



Streets and Walkways Sub (Planning and Transportation) Committee

Appendices Pack

Date: TUESDAY, 15 OCTOBER 2019

Time: 11.00 am

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

4. **CROSSRAIL LIVERPOOL STREET URBAN INTEGRATION (WIDER AREA)**
Report of the Director of the Built Environment

For Decision
(Pages 1 - 12)

6. **80 FENCHURCH STREET**
Report of the Director of the Built Environment

For Decision
(Pages 13 - 24)

7. **CITY CYCLEWAYS PROGRAMME - PHASE 1**
Report of the Director of the Built Environment

For Decision
(Pages 25 - 54)

8. **PUDDLE DOCK IMPROVEMENT MEASURES**
Report of the Director of the Built Environment

For Decision
(Pages 55 - 62)

9. **PUBLIC STATUARY - RELOCATION OF THE LIFFE TRADER STATUE**
Report of the City Surveyor

For Decision
(Pages 63 - 68)

11. **UPDATE ON REPLACEMENT ON NON-ELECTRIFIED STREET FURNITURE TO SUPPORT CITY OF LONDON WIRELESS CONCESSION**
Report of the Director of the Built Environment
- For Decision**
(Pages 69 - 84)
12. **PROGRESS UPDATE ON THE BANK ON SAFETY INTERIM SCHEME IMPROVEMENTS PROGRAMME**
Report of the Director of the Built Environment
- For Information**
(Pages 85 - 88)
13. **LUNCHTIME STREETS - FIRST YEAR REVIEW**
Report of the Director of the Built Environment
- For Information**
(Pages 89 - 104)

Project Coversheet

[1] Ownership & Status

UPI: 11375

Core Project Name: Crossrail Liverpool Street Urban Integration Phase 2 (proposed)

Programme Affiliation (if applicable): Crossrail Liverpool Street Urban Integration under the Crossrail Urban Integration Projects

Project Manager: Daniel Laybourn

Definition of need: In addition to the highway improvements under construction around the new Crossrail station entrance on Liverpool Street (referred to as Phase 1), the Phase 2 project seeks to both enhance the environment in the wider area and account for the passenger number uplift expected once Crossrail becomes operational. These proposals will also be required to account for emerging and known adjacent private developments and Transport for London's aspirations for the nearby A10 corridor.

Key measures of success:

1) Key highway improvements completed in time for opening of the Elizabeth Line
2) Improved user experience in the vicinity of the station
3) Improved user comfort levels
4) Improved pedestrian safety

Expected timeframe for the project delivery: The immediate area around the new Crossrail station in Phase 1 is due for completion by December 2019; Phase 2 projected delivery timescales are TBC.

Key Milestones: Crossrail Liverpool Street station opening in late 2020/ early 2021.

Are we on track for completing the project against the expected timeframe for project delivery? Yes, for Phase 1.

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? No significant media/ public impact is expected, and local comms will be managed by the project team.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Proposal' G2 report (as approved in November 2013):

- Total Estimated Cost: £250k - £2m
- Resources to reach next Gateway: £60,000
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: 2018 (for Crossrail station completion)

Scope/Design Change and Impact: Set the scope for the Phase 1 work that was to be delivered in time for the opening of Crossrail which was then estimated as '2018'.

‘Outline Options Appraisal’ G3 report (as approved by PSC 22/7/14):

- Total Estimated Cost: £2-3.5 million (excluding value of remediation by Crossrail)
- Spend to date: £20,513
- Resources to reach next Gateway: £115,000
- Costed Risk Against the Project: n/a
- Estimated Programme Dates: 2018 (for Crossrail station completion)

Scope/Design Change and Impact: none

‘Detailed Options Appraisal’ G4 Stage 1 report (as approved by PSC 23/2/15):

- Total Estimated Cost: £2-3.5 million
- Resources to reach next Gateway: £115,000
- Spend to date: £135,513
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: 2018 (for Crossrail station completion)

Scope/Design Change and Impact: Removal of traffic from the western arm of Liverpool Street.

‘Issue Report’ (as approved by PSC 29/6/16):

- Total Estimated Cost: £2-3.5 million
- Resources to reach next Gateway: £35,000
- Spend to date: £251,579
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: 2018 (for Crossrail station completion)

Scope/Design Change and Impact: Requested further funding to cover unforeseen staff time/ work.

‘Update Report’ (as approved by PSC 12/12/16):

- Total Estimated Cost: £2.5-3.5m
- Resources to reach next Gateway: £213,000
- Spend to date: £247,000
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: Late 2018 (for Crossrail station completion). Late 2016 for a delegated decision on work site proposals

Scope/Design Change and Impact: Requested further funding to develop the work site proposals, and defined the ‘wider area’

Issue Report (as approved by PSC 18/7/17):

- Total Estimated Cost: £2.5-3.5m (although not explicitly stated within the report)
- Resources to reach next Gateway: No extra resources requested.
- Spend to date: £268,000
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a

- Estimated Programme Dates: Crossrail due to open in December 2018. City highways construction start in January 2018, complete in December 2018.

Scope/Design Change and Impact: Members agreed to the City delivering the Liverpool Street east urban realm works on behalf of Crossrail and to receive a G5 report instead of a G4 Stage 2 report.

‘Authority to Start Work G5 report (for the previously mentioned Crossrail works, as approved by PSC 11/12/17):

- Total Estimated Cost: £2.4m
- Resources to reach next Gateway: No extra resources requested.
- Spend to date: £313,687
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: Crossrail due to open in December 2018. Materials procurement/ mobilisation – Q1 2018, Reinstatement of Liverpool Street West – Q2/3 2018, Raised table on Old Broad Street & Liverpool Street construction – Q3 2019, Eldon Street raised table and other works – Q1 2020.

Scope/Design Change and Impact: Members approved the implementation costs for the Liverpool Street east works which Crossrail had asked the City to undertake and noted that delivery of some elements may not be complete until 2022.

‘Authority to Start Work’ G5 report (as approved by PSC 13/6/18):

- Total Estimated Cost: £2,712,843
- Resources to reach next Gateway: £2,399,156
- Spend to date: £313,687
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: Crossrail due to open in December 2018. Materials procurement/ mobilisation – July 2018, Reinstatement of Liverpool Street East – July to November 2018, Old Broad Street construction – May to June 2019, Eldon Street and Blomfield Street – January to April 2020

Scope/Design Change and Impact: Members approved the implementation costs for the works which Crossrail had asked the City to undertake and noted that delivery of some elements may not be complete until 2022.

Urgency report (as approved by PSC August 2019):

- Total Estimated Cost: £2.7m
- Resources to reach next Gateway: n/a
- Spend to date: £0.78m
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: n/a

Scope/Design Change and Impact: Members approved that the City undertook works on private land, fully funded by Crossrail.

Total anticipated on-going commitment post-delivery [£]: Routine highway maintenance is expected.

Programme Affiliation [£]: n/a

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Project name: Crossrail Liverpool Street Phase 2Unique project identifier: 11375Total est cost (exc risk) £1400000

PM's overall risk rating

Low

Avg risk pre-mitigation

5.3

Avg risk post-mitigation

3.6

Red risks (open)

0

Amber risks (open)

5

Green risks (open)

3

Corporate Risk Matrix score table

	Minor impact	Serious impact	Major impact	Extreme impact
Likely	4	8	16	32
Possible	3	6	12	24
Unlikely	2	4	8	16
Rare	1	2	4	8

Costed risks identified (All)

£55,575.00 4%

Costed risk as % of total estimated cost of project

Costed risk pre-mitigation (open)

£55,575.00 4%

" "

Costed risk post-mitigation (open)

£25,700.00 2%

" "

Costed Risk Provision requested

£25,700.00 2%

CRP as % of total estimated cost of project

- (1) Compliance/Regulatory
 (2) Financial
 (3) Reputation
 (4) Contractual/Partnership
 (5) H&S/Wellbeing
 (6) Safeguarding
 (7) Innovation
 (8) Technology
 (9) Environmental
 (10) Physical

Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
0	0.0	£0.00	0	0	0
1	6.0	£13,125.00	0	1	0
3	5.7	£29,750.00	0	2	1
1	4.0	£0.00	0	0	1
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
1	6.0	£1,200.00	0	1	0
0	0.0	£0.00	0	0	0
2	4.5	£11,500.00	0	1	1

Issues (open)

0

Open Issues

Extreme	Major	Serious	Minor
0	0	0	0
0	0	0	0

All Issues

0

All Issues

Cost to resolve all issues
(on completion)

£0.00

Total CRP used to date

£0.00

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City of London: Projects Procedure Corporate Risks Register

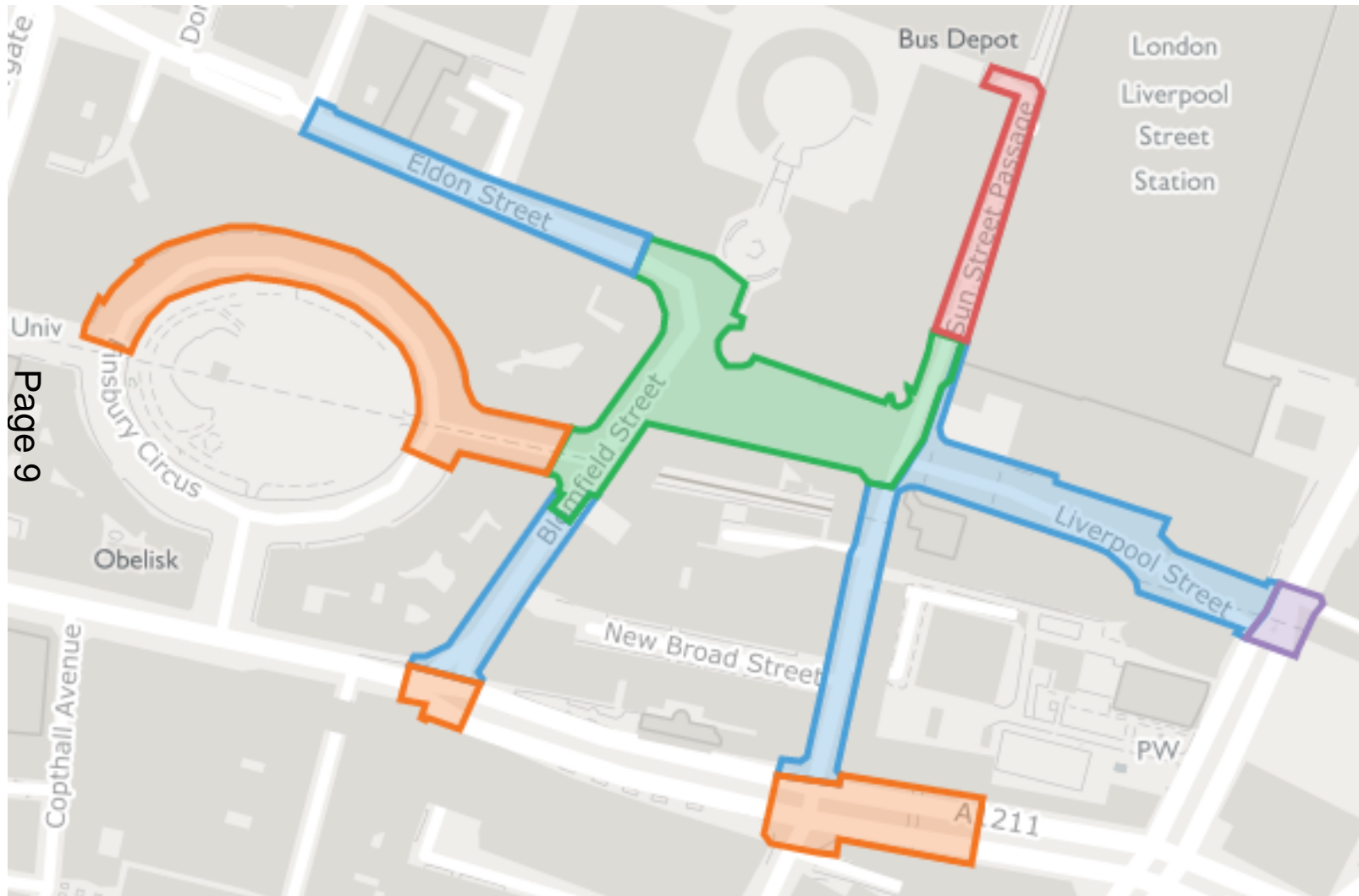
Appendix 2

Project Name:			Crossrail Liverpool Street Phase 2					PM's overall risk rating:		Low		CRP requested this gateway		£ 25,700		Average unmitigated risk		5.3		Open Risks		8		
Unique project identifier:			11375					Total estimated cost (exec risk):		£ 1,400,000		Total CRP used to date		£ -		Average mitigated		3.6		Closed Risks		0		
General risk classification																								
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Ownership & Action	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/Realised & moved to issues	Comment(s)
R1	2	(3) Reputation	GATE 1 TO 6 - Issue(s) with external engagement and buy-in lead to project delay and/or change	Further time and therefore resource may be required if planned engagement work with local external stakeholders didn't go as planned. These issues could also arise from the public consultation results.	Possible	Serious	6	£13,125.00	N	B – Fairly Confident	* Early identification and engagement with key stakeholders via the project's communications plan and the planned working group.	£0.00	Possible	Minor	£6,500.00	3	£0.00	Additional staff time or consultant resources to carry out extra engagement-related work.	17/09/2019		Daniel Laybourn		17/9/19 - The project is proposing to establish a working group with the local external stakeholders to align the aspirations for the local public realm. Its thought that by creating this, a lot of the associated risk will reduce.	
R2	2	(3) Reputation	GATE 1 TO 6 - Procurement procedures impact negatively on project delivery	Additional resource may be required if there is a delay or issue with a project's procurement of goods or services from external suppliers.	Possible	Minor	3	£3,500.00	N	B – Fairly Confident	* Map out any resources using the Annual Procurement Plan with the procurement team * Consider early engagement with internal suppliers where required (Highways, Traffic Enforcement, Open Spaces, M&E, etc)	£0.00	Unlikely	Minor	£0.00	2	£0.00	Additional staff time to identify alternative procurement sources or methods.	17/09/2019		Daniel Laybourn		17/9/19 - The project does carry some risk in this regard as it's planning to procure external services in the next stage of work. However, this proposed work is standard in nature and therefore no mitigation (other than usual BAU work) is planned.	
R3	2	(10) Physical	GATE 1 TO 3 - Accessibility and/or security concerns lead to project change	Further changes to the project's design and scope may be required if accessibility/ security concerns are raised.	Possible	Minor	3	£0.00	N	A – Very Confident	* Regular reviews of designs (especially just prior to Gateways) in liaison with specialist groups and internal contacts * Use of a design log to record design changes, and the reasons why.	£0.00	Rare	Minor	£0.00	1	£0.00	N/A - CRP not requested	17/09/2019		Daniel Laybourn		17/9/19 - It's quite possible that changes could be required as a result of accessibility/ security concerns. However, as the project is in the design stage, accommodating such changes would have no negative impact on the project as the changes could be incorporated in the next design revision.	
R4	2	(2) Financial	GATE 1 TO 6 - Inaccurate or incomplete project estimates, including baxters/ inflationary issues	If an estimate is found at a later date to be inaccurate or incomplete, more funding and/or time resource would be needed to rectify the issue or fund/ underwrite the shortfall. More specifically, inflationary amounts predetermined earlier in a project may be found to be insufficient and require extra funding to cover any shortfall.	Possible	Serious	6	£13,125.00	N	B – Fairly Confident	* Undertake internal re-estimates prior to each Gateway stage, including discussions with procurement/ finance in regards to external factors such as baxters/ inflation	£0.00	Possible	Minor	£0.00	3	£0.00	Funds would be used to cover any unexpected uplifts which can be accommodated within the stated amount.	17/09/2019		Daniel Laybourn		17/9/19 - Whilst the estimates drafted for the October 19 report are based on the latest available information, there could be changes in the rates used external to the project, which increase project costs. BAU processes will enable the project to monitor this risk and consider subsequent mitigations against it.	
R5	2	(8) Technology	GATE 1 TO 4 - Modelling issues (results and implications, issues with the delivery, buy-in, required re-runs, etc)	Modelling can play a major role in defining a project and confirming its viability. Any issues could have many different and combined outcomes where additional resource may be required to rectify. Also, further modelling may be required following consultation if there's design changes needed.	Possible	Serious	6	£1,200.00	N	B – Fairly Confident	* Early engagement with TfL to identify requirements, their timescales and costs * Ensure information & data requirements for modelling are agreed and scoped out fully * Regular engagement with design and modelling consultants * Budget for basic modelling re-runs post consultation	£0.00	Possible	Serious	£1,200.00	6	£0.00	Extra traffic modelling	17/09/2019		Daniel Laybourn		17/9/19 - The stated costed impact is for another modelling run should it be needed.	
R6	2	(10) Physical	GATE 1 TO 5 - Utility and utility & topo survey issues lead to further information being required.	At the earlier stages of a project, delays could occur which result unplanned costs if utility companies don't engage as expected or further topographical or utility surveys are required.	Possible	Serious	6	£11,500.00	N	B – Fairly Confident	* Work with design engineers to work out an appropriate sums to cover utility delays or on-site discoveries. * Consider and budget for trial holes if the location is thought to be particularly difficult	£0.00	Possible	Serious	£11,500.00	6	£0.00	Additional survey and investigation work	17/09/2019		Daniel Laybourn		17/9/19 - the requested risk provision is based on known survey costs used to create the project estimate for areas of highway that aren't currently included in the scope but have been discussed.	
R7	2	(4) Contractual/Partnership	GATE 1 TO 6 - Third party delays impact on project delivery	This project will require third parties to complete their work before it can proceed. Should this work be delayed in anyway, its likely to impact (time and cost-wise) on a project.	Likely	Minor	4	£0.00	N	A – Very Confident	* Include regular meetings with such stakeholders if required. * Track the activities of third parties on a tracker * Include some slack in the programme to absorb low-level delays	£0.00	Likely	Minor	£0.00	4	£0.00	N/A - CRP not requested	17/09/2019		Daniel Laybourn		17/9/19 - At this stage should any of the local stakeholders involved delay the City's work, officers could easily pause or slow down the pace of their work to accommodate. Also, the proposed working group should help in identifying delays such as these at an early stage.	
R8	2	(3) Reputation	GATE 1 TO 5 - British Land, Network Rail, Crossrail, TfL, Buses and LUL engagement and their requirements on a project.	Further time and therefore resource may be required if planned engagement work with main stakeholders takes longer, requires more work or doesn't go as planned. Also, they may change their requirements for a project which results in abortive work and costs.	Likely	Serious	8	£13,125.00	N	B – Fairly Confident	* Establish the working group as proposed and create a log of their aspirations/ requirements for the project.	£0.00	Unlikely	Serious	£6,500.00	4	£0.00	Additional resources to accommodate any changes to the project driven by these key stakeholders. This could be (but not limited to) additional staff time, consultants work, data gathering & analysis, etc).	17/09/2019		Daniel Laybourn		17/9/19 - At this time, a number of local stakeholder are quite advanced in their planning and these requirements are known. Further more detailed information on these will be gathered by the proposed working group. However, it is possible that even with the working group, a stakeholder could change their requirements for whatever reason that requires the project to alter its plans.	

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Appendix 3 – Requested and Approved Areas of Scope

(Please note – Whilst some of the sections below include private land, no public money is to be spent on them)



Key

Green – Approved Phase 1 area (currently in construction)

Blue – Approved Crossrail Liverpool Street Phase 2 areas

Orange – Requested additional Phase 2 scope (Public Highway)

Purple – Requested additional Phase 2 scope (TfL owned)

Red – Requested additional Phase 2 scope (extents of ownership to be confirmed in next stage of work)

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Appendix 4 – Section 106 Funding Breakdown

(Previously approved as part of the 'Review of Projects within the Built Environment Directorate' report, July 2019)

	HOT	Status	Development	Balance	Total funding
Crossrail Urban Integration - Liverpool Street	Transportation	No VAR	10/00904/FULEIA Broadgate 5 29/07/2011	£7,733.64	£1,484,391.68
	LCEIW	No VAR	10/00904/FULEIA Broadgate 5 29/07/2011	£537,735.36	
	Transportation	No VAR	10/00904/FULEIA Broadgate 5 29/07/2011	£543,504.00	
	LCEIW	No VAR	10/00904/FULEIA Broadgate 5 29/07/2011	£56,400.00	
	LCEIW	No VAR	10/00904/FULEIA Broadgate 5 29/07/2011	£326,097.00	
	LCEIW	No VAR	05/00771/FULEIA Heron Tower 07/04/2006	£4,448.49	
	Transportation	No VAR	05/00771/FULEIA Heron Tower 07/04/2006	£4,096.35	
	LCEIW	No VAR	06/00240/FULL Dashwood House 12/12/2006	£4,376.84	

Definitions

HOT – Heads of Terms

LCEIW – Local Community Environmental Improvement Works

No VAR- No variation of agreement required

VAR Time – A variation of time required

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Project Briefing

Project identifier			
[1a] Unique Project Identifier	12033	[1b] Departmental Reference Number	N/A
[2] Core Project Name	80 Fenchurch Street		
[3] Programme Affiliation (if applicable)	N/A		

Ownership	
[4] Chief Officer has signed off on this document	Zahur Khan
[5] Senior Responsible Officer	Leah Coburn
[6] Project Manager	Daniel Laybourn

Description and purpose					
[7] Project Mission statement / Elevator pitch					
Highways and public realm works to make the proposed development at 80 Fenchurch Street (the “Development”) acceptable in planning terms.					
[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)?					
Works have been identified as necessary to negate the anticipated adverse effects on the highway network in the immediate vicinity of the Development.					
[9] What is the link to the City of London Corporate plan outcomes?					
10c Create and transform buildings, streets and public spaces for people to admire and enjoy.					
[12] a) Our spaces are secure, resilient and well-maintained.					
[10] What is the link to the departmental business plan objectives?					
Providing an enhanced environment for all street users					
[11] Note all which apply:					
Officer: Project developed from Officer initiation	N	Member: Project developed from Member initiation	N	Corporate: Project developed as a large scale Corporate initiative	N
Mandatory: Compliance with legislation, policy and audit	Y	Sustainability: Essential for business continuity	Y	Improvement: New opportunity/ idea that leads to improvement	Y

Project Benchmarking:	
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?	
1) Works to the public realm in the vicinity of the Development which make it acceptable in planning terms and are well received by stakeholders	

Appendix 1

2) Private Developer reacts favourably to the result of the project
3) Builds upon the Aldgate Square improvements as per the local area strategy
[13] Will this project have any measurable legacy benefits/outcome that we will need to track after the end of the 'delivery' phase? If so, what are they and how will you track them? (E.g. cost savings, quality etc.)
N/A
[14] What is the expected delivery cost of this project (range values)[£]?
Approximately £292k excluding risk and commuted maintenance.
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:
N/A – Private Developer will be required to pay a commuted maintenance sum as part of the Section 278 agreement
[16] What are the expected sources of funding for this project?
Fully funded by the private Developer at 80 Fenchurch Street
[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?
The City's work is to be completed in Summer 2020, when occupation of the Development is due to take place.

