



Streets and Walkways Sub (Planning and Transportation) Committee

Date: MONDAY, 23 MARCH 2015
Time: 12.00 pm
Venue: COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL
Members: Marianne Fredericks (Chairman) Alderman Alison Gowman, Police Committee (Ex-Officio Member)
Jeremy Simons, Open Spaces and City Gardens (Deputy Chairman) Brian Harris
Randall Anderson Oliver Lodge
Alex Bain-Stewart Sylvia Moys
Deputy John Barker, Finance Committee (Ex-Officio Member) Graham Packham
Revd Dr Martin Dudley Deputy Michael Welbank

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

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 23 February 2015.

For Decision
(Pages 1 - 6)
4. **OUTSTANDING REFERENCES**
Report of the Town Clerk.

For Information
(Pages 7 - 8)
5. **LONDON WALL PLACE SECTION 278**
Report of the Director of the Built Environment.

For Decision
(Pages 9 - 24)
6. **LONDON WALL / WOOD STREET**
Report of the Director of the Built Environment.

For Decision
(Pages 25 - 28)
7. **1 COLEMAN STREET**
Report of the Director of the Built Environment.

For Decision
(Pages 29 - 32)
8. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
9. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Monday, 23 February 2015

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, 23 February 2015 at 1.45 pm

Present

Members:

Marianne Fredericks (Chairman)
Jeremy Simons (Deputy Chairman)
Randall Anderson
Alex Bain-Stewart
Brian Harris
Sylvia Moys
Graham Packham
Deputy Michael Welbank

Officers:

Katie Odling	Town Clerk's Department
Olumayowa Obisesan	Chamberlain'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

Apologies for absence were received from the Reverend Dr Martin Dudley, Deputy John Barker, Alderman Alison Gowman and Oliver Lodge.

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 19 January 2015 be approved.

4. OUSTANDING REFERENCES

Special events on the public highway

Smithfield Nocturne Cycling Event – The Assistant Highways Director informed the Sub Committee that discussions had been held with the event organisers who had provided a clear commitment to deliver a brand new, much safer and more controlled

event plan. As a result, both Smithfield Market and the SMTA were now content for the event to return to the area in 2015.

British 10k – 12 July 2015 – Members were informed that Transport for London had refused permission for the event to use Parliament Square and Waterloo Bridge, and consequently the event organiser had to review their event plan. As a result, it was likely that the event would be confined to Westminster this year.

Go Kart Event – 26 July 2015 – Members were informed that the Lord Mayor's Charity remained supportive of the event and the organisers have agreed to monitor developments regarding the proposed change in legislation that may allow racing on the highway. If an event is to be brought to the City, this would be subject to consultation with the Sub Committee.

Cycle collisions –

- Ludgate Hill – this accident was still being investigated by the Coroner.
- Fleet Street – the driver of the HGV has been charged with death by dangerous driving.
- London Bridge – no further action would be taken in terms of a prosecution.

20mph Speed Limit -

Members were informed that since the last meeting there 37 summons for speeding of which 19 cases had been determined.

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

5.1 Museum of London Roundabout - Road Danger Reduction Measures - Monitoring Report

The Committee considered a report of the Director of the Built Environment in relation to the Museum of London Roundabout.

The Chairman informed the Committee of a representation from a member of the public expressing concerns regarding the recent road layouts which it was considered had worsened the junction for cyclists, causing it to be unsafe.

Members noted that a number of minor additions and amendments (such as traffic cones and signage) had been added to improve the effectiveness of the scheme; however, it was felt that an alternative to cones ought to be considered, such as 'armadillo humps'.

Members were informed that various options were being considered to improve the lighting.

RESOLVED – That,

- a) the outcome of this trial so far be noted and an extension of the trial for a further 3 months be agreed;
- b) a further report be brought back to this Committee to decide whether to make the scheme permanent following the extended trial.

5.2 Crossrail Moorgate Gateway 4 stage 1 report

The Committee considered a report of the Director of the Built Environment regarding the detail design proposals around the new Moorgate Crossrail entrance.

Members were informed that Gateway 4 (stage 2) would require a report to the Sub Committee setting out the detailed design and details of options for traffic management in Moor Place and Moorfields, in conjunction with an assessment of the broader impacts of an increase in pedestrian numbers on the road network managed by the City.

RESOLVED – That approval be given for the following -

- a) the following design proposals in Appendix 2:
 - (i) Detail design inside the security cordon to allow Crossrail to proceed with their planning application.
 - (ii) Outline design proposals for the area outside the security cordon to allow the project to progress to Gateway 4 (stage 2).
- b) the carry forward of any remaining underspend at stage 1 to be used to fund the project to Gateway 4 (Stage 2).
- c) City officers to obtain any necessary planning, listed building, traffic order or other consents as may be necessary to implement the project as described in this report.
- d) City officers to enter in to a Section 278 agreement with relevant parties if security measures are required on public highway.
- e) Officers to approach developers for 72 Fore Street to confirm availability of external funding for Gateway 4 (stage 2).
- f) Officers to explore the mechanisms by which Crossrail would be able to provide a maintenance contribution for hard landscaping.

5.3 Crossrail Liverpool Street

The Committee considered a report of the Director of the Built Environment regarding the detail design proposals for around the new Liverpool Street Crossrail entrance.

Members were informed that consideration was being given to appropriate locations for taxi ranks around the Liverpool Street station area. Network Rail would need to give approval to retain the taxi ranks inside the station.

The Assistant Director, Environmental Enhancement confirmed that the funding streams would be identified in the Gateway 4 report.

RESOLVED – That approval be given for the following -

- a) the design proposal Option 1 in Appendix 3 and allow the project to progress to Gateway 4 (Stage 2);
- b) an additional £115k from the 5 Broadgate Section 106 contribution for a total revised budget of £250k to complete Gateway 4 (Stage 2);
- c) City officers to obtain any necessary planning, listed building, traffic order or other consents as may be necessary to implement the project as described in this report;
- d) officers to seek funding from Crossrail to provide a maintenance contribution for hard landscaping.

