



Streets and Walkways Sub (Planning and Transportation) Committee

Date: MONDAY, 13 JANUARY 2014

Time: 1.45pm

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

Members: Jeremy Simons (Chairman) Michael Hudson
Marianne Fredericks (Deputy Chairman) Oliver Lodge
Randall Anderson Sylvia Moys
Dennis Cotgrove Barbara Newman, Open Spaces and City Gardens (Ex-Officio Member)
Alderman Alison Gowman, Police Committee (Ex-Officio Member) Deputy John Owen-Ward
Brian Harris, Finance Committee (Ex-Officio Member) Deputy Michael Welbank, MBE

Enquiries: Katie Odling
tel. no.: 020 7332 3414
katie.odling@cityoflondon.gov.uk

Lunch will be served in Guildhall Club at 1pm

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**
To agree the public minutes and summary of the meeting held on 18 November 2013.

For Decision
(Pages 1 - 4)
4. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**
 - a) Gateway 4 Detailed Options Appraisal – 8-10 Moorgate Area Improvements

For Decision
(Pages 5 - 28)
 - b) Gateway 3 - Outline Options Appraisal -- Beech Street

For Decision
(Pages 29 - 50)
 - c) Outcome Report - Paul's Walk Western End

For Decision
(Pages 51 - 62)
 - d) Gateway 3 - Outline Options Appraisal Bank By-Pass Walking Routes

For Decision
(Pages 63 - 80)
 - e) Progress Report – Holborn Circus Area Enhancement

For Information
(Pages 81 - 88)
 - f) Barbican Seating - Consultation Report (To Follow)
 - g) Special Events on the Public Highway for 2014 (To Follow)
5. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
6. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

Agenda Item 3

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Monday, 18 November 2013

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Basinghall Suite - Guildhall, EC2 on Monday, 18 November 2013 at 11.30 am

Present

Members:

Jeremy Simons (Chairman)
Marianne Fredericks (Deputy Chairman)
Randall Anderson
Dennis Cotgrove
Brian Harris (Ex-Officio Member)
Michael Hudson
Oliver Lodge
Sylvia Moys
Barbara Newman (Ex-Officio Member)
Deputy John Owen-Ward
Deputy Michael Welbank

Officers:

Katie Odling	- Town Clerk's Department
Anna Simpson	- Comptrollers and City Solicitor's Department
Steve Presland	- Department of the Built Environment
Victor Callister	- Department of the Built Environment
Iain Simmons	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Rob Oakley	- Department of the Built Environment
Patrick Hegarty	- Open Spaces Department
Alan Rickwood	- City Police

1. APOLOGIES FOR ABSENCE

An apology for absence was received from Alderman Alison Gowman.

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 14 October 2013 be approved.

MATTERS ARISING –

Ludgate Hill – Members noted that funding had not yet been secured, however a funding announcement on the Fleet Street / Ludgate Hill corridor was expected in December, therefore an update would be provided once more information had been

obtained. Should the Corporation be successful in obtaining funding, it was anticipated that the St Paul's crossing trial would take place in 2014/2015.

Aldgate Highway Changes and Public Realm Improvement Project – Members were informed that a further report containing proposals for the payment span for maintenance of the project would be brought to this Sub Committee in the Spring next year.

4. REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-

4.1 **Barbican Seating - Consultation Report**

This report had been withdrawn to allow further analysis of the consultation responses.

4.2 **72 Fore Street**

A report of the Director of the Built Environment was considered relative to Phase 1 of 72 Fore Street (Moorgate Exchange).

During discussion, reference was made to –

- Members noted that the kerb lines will remain as existing, however, dropped kerbs would be added at Fore Street/Fore Street Avenue junction to improve accessibility and this would be part of the detailed design stage. The Assistant Director agreed to update the Phase 1 Works Plan on page 11 of the report to show the dropped kerbs.
- Further to a question, the Sub Committee was informed that where there was a clear road safety benefit, a granite surface would be used at the east and west entrances to the site where vehicles cross the footway

RESOLVED – That,

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

4.3 **5 Broadgate**

A report of the Director of the Built Environment was considered relative to 5 Broadgate.

Following a brief discussion the sub-committee requested that consideration be given to seeking a longer period of funding from Section 106/278 arrangement(s), perhaps as long as 20 years, for the maintenance of street scene features.

RESOLVED – That,

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

- v) The Director of the Built Environment be requested to seek from the developer a longer period of funding from Section 106/278 arrangement(s) for the maintenance of street scene features.

5. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE
Cycling in the City – Members expressed concern regarding the increasing number of deaths on London’s roads and questioned Officers in respect of the plans to address this serious issue.

Members were informed that the Corporation was taking an active role to improve safety for cyclists. The Corporation was working with Transport for London, the City of London Police and London Boroughs and a proposal would be coming forward to introduce ‘quiet routes’ for cyclists.

Alderman Anstee informed the Sub Committee that he had spoken to the Town Clerk to initiate a discussion which all Members would be invited to attend so that views could be shared regarding the safety of cyclists, perhaps in the format of a forum.

The Assistant Director advised that greater responsibility was required to ensure that the penalties for failing to comply with the law were relative. It was noted that it had been suggested that fixed penalties for cycling infractions should be aligned with other offences such as littering, and that penalty points might be imposed on cyclists’ driving licences.

6. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There were two items of urgent business.

6.1 Green Corridors

In November 2011, Members approved the Green Corridors projects which was a three year programme of planting up to 50 trees on highways in the City, to be wholly funded by Transport for London (TfL) at an estimated total cost of £415,000 (£65,000 Year 1, £175,000 Year 2 and £175,000 Year 3). Members also delegated approval to the Director of the Built Environment to agree the location of the trees.

The Year 3 programme was currently underway however, the budget available from the TfL funding allocation was reduced from £175,000 to £100,000 as these funds were allocated to other projects. Therefore, fewer trees than originally anticipated were planned.

An additional £30,000 of the TfL funding has recently become available for the Green Corridors programme in the current financial year which would facilitate an increase in the existing tree planting schedule. These funds were originally intended to be allocated to the Pedestrian Modelling Project but due, due to the length of the tender process they would not be able to be spent by the end of March 2014. In order to utilise these funds in the current financial year and facilitate the Open Spaces annual planting season between December 2013-March 2014, the current budget would need to be increased to £130,000 (£100K + £30K) to ensure the timely procurement of tree specimens/tree grilles and associated resources by 31st November 2013.

This item was therefore to seek approval for the current TfL award of £100,000 (Year 3 – Green Corridors programme) to be increased to £130,000 to ensure the funds were expended efficiently by 31st March 2014. A breakdown of costs associated with TfL funded Green Corridors Year 3 project are in the Table below:

Table 1: Estimated Implementation Cost Breakdown (Year 3)

	<i>2013/14 Approved Budget</i>	<i>2013/14 Proposed Budget</i>	<i>Differenc e</i>
Approximate no. of trees	15	19	4
<i>Item</i>	<i>£</i>		
Evaluation	0	0	0
Radar surveys / trial holes	7,500	10,000	2,500
Supply and plant trees plus civil works (works)	61,767	81,500	19,733
Open spaces labour costs	12,733	15,000	2,267
DBE Staff Costs (incl., consultation process, selection of planting locations, associated survey works, site monitoring, snagging and project management/reporting)	10,000	13,000	3,000
Establishment of Trees (via Department of Open Spaces)	8,000	10,500	2,500
<i>Total</i>	<i>100,000</i>	<i>130,000</i>	<i>30,000</i>

RESOLVED – That the proposed increase in the current Green Corridors Year 3 budget from £100,000 to £130,000 (highlighted in Table 1) in light of the availability of £30,000 of TfL funding for the current financial year (2013/2014) be approved.

6.2 BT Openreach

The Sub Committee were informed that BT Openreach were unable to deliver the works in New Bridge Street which were due to start last Monday as they had failed to suspend the bus stop. When they did start on Tuesday, they disrupted traffic leaving Tudor St and then their plant failed, causing them to abandon the work. The Sub Committee expressed concern regarding this delay and requested that a letter be written to the Chief Executive of BT Openreach.

The meeting ended at 12.40 pm

Chairman

Contact Officer: Katie Odling
tel. no.: 020 7332 3414
katie.odling@cityoflondon.gov.uk

Agenda Item 4a

Committee(s):	Date(s):
Streets and Walkways Sub Projects Sub	13 January 2014 22 January 2014
Subject: Gateway 4: Detailed Options Appraisal – 8-10 Moorgate Area Improvements	Public
Report of: The Director of the Built Environment	For Decision

Summary

Dashboard

Project Status	Green
Timeline	Detailed Options Appraisal – Gateway 4
Total Estimated Cost	£306,152 (Section 106)
Spend to Date	£32,296 – comprising of: £22,201 (staff costs) and £10,095 (consultant fees) to undertake surveys and prepare design material.
Overall project risk	Medium

Context

In November 2012 Members of the Streets & Walkways and Projects Sub-Committees approved a Gateway 3 (Outline Options Appraisal) report proposing improvements to the environment of streets and spaces in the vicinity of the 8-10 Moorgate redevelopment. See Appendix A (Site Location Plan of Project Area).

This project is funded from a Section 106 contribution of £306,152 from the 8-10 Moorgate development. The development is within the Bank conservation area which is typified by a series of narrow courts and lanes of medieval origin. Under the terms of the agreement the type of works to be carried out is limited to works to improve the pedestrian environment of the alleys, courts and lanes within this area. Completion of Enhancements to be timed with the completion of the development in summer 2014.

Members considered five outline options in November 2012 in order to determine the area with the greatest need of improvement. Members determined that Option 1 which concentrated on Telegraph Street and Tokenhouse Yard was their preferred option and would be taken forward to the next gateway. This current report presents Members with a detailed appraisal of options for improvements to Telegraph Street and Tokenhouse Yard. (See Appendix C for Images of the existing project area).

Since the approval of the Gateway 3 report, officers have developed designs for these two streets and have consulted on the proposals with the local occupiers in the area. Two options are now considered in more detail in this report.

Brief description of project

Tokenhouse Yard (eastern arm)

It is proposed to raise the carriageway to footway level and introduce seating to create a much-needed new public space. The existing motorcycle parking spaces that dominate the street will be relocated to Basinghall Street where there is space under the footbridge.

Telegraph Street

Telegraph Street, on the north side of the 8-10 Moorgate redevelopment, is part of a busy east-west pedestrian route that runs from the Guildhall through the Eastern City Cluster to Aldgate

(see Appendix B). Although it is not a through-route for vehicles, it is used for the servicing of local businesses, particularly the public house.

Both options propose raising the carriageway to footway level in Telegraph Street. The footways on Telegraph Street are particularly narrow with typical widths of between approximately 0.6metres (southern footway) and approximately 1metre (northern footway). This is an important consideration as they are not readily accessible for people with reduced mobility. Raising the carriageway will enable easier access for pedestrian movement especially for wheelchair users and pushchairs. It is also proposed to restrict vehicle access to the street to enhance the pedestrian environment and reduce conflict. Two options for this restriction are put forward in this report:

- Option 1 (recommended) is for the pedestrianisation of the eastern part of the street and a timed closure to vehicles of the remainder of the street.
- Option 2 is for the full pedestrianisation of the street.

Options

Description	Option 1 (£)	Option 2 (£)
Pre-Evaluation Expenditure	32,296	32,296
Post Evaluation/Implementation		
Works Costs	218,058	218,058
Fees	15,000	15,000
Staff Costs	37,799	37,799
Establishment (Trees)	2,999	2,999
Total	306,152	306,152
Funding Strategy		
Source S106	306,152	306,152
Total Funding Requirement	306,152	306,152

Note: - Full details of all of the options are available in paragraph 10.

- Project Costs will be refined further at Gateway 5 inclusive of any indexation and accrued interest.

Recommendations

Option recommended to develop to next Gateway

Option 1

Next Steps

Develop detailed design and finalise traffic management plan. Consult on the traffic management order. The approval of the Gateway 5 report would be delegated to the Town Clerk.

Resource requirements to reach next Gateway and source of funding

£18,000 funded from the S106 contribution (Local Environment Improvement Works and Transport) for the 8-10 Moorgate redevelopment: Breakdown:

£8,000 (fees) for design work and Traffic Order

£10,000 (staff costs) for project management and formal consultation associated with the traffic orders.

Plans for consultation prior to the next Gateway report

Further consultation would be carried out with local occupiers and a Traffic Management Order consultation will be undertaken.

Procurement strategy

The works are to be implemented by the Highway maintenance term contractors (JB Riney)

Tolerances

Cost: Desirable elements of the scheme (additional lighting and access improvements) will be held back and then implemented when full costs are known. See Paragraph 12: Other Improvements – desirable elements.

Time: The works are proposed to be undertaken to coincide with the completion of the development (anticipated summer 2014) and cannot be implemented sooner due to the site compound restricting access. The works are expected to take around 4 months.

Overview

1. Evidence of Need

This area is typified by narrow courts and lanes of medieval origin and is heavily used by pedestrians, particularly in peak hours. The East-West lanes operate as important routes for pedestrians avoiding the busy areas in and around Bank Junction. The new Crossrail Station at Moorgate and various redevelopments in the area, including 8-10 Moorgate will result in an increase in pedestrian numbers which will put further pressure on the streets and lanes. There is a need and benefit to improving the walking routes in the area, creating more space for pedestrians, including space to rest and improving access for all. According to demographic and economic projections contained within the City's Core Strategy, it is estimated that both population and employment figures will increase by approximately 15% and 25% respectively in the period from 2011 to 2026.

It is therefore reasonable to expect that primary pedestrian routes will have to accommodate the needs of an increasing number of workers, visitors and residents.

Telegraph Street

Telegraph Street, on the north side of the development, is part of a busy east-west pedestrian route that runs from the Guildhall through the Eastern City Cluster to Aldgate (see Appendix B). Telegraph Street links Masons Avenue and Great Bell Alley to Copthall Buildings and Austin Friars. Although Telegraph Street is not a through-route for vehicles, it is used for servicing of premises, primarily the Telegraph Public House. Servicing in Telegraph Street conflicts with it constantly used by pedestrians, who normally walk in the carriageway due to the narrowness of the footways which are also not accessible for wheelchair users. The local environment is particularly unfriendly to pedestrians, especially those with ambulant disabilities, the elderly or those

	<p>with prams or buggies.</p> <p><u>Traffic Analysis of Telegraph Street</u></p> <p>A vehicle activity survey of Telegraph Street was undertaken over 24 hours for a duration of five days in August 2013. This showed that 67 vehicles used the street over that five day period, averaging approximately 13 vehicles per day, which is very low usage. Of these 67 vehicles, two thirds were using Telegraph Street for loading and unloading activities to the pub and other premises in the wider area. The majority of the unloading activity took place in the morning period. The remaining third used it as a parking place, in contravention of the existing waiting (parking) restrictions.</p> <p>The detailed survey information is included in Appendix F.</p> <p><u>Servicing requirements of the Public House on Telegraph Street</u></p> <p>As the Public House was identified as a key user, the operators have been consulted on the proposals and have expressed their support for an enhanced pedestrian environment in Telegraph Street. However, they have also stated that they have specific servicing requirements, which means that their weekly deliveries from the brewery (every Thursday at about 6am) needs to take place as close as possible to their entrance in Telegraph Street. It would be impractical for them to do this from nearby Copthall Avenue or Moorgate because they need to move heavy barrels from the vehicle into their premises.</p> <p>The Public House have confirmed that most of their other servicing needs can be accommodated from nearby Copthall Avenue as is the current arrangement. They have also expressed support for the proposed arrangements in Telegraph Street which would improve the space outside the Public House.</p> <p><u>Tokenhouse Yard</u></p> <p>The eastern arm of Tokenhouse Yard is to the east of the development. It is a quiet cul-de-sac that is currently used as a designated parking area for motorcycles. This is the only location in this area where public motorcycle parking has been provided. This street has potential for the creation of a ‘pocket’ space with an enhanced street environment to provide seating and potentially tree planting also (subject to feasibility). This is an area of the City with proportionately the least provision of open space for its local community. The City has adopted an open spaces strategy that seeks to maintain the current proportion of open space to meet the needs of a growing daytime population. This can only be achieved through the creation of new open space, particularly small open spaces, in this manner.</p>
<p>2. Success Criteria</p>	<ul style="list-style-type: none"> • Improve accessibility of the streets and provide more much-needed space for pedestrians, including those with

	<p>ambulant disabilities, wheelchair users, the elderly or those with prams or buggies</p> <ul style="list-style-type: none"> • Improved walking routes and adapting Lanes to accommodate increasing numbers of pedestrians • possible introduction of tree planting to improve local biodiversity in an area lacking green coverage (subject to feasibility) • Enhance the environment and make a positive contribution to the character and appearance of the Bank Conservation Area 																
3. Project Scope and Exclusions	The project covers Telegraph Street and Tokenhouse Yard. Associated access and lighting improvements are also proposed in adjacent routes as part of the desirable elements of the scheme.																
4. Link to Strategic Aims	<p>This project has links to the following strategic aim:</p> <ul style="list-style-type: none"> • To provide modern, efficient and high quality local services and policing within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes <p>This project will provide a more accessible, green and attractive street environment that has benefits for walking which is a sustainable mode of transport with other health related outcomes</p>																
5. Within which category does the project fit	Fully Reimbursable																
6. What is the priority of the project?	Desirable																
7. Governance arrangements	Regular meetings with Senior Responsible Officer																
8. Resources Expended To Date	<table border="1"> <thead> <tr> <th></th> <th>Gateway 3 Budget</th> <th>Spend to Date*</th> <th>Difference</th> </tr> </thead> <tbody> <tr> <td>Fees</td> <td>£10,095</td> <td>£10,095</td> <td>£0</td> </tr> <tr> <td>Staff Costs</td> <td>£18,491</td> <td>£22,201</td> <td>+£3,710</td> </tr> <tr> <td>Total</td> <td>£28,586</td> <td>£32,296</td> <td>+£3,710</td> </tr> </tbody> </table> <p>£32,296 has been spent to date. This figure represents an increase in the approved Gateway 3 budget of £3,710. The reasons for the increase are as follows: Additional officer time was required to manage traffic surveys and analyse findings. Further officer time was also required to carry out additional consultation with the Telegraph Public House and their main</p>		Gateway 3 Budget	Spend to Date*	Difference	Fees	£10,095	£10,095	£0	Staff Costs	£18,491	£22,201	+£3,710	Total	£28,586	£32,296	+£3,710
	Gateway 3 Budget	Spend to Date*	Difference														
Fees	£10,095	£10,095	£0														
Staff Costs	£18,491	£22,201	+£3,710														
Total	£28,586	£32,296	+£3,710														

	<p>suppliers to agree the options for Telegraph Street. This increased cost has been reflected in the revised estimate in Appendix E.</p>
<p>9. Results of stakeholder consultation to date</p>	<p>Officers have consulted with Local Ward Members, local occupiers and City Departments.</p> <p>Local Ward Members have been consulted on these proposals and are in support of the project. They have also expressed the importance of ensuring that wheelchair users are catered for within the design.</p> <p>The developer of 8-10 Moorgate is in favour of these proposals and believes they would complement the new development.</p> <p>Owners of the serviced offices in Tokenhouse Yard are very much in favour of these proposals citing improvements to the safety of both their employees, licencees and other visitors to the area.</p> <p>The Telegraph Public House is in favour of efforts to ensure wheelchair mobility and an improved local environment. They would like to maintain the open feel of Telegraph Street to encourage visitors (customers). However the public house has also stated that servicing the public house from Telegraph Street is essential and they would struggle to use surrounding streets for larger deliveries from their main brewery.</p> <p>Other local offices have also expressed a desire to make the streets more accessible for wheelchair users as several of their staff use wheelchairs.</p>
<p>10. Commentary on the options considered</p>	<p>Option 1: (Recommended)</p> <ul style="list-style-type: none"> • Raising the carriageway and pedestrianisation of the eastern arm of Tokenhouse Yard to create a new public space. • Raising the carriageway and pedestrianisation of the eastern end of Telegraph Street, with retention of vehicular access to the western end, via a timed closure of the street. <p>This option has been brought forward to address the evidence of need highlighted above and would provide a greatly enhanced and accessible environment and improved walking routes for pedestrians.</p> <p><u>Tokenhouse Yard proposals</u></p>

Improvements will involve raising a section of the carriageway in Tokenhouse Yard to footway level, paving in York stone and introducing seating. The existing motorcycle bay would be relocated to Basinghall Street. Once this bay has been relocated, the nearest available public motorcycle parking facility will be in Old Jewry or in Basinghall Avenue. Alternative motorcycle parking can also currently be found in the London Wall car park.

