix and are shown in Appendix 4.

Option 1 builds on the current street layout, while catering for the predicted high volume of pedestrians and cyclists as per the transport assessment. This is achieved by introducing a raised carriageway with minimum kerb realignment works. Essentially this will retain a larger carriageway area to cater for vehicle movements. The northern carriageway 'spur' will be converted to footway, and new cycle racks will also be installed. The carriageway would be paved in granite to encourage pedestrian usage, in accordance with the City Public Realm SPD. This is the favoured option of the project Working Party.

Option 2 also involves raising the carriageway, however proposes to expand the footway area to the north allowing for the introduction of additional green space. This is to be achieved by realigning the kerb and reducing the carriageway. As in Option 1, the carriageway would be paved by granite setts. This option was not supported by the project Working Party, primarily owing to restricted vehicle movements.

The remainder of the works focus on Undershaft, which is an important pedestrian and cycle link, and is also the main servicing route for the development. The proposals for Undershaft include the introduction of a section of raised carriageway to cater for predicted pedestrian movements and

	<p>upgraded materials. Loading and waiting restrictions will also be reviewed in Undershaft and Great St Helen's.</p> <p>This report seeks Gateway 4 approval for these areas, with Option 1 for Great St Helen's recommended to be taken forward to detailed design.</p>																
2. Delivery team	<ul style="list-style-type: none">• Project Management – City Public Realm team• Detailed design – West 8 landscape architects, WSP & City of London Highways• Construction – Multiplex; JB Riney (under the City's term contract)																
3. Programme and key dates	<p>Construction of Crosby Square (Phase 1): October 2018 – May 2019</p> <p>Gateway 5 (for Phase 2 - Great St Helen's & Undershaft): September 2018</p> <p>Construction of Great St Helen's & Undershaft (Phase 2): January 2019 – June 2019</p> <p>Practical completion of development: May 2019</p>																
4. Outstanding risks	<p><i>1. Delay in signing section 278 agreement, leading to a delay in the overall project programme</i></p> <p>Officers are working closely with the developer to finalise the S278 to avoid any change to the construction phase.</p> <p><i>2. The developer is unable to meet their obligations in terms of implementing the Phase 1 works</i></p> <p>A financial bond has been included in the section 278 agreement, which will cover the City's cost of implementing the works in the event that the developer cannot do so.</p> <p><i>3. Uncertainty over certain GW5 costs elements (e.g. utilities works), leading to an increased project budget</i></p> <p>Provision has been made in the bond to cover such increases, and the City has retained 'step-in' rights in the event of the developer being unable to deliver the works.</p>																
5. Budget	<p>Table 1: spend to date</p> <table><tr><th></th><th>Budget approved</th><th>Spend to Date*</th><th>Balance remaining</th></tr><tr><td>Fees</td><td>£3,375</td><td>£2,625</td><td>£750</td></tr><tr><td>Staff Costs</td><td>£96,625</td><td>£88,588</td><td>£8,037</td></tr><tr><td>Total</td><td>£100,000</td><td>£91,213</td><td>£8,787</td></tr></table> <p><i>*As of 26 March 2018</i></p>		Budget approved	Spend to Date*	Balance remaining	Fees	£3,375	£2,625	£750	Staff Costs	£96,625	£88,588	£8,037	Total	£100,000	£91,213	£8,787
	Budget approved	Spend to Date*	Balance remaining														
Fees	£3,375	£2,625	£750														
Staff Costs	£96,625	£88,588	£8,037														
Total	£100,000	£91,213	£8,787														

	Table 2: resources required to reach the next Gateway			
	Item	Reason	Cost (£)	Funding Source
	Fees	Traffic Regulation Order process; Road Safety Audit; utilities estimates; archaeological assessment.	£30,000	Section 278 agreement
	CPR & CT staff costs	Facilitate regular design meetings; liaison and consultation with stakeholders; commission and manage surveys; maintain project documentation; input into legal agreements	£50,000	
	Highways staff costs	Supervision of works (Phase 1)	£44,637	
		Produce detailed design and construction package; liaise with utility companies; produce detailed works programme & cost estimates (Phase 2)	£65,000	
	Open Spaces staff costs	Input on planting design, inc. species selection	£5,000	
	Total		£194,637	
A figure of £44,637 has been identified in the section 278 agreement, to cover the City's costs of supervising the Phase 1 works (included in Table 2). A financial bond of £376,443 has also been included in the section 278 agreement, to allow the City to implement the Phase 1 works in the event that the developer is unable to do so.				
6. Success criteria	<ul style="list-style-type: none">• Reflect the objectives set out in the emerging Eastern City Cluster Area Strategy and the Eastern City Security Strategy;• Ensure that the required functions of the streets, walkways and spaces, now and in the future, are maintained and improved;• Improve accessibility for all throughout the wider area.			
7. Progress reporting	Monthly updates to be provided via Project Vision and any project changes will be sought by exception via Issue Report to Spending and Projects Sub Committees			

