



Streets and Walkways Sub (Planning and Transportation) Committee

Date: MONDAY, 13 JULY 2015

Time: 1.45 pm

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

Members:

Marianne Fredericks (Chairman)	Alderman Alison Gowman, Police Committee (Ex-Officio Member)
Deputy Brian Harris (Deputy Chairman)	Christopher Hayward
Randall Anderson	Sylvia Moys
Alex Bain-Stewart	Graham Packham
Deputy John Barker, Finance Committee (Ex-Officio Member)	Jeremy Simons, Open Spaces and City Gardens (Ex-Officio Member)
Revd Dr Martin Dudley	Michael Welbank

Enquiries: Katie Odling
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katie.odling@cityoflondon.gov.uk

Lunch will be served in Guildhall Club at 1pm

N.B: Part of this meeting may be subject to audio visual recording.

**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 22 June 2015.

For Decision
(Pages 1 - 4)

4. **OUTSTANDING REFERENCES**

Report of the Town Clerk.

For Information
(Pages 5 - 8)

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

a) Aldgate Highway Changes and Public Realm Enhancement

For Decision
(Pages 9 - 20)

b) Barbican Seating

For Decision
(Pages 21 - 34)

c) 1 Angel Court Environmental Enhancements

For Decision
(Pages 35 - 48)

d) Bart's Close Enhancements - Request for Gateway 4 report to be considered under delegated authority

For Decision
(Pages 49 - 52)

e) Plough Place Environmental Enhancements

For Decision
(Pages 53 - 66)

f) Gateway 3/4 Options Appraisal: Mayor's Vision for Cycling – Quietways

For Decision
(Pages 67 - 82)

g) Skateboarding (St Paul's Churchyard)

For Decision
(To Follow)

6. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

7. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Monday, 22 June 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, 22 June 2015 at 2.15 pm

Present

Members:

Marianne Fredericks (Chairman)
Randall Anderson
Alex Bain-Stewart
Deputy John Barker (Ex-Officio Member)
Revd Dr Martin Dudley
Alderman Alison Gowman (Ex-Officio Member)
Sylvia Moys
Graham Packham
Jeremy Simons

Officers:

Katie Odling	Town Clerk's Department
Olumayowa Obisesan	Chamberlain's Department
Anna Simpson	Comptrollers and City Solicitor's Department
Victor Callister	Department of the Built Environment
Iain Simmons	Department of the Built Environment
Ian Hughes	Department of the Built Environment
Alan Rickwood	City Police
Inspector Dave Aspinall	City Police

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Deputy Brian Harris, Christopher Hayward and Michael Welbank.

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 18 May 2015 be approved.

Matters arising:

Item 7.1 – 2-6 Cannon Street Gateway 4

With regard to the exploration of a Public Space Protection Order for the highway, Members were informed that consideration was being given to the legislation which related to the enforcement against certain activities in a public space in respect of both 2 – 6 Cannon Street and Aldgate. This would allow spaces to be locked up during the evening. Members considered that it was always better to design issues out for example, skateboarding. A further report would be brought back to the Sub Committee for a decision.

4. OUTSTANDING REFERENCES

The Sub Committee noted the list of outstanding references.

The Sub Committee conveyed their deep sadness and expressed condolences to family and friends of the young cyclist who was killed in a collision at Bank Junction earlier that day.

Upgrade to Bank Station – Members were informed that much of the stakeholder and public engagement work was now taking place and thought was being given to the potential for change in that area.

Safer Lorries Scheme – The Sub Committee were informed that this new scheme was aimed at ensuring only lorries with basic safety equipment fitted will be allowed on London's roads in the future.

5. MUSEUM OF LONDON ROUNDABOUT - ROAD DANGER REDUCTION MEASURES - MONITORING OUTCOME

The Committee considered a report of the Director of the Built Environment regarding the Museum of London Roundabout.

RESOLVED – That,

- a) the outcome of the trial be noted and approval given to making the trial permanent; and
- b) the permanent lighting improvements at the roundabout be noted.

6. GATEWAY 5 AUTHORITY TO START WORK: SOUTHAMPTON BUILDINGS (40-45 CHANCERY LANE) - EE074

The Sub Committee considered a report of the Director of the Built Environment regarding Southampton Buildings (40-45 Chancery Lane).