The design will also address the change in level along the alleyway link from Telegraph Street to Tokenhouse Yard to improve accessibility particularly for wheelchair users and pushchairs.

Tree planting may be possible in Tokenhouse Yard. However, the feasibility of this element will be confirmed at detailed design stage, prior to Gateway 5. Constraints include the narrow width, the shady location and access for watering and maintenance.

Telegraph Street proposals

It is proposed that, rather than a full pedestrianisation of the street that would restrict vehicles completely, a partial pedestrianisation (of the eastern end of the street) and a timed closure of the remainder of the street is introduced. This would close the western end of the street to vehicles between the hours of either 8am and 6pm Monday to Friday or 7am to 7 pm Monday to Friday, and Saturday 7am – 11am. The nature of the closure will also be determined in consultation with the City's Environmental Health Service to ensure that any arrangement is in keeping with standard practices related to noise and associated activities.

Due to the narrowness of the street, it is recognised that delivery vehicles restrict pedestrian movements, who are the primary users. Therefore, in order to minimise the impact on pedestrians, a timed closure of the western end of the street will enable deliveries to take place in the very early mornings and later evenings when there are fewer people in the area. This accords with the delivery requirements identified and set out earlier in paragraph 1 of this report. The remaining eastern section will be pedestrianised to provide maximum benefit.

This proposal will also mean that the street is less likely to be used for illegal parking or non-essential vehicles and will enable the street to be more accessible for those with ambulant disabilities, the elderly or those with prams or buggies. In relation to cyclists, the proposals will not have a significant impact, as both Telegraph Street and Tokenhouse Yard are not through-routes for cyclists.

It is proposed to use York stone to match surrounding paving for the pedestrianised (eastern) end of the street and retain a double granite kerb in the western end where vehicles wheels will track, in order to protect the paving from damage. The

	<p>remainder of the western end of the street would be paved in smaller module York stone (300X200) which is also more resistant to vehicle loading.</p> <p>Bollards will also be installed as appropriate and their layout will be specified at the next stage of detailed design ahead of Authority to Start Work. The use of these materials is appropriate for this conservation area location and will provide a pedestrian emphasis for the street, in keeping with its primary use as a walking route.</p> <p>It should be noted that vehicles that currently service premises from Telegraph Street will no longer be able to do so during the timed closure. Instead they will have to use nearby streets such as Moorgate or Cophall Avenue. This could result in some impacts, however, based on the survey, the number of vehicles likely to be displaced will be minimal and therefore no significant adverse impacts are envisaged.</p> <p>Plans are set out in Appendix D</p> <p>Option 2: (Not Recommended)</p> <ul style="list-style-type: none"> • Raising the carriageway and pedestrianisation of the northern section of Tokenhouse Yard to create a new public space • Raising the carriageway and full pedestrianisation of Telegraph Street. <p>This option would provide an enhanced and accessible walking environment for pedestrians as it would completely remove vehicles from Telegraph Street. However, the pub have expressed a need to continue to use Telegraph Street to service their premises, particularly early morning deliveries, for which they use a large vehicle. Therefore, this option is not recommended.</p> <p>Whilst this option would provide greater benefit for the majority of users (pedestrians), the recommendation not to take it forward recognises the specific needs of the public house. Therefore, on balance Option 1 is proposed to be implemented.</p>
<p>11. Consequences if project not approved</p>	<p>If not approved, the opportunity to enhance the pedestrian environment would be missed. The streets would still need to accommodate increased numbers of pedestrians as a result of the developments nearby and the Crossrail station. Existing deficiencies would therefore be exacerbated and walking routes would not be improved.</p>

Information Common to All Options

<p>12. Key benefits</p>	<p><u>Tokenhouse Yard</u></p> <p>This area of the City has a low level of open space for its local community. Therefore, the creation of a new public space with seating will provide a valuable amenity for local workers, residents and visitors.</p> <p>Frontages consulted in developing this scheme have commented on the lack of greenery in the area and have communicated the need to improve both the appearance and pedestrian access for all users including wheelchair users and pushchairs. The feasibility of tree planting will be explored at the detailed design stage.</p> <p><u>Removal and Relocation of Motorcycle Parking</u></p> <p>As part of the proposal, the motorcycle parking bay (18 spaces) will be removed from its current location and relocated to the northern arm of Basinghall Street, under the footbridge (approximately 300 metres away). A traffic order will be required to enable this relocation. The proposed location has been selected because there was previously motorcycle parking here and it is not adjacent to any building frontages.</p> <p><u>Telegraph Street</u></p> <p>It is proposed to raise the carriageway to footway level in the western end of Telegraph Street. Footways on both sides of the street are very narrow and are not accessible for wheelchair users or pushchairs and raising the carriageway would considerably improve pedestrian movement.</p> <p>The eastern end of the carriageway is not required for vehicle access and so it is proposed to pedestrianise this section of the street.</p> <p><u>Other Improvements – desirable elements</u></p> <p>It is clear that there is a need to improve pedestrian movement and access in this area which is typified by narrow streets. Therefore, it is also proposed to introduce a series of associated access improvements including dropped kerbs or raised pedestrian tables, particularly at the King’s Arms Yard entry point with Moorgate. It may be possible to plant additional trees in Copthall Close or Whalebone Court and this will also be investigated if feasible and if funds are available.</p>
<p>13. Programme and key dates</p>	<p>A Gateway 5 report is planned to be submitted for Chief Officer / Town Clerk’s approval in spring 2014.</p> <p>The implementation of the works is intended to coincide with the completion of the construction of the main building works at 8-10 Moorgate which is scheduled for summer 2014. Works are likely to take around 4 months.</p>
<p>14. Constraints and assumptions</p>	<p>There is sufficient evidence from ground condition surveys to suggest that the planting of trees is feasible in Tokenhouse Yard. However, the Yard is narrow and shady and therefore, its suitability for tree planting will be fully assessed at the detailed design stage.</p> <p>A Traffic Order will be required to carry out the highway changes. If</p>

	objections are received these will be reported to the Chief Officer who will then determine whether, in the light of objections, the orders should be made.																				
15. Risk implications	<table border="1"> <thead> <tr> <th data-bbox="451 331 783 376">Key risk</th> <th data-bbox="783 331 970 376">Risk value</th> <th data-bbox="970 331 1517 376">Risk response</th> </tr> </thead> <tbody> <tr> <td data-bbox="451 376 783 456">Objections from local occupiers/stakeholders</td> <td data-bbox="783 376 970 456">medium</td> <td data-bbox="970 376 1517 456">Consult with local occupiers on traffic management order.</td> </tr> <tr> <td data-bbox="451 456 783 564">Tree planting not feasible</td> <td data-bbox="783 456 970 564">medium</td> <td data-bbox="970 456 1517 564">Feasibility will be assessed at detailed design stage in consultation with Open Spaces Department</td> </tr> <tr> <td data-bbox="451 564 783 645">Project costs exceed budget</td> <td data-bbox="783 564 970 645">low</td> <td data-bbox="970 564 1517 645">Ensure design is developed that fits available budget.</td> </tr> <tr> <td data-bbox="451 645 783 786">Developer's Programme Over - Runs</td> <td data-bbox="783 645 970 786">medium</td> <td data-bbox="970 645 1517 786">Maintain contact with the Developer to ensure that changes in the programme are anticipated and communicated to other stakeholders</td> </tr> <tr> <td data-bbox="451 786 783 893">Utilities impact upon project</td> <td data-bbox="783 786 970 893">medium</td> <td data-bbox="970 786 1517 893">Anticipate this by utilising the Design Team to establish where further survey work or liaison with utility companies is required.</td> </tr> </tbody> </table>			Key risk	Risk value	Risk response	Objections from local occupiers/stakeholders	medium	Consult with local occupiers on traffic management order.	Tree planting not feasible	medium	Feasibility will be assessed at detailed design stage in consultation with Open Spaces Department	Project costs exceed budget	low	Ensure design is developed that fits available budget.	Developer's Programme Over - Runs	medium	Maintain contact with the Developer to ensure that changes in the programme are anticipated and communicated to other stakeholders	Utilities impact upon project	medium	Anticipate this by utilising the Design Team to establish where further survey work or liaison with utility companies is required.
Key risk	Risk value	Risk response																			
Objections from local occupiers/stakeholders	medium	Consult with local occupiers on traffic management order.																			
Tree planting not feasible	medium	Feasibility will be assessed at detailed design stage in consultation with Open Spaces Department																			
Project costs exceed budget	low	Ensure design is developed that fits available budget.																			
Developer's Programme Over - Runs	medium	Maintain contact with the Developer to ensure that changes in the programme are anticipated and communicated to other stakeholders																			
Utilities impact upon project	medium	Anticipate this by utilising the Design Team to establish where further survey work or liaison with utility companies is required.																			
16. Stakeholders and consultees	<p>Internal</p> <ul style="list-style-type: none"> • Local Ward Members • City Highways Division • Local Transportation Division • The Built Environment Development Division • City Access Service • City Cleansing Division • Department of Open Spaces • The City Surveyor • The Comptroller and City Solicitor • City Police <p>External</p> <ul style="list-style-type: none"> • Developer of 8-10 Moorgate • The Telegraph Public House • Other Local Occupiers • Emergency Services • Utilities Services 																				
17. Legal implications	In exercising its highway and traffic functions the City must have regard, amongst other things, to its duty to assert and protect the rights of the public to use and enjoyment of the public highway (S.130 Highways Act																				

	<p>1980); its duty to secure the expeditious, safe and convenient movement of traffic (having regard to effect on amenities) (S.122 Road Traffic Regulation Act 1984); its duty to secure the efficient use of the road network avoiding congestion and disruption (S.16 Traffic Management Act 2004), and the co-ordination of street works (S.91 New Roads and Street Works Act 1991).</p> <p>The proposals are contingent on the necessary traffic orders being made. These are the subject of separate statutory processes which cannot be prejudged.</p>
18. Funding strategy	The scheme will be fully funded from the S106 contribution (Local Environment Improvement Works and Transport) for the redevelopment of 8-10 Moorgate, inclusive of any indexation and accrued interest.
19. Affordability	Detailed cost estimates have been produced and a summary of these is set out in Appendix E.
20. Procurement approach	The works are to be implemented by the City's highway maintenance term contractor (JB Riney)

Appendices

Appendix A	Site Location Plan of Project Area
Appendix B	Plan of Guildhall to Aldgate Walking Route
Appendix C	Images of the Existing Project Area
Appendix D	Appendix D: Proposals/Plans
Appendix E	Project Finance Estimates
Appendix F	Vehicle Activity Survey - L0431 Telegraph Street Results

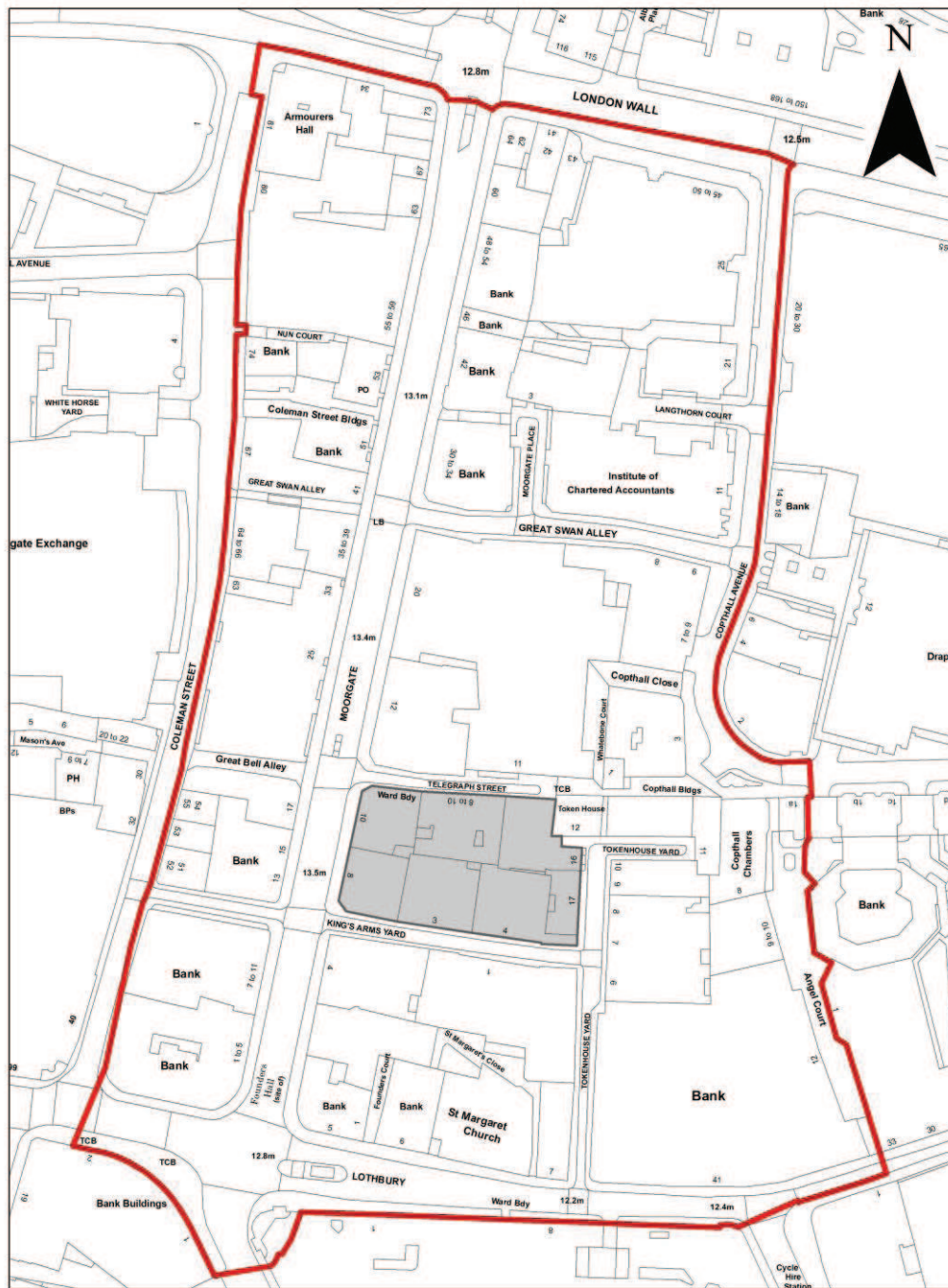
Contact

Report Author	Emmanuel Ojugo
Email Address	emmanuel.ojugo@cityoflondon.gov.uk
Telephone Number	020 7332 1158