Appendices

Appendix 1	Schedule of Issues (agreed at GW3)
Appendix 2	Overall design
Appendix 3	Project scope and phasing plan
Appendix 4	Options 1 & 2 for Great St. Helen's (Phase 2)
Appendix 5	Financial tables

Contact

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Options Appraisal Matrix: Great St Helen's (Phase 2)

<i>Gt. St. Helens</i>	<i>Option 1</i>	<i>Option 2</i>
1. Brief description	Option 1 builds on the current street layout, while catering for the predicted high volume of pedestrians and cyclists as per the transport assessment. This is achieved by introducing a raised carriageway with minimum kerb realignment works. Essentially this will retain a larger carriageway area to cater for vehicle movements. The northern carriageway 'spur' will be converted to footway, and new cycle racks will also be installed. The carriageway would be paved in granite setts to encourage pedestrian usage, in accordance with the City Public Realm SPD.	Option 2 reconfigures the street layout to give more space dedicated solely to pedestrians. This option involves raising the carriageway and proposes to expand the footway area to the north allowing for the introduction of additional green space. This is to be achieved by realigning the kerb and reducing the carriageway. The carriageway would be paved in granite setts to encourage further pedestrian usage.
2. Scope and exclusions	<p>The project scope incorporates the entirety of Great St Helen's, including pieces of land which are not designated as public highway.</p> <p>Both options also incorporate works to Undershaft.</p> <p>The churchyard of St Helen's Bishopsgate is not included within the scope of the project.</p>	
<i>Project Planning</i>		
3. Programme and key dates	<p>Construction of Crosby Square: October 2018 – May 2019</p> <p>Gateway 5 (for Great St Helen's & Undershaft): September 2018</p> <p>Construction of Great St Helen's & Undershaft: January 2019 – June 2019</p> <p>Practical completion of development: May 2019</p>	

Gt. St. Helens	Option 1	Option 2
4. Risk implications	<p><i>1. Private land ownership obstructs the full implementation of the preferred option</i></p> <p>The City of London will use its full range of powers as a local authority to ensure that the works can be implemented to the full benefit of all users.</p> <p><i>2. Objections are received to the proposals</i></p> <p>Officers have engaged with key local stakeholders, including those represented on the project Working Party, to ensure that their requirements are incorporated as much as possible.</p>	
5. Benefits and Disbenefits	<p>Benefits</p> <ul style="list-style-type: none"> • Provision of acceptable pedestrian comfort levels in future scenarios where pedestrian numbers increase significantly; • Improved public realm and consistency with the emerging priorities of the Eastern City Cluster area strategy; • Improved cyclist movement routes; • Adequate carriageway space for vehicle movements. <p>Disbenefits</p> <ul style="list-style-type: none"> • Fewer opportunities for new planting and seating. 	<p>Benefits</p> <ul style="list-style-type: none"> • Creation of a larger pedestrian area, including the possibility for new planting and seating; • Provision of acceptable pedestrian comfort levels in future scenarios where pedestrian numbers increase significantly; • Improved physical state of the area and consistency with the emerging priorities of the Eastern City Cluster area strategy; • Improved cyclist movement routes. <p>Disbenefits</p> <ul style="list-style-type: none"> • Restricted vehicle movements.
6. Stakeholders and consultees	<ul style="list-style-type: none"> • City Transportation • Highways Team • Open Spaces department • Planning Team • Historic Environment 	

Gt. St. Helens	Option 1	Option 2
	<ul style="list-style-type: none"> • Access Team • Road Safety Team • City of London Police • Lipton Rogers (Developer) • Great St Helen's Church • Hiscox (occupiers of 1 Great St Helen's) • Other local businesses and occupiers 	
Resource Implications		
7. Total Estimated cost	£1,296,973	£1,296,010
8. Funding strategy	The works are fully funded through a combination of the Section 278 agreement, and commitments remaining from the Section 106 agreement for the Pinnacle.	
9. Estimated capital value/return	Not applicable.	
10. Ongoing revenue implications	A figure for commuted sums, to cover the cost of maintenance of the public realm over a 20 year period, will be finalised during the next Gateway. These commuted sums will be fully funded via developer contributions.	
11. Investment appraisal	Not applicable.	
12. Affordability	The scheme is fully funded via developer contributions.	

