



Streets and Walkways Sub (Planning and Transportation) Committee

Date: TUESDAY, 6 MAY 2014

Time: 1.45pm

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

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

Enquiries: Katie Odling
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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 7 April 2014.

For Decision
(Pages 1 - 4)
4. **71 QUEEN VICTORIA STREET ENHANCEMENT SCHEME**
Report of the Director of the Built Environment.

For Decision
(Pages 5 - 12)
5. **NEW STREET SQUARE**
Report of the Director of the Built Environment.

For Decision
(Pages 13 - 22)
6. **GLOBE VIEW WALKWAY - OPENING UP AND ENHANCING THE RIVERSIDE WALK**
Report of the Director of the Built Environment.

For Information
(Pages 23 - 40)
7. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
8. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
9. **EXCLUSION OF THE PUBLIC**
MOTION – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act as follows:-

Part 2 - Non-public Agenda

10. **NON-PUBLIC MINUTES**
To agree the non-public Minutes of the meeting held on 7 April 2014.

For Decision
(Pages 41 - 42)

11. **ST HELEN'S SQUARE LANDSCAPE SCHEME - AUTHORITY TO ENTER INTO A LEGAL AGREEMENT WITH THE LAND OWNERS AND A FUNDING AGREEMENT WITH THE DEVELOPER**
Report of the Director of the Built Environment.

For Decision
(Pages 43 - 52)

12. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
13. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

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Agenda Item 3

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Monday, 7 April 2014

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation)
Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Monday, 7
April 2014 at 11.30 am

Present

Members:

Jeremy Simons (Chairman)
Marianne Fredericks (Deputy Chairman)
Randall Anderson
Brian Harris (Ex-Officio Member)
Michael Hudson
Sylvia Moys
Deputy Michael Welbank

Officers:

Katie Odling	- Town Clerk's Department
James Goodsell	- Policy Officer
Olumayowa Obisesan	- Chamberlain's Department
Anna Simpson	- Comptrollers and City Solicitor's Department
Rob Oakley	- Department of the Built Environment
Paul Monaghan	- Assistant Director Engineering
Steve Presland	- Department of the Built Environment
Victor Callister	- Department of the Built Environment
Giles Radford	- Department of the Built Environment
Iain Simmons	- Department of the Built Environment
Patrick Hegarty	- Open Spaces Department

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Alderman Alison Gowman, Barbara Newman and Deputy John Owen-Ward.

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 10 March 2014 be approved.

MATTERS ARISING –

Gateway 3 – Outline Options Appraisal – Beech Street – Members were informed that the time table for the project in relation to the enhancements strategies which had arisen from the Cultural Hub would be submitted to the next meeting of the Sub Committee.

Skateboarding – The Assistant Director (Environmental Enhancement) confirmed that a City-wide report was being prepared on Skateboarding which would consider options for Enforcement Byelaws as well as design options to prevent skateboarding. It was noted that enforcement actions were being looked at for the St Paul's area in particular, where criminal damage was occurring.

Cheapside Area Strategy Improvements – The Sub Committee noted that in considering the report, the Projects Sub Committee requested that prior to the balance of £0.47m from the Section 106 funds being released, clarification be sought as to whether this was allowed for in the legal agreements, if so, the monies could be released back to the pooled funding for transport improvements at or in the vicinity of Bank Station.

Cycling – Members were advised that a detailed report regarding cycling in the City, in particular on former one way streets would be submitted to this Sub Committee in May/June 2014.

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

4.1 Outcome Report - Cannon Street Station – Combined Security Enhancement and Highway Works Scheme

A report of the Director of the Built Environment was considered regarding the Combined Security Enhancement and Highway works scheme at Cannon Street Station.

The Chairman thanked both Network Rail and London Underground for delivering the project on time.

The Sub Committee noted that the security bollards outside Cannon Street Station had recently prevented a much more serious incident which involved a bus. Members were informed that the security bollards were the property of Network Rail who was responsible for meeting maintenance costs.

Reference was made to the detailed finance breakdown on page 18 of the report and Members noted that none of the S106 monies had been returned and that this balance had been retained. It was noted that remaining S278 monies had already been returned in December 2013, in accordance with the legal agreement with the developer.

With regard to the anti-skid surface at the crossing which was slowly wearing off, Members were informed that a review was being undertaken and an update would be provided to the Sub Committee at a future meeting.

RESOLVED – That,

- a) closure of the project be authorised; and

- b) subject to the completion of the final accounts, any unspent funds be returned to NRIL as per the conditions of the Cannon Street Station S.278 agreement.

4.2 Museum of London Gyrotory

A report of the Director of the Built Environment was considered regarding the Museum of London Gyrotory.

A member of the Committee considered this scheme should be considered alongside the schemes for Beech Street and London Wall.

RESOLVED – That,

- a) the scope of the project be expanded to the north and east to include the Aldersgate Street and London Wall areas and note that the estimated funding required to deliver the project would therefore increase;
- b) delegated authority be granted to the Director of the Built Environment, in consultation with the Chamberlain and Comptroller and City Solicitor to:
 - i) submit bids to TfL to seek funding to develop the project to Gateway 3; and
 - ii) identify suitable S106 funding to develop the project to Gateway 3 (in the event that sufficient TfL funding is not made available).
- c) the Proposals for highway changes to part of London Wall to accommodate the London Wall Place development progressing in parallel with the gyrotory project and the two may be merged at later project gateways if this is deemed expedient be noted.

4.3 Riverside Walk Enhancement Strategy – Pre-consultation report

A report of the Director of the Built Environment was considered which set out details of the planned public consultation exercise to aid development of the Riverside Walk Enhancement Strategy.

RESOLVED – That,

- a) the that public consultation on the Riverside Walk Enhancement Strategy be approved to take place over spring/summer 2014; and
- b) authority be delegated to the Director of the Built Environment to finalise the details of the relevant consultation material in liaison with the Chairman and Deputy Chairman of the Streets and Walkways Sub-Committee.

4.4 Mayor's Vision for Cycling - Central London Grid

A report of the Director of the Built Environment was received which set out the Mayor of London's Vision for Cycling in Central London.

During the discussion, reference was made to the following –

- Members noted that in addition to what was proposed, it could be possible that additional routes could be delivered by 2016;
- In looking at the concept of 'quietways', it was hoped that additional 'quietways' could be provided;

- Members considered that the example signage on page 67 suggested the cyclist was travelling at speed could send out the wrong message – The Assistant Director advised that signage was being worked through technically and consideration of some of the proposed designs would be given to by the London Councils TEC in July 2014;

RESOVLED – That the report be received.

5. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE

There were no questions.

6. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There were no items of urgent business.

7. EXCLUSION OF THE PUBLIC

RESOLVED: That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act.

8. NON-PUBLIC MINUTES

RESOLVED – That the non-public minutes of the meeting held on 10 March 2014 be approved.

9. DRAFT PLANS FOR THE CYCLE SUPERHIGHWAY

The Assistant Director provided details of the draft plans for the Cycle Superhighway.

10. NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE

There were no questions.

11. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED

There were no items of urgent business.

The meeting ended at 1.00 pm

Chairman

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Committees:	Dates:	
Streets and Walkways Sub-Committee	06/05/2014	
Projects Sub-Committee	07/05/2014	
Subject: 71 Queen Victoria Street Enhancement Scheme	Gateway 5 Authority to Start Work	Public
Report of: Director of the Built Environment		For Decision

Summary

- Project status: Green
- Project estimated cost: £272,500 (including staff costs, fees and works)
- Spent to date:
Initial evaluation budget: £20,000

Staff Costs	£3,037
Fees	£5,000
Total spent to date	£8,037

- Overall project risk: Green
- Estimated implementation, summer 2014.

Following a request from the developer of No. 71 Queen Victoria Street, a Gateway 1 & 2 report for the enhancement of the planter and highway area in front of the development was considered and approved by Members in September 2013. The scheme will be fully funded by the developer through a Section 278 Agreement at an estimated cost of £272,500.

Currently, the space in front of the development includes a large raised planter that is in poor condition and includes a variety of dense evergreen plants, including mature palms. This planter sits directly in front of the new development and surrounding footways are narrow with accessibility constraints. The project includes redesigning the existing planter, raising sections of the carriageway on Little Trinity Lane and Great Trinity Lane to footway level, and pedestrianising a short section of the carriageway (adjacent to 63 Queen Victoria St) in order to enlarge the public space and provide more opportunities for seating and planting. (Please refer to the attached plans in Appendix 2).

The land is owned and maintained by City of London. It is estimated that implementation will be in Summer 2014 and authority to start work is now sought.

Recommendation

It is recommended that:

- i) Authority to start work is given for the implementation of the works by the City's Highways Term Contractor at an estimated cost of £272,500, to be fully funded by the developer of 71 Queen Victoria Street through a Section 278 Agreement, subject to receipt of funds and the making of any necessary traffic orders.