5.4 Transport for London (TfL) funding

This report will be considered under Urgency Procedures.

5.5 Plough Place Environmental Enhancements

The Committee considered a report of the Director of the Built Environment regarding the Plough Place Environmental Enhancements.

Scheme Objectives

- It was agreed that a further scheme objective should be included which addressed concerns regarding skateboarding.
- One Member requested that the ongoing maintenance costs of any proposed planters must be secured from the Private Landowners for a '*minimum*' of 20 years.

RESOLVED – That, subject to the signing of a S278 agreement, approval be given for the following –

- a) a change in project scope to include increased enhancements on Plough Place and the Section 278 Highway Improvement Works;
- b) the project objectives set out in Appendix 2;
- c) the release of £125,000 to cover staff costs and fees as outlined in Section 16 of this report, subject to the receipt of the Section 278 funds; and
- d) officers to pursue the necessary approvals to pedestrianize.

5.6 Lime Street and Cullum Street Enhancement Works

The Committee considered a report of the Director of the Built Environment regarding the Lime Street and Cullum Street Enhancement Works.

RESOLVED – That

- a) the implementation of the traffic experiment, subject to obtaining the necessary traffic orders be approved; and
- b) a budget adjustment of £22,500 be authorised from the contingency budget of the Cullum Street works as set out in Appendix 4.

5.7 Cycle Superhighways - The Mayor's Decision

The Committee received a report of the Director of the Built Environment regarding the Mayor's decision in relation to the Cycle Superhighways.

The Sub Committee were informed that a letter had been received from Transport for London (TfL) which set out the timeline for the decisions and actions, the changes proposed, changes that still required resolution and commitments which were being offered by TfL.

Officers were working collaboratively with colleagues at TfL to ensure the effective delivery of the transformative improvements. Members were informed that there would be a significant increase in staff to support the project and TfL were providing additional funding for to support the provision of these resources.

The Sub Committee made specific reference to pedestrian crossing timings which TfL had committed to revisit after the scheme had gone live; the closure of Tudor Street; and the access routes to Riverside Walk.

On behalf of the Committee, the Chairman expressed thanks to Officers for their continued efforts with this project.

RESOLVED – That the report be noted.

6. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE
There were no questions.

7. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

- St Paul's Crossing – the Deputy Chairman reported the start of the trial of a signalised crossing.
- The Assistant Highways Director agreed to investigate the temporary bollards near Gresham Street.
- The Chairman advised the Sub Committee that over the last ten years, 25% of the city had been transformed. A number of visits would be organised in the spring to allow Members to see some of the areas which had been enhanced.

The meeting ended at 3.30 pm

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Outstanding References - Streets and Walkways Sub Committee

<i>Date</i>	<i>Action</i>	<i>Officer responsible</i>	<i>To be completed/ progressed to next stage</i>	<i>Notes/Progress to date</i>
<p>22 September 2014 Item 9, 20 October 2014 Item 3; and 19 January 2015</p>	<p>Parking for Motorcyclists As part of the review of fees and charges for car parks, consideration be given to the implications on motorcycle parking.</p> <p>A further report to be submitted to the Sub Committee regarding the framework for charging, provision of more parking bays and theft of motorcycles</p>	<p>Director of the Built Environment</p> <p>Director of the Built Environment</p>		<ul style="list-style-type: none"> • A policy document was being drafted regarding the framework for charging, provision of more parking bays and theft of motorcycles. • Arrangements for parking on Sean Lane would be confirmed at a later date. • Report scheduled for summer 2015
<p>19 January 2015</p>	<p>Following an incident involving a cyclist and a lorry on Ludgate Circus, a Member requested that consideration be given to immediate measures that could be put in place to improve the safety of this junction. The Transport and Public Realm Director assured Members he would engage with Transport for London on this</p>	<p>Director of the Built Environment</p>		<ul style="list-style-type: none"> • To receive any further update

Outstanding References - Streets and Walkways Sub Committee

	matter.			
19 January 2015	It was agreed to organise a walk about/briefing session for Members to aid the understanding of the formula for the condition index (Appendix 1 - UKPMS Carriageway condition survey 2012/13 and 2013/14)	Director of the Built Environment		<ul style="list-style-type: none"> A walk about /briefing session would be organised in due course
19 January 2015	Questions – Skateboarding That a wider review and a specific piece of work be undertaken to address skateboarding at St Pauls (an approximate timeframe would be reported to the Sub Committee).	Director of the Built Environment		<ul style="list-style-type: none"> It is envisaged the report to the Sub Committee will be before the 2015 recess.
Ongoing action required	20mph speed limit	City of London Police		<ul style="list-style-type: none"> To receive regular updates on enforcement action.
23 February 2015	Transport for London (TfL) funding Approval required under Urgency procedures	Town Clerk		<ul style="list-style-type: none"> Complete This report was approved under Urgency Procedures.

Committees:	Dates:	
Streets and Walkways Sub-Committee	23/03/2015	
Projects Sub-Committee	25/03/2015	
Subject: London Wall Place Section 278	Gateway 3 Outline Options Appraisal	Public
Report of: Director of the Built Environment	For Decision	

Summary

Dashboard:

- (i) Project status: Amber
- (ii) Timeline: Gateway 3
- (iii) Project estimated cost: £2M-£5M
- (iv) Spent to date: £134,608 (staff costs and fees)
- (v) Overall project risk: Green

Progress to date

Planning permission for the London Wall Place development at the former St. Alphage House site was granted on 27th June 2011. This project relates to the Section 278 Highway and Public Realm Works that are necessary to integrate the development into the public highway and must be delivered in time for the buildings practical completion (April 2017). The first S278 Agreement to fund the evaluation and design of the project was signed in September 2014.

To ensure the project achieves the right balance between meeting the needs of the development and stakeholders, a Working Party has been established to guide the project. The Working Party comprises stakeholders in close proximity to the development and includes residents' representatives, the Salters Hall, the developer, the primary tenant and City officers.