Project Impact:	
[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?	
No.	
[19] Who has been actively consulted to develop this project to this stage?	
Chamberlains: Finance	Officer Name: Olumayowa Obisesan
Chamberlains: Procurement	Officer Name: N/A – procurement will be via existing Term Maintenance contract with JB Rineys
IT	Officer Name: N/A
HR	Officer Name: N/A
Communications	Officer Name: N/A
Corporate Property	Officer Name: N/A
Highways Construction	Officer Name: Ben Manku/ Simon Rollinson
External	Partners Group Fenchurch Limited (the Developer)
[20] Is this project being delivered internally on behalf of another department? If not ignore this question. If so: Please note the Client supplier departments. Who will be the Officer responsible for the designing of the project? If the supplier department will take over the day-to-day responsibility for the project, when will this occur in its design and delivery?	
Client	Department: N/A
Supplier	Department: N/A
Supplier	Department: N/A
Project Design Manager	Department: N/A
Design/Delivery handover to Supplier	Gateway stage: N/A

City of London: Projects Procedure Corporate Risks Register

Appendix 2

Project name: 80 Fenchurch Street S278

Unique project identifier: 12033

Total est cost (exc risk) £291397

PM's overall risk rating

Low
2.6
1.0
0
1
9

Avg risk pre-mitigation

Avg risk post-mitigation

Red risks (open)

Amber risks (open)

Green risks (open)

Corporate Risk Matrix score table

	Minor impact	Serious impact	Major impact	Extreme impact
Likely	4	8	16	32
Possible	3	6	12	24
Unlikely	2	4	8	16
Rare	1	2	4	8

Costed risks identified (All)

£0.00	0%
£0.00	0%
£0.00	0%
£0.00	0%

Costed risk as % of total estimated cost of project

" "

" "

Costed risk pre-mitigation (open)

Costed risk post-mitigation (open)

Costed Risk Provision requested

CRP as % of total estimated cost of project

- (1) Compliance/Regulatory
- (2) Financial
- (3) Reputation
- (4) Contractual/Partnership
- (5) H&S/Wellbeing
- (6) Safeguarding
- (7) Innovation
- (8) Technology
- (9) Environmental
- (10) Physical

Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
1	1.0	£0.00	0	0	1
1	3.0	£0.00	0	0	1
3	2.0	£0.00	0	0	3
2	2.0	£0.00	0	0	2
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
3	4.0	£0.00	0	1	2

Issues (open)

0
0

All Issues

Open Issues

All Issues

Extreme	Major	Serious	Minor
0	0	0	0
0	0	0	0

Cost to resolve all issues (on completion)

£0.00

Total CRP used to date

£0.00

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Project Name: 80 Fenchurch Street S278				PM's overall risk rating:		Low		CRP requested this gateway		£ -		Average unmitigated risk		2.6		Open Risks		10							
Unique project identifier: 12033		Total estimated cost (exec risk): £ 291,397						Total CRP used to date		£ -		Average mitigated risk score		1.3		Closed Risks		0							
General risk classification																						Ownership & Action			
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigation actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Department / Risk Manager / Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR / Revalued / moved to issues	Comment(s)		
R1	2	(3) Reputation	GATE 1 to 3 - Delays or execution of works due to external events and/or occurrences	Should such an event happen, a number of possibilities could occur * Change in project scope * Change in project resources * Pause to project whilst situation is assessed * Increased costs	Unlikely	Minor	2		N	B - Fairly Confident	* Budget and programme look to account for likely low impact events		Unlikely	Minor	£0.00	2	£0.00	n/a	04/09/2019		Daniel Laybourn		4/9/19 - The scale and impact of construction levels that to a low risk score in the event of an occurrence external to the project. Most of the work is taking place away from busy areas where the risk would be heightened. The project team will continue to assess and mitigate against such risk as part of its BAU processes.		
R2	2	(1) Compliance/Regulatory	GATE 1 TO 4 - Issues or delays in any required consents such as Permits which cause delay to project delivery	If there was to be any delay in the arrival of any required consents, such as planning permission, TMOs, Permits, discharge of consents, heritage, etc, etc; it is likely the project may suffer from some form of unplanned delay, additional work and/or costs.	Rare	Minor	1		N	A - Very Confident	* Map out the required consents with project team and continuously monitor & update throughout the project * Schedule regular meetings with consent approvers, especially those with long lead in time or complex approval procedures.		Rare	Minor	£0.00	1	£0.00	n/a	04/09/2019		Daniel Laybourn		4/9/19 - The scheme only requires standard internal consents. Therefore the risk is already very low before BAU processes ensure that these are acquired in good time before construction.		
R3	2	(3) Reputation	GATE 1 TO 4 - Issues with external engagement and buy-in lead to project delay/ increased costs	Further time and therefore resource may be required if planned engagement work with local external stakeholders don't go as planned.	Possible	Minor	3		N	B - Fairly Confident	* Early identification and engagement with key stakeholders.		Rare	Minor	£0.00	1	£0.00	n/a	04/09/2019		Daniel Laybourn		4/9/19 - As this is a basic project delivering a standard improvement to the highways conditions, opposition to the scheme is expected to be zero. Some BAU engagement work will be required with local stakeholders as construction approaches to ensure the disruption to the activities is minimised. As of this time, the scope of the project has been agreed with the Developer.		
R4	2	(4) Contractual/Partnership	GATE 1 TO 4 - Project supplier delays, productivity or resource issues impacts negatively on project delivery	Referring both to internal and external suppliers to projects, alternative arrangements which require additional resource may be required if a potential or existing supplier is unable to deliver as agreed for whatever reason.	Rare	Minor	1		N	B - Fairly Confident	* Arrange construction planning meeting with key suppliers prior to construction to ensure that resources are available (i.e. construction pack from them is received in good time)		Rare	Minor	£0.00	1	£0.00	n/a	04/09/2019		Daniel Laybourn		4/9/19 - BAU activities with the Principal Contractor will ensure that the required resources are available to meet the TBC programme. The required internal resource is small and easily replaceable if needed.		
R5	2	(1) Financial	GATE 1 TO 4 - Inaccurate or incomplete project estimates, including budget/ inflationary issues leads to budget increases	If an estimate is found of a later date to be inaccurate or incomplete, more funding and/or time resource would be needed to rectify the issue or fund/ underwrite the shortfall. More specifically, inflationary amounts predetermined earlier in a project may be found to be insufficient and require extra funding to cover any shortfall.	Possible	Minor	3		N	B - Fairly Confident	* Monitor for scope creep * Regular catch-ups with Principal Contractor to review costs during construction.		Rare	Minor	£0.00	1	£0.00	n/a	04/09/2019		Daniel Laybourn		4/9/19 - The estimate included in the C3/A5 report has been reviewed and revised a number of times when confirming the scope. Therefore BAU activities will ensure it is reviewed as the project progresses.		
R6	2	(10) Physical	GATE 1 TO 5 - Utility and utility survey issues lead to increased cost/ scope of works	At the earlier stages of a project, delays could occur which result in unplanned costs if utility companies don't engage as expected. Also, extra resource would be needed if further surveys are required. During construction, any issues with required utility companies could result in extra resources being required.	Possible	Serious	6		N	B - Fairly Confident	* Work with design engineers to work out an appropriate sums to cover utility delays or on-site discoveries.		Rare	Minor	£0.00	1	£0.00	n/a	04/09/2019		Daniel Laybourn		4/9/19 - The C3/A5 estimate includes a provisional sum for utilities as agreed with the Developer. Should these increase, the Developer is obliged to fund any and all additional costs under the terms of the S278 agreement. At this time, the Project team are awaiting responses from the affected utilities companies.		
R7	2	(4) Contractual/Partnership	GATE 1 TO 6 - Third party delays impacts negatively on project delivery (time & costs)	A Col project may require a third party to complete its work before it can proceed. Should this work be delayed in any way, its likely to impact time and cost-wise on a project.	Possible	Minor	3		N	A - Very Confident	* Include regular meetings with the developer and local stakeholders * Include some slack in the programme to absorb low-level delays		Rare	Minor	£0.00	1	£0.00	n/a	04/09/2019		Daniel Laybourn		4/9/19 - Whilst there's not a lot the project team can do if the Development is delayed, regular meetings with the developer will ensure that a fair amount of notice is received should Col work need to be reprogrammed. The terms of the S278 agreement mean that the Developer is responsible for any associated resultant costs.		
R8	4	(10) Physical	GATE 4 TO 4 - Network accessibility before and during construction which cause project delay and/or increased costs	Should parts of the road network not be available or become unavailable during a project when planned for or required, expect delivery delay.	Possible	Minor	3		N	B - Fairly Confident	* Engage with the Traffic Management team on an appropriate point to both programme the works and to reserve the road space.		Possible	Minor	£0.00	3	£0.00	n/a	04/09/2019		Daniel Laybourn		4/9/19 - Fenchurch Street would be the only risk here but the required road space is minimal at best. The highway has already been closed for the construction of the development. BAU processes will ensure the required network space is allocated as required.		
R9	5	(10) Physical	GATE 5 - Unforeseen technical and/or engineering issues identified	late identification of any engineering or technical issues that disrupt delivery could result in further costs whether they be time, funding or resources.	Possible	Minor	3		N	B - Fairly Confident	* Undertake standard BAU surveys * Consider bid holes if required * Site visits during development's construction		Rare	Minor	£0.00	1	£0.00	n/a	04/09/2019		Daniel Laybourn		4/9/19 - Given the standard nature of the project and the fact that most of the area required for the project has already been disturbed by the construction of the development, the project team aren't expecting any surprises when they visit site. BAU surveys will ascertain if there's any issues for concern on the front, and bid holes can be used if required. There is a risk however the interface between the development and the highway may experience some slight issue which one usually overcome during construction in cooperation with the Developer.		
R10	5	(3) Reputation	GATE 5 - Accident during construction impacts on project delivery and/or costs	Regardless of whether it be a member of public or a contractor on site, should an accident occur in or around site delays are likely to occur	Rare	Minor	1		N	A - Very Confident	* Consider regular site visits with the Principal Designer should it become necessary.		Rare	Minor	£0.00	1	£0.00	n/a	04/09/2019		Daniel Laybourn		4/9/19 - The principal contractor is the term highway contractor for the Col and is therefore required to prove their H&S credentials to a much higher level. In BAU, the Project Engineer will be visiting site regularly and visits by the Principal Designer can be arranged if there's causes for concern.		

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PT4 - Committee Procurement Report

Appendix 3

This document is to be used to identify the Procurement Strategy and Purchasing Routes associated with a project and only considers the option recommended on the associated Gateway report.



Introduction

Author:	Michael Harrington		
Project Title:	80 Fenchurch Street S278		
Summary of Goods or Services to be sourced			
Highways Construction Goods and Services			
Contract Duration:	12 months	Contract Value:	approx. £170k
Stakeholder information			
Project Lead & Contract Manager: Daniel Laybourn		Category Manager: Michael Harrington	Lead Department: Built Environment
Other Contact		Department	

Specification Overview

Summary of the Specification:
<ul style="list-style-type: none">To implement the design
Project Objectives:
<ul style="list-style-type: none">Reduce casualtiesImprove air qualityImprove pedestrian comfort levelsImprove complianceAccount for the new development's impacts on the footways and carriageways around the building in accordance with City requirements.

Customer Requirements

Target completion date	01/06/2020	Target Contract award date	31/12/2019
Are there any time constraints which need to be taken into consideration?			
This needs to be delivered in line with the maintenance programme outlined by Built Environment.			
Efficiencies Target with supporting information			
<ol style="list-style-type: none">Speed to market by going through the JB Riney framework will save time and overhead costs.Project is Fully reimbursable.			

City of London Initiatives

How will the Procurement meet the City of London's Obligation to Adhere to the Corporation Social Responsibility:
N/A This has been covered within the appointment of JB Riney.
Take into account the London Living Wage (LLW):
In comply in line with LLW Policy.
Consideration for Small to Medium Enterprises (SME):
J B Riney are required to consider SME's as part of their supply chain. The scope and value of the work provides an opportunity to SME's to be considered.
Other:

Procurement Strategy Options

Option 1: Award to JB Riney as part of the Highways Term Maintenance Contract
Advantages to this Option:
Time to market
Retention of knowledge
Within scope of agreement
Offers value for money in comparison to existing frameworks such as LOHAC
Minimising procurement process costs to a single procedure
Minimises the risk of any challenge to award

Disadvantages to this Option:

Potential to over burden JB Riney with additional project works

Please highlight any possible risks associated with this option:

Development of strategy more than 12 months prior to commencement doesn't consider any changes in the market or performance of the supplier.

Procurement Route Options**Option 1: Tender Process -****Advantages to this Option:**

- Established and auditable process
- Established regulatory process aimed at securing a best and final offer at tender stage
- Encourages SME's to apply

Disadvantages to this Option:

- Tender submission in the first instance is on a best and final offer basis.
- A Longer procurement lead time
- Existing knowledge lost

Please highlight any possible risks associated with this option:

- Ensuring there is an effective and compliant mechanism for differentiating between stronger and weaker submissions.

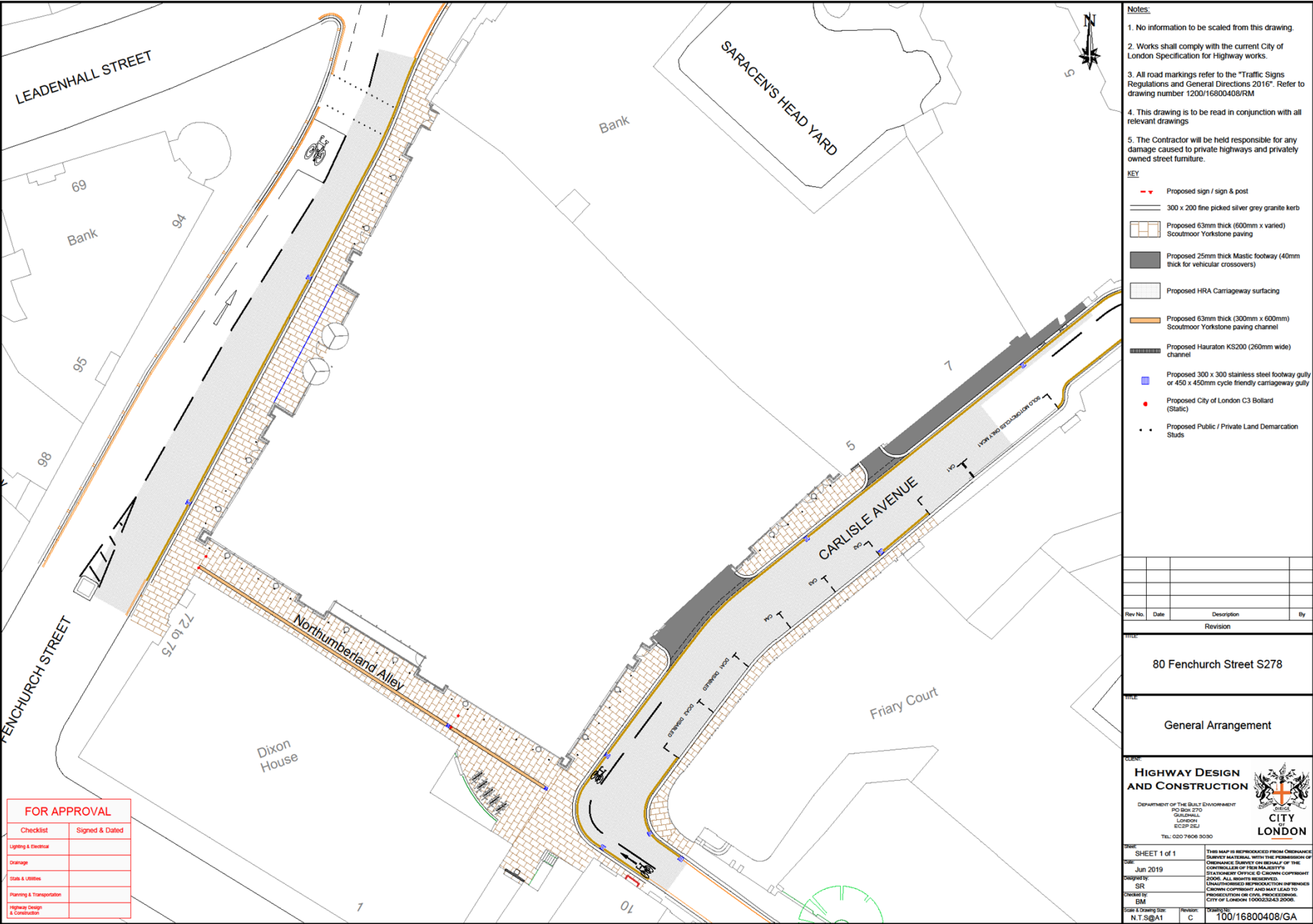
City Procurement team recommended option

It is recommended that these works are awarded to JB Riney under the Highways Term Maintenance Contract. It should be noted that the annual contract value is £10m.

Sign Off

Date of Report:	28/05/2019
Reviewed By:	Daniel Laybourn
Department:	DBE
Reviewed By:	Michael Harrington
Department:	Chamberlain's Department

Appendix 4 – Scheme Design



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Appendix 5 – Financial information

Expenditure to date - 80 Fenchurch Street S278 - 16800408			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	15,000	12,607	2,393
P&T Staff Costs	15,000	4,834	10,166
Fees	10,000	4,938	5,062
TOTAL	40,000	22,379	17,621

Revised Budget to reach next Gateway			
Description	Approved Budget (£)	Resources required to reach next Gateway (£)	Revised Budget to next Gateway (£)
Env Servs Staff Costs	15,000	13,957*	28,957
P&T Staff Costs	15,000	5,000	20,000
Fees	10,000	3,250	13,250
Utilities	-	66,000	66,000
Works	-	163,190	163,190
Risk	-	24,478	24,478
Commuted Maintenance	-	9,650	9,650
TOTAL	40,000	285,525	325,525

* Please note that this amount is inclusive of a current overspend (as of 12/9/19) on this line item.