Main Report

<p>1. Design summary</p>	<p>The scheme includes hard and soft landscaping improvements of the space in front of 71 Queen Victoria Street in order to make it a more attractive and usable area. The scheme includes the following key elements:</p> <ul style="list-style-type: none"> • The existing planter will be replaced with a new granite planter set within an improved street layout in order to maximise the space available for pedestrians, open up views across the area and introduce new seating areas. • Pedestrian movement through the space will be enhanced and accessibility improved by the raising of the carriageways adjacent to the planter to footway level. • Vehicle tracking modelling has been undertaken to ensure that a short section of carriageway between the planter and 63 Queen Victoria Street can be pedestrianised without impacting upon vehicle movement and access. <p>(see Appendix 2 for project proposal)</p>
<p>2. Delivery team</p>	<ul style="list-style-type: none"> • City of London officers (Environmental Enhancement, Highways and Open Spaces) • City's Landscape Architects • MHBC – project managers working on behalf of the developer of 71 Queen Victoria Street. • JB Riney (City's highways term contractor)
<p>3. Programme and key dates</p>	<ul style="list-style-type: none"> • Carry out utility surveys – May 2014 • Sign off Section 278 Agreement – May 2014 • Finalise technical design and issue construction package – May 2014 • Receive payment from the developer – May 2014 • Implementation – July 2014 (duration of works 12-16 weeks)
<p>4. Potential risk implications</p>	<p>Overall project – Low risk</p> <p>Risk breakdown:</p> <p><i>1. Risk: Project exceeds budget</i></p> <p><i>Mitigation:</i> Monitor costs closely and to ensure the budget is not exceeded. Notify the developer in advance of any risk of cost increase. The Section 278 agreement requires the funder to meet all project costs.</p> <p><i>2. Risk: London Underground structural issues impacting works design, budget and programme</i></p> <p><i>Mitigation:</i> Mitigate by conducting utilities surveys before agreeing design and avoid the requirement for relocating utilities by adjusting the scope of works if necessary. Trial holes have been carried out and further surveys are required in order to complete the construction</p>

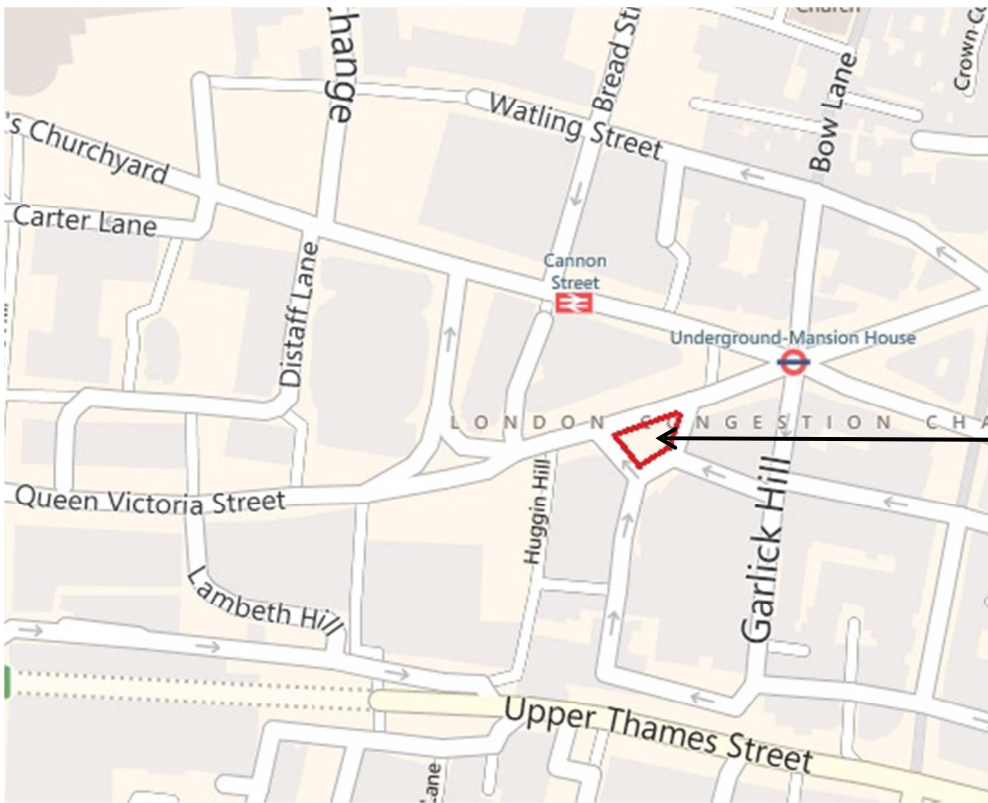
	<p>drawings.</p> <p><i>3. Risk: Key stakeholders oppose the proposed enhancement works</i></p> <p><i>Mitigation:</i> Officers have provided detailed information and briefings to stakeholders throughout the design and evaluation stages. Positive responses have been received to date.</p> <p><i>4. Risk: Objections received to Traffic order which will impact the design of the scheme.</i> A Traffic Management Order will be required to restrict vehicular access to the part of the road adjacent to 63 Queen Victoria Street. This is a separate statutory process which cannot be prejudiced.</p> <p>Mitigation; The area is public highway and initial surveys and consultation with neighbours has been positive.</p>
5. Budget	<p>The project will be fully externally funded by the developer of 71 Queen Victoria Street.</p> <p>An initial fee of £20,000 was paid by the developer in January 2014, in order to allow the City to progress the project and conduct consultation work, including liaison with local stakeholders, development of the detailed design and preparing the necessary report back to Members. It is expected that these funds will be fully utilised by the end of May 2014.</p> <p>Total estimated implementation cost is £272,500 (including staff costs, fees and works). Please refer to Appendix 3 for budget breakdown.</p> <p>In terms of revenue implications, the new planter is slightly smaller than the existing one. Furthermore, an irrigation system is proposed which will assist with maintenance of the soft landscaping areas.</p>
6. Success criteria	<ul style="list-style-type: none"> • Improvement of the appearance and amenity of the public space by enhancing the planting and providing spaces to rest. • Improvement of access through the area with wider footways and level access across carriageways. • Emphasise the views and vistas from Queen Victoria Street to Little Trinity Lane and Great Trinity Lane. • To reduce road danger risk for vulnerable road users by widening footways • To plant additional trees where possible, in line with the City of London Tree Strategy and Biodiversity Action Plan 2010-2015.
7. Progress reporting	<p>Monthly updates to be provided via Project Vision and any project changes will be sought by exception via Issue Report to Spending and Projects Sub Committees</p>

Appendices

Appendix 1	Site Plan
Appendix 2	Project proposal
Appendix 3	Budget Breakdown - Implementation

Contact

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Enhancement scheme

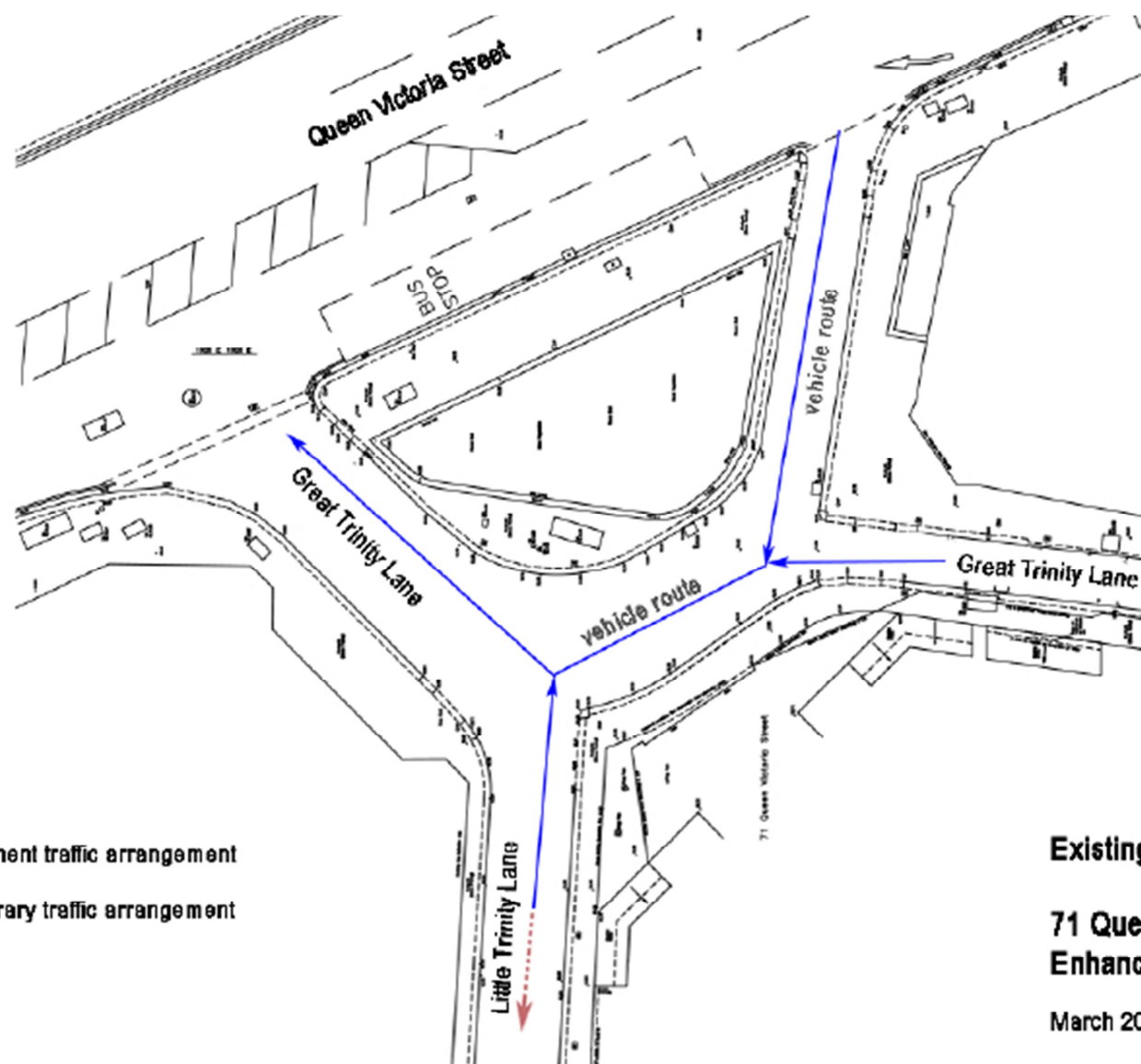
Site plan



Existing view from Queen Victoria Street

Current situation.