Formed in February 2015, the Working Party has met twice and established a series of objectives that are set out in *Appendix 1* and form the basis of the project direction and the Gateway 3 approval. Owing to the opportunity to work with stakeholders in this way and to establish an early understanding of the scope of the project, it was not considered appropriate to produce design options at this stage, but rather to provide a clear agreement with all parties on what the project should seek to achieve. Options will be developed for Members' consideration at Gateway 4 once the proposed objectives in this report are agreed.

One key objective of the Working Party is for the City, developer and the tenant to work jointly to resolve outstanding issues relating to building security arrangements, including the eventual location and form of security infrastructure. The project has therefore been given an *Amber* project status until these issues are resolved and approved by Members.

Cultural Hub Context

For the development of the Cultural Hub, it is expected that improvements will be required to the public realm along London Wall to effect the level of change required to deliver an inclusive public realm commensurate with world class cultural institutions. The London Wall Place S278 project will deliver a number of highway

and public realm improvements on London Wall to accommodate the development; these improvements will not prejudice the City's ability to make future change to London Wall to meet the requirements of the Cultural Hub.

Proposed way forward

The Working Party for the London Wall Place development has unanimously agreed the objectives for the project and the scope of the survey and information gathering work that needs to be carried out as part of the design process. Members' agreement of these is now sought in order to move the project forward.

To ensure that proposals meet the needs of the area, the Working Party will continue to provide local input and guidance on the options as they are developed.

Once options have been drafted a wider public consultation is planned to ensure that stakeholders in the wider area are given an opportunity to consider and comment on the proposals. This will be carried out ahead of a Gateway 4 report being presented to Members, which is expected to be in December 2015.

Following Member approval of a preferred highway option the detailed design work will be completed and the estimated cost to implement the works presented to Members in a Gateway 5 report; where authority to start work will be sought (subject to completion of all necessary agreements and to all necessary consents, approvals and orders being in place). The City will then enter into a second S278 with the developer to fund the works.

The location of the site and scale of the highway and public realm changes required on a strategic street such as London Wall presents significant technical challenges during the design stage. As the project is entirely developer funded, it is proposed that the Director of the Built Environment be authorised to adjust the budget between elements (staff costs and fees) as required to meet the challenges of the project and to seek further funds from the developer, if necessary.

Procurement Approach

All consultancy work commissioned as part of the design stage will be procured by the City through City Procurement using the Section 278 evaluation and design funds. The works are proposed to be implemented in phases and coordinated with the developer's programme. At this stage, the preferred approach for implementation of the works is to utilise the City's highways term contractor. However, this will be confirmed at the next gateway.

Financial Implications

To date, the City has incurred total costs of £134,608 (comprising staff costs of £88,608 and consultancy fees of £46,000); with all costs funded by the developer. In order to progress to Gateway 4 a further £253k is required, bringing the total project spend up to an estimated £388k; this is based on an estimate of the costs to undertake the investigations, consultation and design. A total of £500k has been received from the developer via the first S278 Agreement to fund the project up to Gateway 5.

Recommendation

It is recommended that Members:

- Agree that detailed options are developed in line with the project objectives set out in Appendix 1;
- Agree the budget setup (up to £388k) to reach Gateway 4; and
- Give Delegated Authority to the Director of the Built Environment to adjust the budget between elements (staff costs and fees) as required to meet the challenges of the project and to seek further funds from the developer if necessary.

Appendices

Appendix 1	Project Objectives and Next Steps agreed by the <i>London Wall Place Working Party</i>
Appendix 2	Project Area

Contact

Report Author	Kristian Turner
Email Address	Kristian.Turner@cityoflondon.gov.uk
Telephone Number	020 7332 1745

Proposal															
1. Brief description	<p>Options are to be developed based on the project objectives that have been agreed by the Working Party (see Appendix 1) and the wider London Wall Stakeholders Group (see Appendix 2).</p> <p>These objectives stem from an analysis of local needs that have been identified by officers through initial consultation (also listed in Appendix 1), together with aspirations for the future enhancement of the highway and public realm on London Wall.</p> <p>The next steps to reach Gateway 4 include detailed transport and pedestrian studies that will assess existing and future needs, design development that will address key objectives and further consultation with the Working Party and local stakeholders.</p>														
2. Scope and exclusions	<ul style="list-style-type: none"> • The proposals are restricted to the areas of public highway within the reasonable vicinity of the development on Wood Street, St. Alphage Garden, Fore Street and Fore Street Avenue. On London Wall where there are wider traffic considerations, proposals will extend as far as required to mitigate the impact of the required highway changes on traffic and the urban realm. • The scope of the highway and public realm works required to enable the consented development as approved by the Planning and Transportation Committee include the widening of the footway on the northern side of London Wall, upgrade of the London Wall / Wood Street junction, public realm improvements on St. Alphage Garden and footway paving around the site. • The proposals do not cover areas of private land. • There is a separate process and Section 278 Agreement for the provision of City Walkways through the development. 														
Project Planning															
3. Programme and key dates	<table border="1"> <thead> <tr> <th>Task</th> <th>Target date</th> </tr> </thead> <tbody> <tr> <td>Transport studies and design development</td> <td>June 2015</td> </tr> <tr> <td>Public consultation</td> <td>Sept 2015</td> </tr> <tr> <td>Gateway 4</td> <td>Dec 2015</td> </tr> <tr> <td>Detailed design</td> <td>June 2016</td> </tr> <tr> <td>Gateway 5</td> <td>July 2016</td> </tr> <tr> <td>Start on site</td> <td>August 2016 (works phased, to be coordinated with developer's programme)</td> </tr> </tbody> </table>	Task	Target date	Transport studies and design development	June 2015	Public consultation	Sept 2015	Gateway 4	Dec 2015	Detailed design	June 2016	Gateway 5	July 2016	Start on site	August 2016 (works phased, to be coordinated with developer's programme)
	Task	Target date													
	Transport studies and design development	June 2015													
	Public consultation	Sept 2015													
	Gateway 4	Dec 2015													
	Detailed design	June 2016													
	Gateway 5	July 2016													
Start on site	August 2016 (works phased, to be coordinated with developer's programme)														