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Options Appraisal Matrix

Option Summary	Option 1	Option 2	Option 3
1. Brief description of option	Do Nothing	<p>Intermittent surface treatment of the shared use spaces and improvements to the existing Q11 route, and other Quick Win measures.</p> <p>The three shared use areas on Queen Street will be amended to create intermittent areas of paving designed to convey the route cyclists should use. The crossing over Cannon Street would also be amended to fit the new layout. Elsewhere, along the Q11 route, the measures include, introducing restrictions and physical measures to prevent parking and loading including on King Street, Queen Street, Wood Street and Moor Lane, raising the carriageway at the southern end of Queen Street to reduce cycle speeds and signal timing amendments to two junctions to improve cycle priority.</p>	<p>Full segregation of shared use space and other improvement measures.</p> <p>This is largely the same as Option 2 but goes much further with full segregation between pedestrians and cyclists at the three shared areas on Queen Street. This will be achieved by installing a cycle lane through the spaces at a lower level with full or semi high kerbs. It will require some utility services to be lowered or diverted.</p> <p>Full segregation provides much improved clarity for using the space but as a direct consequence, is less flexible (i.e. for pedestrian to overspill at peak times) and is likely to lead to more aggressive behaviours with less tolerance towards other users.</p>

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		<p>The Quick Win measures include raised carriageways/continuous footways on Mark Lane at its junctions with Fenchurch Street and Great Tower Street, and on Blackfriars Lane at its junction with Queen Victoria Street, and introducing advisory cycle lanes on Fetter Lane, New Fetter Lane and Aldersgate Street.</p>	
2. Scope and exclusions	N/A	<p>To introduce improvements to the cycle route running from Queen Street, King Street, Gresham Street, Wood Street, Fore Street and Moor Lane, and to introduce Quick Wins on Mark Lane, Blackfriars Lane, Fetter Lane, New Fetter Lane and Aldersgate Street.</p> <p>Only sections with known deficiencies or stakeholder feedback are included.</p> <p>The section of Moor Lane between Ropemaker Street and Chiswell Street is excluded. This is because the London Borough of Islington is investigating other measures which may require additional change.</p> <p>The Queen Street/Upper Thames Street junction is excluded as this is under the control of TfL and the opportunity for change is limited.</p>	

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Project Planning			
3. Programme and key dates	N/A	<p>Delivery is expected to be completed by March 2020.</p> <p>Dec 19 Detailed Design complete / procure materials Jan 20 Construction Starts Mar 20 Construction Completed Mar 20 Signals work Dec 20 G6 Outcome Report</p>	<p>Delivery is expected to be completed by July 2020.</p> <p>Dec 19 Detailed Design complete / procure materials / funding strategy Dec 19 Utility Estimates Feb 20 Issues report (if required) Mar 20 Construction Starts July 20 Construction Completed Feb 21 G6 Outcome Report</p>
4. Risk implications	None	<p>Overall project option risk: Low</p> <p>1. Work cost estimates may change following completion of detailed design. However, if additional funding is required, it is likely that TfL will fund this but if they don't, design alterations could be made to reduce costs without affecting the overall outcome of the project.</p> <p>2. Objections to the Traffic Order Consultation. Although this is</p>	<p>Overall project option risk: High</p> <p>1. Work cost significantly exceeds available budget due to the high costs involved in achieving a difference in levels for the segregated cycleway. This high additional cost is unlikely to be agreed by TfL.</p> <p>2. Lowering of the space to form the cycleway could lead to additional unknown conditions, potentially increasing costs and timescale to resolve. There is a</p>

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		<p>likely, the impacts, if necessary, can be managed through minor amendments or other options without affecting the overall project. It is therefore recommended that resolution of this is delegated to the Director of the Built Environment in consultation with the Chairman/Deputy Chairman of the Streets & Walkways Sub-Committee.</p> <p>3. The confirmed TfL funding is time restricted and therefore the allocation must be utilised within the financial year or funding may be lost.</p> <p>4. TfL's ability to deliver the traffic signals work this financial year may slip due to other priorities or circumstances beyond the City's control.</p> <p>Further information available within the Risk Register (Appendix 5).</p>	<p>high risk that this option would not be completed by 31 March 2020.</p> <p>3. Objections to the Traffic Order Consultation. Although this is likely, the impacts, if necessary, can be managed through minor amendments or other options without affecting the overall project. It is therefore recommended that resolution of this is delegated to the Director of the Built Environment in consultation with the Chairman/Deputy Chairman of the Streets & Walkways Sub-Committee.</p> <p>4. The confirmed TfL funding is time restricted and therefore the allocation must be utilised within the financial year or funding may be lost.</p> <p>5. TfL's ability to deliver the traffic signals work may slip due to</p>
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			other priorities or circumstances beyond the City's control.
5. Stakeholders and consultees	TfL	TfL Committee Local occupiers Statutory Consultees Highways Team Open Spaces Team City Public Realm The Barbican Estate Ward Members	Throughout the life of the project At Project Gateways Consultation Consultation Throughout the life of the project Consultation Consultation Consultation Consultation
6. Benefits of option		<ul style="list-style-type: none"> Improved safety for cyclists, pedestrians and others along the route Pedestrians will feel safer with a clearer route intended to cyclists Design of shared spaces allows flexible use and encourages more considerate cycling Raised carriageways are likely to reduce motor vehicle speeds and therefore the risk of a collision 	<ul style="list-style-type: none"> Improved safety for cyclists, pedestrians and others along the route Pedestrians will feel safer with clearly defined segregated areas for cyclists Raised carriageways are likely to reduce motor vehicle speeds and therefore the risk of a collision Reduces congestion and parking at inconsiderate locations Improves air quality

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		<ul style="list-style-type: none"> • Affordable with confirmed TfL funding • Reduces congestion and parking at inconsiderate locations • Improves air quality 	
7. Disbenefits of option		<p>Reduced areas for loading or servicing for local occupiers.</p>	<p>Reduced areas for loading or servicing for local occupiers.</p> <p>Fully segregated cycle ways provide less flexibility for use by others such as the ability for pedestrians to spill into the cycle lane.</p> <p>Cyclists are likely to travel faster on the segregated sections of cycle way.</p> <p>Some cyclists may be more aggressive to pedestrians who encroach onto the cycle way.</p> <p>TfL unlikely to fund the full costs and therefore an alternative funding source would be required.</p>

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			Unlikely to be deliverable within this financial year therefore potentially losing out on the TfL funding grant.
Resource Implications			
8. Total estimated cost	0	Total estimated cost £680k	£1.2m
9. Funding strategy	N/A	Funding to deliver this option will be through the grant provided by TfL.	Funding to deliver this option will be through a grant provided by TfL and other sources (currently unidentified).
10. Investment appraisal	Not applicable		
11. Estimated capital value/return	Not applicable		
12. Ongoing revenue implications	None	Will be covered through business as usual activities such as routine maintenance of the highway.	
13. Affordability	N/A	This option is affordable. The grant of £880k from TfL is sufficient to deliver this option.	This option is unaffordable. TfL is unlikely to fund the significant additional cost (in the region of £600k) and therefore an alternative

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			funding source will need to be identified and agreed.
14. Legal implications	None	Both options will require traffic orders to be made to introduce new loading restrictions on King Street, Queen Street, Wood Street, Moor Lane and Silk Street, and a new loading bay on Trump Street. Any objections arising from this require resolution.	
15. Corporate property implications	None.		
16. Traffic implications	None	<p>These options have minimal impact on traffic capacity. The loading/parking restrictions will reduce congestion/improve traffic movement.</p> <p>To deliver the measures, local road closures and diversion will be required but will be co-ordinated and managed to keep disruption to a minimal.</p>	
17. Sustainability and energy implications	Cycling is an environmentally friendly form of transport with huge health benefits. As such it contributes significantly to improving air quality.		
18. IS implications	None		

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19. Equality Impact Assessment	N/A	Test of Relevance showed a full equality impact assessment was not necessary as there were no adverse impacts to protected characteristics.	
20. Data Protection Impact Assessment	N/A		
21. Recommendation	Not recommended	Recommended	Not recommended

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Table 1 - Spend to date

Spend to Date - 16800416 - City Cycleways Phase 1			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	60,000	2,421	57,579
Open Spaces Staff Costs	5,000	-	5,000
P&T Staff Costs	42,000	24,114	17,886
P&T Fees	30,000	17,635	12,365
TOTAL	137,000	44,170	92,830

Table 2 - Revised Phase 1 Budget

Total Estimated Cost - City Cycleways Phase 1			
Description	Approved Budget (£)	Budget Adjustments (£)	Revised Budget (£)
Staff Cost	£107,000	(1,000)	£106,000
Fees	£30,000	£23,000	£53,000
Works	£0	£521,000	£521,000
TOTAL	137,000	543,000	680,000

Table 3 - Phase 2 Budget

Revised Budget - 16800417 - City Cycleways Phase 2			
Description	Revised Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	5,000	-	5,000
P&T Staff Costs	40,000	15,679	24,321
P&T Fees	70,000	-	70,000
TOTAL	115,000	15,679	99,321

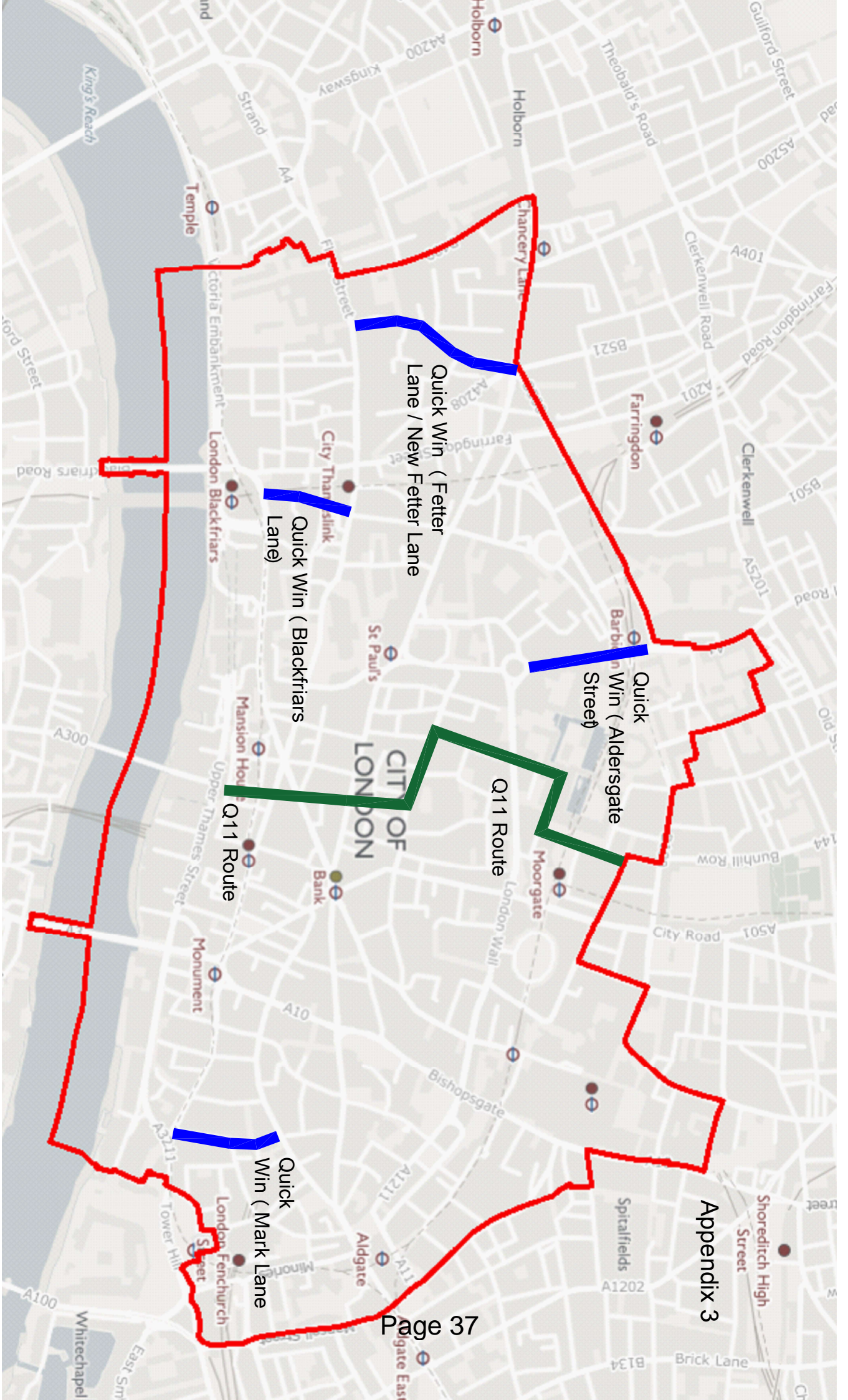
Table 4 - Phase 3 Budget

Revised Budget - 16800418 - City Cycleways Phase 3			
Description	Revised Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	5,000	-	5,000
P&T Staff Costs	20,000	14,916	5,084
P&T Fees	60,000	-	60,000
TOTAL	85,000	14,916	70,084

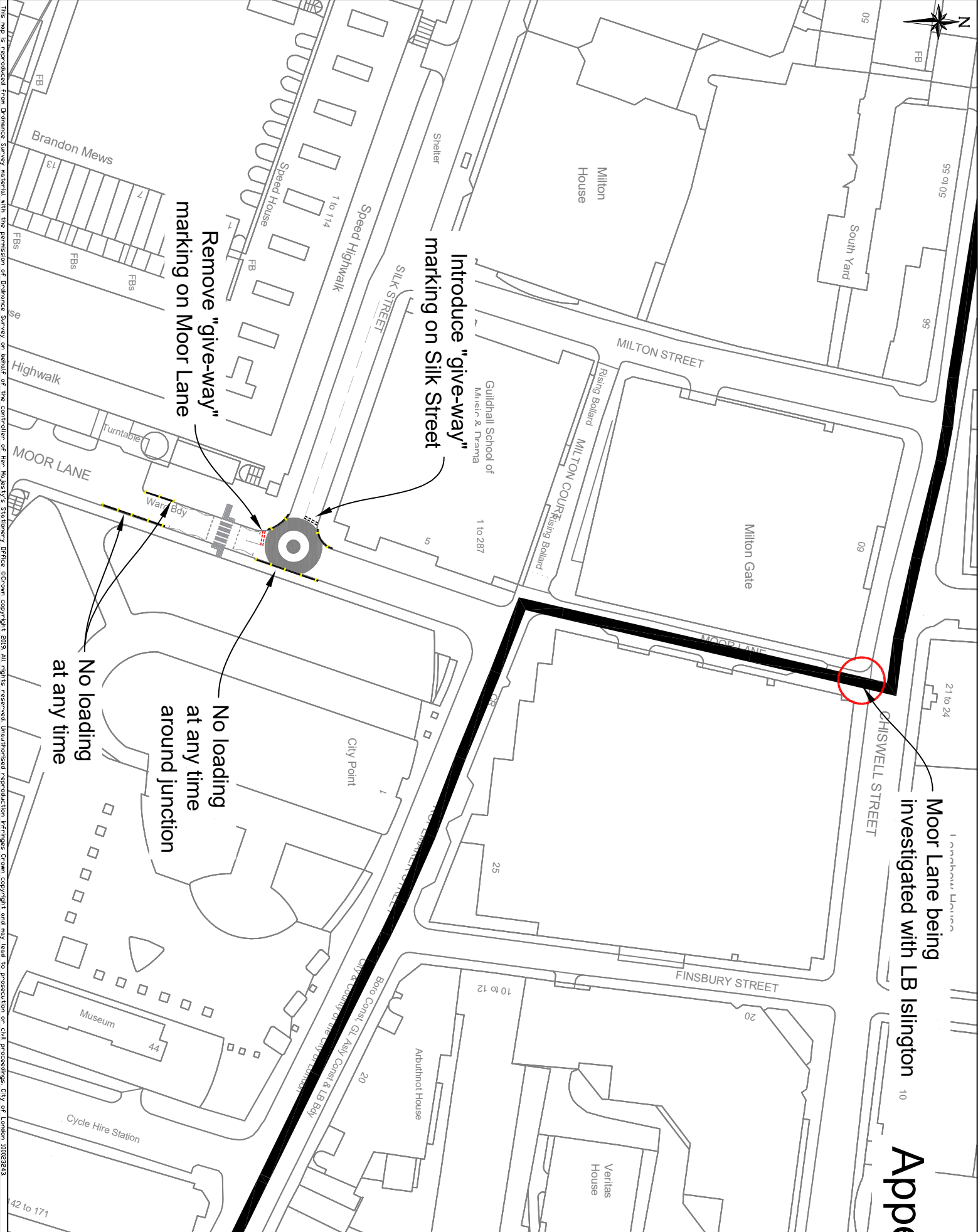
Table 5 - Funding source

Funding Source		(£)
TFL - Cycleways	FY2019/20	880,000

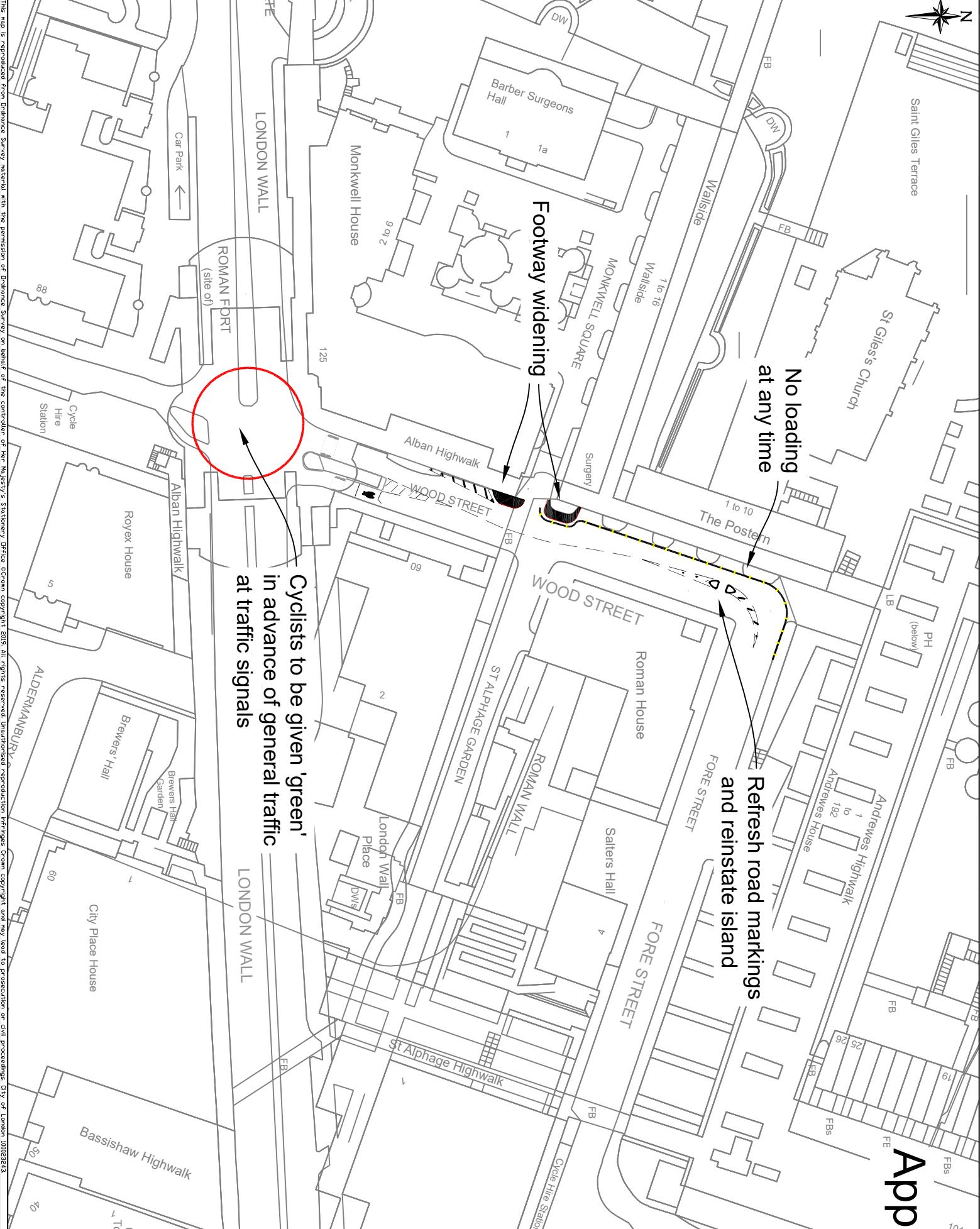
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Moor Lane being investigated with LB Islington 10



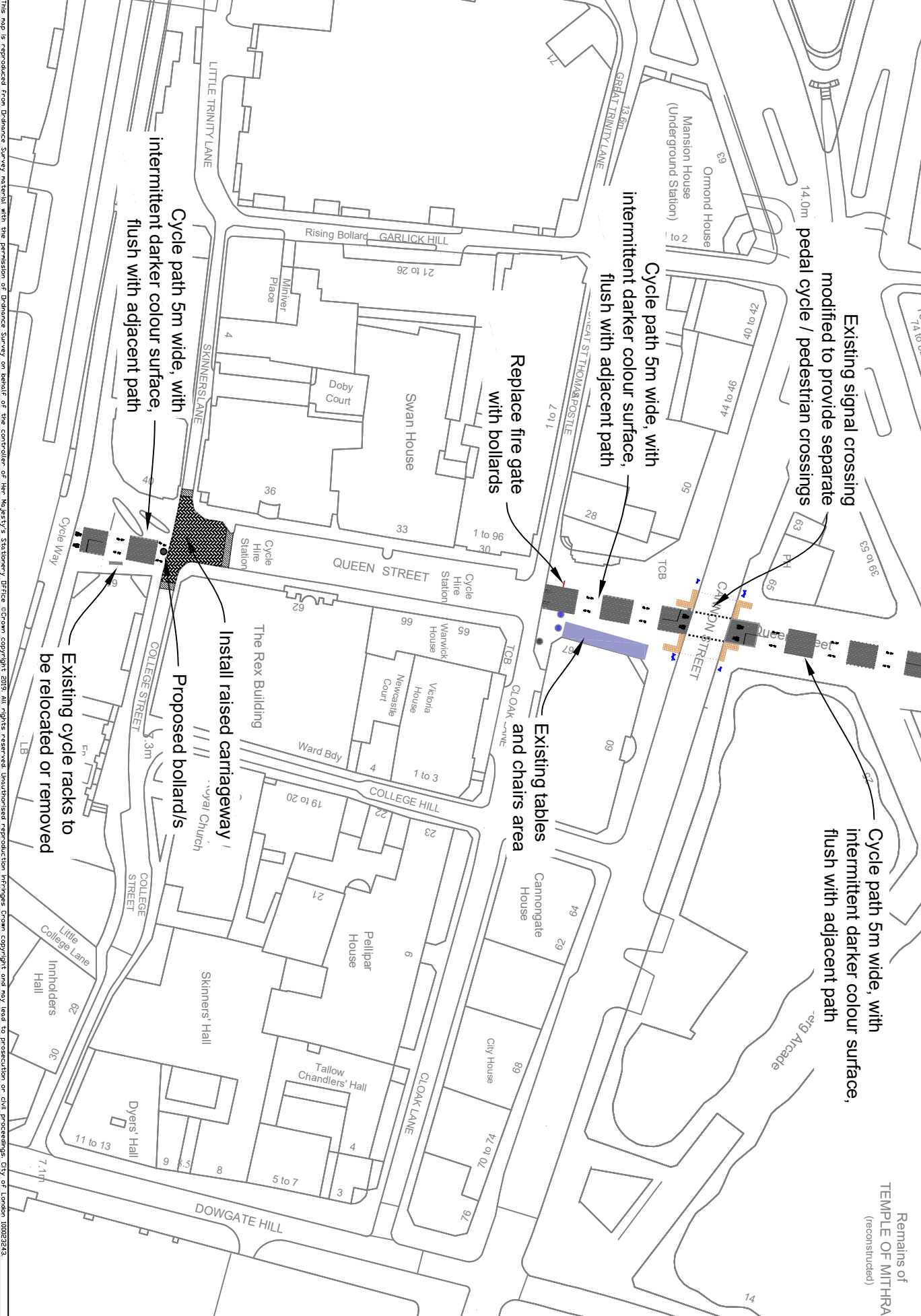
Appendix 4

Project			
City Cycleway Programme Phase 1 (Wood Street)			
011			
NTS	Design Review	NTS	Aug 2019
AC	AC	AC	SL
DEPARTMENT OF THE City of London Corporation P.O. Box 270 London EC2P 2EU 020 7332 1710			
CITY OF LONDON			
CCW-P1-QW11-PR001			