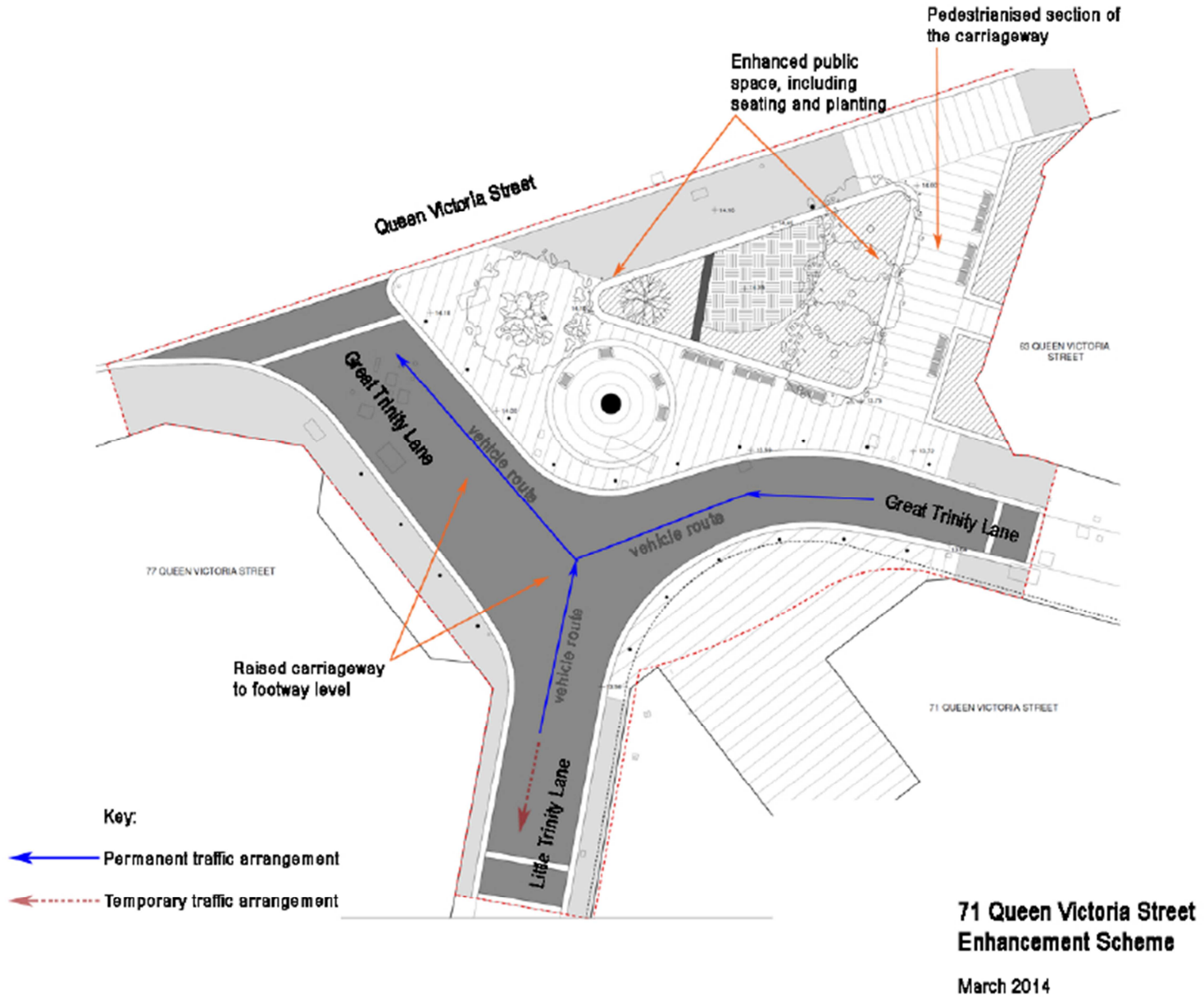
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Key:

- ← Permanent traffic arrangement
- ← Temporary traffic arrangement

Existing Situation
71 Queen Victoria Street
Enhancement Scheme
March 2014



Appendix 3	Budget Breakdown - Implementation
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Description	Estimated	
	Cost (£)	
General Works:		
Site clearance	£14,000	
Paving works	£103,000	
Planter	£20,000	
Electrical	£15,000	
Drainage	£16,500	
Street Furniture	£14,000	
Planting and soft landscaping	£19,000	
Irrigation System	£15,000	
	Sub Total (Works)	£216,500
Fees:		
Design fees	£10,000	
Surveys/other related fees	5,000	
	Sub Total (Fees)	£15,000
Staff Costs:		
P&T staff costs	£22,000	
Highways Staff Costs	£14,000	
Open spaces Staff Costs	£5,000	
	Sub Total (Staff Costs)	£41,000
	Total estimated cost	£272,500*

*Total project cost does not include initial evaluation and design costs (£20,000), which has already been paid by the developer.

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Agenda Item 5

Committees:	Dates:	
Streets and Walkways Sub-Committee	6 May 2014	
Projects Sub-Committee	7 May 2014	
Subject: New Street Square	Issues Report	Public
Report of: Director of the Built Environment		For Decision

Summary

Project Status	Project Stage	Total Estimated Cost	Spend to Date	Overall Project Risk
GREEN	Gateway 6	£1,070,667	£ 1,040,388	GREEN

The purpose of this Issues Report is to seek Member approval for the implementation of traffic management measures in the New Street Square area to mitigate the nuisance to residents caused by localised traffic problems.

The New Street Square Highway Improvements Project was approved by the Street and Walkways Sub Committee and the Finance Committee in September 2006. A total of £1,040,388 of the £1,070,667 budget has been expended on the design and implementation of highway improvements works.

The implementation of the highway works was completed in 2010 and the development is now operating at full occupancy.

Two traffic management options to mitigate local traffic problems have been identified.

Option 1:

- To restrict parking on one side of the street only from Printer Street to West Harding Street using double yellow lines;
- To restrict loading Mon-Fri 7am-7pm on one side of the street only from Printer Street to West Harding Street using single yellow kerb markings; and
- A 7.5T vehicle restriction from Printer Street to West Harding Street.

Option 2:

- The measures from Option 1; and
- A "point no entry" at the junction of Pemberton Row and East Harding Street to reduce eastbound traffic flows.

In addition to the traffic management changes proposed, the major occupiers and building owners in the area have offered to work with the City of London to reduce the traffic congestion caused by vehicles waiting and loading in the area.

To fund the proposed traffic management measures it is recommended that the remaining budget of £30,279 be adjusted (with no overall increase) to allow:

- £10,000 for implementation of the traffic management measures proposed in this report;
- £3,000 for fees to undertake traffic surveys; and
- £17,279 for staff costs required for consulting on the proposals and closing out the project to Gateway 7.

Recommendations

It is recommended that Members approve:

- Statutory stakeholders, residents and businesses be consulted on the measures outlined in Option 1;
- Authority be delegated to the Director of the Built Environment to implement the measures in Option 1 on an experimental basis (including any variations resulting from the consultation); and
- Changes to the implementation, fees and staff costs budgets (with no increase in the overall budget).

Main Report

1. Issue description	<p>On 1st March 2005 the City entered into a S106 agreement with the developers of the New Street Square redevelopment. The highway works required to enable the development were funded through the S106 transport contribution and were implemented and completed by the City in 2010. These works consisted of installing carriageway granite setts, courtesy crossings, footway paving, street lighting and the widening of Pemberton Row.</p> <p>Paragraph 220 of the Planning Report approved by the Planning and Transportation Committee on 27th April 2004 noted that it would be appropriate to assess the traffic situation following the completion of the New Street Square development.</p> <p>Following complaints from residents on Pemberton Row about loading problems and traffic congestion, a traffic survey was carried out on Bartlett Court and Pemberton Row in 2013 (after the closure of Stonecutter Street). In brief it was found that:</p> <ul style="list-style-type: none"> • Heavy Goods Vehicles (HGVs) comprise 4% of weekday traffic on Pemberton Row and 6% on Bartlett Court;
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- Approximately 20% of loading activity on Pemberton Row is attributable to the New Street Square development. The remainder services premises at 1-5 Pemberton Row, Red Lion Court, Fetter Lane and Gough Square.

The percentage of large goods vehicles on the narrow residential streets between New Street Square and West Harding Street is too high. The route via Bartlett Court, which is wider and has fewer turns, is a more appropriate route for large goods vehicles. The traffic flows along Pemberton Row are not exceptionally high for local City streets, but the through traffic, loading activity on Pemberton Row and the number of large goods vehicles combine at peak times to create localised traffic congestion (see Appendix 2).