This page is intentionally left blank

8-10 Moorgate Area Improvements - Gateway 4

Appendix A: Site Location Plan of Project Area



© Crown copyright and database rights 2012 Ordnance Survey 100023243

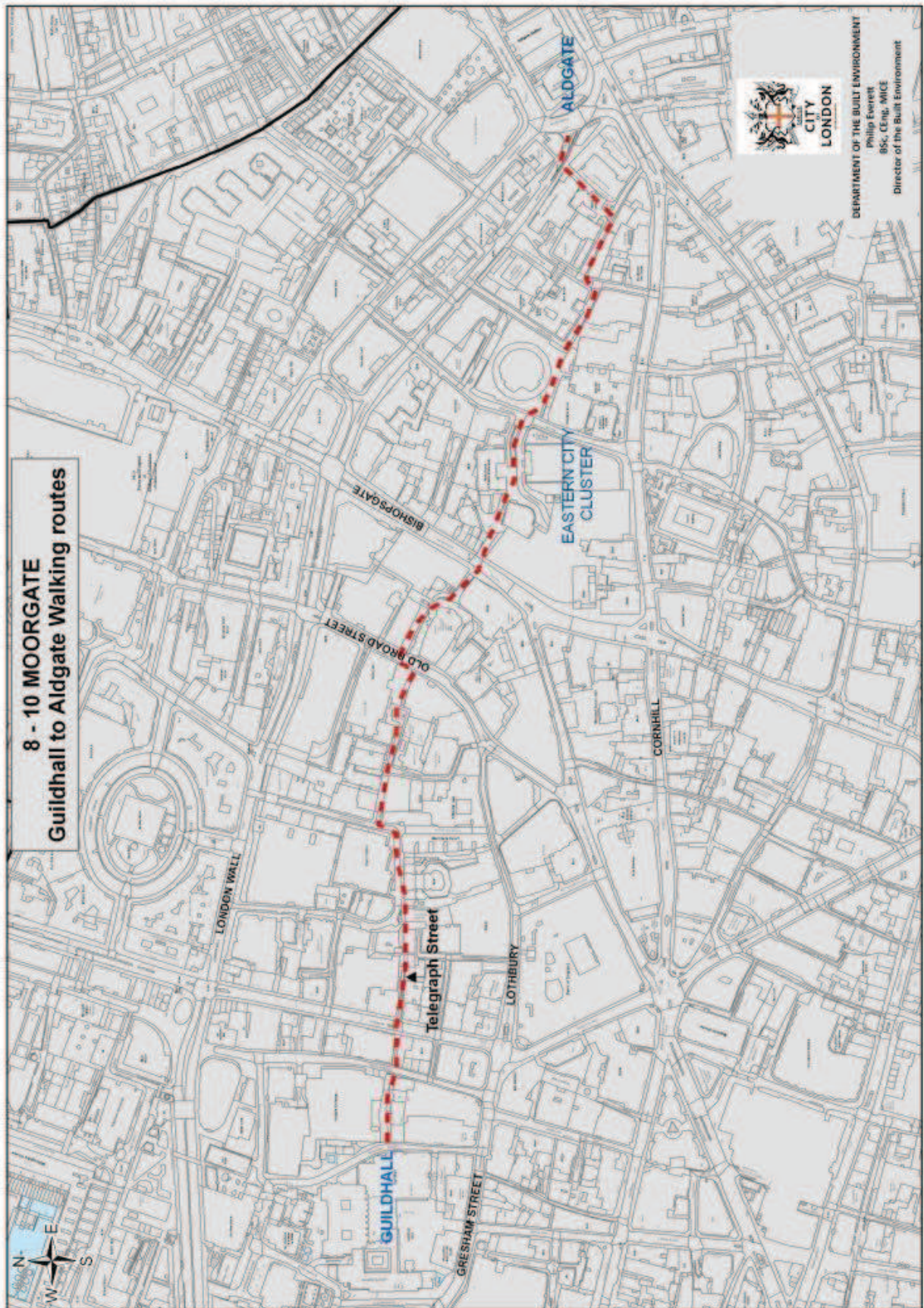
0 5 10 20 30 40
Meters

KEY

- S106 Area 8-10 Moorgate
- Redevelopment Site

8-10 Moorgate Area Improvements - Gateway 4

Appendix B: Plan of Guildhall to Aldgate Walking Route



8-10 Moorgate Area Improvements - Gateway 4

Appendix C: Images of the Existing Project Area



Telegraph Street

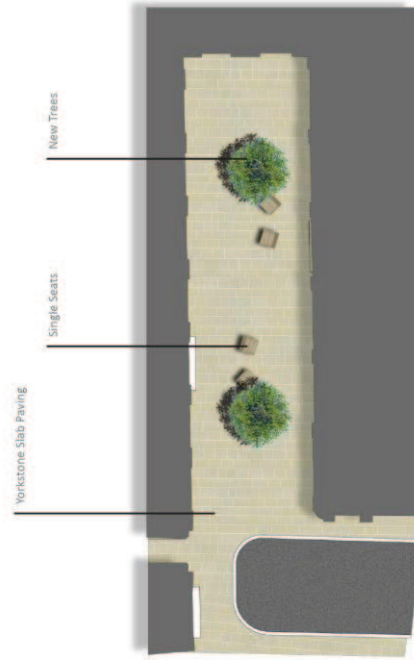
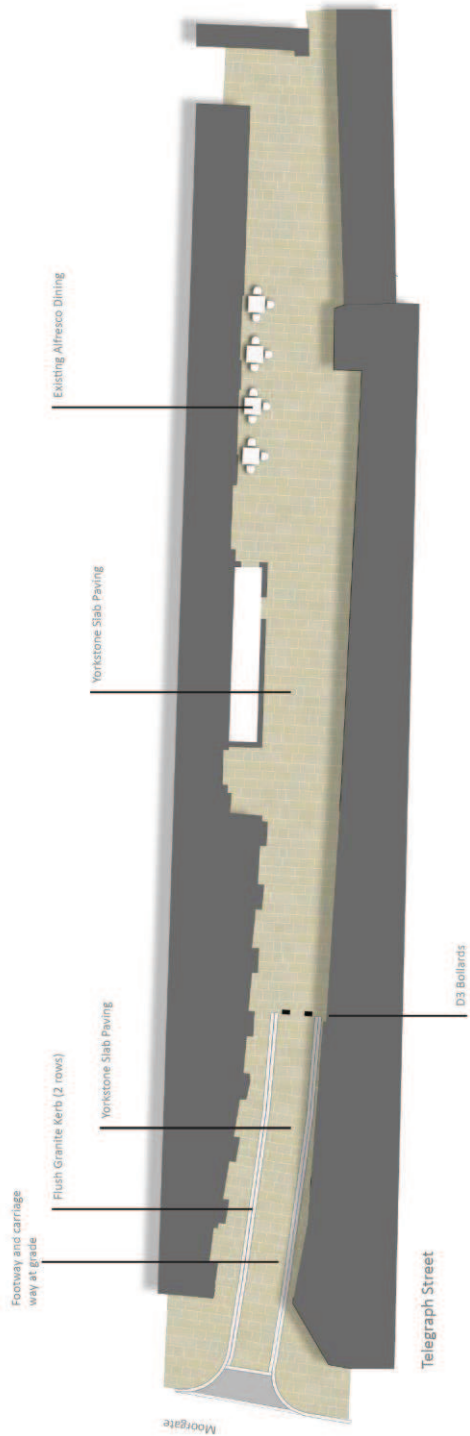
8-10 Moorgate Area Improvements - Gateway 4



Tokenhouse Yard

8-10 Moorgate Area Improvements - Gateway 4

Appendix D: Plans



8 - 10 Moorgate

Concept Design
General Alignment - Illustrative Plan

06 December 2013
10285.CD.02

Scale 1:100 @A1

BURNS + NICE

70, Coverdale Street
London EC1A 3AA
Tel: +44 (0)20 7253 9808
Fax: +44 (0)20 7253 9809
www.burnsnice.com

8-10 Moorgate Area Improvements - Gateway 4

Appendix D: Proposals

Telegraph Street 1 Existing



Telegraph Street 1 Proposed



8-10 Moorgate Area Improvements - Gateway 4

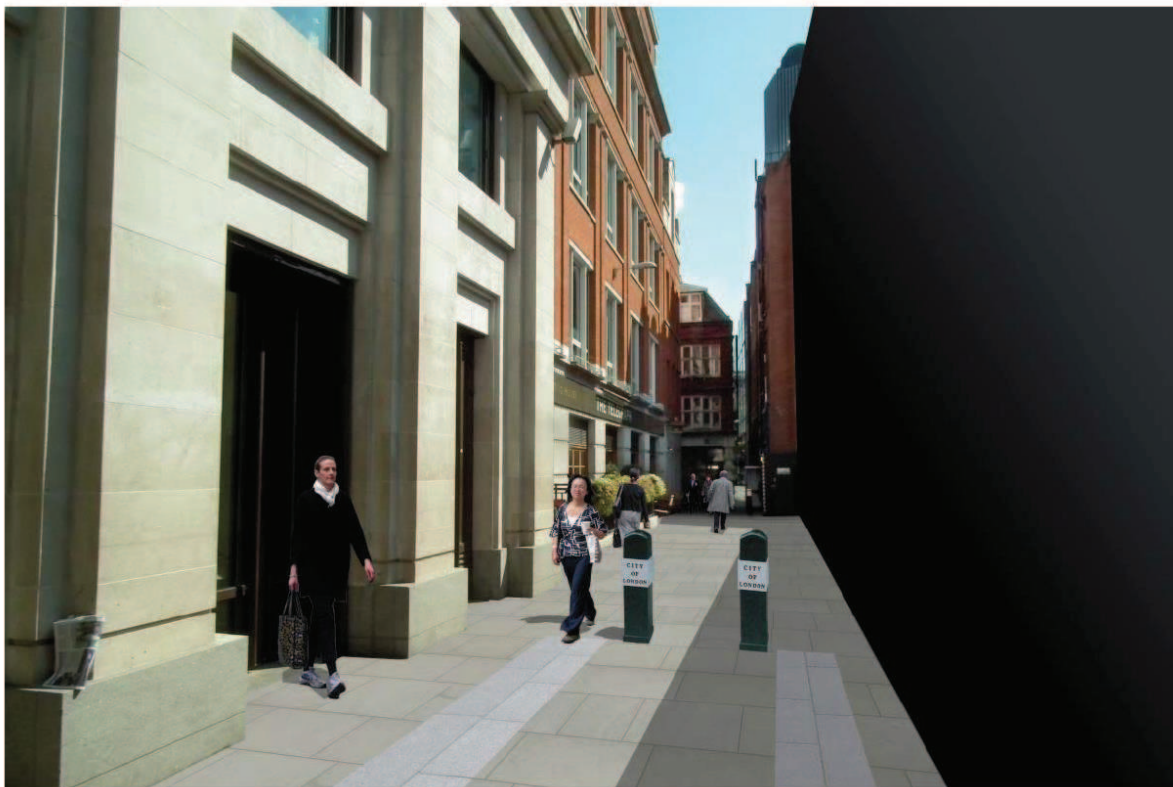
Telegraph Street 2

Existing



Telegraph Street 2

Proposed



8-10 Moorgate Area Improvements - Gateway 4

Appendix E: Proposed Project Finance Estimates (December 2013)

Description	Estimate (£)
Evaluation (Stage)	
Staff Costs	22,201
Fees	10,095
Sub Total (Evaluation)	32,296
Post Evaluation (Stage)	
Paving/Resurfacing Works	203,218
Supply and plant up to 2 trees plus civil works	8,340
Open spaces labour costs	1,500
Seating	5,000
Sub Total (Works)	218,058
Staff Costs	
Environmental Enhancement Staff Cost	17,000
Highway Engineering Support	19,000
Open Spaces	1,799
Sub Total (Staff Costs)	37,799
Fees	15,000
Sub Total (Post Evaluation)	303,152
Establishment of Trees (subject to feasibility)	2,999
TOTAL	306,152



Sky High-Count On Us



Client:	City of London
Project:	L0431 Telegraph Street
Survey Date:	22nd, 23rd, 27th, 28th and 29th August 2013
Survey Period:	00:00 to 24:00
Method:	Parking Occupancy Survey

Incidents / Observations:

There were no incidents reported over the survey period.

Sites/ Locations: Telegraph Street, London

Diagram No: 1

Page 26



Date	Type	In Time	Out Time	Loading/ Unloading	Where was person Accessing?	Duration
Thu 22 - Aug - 2013	TAXI	01:50:09	01:50:44	Drop	Area 2	00:00:35
Thu 22 - Aug - 2013	OGV1 (PHD)	08:11:31	08:24:38	Unloading	Area 3	00:13:07
Thu 22 - Aug - 2013	OGV1	08:11:31	08:24:38	Unloading	Area 1	00:13:07
Thu 22 - Aug - 2013	LGV	08:31:23	14:14:57	Parking	Area 2	05:43:34
Thu 22 - Aug - 2013	LGV	09:15:49	09:39:12	Parking	Area 1	00:23:23
Thu 22 - Aug - 2013	LGV	09:18:20	09:23:09	Parking	Area 1	00:04:49
Thu 22 - Aug - 2013	LGV (PHD)	10:24:46	10:28:28	Unloading	Area 3	00:03:42
Thu 22 - Aug - 2013	TAXI	10:59:08	11:01:02	Pick Up	Area 1	00:01:54
Thu 22 - Aug - 2013	MCL	11:10:51	11:13:12	Parking	Area 1	00:02:21
Thu 22 - Aug - 2013	MCL	11:50:13	11:55:08	Parking	Area 1	00:04:55
Thu 22 - Aug - 2013	LGV	15:43:21	15:55:13	Unloading	Area 1	00:11:52
Fri 23 - Aug - 2013	OGV1	00:14:01	00:15:16	Loading	Area 3	00:01:15
Fri 23 - Aug - 2013	LGV	07:45:24	10:07:43	Parking	Area 1	02:22:19
Fri 23 - Aug - 2013	LGV	07:48:31	07:52:54	Unloading	Area 3	00:04:23
Fri 23 - Aug - 2013	OGV1	07:54:54	08:03:32	Unloading	Area 1	00:08:38
Fri 23 - Aug - 2013	LGV	08:31:56	08:50:41	Loading	Area 1	00:18:45
Fri 23 - Aug - 2013	LGV	08:40:20	08:50:36	Unloading	Area 1	00:10:16
Fri 23 - Aug - 2013	LGV	09:00:59	09:13:25	Unloading	Area 1	00:12:26
Fri 23 - Aug - 2013	MCL	10:13:47	10:17:50	Parking	Got out of the vehicle for a while and went back	00:04:03
Fri 23 - Aug - 2013	LGV	10:30:13	10:33:10	Loading	Area 3	00:02:57
Fri 23 - Aug - 2013	MCL	11:05:21	11:07:13	Parking	Area 1	00:01:52
Fri 23 - Aug - 2013	OGV1	12:47:59	12:57:31	Parking	Area 1	00:09:32
Fri 23 - Aug - 2013	LGV	15:00:49	15:19:58	Parking	Area 2	00:19:09
Fri 23 - Aug - 2013	MCL	15:51:07	15:51:59	Parking	Got out of the vehicle for a while and went back	00:00:52
Fri 23 - Aug - 2013	LGV	17:35:26	17:53:05	Loading	Area 1	00:17:39
Fri 23 - Aug - 2013	CAR	22:02:16	22:10:56	Parking	Got out of the vehicle for a while and went back	00:08:40
Fri 23 - Aug - 2013	CAR	22:17:53	22:19:25	Parking	Stayed in vehicle	00:01:32
Fri 23 - Aug - 2013	TAXI	23:11:58	23:13:31	Drop	Area 2	00:01:33
Tue 27 - Aug - 2013	LGV (PHD)	02:09:27	02:12:44	Unloading	Area 3	00:03:17
Tue 27 - Aug - 2013	LGV	02:58:38	03:00:00	Unloading	Area 2	00:01:22
Tue 27 - Aug - 2013	LGV	05:42:46	05:50:24	Unloading	Area 1	00:07:38
Tue 27 - Aug - 2013	LGV	05:42:46	05:50:24	Unloading	Area 2	00:07:38
Tue 27 - Aug - 2013	LGV	06:56:56	07:02:52	Unloading	Area 2	00:05:56
Tue 27 - Aug - 2013	OGV1 (PHD)	08:21:03	08:48:37	Unloading	Area 3	00:27:34
Tue 27 - Aug - 2013	OGV1	08:21:03	08:48:37	Unloading	Area 1	00:27:34
Tue 27 - Aug - 2013	LGV	09:53:08	09:58:30	Unloading	Area 1	00:05:22
Tue 27 - Aug - 2013	LGV	11:28:42	11:50:47	Unloading	Area 2	00:22:05
Tue 27 - Aug - 2013	LGV	11:56:23	11:59:41	Unloading	Area 1	00:03:18
Tue 27 - Aug - 2013	MCL	12:38:26	12:38:50	Parking	Stayed in vehicle	00:00:24
Tue 27 - Aug - 2013	LGV	13:14:01	13:15:05	Parking	Stayed in vehicle	00:01:04
Tue 27 - Aug - 2013	MCL	19:41:57	19:42:26	Parking	Stayed in vehicle	00:00:29
Wed 28 - Aug - 2013	OGV1 (PHD)	01:30:25	01:31:04	Loading	Area 3	00:00:39
Wed 28 - Aug - 2013	LGV	02:48:40	02:50:13	Unloading	Area 2	00:01:33
Wed 28 - Aug - 2013	OGV1 (PHD)	06:26:00	07:19:32	ading&Unload	Area 3	00:53:32
Wed 28 - Aug - 2013	OGV1	07:58:04	08:07:34	Unloading	Area 1	00:09:30
Wed 28 - Aug - 2013	OGV1 (PHD)	07:58:04	08:07:34	Unloading	Area 3	00:09:30
Wed 28 - Aug - 2013	OGV1	08:46:47	08:53:25	Unloading	Area 1	00:06:38
Wed 28 - Aug - 2013	LGV	10:08:05	10:12:51	Parking	Area 2	00:04:46
Wed 28 - Aug - 2013	LGV	12:13:25	12:17:18	Parking	Area 1	00:03:53
Wed 28 - Aug - 2013	LGV	12:38:52	14:14:52	Unloading	Area 1	01:36:00
Wed 28 - Aug - 2013	LGV (PHD)	12:59:12	13:02:03	Unloading	Area 3	00:02:51
Wed 28 - Aug - 2013	LGV	15:09:37	15:26:12	Unloading	Area 3	00:16:35
Wed 28 - Aug - 2013	LGV	15:09:37	15:26:12	Unloading	Area 1	00:16:35
Thu 29 - Aug - 2013	OGV1 (PHD)	00:47:25	00:48:06	Loading	Area 3	00:00:41
Thu 29 - Aug - 2013	OGV1 (PHD)	07:20:08	07:35:16	Unloading	Area 3	00:15:08
Thu 29 - Aug - 2013	OGV1	07:20:08	07:35:16	Unloading	Area 1	00:15:08
Thu 29 - Aug - 2013	LGV	08:21:58	08:27:10	Parking	Area 1	00:05:12
Thu 29 - Aug - 2013	OGV1	08:59:27	09:04:47	Parking	Area 1	00:05:20
Thu 29 - Aug - 2013	CAR	11:06:38	11:12:03	Parking	Area 1	00:05:25
Thu 29 - Aug - 2013	LGV	11:39:43	11:55:05	Loading	Area 2	00:15:22
Thu 29 - Aug - 2013	LGV	12:22:47	12:26:28	Parking	Area 1	00:03:41
Thu 29 - Aug - 2013	CAR	12:43:11	12:50:43	Parking	Area 1	00:07:32
Thu 29 - Aug - 2013	OGV1	13:56:16	14:14:18	Unloading	Area 3	00:18:02
Thu 29 - Aug - 2013	OGV1	14:06:12	In at End	Construction	Area 3	
Thu 29 - Aug - 2013	MCL	15:35:12	15:37:49	Parking	Area 1	00:02:37
Thu 29 - Aug - 2013	LGV	16:04:10	16:08:45	Parking	Area 1	00:04:35
Thu 29 - Aug - 2013	CAR	21:54:40	21:55:25	Parking	Area 1	00:00:45

This page is intentionally left blank

Committee(s):	Date(s):
Streets & Walkways Sub Committee	13 January 2014
Projects Sub Committee	22 January 2014
Subject: Gateway 3 – Outline Options Appraisal – Beech Street	Public
Report of: Director of the Built Environment	For Decision

Summary

Dashboard

Project Status: Amber

Timeline: Detailed Options Appraisal – November 2014

Total Estimated Cost: £150,000 - £2.5m

Spend to Date: £28,089

Overall Project Risk: Medium

Context

Beech Street is a key street in the context of the Barbican Area Strategy, forming an important east-west link and serving as the main pedestrian route from the Barbican Underground station to the Barbican Centre.

A consultants report has been completed to provide options for the enhancement of Beech Street. An important aspect of the consultants work has been to establish that Beech Street is not a tunnel, but is a covered roadway, and so there is no requirement to ensure compliance with UK and EU legislation relating to tunnels.

Brief description of project

Options have been developed that will enhance the user experience of Beech Street in a variety of ways. Three broad categories of options have been developed, ranging from relatively minor enhancements to the street, to increasing access at podium level, to removing some traffic from the street. The options set out in this report will be the subject of full public consultation prior to the next Gateway.

Options

The classification of Beech Street as a covered roadway, rather than a tunnel, gives greater scope in terms of the options available for enhancement. These options range in scale, from minor enhancements such as changes to the lighting or cladding through to major changes such as removing the roof. However, such minor changes are unlikely to yield sufficient benefits to justify their progression, and wholesale changes to the roof structure would be prohibitively expensive (more technical information is contained in section 11 of this report); therefore these options have not been considered for further investigation. The broad options that are being considered are set out below and in the main body of the report.

Description	Option 1 – Improving the street £	Option 2 – Enhanced podium level links £	Option 3 – Removal of traffic £
Total Estimated Cost	£150,000 - £900,000	£400,000 - £2.5m	£150,000 - £500,000
Tolerance +/-	10%	20%	10%
Likely Funding Strategy	On Street Parking Reserve / local developer contributions	On Street Parking Reserve / local developer contributions	On Street Parking Reserve / local developer contributions

NB Full details of all of the options are available in paragraphs 11 to 20.

Recommendations

Option(s) recommended to develop to next Gateway

It is recommended that:

- All three options are progressed to the next Gateway and are subject to a full public consultation, and;
- An additional £19,000 is allocated to progress the project to the next Gateway, as set out in the table in Appendix 5.