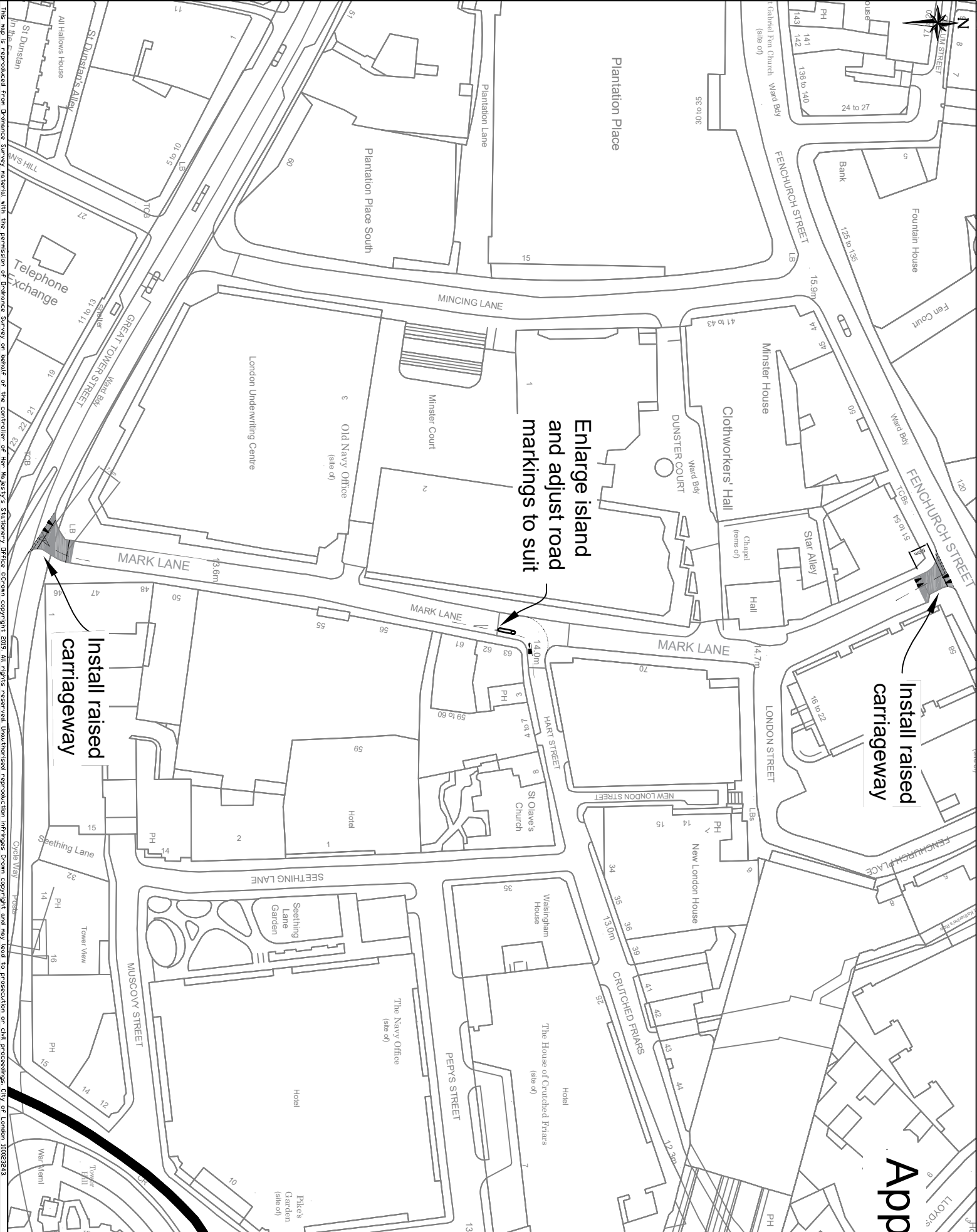


Appendix 4



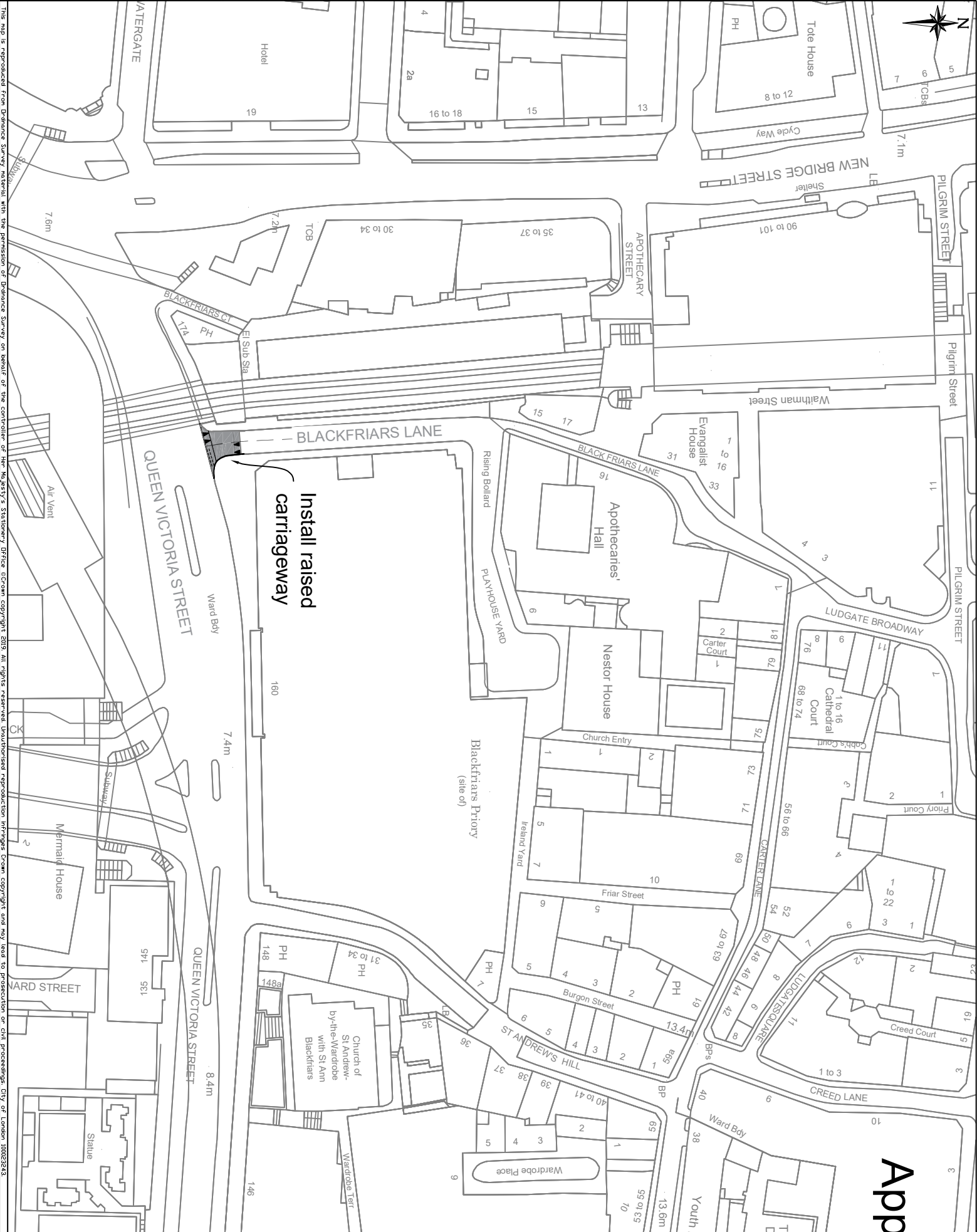
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Project			
City of London Corporation			
Phase 1 (Cannon St & Queen St)			
C11 (Option 2)			
Drawing Title			
Drawn	Checked	Drawn	Checked
NTS	A3	Aug 2019	SL
AC	AC		
DEPARTMENT OF THE CITY OF LONDON CORPORATION			
P.O. Box 270			
London EC2P 2EU			
020 7323 1710			
CITY OF LONDON			
CCW-P1-QW11-PR001			



Appendix 4

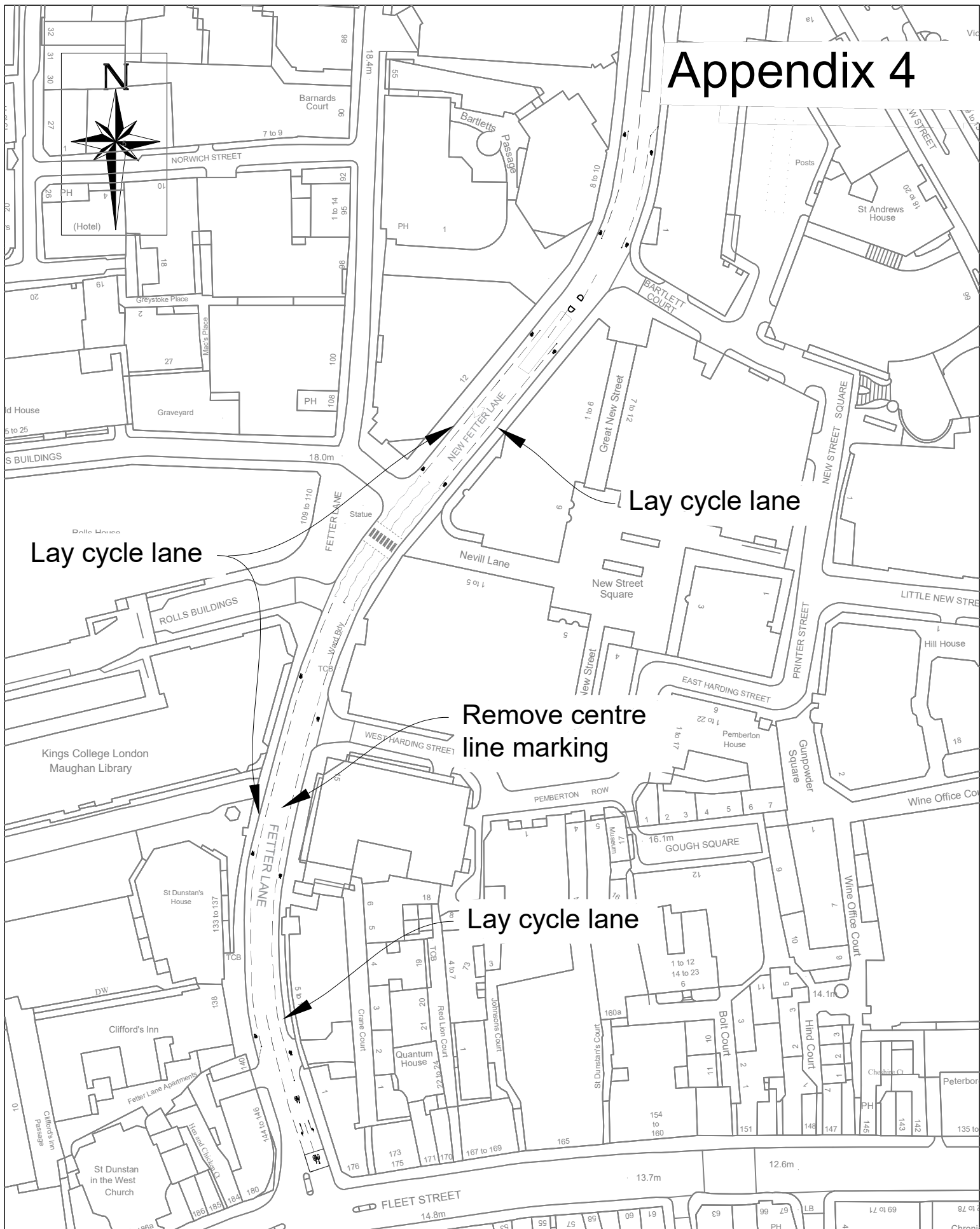
Project			
City Cycleway Programme			
Phase 1 (Mark Lane Full Length)			
Quick Wins (Option 2)			
NTS	Design Approval	Drawn	Date
AC	A3	Aug 2019	
AC	AC	Approved	SL
CCW-P1-QW11-PR001			
DEPARTMENT OF THE City of London Corporation			
P.O. Box 270			
London EC2P 2EU			
020 7332 1710			
LONDON			



Appendix 4

Project			
City Cycleway Programme Phase 1 (Blackfriars Lane)			
Quick Wins (Option 2)			
Drawing Title (Rev)			
Drawn	Checked	Drawn	Approved
NTS	A3	Aug 2019	SL
AC	AC		
DEPARTMENT OF THE City of London Corporation P.O. Box 270 London EC2P 2EU 020 7332 1710			
CITY OF LONDON			
CCW-P1-QW11-P-001			

Appendix 4



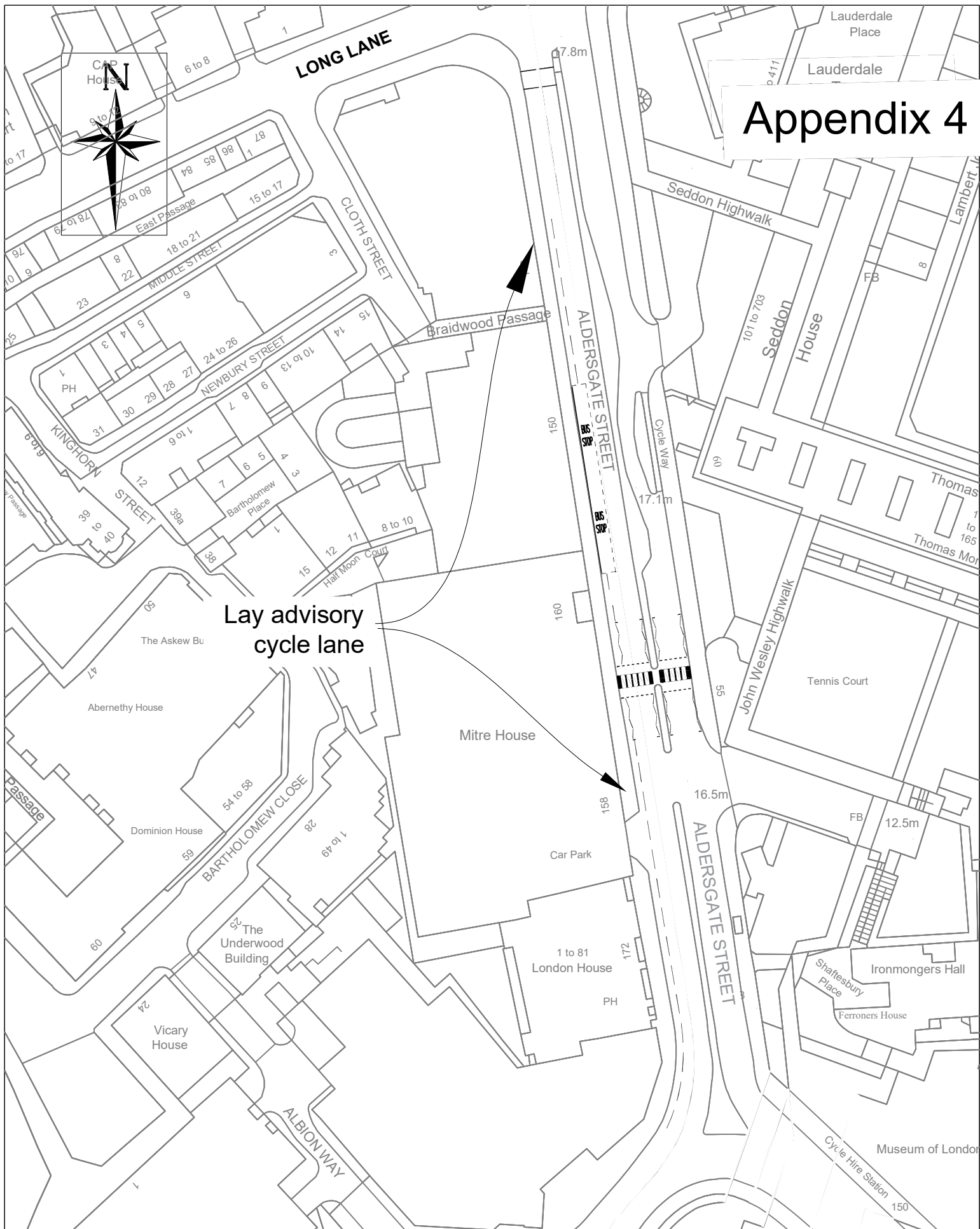
City Cycleways Programme Phase 1 (Fetter Lane & New Fetter Lane)

Quick Wins (Option 2)

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Appendix 4

City Cycleways Programme Phase 1 (Aldersgate Street)

Quick Wins (Option 2)

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London EC2P 2EJ
020 7332 1710

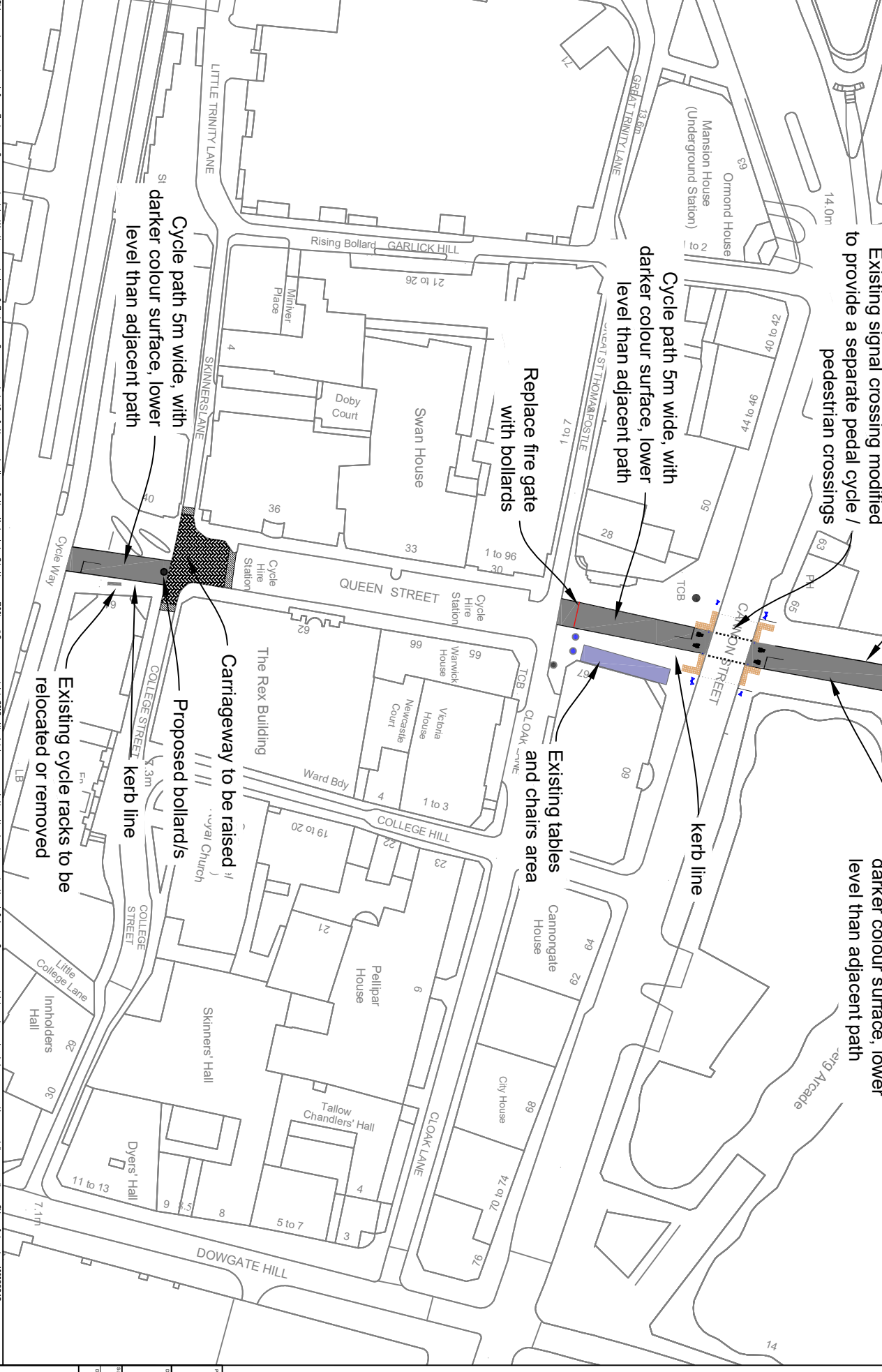



CITY
OF
LONDON



Appendix 5

Remains of
TEMPLE OF MITHRA
(reconstructed)



Project			
City Cycleway Programme			
Phase 1 (Cannon St & Queen St)			
01/09/2019			
C011 (Option 3)			
Drawn	NTS	Checked	A3
Drawn	AC	Checked	AC
Date	Aug 2019	Approved	SL
CCW-P1-QW11-P-R001			
DEPARTMENT OF THE City of London Corporation PO Box 270 London EC2P 2EU 020 7332 1710			
 CITY OF LONDON			

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Project Coversheet

[1] Ownership & Status

UPI: 12077

Core Project Name: City Cycleway Programme - Phase 1 (Q11 Improvements & Other Quick Wins)

Programme Affiliation: N/A

Project Manager: Clive Whittle

Definition of need: Cycling forms a very important component of the City's Transport Strategy. This is because cycling is environmentally friendly with huge health benefits. However, there are many barriers to people who choose or would like to cycle, including safety and poor infrastructure.