Two options have been identified to reduce the local traffic congestion (see Appendix 3):

Option 1 (recommended):-

- Double yellow lines and single loading blips on one side of the streets;
- A 7.5T vehicle restriction from Printer Street to West Harding Street.

Option 2 (not recommended):-

- Double yellow lines and single loading blips on one side of the streets;
- A 7.5T vehicle restriction from Printer Street to West Harding Street; and
- A “point no entry” at the junction of Pemberton Row and East Harding Street to reduce eastbound traffic flows.

A “point no entry” at the junction of Pemberton Row and East Harding Street is not recommended at the current time as it is anticipated that traffic patterns in the area will continue to evolve. Changes to traffic behaviour is likely following the completion of the Holborn Circus project, vehicles that previously exited the area via St. Andrew Street may seek alternative routes. In addition further changes to traffic, parking and loading are expected as a result of a number of forthcoming large developments in the Shoe Lane quarter. These changes will be monitored through the Shoe Lane Quarter project. Therefore Option 1 is the

	<p>recommended option to take forward at present.</p> <p><i>Option 1 detail</i></p> <p>It is proposed that parking and loading restrictions be introduced on one side of West Harding Street, Pemberton Row, East Harding Street and Printer Street to prevent vehicles parking at all times and loading between 7am-7pm Monday to Friday (see Appendix 3).</p> <p>In addition it is proposed that eastbound (and westbound) vehicles exceeding 7.5T are restricted from using West Harding Street, Pemberton Row, East Harding Street and Printer Street (except for loading). This will allow large goods vehicles passing through the area to be routed via the wider and less residential streets of New Street Square and Bartlett Court.</p> <p>The measures outlined in Option 1 are to be implemented on an experimental basis. If traffic monitoring surveys show a significant reduction in the percentage of large goods vehicles, the experimental order should be deemed a success and the order made permanent.</p> <p><i>Finances</i></p> <p>A total of £1,040,388 of the £1,070,667 has been expended on the highway improvement works to date, with £30,279 of the budget remaining to resolve the outstanding traffic management issues (see Appendix 4). It is proposed that the budget for implementation, fees and staff costs be adjusted (with no overall increase) to allow:</p> <ul style="list-style-type: none"> • £10,000 for implementation of the measures; • £3,000 for fees to commission traffic surveys; and • The remaining sum of £17,279 to be made available for staff costs. This sum should be sufficient to cover the staff costs required to carry out statutory consultation on the proposals and close out the whole project to Gateway 7.
<p>2. Last approved limit</p>	<p>The project has an approved limit of £1,070,667. No changes are being sought to this budget.</p>
<p>3. Options</p>	<p>Option 1 (recommended): Implement the following traffic management measures:</p> <ul style="list-style-type: none"> • Double yellow lines and single loading blips on one

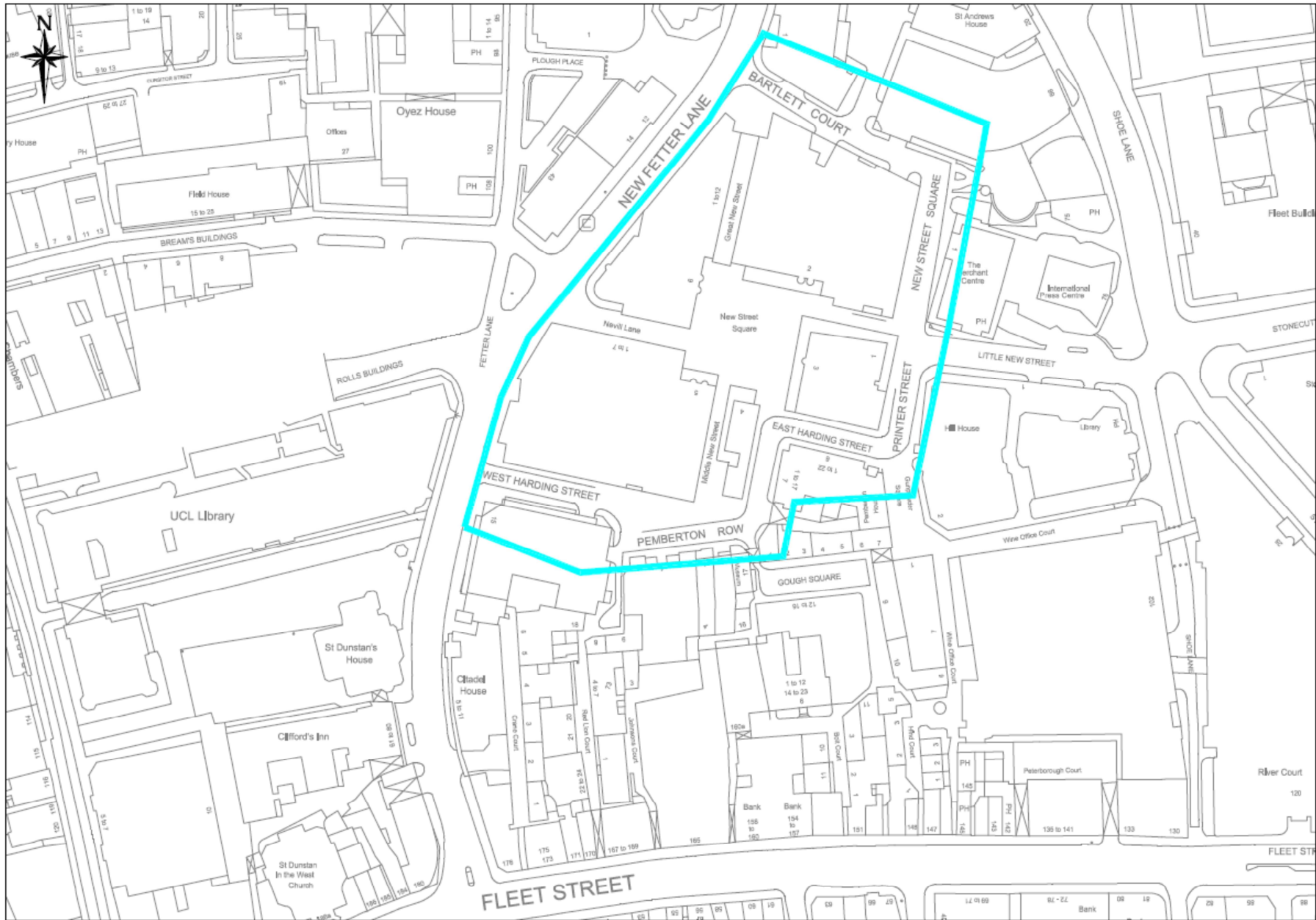
	<p>side of the streets;</p> <ul style="list-style-type: none"> • A 7.5T vehicle restriction from Printer Street to West Harding Street. <p>This option is recommended to mitigate traffic congestion which stems from loading vehicles and HGV's.</p> <p>Option 2 (not recommended): Implement the following traffic management measures:</p> <ul style="list-style-type: none"> • Double yellow lines and single loading blips on one side of the streets; • A 7.5T vehicle restriction from Printer Street to West Harding Street; and • A "point no entry" at the junction of Pemberton Row and East Harding Street to reduce eastbound traffic flows. <p>This option is not recommended at the current time due to changes to traffic flows referred to earlier in the report.</p> <p>"Do nothing" is not regarded as a realistic option as this would result in the identified problems remaining unresolved.</p>
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Appendices

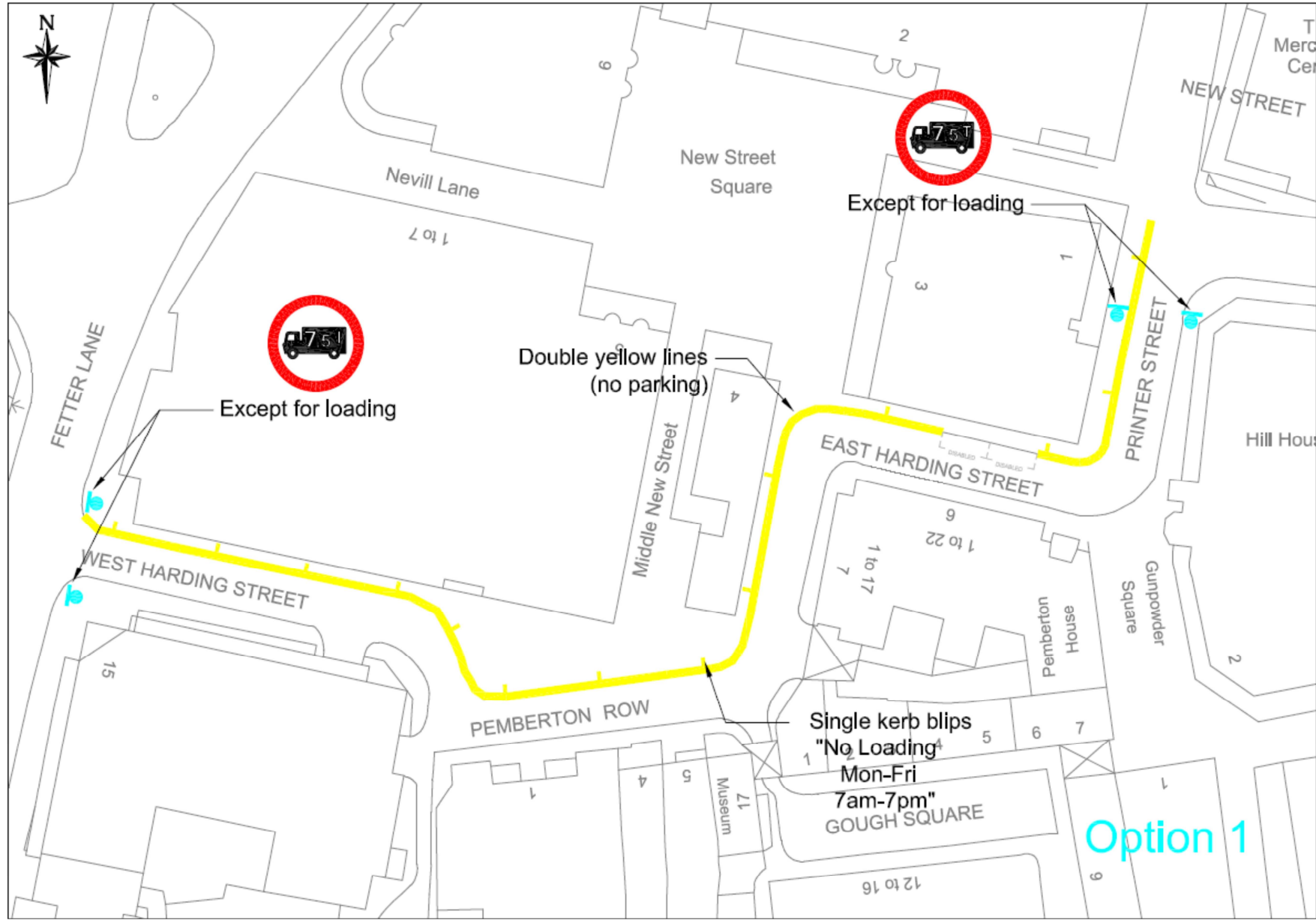
Appendix 1	Location Plan
Appendix 2	Localised Traffic Problems
Appendix 3	Traffic Management Options
Appendix 4	Finance Tables