RESOLVED – That,

- a) a revised implementation budget of £221,305, as set out in section 5 of the report be approved;
- b) the use of £56,291 from the 40-45 Chancery Lane Section 106 Transport Improvements contribution, and £25,425 from the underspend of the Rolls Building S106 LCEIW contribution be approved;
- c) the detailed design as set out in section 1 and Appendix 3 of the report be approved;
- d) the progression of the project to implementation, in line with the programme as set out in section 3 of the report be approved.

7. RECENTLY COMPLETED PROJECTS

The Sub Committee received a presentation from the Assistant Director, Environmental Enhancement regarding recently completed projects in the City.

The Chairman expressed thanks to the team for their excellent work.

Members were informed that the exhibition at the New London Architecture (NLA) was open until 11 July 2015. Furthermore, various schemes had been submitted to NLA as part of their annual awards which included the Riverside Walkway and the work undertaken in and around the Barbican Centre.

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

Swan Lane Pier – A question was raised regarding the ownership of Swan Lane Pier and what options were available to have it repaired. The Assistant Director, Environmental Enhancement advised the Sub Committee that the priority of this area had been raised and Officers were investigating ownership.

9. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

The Chairman congratulated Officers and the past Chairman, Jeremy Simons for the production of a very impressive booklet regarding 'The Restoration of the Prince Albert, the Prince Consort 2014'.

10. 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.

11. LONDON BRIDGE STAIRCASE

The Sub Committee received a report of the Director of the Built Environment regarding London Bridge Staircase.

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

There were no questions.

13. 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 3.45 pm

Chairman

Contact Officer: Katie Odling

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katie.odling@cityoflondon.gov.uk

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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>
22 September 2014 Item 9, 20 October 2014 Item 3; and 19 January 2015	Parking for Motorcyclists As part of the review of fees and charges for car parks, consideration be given to the implications on motorcycle parking. A further report to be submitted to the Sub Committee regarding the framework for charging, provision of more parking bays and theft of motorcycles	Director of the Built Environment Director of the Built Environment		Report scheduled for September 2015.
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		A walk about /briefing session was due to take place in the afternoon on 31 July 2015.
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		It is envisaged the report to the Sub Committee will be before the 2015 recess. The report would cover the issue of enforcement.
18 May 2015	Bus Stop Closures - A Member referred to the closure of bus stops in the City as a result of road works. The Assistant Highways Director agreed to	Director of the Built Environment		The Assistant Director raised this matter with Transport for London to identify possible improvements to the closures.

Outstanding References - Streets and Walkways Sub Committee

	investigate this matter.			
18 May 2015	Liaise with Transport for London with regard to the traffic island on Swan Lane and the arrangements at the Minorities.	Director of the Built Environment.		Transport for London has provided an assurance that they will now be taking action to improve this area.
18 May 2015	Eastern City Cluster – Public Art The Assistant Director agreed to investigate the process used to obtain planning permission for temporary works of art located in the streets, and the possibility of reviewing and simplifying this to save unnecessary effort and also remove a disincentive for 3 rd parties to participate. As part of this piece of work, consideration would be given to how other local authorities dealt with this type of issue.	Director of the Built Environment		A Board meeting for the Sculpture of the City would shortly be taking place and an update would be provided at the next meeting.
22 June 2015	Recently completed projects Various schemes had been submitted to the annual NLA awards which included the Riverside Walkway and the work undertaken in and around the Barbican Centre. A tour would be organised.	Director of the Built Environment		
22 June 2015	Swan Lane Pier A question was raised regarding the ownership of Swan Lane Pier and what options were available to have it repaired. The Assistant Director, Environmental Enhancement advised	Director of the Built Environment		

Outstanding References - Streets and Walkways Sub Committee

	the Sub Committee that the priority of this area had been raised and Officers were investigating ownership.			
Ongoing action required	20mph speed limit	City of London Police		To receive an update at each meeting.

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Committees:	Dates:	
Streets and Walkways Sub-Committee	13 July 2015	
Projects Sub-Committee	21 July 2015	
Subject: Aldgate Highway Changes and Public Realm Enhancement	Gateway 6 Progress Report	Public
Report of: Director of the Built Environment		For Decision

Summary

Dashboard

- Project Status: Green
- Timeline: Gateway 6, second progress report for construction phase
- On programme, subject to completion of detailed design of pavilion and western space
- Total Design and Build Budget: £21.4M, of which £18.35M is the capped construction cost
- Spend and commitments to date: £14.2M* of which £11.5M is construction cost (see Appendix 2)

* includes commitments of £5.4M

Since Gateway 5 approval was received, detailed design and construction have proceeded in parallel.