Safety and air quality are Red and Amber corporate risks respectively. This project would therefore help to reduce these risks.

Key measures of success:

- Measures have been implemented by 31 March 2020 and to budget.
- A reduction in the number of complaints from people who walk or cycle.
- Measures have been implemented by 31 March 2020 and to budget;
- A reduction in the number of complaints from people who walk or cycle.
- More people cycling
- Contributes to addressing the Corporate Road Safety (CR20) and Air Quality (CR21) risks
- Contributes to the delivery of the Transport Strategy

Expected timeframe for the project delivery: March 2020.

Key Milestones:

Gateway 5 Authority to Start Work – Oct 2019

Construction – Jan 2020 – March 2020

Gateway 6 Outcome report – Dec 2020

Are we on track for completing the project against the expected timeframe for project delivery? Yes (as per G2 report)

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

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<p>Since Project Briefing</p> <p>G2 report:</p> <ul style="list-style-type: none"> • Total Estimated Cost (excluding risk) • Costed Risk Against Project <p>Scope/Design Change and Impact</p>	<p>£580K</p> <p>0</p> <p>None</p>
<p>Since Project Proposal</p> <p>G2 report (PSC Approval 20 July 2016):</p> <ul style="list-style-type: none"> • Total Estimated Cost (excluding risk) • Resources to reach next Gateway (excluding risk) • Spend to date • Costed Risk Against Project • CRP Requested • CRP Drawn Down • Estimated Delivery <p>Scope/Design Change and Impact</p> <ul style="list-style-type: none"> • Measures on Wood Street and the raised table at the southern end of Queen Street 	<p>£680K</p> <p>£636K</p> <p>£44,170</p> <p>£0</p> <p>N/A</p> <p>N/A</p> <p>March 2020</p> <p>£92K</p>
<p>Total anticipated on-going commitment post-delivery [£]:£0</p> <p>Programme Affiliation [£]:N/A</p>	

City of London: Projects Procedure Corporate Risks RegisterProject name: *City Cycleway Programme (Phase 1 & Q wins)*Unique project identifier: *12077*Total est cost (exc risk) *£680000*

PM's overall risk rating

Medium
5.5
5.8
0
3
1

Avg risk pre-mitigation

Avg risk post-mitigation

Red risks (open)

Amber risks (open)

Green risks (open)

Corporate Risk Matrix score table

	Minor impact	Serious impact	Major impact	Extreme impact
Likely	4	8	16	32
Possible	3	6	12	24
Unlikely	2	4	8	16
Rare	1	2	4	8

Costed risks identified (All)

£320,000.00	47%
£320,000.00	47%
£68,000.00	10%
£0.00	0%

Costed risk as % of total estimated cost of project

" "

Costed risk pre-mitigation (open)

Costed risk post-mitigation (open)

" "

Costed Risk Provision requested

CRP as % of total estimated cost of project

- (1) Compliance/Regulatory
- (2) Financial
- (3) Reputation
- (4) Contractual/Partnership
- (5) H&S/Wellbeing
- (6) Safeguarding
- (7) Innovation
- (8) Technology
- (9) Environmental
- (10) Physical

Number of Open Risks	Avg Score	Costed Impact	Red	Amber	Green
1	8.0	£10,000.00	0	1	0
2	4.0	£110,000.00	0	1	1
0	0.0	£0.00	0	0	0
1	6.0	£200,000.00	0	1	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0

Issues (open)

0

All Issues

0

Open Issues

All Issues

Extreme	Major	Serious	Minor
0	0	0	0
0	0	0	0

Cost to resolve all issues
(on completion)

£0.00

Total CRP used to date

£0.00

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Appendix 7

City of London: Projects Procedure Corporate Risks Register

Project Name:			City Cycleway Programme (Phase 1 & Q wins)				PM's overall risk rating:		Medium		CRP requested this gateway				Average unmitigated risk		5.5		Open Risks		4				
Unique project identifier:			12077				Total estimated cost (exc risk):		£ 680,000		Total CRP used to date		£ -		Average mitigated risk score		5.8		Closed Risks		0				
General risk classification																									
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed Impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigation actions	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Ownership & Action	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Comment(s)
R1	5	(4) Contractual/Partnership	Due to highway and network constraints, the proposal/s is unable to meet cycling level of service criteria	Departure from design standards will need to be approved. This will require staff time to resolve	Possible	Serious	6	£200,000.00	N	B – Fairly Confident	Continual engagement with the sponsor TfL on potential risks		£5,000.00	Possible	Minor	£50,000.00	3	£0.00		04/10/2019	B McVean	C Whittle			
R2	5	(2) Financial	Work costs estimates may change following completion of detailed design	Some aspects of the works may need to be redesigned, delayed or cancelled unless additional funding can be found	Possible	Serious	6	£100,000.00	N	B – Fairly Confident	Early discussion with TfL to accommodate a request for extra funding, should it be required		£0.00	Possible	Major	£10,000.00	12	£0.00		04/10/2019	B McVean	C Whittle			
R3	5	(1) Compliance/Regulatory	Consultation objection/s is/are received for the Cycleway project proposal	Delivery programme is delayed to resolve the objection	Likely	Serious	8	£10,000.00	N	B – Fairly Confident	The design proposals are fully appraised to ensure they are robust and appropriate for all street users. Engagement with objectors to resolve where possible and include design changes if possible. Resolution of objections delegated to the Director of the Built Environment in consultation with the Chairman/Deputy Chairman of the Streets & Walkways Sub Committee.		£5,000.00	Possible	Serious	£5,000.00	6	£0.00		04/10/2019	B McVean	C Whittle			
R4	5	(2) Financial		Utilities apparatus may need diverting to accommodate scheme	Unlikely	Minor	2	£10,000.00	N	B – Fairly Confident	Carry out surveys as required to determine location of any apparatus at critical locations		£2,000.00	Unlikely	Minor	£3,000.00	2	£0.00		04/10/2019	B McVean	C Whittle			

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APPENDIX 1

- KEY
- Modified kerb alignment
 - Existing Yorkstone retained
 - Existing mastic footway to be re-surfaced with Yorkstone
 - Existing carriageway to be converted to Yorkstone footway
 - Existing mastic footway retained
 - Existing carriageway to be converted to mastic footway
 - New raised table carriageway
 - Traffic island modification
 - Tactile Paving
 - Extent of highway boundary
 - New tree

Proposed closure of the left turn filter lane and converted into footway

Private layby to be converted to pedestrian space


New raised table

Informal crossing

Proposed western footway

Pedestrian crossing to be delivered by Transport for London but coordinated with the City's Puddle Dock measures

Indicative level access ramp delivered by TfL













Rev	Date	Revision detail	Drawn	Checked	Approved
Project					
Puddle Dock Improvements					
Drawing title					
Option 1 Recommended Scheme Proposal					
Scale		Original drop-size	Date		
NTS		A1	Feb 2019		
Drawn		Checked	Approved		
AC		SL	SL		
DEPARTMENT OF THE BUILT ENVIRONMENT City of London Corporation PO Box 270 Guildhall London EC2P 2EJ 020 7332 1710			 CITY OF LONDON		

Agenda Item 8



APPENDIX 2

KEY

-  Modified kerb alignment
-  Existing Yorkstone retained
-  Existing mastic footway to be re-surfaced with Yorkstone
-  Existing carriageway to be converted to Yorkstone footway
-  Existing mastic footway retained
-  Existing carriageway to be converted to mastic footway
-  New raised table carriageway
-  Traffic island modification
-  Tactile Paving
-  Extent of highway boundary
-  Option 1 kerb line
-  New tree

Proposed closure of the left turn filter lane and converted into footway

Private layby to be converted to pedestrian space

Option 2 northern footway accommodated by reducing the width of the carriageway


New raised table

Informal crossing

Proposed western footway

Pedestrian crossing to be delivered by Transport for London but coordinated with the City's Puddle Dock measures

Indicative level access ramp delivered by TfL

Rev	Date	Revision detail	Drawn	Checked	Approved
Project					
Puddle Dock Improvements					
Drawing title					
Option 2 Scheme Proposal					
Scale	Original dwg size	Date	Approval		
NTS	A1	Feb 2019			
Drawn	Checked	SL	SL		
DEPARTMENT OF THE BUILT ENVIRONMENT City of London Corporation PO Box 270 Guildhall London EC2P 2EJ 020 7332 1710			 CITY OF LONDON		

City of London: Projects Procedure Corporate Risks Register

Project name: *Puddle Dock Improvement Measures*

Unique project identifier: *11733*

Total est cost (exc risk) *£509126*

Corporate Risk Matrix score table

PM's overall risk rating	Low		Minor impact	Serious impact	Major impact	Extreme impact
Avg risk pre-mitigation	7.2	Likely	4	8	16	32
Avg risk post-mitigation	3.8	Possible	3	6	12	24
Red risks (open)	0	Unlikely	2	4	8	16
Amber risks (open)	5	Rare	1	2	4	8
Green risks (open)	0					

Costed risks identified (All)

£249,000.00	49%
£249,000.00	49%
£216,500.00	43%
£0.00	0%

Costed risk as % of total estimated cost of project

Costed risk pre-mitigation (open)

" "

Costed risk post-mitigation (open)

" "

Costed Risk Provision requested

CRP as % of total estimated cost of project

- (1) Compliance/Regulatory
- (2) Financial
- (3) Reputation
- (4) Contractual/Partnership
- (5) H&S/Wellbeing
- (6) Safeguarding
- (7) Innovation
- (8) Technology
- (9) Environmental
- (10) Physical

Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
1	6.0	£10,000.00	0	1	0
2	7.0	£209,000.00	0	2	0
1	8.0	£10,000.00	0	1	0
1	8.0	£20,000.00	0	1	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0

Issues (open)

0
0

All Issues

Open Issues

Extreme	Major	Serious	Minor
0	0	0	0
0	0	0	0

All Issues

Cost to resolve all issues (on completion)

£0.00

Total CRP used to date

£0.00

APPENDIX 3

City of London: Projects Procedure Corporate Risks Register

Project Name: Puddle Dock Improvement Measures			PM's overall risk rating: Low			CRP requested this gateway					Average unmitigated risk		7.2		Open Risks			5					
Unique project identifier: 11733			Total estimated cost (exc risk): £ 509,126			Total CRP used to date			£ -		Average mitigated		3.8		Closed Risks			0					
General risk classification											Mitigation actions												
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed Impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed Impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/Realised & moved to Issues	Comment(s)
R1	5	(1) Compliance/Regulatory	Consultation objection/s is/are received for the closure of the Puddle Dock slip road	Delivery programme is delayed to resolve the objection	Possible	Serious	6	£10,000.00	N	B – Fairly Confident	The design proposal is fully appraised to ensure they are robust and appropriate for all street users. Engagement with objectors to resolve where possible and include design changes if possible	£0.00	Unlikely	Serious	£5,000.00	4	£0.00		21/06/2019	B McVean	A Cheung		
R2	5	(2) Financial	TfL funding is time restricted and therefore the allocation must be utilised within the financial year	If funding is not used within the restricted period it may be lost	Possible	Serious	6	£185,000.00	N	B – Fairly Confident	Early engagement with stakeholders to ensure all necessary approvals are obtained to deliver the project utilising confirmed funding. Construction is expected to commence in January 2020 which should provide sufficient time to carry out the works and utilise funding	£0.00	Unlikely	Serious	£185,000.00	4	£0.00		21/06/2019	B McVean	A Cheung		
R3	5	(2) Financial	Work cost estimates may change	Budgets will need to be adjusted to accommodate differences	Likely	Serious	8	£24,000.00	N	B – Fairly Confident	Early engagement with Highway engineers to collect sufficient base data to minimise unknown costs and prepare detailed design	£0.00	Possible	Minor	£11,500.00	3	£0.00		21/06/2019	B McVean	A Cheung		
R4	5	(3) Reputation	TfL's ability to deliver the crossing and their timescales (summer 2020) may slip or be cancelled altogether due to other priorities beyond the City's control	City could receive negative comments that the scheme is incomplete.	Likely	Serious	8	£10,000.00	N	B – Fairly Confident	Regular engagement with TfL to ensure the delivery of their signalled crossing over Upper Thames Street is coordinated with the City Puddle Dock measures. Commitment assurance from TfL's senior sponsorship officers received	£0.00	Unlikely	Serious	£5,000.00	4	£0.00		21/06/2019	B McVean	A Cheung		
R5	5	(4) Contractual/Partnership	Private land owners do not consent to highway works being undertaken on their land	Certain areas would not be converted into the pedestrian space	Unlikely	Major	8	£20,000.00	N	B – Fairly Confident	Early engagement with the private land owners to resolve any potential issues and minimise delay	£0.00	Unlikely	Serious	£10,000.00	4	£0.00		14/08/2019	B McVean	A Cheung		

Project Coversheet

APPENDIX 4

[1] Ownership & Status

UPI: 11733

Core Project Name: Puddle Dock Improvement Measures

Programme Affiliation: N/A

Project Manager: Albert Cheung

Definition of need: In 2016, the Thames Tideway Project relocated Blackfriars Pier from the western side of Blackfriars Bridge to its current location opposite Puddle Dock. Pedestrian routes to and from the pier are limited to east-west movements only with no direct access into the City. This project would therefore introduce a new pedestrian route between the pier and Queen Victoria Street.

Key measures of success:

1. A pedestrian crossing is provided over Upper Thames Street;
2. A footway is implemented along Puddle Dock;
3. A pedestrian route through the Riverside Walkway is implemented;
4. Measures are implemented to improve road safety;
5. Improve the public realm.

Expected timeframe for the project delivery: June 2020.

The original delivery date was March 2018. However, since November 2017, it has been on hold mainly because it was reliant on TfL delivering the crossing over Upper Thames Street.

TfL has now confirmed that they will deliver and fund the crossing and have included this into their work programme for delivery in 2020.

Key Milestones: Gateway 5 Authority to Start Work

Are we on track for completing the project against the expected timeframe for project delivery? Yes (as per G5 report)

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

Since Project Briefing G1 report: <ul style="list-style-type: none"> Total Estimated Cost (excluding risk) Costed Risk Against Project 	
	£425 - £1.4M N/A (Pre CRP requirement)
Scope/Design Change and Impact	
	None
Since Project Proposal G2 report (PSC Approval 20 July 2016): <ul style="list-style-type: none"> Total Estimated Cost (excluding risk) 	
	£425K - £1.4M

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<ul style="list-style-type: none"> Resources to reach next Gateway (excluding risk) Spend to date Costed Risk Against Project CRP Requested CRP Drawn Down Estimated Delivery 	£175K £160K N/A (Pre CRP requirement) N/A (Pre CRP requirement) N/A (Pre CRP requirement) Early 2018
Scope/Design Change and Impact	None
Total anticipated on-going commitment post-delivery [£]:£0 Programme Affiliation [£]:N/A	

Appendix 5 Puddle Dock Finance Tables

Table 1: Expenditure to date - Puddle Dock Improvements - 16800354			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	5,500	7,642	(2,142)
P&T Staff Costs	70,501	70,500	1
Data Collection Fees	40,000	37,860	2,140
Feasibility Fees	41,398	31,347	10,051
P&T Fees	700	677	23
Traffic Modelling	16,901	-	16,901
TOTAL	175,000	148,026	26,974

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	7,642	61,000	68,642
P&T Staff Costs	70,500	25,000	95,500
Open Spaces Staff Costs	-	3,600	3,600
Data Collection Fees	37,860	-	37,860
Feasibility Fees	31,347	-	31,347
P&T Fees	677	14,500	15,177
Traffic Modelling	-	-	-
Env Servs Works	-	247,400	247,400
Open Spaces Works	-	9,600	9,600
TOTAL	148,026	361,100	509,126

*Subject to Members Approval

Table 3: Funding Sources	
Funding Sources	Amount (£)
DBE Local Risk	422
TfL LIP FY 16/17	102,000
TfL LIP FY 17/18	35,670
TfL LIP FY 18/19	1,136
TfL LIP FY 19/20	203,853
TfL LIP FY 20/21	166,045
TOTAL	509,126

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APPENDIX 1



Photograph of the LIFFE Trader statue in its original location in Walbrook



Site Plan of proposed location in Dowgate Hill

PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 25 July 2017

Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 10.00 am

Present

Members:

Christopher Hayward (Chairman)	Paul Martinelli
Deputy Alastair Moss (Deputy Chairman)	Andrew Mayer
Randall Anderson	Deputy Brian Mooney
Alderman Sir Michael Bear	Sylvia Moys
Sir Mark Boleat	Barbara Newman
Mark Bostock	Graham Packham
Deputy Keith Bottomley	Deputy Henry Pollard
Henry Colthurst	Jason Pritchard
Marianne Fredericks	James de Saumarez
Graeme Harrower	William Upton
Deputy Jamie Ingham Clark	

Officers:

Amanda Thompson	-	Town Clerk's Department
Jennifer Ogunleye	-	Town Clerk's Department
Alison Hurley	-	Assistant Director Corporate Property Facilities Management
Carolyn Dwyer	-	Director of Built Environment
Annie Hampson	-	Department of the Built Environment
Paul Beckett	-	Department of the Built Environment
Paul Monaghan	-	Department of the Built Environment
Iain Simmons	-	Department of the Built Environment
Peter Young	-	City Surveyor's Department
Simon Glynn	-	Department of the Built Environment
Peter Shadbolt	-	Department of the Built Environment

1. APOLOGIES

Apologies for absence were received from Rehana Ameer, Emma Edhem, Christopher Hill, Alderman Robert Howard, Graeme Smith and Deputy James Thomson.

2. MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA

There were no declarations of interest.

3. **MINUTES**

RESOLVED – That the minutes of the meeting held on 4 July be approved as a correct record subject to the following amendments:

2. Minutes - 'Wind Modelling' – Eastern Cluster

The Committee requested a post construction wind modelling audit be looked into and a report brought to a future meeting.

10. Question from Sir Mark Boleat

Arising from the discussion, the proposal was put to the vote, the result of which was as follows:

6 votes in favour of a review of the existing process

11 votes against

The Chairman stated that while Members had agreed that a full review was unnecessary, there was always scope for improvement which officers should bring to Committee as and when.

4. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR.**

The Committee received a report of the Chief Planning Officer and Development Director in respect of development and advertisement applications dealt with under delegated authority.

In response to a question the CPO advised that the permission (17/00086) to relocate the Liffe Trader Statue on Dowgate Hill was granted planning permission subject to a condition that it be implemented within 3 years. It was understood that it would be installed within the next 3 months.

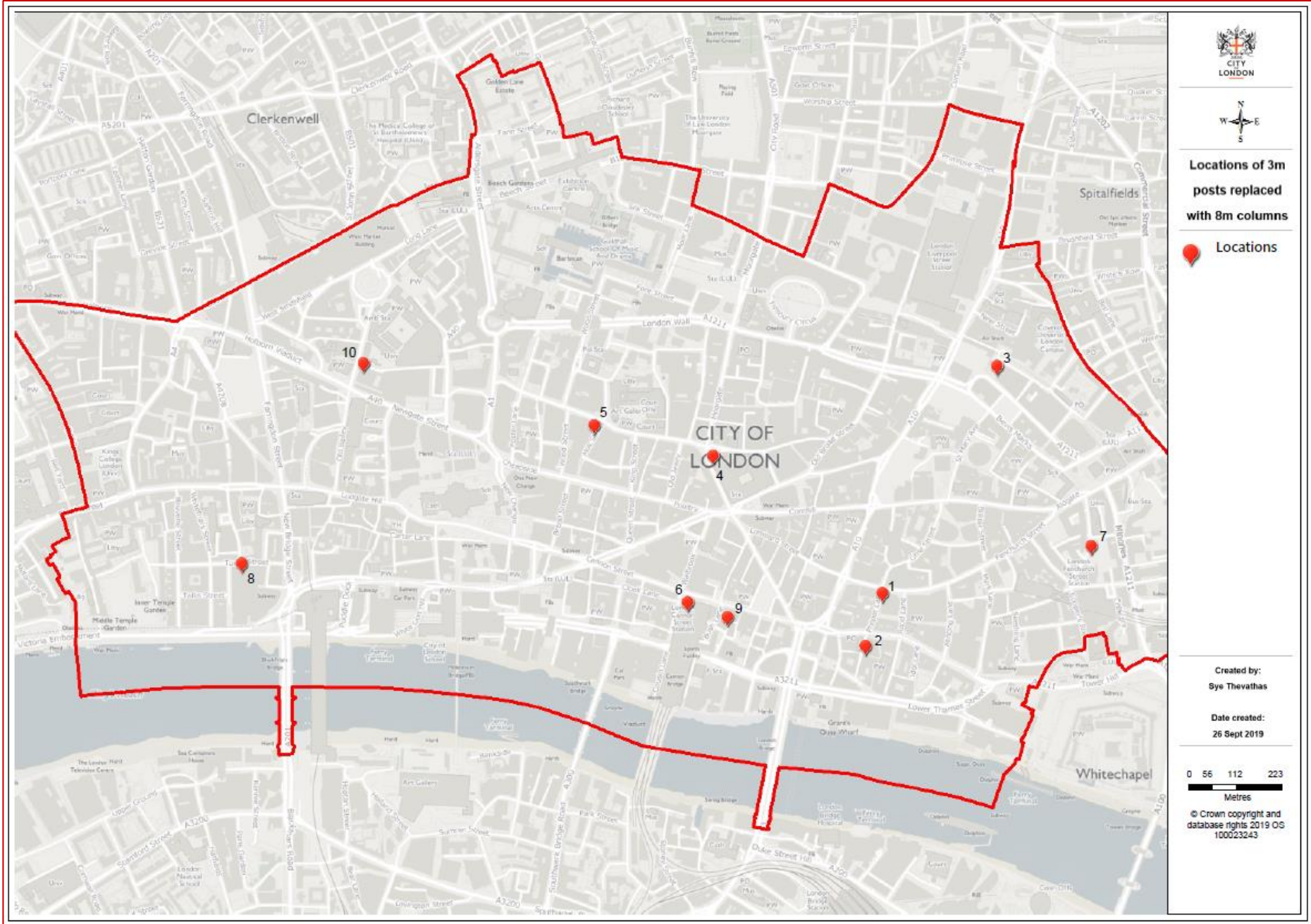
RESOLVED – That the report be noted.