Contact

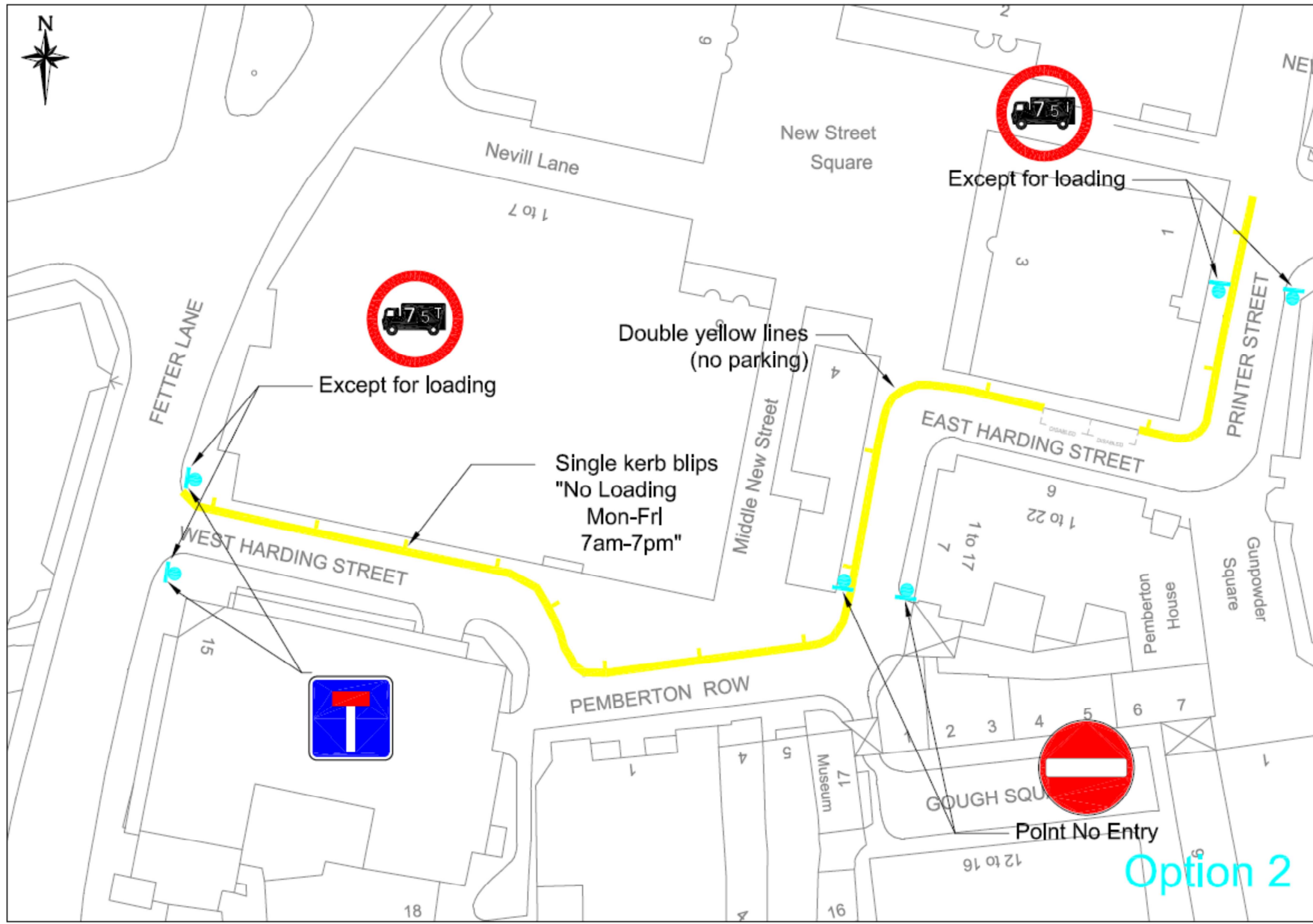
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Option 1



Option 2

Appendix 4

Table 1: Spend to Date

New Street Square	Budgets	Spend / Commitments to Date	Remaining
Project Number - 16100057			
Pre-Evaluation Fees	£58,925.47	£58,925.47	£0.00
Staff Costs	£154,381.00	£147,212.73	£7,168.27
Fees	£2,250.00	£2,250.00	£0.00
Works	£855,110.53	£832,000.28	£23,110.25
Total	£1,070,667.00	£1,040,388.48	£30,278.52

Table 2: Budget Re-set

New Street Square	Current Budgets	Proposed Budgets	Variance
Project Number - 16100057			
Pre-Evaluation Fees	£58,925.47	£58,925.47	£0.00
Staff Costs	£154,381.00	£165,902.73	£11,521.73
Fees	£2,250.00	£5,250.00	£3,000.00
Works	£855,110.53	£840,588.80	-£14,521.73
Total	£1,070,667.00	£1,070,667.00	£0.00

Committees:	Dates:	
Streets and Walkways Sub-Committee (For Information)	06/05/2014	
Projects Sub Committee (For Decision)	07/05/2014	
Subject: Globe View Walkway – Opening up and Enhancing the Riverside Walk	Issue Report	Public
Report of: Director of the Built Environment		For Information

Summary

- Dashboard:**

Project Status	Amber
Overall project risk	Medium
Timeline	Gateway 3 was approved in October 2012 Working towards Detailed Options Appraisal – Gateway 4 planned for autumn 2014.
Total Estimated Cost	£750K - £1.5m (TfL, Section 106 and CIL)
Spend to Date	£61,253* – comprising of: £27,474 (staff costs incl. pre-evaluation) £33,779 (consultant fees incl. Pre-evaluation)
Total approved budget incl. pre-evaluation	£61,000 (Fees: £37,000 / Staff Costs: £24,000)

* The overspend is due to officer time spent to date and will be met from the additional budget subject to approval.

- Progress to date:**

This project aims to complete the Thames Path in the City by opening up a section of the Riverside Walk under Globe View, a residential building between Sir John Lyon House and Queen's Quay. A Gateway 3 (outline options appraisal) report on this project was approved by Committees in October 2012 (plans and pictures are attached in Appendix A). A public consultation was carried out last autumn on the agreed option which included a section of external walkway. The outcome of the consultation is contained in the consultation report attached in appendix 2.

- Summary of Issue:**

There is a 50/50 divide between respondents who support the section of external walkway and those that would prefer to see the internal walkway re-opened without a section of external walkway. It is therefore proposed that further consultation and communication is undertaken, with input from the City of London Police, before the Gateway 4 report is brought forwards.

Discussions with the hotel developer of Queensbridge House, to the east of Globe View, have brought about the possibility of introducing monitored CCTV coverage which would be connected to the hotel's system. This would enable the covered walkway to be monitored to address and overcome the unsafe feeling currently prominent in the walkway. However the advice of the City of London Police is that CCTV monitoring

alone would not be sufficient and that physical alterations to the covered walkway should be included to provide the appropriate designing out crime features. Subject to detailed plans, they have indicated that this would potentially be enough to allow the internal walkway to be opened without an external element, on completion of the hotel development walkway.

- **Proposed Way Forward:**

It is proposed to appoint an architect to work on a design solution for the covered walkway liaising closely with the City of London Police. Formal consultation with residents will also be carried out in the summer. This work will help assess whether monitored CCTV coverage together with physical alteration to the existing internal walkway can achieve a design solution meeting the requirements of the Police whilst mitigating residents' concerns. Should the design fail to satisfactorily meet the City of London police criteria, the Gateway 4 report will recommend the option initially agreed at Gateway 3 (covered walkway with external section). However the design work for the covered walkway section would still be necessary to meet the Police requirements in any event. The requested additional funds will also help to develop a scheme which could potentially be more cost-effective.