Significant progress has been made, with a number of key construction stages now complete.

As agreed at Gateway 5, the construction cost is capped at £18.35M. In the event that scheme costs are forecast to exceed this cap, Officers will review the scheme specification to identify cost reductions that will bring the project within budget.

It is recommended that:

- ***Members note the contents of this report***

Main Report

1. Reporting period	1.1 December 2015 to May 2015 inclusive
2. Progress to date	2.1 The Aldgate project is by far the largest project that the Department of the Built Environment (DBE) has undertaken; in terms of its complexity, its cost, and the sheer number of stakeholders that

are involved. In spite of these challenges, the project is still on-programme and progressing well.

2.2 As reported in both the Gateway 4/5 report, and in the previous progress report, owing to the size of the project, it is being constructed in a phased manner. Because of this approach, it has been possible to complete the detailed design of future phases in parallel with the construction.

Programming

2.3 As set out in the previous Gateway 6 report, an external programmer has been employed to coordinate the Aldgate works with the various other third party projects in the area, such as National Gas Grid (NGG) and Transport for London's (TfL) Cycle Superhighway Three (CS3).

2.4 The programmer has been able to provide senior management with a weekly snapshot of project progress which allows management to focus upon key programme risks. An example of the weekly snapshot is given in Appendix 1.

2.5 Since commencement of the work, it has been difficult to coordinate our work with the NGG renewal work at Aldgate. This has led to certain work phases being delayed, whilst other work phases have been accelerated in order to ensure that the overall project programme can be met.

2.6 It should be noted that as neither the pavilion nor the western space designs are complete, the construction program for each item is not completely fixed. However, we believe that sufficient allowance for each item has been made within the existing programme.

Key risk:

2.7 A particular risk to the programme has been the coordination of our works with works being undertaken by TfL. TfL has a significant programme of work scheduled to take place across Central London, with the Cycle Superhighways programme being particularly important. Where Aldgate is concerned, Cycle Superhighway Three (CS3, the recently renamed East-West Route) and the upgrade of CS2 are relevant as their construction will at times overlap with traffic impacts generated by the Aldgate Project. It is important to manage the overall network to reduce disruption. This is a TfL responsibility and power under the Traffic Management Act 2004. However, the CS3 and CS2 delivery is also a priority to TfL, representing the Mayor of London. TfL does have the power, in certain circumstances, to prevent third party works from taking place. Furthermore, the Aldgate scheme depends heavily upon TfL funding, raising the possibility (albeit remote) of TfL withdrawing funding for the scheme. In addition, without obtaining all remaining TMA approvals very soon, there is a risk that Aldgate's remaining work is delayed to facilitate CS3. The City has been working closely with TfL to ensure that both our work and NGG's work can be programmed into the wider picture of TfL's major work programme across Central

London.

Construction Package Design

2.8 As the project is being constructed in a phased manner, production of the construction package is being phased such that the relevant sections of the construction package are prepared in time for delivery of each respective construction phase.

2.9 Individual construction packages for the following are now complete:

- All highways within the scheme;
- Pedestrian subway exits 2, 8, 9, 11 and 18; and
- The eastern space.

2.10 The following are currently outstanding but are due by the end of July:

- The western space;
- The Church gardens;
- The Churchyard
- Pedestrian subway exits 4 and 5; and
- The Pavilion.

2.11 This will conclude the completion of all construction packages.

2.12 As a number of the construction packages have yet to be completed, it is not possible at present to provide an updated overall cost estimate for the project. It is anticipated that this will be provided in the next Gateway 6 report.

2.13 The construction cost for the project was capped at £18.35M in the Gateway 5 approval. In the event that the updated cost estimate exceeds the cap, officers will review the specification in order to reduce costs to beneath the cap.

Key risk: Design/Construction Pack delays

2.14 The bulk of the design work for the scheme is complete. However, there are still a number of elements that have yet to be fully designed. As such, the risk remains that parts of the scheme will not be designed to fit with the construction programme.

2.15 This risk is being mitigated by focussing our design effort upon those parts of the scheme that will be constructed earliest.