Next Steps

Undertake a full public consultation with local residents, stakeholders and relevant City departments, with a view to producing a Gateway 4 report in late 2014. The Gateway 4 report will also identify any potential impacts on the function of the City's streets and any other technical requirements of the options taken forward.

Resource requirements to reach next Gateway and source of funding

The current approved budget is £28,500, with an actual spend to date of £28,089 (as of 16 December 2013). This spend has been used to develop the initial options appraisal and complete the consultant report.

A total of £19,000 is requested to progress these options to the next Gateway (see Appendix 5). This will allow for management of the public consultation process, assessment of the results, and associated fees for the consultation material.

Plans for consultation prior to the next Gateway report

A full public consultation, involving local residents, stakeholders and relevant City departments will be undertaken in spring 2014. The outcomes of this consultation will inform the Gateway 4 report.

Tolerances

It is recommended that the following tolerance be agreed in respect of the design process:

- A tolerance of £2000 be granted in respect of the Staff Costs element to allow for further assessment of the consultation responses if required.

Main Report

Overview

<p>1. Evidence of Need</p>	<p>The Barbican Area Streets & Walkways Enhancement Strategy ('Barbican Strategy') considered options to improve the public realm in the vicinity of the Barbican Estate and was approved by Court of Common Council in October 2008. The Strategy identified potential improvements to Beech Street including: widened footways; improved lighting; adjustments to the 'cap' roof to increase lighting and / or ventilation; public art installations; improved wayfinding; and enhanced conditions for cyclists.</p> <p>The accompanying Committee Report listed individual projects in priority order; Beech Street Tunnel was considered a medium priority project. However, the street is the key approach to the City's 'Cultural Hub' and is therefore important in this context. The Barbican Centre Board and Barbican Finance Committee have expressed strong support for bringing forward options for the enhancement of Beech Street Tunnel. Additionally the Barbican Residential Committee passed a motion at their meeting on 24th September 2012, that:</p> <p style="padding-left: 40px;">"The Planning and Transportation Committee be asked to consider improvements to Beech Street Tunnel as a matter of priority, given its significance within the cultural quarter".</p> <p>All of the 'high priority' projects identified in the Barbican Strategy now have funding allocated for their implementation and are at varying stages of progression. Therefore it is now possible to take forward other projects identified in the Barbican Strategy.</p>
<p>2. Success Criteria</p>	<ul style="list-style-type: none"> • Enhanced public realm in the area in accordance with the Barbican Strategy; • Improved gateway to the City's emerging cultural hub.
<p>3. Project Scope and Exclusions</p>	<p>One of the key risks associated with this project was the potential requirement to comply with relevant legislation on tunnels and the health & safety infrastructure associated with this. Therefore a key consideration of the consultant report was to clarify the position on this. The report concluded that Beech Street is not a tunnel but is a covered roadway, and so there are no requirements to develop the street to tunnel standards.</p> <p>This allows for a wide variety of options to be</p>

	<p>considered. However, minor enhancements such as changes to the cladding or lighting are not being considered as they are unlikely to yield sufficient benefits. Similarly, major interventions such as removal of the roof structure are likely to be prohibitively expensive and so are not being considered in this report.</p> <p>The consultant report also considered an option which would remove all vehicular traffic from the street to create a pedestrianised environment. However, given the various access points that need to be maintained along the length of the street (see Section 11 below), it is not proposed to take this option forward.</p> <p>A number of the options set out in Section 11 below, have potentially significant implications for the function of the City's streets and those of neighbouring authorities, as well as other technical requirements. In addition, there are a number of issues relating to the mechanical and engineering services within the confines of the structure (or indeed whether these are all required), including water ingress from the podium level above. These factors and their likely impacts will be assessed and set out at the next Gateway, following the conclusion of the public consultation.</p>
<p>4. Link to Strategic Aims</p>	<p><i>Aim 2: To provide modern, efficient and high quality local services and policing within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes</i></p> <p>The City's working population is expected to grow by 89,000 from 2007 to 2026. The improvements will provide more accessible routes through the area.</p> <p><i>Aim 3: To provide valued services to London and the nation</i></p> <p>The proposals will improve the user experience of Beech Street and contribute to the enhancement of the City's emerging 'Cultural Hub'.</p>
<p>5. Within which category does the project fit</p>	<p>City funded (On Street Parking Reserve) (<i>public consultation</i>)</p> <p>Substantially reimbursable (<i>detailed design / implementation</i>)</p> <p>Asset enhancement / improvement (capital)</p>
<p>6. What is the priority of the project?</p>	<p>Advisable.</p>

<p>7. Governance arrangements</p>	<p>The project will be guided through regular design team meetings. Various parties will be consulted during the design process; see section 15. Regular updates will be provided to the Cultural Hub Working Party.</p>
<p>8. Resources Expended To Date</p>	<p>Fees: £15,000 Staff costs: £13,089 Total: £28,089</p> <p>The fees expended to date have been used to employ consultants to produce a technical report, primarily to understand any legislative requirements and also to investigate potential options for enhancement; the main highlights of the technical report are discussed in the body of this report.</p> <p>The staff costs incurred to date have allowed for management of the consultants and the associated initial consultation, and for other aspects of the preliminary evaluation.</p>
<p>9. Results of stakeholder consultation to date</p>	<p>The technical report has been subject to consultation with City officers to ensure that the scope was sufficient and that the content was accurate. Ward Members and Barbican residents have been briefed on the main outcomes of the technical report.</p> <p>A comment from these briefings suggested that creating 'holes' in the roof or removing it completely would likely meet with strong opposition from local residents owing to increased noise; obtaining Listed Building Consent for such works would also likely be problematic.</p>
<p>10. Consequences if project not approved</p>	<p>The perception that the street is an unpleasant environment will remain and the existing function of the street will be retained.</p>

Outline Options Appraisal

<p>11. Commentary on the options considered</p>	<p>The consultant report, which is available for viewing in the Members Reading Room, has attempted to define Beech Street in a number of different contexts. From a traffic perspective the street acts as a local connector route on the east-west axis and is regularly used as a diversionary route when London Wall is closed. From a pedestrian perspective the street is an important link between Farringdon, Moorgate and the Barbican Centre, and also through to the Golden Lane Estate.</p> <p>From a functional point of view, the south side of Beech</p>
--	---

Street provides vehicular access to a number of areas including the residential and Barbican Centre car parks, and the servicing areas for the residential estate; it is also used as the loading area for the London Symphony Orchestra. There is also pedestrian access to an office block on the north side of the street, and a connection through to the Golden Lane Estate.

The podium deck above Beech Street consists of precast concrete planks, with an in-situ concrete topping, spanning between the concrete beams. These beams span across the width of the street and are either supported directly on concrete columns, or span on to primary edge beams. These primary beams then span between concrete columns, the faces of which protrude from the cladding line on the north side of the street and are aligned with the cladding on the south side. The columns appear to be supported on a transfer structure above dedicated Barbican service tunnels, which are in turn supported on piled foundations.

The options have been divided into three broad categories, each of which contain 'sub options' that are variations on the theme of each main option. These are set out below.

Option 1 – Improving the street

This option is based around reconfiguring the existing street to make it function more effectively for all users, and to improve the experience for pedestrians. The 'sub options' involve making greater use of the northern footway which is already wider than the southern footway and has the scope to be widened further. In order to fully maximise the potential footway width it would be necessary to remove the existing cycle lane and bring cyclists into the main lane of traffic. This would allow either the northern footway to be widened in isolation, or to be combined with some widening of the southern footway.

Alternatively the existing cycle lanes could be retained and physically segregated to achieve clear delineation. This option could potentially still allow for the northern footway to be widened, although the gain would not be as great as in the scenario with the cycle lanes removed.

This option has the potential to be supplemented with new lighting arrangements to the footways. The carriageway lighting would need to be maintained to avoid creating a 'strobing' effect for drivers and cyclists. Changes to the cladding of the structure may also

produce an enhanced environment.

Three sketches showing the variations within this option are shown in Appendix 1.

Option 2 – Providing an enhanced link at podium level

The existing connections from street to podium level at each end of Beech Street are poor, involving secluded staircases such as at Barbican station, or long and winding ramps such as at Whitecross Street. This option therefore proposes measures to increase the use of the podium level of the Barbican Estate, which will require the creation of clear routes from street level and the improvement of existing podium level connections. The use of escalators and lifts has been suggested by some residents to maximise accessibility.

At the western end of Beech Street it has been considered that a new escalator connection could be made through the existing commercial property, currently occupied by Virgin Active. A connection in this location would be easily visible upon exiting Barbican Underground station.

At the eastern end there are two potential access points. On the north side this would be from the existing footway adjacent to the new Barbican cinemas; on the south side this would be from the open space of the Cromwell Tower forecourt.

The implementation of these new links would require the creation of 'holes' in the existing podium deck and would be subject to Listed Building Consent (this is discussed in more detail below). This option may make the existing link stairs and bridge from Barbican station redundant, allowing these to potentially be removed.

An indicative plan of new connections at podium level is shown in Appendix 2.

Option 3 – Removal of traffic from Beech Street

This option involves creating a more vibrant and active pedestrian space by either partially or completely removing traffic from the street. Given the current layout of the street and the amount of servicing that takes place it is unlikely that a proposal to completely remove traffic would be feasible without a major overhaul of the servicing arrangements for the Barbican Estate. Therefore a more realistic option is making Beech Street one way, maintaining access to the south side whilst creating a significantly improved pedestrian and cyclist environment by widening the northern footway.

	<p>If the street was made one way there would still be a requirement to provide vehicular access to the northern wall at certain times in order to maintain the ventilation grilles connected to the car parks.</p> <p>In order to progress any of the options to the next gateway it will be necessary to undertake further research to determine the exact layout and function of the street and the infrastructure surrounding it.</p> <p>An indicative plan of some traffic removed from Beech Street is shown in Appendix 4.</p>
--	---

Information Common to All Options

12. Key benefits	<ul style="list-style-type: none"> • An improved east-west connection for pedestrians; • Improved accessibility; • An enhanced connection to the Barbican Centre.
13. Estimated programme and key dates	<p>Consultation on the proposals: April 2014 – June 2014</p> <p>Assessment of consultation and option development: July 2014 – October 2014</p> <p>Gateway 4 report – November 2014</p>
14. Potential risk implications	<p><i>1. Drainage and utilities impact on the design options</i></p> <p>Surveys will be carried out as appropriate to determine the extent of sub-surface utilities and reduce the risk element associated with this.</p> <p><i>2. Options selected impact on the Listed fabric of the Barbican</i></p> <p>The option assessment will take Listed Building issues into consideration and make this clear at the next Gateway</p> <p><i>3. Funding for the preferred option is not obtained</i></p> <p>Funding requirements and potential sources will be identified at the next Gateway</p>
15. Anticipated stakeholders and consultees	<ul style="list-style-type: none"> • Ward Members • Community & Children’s Services (Barbican Estate Office) • Barbican Centre • Barbican Occupiers User Group

	<ul style="list-style-type: none"> • Barbican Association • English Heritage • Twentieth Century Society • Local residents and occupiers • Cultural Hub Working Party • Planning (Development Control) • City Surveyor • Chamberlain • Comptroller and City Solicitor • Access Team • Open Spaces Department • Environmental Health • Cleansing Services
16. Legal implications	Beech Street is within the curtilage of the Grade II listed status of the Barbican Estate. Any works affecting the architectural and historic interest may require Listed Building Consent, and would need to be considered alongside the City's Core Strategy and the Barbican Listed Building Guidelines SPD.
17. HR implications	None.
18. Anticipated source(s) of funding – capital and revenue	<p>The funding to progress the project to the next gateway is expected to be met from the On Street Parking Reserve (OSPR) allocation committed to the Barbican Strategy.</p> <p>Funding for the full implementation of the project has yet to be identified but would likely be sourced from local developer contributions in the area and / or from the Community Infrastructure Levy.</p>
19. Affordability	The progression of the project to the next gateway is to be met from the OSPR allocation committed to the Barbican Strategy. Funding has not yet been identified to take the project beyond this stage; this will be investigated during the detailed options appraisal stage.
20. Next steps	The preferred option(s) will be taken forward to consultation residents and other key stakeholders, including the Barbican Estate Office and the Barbican Centre. The feedback from this consultation will be incorporated into the detailed options appraisal process and a report will be presented to Members.

Outline Options Appraisal Matrix

See attached.

Appendices

Appendix 1	Beech Street and the surrounding area
Appendix 2	Sketches of variations within Option 1
Appendix 3	Potential new connections at podium level
Appendix 4	Sketch indicating some traffic removed from Beech Street
Appendix 5	New budget table

Contact

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

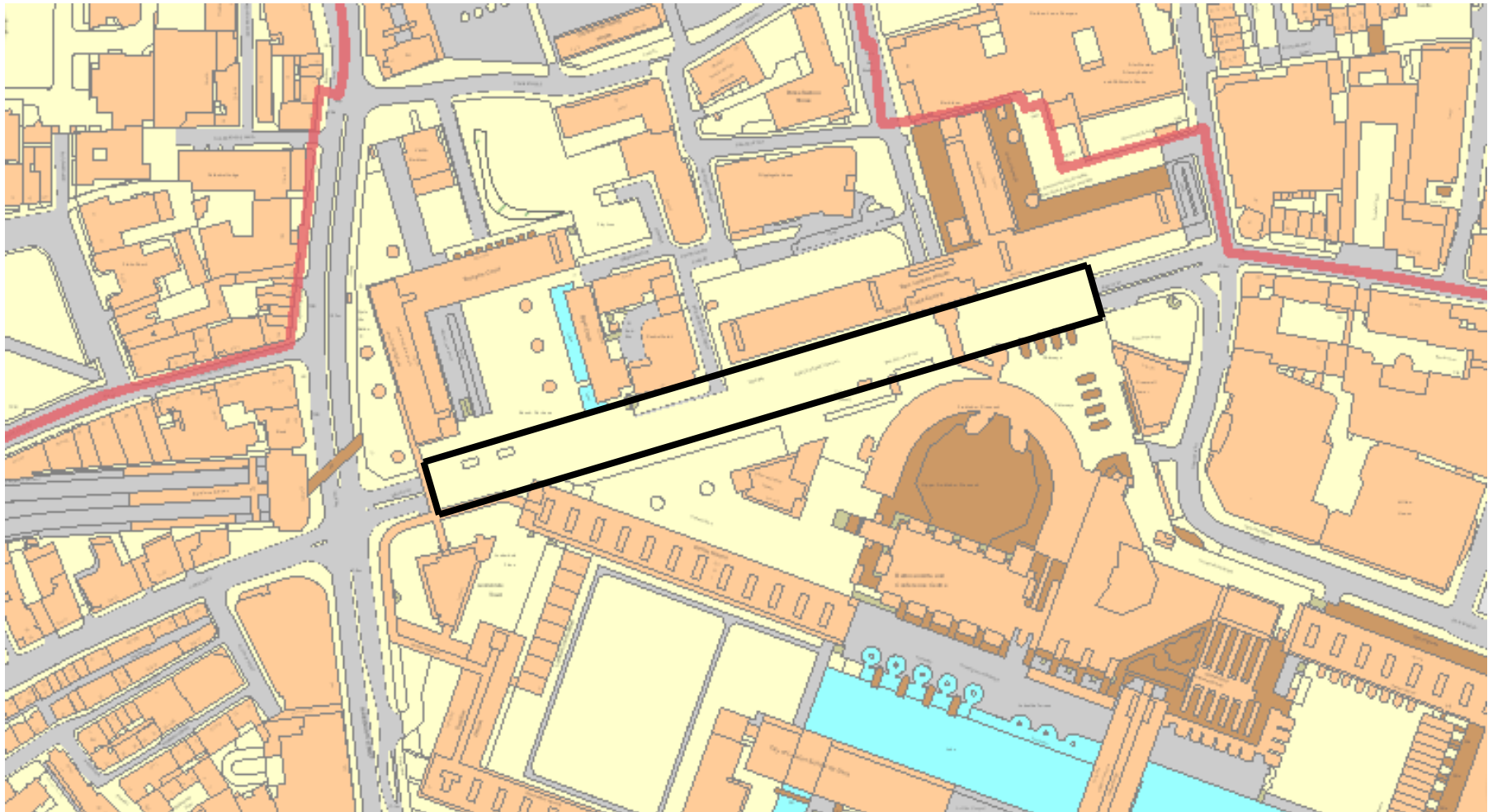
	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
21. Brief description	Reconfiguring the street to make it function more effectively for all users. The 'sub options' involve making greater use of the northern footway which is already wider than the southern footway and has the scope to be widened further. In order to fully maximise the potential footway width it may be necessary to remove the existing cycle lane and bring cyclists into the main lane of traffic.	This option proposes measures to increase the use of the podium level of the Barbican Estate, which will require the creation of clear routes from street level and the improvement of existing podium level connections. The use of escalators and lifts has been suggested to maximise accessibility.	This option involves creating a more vibrant and active pedestrian space by partially removing traffic from the street.
22. Scope and Exclusions (where different to section 3)	N/A	N/A	N/A
23. Key benefits (where different to section 12)	<ul style="list-style-type: none"> • Widened footways to increase pedestrian space; • Additional lighting to enhance the setting of the space; • Potential to improve conditions for cyclists. 	<ul style="list-style-type: none"> • Improved connections to the podium level, increasing the vibrancy of these areas; • Improved accessibility through the provision of escalators and lifts. 	<ul style="list-style-type: none"> • A significant gain in footway space on Beech Street; • Improved conditions for cyclists.
24. Estimated Programme (where different to section 13)	N/A	N/A	N/A
25. Potential risk implications (where different to section 14)	N/A	N/A	N/A

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
26. Anticipated stakeholders and consultees (where different to section 15)	N/A	N/A	N/A
27. Legal implications (where different to section 16)	N/A	N/A	N/A
28. HR implications (where different to section 17)	N/A	N/A	N/A