Recommendations

It is recommended that:

- (i) A budget increase of £48,500 (made up of £28,500 staff costs and £20,000 fees) funded from the Watermark Place Section 106 obligation and TfL LIP programme, be approved to cover additional fees, structural surveys, and consultation to progress the project to Gateway 4.

Main Report

<p>1. Issue description</p>	<p>This project aims to complete the Thames Path in the City by opening up a section of the Riverside Walk under Globe View, a residential building between Sir John Lyon House and Queen's Quay. This section of walkway was gated shut since its construction in 2003 due to problems of rough sleeping and fire lighting. This was a result of the poor layout, environmental quality and disconnected nature of this section of walkway.</p> <p>A Gateway 3 (outline options appraisal) report on this project was approved by Committees in October 2012 (plans and pictures are attached in appendix 1). A public consultation was carried out between August and October 2013 on the agreed option which included a section of external walkway.</p> <p>The outcome of the consultation is contained in the consultation report attached in appendix 2. There is a 50/50 split between respondents that support the proposed re-configured layout with a section of external walkway and respondents that would prefer to see the existing configuration maintained <u>without</u> a section of external walkway.</p> <p>The main issues raised by residents in relation to the external walkway are noise disturbance from people using the walkway</p>
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	<p>and gathering, particularly customers from the adjacent restaurant/bar. Further advice has been taken from the City of London Police. In their opinion, the walkway should not be opened on its existing alignment, as there would be very likely a repeat of previous anti-social behaviour which would present a danger to those using the walkway, mostly at night and particularly vulnerable users.</p> <p>One of the main reasons for recommending the internal walkway with an external element to the east was the difficulty of introducing monitored CCTV in the covered area due to cost and monitoring limitations. In March, discussions with the Hotel Developer of Queensbridge House, to the east of Globe View, have brought about the possibility of introducing monitored CCTV coverage which would be connected to the hotel's system. This has been agreed in principle and will be subject to a legal agreement at the next gateway.</p> <p>It is proposed that further consultation and communication with residents is undertaken, with input from the City of London Police before the Gateway 4 report is brought forwards. Upon the City of London Police's advice, officers will investigate the introduction of monitored CCTV along with the development of designs to modify the existing internal layout of the walkway that could contribute to designing out crime. This will include various alterations such as lighting, wider openings and removal of potential hiding spots to enhance safety and create a comfortable feeling for users.</p>
2. Last approved limit	Budget: £61,000 approved budget (incl. pre-evaluation)
3. Options	Not Applicable
4. Recommendation	<p>In order to move forwards, further structural investigations and design work are required to assess whether a covered walkway proposal with CCTV coverage can be designed to fully mitigate risks of rough sleeping, anti-social behaviour and any potential feeling of insecurity, and satisfy the City of London Police criteria.</p> <p>It is recommended to approve £48,500 additional budget to cover the required design fees, surveys and consultation and take the project to Gateway 4.</p>

Appendices

Appendix 1	Location map and pictures
Appendix 2	Consultation report approved by Streets and Walkways (main report only)
Appendix 3	Letter to Queen's Quay and Globe View residents March 2014

Contact

Report Author	Leila Ben-Hassel
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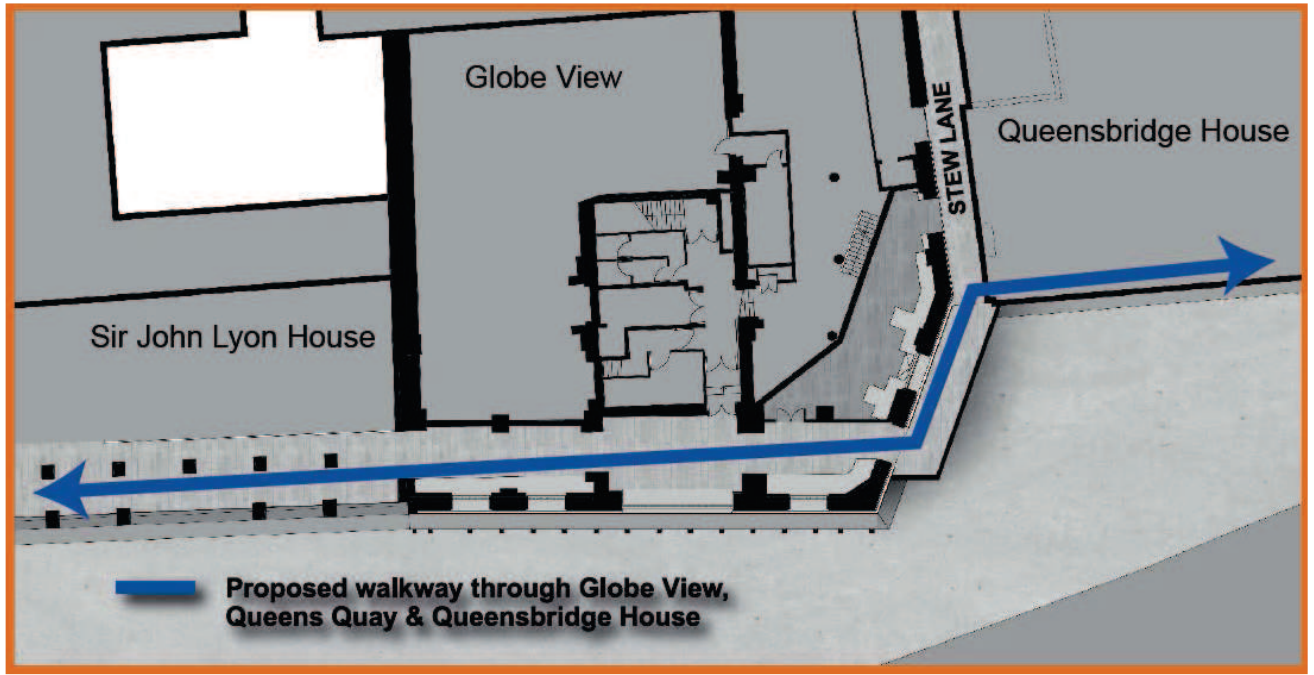
Email Address	Leila.ben-hassel@cityoflondon.gov.uk
Telephone Number	020 7332 1569