Highway Construction

2.16 Work on Minories has been completed, and the street was opened to two-way traffic on 17 May 2015.

2.17 Work on the south side of Aldgate High Street is almost complete. Current work on the eastern side of Houndsditch and the north side of Aldgate High Street is due to complete late July and late September respectively.

2.18 Work has commenced on the junction of Mansell Street with Aldgate High Street. Demolition of pedestrian subway entrances at

	<p>various locations around the gyratory has also begun.</p> <p>2.19 By mid-October 2015 Aldgate High Street will be opened to two-way traffic. At the same time Duke's Place and the new western space will be shut off to traffic in order to construct the new street across the northern end of the western space. Closing the western space to traffic allows large scale utility diversion work to begin ahead of a start on the Pavilion construction in November 2015.</p> <p>2.20 By mid-December 2015 the carriageway will operate two-way on St Botolph Street as well as Aldgate High Street. The remaining highway changes will take place during quarter one of 2016, leaving the Project to focus on developing the western space and pavilion construction.</p> <p>Permissions</p> <p>2.21 As noted in the last Gateway 6 report, a number of planning permissions were needed in order to complete the scheme. These involved Planning Permission for the Pavilion building and new space, Scheduled Monument Consent for working above the London Wall, and a Faculty from the Church of England in order to undertake works to the Churchyard.</p> <p>2.22 An important element of the design is how the sub-surface remains of the London Wall should be demarked at surface level. The project team has worked with Historic England and the City's Planning Division to agree that the wall be demarcated by use of a gently contrasting paving colour or material. A representative of Historic England and the Planning Division will work with Highways to develop the final detailed design.</p> <p>2.23 All necessary permissions have now been granted.</p> <p>Pavilion – design and construction</p> <p>2.24 Following revisions to the baseline programme, construction of the pavilion will now commence in Mid-November 2015 and will be completed by the end of July '16. The Pavilion sits within the overall Aldgate scheme, all elements of its procurement are being managed by the City Surveyor.</p> <p>2.25 Following completion of a key element of the NGG infrastructure, at the end of June 2015 the pavilion contractor (Kier) will be carrying out site investigation works to establish the most effective means of constructing the link to the existing subway. This will allow the completion of the preliminary design in July 2015 and subsequently the confirmation of the contract price in October 2015.</p> <p>2.26 The sub-contractor who will be producing the weathered steel envelope has been appointed to carry out design development work.</p> <p><u>Key risks:</u></p> <p>2.27 The building will be a fully functional café, so must be able to meet the needs of the concessionaire. The risk that the design does not meet functional requirements is being mitigated by ensuring that</p>
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	<p>the potential concessionaires have had an input to the design process.</p> <p>2.28 The construction market is particularly busy at present, so the risk arises that there may be spikes in terms of the costs of materials, labour and professional services.</p> <p>2.29 This risk is being managed through a cost monitoring exercise being undertaken by a Quantity Surveyor.</p> <p>Pavilion - Operator Procurement</p> <p>2.30 Procurement of the pavilion Operator is being managed by Community and Children's Services (CCS), in accordance with the wider aspirations for the project.</p> <p>2.31 CCS have invited six potential social enterprise providers to bid for the management of the Pavilion and Café. The six bidders were invited to meet with a broad range of stakeholders including representatives of residents, businesses, Sir John Cass's Foundation Primary School, St. Botolph without Aldgate Church and other local voluntary organisations and were asked to submit a bid in April 2015.</p> <p>2.32 Officers made an initial evaluation of the bids received and shortlisted three organisations. Subsequent to this, one of these organisations withdrew their tender.</p> <p>2.33 The two remaining organisations were invited to clarification meetings with officers, offered a one to one meeting with the architect to discuss elements of the pavilion design in more detail, and asked to make a presentation about their vision for the pavilion and the additional social value elements of their bid (the City already requires a commitment to local employment, apprentices, lower cost food offers for residents and volunteering) to representatives from the stakeholder groups they met at the start of the process in March.</p> <p>2.34 The presentations were held on 19 May 2015 in cafés already run by the two bidders and they have now been asked to submit any variations to their initial bid resulting from the meetings and presentations by 17 June 2015. Officers will re-evaluate the final bids by the end of June and final approval of the successful tenderer will be made by the Community and Children's Services Committee.</p> <p><u>Key risk:</u></p> <p>2.35 It is anticipated that profits generated by the pavilion will be used to contribute towards revenue cost increases for the City resulting from the provision of the new pavilion (and associated public space).</p> <p>2.36 There is a risk that the operator procured, or the operators approached to tender for the pavilion end user lease, do not meet the financial or operational objectives of the Project.</p> <p>Arts, Events and Play Strategy</p> <p>2.37 The Arts, Events and Play Strategy has been produced</p>
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including a structure describing how the process is envisaged to operate and identifies the type of specialist resource that is anticipated to be required to effectively identify opportunities and deliver the strategy.