5. **VALID APPLICATIONS LIST FOR COMMITTEE**

The Committee received a report of the Chief Planning Officer and Development Director which provided details of valid planning applications received by the department since the last meeting.

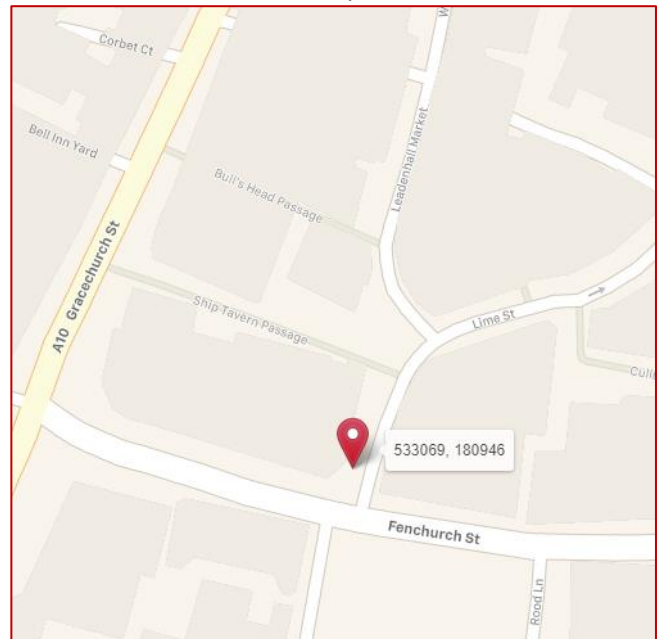
In response to a question the CPO advised that the application in respect of 191 Fleet St(17/00571) was for a new shopfront to replace the unauthorised one, following the unsuccessful appeal to retain the existing.

RESOLVED – That the report be noted

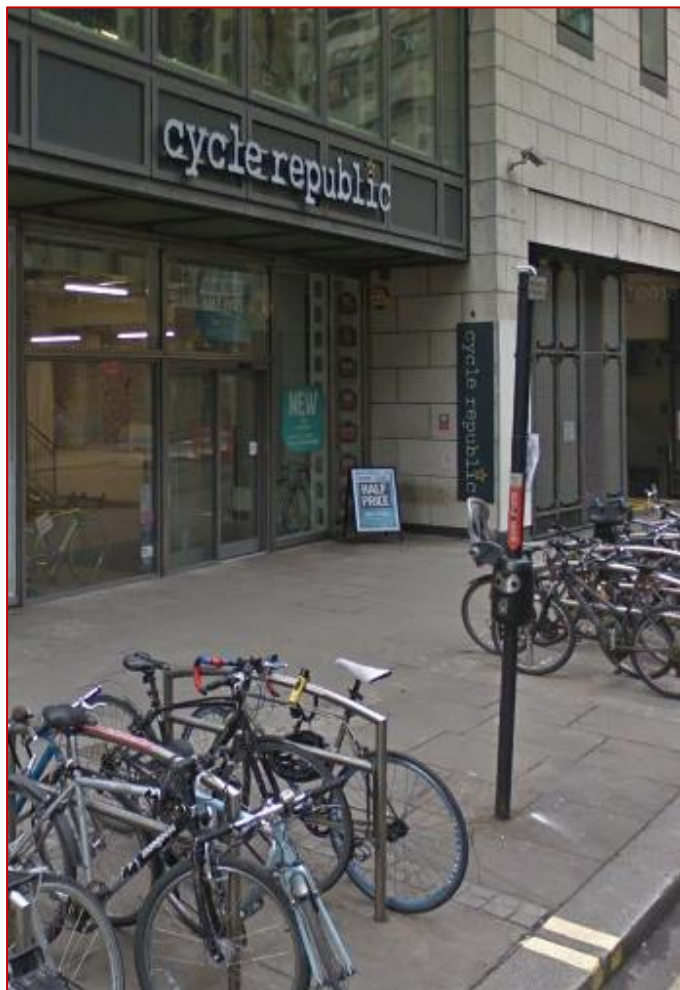


Site No.	1
Asset No.	COL4
Location	Lime Street OPP 24A
Eastings	533069
Northings	180946
Google maps	https://goo.gl/maps/ue3MBZuErSeRCNkcA
Footway clearance	5m

Map



Before

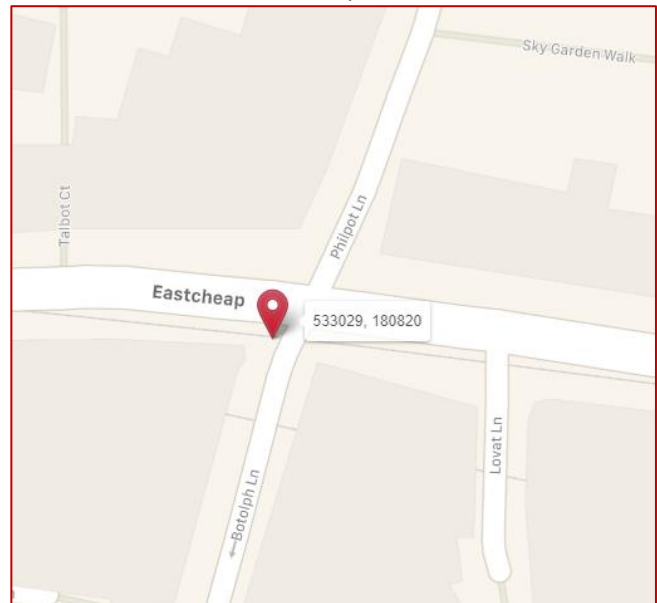


After



Site No.	2
Asset No.	072/ES1
Location	Botolph Lane junction Eastcheap
Eastings	533029
Northings	180820
Google maps	https://goo.gl/maps/yQK7AGNGwS2dH5my8
Footway clearance	2m

Map



Before

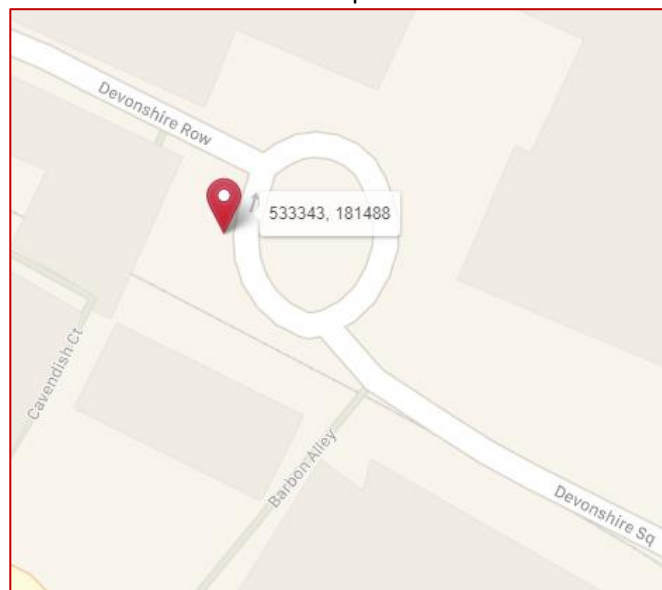


After



Site No.	3
Asset No.	COL104
Location	Devonshire Square outside No. 2
Eastings	533343
Northings	181488
Google maps	https://goo.gl/maps/LVMrxJYyhKM5DAL56
Footway clearance	3m

Map



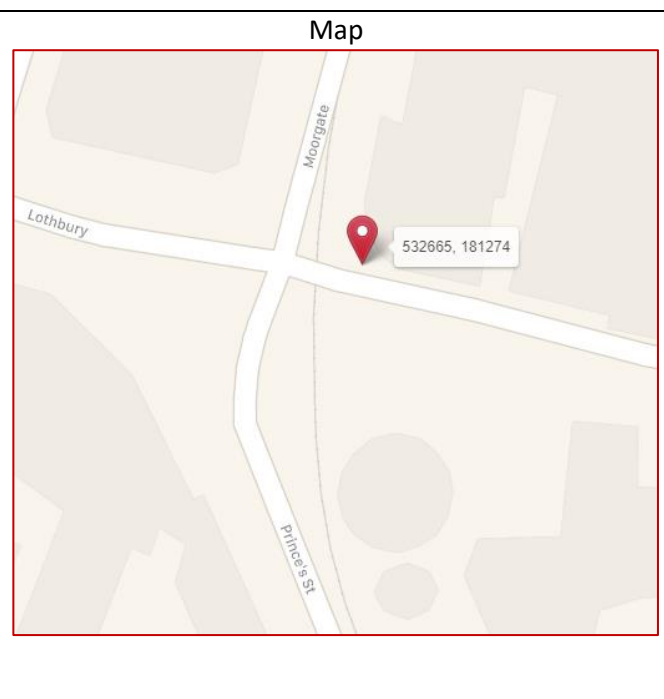
Before

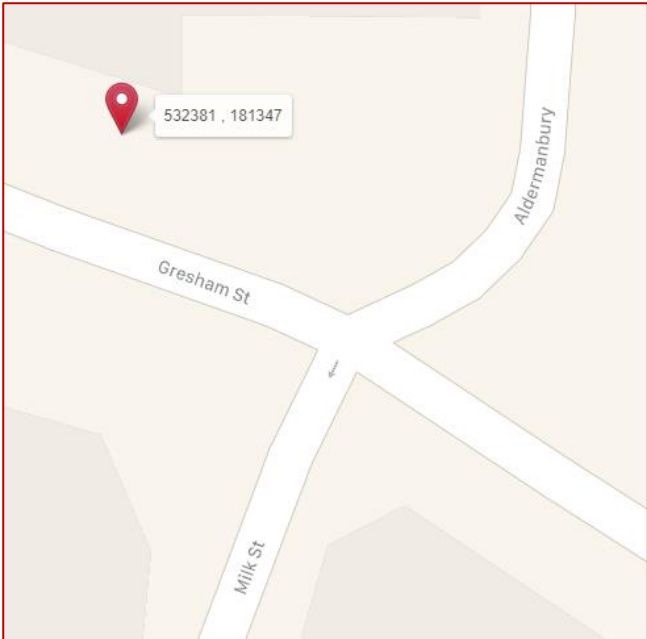




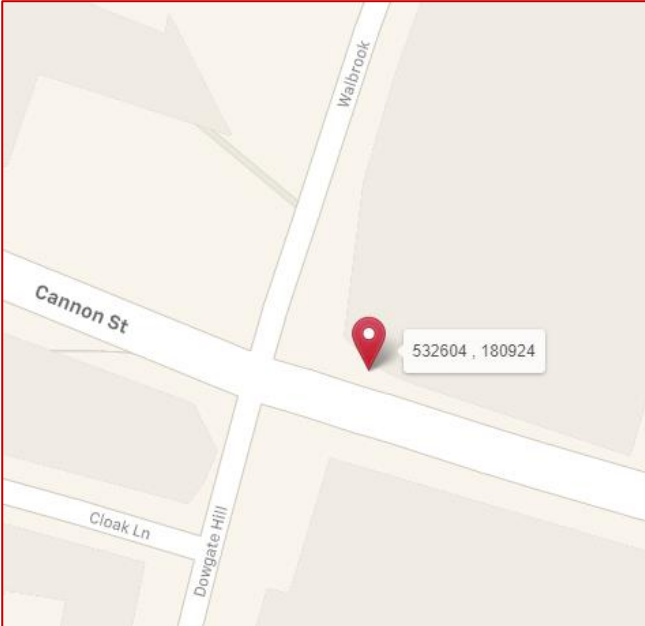
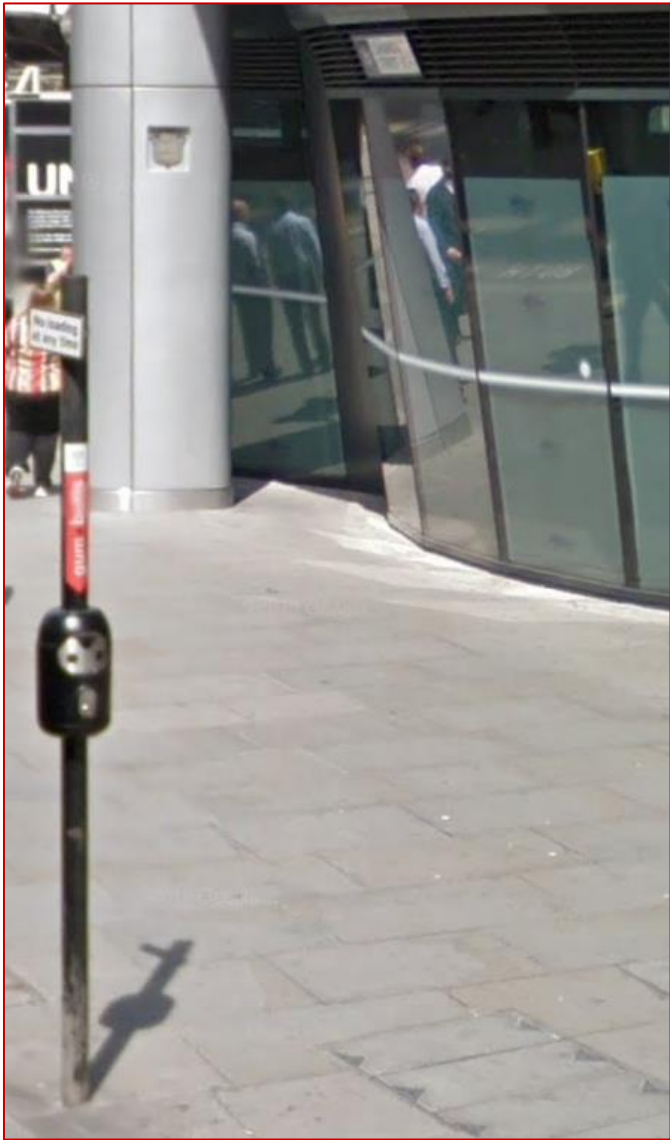

After



Site No.	4
Asset No.	COL1
Street	Lothbury OS Bank Saderat
Eastings	532665
Northings	181274
Google maps	https://goo.gl/maps/w8KR0622xUSa939F9
Footway clearance	3m

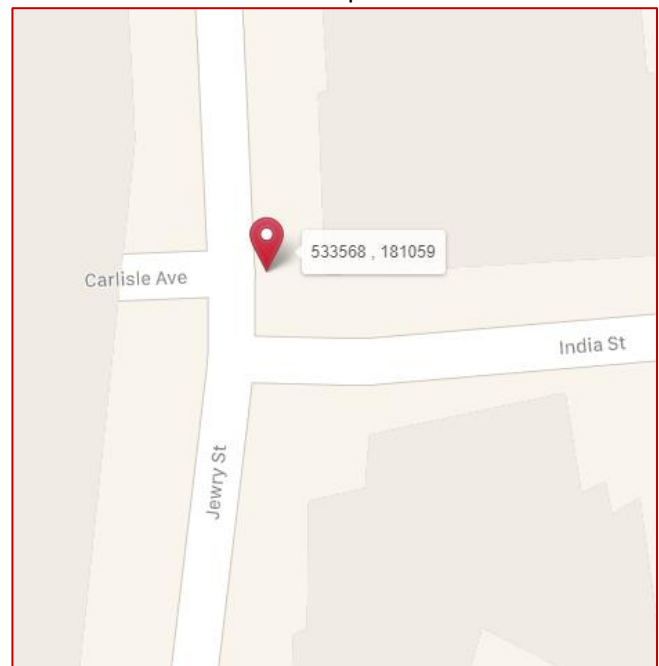


Site No.	5	<p>Map</p> 
Asset No.	COL114	
Street	Gresham Street outside no. 65	
Eastings	532381	
Northings	181347	
Google maps	https://goo.gl/maps/DBuC5HKxEBbgVxAw7	
Footway clearance	4m	
<p>Before</p> 		<p>After</p> 

Site No.	6	Map 
Asset No.	L4N19A	
Street	Cannon Street outside no. 97	
Eastings	532604	
Northings	180924	
Google maps	https://goo.gl/maps/Dsk9gmrY8RsLs7Wd6	
Footway clearance	5m	
Before		After
		

Site No.	7
Asset No.	COL105
Street	Jewry Street junction with India Street
Eastings	533568
Northings	181059
Google maps	https://goo.gl/maps/YXaMnUKyYgTpFUeE8
Footway clearance	4m

Map



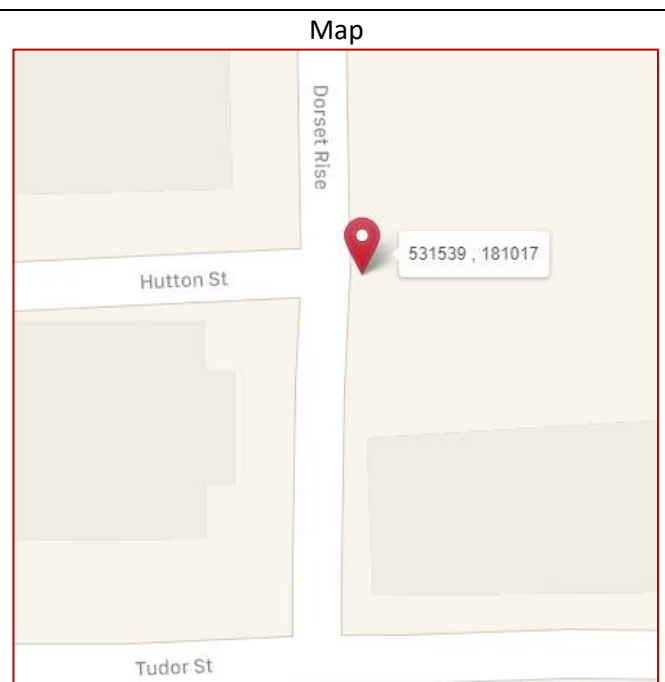
Before



After



Site No.	8
Asset No.	COL8
Street	Dorset Rise opposite Tudor Street
Eastings	531539
Northings	181017
Google maps	https://goo.gl/maps/yViGGoFkLirLfETz6
Footway clearance	1.4m



Before

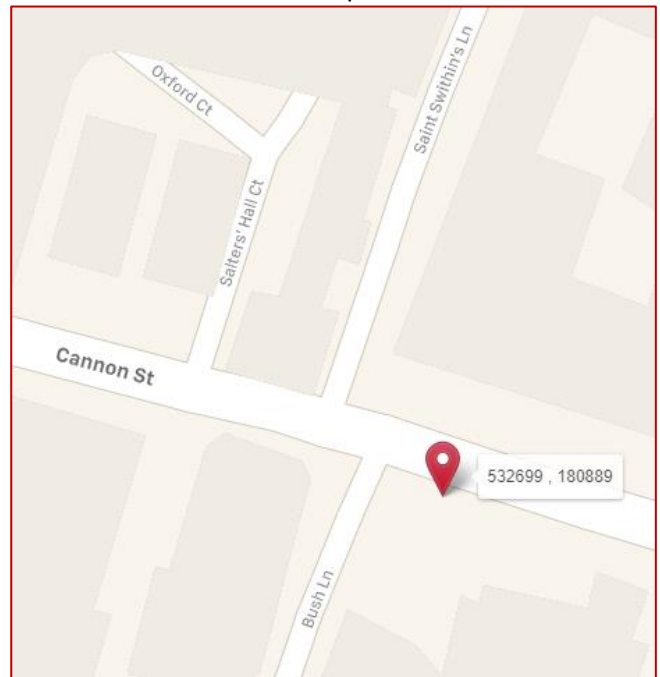


After



Site No.	9
Asset No.	BG10
Street	Cannon Street junction with Bush Lane
Eastings	532699
Northings	180889
Google maps	https://goo.gl/maps/rLkqT9Ji7ZLTtru5
Footway clearance	3m