<p>4. Risk implications</p>	<p>Design options do not meet the aspirations of the developer Mitigate by including the developer in the Working Party that will guide the design. Close working with the developer on technical briefs ahead of commissioning consultancy work.</p> <p>Design options do not meet the aspirations of the tenant Mitigate by including the tenant in the Working Party that will guide the design and ensure the accessibility needs of staff are used to inform the design process.</p> <p>Objections from local occupiers and residents Mitigate by developing design options that take account of local needs and carry out public consultation. Continue to use the project Working Party.</p> <p>Significant accessibility improvements are not feasible Mitigate by developing alternative design options for highway layout and focus on the key routes identified by pedestrian modelling</p> <p>Proximity of Scheduled Ancient Monument and archaeological remains Mitigate by liaising with the City's planning officers and English Heritage to achieve suitable design options</p> <p>Changes to London Wall Car Park Structure Mitigate any impacts on the structural integrity and functionality of the structure by conducting comprehensive investigations early in the design phase</p>
<p>5. Stakeholders and consultees</p>	<p>The Working Party for the London Wall Place development has been established to guide the design approach, consultation, timing and undertaking of the Highway and Public Realm Works for the development.</p> <p>Members of the Working Party include:</p> <ul style="list-style-type: none"> • The Developer (London Wall Place Limited Partnership), and their professional advisory team • The tenant (Schroders, 1 London Wall Place) • Barbican Association representative • Roman House representative • The Salters Company • City Officers <p>The London Wall Stakeholder group has been established to guide the strategic change along London Wall as a result of changes from projects as diverse as new developments, Crossrail and the emerging cultural hub built environment programme.</p> <p>Members of the Stakeholder Group include:</p> <ul style="list-style-type: none"> • Aldermen of Aldersgate, Bassishaw, Coleman Street and Cripplegate

	<ul style="list-style-type: none"> • Ward Members of Bassishaw • The Developer and tenant of London Wall Place • Barbican Association representative • Five City Livery Companies • Museum of London representative • Barbican Centre representative • Building owner representatives • City Police • City Officers
Resource Implications	
6. Total Estimated cost	£2M - £5M
7. Funding strategy	The project is to be entirely funded by the developer of London Wall Place (London Wall Place Limited Partnership) through the Section 278 Agreements. Funding for improvements to the public realm (over and above that normally covered by a Section 278 Agreement) can be funded by the Local Community and environmental improvement contribution secured by S106 agreement dated 26 August 2011 varied by the deed dated 30 June 2014.
8. Ongoing revenue implications	To be confirmed at next Gateway.
9. Affordability	The estimated cost of the project is fully funded through the Section 278 Agreements
10. Procurement strategy	<p>Procurement of consultants for transport and pedestrian studies will be through City Procurement.</p> <p>Structural consultants will be procured through the City's Structures Term Consultants.</p> <p>The City's highways term contractor is likely to be recommended to construct the scheme. This is to be confirmed at the next gateway.</p>
11. Legal implications	<p>The City has general powers to improve highways in section 62 of the Highways Act 1980 as well as more specific improvement powers (e.g. to vary the widths of footway and carriageway (s.75), alter the level of highway (s.77)</p> <p>In carrying out 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 the use and enjoyment of the highway (s.120); to its duty to secure the expeditious, convenient and safe movement of traffic (including pedestrians) and provision of suitable and adequate parking facilities on and off the highway having regard, amongst other things, to the effect on the amenities of the locality (s.122 Road Traffic Regulation Act 1984); and to manage its road</p>

	<p>network with a view to achieving the expeditious movement of traffic and facilitating the expeditious movement of traffic on other authorities' road networks (s.16 Traffic Management Act 2004).</p> <p>The City must also have regard to the public sector equality duty in exercising its functions</p>
12. Transport implications	<p>Officers have identified several transport issues related to traffic capacity, vehicle access, pedestrian access and cycle safety that will need to be taken into account in the development of options. These are set out in Appendix 1.</p> <p>It is proposed that transport studies are carried out as part of the development of options in order to ensure that the design meets local needs and also takes account of the impact of the new development.</p>
13. Equality Impact Assessment	<p>One of the key objectives of the scheme is to enhance accessibility. This is because the existing street layout makes London Wall a point of severance for pedestrians. It is proposed to update the Equality Impact Assessment at Gateway 4 in line with the design approach.</p>
14. <u>Recommendation</u>	<p>It is recommended that Members:</p> <ul style="list-style-type: none"> • Agree that detailed options are developed in line with the project objectives set out in Appendix 1 and 2; • Agree the budget setup (to £388k) to reach Gateway 4; and • Give Delegated Authority to the Director of the Built Environment to adjust the budget between elements (staff costs and fees) as required to meet the challenges of the project and to seek further funds from the developer if necessary.
15. Next Gateway	Gateway 4. Detailed Options Appraisal
16. Resource requirements to reach next Gateway	<p>The City has incurred total costs of £134,608 to date, comprising staff costs of £88,608 and consultancy fees of £46,000.</p> <p>To reach Gateway 4 it is estimated that a further 253k is required, estimated as:</p> <ul style="list-style-type: none"> ○ Staff costs - £124,000 <ul style="list-style-type: none"> • P&T Pre-Eval Staff Costs (£90,000) • DES Pre-Eval Staff Costs – (£14,000) • OS Pre-Eval Staff Costs – (£5,000) • District Surveyors Staff Costs – (£15,000) ○ Fees - £127,000 to cover the estimated costs for traffic studies, pedestrian studies, public realm design and structural assessments. ○ Revenue - £2,000 to cover the expenses for working parties, printing, room hire etc.