Gt. St. Helens	Option 1	Option 2
13. Procurement Strategy	The detailed design will be carried out by the Department of the Built Environment. Several external appointments will be required in order to reach the next Gateway (Road Safety Audit; utilities estimates); these appointments will be procured with the assistance of the City of London Procurement Service.	
14. Legal implications	A traffic order may be required should changes be required to waiting and loading operations. The City will also need to assess the most suitable means for carrying out work on private land for the benefit of all users.	
15. Corporate property implications	Not applicable.	
16. Traffic implications	This option would maintain current levels of access for vehicles, with a raised carriageway throughout. Waiting and loading restrictions will be reviewed at the next Gateway to ensure the street functions as effectively as possible.	This option would restrict vehicle movements, which would likely have adverse impacts on servicing arrangements for local occupiers. Waiting and loading restrictions will be reviewed at the next Gateway to ensure the street functions as effectively as possible.
17. Sustainability & energy implications	The City will request commuted sums from the developer to ensure that the highway can be adequately maintained in a sustainable manner.	
18. IS implications	Not applicable.	
19. Equality Impact Assessment	Conditions for pedestrians and cyclists will be improved by introducing a raised carriageway throughout the area. However, those with visual impairments may experience minor negative impacts as a result of this approach.	
20. Recommendation	Recommended	Not recommended
21. Next Gateway	Gateway 5 - Authority to Start Work	

Gt. St. Helens	Option 1			Option 2		
22. Resource requirements to reach next Gateway		Item	Reason	Cost (£)	Funding Source	
		Fees	Traffic Regulation Order process; Road Safety Audit; utilities estimates; archaeological assessment.	£30,000	Section 278 agreement	
		CPR & CT staff costs	Facilitate regular design meetings; liaison and consultation with stakeholders; commission and manage surveys; maintain project documentation; input into legal agreements	£50,000		
		Highways staff costs	Supervision of works (Phase 1)	£44,637		
			Produce detailed design and construction package; liaise with utility companies; produce detailed works programme & cost estimates (Phase 2)	£65,000		
		Open Spaces staff costs	Input on planting design, inc. species selection	£5,000		
		Total			£194,637	

Appendix 1: Schedule of Issues

22 Bishopsgate – Issues, Objectives & Next Steps			
ID	Issue	Objective(Outcome/End state)	Next steps
Environment			
E1	Poor legibility and way finding due to lack of signage.	The area including and surrounding the 22 Bishopsgate development project, is an area which is easy to navigate and understand for all users.	Ensure that the public realm design and wayfinding systems work together as unified navigation systems that inteprest the historical information of the area into within it.
E2	Lack of historical interpretation / information of the area.		
E3	There is a heritage planning condition to reinstate historical information plaques.		
E5	Cleansing and waste management is not coordinated and is not carried out at all times - specifically weekends.	Coordinate the 22 Bishopsgate development cleansing, waste, loading and servicing management plans and processes with other developments in the wider Eastern City Cluster area.	Commission a cleansing, loading and servicing review for the 22 Bishopsgate site ensuring it informs the Eastern City Cluster work.
E6	Coordination with the Eastern City Cluster Area Strategy.		
E7	Noise levels related to servicing and loading.		
E8	New public realm needs to support the increase in pedestrian and cycle movement which will change the function of Bishopsgate.	22 Bishopsgate development area and it's surroundings is an environment where pedestrians and cyclists can move around freely, confidently and safely. Where conflict between users is minimised providing improved accessibility for all users.	Review current pedestrian and cyclist analysis and commission further survey work if necessary.
E9	Improving pedestrian priority in Undershaft and on other streets.		Gathering and analysing base data to measure what the current traffic volumes are now and will be in the future (identifying where gaps in available data are and commissioning surveys to address these gaps).
E10	Need to take existing utility infrastructure into	Services within and through the 22	Commission a ground radar survey to