Map

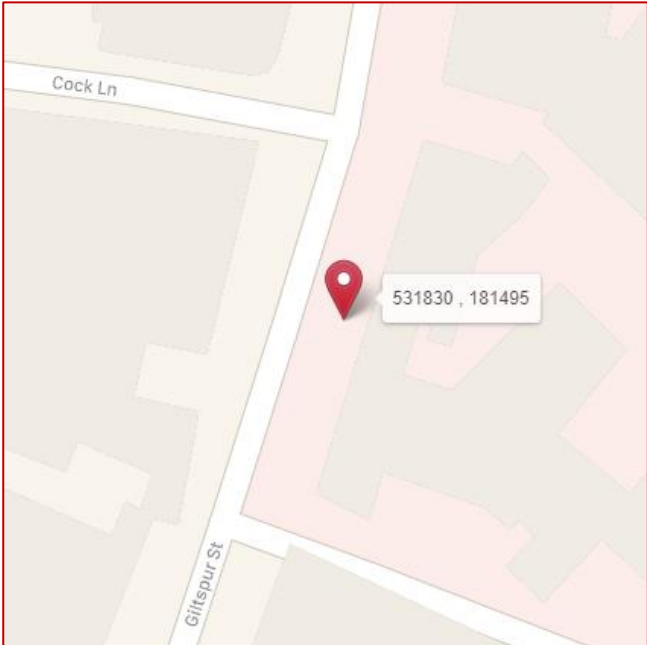

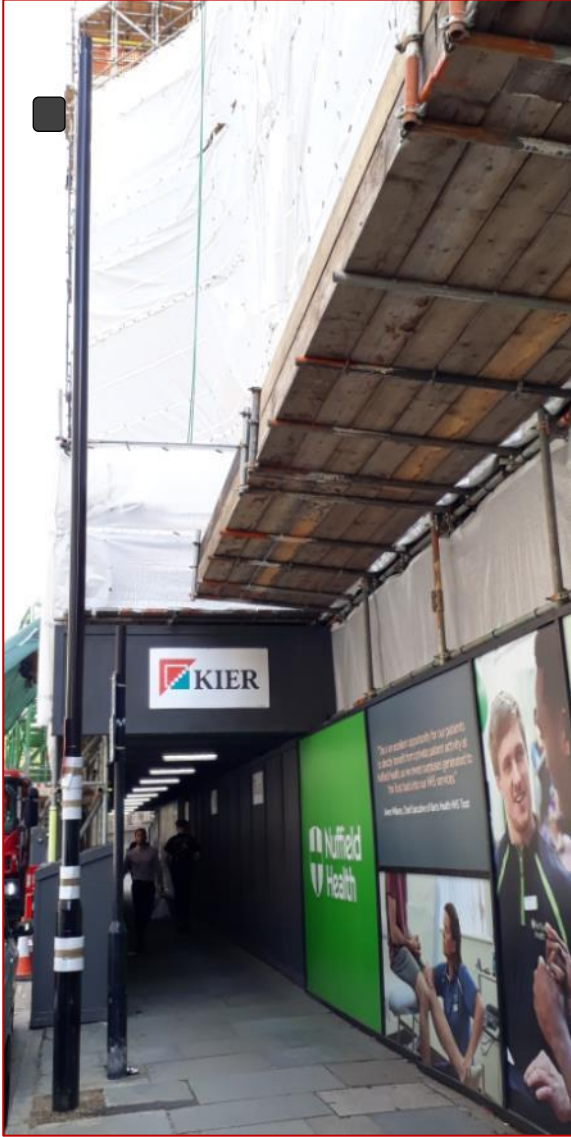


Before



After



Site No.	10	<p>Map</p> 
Asset No.	RA7	
Street	Giltspur Street by Disabled Bay DGSS3	
Eastings	531830	
Northings	181495	
Google maps	https://goo.gl/maps/FjVSTxf7ffJBtTM9	
Footway clearance	2m	
<p>Before</p> 		<p>After</p> 

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Appendix 2 - 8 metre and 3 metre column height / footprint comparison



3 metre column



3 metre column – 7 cm column width



8 metre column

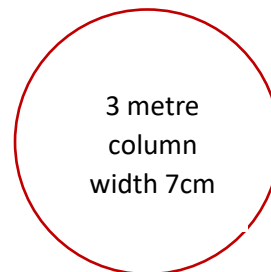
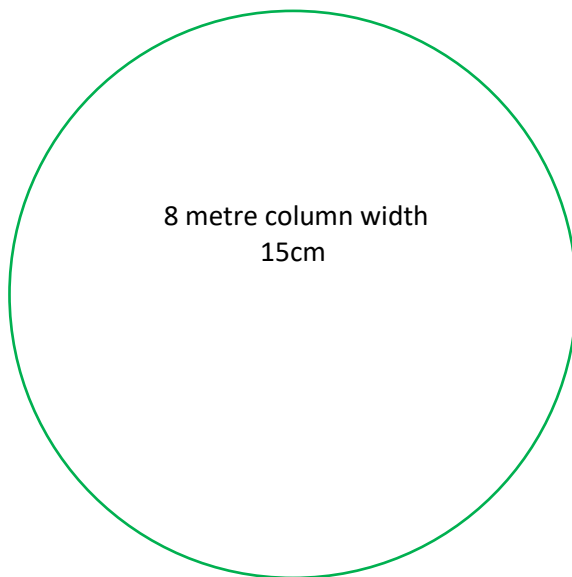


8 metre column base – 15cm

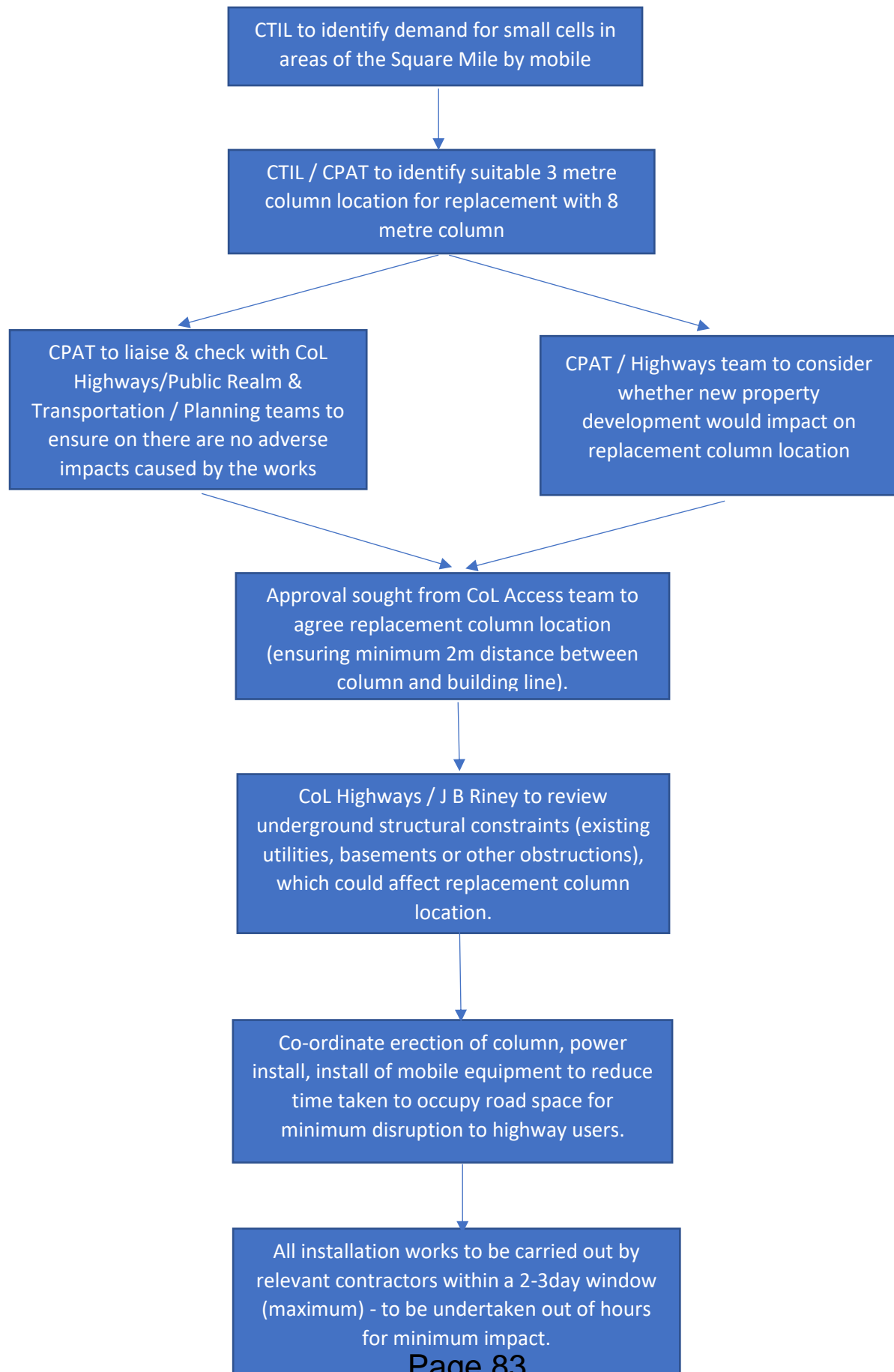


Cross section of Column/Post

*Scale ratio 1:2



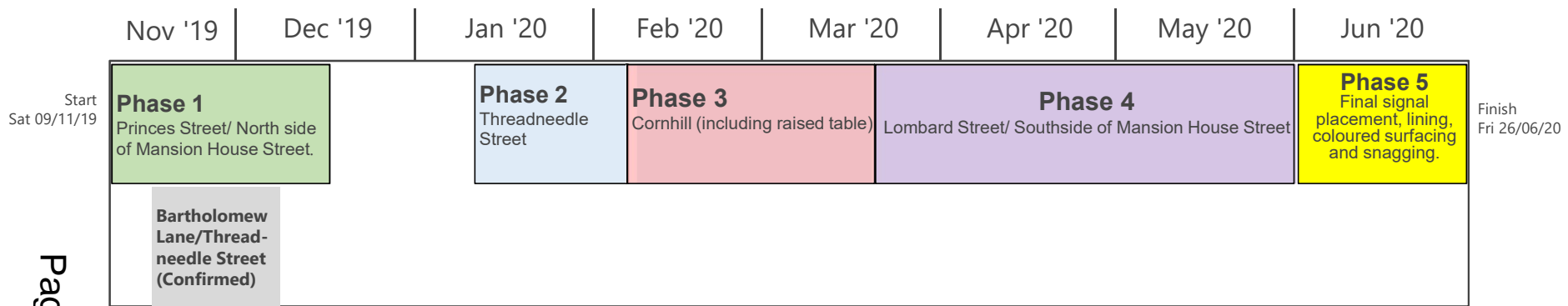
Appendix 3 - Protocol for replacing CoL 3 metre posts with 8 metre columns



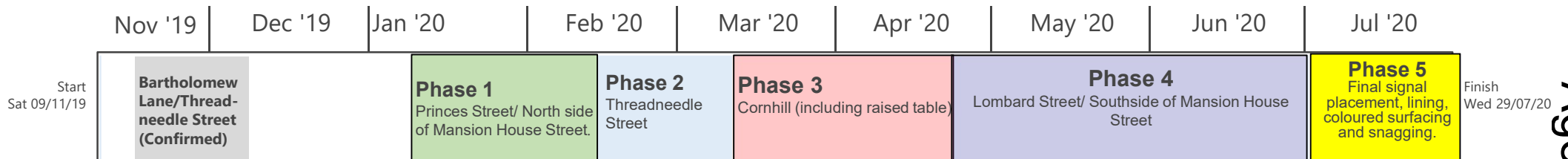
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Appendix 1: Indicative timelines for construction

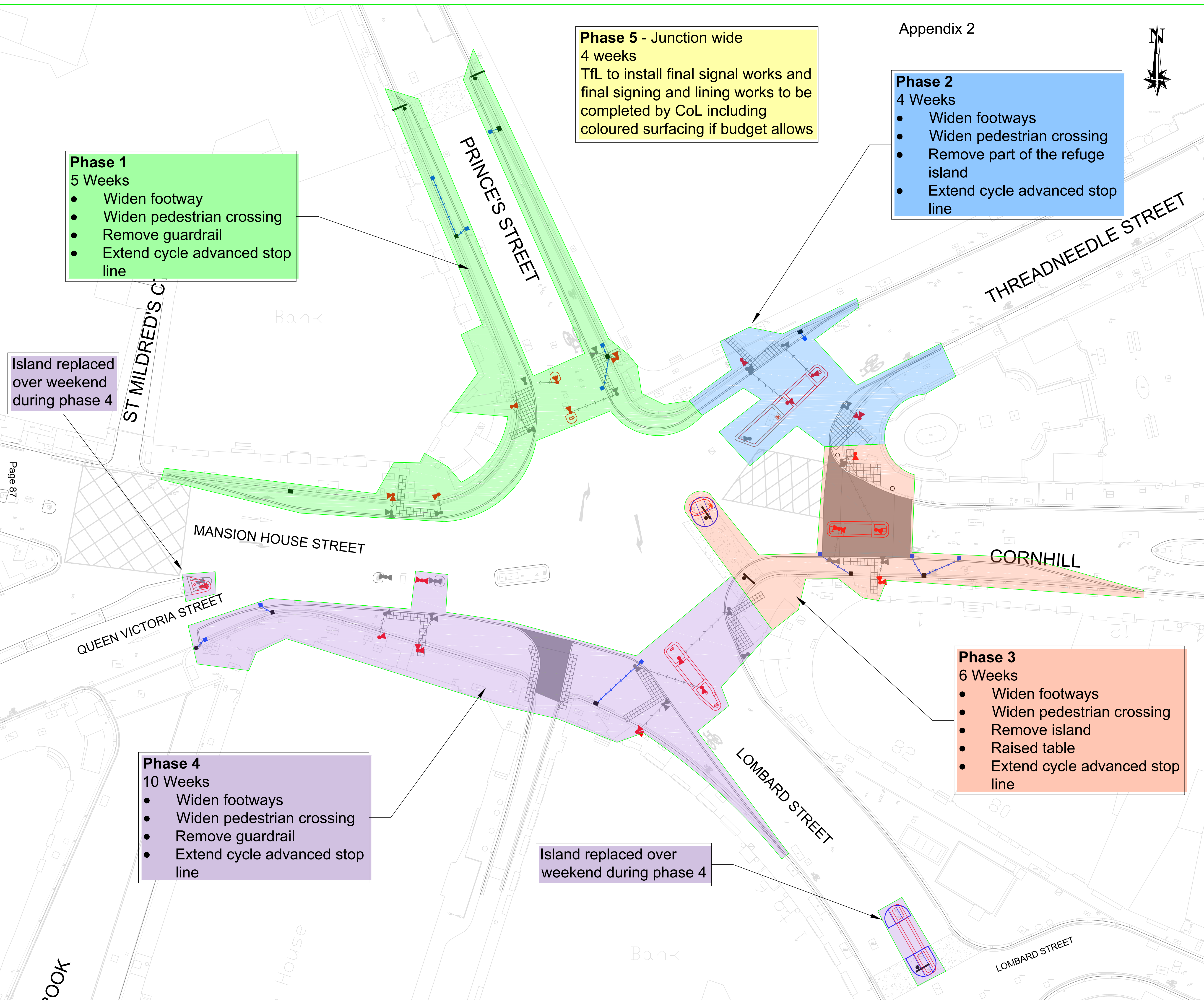
Option 1 – indicative timeline



Option 2 – indicative timeline



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Appendix 2

Key

- New kerb
- New raised feature
- Bank traffic restriction sign
- Island to be removed
- Blister tactile paving and kerb laid flush with adjacent carriageway
- Traffic island modified to new dimensions with relocated keep left bollard
- New removable Island
- Bollard
- Signal pole
- Existing CW gully grate replaced with footway grate raised to new levels
- Drainage catch pit with associated new pipe run to existing gully

NOTES

- DRAWING BASED ON TOPOGRAPHICAL SURVEY RECEIVED FROM MSL DRAWING NO. MSLD160785_01 BANK TOPO 3D_REV B
- NO INFORMATION TO BE SCALED FROM THIS DRAWING
- ALL DIMENSIONS TO BE CHECKED BY SETTING OUT MEASUREMENT PRIOR TO COMMENCEMENT OF WORKS
- CONTRACTOR TO VERIFY STATION CO-ORDINATES BEFORE SETTING OUT ON SITE. ANY DISCREPANCIES TO BE REPORTED TO THE ENGINEER
- ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE
- WORKS SHALL COMPLY WITH THE CURRENT CITY OF LONDON SPECIFICATION FOR HIGHWAY WORKS
- ALL HARD MATERIAL BROKEN OUT UNDER THE CONTRACT IS TO BE DISPOSED OF TO CONTRACTOR'S TIP
- THIS DRAWING TO BE READ IN CONJUNCTION WITH OTHERS IN THE CONSTRUCTION PACK
- ALL SIGNS AND ROAD MARKINGS TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016
- ACCESS TO BUSINESSES TO BE MAINTAINED AT ALL TIMES
- UNDERGROUND SERVICES AND STRUCTURES ARE PRESENT - NO MECHANICAL PLANT TO BE USED UNTIL RADAR INFORMATION, AND NO CAT SCANS HAVE BEEN CONSULTED AND SERVICES MARKED ON THE SITE SURFACE
- ALL TRAFFIC MANAGEMENT TO BE UNDERTAKEN IN ACCORDANCE WITH THE TRAFFIC SIGNS MANUAL CHAPTER 8
- THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY DAMAGE CAUSED TO PRIVATE ASSETS

Rev No.	Date	Description	By
Revision			

PROJECT:
**BANK JUNCTION
INTERIM PEDESTRIAN
IMPROVEMENTS**

TITLE:
PHASING PLAN

CLIENT:
**HIGHWAY DESIGN
AND CONSTRUCTION**
PART OF THE BRITISH ENVIRONMENTAL
PROTECTION FUND
LONDON
EC2P 2EJ
TEL: 020 7606 3030

DRAFT

CITY OF LONDON

Sheet: SHEET 1 of 1	THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © CROWN COPYRIGHT 2018. ALL RIGHTS RESERVED. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. CITY OF LONDON 100023243 2018.		
Date: SEPT 19	Designed by: BB	Checked by:	Scale & Drawing Size: 1:200@A1
Revision: --	Drawing No: 100/16100335/PP		

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Appendix 1: Images from Lunchtime Streets

Reimagine the street where you work without motor traffic



St Mary Axe: August 13 - 15



Chancery Lane: August 3 - 5



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OBITER

Lunchtime and the living is easy

3 September 2019

A woman with blonde hair is playing a violin. She is wearing a dark top. In the background, there are other people and a sign that says "NEW STREET SQUARE".

The Lunchtime Streets event at Chancery Lane

By Andrew Zuccala 2nd September 2019

Chancery Lane will become pedestrian-only for three days this week (3-5 September) for their second instalment of 'Lunchtime Streets'.

Recent News

CITYA.M. ≡

Latest News

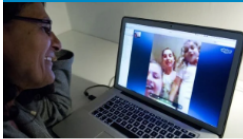
Opinion

Podcast

The Club

Print media

Related

A person is looking at a laptop screen. The screen shows a video of a group of people.

CFA Institute Talk
Innovating in zeros: How do disruptive businesses best the competition?

Tuesday 13 August 2019 1:00 am

Axe to grind: Taxi drivers slam 'PR gimmick' as City launches car-free days

Alexandra Rogers



Social media & recorded comments



"It was a brilliant initiative. Would love to see a Christmas version!"