Appendix 1

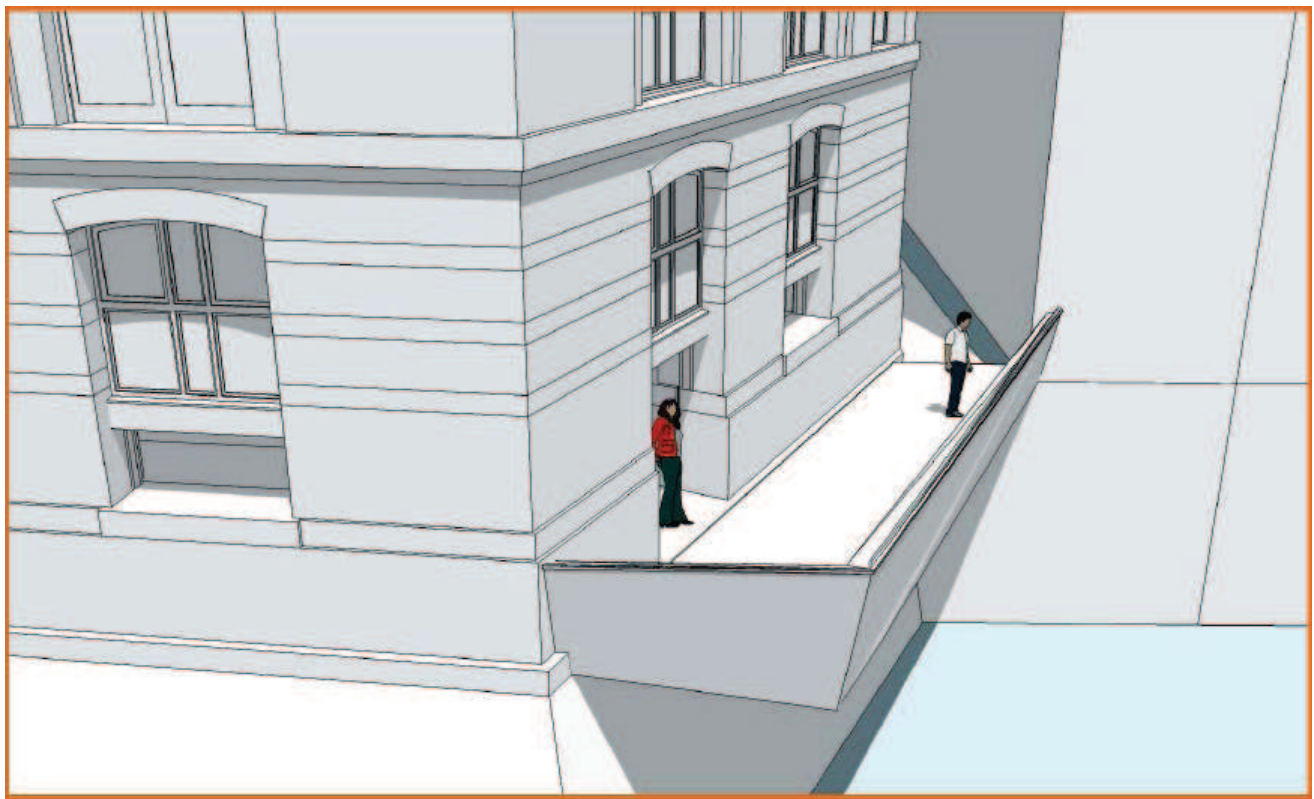


Location Plan

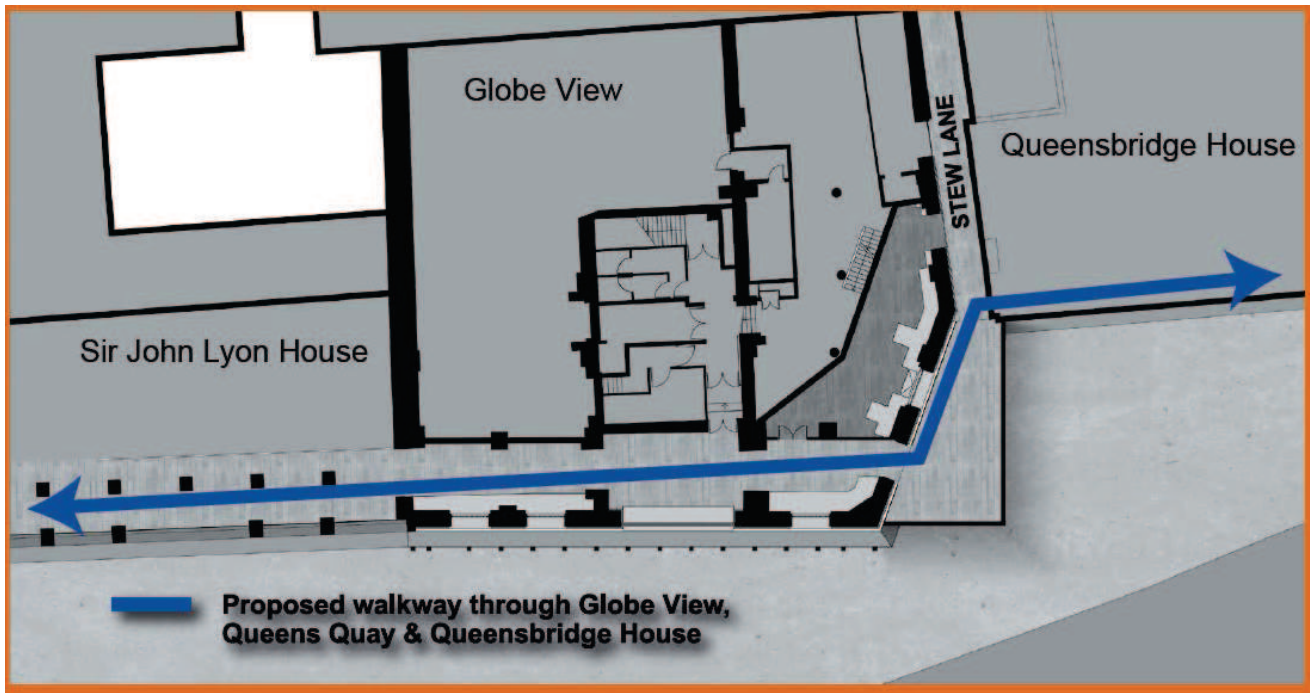
Plans that were consulted on



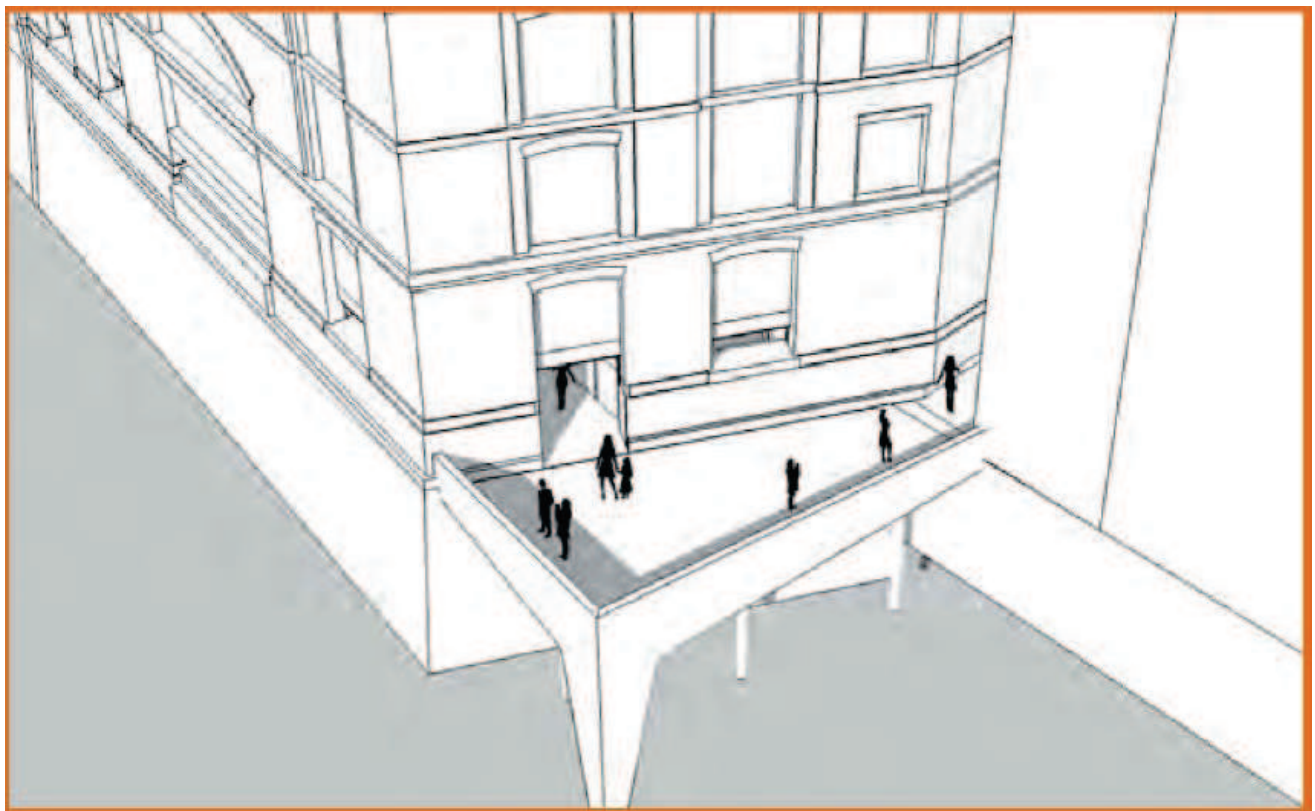
Option 1 (smaller section of external walkway)



Option 1 (smaller section of external walkway)



Option 2 (larger section of external walkway)



Option 2 (larger section of external walkway)

Photographs of existing closed internal walkway



North-south section of covered walkway



North-south section of covered walkway, approaching 'blind corner'



East-west section of covered walkway



Entrance to East-west section of covered walkway at Sir John Lyon House

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APPENDIX 2

Committee(s):	Date(s):	Item no.
Streets & Walkways Sub-Committee	10 March 2014	
Subject: Globe View Walkway Consultation Report	Public	
Report of: Director of Built Environment	For Decision	

Summary

Dashboard

Timeline	Working towards Detailed Options Appraisal – Gateway 4
Total Estimated Cost	£750K - £1.5m (TfL, Section 106 and CIL)
Spend to Date	£64,415 – comprising of: £30,636 (staff costs) and £33,779 (consultant fees)
Overall project risk	Medium

This report provides an update on the public consultation on the Globe View Walkway project. Copies of the full public consultation responses are available in the Members' Reading Room.

This project relates to a section of the Riverside Walk under the residential building at Globe View. This section of walkway has been gated shut since its construction in 2003, due to problems of rough sleeping and fire lighting that resulted from the poor layout, environmental quality and disconnected nature of this section of walkway.

Following Initial discussions with Ward Members, resident representatives and the City of London Police, a Gateway 3 (outline options appraisal) report on this project was considered by Committees in October 2012. This set out three options:

- 1) Keeping the east-west section of the walkway under the building, creating an exit by opening up an existing window at the eastern end and creating a small section of external walkway to replace the north south section of walkway that currently runs through the building.
- 2) Enhancing the existing walkway on its current alignment through the building
- 3) Re-directing the walkway around the building on a new external walkway structure over the Thames.

Members agreed that Option.1 set out above be taken forward and consulted upon with local residents. Plans are attached in Appendix A.

The public consultation was carried out between August and October 2013. A total of 39 responses were received. There is a 50/50 split between respondents that support the proposed re-configured layout with a section of external walkway and respondents that would prefer to see the existing configuration maintained without a section of external walkway.

The main issues raised by residents in relation to the external walkway are noise disturbance from people using the walkway and gathering, particularly customers from the adjacent restaurant/bar. Further advice has been taken from the City of London Police. The Police advice is that the walkway should not be opened on its existing alignment, as it would be very

likely that there would be a repeat of previous anti-social behaviour, and would present a danger to those using the walkway, particularly at night and particularly vulnerable users. They are supportive of the creation of the small section of external walkway, as the best way to reduce the risk to residents and users.

Given the mixed response to the consultation, it is recommended that further consultation and communication with residents is undertaken, with input from the City of London Police before the Gateway 4 report is brought forwards. This will include the consideration of modifications to the existing internal walkway that could help to design out crime, including CCTV.