2.38 In addition, several specific events and activities have been identified to be delivered in coordination with the ongoing delivery of the Aldgate work.

Communications

2.39 The communications strategy employs a combination of weekly project updates communicated via the E-bulletin, letter-drops to affected properties, and a programme of regular outreach events.

2.40 The E-bulletin has proven to be an extremely useful way of keeping the public up to date on scheme progress. The subscription list for the E-bulletin now sits at 537 subscribers.

2.41 The communications officers monitor and track the public's reaction to the scheme. For example, we know that on average, we receive 11 general queries about the scheme per month, with a further four complaints per month about the scheme. Compliments are fewer, but on average we receive three a month.

CCS Award

2.42 At the May 2015 Considerate Contractor Scheme Awards ceremony, JB Riney's Aldgate Project Manager, Steve Clarke, and the Aldgate communications team won the award for Demonstrating Excellence in Stakeholder Consultation.

2.43 Specific outreach events in the last six months have included:

The Primary School Road Safety Day

2.44 This educational event was focussed upon various aspects of road safety, but also touched upon areas such as safety around building sites. Contractors currently employed in the Aldgate area provided demonstrations that were both educational and entertaining, as contractors brought construction equipment and large vehicles for children to interact with. The event was also attended by the City of London Police and several local Members.

Newham Council Workshop

2.45 Newham Council is about to embark upon the Stratford Central Scheme, a project which bears many similarities to Aldgate. TfL asked the City to organise a workshop for Newham Council to share lessons learned from the Aldgate Project.

2.46 The City shared how highway and urban realm designs for the project were shaped through consultation with a wide range of local stakeholders. The designs were based on an analysis of the challenges and constraints faced by pedestrians, motorists, cyclists and bus passengers in the area. The project's objectives were given credit in being vital in the early stages of development and providing

a pillar for the entire scheme. The theme of communication and engagement with the local area was essential to avoid alienating those most affected by the changes.

Finance & Funding

- Spend/Commitments to Gateway 5: £3.3M
- Spend since Gateway 5: £5.5M (plus a further £5.4M commitments)
- Therefore, total expenditure to date: £8.8M (plus £5.4M commitments)
- Monitoring budgets will need to be reviewed in light of acceptance of the TfL led cycle trail; and
- Increases in revenue costs are still to be calculated. A further Gateway 6 Report will follow on this subject.

2.47 We are currently in receipt of £12.9M in funds. 73% of the funds received so far came from TfL, with the remaining 27% coming from S106/S278 funds.

2.48 In addition to the above, we expect to be in receipt of a further £2.5M imminently, as the developers of 100 Bishopsgate have advised that they are about to implement their development. This will bring the total funds received to £15.4M, sufficient to cover all of our current expenditure and commitments.

2.49 Since the previous Gateway 6 report, a full review of other S106/S278 funds that may be expended on the project has been undertaken by the Comptrollers, which has identified £6.9M of S106/S278 funds that have been received which could potentially be expended at Aldgate. Officers are now evaluating the individual S106/S278 agreements with a view to establishing which funds would be most appropriate to draw upon for the project. The funding position can be summarised as follows:

- Funds currently allocated and received £12.9M
- Additional funding about to be received: £2.5M
- Other received funds which could potentially be allocated: £6.9M
- Total: £22.1M

Overall Scheme Cost Estimates

2.50 Until the entire scheme is designed, it is not possible to produce a final cost estimate for the scheme.

2.51 Officers are mindful of the £18.35M cap that has been placed upon the construction cost for the scheme. In the event that the construction cost looks likely to exceed this cap, officers will conduct a value-engineering exercise to identify elements of the scheme that could be changed in order to reduce overall costs to below the capped value.