Appendix 1 – Project Objectives and Next Steps agreed by the *London Wall Place Working Party*

London Wall Place Working Party – Project Objectives and Next Steps			
	Local Issues	Outcome/ Objective	Next Steps
	London Wall		
LW-1	Security of the building is a key issue for the tenant (Schroders)	LW01: A secure security perimeter exists to mitigate the threat of hostile vehicles LW02: The S278 public realm works integrate with the development to facilitate a secure perimeter LW03: The security measures are unobtrusive within publicly accessible areas	1. That the developer, tenant and the City work jointly to resolve outstanding issues relating to building security arrangements for London Wall Place 2. That the design approach for the public realm on the public highway is integrated with the landscaping and security measures for the development
LW-2	Desire for planter outside the drop off area to feature vegetation and a tree and extending into the public realm		
LW-3	Barbican residents broadly supportive of measures such as planters on London Wall to improve greening		
LW-4	Security bollards are less favoured than other solutions to achieve the same effect		
LW-5	Integrated security solutions are preferred so that the public are able to move through the area barrier free		
LW-6	Security measures should be landscaped across the site demise / highway boundary so that an “invisible” security perimeter is achieved		
LW-7	The developer would like some “give and take” on the site demise/highway boundary to rationalise security measures		
LW-8	It is important for all parties that the development is completed on time	LW04: Key project dates are shared with all parties	3. A more detailed joint programme should be developed for the working party mapping out the key milestones of project gateways, consultation, design, implementation of highway works, building practical completion and building fit out.
LW-9	The fit out of the building will take 18 months following practical completion of the building		
LW-10	A lot of building works going on at the moment require definite timelines for residents as it is like living in a constant building site		

LW-11	Concern over the inability to move protestors under the buildings whilst on the public highway in the north east corner of site	<p>LW05: The design approach to the public realm around the site limits the potential for anti-social behaviour</p> <p>LW06: Ensure the long term management needs of the building are understood</p> <p>LW07: The management regime for public disorder in the public and private realms be clearly defined</p> <p>LW08: The opportunity for rough sleeping occurring around the development is limited</p> <p>LW09: Ensure that the management regime of the City Walkways routed through the development is defined and agreed by all parties</p>	<p>4. Seek expert advice on the potential for rough sleeping on the public highway underneath the structure.</p> <p>5. Assess the highway boundary line in detail to identify locations where anti-social behaviour and blocking of the entrances to staff may occur</p> <p>6. Discuss further what the building management requires from the public highway</p> <p>7. Gather information from other departments, including Legal and the City Police and develop a management strategy for the City Walkways through the site</p>
LW-12	The public highway is up to the revolving door entrance, there is potential for this entrance to become obstructed.		
LW-13	Potential to attract rough sleepers in the dry areas underneath the building on public highway		
LW-14	Rough sleeping is not particularly prevalent in the sheltered areas of the Barbican but where it does occur it is managed sensitively		
LW-15	There are powers to enable ASBO type orders for areas to discourage certain activities		
LW-16	Generally homeless support charities are enlisted to assist rough sleepers and should be no criminalisation of homelessness within the public realm		
LW-17	Certainty required surrounding the management of the City walkways		
LW-18	Concern over possible anti-social behaviour, rough sleeping, protests and obstructions on City Walkways running through the site		
LW-19	The entrances to the London Wall carpark and the carpark's long term future are in question. What does this mean for the development?	LW10: The best long-term use for the car park is agreed and facilitated through the design of London Wall	8. The Department for Built Environment, in consultation with the City Surveyor and Comptroller, should explore the car park's potential and determine its long term use.
LW-20	A north south pedestrian crossing point across London Wall is very important for permeability of the development and the local area	<p>LW11: Footway space and crossing facilities for pedestrians are provided where this is needed most</p> <p>LW12: Pedestrians access routes between street level and the highwalks are of a high quality and provided</p>	<p>9. City Officers to carry out detailed review of pedestrian requirements along and across London Wall</p> <p>10. City Officers to undertake pedestrian modelling analysis to understand existing and anticipated</p>
LW-21	Residents consider the north south connection important as well		
LW-22	The level change between ground and highwalk requires access from the middle of the development		