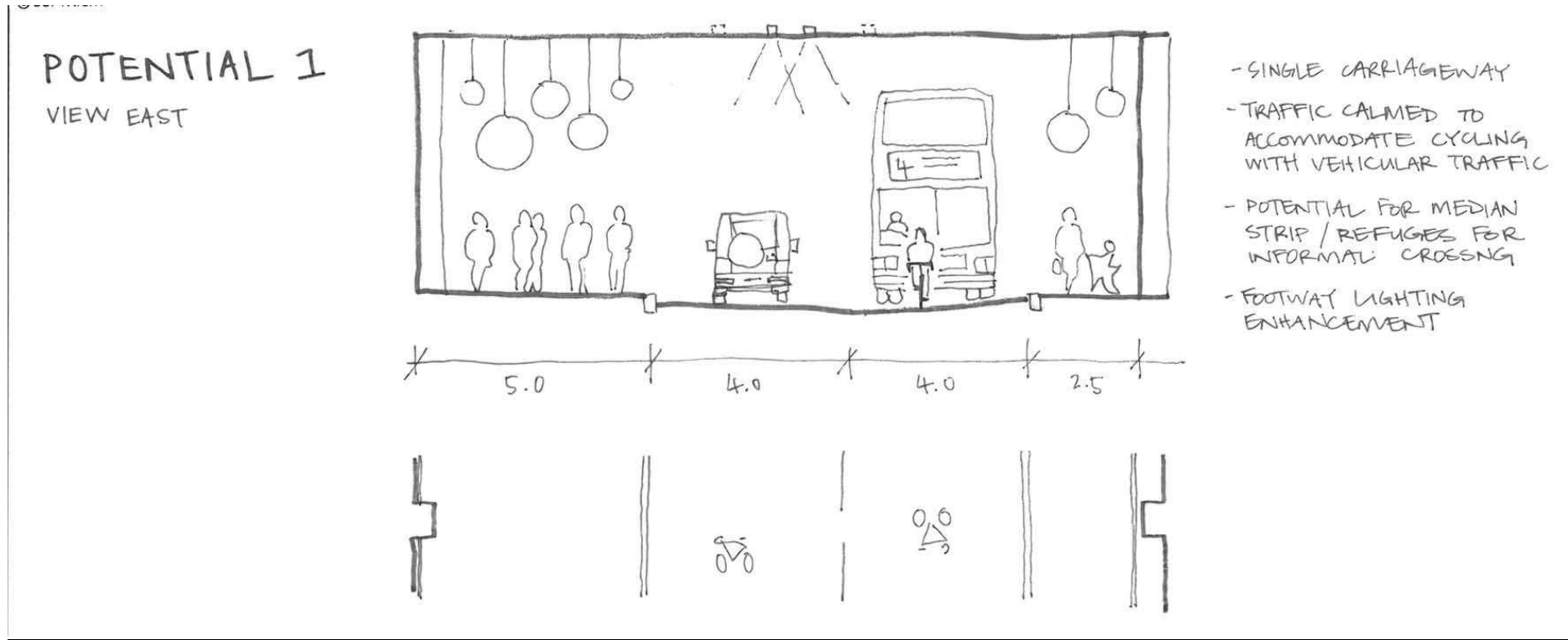
<u>Financial Implications</u>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
29. Total Estimated cost (£)	£150,000 - £900,000	£400,000 - £2.5m	£200,000 - £800,000
30. Anticipated source of project funding (where different to section 18)	N/A	N/A	N/A
31. Estimated capital value/return (£)	N/A	N/A	N/A
32. Fund/budget to be credited with capital return	N/A	N/A	N/A
33. Estimated ongoing revenue implications	There may be some additional maintenance costs incurred should the	New infrastructure, such as lifts or escalators, would require additional	There may be some additional maintenance costs incurred should the

(£)	entire street be required to close during routine maintenance works, as opposed to just one traffic lane as at present.	maintenance.	entire street be required to close during routine maintenance works, as opposed to just one traffic lane as at present.
34. Anticipated source of ongoing revenue funding (where different to section 18)	N/A	N/A	N/A
35. Fund/budget to be credited with income/savings	N/A	N/A	N/A
36. Affordability (where different to section 19)	N/A	N/A	N/A
37. <u>Recommendation</u>	<i>It is recommended that this option is included in the public consultation and evaluated towards Gateway 4.</i>	<i>It is recommended that this option is included in the public consultation and evaluated towards Gateway 4.</i>	<i>It is recommended that this option is included in the public consultation and evaluated towards Gateway 4.</i>
38. Reasons	This option is recommended for progression in order to ascertain the opinions of stakeholders during the public consultation.	This option is recommended for progression in order to ascertain the opinions of stakeholders during the public consultation.	This option is recommended for progression in order to ascertain the opinions of stakeholders during the public consultation.

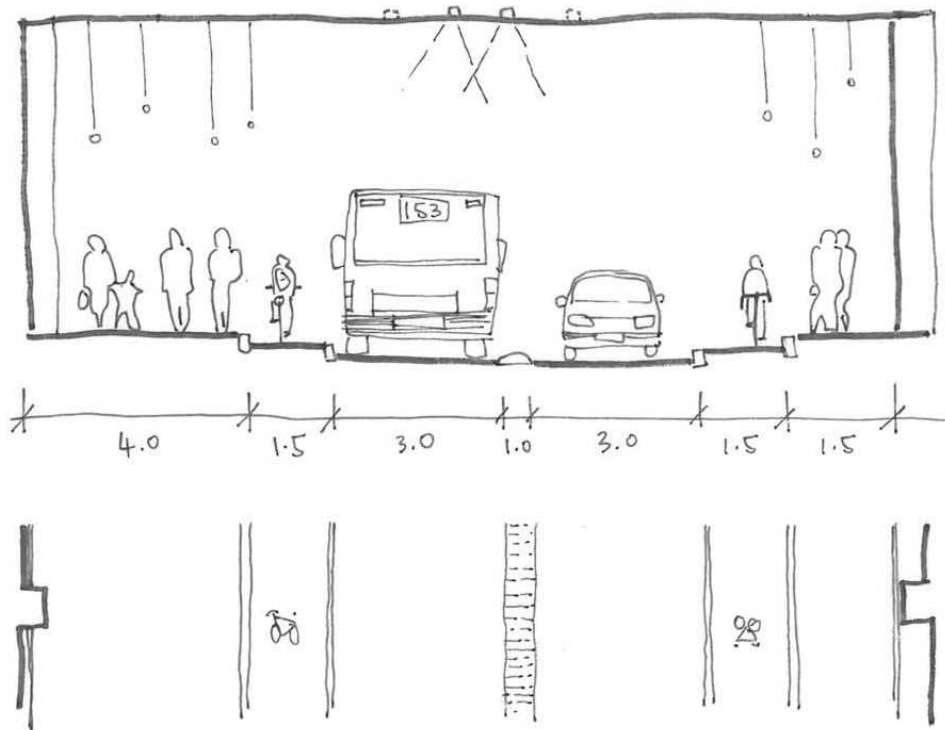
Appendix 1 – Beech Street and the surrounding area



Appendix 2 - Sketches of variations within Option 1

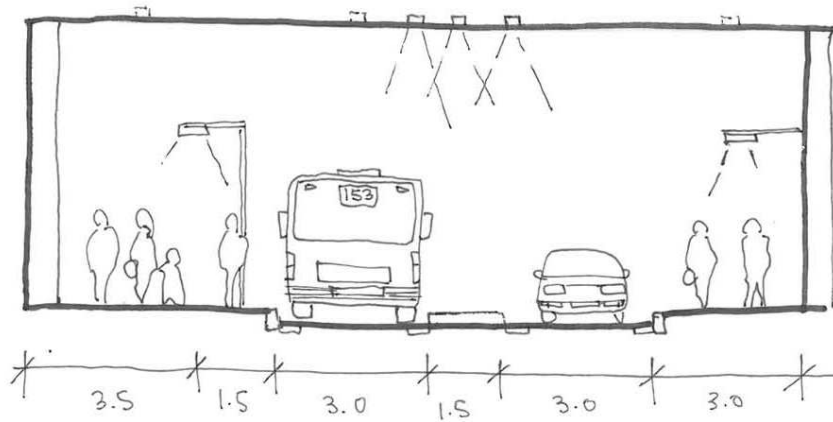


POTENTIAL 2
VIEW EAST

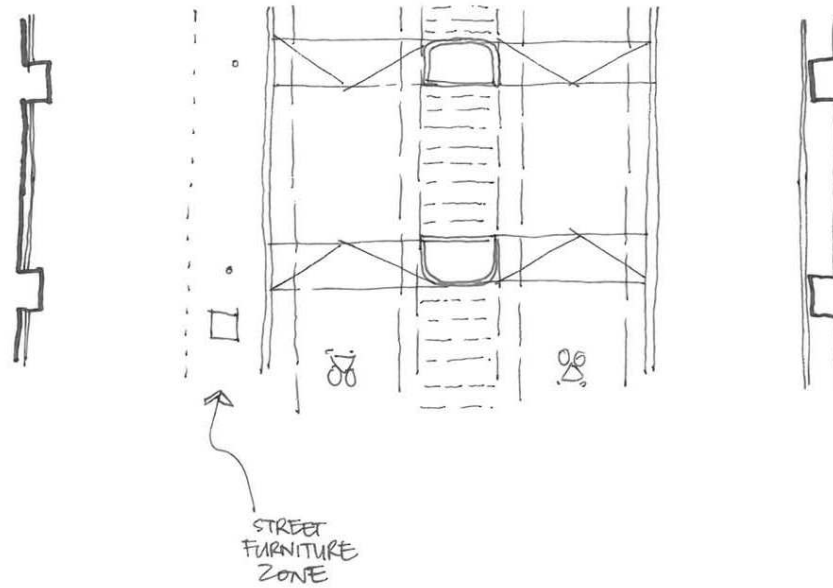


- DANISH-STYLE HALF KERB SEGREGATED CYCLE LANES
- OVERRUNNABLE CENTRAL STRIP TO VISUALLY NARROW CARRIAGWAYS

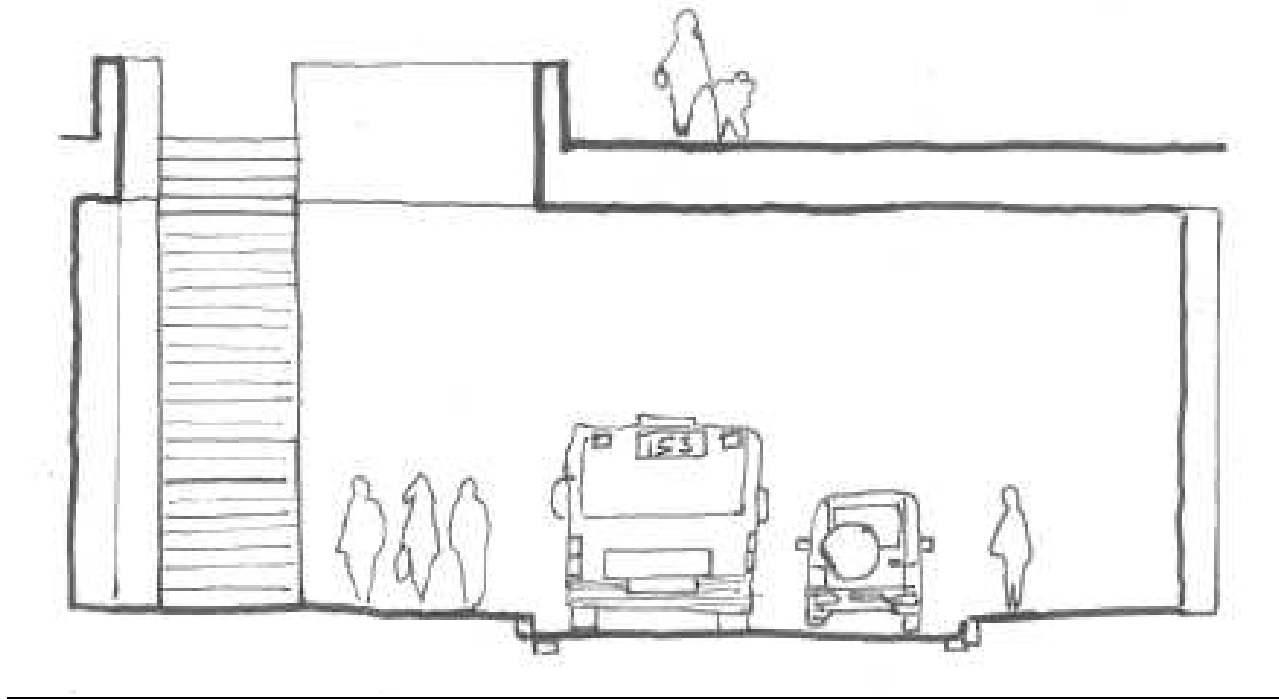
POTENTIAL 3
VIEW EAST

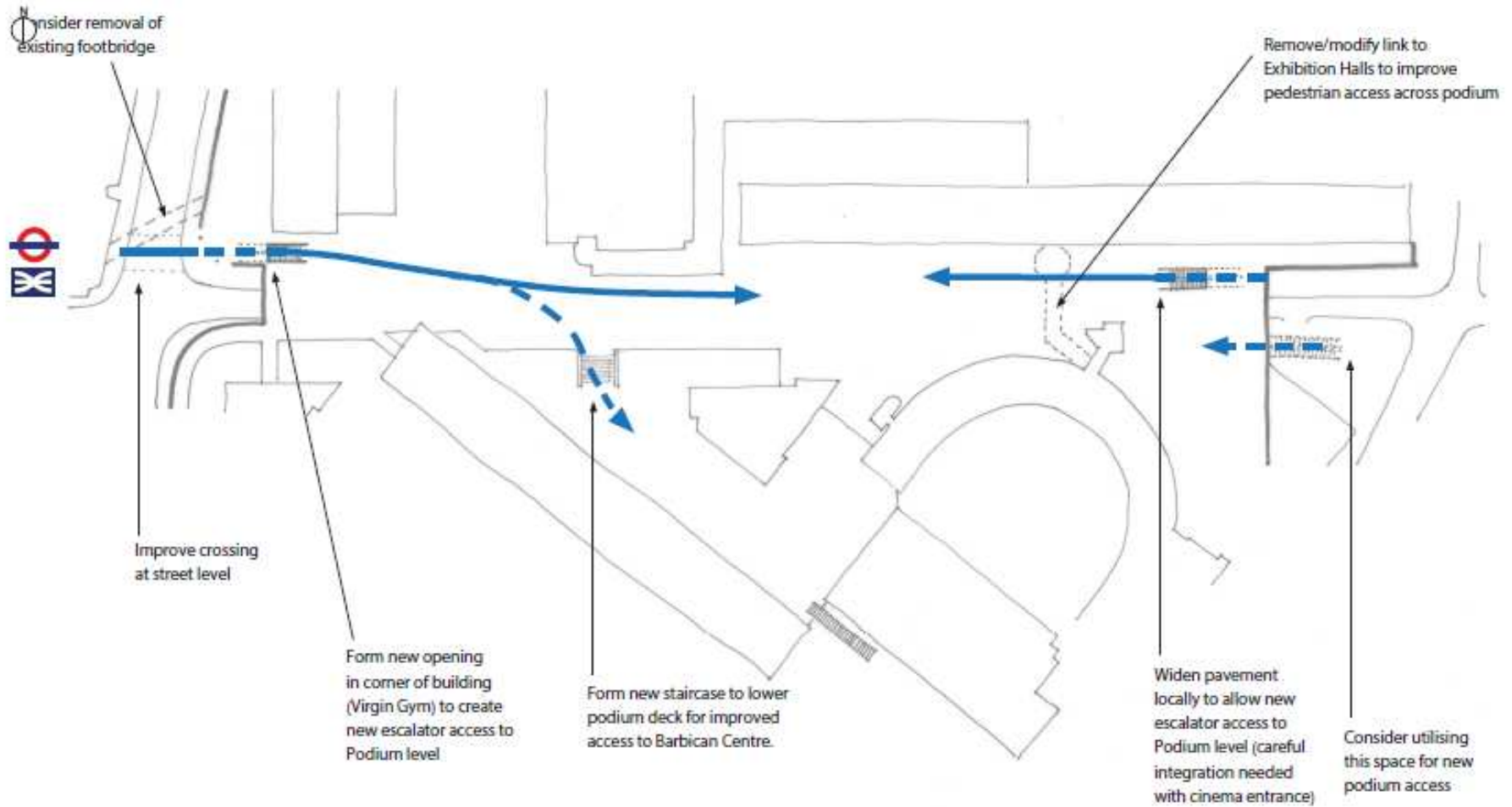


- CARRIAGEWAYS NARROWED
- 20 MPH ZONE
- CONTINUAL CROSSING STRIP IN CENTRE OF CARRIAGEWAY
- WIDE INFORMAL CROSSINGS
- NO STOPPING ZONE
- FOOTWAY LIGHTING ENHANCEMENT

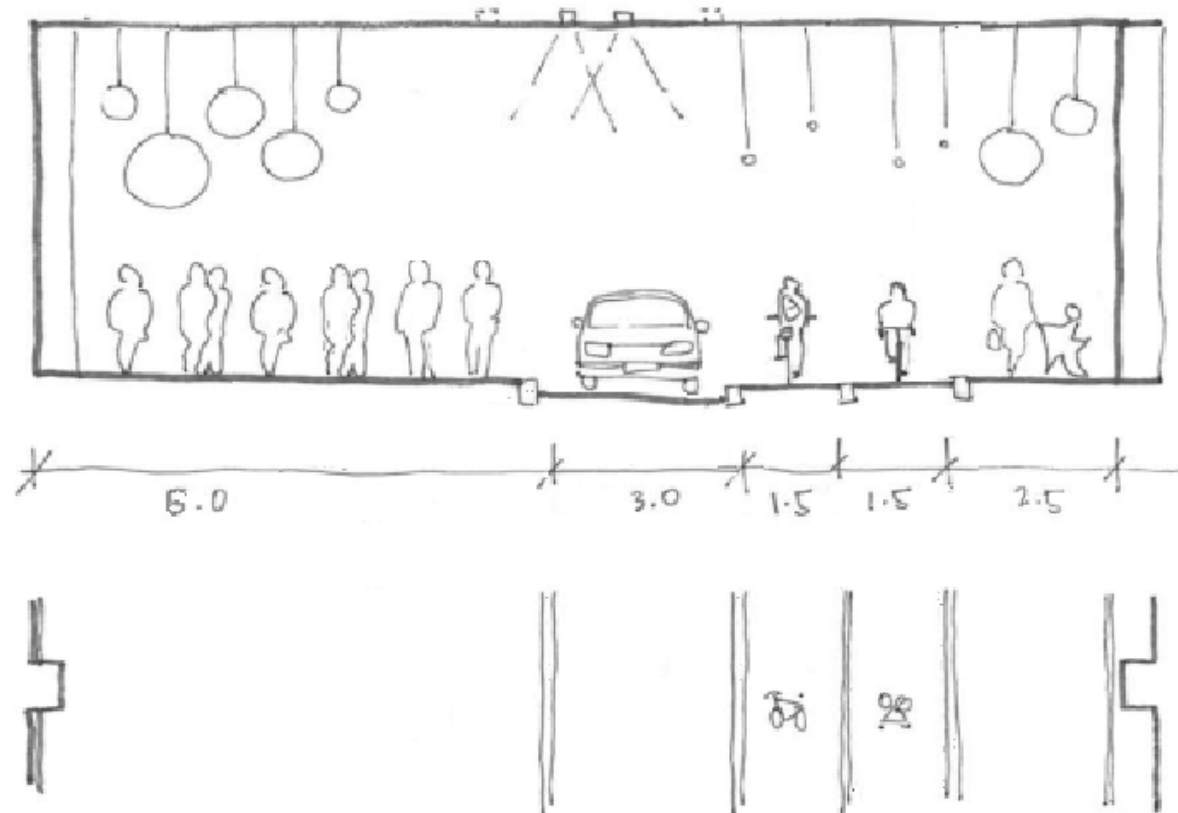


Appendix 3 – Potential new connections at podium level





Appendix 4 – Sketch indicating some traffic removed from Beech Street



Appendix 5 – new budget table

Current budget

Beech Street Tunnel	Budgets	Spend to Date	Remaining
PreEv P&T Fees	£15,000	£15,000	£0
PreEv P&T Staff Costs	£10,000	£13,089	-£3,089
PreEv Surveyors Staff Costs	£3,500	£0	£3,500
Total	£28,500	£28,089	£411

Proposed budget to next Gateway

Beech Street Tunnel	Current Budgets	Proposed Budgets	Variance
PreEv P&T Fees	£15,000	£25,000	£10,000
PreEv P&T Staff Costs	£10,000	£22,500	£12,500
PreEv Surveyors Staff Costs	£3,500	£0	-£3,500
Total	£28,500	£47,500	£19,000

This page is intentionally left blank

Committee(s):	Date(s):
Streets and Walkways Projects Sub Committee	13 January 2014 22 January 2014
Subject: Outcome Report - Paul's Walk Western End	Public
Report of: The Director of the Built Environment	For Decision
<u>Summary</u>	
<u>Dashboard</u>	
Project Status : Green	
Timeline indicating the stage at which the project is: Gateway 7	
Approved budget : £430,000 from Network Rail contribution	
Spend to Date : £430,000	
<u>Brief description of project</u>	
<p>Paul's Walk Western End environmental enhancement scheme is part of the Riverside Enhancement Strategy, and was approved by Members in July 2008. This project aims to improve the western end of Paul's Walk and to complement the environmental enhancements completed in the eastern end of Paul's Walk and elsewhere along the Riverside Walk. It involves the following enhancements:</p> <ul style="list-style-type: none"> • Terracing of the garden space adjacent to the walkways. The raised terraces allow people to sit with views out over the river wall to the river ; • New tree planting which also screens the walkway from the traffic noise from Upper Thames Street; • Improved lighting integrated into the design of the terraces and underneath the trees to add interest and safety at night; • New accessible seating for all users. <p>Following approval of the evaluation report in July 2008, Network Rail advised the City of London that they needed a temporary staircase in Paul's Walk to allow Blackfriars station to be redeveloped. The delay caused by Network Rail meant that any potential funding from Transport for London in that year would be lost to this project. Therefore, officers negotiated a sum of £430,000 from Network Rail in compensation to fund the scheme. The Transport for London funding was re-allocated to other projects on the Riverside and fully utilised.</p> <p>Further delays to the implementation of the scheme were caused by Network Rail needing to extend their license to use Paul's Walk Western end site until April 2013. Following further negotiation with Network Rail, Members approved a partnership with Network Rail in June 2011, whereby the implementation and labour costs of the project would be met by them, with the City paying for materials and costs. Works commenced in November 2012 and were completed in May 2013.</p>	

Recommendations

It is recommended that Members approve:

- The closure of the project; and
- The additional staff costs of £2,503 to be met from the works and fees underspend on the project.