An additional £8,500 of Transport for London LIP funds were been made available for spend on this scheme in financial year 2013/14. Furthermore, it is proposed that an additional £20,000 is approved to cover the costs of further communication and consultation that are required to take the project forward to Gateway 4, to be funded from the funds available from the Watermark Place Section 106.

Recommendation

It is recommended that:

- (i) The results of the public consultation are received and actions noted;
- (ii) A budget increase of £28,500 is approved, funded from Transport for London LIP funds for 2013/14 (£8,500) and the Watermark Place Section106 obligation (£20,000).

Main Report

Background

1. Globe View is a residential block of flats with a restaurant/bar on part of the ground/1st floor accessed via Stew Lane. The Riverside Walkway in this area currently follows a long diversion route along High Timber Street (away from the River) which is confusing and frustrating for many users.
2. The section of Riverside Walkway under Globe View has been closed to the public for more than a decade. After a few months of being opened in 2003, problems of rough sleeping and anti-social behaviour occurred, including fire-lighting which was of particular concern to residents. These problems were due to the isolated and disconnected nature of this covered walkway and its layout and narrow openings.
3. The main objective of this project is the opening of the Riverside Walkway at Globe View. The project is a high priority of the Riverside Walk Enhancement Strategy and was approved at Gateway 3 in October 2012 where Members considered 3 options:
 - 1) Keeping the east-west section of the walkway under the building, creating an exit by opening up existing window at the eastern end and creating a small section of external walkway to replace the north south section of walkway that currently runs through the building.
 - 2) Enhancing the existing walkway on its current alignment through the building.
 - 3) Re-directing the walkway around the building on a new walkway structure over the Thames.
4. Option 1 was approved to be taken forward at Gateway 3 because it could provide a workable solution that would solve a lot of the problems that the current internal walkway

has through the provision of a more direct an open route. Option 2 was not recommended to be taken forward because it would not sufficiently overcome the safety/antisocial behaviour concerns associated with the internal walkway. Option 3 was also not recommended to be taken forward because it was not supported by residents and had received a mixed response from officers and local businesses. Appendix A includes a plan of the area and the proposals. Appendix B includes photographs of the existing walkway.

5. The neighbouring section of Riverside Walkway under Sir John Lyon House to the west of Globe View was completed in 2009 and the completion of the walkway to the east is planned through the implementation of a planning permission for a hotel at Queensbridge House. The development agreement between the City and the developer also includes the provision of Riverside Walkway under the neighbouring residential building at Queens Quay. Work on this development is expected to commence in spring 2014.

Public Consultation Exercise

6. A public consultation exercise was carried out between August and October 2013 on the Globe View walkway proposals.
7. The consultation involved several meetings with residents and local occupiers and a detailed leaflet explaining the proposals was sent to all occupiers. The consultation leaflet included the enhancement of the east-west section of the internal walkway and two sub-options for the section of external walkway to provide the north-south connection to Stew Lane: one with a narrower platform and one with a wider platform. A total of 39 responses to the leaflet were received and these are summarised in Table 1 below. The vast majority of these responses are from residents of Globe View and Queens Quay.

Table 1: Summary of consultation responses

Preference	Number of respondents choosing Preference
Option 1 (smaller section of external walkway)	9
Option 2 (larger section of external walkway)	7
Both options (1 or 2)	2
Re-Open existing internal walkway	18
Do Nothing	2
No response	1

8. There is a 50/50 divide between those respondents that support the section of external walkway and those that would prefer to see the internal walkway re-opened without a section of external walkway. In addition, 2 respondents have suggested doing nothing, i.e not re-opening the walkway at all.
9. One of the main comments received from residents is concern about noise disturbance to the flats above from people using the proposed external walkway, particularly customers from the adjacent restaurant/bar. Other issues raised include concerns about anti-social behaviour and rough sleepers, the stability and visual impact of the proposed structure, flood risk, and the cost of the external walkway.
10. At a meeting with residents in October 2013 (minutes are attached at Appendix C), the results of the consultation were discussed and several suggestions for the way forward were aired. These included:

- Making the external walkway narrower to reduce space for people to dwell;
- A covered or partially covered external walkway to reduce the impact of noise disturbance;
- A staged approach to the implementation of the scheme, involving a trial of the re-opening of the internal walkway following enhancements to lighting and the removal of ledges, with the external walkway only implemented if the trial is unsuccessful.

11. It was also made clear at this meeting that the walkway at Globe View would not be opened until the adjacent section of walkway at Queensbridge House/Queens Quay was also completed. This is so that the past problems of the walkway being disconnected and isolated are not repeated.

City of London Police Advice

12. Following the meeting with residents in October, further advice was sought from the City of London Police on the proposals. A site visit was carried out with their Architectural Liaison Officer and the walkway proposals were discussed.

13. The Police advice is that the walkway should not be opened on its existing alignment, as it would be very likely that there would be a repeat of previous anti-social behaviour and this would present a danger to those using the walkway, particularly at night and particularly vulnerable users. A key concern of the Police is the 'blind corner' at the eastern end of the existing walkway. There are similarities in this respect with other sections of internal walkway, such as at London Bridge, which is known to suffer from crime and anti-social behaviour problems.

14. The Police are supportive of the creation of the small section of external walkway to link the internal walkway with Stew Lane to the north, as approved by Members at Gateway 3. They consider that this is the best way to reduce the risk to residents and users. The Police are not supportive of a staged approach whereby the re-opening of the internal walkway would be trialled. This is because of the risk of anti-social behaviour and crime.

Next Steps

15. Given the mixed response to the consultation from residents and the advice received from the City of London Police in relation to security and anti-social behaviour, it is proposed that further communication and consultation is carried out before progressing to Gateway 4 (detailed options appraisal).

16. The possibility of re-opening the internal walkway will be further investigated with additional advice on designing out crime sought from the City of London Police, including the feasibility of CCTV. There is a possibility that a CCTV system could be linked to that of the adjacent Hotel development. However, the City of London Police will need to be satisfied that this will overcome their security concerns. Details of the management and monitoring of the system will also need to be agreed.

17. The following tasks will also be undertaken ahead of Gateway 4:

- Further communication and consultation with residents and occupiers;
- Further consultation will be carried out with the Environment Agency and the Port of London Authority;
- Investigation into the legal agreements and approvals required to carry out the works will be undertaken;

- Investigation of options for the City Walkway declaration, so that access rights may be withdrawn in limited circumstances;
- Investigation of funding sources to implement the works will be carried out.

18. It is proposed that no further design development of the external walkway is undertaken until the possibility of reopening the internal walkway with CCTV coverage has been fully investigated with the City of London Police.

19. The communication and consultation work will be carried out over spring and summer 2014, with the Gateway 4 report anticipated in autumn 2014.

Financial Implications

20. An additional £8,500 of Transport for London LIP funds were been made available for spend on this scheme in financial year 2013/14. Furthermore, it is proposed that an additional £20,000 is approved to cover the costs of the further communication and consultation that are required to take the project forward to Gateway 4, to be funded from the funds available from the Watermark Place Section 106 obligation. A breakdown of these costs is included in Table 2 below.

Table 2: Design and Consultation Costs to reach Gateway 4

Item	Estimated Cost (£'s)
Staff Costs*	28,500
Total	28,500

* inclusive of £8,800 staff costs already incurred

Appendices

Appendix A: Location Plan and Proposals that were consulted upon

Appendix B: Photographs of existing internal walkway

Appendix C: Minutes of post-consultation residents meeting

Background Papers

- Gateway 3 report October 2012

Author

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APPENDIX 3

Department of the Built Environment

Philip Everett, BSc, CEng, MICE

Director of the Built Environment

Telephone 020 7332 1569

Email leila.ben-hassel@cityoflondon.gov.uk

Project Officer: Leila Ben-Hassel

Date 31 March 2014

Dear Resident,

Globe View Thames Path Walkway

I wrote to you last November to share the key results of the consultation on the proposals to open up the walkway at Globe View which was carried out in August-October 2013. These were reported at the Streets and Walkways Sub-Committee on 10th March 2014.

I am now writing to update you on progress made and current plans for taking forward the project that was approved by committees in 2012.

Officers have paused work on the external walkway design development, and we have continued to look at the issue of not having CCTV coverage in the enclosed areas of walkway under Globe View. This was one of the main reasons for looking at an external alternative which was the subject of the recent consultation. I am pleased to say that discussions with the hotel developer at Queensbridge House has brought about the possibility of introducing monitored CCTV coverage which would be connected to the hotel's system, to address the problem areas at Globe View. Officers have consulted the City of London Police on the proposal for CCTV coverage and other improvements designed to enhance safety and reduce users' anxiety. Subject to detailed plans, they have indicated that this would potentially be enough to allow the internal walkway to be opened without an external element, on completion of the hotel development walkway. Officers are currently investigating the design options and will consult with you further in the summer.

Hopefully we will be able to proceed on this basis, however if the necessary CCTV coverage cannot be achieved, officers will have to recommend to Members the smaller of the external walkway option consulted upon last autumn, as the only viable option for completing the Thames Path National Trail at this location.

A new project officer, Leila Ben-Hassel, has been appointed. Leila is your key point of contact for this project. Please do not hesitate to contact her should you have any queries.

Yours faithfully,



Melanie Charalambous

Principal Project Officer and Team Leader (Environmental Enhancement)

Department of the Built Environment

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Agenda Item 10

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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Agenda Item 11

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of the Local Government Act 1972.

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