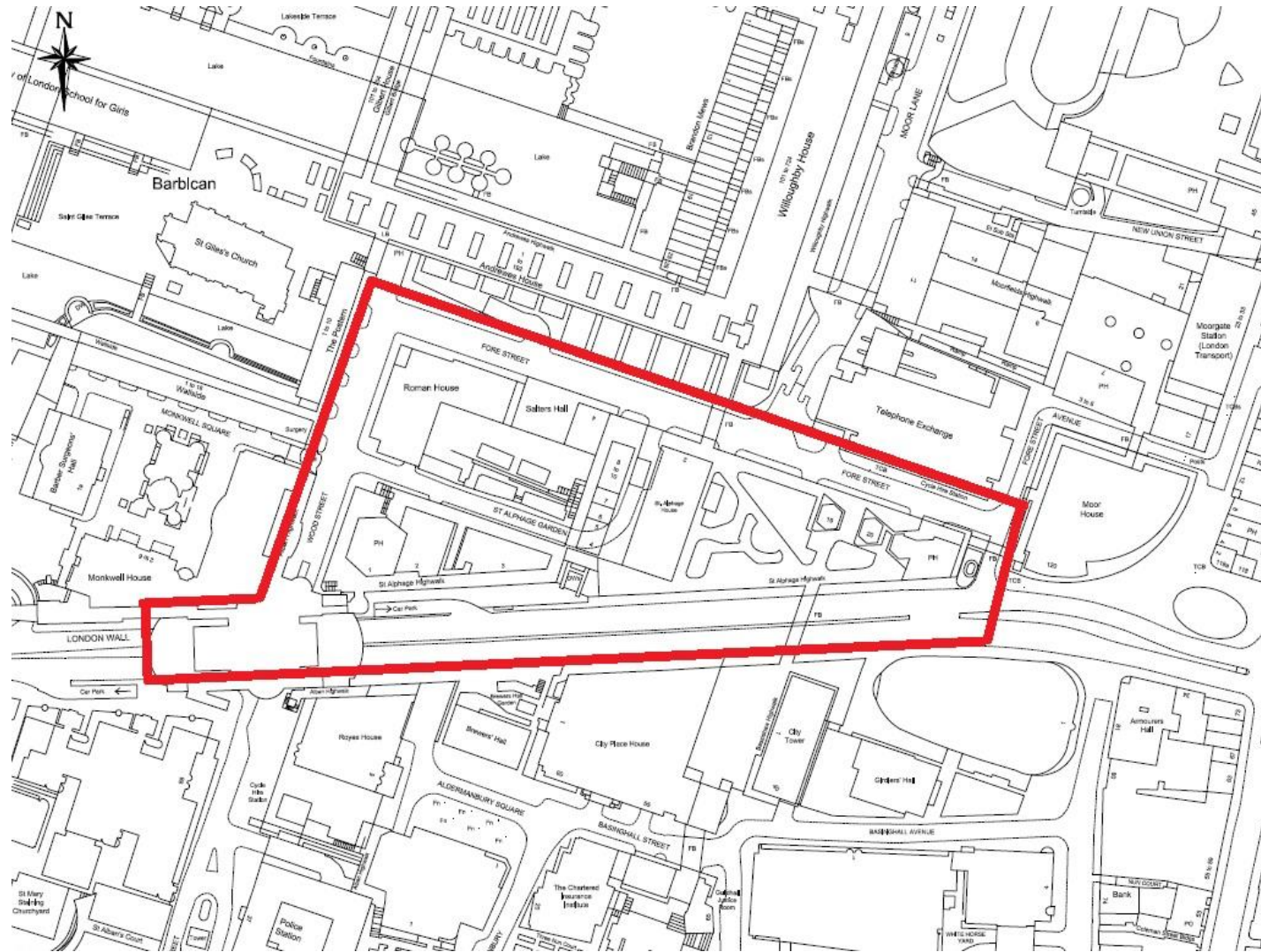
LW-23	Wayfinding needs to be integrated and consistent	where they are needed most	desire lines and pedestrian volumes and recommends appropriate design response to accommodate the above. 11. Using the pedestrian modelling, design approach should follow best practice in designing intuitive pedestrian facilities for less able users and include Equality Impact Assessment. 12. City Officers to undertake a wider area study of future conditions e.g. Crossrail pedestrian predictions
LW-24	Permanent bus stops are needed in the right locations; some are lacking shelters e.g outside Moor House	LW13: The bus stops along London Wall should be provided where they are needed most, be safe, comfortable and attractive	13. Review the bus stop provision along London Wall including bus data to determine if stops are at the most useful location given the changing frontages and Crossrail.
Wood Street			
WS-1	Pedestrian facilities at the London Wall / Wood Street junction need to be improved	WS01: Pedestrian facilities at the junction are legible, safe and on desire lines that enable access to the building entrances WS02: The footways on Wood Street are the appropriate width and quality WS03: The carriageway on Wood Street is the appropriate width and quality	14. City Officers to develop a detailed picture of the traffic, pedestrian, public realm and amenity needs of the junction (existing and future) based on consultant studies and use these to inform design options 15. City Officers to carry out detailed review of pedestrian requirements along Wood Street
WS-2	Schroders are currently compiling information on how their staff get to their existing office and how travel patterns may alter once the new building is occupied		
WS-3	Many staff are expected to approach the development from the south		
WS-4	The vehicle carriageway is very wide, does it need to be this wide?		

			16. City Officers to carry out a review of the turning movements along Wood Street
WS-5	Wood Street provides many functions including loading for 125 London Wall	WS04: The right balance of kerbside activity, parking provision and pedestrian amenity should be achieved to meet the local needs	17. City Officers to carry out a review of the kerbside activity and determine the optimum provision of parking, loading and pedestrian facilities
WS-6	The loading bay for 125 London Wall is constantly full with recycling and therefore loading activity takes place on Wood Street instead.		
WS-7	The amount of parking on Wood Street is sufficient		
WS-8	Make sure the Highwalks are considered as part of the pedestrian network	WS05: The Highwalks are well used, legible and accessible as part of the wider pedestrian network	18. Review wayfinding and access, taking consideration of the Barbican Area Strategy wayfinding study
WS-9	Students from the City of London Girls school regularly use the Highwalks		
St. Alphage Garden/s			
StG-1	Access to the servicing bay for no.2 London Wall Place is via Wood Street and St. Alphage Garden, all loading and deliveries, including for the restaurant, will be made from here.	StG01: The servicing of no.2 London Wall is accommodated within the design of the space of St. Alphage Garden StG02: The protection of the brick wall is accommodated within the design of the space on St. Alphage Garden StG03: Access for maintenance is accommodated with the design of the space on St. Alphage Garden StG04: There is good access for all between St. Alphage Gardens and the publicly accessible areas surrounding it StG05: The quality of St. Alphage Gardens is consistent with the high	19. City Open Spaces team and Environmental Enhancement team liaise with planning officers, Access, City Surveyor, English Heritage and developer design team and Salters Company in developing the design 20. Incorporate the objective of improved accessibility into the design brief 21. Determine the extents of the consecrated burial grounds to understand constraints for the
StG-2	The garden wall opposite the new servicing bay is single brick course and experience shows that the wall will be damaged by servicing vehicles		
StG-3	The Gardens may look somewhat shabby compared to new landscaped areas		
StG-4	Maintenance vehicles require access to maintain St. Alphage Gardens		
StG-4	Currently there is no step free access to the gardens		
StG-5	There will be disabled access to the lower garden via the Salters Gardens (when it is open) but no disabled access to the upper garden		