Overview

1. Evidence of Need	<p>The Paul's Walk project is part of the approved Riverside Walk Enhancement Strategy.</p> <p>The public consultation on the strategy and subsequently with users of Paul's Walk, revealed that there was strong need for enhancements at the Western end of Paul's Walk. The layout of this large area was overly complicated, with a succession of dated brick clad planters, seating spaces inaccessible to wheel chair users and planting in need of enhancement. Dark spaces felt unsafe and were regularly used by rough sleepers at night. Upper Thames Street was also a major source of discomfort for pedestrians both visually and through noise disturbance. In addition the river wall blocked views of the Thames when seated. As a result this area was under-used by the public and in many cases avoided in the evenings.</p>
2. Project Scope and Exclusions	N/A
3. Link to Strategic Aims	<p>This project has links to the following strategic aim:</p> <ul style="list-style-type: none">• To provide modern, efficient and high quality local services and policing within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes <p>This project has provided much needed amenity space and added asset value to the public realm for the benefit of local occupiers and visitors that use the area.</p> <p>The 'Thames and the Riverside' has been identified through the City's Core Strategy as a 'Key City Place', where the following policies apply:</p> <p>STRATEGIC OBJECTIVE 2 To ensure that the challenges facing the five Key City Places are met, complementing the core business function of the City, contributing to its unique character</p>

	<p>and distinguishing it from other global financial districts.</p> <p>The Vision: Thames and the Riverside The Thames and its riverside will provide well designed and managed public spaces, ranging from lively and vibrant areas, to areas of relative tranquillity for relaxation and contemplation. Residential, educational, recreational and employment activity will be enhanced by high quality sustainable streetscapes which will address the challenges of climate change.... The riverside will be easily accessible from other parts of the City and from the south side of the Thames.</p>
4. Within which category does the project fit	Fully reimbursable
5. What is the priority of the project?	Desirable
6. Resources Expended	The total cost of the project is £430,000 fully funded from a Network Rail contribution. Please see Appendix B for further details.

Outturn Assessment

7. Assessment of project against Success Criteria	<p>The scope of the project has not altered from the Committee approval and the scheme has achieved the following outcomes:</p> <ul style="list-style-type: none"> • Accommodate the increasing numbers of City workers, residents and visitors using the Riverside Walk. Creation of an improved public space. <p><i>The scheme has enhanced a large green space on the City's Riverside Walk and includes a range of seating areas as well as lawn areas. The design was carefully developed in order to complement the materials and layout of the Riverside Walk and more specifically Paul's Walk Eastern End project. The result is a scheme that blends seamlessly with its surroundings and encourages greater use of the wider area and walking routes.</i></p> <ul style="list-style-type: none"> • Increase variety of greenery and biodiversity <p><i>A total of twenty one trees have been planted, together with lavender shrubs and lawns. The new trees, plants and lawn area are particularly valued as they help to soften the environment, improve bio-diversity and create a more pleasant area to rest. The planting reduces dust and airborne pollution which is particularly beneficial given the close proximity of Victoria Embankment which is a polluted street.</i></p>
--	---

	<ul style="list-style-type: none"> • Improvement of accessibility on the Riverside Walk for all street users of varying mobility <i>The scheme includes a greatly improved space and walking route along the Riverside with a significant width of a minimum of 3.8 metres to accommodate the increasing number of people using the area. New seats on two levels were included allowing people to sit and enjoy the view of the Thames as well as providing accessible seats for people with mobility impairments.</i> • Increase facility for leisure and relaxation in the public realm <i>Since completion of the project in May 2013, the area has been well used during the summer.</i>
--	---

<p>8. Programme</p>	<p>It was originally planned to commence Paul’s Walk Western End works in April 2010 and complete them within 6 months. However, Network Rail delayed the works due to several issues as detailed below.</p> <ul style="list-style-type: none"> • In January 2009, the project was firstly delayed due to Network Rail needing a licence for a temporary staircase from Blackfriars Rail Bridge to the Western end of Paul’s Walk to allow Blackfriars station to be redeveloped. • Further delays to the project were due to Network Rail needing to extend the use of Paul’s Walk Western end site until April 2013. This ended up in further delays and negotiations with Network Rail and the new programme was presented and approved by Members in June 2011. • Due to Network Rail delaying finalising the Letter of Agreement and the Olympic Games moratorium starting on 27th July 2012, works finally started in November 2012 and were completed in May 2013 with minor snagging works related to landscaping been carried out in September 2013.
----------------------------	--

<p>9. Budget</p>	<p>The scheme has been completed within budget :</p> <table border="1" data-bbox="491 1659 1536 2007"> <thead> <tr> <th>Description</th> <th>Approved Budget (£)</th> <th>Expenditure (£)</th> <th>Variance (£)</th> </tr> </thead> <tbody> <tr> <td>Evaluation</td> <td>24,365</td> <td>24,365</td> <td>0</td> </tr> <tr> <td>Works</td> <td>325,000</td> <td>323,198</td> <td>-1,802</td> </tr> <tr> <td>Fees</td> <td>34,664</td> <td>33,963</td> <td>-701</td> </tr> <tr> <td>Staff Costs</td> <td>45,971</td> <td>48,474</td> <td>+2,503*</td> </tr> <tr> <td>TOTAL</td> <td>430,000</td> <td>430,000</td> <td>0</td> </tr> </tbody> </table>	Description	Approved Budget (£)	Expenditure (£)	Variance (£)	Evaluation	24,365	24,365	0	Works	325,000	323,198	-1,802	Fees	34,664	33,963	-701	Staff Costs	45,971	48,474	+2,503*	TOTAL	430,000	430,000	0
Description	Approved Budget (£)	Expenditure (£)	Variance (£)																						
Evaluation	24,365	24,365	0																						
Works	325,000	323,198	-1,802																						
Fees	34,664	33,963	-701																						
Staff Costs	45,971	48,474	+2,503*																						
TOTAL	430,000	430,000	0																						

*Additional staff costs were needed to liaise with Network Rail and their sub-contractors to get the snagging works completed as per the City Standards. This will be met from works and fees under-spends.
(See Appendix B for a more detailed breakdown).

10.Risk	The main project risks were as follows:	
	Risk	Mitigating Action
	Bespoke granite from China for the seats not delivered on time.	There was a delay in receiving the bespoke granite planters from China. However, they were considerably cheaper than European alternatives and as a result this element came in under budget
	Programme shifts as a result of Network Rail delays	The programme was extended to take account of the Network Rail needs for the redevelopment of the Blackfriars Station.
	CCTV camera location changes	There were delays to the works as a result of a CCTV camera being moved by Network Rail. The design needed to be updated to include the relocated CCTV camera.

11.Communications

Officers from the Built Environment Department worked closely with colleagues from the Open Spaces Department to deliver the project.

Officers also needed to work closely with representatives from Network Rail and their subcontractors from Balfour Beatty and Skidmores. As the works were carried out by Network Rail’s contractors and not the City Term contractors, the project officer had to liaise closely with them and adapt to their communication process and documents.

The City’s project management documentation, such as programmes, risk registers and communication plans, were used on a regular basis and helped the communication and the management of the project with all the external parties. The Project Management Documentation became the main source of information and was really helpful especially when new people from Network Rail or their sub-contractors joined the Project Team.

The Project Management Documentation helped to monitor the project at

	an early stage and identified clear risk owners. This was particularly efficient due to the complexity of the project structure and the high number of people from different parties involved in the project.
12. Benefits achieved to date	<p>The scheme has been successfully completed and the following benefits achieved:</p> <ul style="list-style-type: none"> • A better used and more accessible walkway for all users; • Wider walkways and better paving; • 21 new trees ; • Approx. 200 Square meters of lavender and lawns; • Approx. 60 linear meters of seats which included 10 accessible seats; • New lighting.
13. Strategy for continued achievement of benefits	The space is maintained to the same high standards as other areas of highway and open spaces in the City.
14. Outstanding actions	N/A

Review of Team Performance

15. Governance arrangements	Regular project team meetings were organised to progress the project with the Project Manager, internal multidisciplinary project team consisting of Highways, Lighting, Open Spaces, City's contractors (Fountaineers, JB Riney) as well as Network Rail and their subcontractors carrying the works on site (Skidmores and Balfour Beatty).
16. Key strengths	<ul style="list-style-type: none"> • The project was successfully achieved thanks to a very regular and close liaison with Network Rail and their subcontractors. The project communication was managed through a consistent use of the City's Project Management Documentation including project programmes, risk registers and communication plans. • A close supervision of the works carried out by Network Rail contractors by the City's Highways Team helped to monitor the works on site and notice any issues on a daily basis. Daily communication with the City's Project Manager

	<p>enabled a faster response to Network Rail when issues were raised during the implementation phase.</p> <ul style="list-style-type: none"> • The successful design was developed through officers across City Departments having clear and coordinated input to the consultants work to achieve an integrated scheme.
17. Areas for improvement	<p>Working with Network Rail as the client and main contractor brought a number of challenges:</p> <ul style="list-style-type: none"> • Network Rail changed the project manager 5 times during the lifetime of the project causing disruption and delays to the project. • Network Rail was involved in the project from the beginning of the design stage, however their full list of comments on the design was only received after the Construction Package was approved by the Highways Team, delaying the completion of the Construction Package. This was as a result of a lack of commitment and poor communication from Network Rail. • The CCTV camera located on Paul's Walk was moved by Network Rail and this was not communicated to the design team nor mentioned on the updated topographic survey provided by Network Rail. The new location of the CCTV camera conflicted with the design of the project. It would have been beneficial to have been informed by Network Rail of the new location of the CCTV camera to ensure that the drawings were updated at an early stage.
18. Special recognition	N/A

Lessons Learnt

19. Key lessons and how they will be used and applied	<ul style="list-style-type: none"> • Officers have learnt a lot about working with Network Rail and their sub-contractors. Their complex management processes required a very structured approach. The consistent use of the City's Project Management Documentation was very useful to the project development and enabled quick decisions to be taken when issues arose. • The Project Manager developed negotiation and communication skills and this is to be used in the
--	---

	<p>management and delivery of future projects.</p> <ul style="list-style-type: none"> • Bringing the scheme in on budget as a result of close monitoring of scheme costs.
--	--

Appendices

Appendix 1	Before and after pictures
Appendix 2	Table 1: Final Out-turn Costs

Contact

Report Author	Clarisse Tavin
Email Address	Clarisse.tavin@cityoflondon.gov.uk
Telephone Number	0207 332 3634

Appendix A

Before and after pictures



Before



After



Before



After

Appendix B

Table 1: Final Out-turn Costs

Description	Approved Budget (£)	Expenditure (£)	Variance (£)
Evaluation (16100169)			
Evaluation	24,365	24,365	0
Evaluation Total :	24,365	24,365	0
Design & Implementation (16100228)			
Works			
Materials	305,000	304,472	-528
Irrigation System & Pipe Subway Works	17,000	16,225	-775
Removal of Trees	3,000	2,501	-499
Works Sub-Total :	325,000	323,198	-1,802
Fees			
Design Fees	17,000	16,700	-300
Other Fees	17,664	17,263	-401
Fees Sub-Total :	34,664	33,963	-701
CoL Staff Costs			
Built Environment (Planning) - Design Costs	8,412	8,412	0.00
Built Environment (Planning) - Implementation	26,000	29,325	+3,325
Built Environment (Highways) - Design Costs	1,559	1,559	0
Built Environment (Highways) - Implementation	5,000	5,000	0
Open Spaces Department - Implementation	5,000	4,178	-822
CoL Staff Costs Sub-Total :	45,971	48,474	+2,503
Design & Implementation Total :	405,635	405,635	0
GRAND TOTALS	430,000	430,000	0

This page is intentionally left blank

Committee(s): Streets and Walkways Sub Projects Sub	Date(s): 13 th January 2014 22 nd January 2014
--	---

Subject: Gateway 3 - Outline Options Appraisal: Bank By-Pass Walking Routes

Report of: Director of the Built Environment	For Decision
---	---------------------

Summary

Dashboard

Project Status	Green
Timeline	Evaluation (Outline Options Appraisal – Gateway 3)
Total Estimated Cost	£500,000
Spend to Date	£23,100 of £35,000 (Evaluation Budget) comprising of: £8,000 (staff costs) and £15,100 (consultant fees) for survey work and preparation of design material.
Overall project risk	Medium

Context

This scheme is a high priority project of the adopted Bank area enhancement strategy and proposes improvements to north-south Lanes in the Bank area that act as 'by-pass' walking routes, avoiding the congested Bank junction. The Gateway 2 report for this project was approved by committees in May 2013

The Bank area is very crowded, especially at peak times and is expected to become even busier in the next 5 – 10 years as office space increases, primarily in the nearby eastern city cluster. Crossrail and the upgrade of Bank tube station (with the planned new entrance at Cannon Street) will also result in increasing numbers of pedestrians in the area.

The Bank area enhancement strategy has identified that the north-south lanes in the area are currently used as convenient walking routes. This project proposes that these routes are adapted to make them more comfortable and accessible in order to encourage their use as walking routes and maximise their potential. These routes could also become more attractive spaces that people will want to use, with associated benefits for the retail environment, in a similar manner to Bow Lane.

The key lanes to be improved through this project all fall within the Bank conservation area and are Nicholas Lane, Birchin Lane and Finch Lane. These provide the most direct north-south walking route, linking Cannon Street to the south with the Liverpool Street area to the north. This is illustrated in Appendix B extracted from the Bank Area Strategy approved in Spring 2013. The strategy identifies that there is also potential to implement similar improvements in other lanes and alleys in the area as part of future schemes.

The strategy does not define the detail of how the walking environment could be improved in the lanes. Officers have now undertaken initial analysis which indicates that significant improvement to the walking environment is feasible, yet essential access for vehicles can be maintained. Measures, including raised carriageways, enhancements to alleyway entrances and paving treatments will be considered. The positioning of street furniture including bollards will be considered as part of the design development process. Officers will also look at improving access for cyclists in accordance with the Mayor of London's Vision for Cycling.

Traffic studies and consultation with local occupiers is proposed in early 2014 to develop the detailed options.

The evaluation of this project is funded from the St Swithins Lane Section 106 obligation. It is proposed that the overall scheme is funded from a combination of S106 receipts and TfL funds.

Brief description of project

The proposals primarily relate to Birchlin Lane, Finch Lane and Nicholas Lane which form part of a key north-south walking route in the Bank area. Birchlin Lane has many active frontages and connections to alleys and so perhaps offers the greatest potential as an enhanced walking route. All three routes have very narrow footways which force pedestrians into the carriageway (including wheelchair users). The options include:

- Pedestrianisation, timed closure or access only traffic management in the lanes to enhance the walking routes and reduce conflict between pedestrians and vehicles;
- raised carriageways and/or raised pedestrian tables to ease movement and improve accessibility;
- crossing improvements to ease pedestrian movement across junctions and reduce road danger;
- changes to paving materials to enhance the environment, define walking routes and aid way-finding; and
- Improvements to lighting, signage and potential art installations to enhance the area

Options

Option 1

- Pedestrianisation, timed closure or access only traffic management in the lanes
- Raised carriageways in Finch Lane and Birchlin Lane
- raised entry treatment at junctions in Nicholas Lane
- Enhancement to Alleyway entry treatments

Option 2

As Option 1 but without any traffic management in the Lanes

Option 3

As Option 1 but with no raised carriageways and raised entry treatments instead

Table 1: Estimated Cost Tolerance of Options 1-3

Description	Option 1 £	Option 2 £	Option 3 £
Total Estimated Cost	500,000	480,000	300,000
Tolerance +/-	50,000	45,000	30,000
Likely Funding Strategy	S106 and TfL	S106 and TfL	S106 and TfL

NB: Full details of all of the options are available in paragraph 11 and the Outline Options Appraisal Matrix.

Recommendations

Option(s) recommended to develop to next Gateway

Option 1. The various sub-options related to traffic management will be further developed through a detailed traffic analysis ahead of the next gateway to ensure that the requirements of each Lane are taken into account.

Next Steps

Carry out traffic analysis, consult Ward Members and local occupiers on proposals, in particular those in Finch Lane and Birchin Lane. A Gateway 4 report to this Committee would follow in summer 2014.

Resource requirements to reach next Gateway and source of funding

£11,900 of the existing evaluation budget remains and this will be used to reach the next gateway. An additional £30,000 is also requested from the New Court, St Swithins Lane St S106 obligation (transport) to carry out the necessary traffic surveys and analysis and public consultation exercise.

Table 2: Estimated Costs for reaching next Gateway

Item Description	Approved evaluation Budget (£)	Proposed evaluation Budget (£)
Landscape Consultant Fees	12,700	12,700
Topographical and drainage surveys	7,300	5,000
Traffic Surveys	-	15,000
Sub Total	20,000	32,700
Staff Costs – Environmental Enhancement/Local Transportation	15,000	29,000
Staff Costs – DBE Engineering support/advice	-	3,300
TOTAL	35,000	65,000

Tolerances

Cost: Estimates set out above are based on specifications for similar schemes. More detailed cost estimates will be set out at the next gateway.