	account.	Bishopsgate area are coordinated and future proofed through the creation of a utilities management plan, reducing the need for intrusive works.	determine where utilities could be grouped, in the areas that will be affected by the development at 22 Bishopsgate.
E11	Improvements to the existing drainage system are required.		Ensure that utilities are defined in the design process.
E12	Wind mitigation measures that are required through the planning process.	Streets and public spaces function well for different purposes at the 22 Bishopsgate development site and the wider area. With movement routes that are clear of street furniture and “dwell” spaces featuring elements that enhance the user experience.	Review and confirm wind mitigation measures that are required through the planning process for 22 Bishopsgate.
E13	Opportunity to incorporate street lighting on the building.		Commission a lighting survey for the wider area including Bishopsgate, Great St Helen’s and Undershaft.
E14	Lack of public open space and street furniture.		Define “movement” and “dwell” spaces in the project area including areas surrounding 22 Bishopsgate and develop design solutions appropriately.
E15	Lack of seating and bins – particularly in the Church yard area.		Consider the inclusion of trees in the design where appropriate.
E16	Lack of public art especially along the facades on “Art Street”.		Consider the inclusion of public art in the public realm design.
E17	Opportunity for trees and / or other greenery provision where appropriate.	Trees and other greenery at the 22 Bishopsgate development site and surrounding areas enhance the townscape.	Define a detailed design scope for the public realm scheme at the 22 Bishopsgate development project.
E18	Replacing larger trees with smaller trees at St Helens Church yard could be beneficial.		Prepare a strong design brief which includes measures to improve the landscape.
			Establish regular design team meetings
Transportation			
T1	Improved management of the traffic along Bishopsgate.	Bishopsgate is transformed into a street that functions appropriately, both now and	Coordinate TfL participation in this project to ensure the wider thinking about the

T2	Aligning with the emerging Bishopsgate “corridor” initiative.	in the future.	Bishopsgate corridor study is incorporated.
T3	Management of servicing and loading in and around the development specifically at Undershaft.	A coordinated, enforceable serving management strategy for the area surrounding the Bishopsgate area (taking into account; Air quality , safety etc).	Understanding what the commitment for all property/land owners in the Bishopsgate area is and ensuring that it is enforced.
T4	Loading and servicing outside of any consolidation plans (e.g. ‘white van’ deliveries, couriers and office moves).		Assess the existing loading and servicing arrangement to understand what is currently happening in the Bishopsgate area.
T5	Potential for managing access into St Mary Axe and Great St Helens.		Engage with 122 Leadenhall, identify and where possible, mitigate any issues they have.
T6	Emergency and maintenance access for Hiscox.		
T7	Improving the efficiency of pedestrian movement, considering the key desire routes such as Great St Helens and Threadneedle Street.	Bishopsgate is an environmnet, which accommodates the needs of all users, and ensures that that any new public realm is safe and resilient to climate change, now and in the future.	Ensure the pedestrians and cycle arrangements for the 22 Bishopsgate development public realm design improves accessibility for all in the area and coordinates with TfL requirements.
T8	Conflicts between cyclist, pedestrians and vehicles, especially along Undershaft.		
T9	Cycling routes around Great St Helens and Undershaft need to be improved.		
T10	Relocation and enhancement of pedestrian crossings.		
T11	Adequate provision for cycle parking for users and visitors.	The area has adequate and flexible levels of parking available.	Commission a loading servicing and parking review in the Bishopsgate area.
T12	Lack of short stay, on street parking provision and lack of parking management especially for the Church congregation in the evenings and at weekends.		
T13	Limited taxi drop-off availability.		
Security			

S1	Security measures that secure the new development.	A coherent security scheme within the wider Bishopsgate area that is effective yet inconspicuous.	Review security requirements for the 22 Bishopsgate development project including any directives from City of London Police.
S2	The area would benefit from a strategic approach to security and servicing		
S3	Security measures that protect people in a crowded place.		
S4	Risk of vehicles approaching at speed (along all vehicular routes).		
S5	Reducing the visual impact of security infrastructure.		
S6	Sufficient lighting for all users and services including the building and the streets.	A lighting scheme which is appropriate for the different types of spaces in the Bishopsgate area.	Commission a coordinated lighting strategy for the area including Undershaft, Great St Helen's and Crosby Square.
S7	Consolidated evacuation planning procedures including cluster points.	A coordinated operations and management system to support both the 22 Bishopsgate development area and the wider area.	Coordinate with the ECC security project as a dependency of the 22 Bishopsgate project.
S8	Improving CCTV security management (including data management to avoid unlawful interference with rights to privacy) in the area.		
S9	Coordination with the Eastern Cluster security scheme.		