StG-6	The site includes a Scheduled ancient monument, burial ground and archaeological remains: any access improvements would need to be provided from the highway	quality landscape of the development StG06: The areas around the garden and St Alphage Gardens themselves remain sympathetic to the setting of the Scheduled Ancient Monument StG07: That the existing level of biodiversity is maintained and enhanced (where possible)	design approach
StG-7	Can CoL, Salters and LWP consider land agreements and other opportunities to facilitate the enhancement of St Alphage Garden		
StG-8	The intricate details of the layout and boundary issues between St. Alphage Gardens, Salters Gardens and the interface with the development landscape couldn't be envisaged by all parties. Preference for site visit in advance of next workshop		
Fore St			
FS-1	Coach parking needs to be reviewed. Can cause issues to local residents e.g. noise of engines running	FS01: The location and management of coach parking is balanced with the needs of residents	22. Officers to confirm if the existing coach parking provision is needed and if so what is the most appropriate location.
FS-2	A simple sign may be effective in getting coach drivers to switch off their engines		
FS-3	Permeability is needed at ground level into the Barbican. How can people move up onto the Highwalks?	FS02: Fore Street is a more pedestrian friendly space FS03: The footways on Fore Street are the appropriate width and quality	23. City Officers to carry out detailed review of pedestrian requirements along Fore Street and incorporate into the designs
FS-4	A greater design focus on the pedestrian is desirable		
FS-5	Fore Street is a stark and sterile environment – could trees be incorporated? Keep linear park going along Moor Lane into Fore St		
FS-6	The junction of Fore Street and Fore Street Avenue is difficult for pedestrians to move through due to competition with vehicles and footways obstructed by the stairs and dropped kerbs that don't match pedestrian desire lines		
FS-7	The motorcycle bays on Moor Lane are likely to be relocated to accommodate the environmental enhancement scheme	FS04: The appropriate level of motorcycle parking and cycle hire exists in the area	24. City Officers to carry out a review of motorcycle and cycle hire requirements in the

FS-8	The cycle hire site on Fore Street opposite the new service bay for no.1 LWP must be relocated		immediate area
FS-9	Fore Street (and Wood Street) form part of cycle quietway, a north south route to be used by cyclists that avoids busier roads	FS05: The design of Fore Street (and Wood Street) is consistent with the needs of the Quietway programme	25. City Officers liaise with Transport for London to share designs of the respective projects
FS-10	The general condition of carriageway is poor	FS06: The carriageway in Fore Street is the appropriate width and quality	26. Liaise with Highways team for the resurfacing of Fore Street following the completion of LWP and Crossrail

Appendix 2 – Project Area



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Committees:	Dates:	
Streets and Walkways Sub-Committee	23/03/2015	
Projects Sub	25/03/2015	
Subject: London Wall / Wood Street	Gateway 7 Outcome Report	Public
Report of: Director of the Built Environment	For Decision	

Summary

Dashboard

Project status: Green

Timeline: Gateway 7 – project closedown

Total estimated cost: £234,739

Source(s) of funding: S106

Spend to date: £69,229

Estimated final outturn: ~ £72,564

Overall project risk: Low

Summary of project

This project relates to the Section 106 Agreement for the development at 1 Coleman Street (Planning Reference 04/00958/FULL)

The objective of the project was to widen part of the footway on the northern side of London Wall in the vicinity of Wood Street to enable improvements to the London Wall / Wood Street junction. These improvements were to include various pedestrian measures to improve safety and accessibility including:

- the provision of a new crossing on the eastern arm of the junction;
- replacement of the staggered pedestrian crossing on the western arm of the junction with a straight crossing.

Investigations and traffic studies have been carried out and an outline design prepared in 2013 as part of the Gateway 3 stage of the project. The project has since been superseded by the London Wall Place Section 278 Highway and Public Realm project and it is through this that the scheme objectives will be delivered and funded.

Recommendations

It is recommended that Members:

- Note that the objectives of this project will be delivered through the S278 works for London Wall Place;
- Note the lessons learnt and authorise closure of this project;
- Agree the remaining funding be returned to the S106 deposit;
- Agree that the sum of £161,935 available from the S106 deposit is allocated to the Museum of London Gyrotory project, as approved by the Streets & Walkways and Projects sub Committees in May 2014.

Main Report

<p>1. Brief description of project</p>	<p>The 1 Coleman Street project was initiated in 2007 to deliver a number of local improvements in the vicinity of the new development. This included:</p> <ul style="list-style-type: none"> • the widening of the footway on the northern side of London Wall in the vicinity of Wood Street to enable improvements to the London Wall / Wood Street junction; • provision of a new crossing on the eastern arm of the junction where there is currently no crossing but a desire by pedestrians to cross there; • replacing the staggered pedestrian crossing on the western arm of the junction with a straight across crossing to match the pedestrian desire lines. <p>The project is currently at Gateway 3. Traffic studies for a number of options have been carried out and traffic modelling of the junction undertaken to determine any traffic impacts of changes to the crossings.</p> <p>The junction is directly adjacent to the London Wall Place development. The objectives of the London Wall / Wood Street project will be delivered by the London Wall Place Section 278 project (currently at Gateway 3), which is fully funded by the developer.</p> <p>Therefore this project can be closed and the funding reallocated to the Museum of London Gyrotory project, as approved by the Streets & Walkways and Project sub Committees in May 2014.</p>																																
<p>2. Assessment of project against success criteria</p>	<p>The project reached Gateway 3 and the traffic studies, traffic modelling and outline design will be utilised for the London Wall Place Section 278 project.</p>																																
<p>Programme</p>	<p>The project has been superseded by the London Wall Place S278 Highway and Public Realm project</p>																																
<p>3. Budget</p>	<p>The project expended the following:</p> <table border="1" data-bbox="419 1603 1457 1984"> <thead> <tr> <th>Description</th> <th>Approved Budget (£)</th> <th>Expenditure (£)</th> <th>Variance (£)</th> </tr> </thead> <tbody> <tr> <td>Evaluation</td> <td style="text-align: right;">50,390</td> <td style="text-align: right;">49,094</td> <td style="text-align: right;">1,296</td> </tr> <tr> <td>Fees</td> <td style="text-align: right;">30,000</td> <td style="text-align: right;">1,659</td> <td style="text-align: right;">28,341</td> </tr> <tr> <td>CoL Staff Costs</td> <td style="text-align: right;">27,178</td> <td style="text-align: right;">18,476</td> <td style="text-align: right;">8,702</td> </tr> <tr> <td>Works</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Contingency</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Maintenance</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>GRAND TOTAL</td> <td style="text-align: right;">107,568</td> <td style="text-align: right;">69,229</td> <td style="text-align: right;">38,339*</td> </tr> </tbody> </table> <p>*Estimated final accounts as of 13th January 2015, excludes interest.</p>	Description	Approved Budget (£)	Expenditure (£)	Variance (£)	Evaluation	50,390	49,094	1,296	Fees	30,000	1,659	28,341	CoL Staff Costs	27,178	18,476	8,702	Works	0	0	0	Contingency	0	0	0	Maintenance	0	0	0	GRAND TOTAL	107,568	69,229	38,339*
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	Note: The closing down of the London Wall / Wood Street and 1 Coleman Street project's will enable a combined total of £341,000 of the S106 funding to be allocated towards the Museum of London Gyrotory project, as approved by Members via an Issues Report for that project in May 2014.
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Review of Team Performance

4. Key strengths	The close working relationship with TfL and key stakeholders. The close working between the City Transportation and City Structures teams.
5. Areas for improvement	The records available for the London Wall Car Park highways structure are limited and should be improved to inform future projects.