Specification: There are different options available for paving materials that will be explored at the next gateway.

Time: If Transport for London (TfL) funds are utilised for the scheme, these would be time-limited to the relevant financial year. The project programme will take this into account.

Main Report

Overview

<p>1. Evidence of Need</p>	<p>The Bank area enhancement strategy was adopted by Committees in spring 2013. The Strategy identified that the north-south lanes in the area provide convenient short-cuts for pedestrians to avoid the busy streets and the crowds at Bank Junction. Analysis also showed that they are used by commuters and are therefore quite busy at rush hour. However, there is potential for these lanes to be made more comfortable and accessible to become attractive spaces and increase their use as walking routes.</p> <p>The key lanes to be improved through this project are Nicholas Lane, Birchlin Lane and Finch Lane which provide the most direct north-south route through the area and were identified in strategy as high priority projects. All three lanes link up to form a north-south walking route, connecting Canon Street in the south with the edges of the Liverpool Street area in the north.</p> <p>Some of these routes, particularly Birchlin Lane, are destinations in their own right with characterful retail units and vital connections to alleyways where more retail units and places of interest can be found. Therefore, increasing footfall in this area will enhance the vitality of the retail environment and create improved spaces for people to dwell. The public consultation that was carried out on the strategy highlighted that people had great affection for the Lanes and Alleys and that they are a real asset for the area.</p> <p>Due to the medieval street pattern, these Lanes are narrow and footways cannot accommodate the increasing number of pedestrians that use the area, so people are often forced into the carriageway. Pedestrians who are particularly negatively impacted include parents with prams, wheelchair users, the elderly, or families with children. This also presents road safety concerns, particularly as the area is expected to become even busier due to an increase in office space and the upgrade of Bank tube station with the planned new entrance nearby at Cannon Street.</p> <p>St Swithins Lane is a successful example of a north-south walking route in the Bank area that has recently been</p>
-----------------------------------	--

	<p>enhanced with traffic management, a raised carriageway and paving improvements. A recent survey of 100 pedestrians on this street found that 89% thought that the changes were positive with 8% being unsure. Several users commented about appreciating the fact that it was easier to walk along and that conflict with vehicles was reduced, such as “It means we can walk on it without looking over our shoulders all the time”. Pedestrians also liked the fact that it was a route that allowed them to get away from the noise of traffic.</p> <p><u>Analysis of pedestrian movement</u></p> <p>A detailed analysis of pedestrian movement in Birchin, Finch and Nicholas Lanes was carried out in autumn 2013. This showed that Birchin Lane had the most pedestrians with up to 20 per minute moving through in the morning and evening peak. The lunch period was also very busy and the connections to adjacent alleyways were well used. Finch Lane had slightly fewer pedestrians but was also used as a key connecting route to Royal Exchange Avenue. Nicholas Lane had the least number of pedestrians using it, but was busier in the evening peak period, particularly as a connection to Monument station.</p> <p>Pedestrians were observed walking in the carriageway in all of the Lanes. In several instances, people were forced to step into the carriageway to avoid pedestrians moving in the opposite direction or standing on the footways. Pedestrians were by far the dominant user of the lanes.</p>
<p>2. Success Criteria</p>	<ul style="list-style-type: none"> • Improved walking routes • Improved accessibility • Adapting Lanes to accommodate increasing numbers of pedestrians • Improved cycling routes • Reduced road danger • Providing an enhanced environment
<p>3. Project Scope and Exclusions</p>	<p>The project only covers Birchin Lane, Finch Lane and Nicholas Lane and entry treatments to alleyways off of these Lanes. There is scope in the future to enhance other Lanes and Alleys in the Bank area, utilising similar design solutions, as funding becomes available.</p>
<p>4. Link to Strategic Aims</p>	<p>This project has links to the following strategic aim:</p> <ul style="list-style-type: none"> • To provide modern, efficient and high quality local

	<p>services and policing within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes</p> <p>This project will provide a more accessible and attractive pedestrian environment to encourage walking. The project has been identified as a high priority deliverable in the Bank area enhancement strategy.</p>
5. Within which category does the project fit	Fully reimbursable
6. What is the priority of the project?	Desirable
7. Governance arrangements	Regular meetings with Senior Responsible Officer
8. Resources Expended To Date	£23,100
9. Results of stakeholder consultation to date	The Bank area enhancement strategy was consulted upon with all local occupiers in 2012. Public consultation on the outline options will be carried out with Ward Members and local occupiers in early 2014.
10. Consequences if project not approved	An opportunity to create accessible and comfortable walking routes in this increasingly busy area will be missed. A high priority project within the Bank area enhancement strategy would not be able to be taken forward.

Outline Options Appraisal

11. Commentary on the options considered	<p>Option 1</p> <ul style="list-style-type: none"> • <i>Pedestrianisation, timed closure or access only traffic management in the lanes</i> • <i>Raised carriageways in Finch Lane and Birch Lane</i> • <i>raised entry treatment at junctions in Nicholas Lane</i> • <i>Enhancement to Alleyway entry treatments</i> <p>This option includes the greatest level of enhancement in order to meet all of the Success Criteria set out in paragraph 2. The proposals aim to strengthen the walking route in order to encourage more people to use it and create more attractive, comfortable and accessible</p>
---	--

spaces.

Birchin Lane has been identified as having the most scope for improvement as it is a popular route, includes a lot of active frontages, retail units and connections to several alleys including Change Alley and Castle Court. There is potential for Birchin Lane to become more vibrant and pedestrian focussed, in a similar manner to Bow Lane. Finch Lane could become a more accessible and comfortable walking route with key connections to the Royal Exchange and Cornhill. Nicolas Lane provides a useful link to stations, including the future new Bank station exit/entrance at Cannon Street.

Traffic management

In order to meet the key objective which is to enhance the lanes as walking routes, evidence suggests that managing traffic will provide potentially the greatest benefit to the pedestrian environment. This could be achieved in a number of ways, ranging from full pedestrianisation, to timed closures, to access only traffic orders. Ideally, the traffic management regime would be the same on all or most of the lanes to provide a consistent walking route.

Birchin Lane has been closed to through traffic for long periods over the last 2 years as a result of the redevelopment of 67 Lombard Street and so the impact of pedestrianisation on the function of the Lane has been well-tested already. A timed closure of the Lanes, from 7am to 7pm for example, would offer benefits for the walking environment and allow for servicing access outside of peak hours. This sub-option will also be evaluated and will take into account the presence of residents in nearby streets. However, full pedestrianisation will not be feasible in Nicholas Lane due to the existence of vehicle servicing bays. The full impact of the proposed traffic changes will be assessed through traffic studies and public consultation at the next stage. Access requirements for emergency vehicles will also be considered.

At the next stage, it is proposed to carry out detailed traffic studies to assess what measures may be possible in each Lane and what the impacts may be. Officers will also assess recent survey data from other streets that have full or partial vehicle exclusions to better understand the impacts.

Raised Carriageways

The raising of the carriageways in Birch Lane and Finch Lane is proposed to be considered to address the accessibility constraints in these lanes where footways are extremely narrow, and pedestrians are forced into the carriageway. The impact of raising the carriageways will need to include consideration of the effect on the character and appearance of the conservation area.

Nicholas Lane includes numerous service access points and level constraints and so a raised carriageway is not feasible in this Lane. Instead, raised pedestrian tables, particularly at the junctions with Lombard Street and King William Street will provide access improvements and improved walking routes, particularly to Monument Station. The designs will be developed at the next stage with the aim of providing a consistent look and feel across all three lanes where possible, to emphasise their use as a joined up walking route.

Other Enhancements

The proposed enhancement to Alleyway entry treatments will include signage, lighting and paving improvements, together with the consideration of suitable artwork to highlight the entrances without compromising their much-loved character.

Option 2

As Option 1 but without any traffic management in the Lanes

Evidence from St Swithins Lane and Bow Lane indicates that traffic management offer significant benefits for pedestrians. Birch Lane in particular has the potential to become more vibrant and traffic restrictions have already been in place here for the past 2 years without any reported problems.

Some form of traffic management, be it a timed closure or an access only traffic order is considered to be a key factor for achieving the success criteria.

This option would not enhance the walking routes to the same degree as Options 1 and 3. Therefore, this option is not proposed to be taken forward to the next gateway.

	<p>Option 3 As option 1 but with no raised carriageways and raised entry treatments instead</p> <p>This option would be a lower cost than Option 1 and 2. However, it would offer considerably less accessibility benefits as footways would remain narrow and inaccessible for wheelchair users.</p> <p>Even if traffic were restricted to the lanes, as this Option proposes, wheelchair users in particular would find it difficult to access the numerous connecting east-west links to alleys if carriageways were not raised. Therefore, this option is not proposed to be taken forward to the next gateway.</p>
--	--

Information Common to All Options

<p>12. Key benefits</p>	<p>The proposals would deliver on the main objectives of the adopted Bank area enhancement strategy which are to:</p> <ul style="list-style-type: none"> • Reduce conflict and improve Road Safety for all modes of transport • Accommodate future growth, ensuring that the area functions well and provides a suitable environment that contributes towards maintaining the City's status as the world's leading international financial and business centre • Improve the pedestrian environment, create more space for pedestrians and ensure that the streets and spaces are inclusive and accessible to all <p>The key benefits common to all options are as follows:</p> <ul style="list-style-type: none"> • The proposals would enhance the key walking routes and create more much-needed space, to accommodate increasing numbers of pedestrians • Raised carriageways and/or raised pedestrian tables would ease pedestrian movement and improve accessibility, to create a better-functioning streetscape for all users, including those who are less mobile. • Raised pedestrian tables would ease pedestrian movement across junctions and reduce road danger by slowing down vehicles and sending a clear signal
--------------------------------	--

	<p>about pedestrian priority.</p> <ul style="list-style-type: none"> Improved paving materials, such as York stone, would enhance the environment and the appearance of the conservation area. Walking routes would be more clearly defined and way-finding improved. Enhancements to lighting and potential art installations would encourage greater use of walking routes and connections. 														
<p>13. Estimated programme and key dates</p>	<p>Winter/Spring 2014</p>	<p>Public Consultation</p>													
	<p>Summer 2014</p>	<p>Design Development and Gateway 4 approval</p>													
	<p>Autumn/Winter 2014</p>	<p>Detailed Design and Implementation of First Phase</p>													
	<p>Spring 2014</p>	<p>Implementation of Second Phase</p>													
	<p>Summer 2014</p>	<p>Implementation of Third Phase</p>													
<p>14. Potential risk implications</p>	<table border="1"> <thead> <tr> <th data-bbox="523 1149 874 1216">Risk</th> <th data-bbox="874 1149 1134 1216">Risk level</th> <th data-bbox="1134 1149 1469 1216">Mitigating Action</th> </tr> </thead> <tbody> <tr> <td data-bbox="523 1216 874 1429"> <p>Conservation objections to design</p> </td> <td data-bbox="874 1216 1134 1429"> <p>Medium</p> </td> <td data-bbox="1134 1216 1469 1429"> <p>Carry out consultation with relevant officers on design options at an early stage</p> </td> </tr> <tr> <td data-bbox="523 1429 874 1570"> <p>Traffic changes are not feasible</p> </td> <td data-bbox="874 1429 1134 1570"> <p>Medium</p> </td> <td data-bbox="1134 1429 1469 1570"> <p>Carry out traffic studies and consult with local occupiers</p> </td> </tr> <tr> <td data-bbox="523 1570 874 1787"> <p>Objections from the public</p> </td> <td data-bbox="874 1570 1134 1787"> <p>Medium</p> </td> <td data-bbox="1134 1570 1469 1787"> <p>Carry out consultation with local occupiers. Develop fall-back options.</p> </td> </tr> </tbody> </table>			Risk	Risk level	Mitigating Action	<p>Conservation objections to design</p>	<p>Medium</p>	<p>Carry out consultation with relevant officers on design options at an early stage</p>	<p>Traffic changes are not feasible</p>	<p>Medium</p>	<p>Carry out traffic studies and consult with local occupiers</p>	<p>Objections from the public</p>	<p>Medium</p>	<p>Carry out consultation with local occupiers. Develop fall-back options.</p>
Risk	Risk level	Mitigating Action													
<p>Conservation objections to design</p>	<p>Medium</p>	<p>Carry out consultation with relevant officers on design options at an early stage</p>													
<p>Traffic changes are not feasible</p>	<p>Medium</p>	<p>Carry out traffic studies and consult with local occupiers</p>													
<p>Objections from the public</p>	<p>Medium</p>	<p>Carry out consultation with local occupiers. Develop fall-back options.</p>													
<p>15. Anticipated stakeholders and consultees</p>	<ul style="list-style-type: none"> Ward Members Local occupiers (including churches and Livery companies) TfL London Underground (proposed new station entrance/exit is at Cannon Street) 														

	<ul style="list-style-type: none"> • Internal consultees
16. Legal implications	The proposed traffic management to the Lanes would require a traffic order.
17. Anticipated source(s) of funding – capital and revenue	Section 106 obligations in the local area (from the New Court St, Swithins Lane S106 in particular) and TfL funding
18. Affordability	Some Section 106 funds have already been identified from the New Court St Swithins Lane obligation. TfL funding would be via the annual Local Implementation Plan grant.
19. Next steps	Carry out traffic studies, develop consultation material and consult with Ward Members and local occupiers in early 2014. A Gateway 4 report to Committees would follow in Summer 2014.

Appendices

Appendix A	Site Location Plan - BANK BY PASS ROUTES
Appendix B	Map: BANK AREA - LANES, ALLEYS AND COURTS <i>Priorities for Improvement (Extract from the Bank Area Strategy)</i>
Appendix B	Map: Illustrating key characteristics of the lanes and areas for improvement <i>(Extract from the Bank Area Strategy)</i>

Contact

Report Author	Emmanuel Ojugo
Email Address	emmanuel.ojugo@cityoflondon.gov.uk
Telephone Number	020 7332 1158

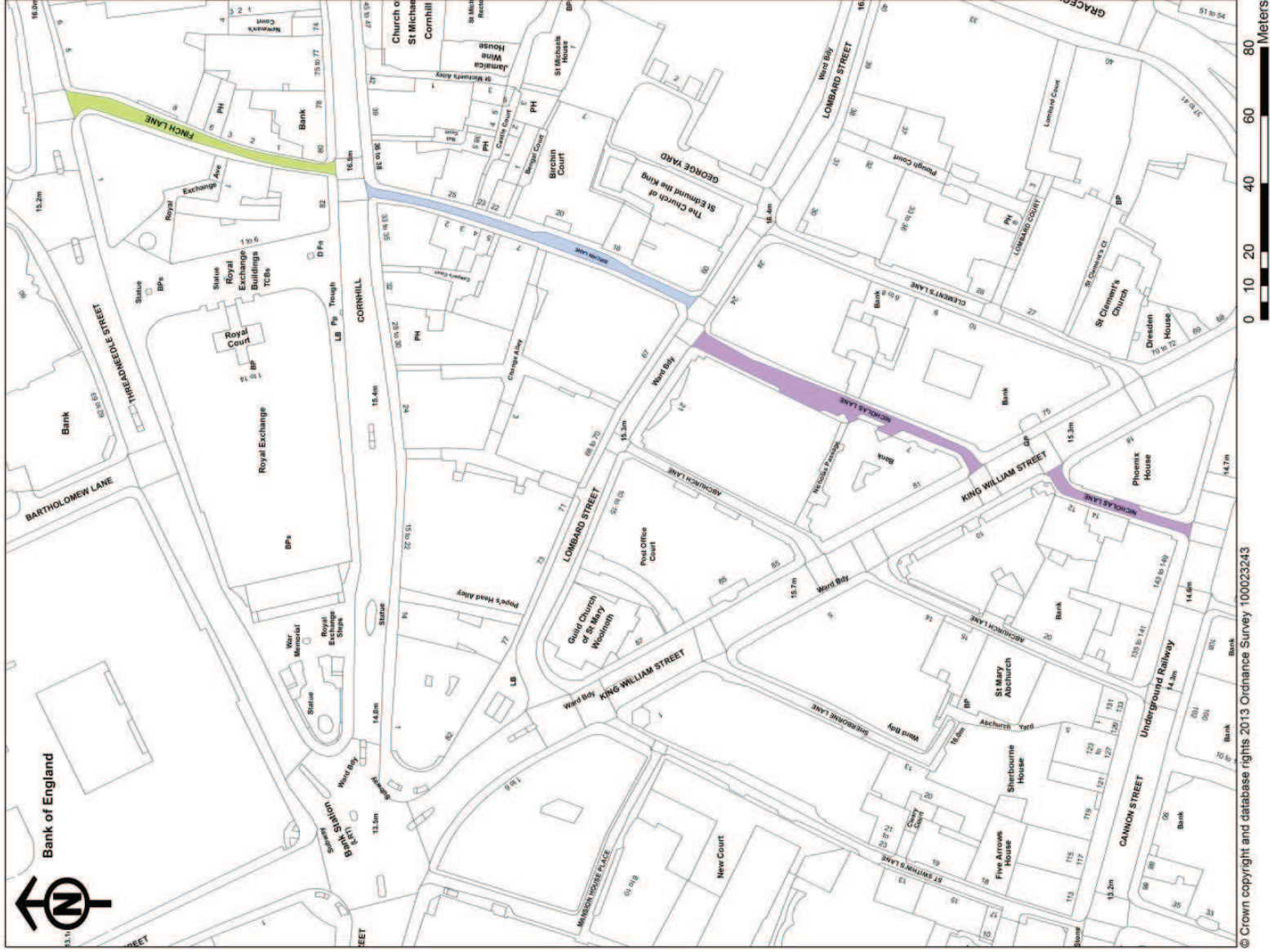
Outline Options Appraisal Matrix

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
20. Brief description	<ul style="list-style-type: none"> • Pedestrianisation, timed closure or access only traffic management in the lanes • Raised carriageways in Finch Lane and Birchin Lane • raised entry treatment at junctions in Nicholas Lane • Enhancement to Alleyway entry treatments 	<ul style="list-style-type: none"> • As Option 1 but without any traffic management in the Lanes 	<ul style="list-style-type: none"> • As option 1 but with no raised carriageways and raised entry treatments instead
<u>Financial Implications</u>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
21. Total Estimated cost (£)	£500,000	£480,000	£300,000
22. Estimated ongoing revenue implications (£)	Likely to be revenue neutral	Likely to be revenue neutral	Likely to be revenue neutral
23. <u>Recommendation</u>	<i>Recommended to be taken forward to Gateway 4</i>	<i>Not Recommended to be taken forward to Gateway 4</i>	<i>Not Recommended to be taken forward to Gateway 4</i>
24. Reasons	<ul style="list-style-type: none"> • This option addresses the evidence of need set out above and includes the greatest level of enhancements to meet all of the success criteria. • This option also offers benefits for 	This option would not enhance the walking routes to the same degree as Option 1. Evidence from St Swithins Lane and Bow Lane indicates that traffic management offers perhaps the greatest benefit to the pedestrian	This option would be a lower cost than Option 1 and 2. However, it would offer considerably less accessibility benefits as footways would remain narrow and