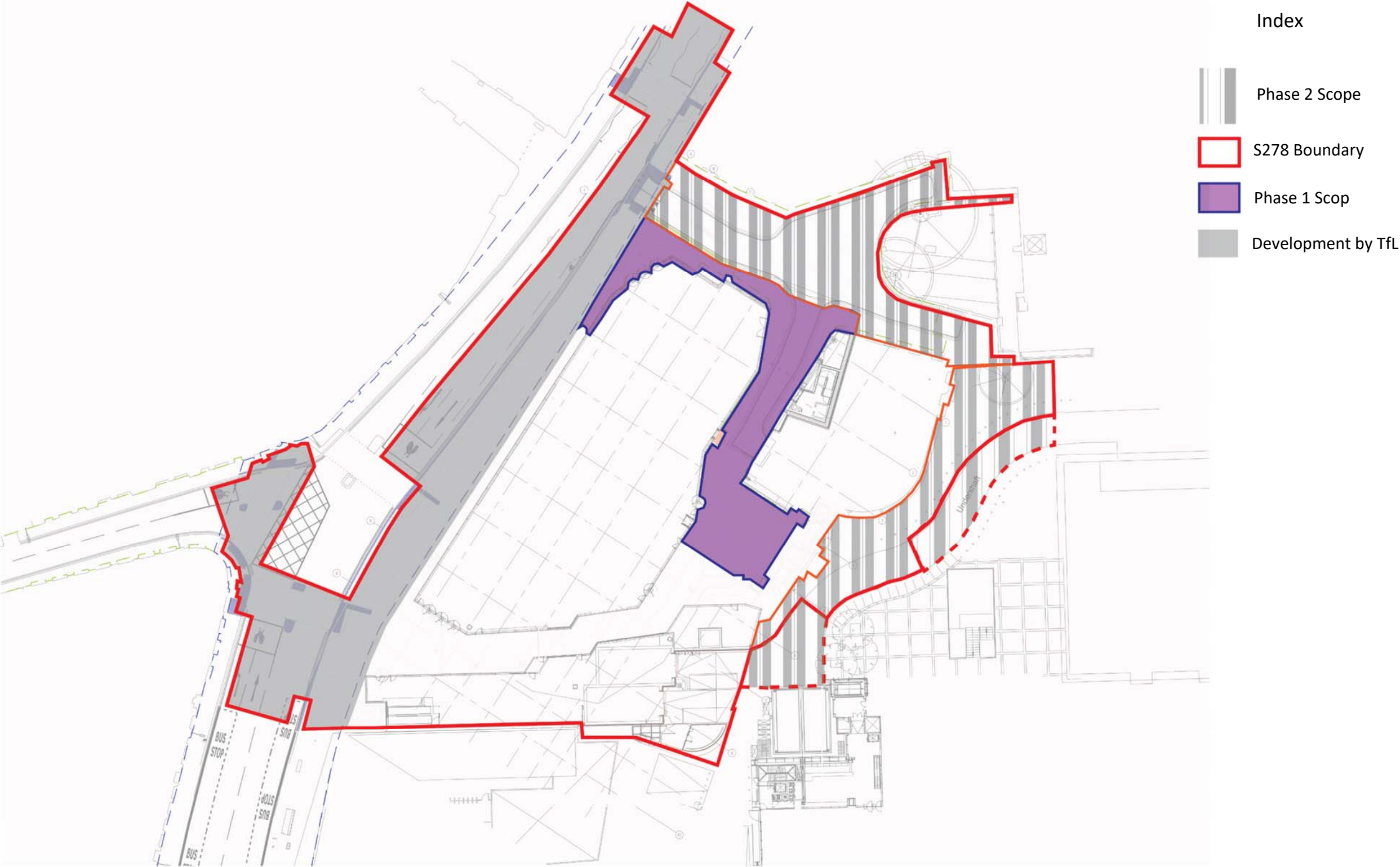


GENERAL ARRANGEMENT PLAN
1:200

2 GENERAL ARRANGEMENT PLAN
WORK CYCLE AND VEHICLE ENTRANCE
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Appendix 3: Project scope and phasing plan



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Appendix 4: Options 1 & 2 for Great St. Helen's



Option 1



Option 2

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Appendix 5 - Finance tables

Table 1: Expenditure to date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	9,000	8,651	349
P&T Staff Costs	87,625	79,937	7,688
Fees	3,375	2,625	750
TOTAL	100,000	91,213	8,787

Table 2: Revised Budget to reach next Gateway			
Description	Approved Budget (£)	Resources required to reach next Gateway (£)	Revised Budget to next Gateway (£)
Env Servs Staff Costs	9,000	109,637	118,637
Open Spaces Staff Costs	-	5,000	5,000
P&T Staff Costs	87,625	50,000	137,625
Fees	3,375	30,000	33,375
TOTAL	100,000	194,637	294,637

Table 3: Total estimated costs		
Description	Estimated Costs	Funding Source
Phase 1 Supervision	44,637	S278
Phase 1 Bond	376,443	S278
Phase 2 Evaluation	294,637	S278
Phase 2 Implementation	1,296,973	S278 & S106
Total	2,012,690	

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