"It builds a sense of community which is great and supports smaller businesses. Great idea"

"The whole atmosphere was completely different. Absolutely delightful"

"Its the way forward, strongly support the initiative"

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Appendix 2: Lunchtime Streets Survey Results

1. Chancery Lane Results

On street - 303 responses



84% of people would support further temporary closures*

68% of people would support permanent daytime closures

Online – 105 Responses



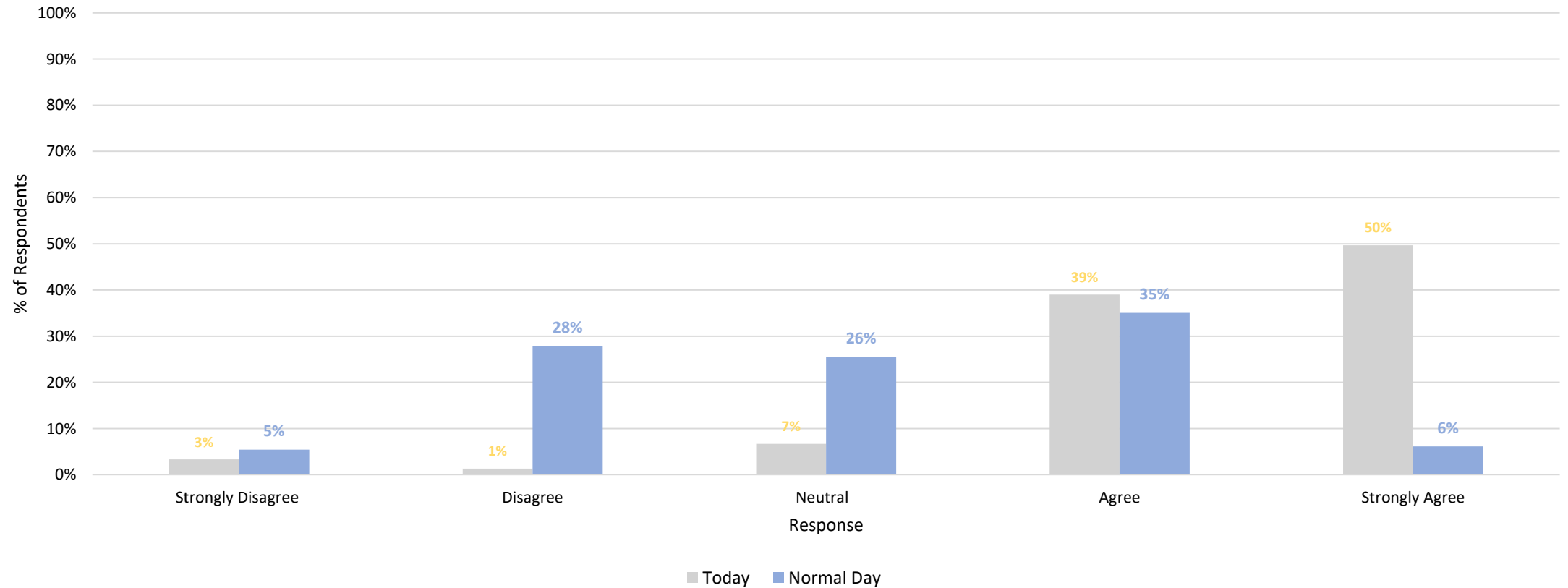
89% of people found feel less intimidated by motor traffic*

97% of people found Chancery Lane more enjoyable*



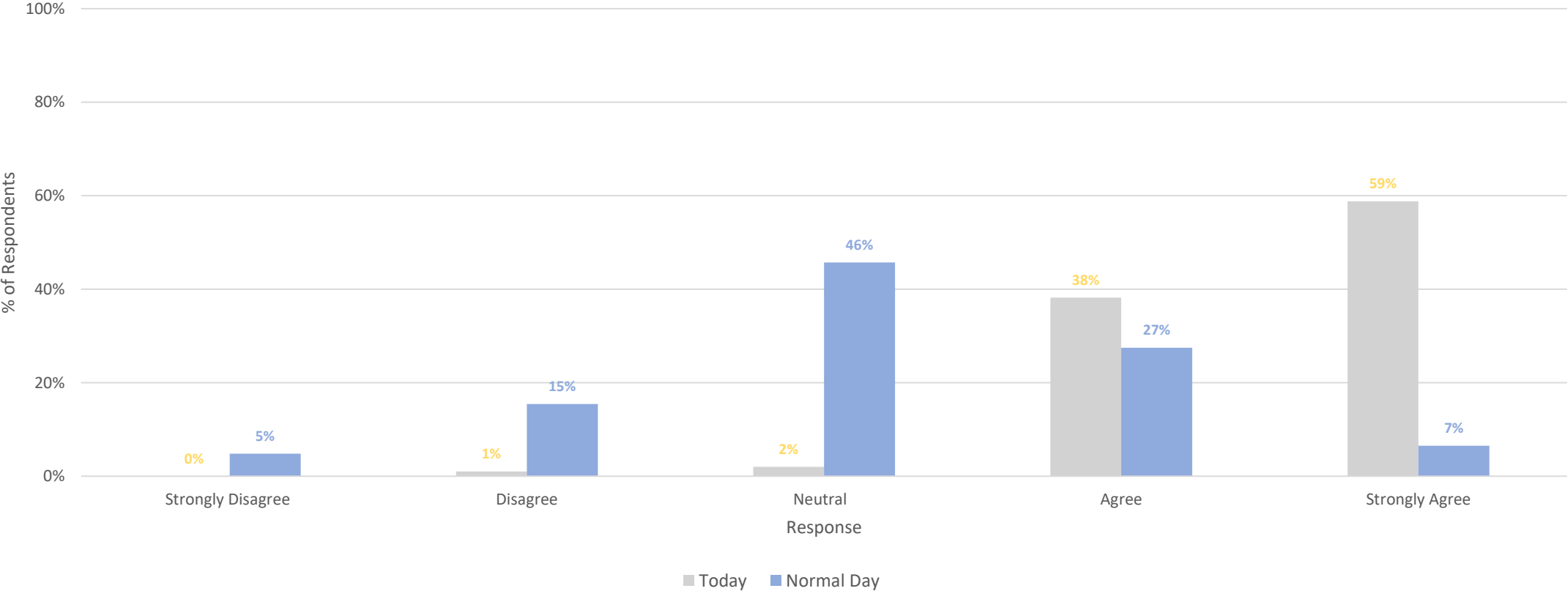
33% of people on Chancery Lane feel intimidated by traffic on a normal day

I DO NOT FEEL INTIMIDATED BY MOTOR TRAFFIC ON CHANCERY LANE

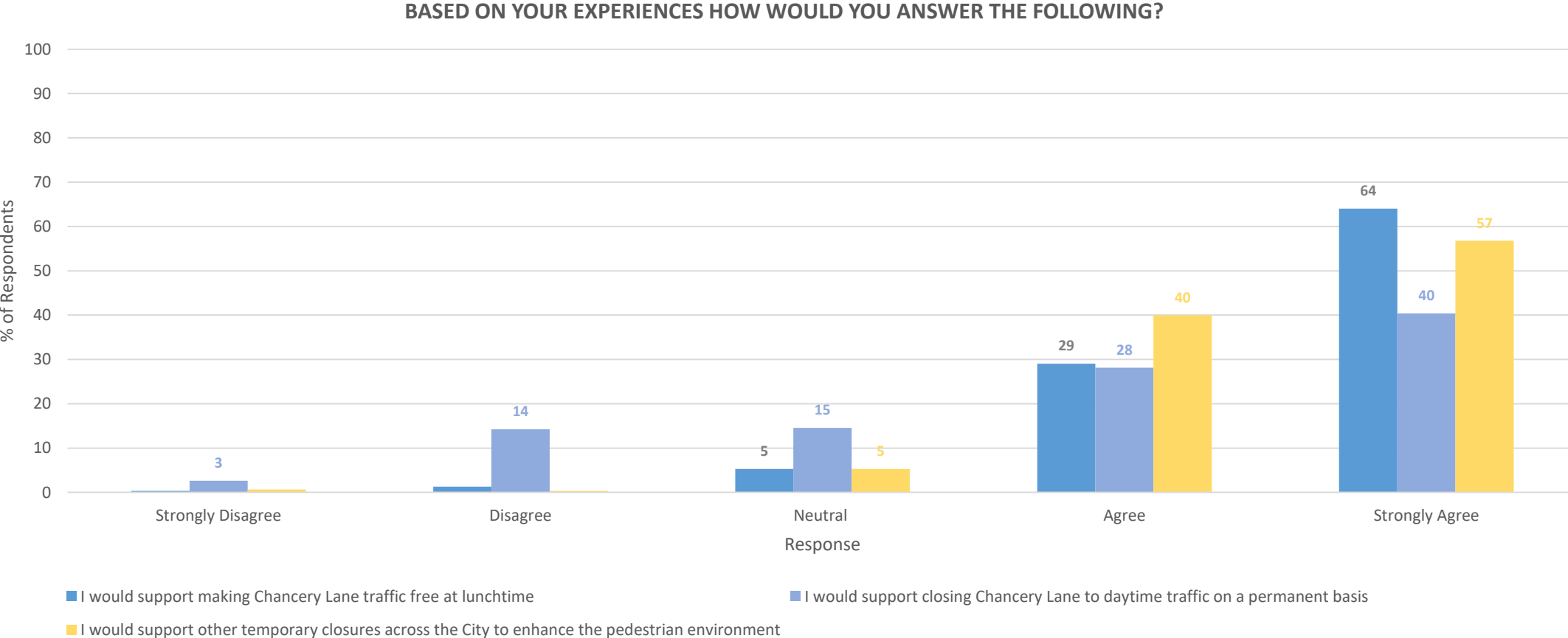


97% of people find Chancery Lane enjoyable during Lunchtime Streets. 59% found the event very enjoyable, compared to 7% on a normal day

I FIND BEING ON CHANCERY LANE ENJOYABLE



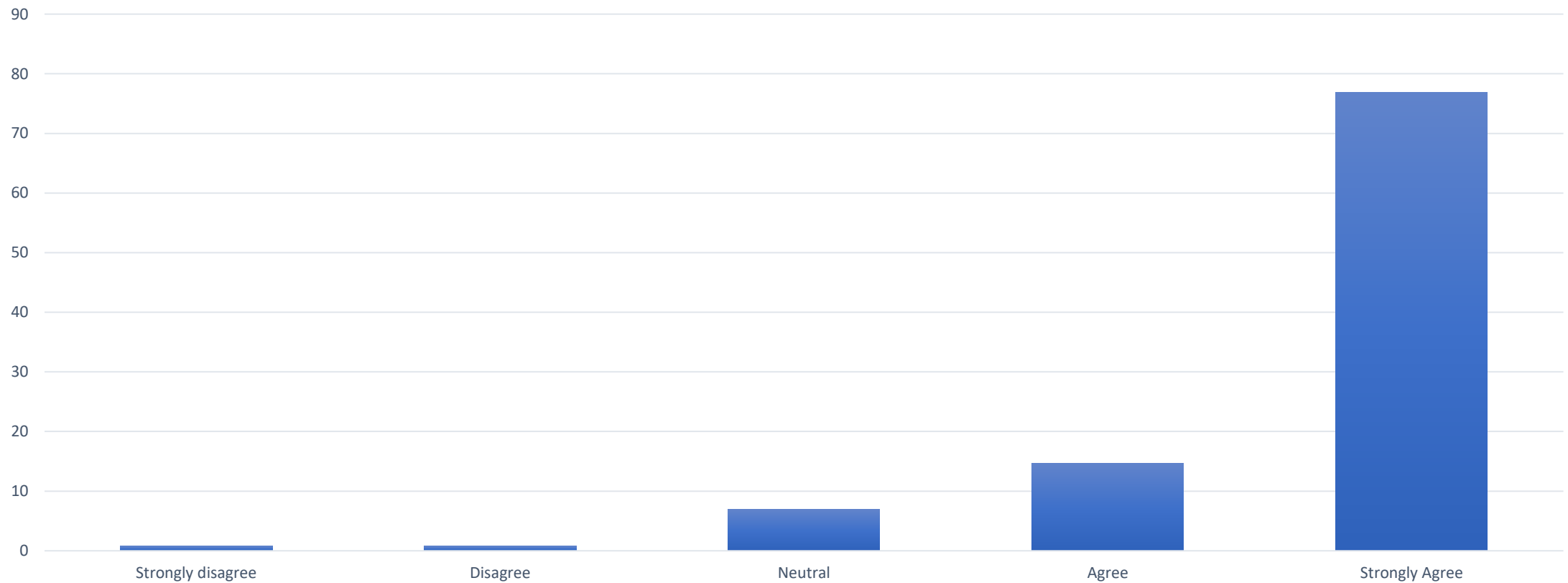
94% support for traffic free lunchtimes on Chancery Lane. 97% support temporary closures in other locations in the City. 68% support daytime closures on the street.



2. Mary Axe Survey Results – 130 on-street surveys

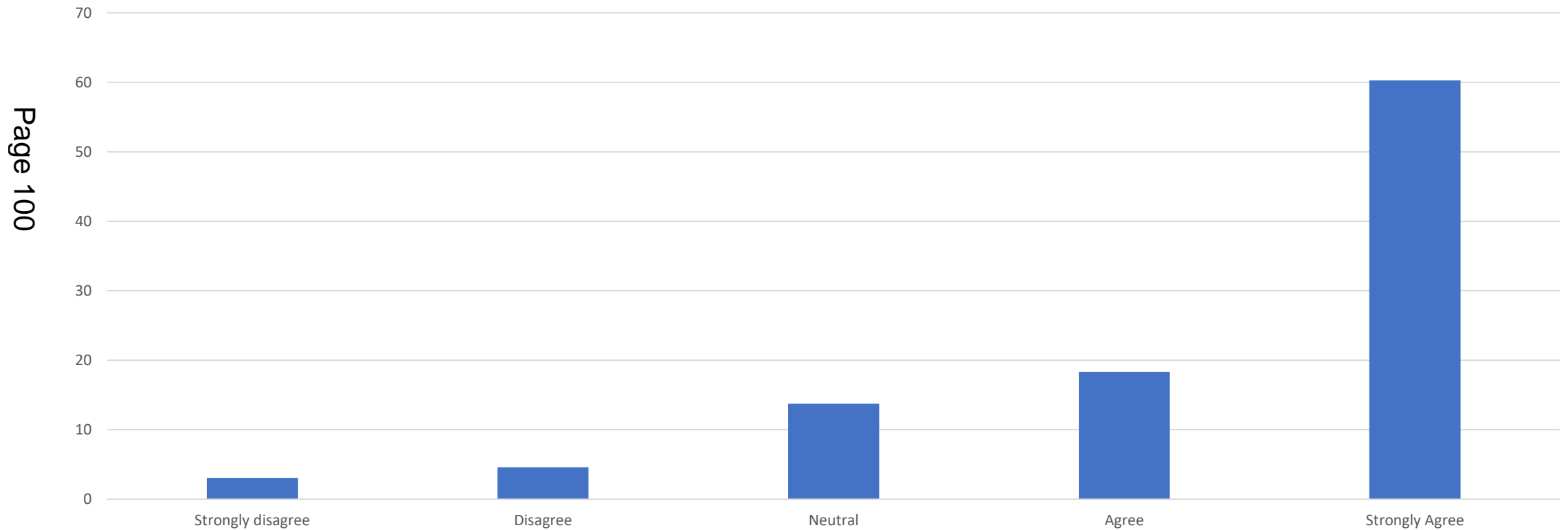
92% support traffic free street at lunch times

Would you support making St Mary Axe traffic free at lunchtime?



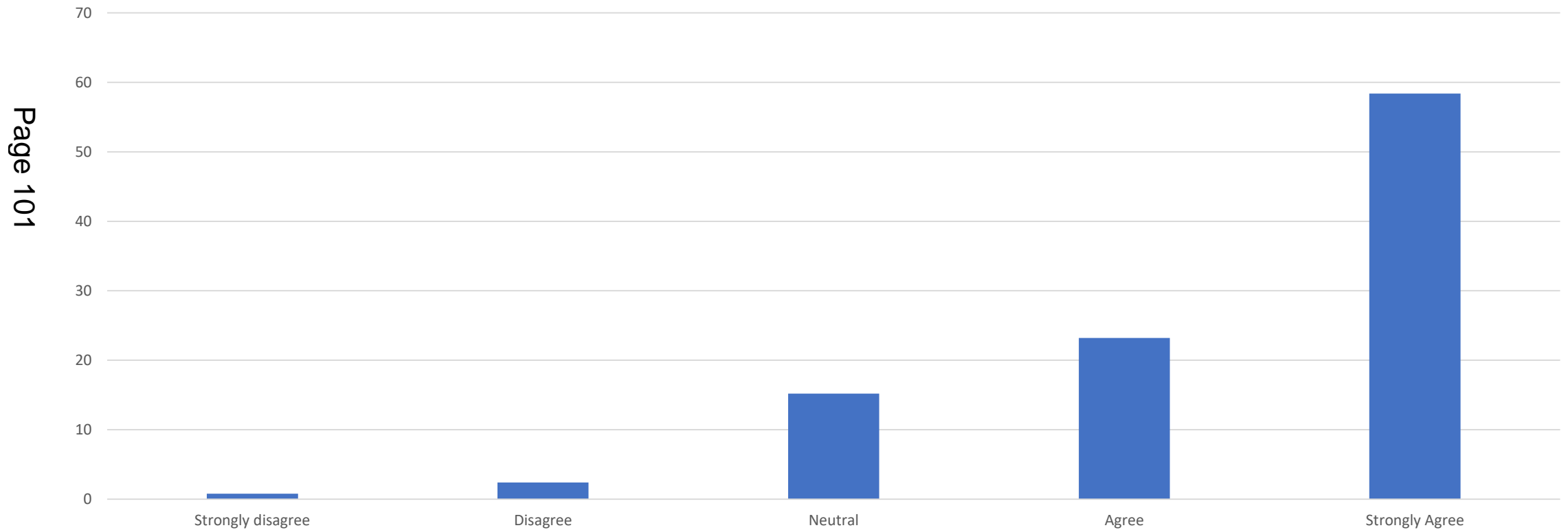
78% support a daytime traffic free St Mary Axe

Would you support the diversion of daytime traffic away from St Mary Axe to make space for pedestrians on a permanent basis?



81% support timed closures across the City

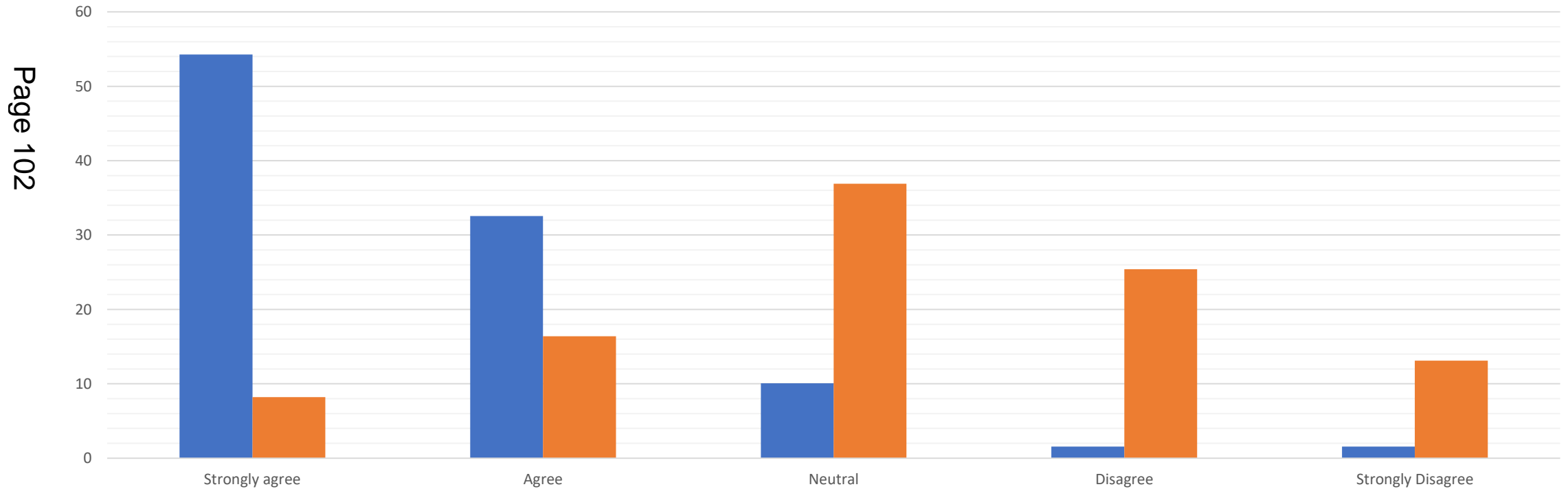
Would you support other timed street closures and associated public realm improvements across the City to enhance the pedestrian environment?



54% found being on St Mary Axe very enjoyable compared with 8% on a normal day

I find being on St Mary Axe Enjoyable

■ Today ■ Normal Day

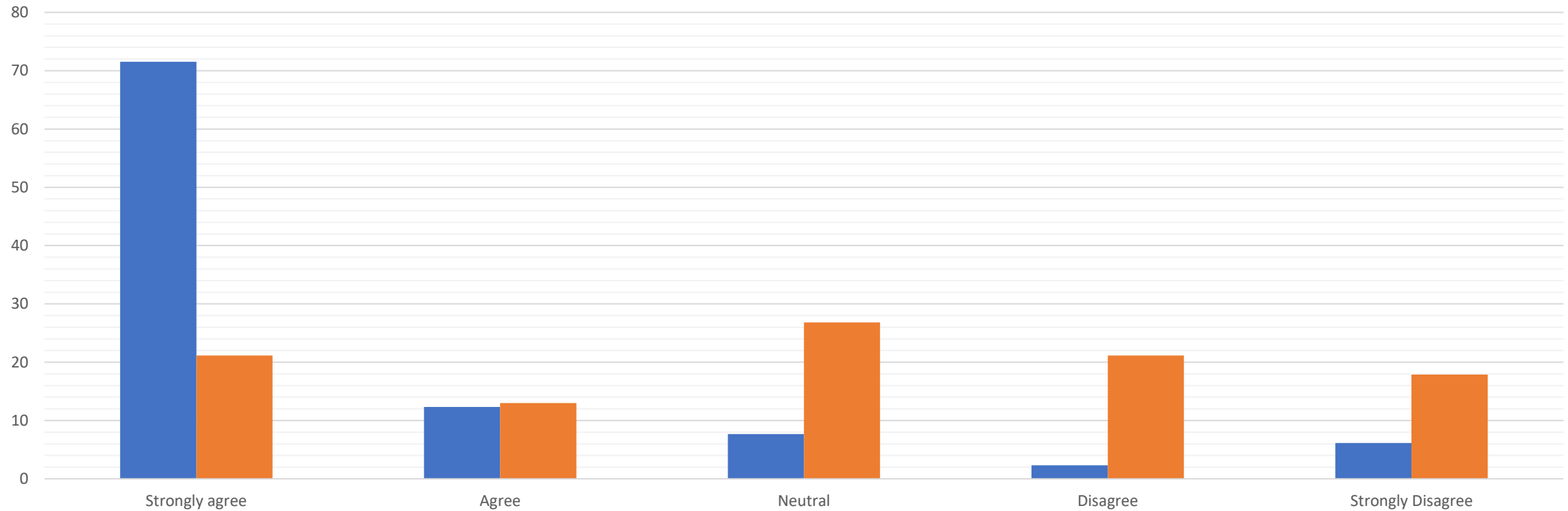


38% of people feel intimidated by traffic on St Mary Axe on a normal day

I do not feel intimidated by traffic

■ Today ■ Normal Day

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