	<p>the pedestrian and retail environment, particularly for Birchin Lane, potentially creating a street that could be as vibrant and successful as Bow Lane.</p> <ul style="list-style-type: none"> • This option offers the greatest road safety and accessibility benefits. 	<p>environment in narrow lanes of this type.</p>	<p>inaccessible for wheelchair users and those who are less mobile. Pedestrians would continue to walk in the carriageways.</p> <p>The pedestrian and retail environment would also not be enhanced to as great a degree as Option 1 and 2.</p>
--	---	--	---

This page is intentionally left blank

APPENDIX A: Site Location Map - BANK BY PASS ROUTES



© Crown copyright and database rights 2013 Ordnance Survey 100023243

- Finch Lane
- Birchinn Lane
- Nicholas Lane

Bank By- Pass Routes

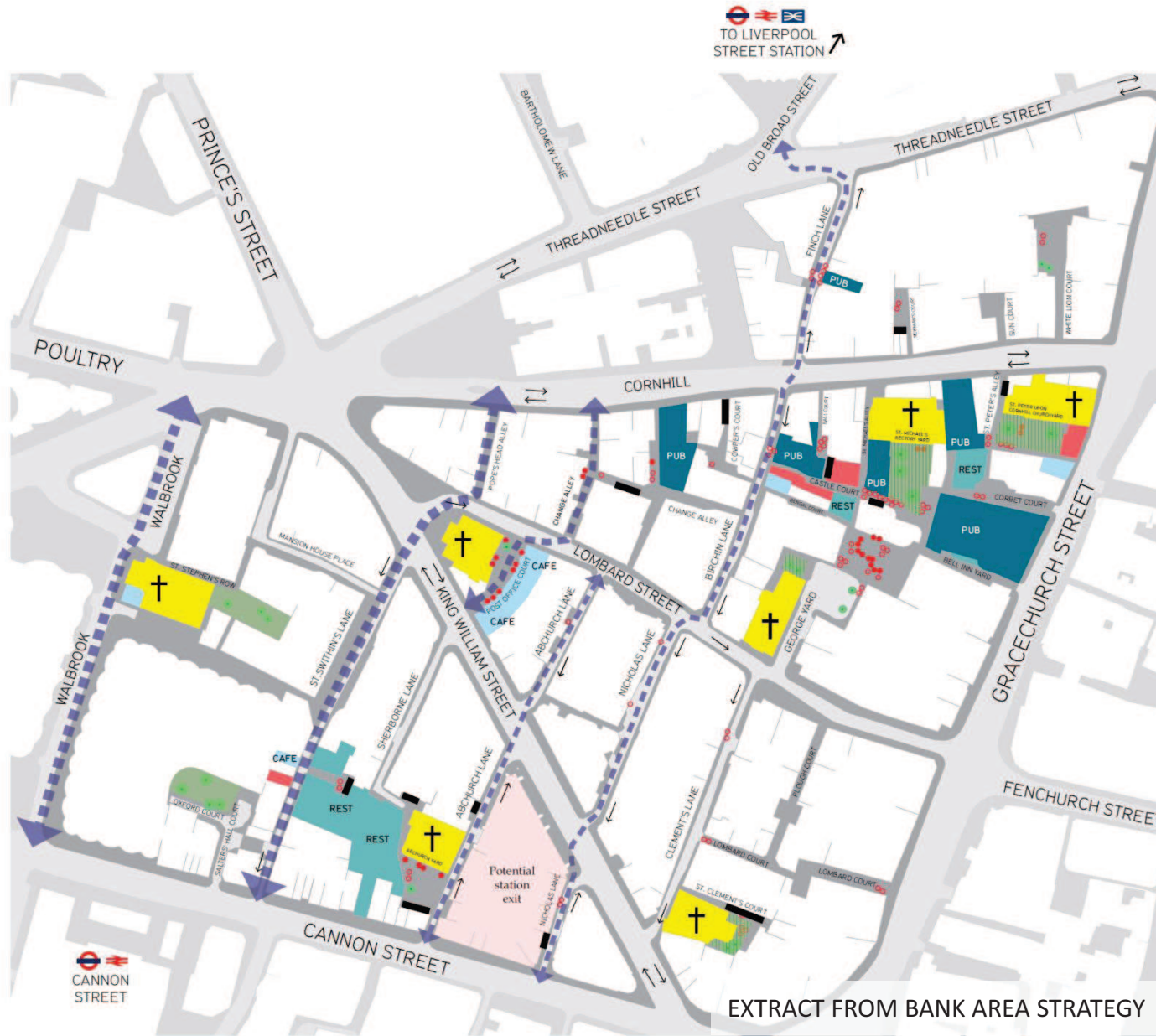
APPENDIX B: BANK AREA - LANES, ALLEYS AND COURTS *Priorities for Improvement*

- PROJECT PRIORITY
- High Priority
 - Medium Priority
 - Low Priority
 - Recent improvements to St. Swithin's Lane



EXTRACT FROM BANK AREA STRATEGY

APPENDIX B: Map illustrating key characteristics of the lanes and areas for improvement



This page is intentionally left blank

Agenda Item 4e

Committee(s): Streets & Walkways Finance	Date(s): 13 January 2014 21 January 2014
Subject: Progress Report – Holborn Circus Area Enhancement	Public
Report of: Director of the Department of the Built Environment	For Information
<u>Summary</u>	
<u>Dashboard</u> Green	
<u>Brief description of project</u>	
<ul style="list-style-type: none"> • £3m major highways project; • Hatton Garden to be converted to one-way working (at its southern end only); • St Andrew Street to be redirected from the junction onto New Fetter Lane; • The creation of a new public space adjacent to St Andrews Church; • Relocation of the Grade 2 Listed Prince Albert Statue; and • All footways to be replaced with York stone paving. 	
Recommendation – That the report be noted.	

Overview

1. Success Criteria	Unchanged from Gateway 5 report.
2. Project Scope and Exclusions	Unchanged from Gateway 5 report.
3. Link to Strategic Aims	Unchanged from Gateway 5 report.
4. Within which category does the project fit	Unchanged from Gateway 5 report.
5. What is the priority of the project?	Given that works are already underway, it is essential that this project is completed.
6. Governance arrangements	<p>Project Manager reporting to Assistant Director, with monthly Senior Officer Review meetings with the Transportation & Public Realm Director.</p> <p>In addition, weekly meetings are held on-site where the project manager reviews progress with the construction team and communications manager. A key focus of these meetings is the safe operation of the site, and the review of any requirement for additional communications (either through e-bulletins, door-</p>

	stopping or new signage).																												
7. Resources Expended To Date	<p>Prior to Gateway 5, a total of £237,700 had been expended on the project. All of this was externally funded.</p> <p>Since Gateway 5, the following resources have been expended (figures correct to end October '13):</p> <table border="1"> <thead> <tr> <th></th> <th>Approved</th> <th>Spent</th> <th>Balance</th> </tr> </thead> <tbody> <tr> <td>Works</td> <td>£2,715,512</td> <td>£2,486,568</td> <td>£228,944</td> </tr> <tr> <td>Construction</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Supervision</td> <td>£120,000</td> <td>£61,834</td> <td>£58,166</td> </tr> <tr> <td>Project Management</td> <td>£79,900</td> <td>£63,087</td> <td>£16,813</td> </tr> <tr> <td>Communications & Events</td> <td>£72,500</td> <td>£28,363</td> <td>£44,137</td> </tr> <tr> <td>Total</td> <td>£2,987,912</td> <td>£2,639,852</td> <td>£348,060</td> </tr> </tbody> </table>		Approved	Spent	Balance	Works	£2,715,512	£2,486,568	£228,944	Construction				Supervision	£120,000	£61,834	£58,166	Project Management	£79,900	£63,087	£16,813	Communications & Events	£72,500	£28,363	£44,137	Total	£2,987,912	£2,639,852	£348,060
	Approved	Spent	Balance																										
Works	£2,715,512	£2,486,568	£228,944																										
Construction																													
Supervision	£120,000	£61,834	£58,166																										
Project Management	£79,900	£63,087	£16,813																										
Communications & Events	£72,500	£28,363	£44,137																										
Total	£2,987,912	£2,639,852	£348,060																										

Progress

8. Reporting Period	Mid-way point in works.												
9. Summary of progress since last report	<p>The project has progressed substantially since submission of the Gateway 5 report. Key milestones include:</p> <ul style="list-style-type: none"> • Prince Albert Statue and Plinth removed from junction and currently undergoing restoration; • Completion of works on St Andrew Street; • Completion of public square; and • Substantial completion of works on Holborn Viaduct. 												
10. Programme	The project is progressing on-programme.												
11. Budget	<p>The project budgets remain unchanged from those reported at Gateway 5.</p> <table border="1"> <thead> <tr> <th>Funding Source</th> <th>£</th> </tr> </thead> <tbody> <tr> <td>TfL (incl additional £100k):</td> <td>2,406,000</td> </tr> <tr> <td>LB Camden:</td> <td>20,000</td> </tr> <tr> <td>S106 (Fleetway House & New St Square):</td> <td>253,000</td> </tr> <tr> <td>OSPR: (as approved at Gateway 4)</td> <td>308,912</td> </tr> <tr> <td>Total</td> <td>2,987,912</td> </tr> </tbody> </table>	Funding Source	£	TfL (incl additional £100k):	2,406,000	LB Camden:	20,000	S106 (Fleetway House & New St Square):	253,000	OSPR: (as approved at Gateway 4)	308,912	Total	2,987,912
Funding Source	£												
TfL (incl additional £100k):	2,406,000												
LB Camden:	20,000												
S106 (Fleetway House & New St Square):	253,000												
OSPR: (as approved at Gateway 4)	308,912												
Total	2,987,912												
12. Risk	<p>The project faces risks typical to any highways project in the City, such as i) delays due to poor weather; ii) problems caused by unexpected ground conditions or the presence of unexpected utilities apparatus in the highway.</p> <p>As we are now mid-way through the project, the possibility of discovering unexpected utilities apparatus is reducing, but remains present. However, we are now entering the winter</p>												

	<p>period so the risks associated with weather-related delays will increase over the next few months.</p> <p>A risk which is specific to this project stems from the discovery of unexpected BT ducts running under the proposed statue location. These ducts were found at approximately 2m below ground level, beyond the range of ground scanning equipment. BT had no knowledge that they had apparatus in this location. Subsequent investigation has revealed that the ducts are carrying fibre-optic cables.</p> <p>The presence of these ducts has forced us to redesign the foundation for the statue, as the currently proposed foundation design requires piling which would go straight through the BT ducts. Relocating the ducts has been investigated but ruled out owing to cost (in excess of £550k).</p> <p>The statue foundation design is currently being revised to avoid piling through the ducts. If the design can be completed by early in the new year, the project will remain on target. However, any significant delay in this redesign will impact upon the overall project programme.</p> <p>The potential cost impact is currently being assessed. It is anticipated that we will incur additional design fees; however, as the revised design is likely to use fewer piles than the original design, it is likely that the construction will cost less. Overall, we expect the two factors to balance out, meaning that the overall impact is revenue-neutral.</p>
<p>13. Communications</p>	<p>Given the scale of the project, a considerable communications exercise has been implemented.</p> <p>A communications strategy was established on the run-up to the main works period, where key stakeholders were identified and contacted. Stakeholders have been categorised in accordance with their status with respect to the project, where their status is determined by how interested they are in the project, and how much the project could affect them. Approximately 4,500 residents/businesses were contacted by letter to advise them of the upcoming works, whilst over 1,000 businesses/stakeholders were contacted by email.</p> <p>Prior to the beginning of the main construction period, a drop-in session was held in the main reception area of 33 Holborn (Sainsbury's head office). The purpose of this session was for any stakeholders to meet with project officers for a detailed explanation of the works and how they would affect individual stakeholders. This was an extremely useful session, which allowed us to amend some elements of the works to minimise their impact upon stakeholders. Across the entire day, a total of 350 members of the public approached officers with enquiries about the scheme/works.</p> <p>As the works have progressed, stakeholders have been</p>

	<p>provided with weekly updates via our E-Bulletin, whilst the City website has been updated to provide general information about the project. The weekly E-Bulletin is received by 58 City Members, 30 key stakeholders and 174 other interested parties. A total of 27 E-Bulletins have been sent out to date; an example is attached as Appendix 1.</p> <p>The project has a dedicated Communications Officer who, in addition to coordinating our planned communications, is responsible for reacting to incoming communications. Incoming communications range between 5-10 queries per week, with the majority of queries being solved by simply referring the respondent to the City website.</p> <p>Occasionally, in-coming communications relate to businesses affected by specific aspects of the works. In these cases, the Communications Officer organises a site meeting between the affected business owner and our project engineer, where ways to minimise/mitigate the impact of the works are agreed.</p>
14. Benefits achievement	N/A: project not complete.
15. Lessons	<p>Given the scale of this project (£3m), and the potential for disruption resulting from undertaking extensive works at a major traffic junction, we have received very few complaints about the Holborn Circus works.</p> <p>We have attributed this to the proactive approach to communications that we have employed on this scheme. As a result, we will be utilising this approach on other projects.</p>

Appendices

Appendix 1	Sample E-Bulletin
-------------------	-------------------

Contact

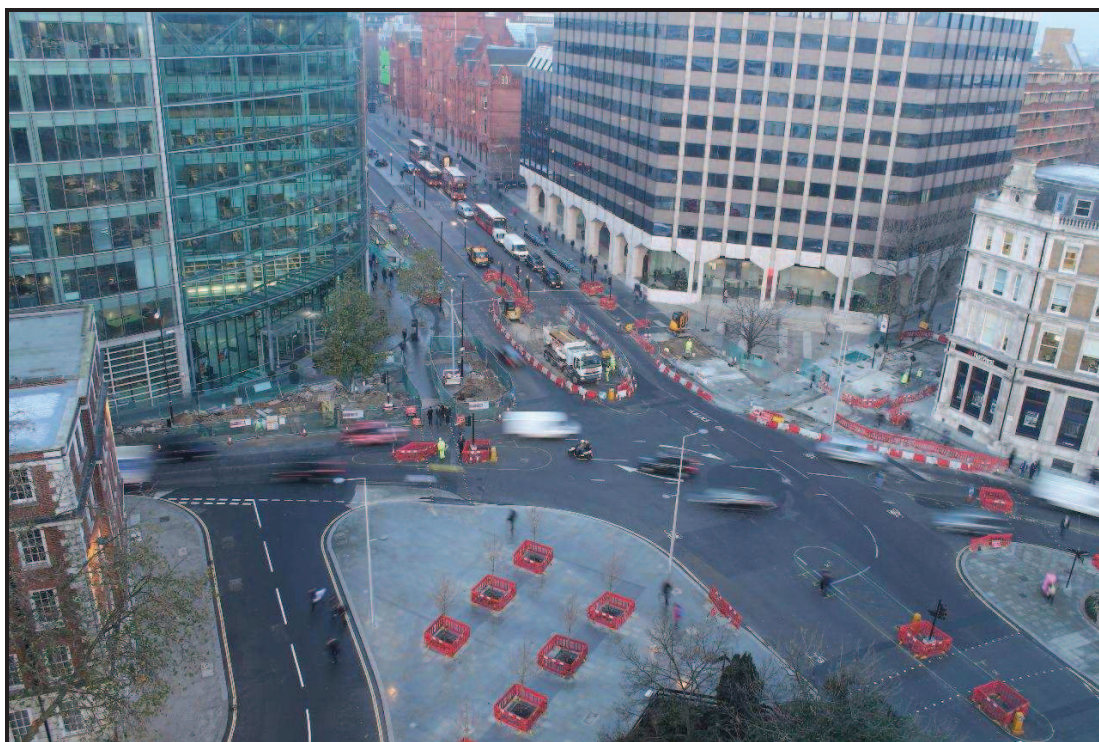
Report Author	Jon Wallace
Email Address	Jon.wallace@cityoflondon.gov.uk
Telephone Number	0207 3321589



Holborn Circus Work 2013

Update Bulletin 28:

Issue Date: 12/12/2013

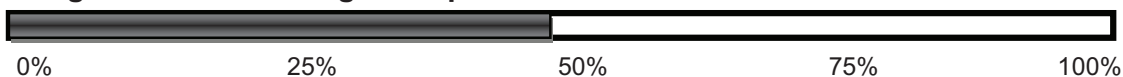


Holborn Circus 12/12/2013

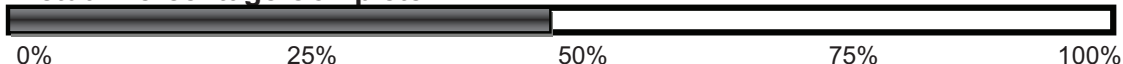
The Overall Programme:

- Phase 1 Preparatory Work: 8 June – 21 July 2013 - complete
- Phase 2 Major Scheme: 22 July – 9 November 2013 – complete
- Phase 3 Major Scheme: 9 November 2013 - Spring 2014
- Phase 4 Carriageway Resurfacing: February – Spring 2014

Programmed Percentage Complete



Actual Percentage Complete





Work completed last week: Phase 3

- Works continued on the new raised table and shared cycle facility at Hatton Garden.
- UK Power Network works on New Fetter Lane outside Sainsbury's building on the south west corner of Holborn Circus was completed and they are currently demobilising from site.
- Works commenced on the footway on the southern side of Holborn, by the bus stop near Fetter Lane.
- Piling preparation for the statue relocation has been completed and the piling will commence from the 6th January 2014.

Work to be undertaken this week: Phase 3:

Saturday 14 December - Friday 20 December 2013

- Carriageway resurfacing will take place at Hatton Garden on Friday, 13 December. Carriageway lining works are programmed for early Saturday 14th December, but this is weather dependant. Hatton Garden will remain closed to vehicular traffic until the week commencing 16th December, a week ahead of programme.
- Minor footway paving works will continue around the raised table at the junction of Holborn Circus and Hatton Garden as well as construction of the shared pedestrian and cycle facility.
- Pedestrian access will be maintained to all properties on Hatton Garden throughout the works.
- Carriageway resurfacing on the remaining section of St Andrew Street will take place on Saturday 14th December. St Andrew Street will be local access only during the resurfacing.
- Works will continue on the footway on the southern side of Holborn, by the bus stop near Fetter Lane.



Road closures/restrictions this week:

1. No vehicular access to Holborn Circus from St Andrew Street until Spring 2014

- Until the completion of the work in Spring 2014, there will be no vehicular access to Holborn Circus from St Andrew Street.
- Pedestrians should follow the signed pedestrian routes.

2. No vehicular access between Holborn Circus and Hatton Garden 9 November – week commencing 16 December 2013

- Hatton Garden, at Holborn Circus, will be closed to vehicles in both directions between 9 November and the week commencing December 2013. A signed diversion route will be in place. When Hatton Garden re-opens at Holborn Circus, vehicles will only be able to travel northbound from Holborn Circus to Hatton Garden.
- Pedestrians should follow the signed pedestrian routes. Pedestrian access will be maintained to all properties on Hatton Garden throughout the works.
- Cyclists will be required to follow the diversion route for general traffic or dismount and walk with pedestrians.

Permanent traffic changes from 9 November 2013

- The right turn from Charterhouse Street into Hatton Garden is no longer permitted. This is a permanent change.
- Access from Hatton Garden to Holborn Circus is no longer permitted for motor vehicles. This is a permanent arrangement.

Website: www.cityoflondon.gov.uk/holborncircusworks

Email: holborncircus@cityoflondon.gov.uk

Telephone: 07720092479