Lessons Learnt

6. Key lessons	It should be noted for future reference that any works on London Wall affecting the London Wall Car Park structure are very complicated and sufficient time should be left in programmes to allow for this level of complexity.
7. Implementation plan for lessons learnt	Lessons learnt to be shared at Team and Divisional meetings and through consultation of this Gateway report.

Appendices

None

Contact

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Telephone Number	020 7332 1745

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Committees:	Dates:	
Streets and Walkways Sub-Committee	23/03/2015	
Projects Sub	25/03/2015	
Subject: 1 Coleman Street	Gateway 7 Outcome Report	Public
Report of: Director of the Built Environment	For Decision	

Summary

Dashboard

Project status: Green

Timeline: Gateway 7 – project closedown

Total estimated cost: £304,700

Source(s) of funding: S106

Spend to date: £125,635

Estimated final outturn: £125,635

Overall project risk: Low

Summary of project

This project relates to the Section 106 Agreement for the development at 1 Coleman Street (Planning Reference **04/00958/FULL**)

The project involved the delivery of a footway crossover on London Wall to access the servicing bay for 1 Coleman Street, the widening of the London Wall / Coleman Street pedestrian crossing and the widening of cycle lanes along London Wall. These improvements were intended to facilitate the servicing of 1 Coleman Street, improve pedestrian facilities and safety and upgrade existing cycling facilities to reduce road danger. Works were completed in 2011.

Recommendations

It is recommended that Members:

- Note the lessons learnt and authorise closure of the project;
- Approve the final budget and the remaining funding of £179,065 be returned to the S106 deposit;
- Agree that the sum of £179,065 available from the S106 deposit is allocated to the Museum of London Gyrotory project, as approved by the Streets & Walkways and Projects sub Committees in May 2014.

Main Report

1. Brief description of project	<p>The 1 Coleman Street project was initiated in 2007 to deliver a number of local improvements and to facilitate the new development. This included:</p> <ul style="list-style-type: none"> • The creation of a vehicle crossover on London Wall to enable
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	<p>access to the 1 Coleman Street servicing bay</p> <ul style="list-style-type: none"> • The widening of the London Wall / Coleman Street pedestrian crossing to provide better access for pedestrians and to enable a parallel cycle crossing that links to local cycle routes between Coleman Street and Moorfields • The widening of the cycle lanes along London Wall from 1.0 metres to 1.7 metres to improve the quality of cycle facilities and improve road safety 																																
<p>2. Assessment of project against success criteria</p>	<p>The completed project met the success criteria as follows:</p> <ul style="list-style-type: none"> • Enabling access to the 1 Coleman Street service bay • Widening of the London Wall / Coleman Street crossing to improve access for pedestrians • Upgrade (widening) of cycle lanes on London Wall (separately funded by TfL) <p>During the development of the project, the upgrade to the London Wall Car Park barrier system was subsequently deemed not operationally required. This, plus an unused contingency allowance explains why there is a significant budget underspend.</p>																																
<p>Programme</p>	<p>The physical works were completed in 2011.</p>																																
<p>3. Budget</p>	<p>The project was completed within the agreed budget.</p> <table border="1" data-bbox="418 1173 1458 1697"> <thead> <tr> <th>Description</th> <th>Approved Budget (£)</th> <th>Expenditure (£)</th> <th>Variance (£)</th> </tr> </thead> <tbody> <tr> <td>Evaluation</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>Fees</td> <td>1,500</td> <td>1,500</td> <td>-</td> </tr> <tr> <td>CoL Staff Costs</td> <td>10,500</td> <td>4,210</td> <td>6,290</td> </tr> <tr> <td>Works</td> <td>246,700</td> <td>119,925</td> <td>126,775</td> </tr> <tr> <td>Contingency</td> <td>46,000</td> <td>-</td> <td>46,000</td> </tr> <tr> <td>Maintenance</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>GRAND TOTAL</td> <td>304,700</td> <td>125,635</td> <td>179,065*</td> </tr> </tbody> </table> <p>*Estimated final accounts as of 13th January 2015, excludes interest.</p> <p>Note: The closing down of the 1 Coleman Street and London Wall / Wood Street project's will enable a combined total of £341,000 of the S106 funding to be allocated towards the Museum of London Gyratory project, as approved by Members via an Issues Report for that project in May 2014.</p>	Description	Approved Budget (£)	Expenditure (£)	Variance (£)	Evaluation	-	-	-	Fees	1,500	1,500	-	CoL Staff Costs	10,500	4,210	6,290	Works	246,700	119,925	126,775	Contingency	46,000	-	46,000	Maintenance	-	-	-	GRAND TOTAL	304,700	125,635	179,065*
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Review of Team Performance

4. Key strengths	<p>Delivering the City's requirements in the short space of time available in the early stages of the project to allow the developer to take the project forward without delay to their programme.</p> <p>As part of this project was to help facilitate the development, the continued focus on ensuring the developer was provided as much flexibility as was reasonably possible is worth noting. On this occasion, this meant minor changes to the design and numerous reprogramming of the works from what was originally agreed.</p>
5. Areas for improvement	None

Lessons Learnt

6. Key lessons	It should be noted for future reference that the spanning of the piped subway structure on London Wall for the purposes of constructing a vehicle crossover is a technically challenging undertaking.
7. Implementation plan for lessons learnt	Lessons learnt to be shared at Team and Divisional meetings and through consultation of this Gateway report.

Appendices

None

Contact

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