	<p>Lessons Learnt So Far</p> <p>2.52 Lessons are regularly being captured throughout the project.</p> <p>1. Communications</p> <p>2.53 The value of our communications activity has already been set out – the CCS Award provides further validation of our approach to communications on the project.</p> <p>2. Importance of Staff Continuity</p> <p>2.54 It has become clear that those areas of the project which have been consistently resourced by the same staff from design through to construction have benefitted immensely from this continuity. A particular example would be the production of the construction packages, which were viewed as a high risk item earlier in the project, but which have now more than caught up with the project programme.</p> <p>2.55 By contrast, both the Structures and Public Realm elements of the project have experienced a number of changes in key personnel which have led to delays in each of those elements of the project.</p>
3. Next steps	<p>3.1 In addition to continuing with the design/construction processes, work will begin on the following:</p> <ul style="list-style-type: none"> • Assessment of whether a Public Space Protection Order should be proposed for the church gardens. If so, an assessment of how this would be progressed will be undertaken. • The church of St Botolph Without Aldgate is considering a development of their church assets. It will be necessary to evaluate what implications this may have for the scheme (if any). • Assessment of whether a stopping up order will be required for the pavilion, or whether it will be licensed as a highway amenity. <p>3.2 Whilst another progress report will be submitted to Members in six months, an interim report will be submitted if any other significant new issues arise.</p>

Appendices

Appendix 1	Sample Weekly construction programme snapshot
Appendix 2	Finance Summary Table

Contact

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BRIEF SUMMARY		CURRENT WEEK NUMBER		46						
<div>+ Good progress on structures this week pulls back lost time with saw cutting completed and 90% of walls demolished. Still awaiting programme for structures work though.</div> <div>+ Phase 7 works on going with paving installed outside & beyond tube entrance</div> <div>+ Phase 9 making good progress with loading bay complete. Paving to footways on going.</div> <div>+ Phase 6B works progressing well, will move to whitechapel high st south once island work complete.</div> <div>+ Phase 8 kerbs installed on North side of Whitechapel High St with paving in progress</div> <div>+ Dropshaft in progress in Middlesex street.</div>		Construction								
		% Planned	37.8%	Key Project Milestones		Revised Baseline Date	Last Period Forecast	This Period Forecast	Movement in Period	Movement From Baseline
		% Actual	39.6%	Aldgate 2-Way Running		12 Oct 15	19 Oct 15	12 Oct 15	7d	0d
		Period SPI	3.0	Full Scheme 2-Way		13 Dec 15	18 Dec 15	13 Dec 15	5d	0d
		Cum SPI	1.0	Overall Completion**		07 Oct 16	13 Oct 16	08 Oct 16	5d	-1d

Programme Information

Data Date of Baseline Programme	1-5-15
Last Period Baseline Programme	AP03
Data Date Progressed Programme	12-6-15
Reference of Progressed Programme	150612 AP03
Contract Duration (wks) based on Contract Completion Date	115w 3d
Current Period / Week	46
Planned Completion Date 1st milestone	12-10-15
Current Forecast Date to Complete 1st milestone	12-10-15
Current Status (+ or - in weeks; compared to baseline)	0w 0d
Project Completion Date RAG:	On time or ah 0 - 2wks bh > 2wks bh

4D Plan vs Actual



Planned: Phases 1, 2, 3, 4, 5 & 5A complete. Phases 7A, 6B & 9 & Structures 3S in progress.

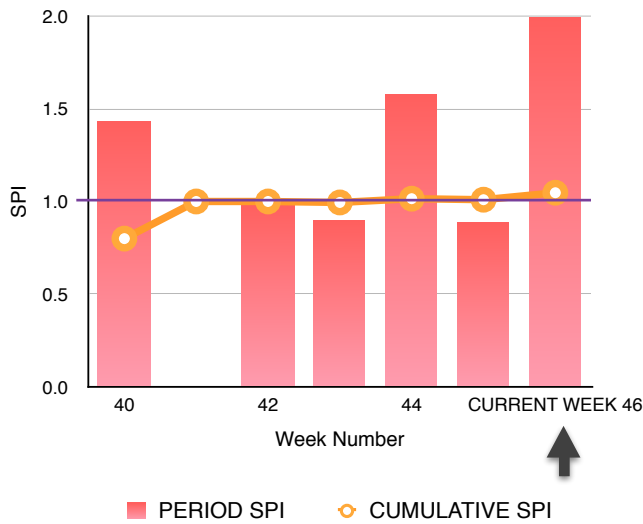
Actual: Phases 1, 2, 3, 4, 5 & 5A complete. Phases 7A, 6B, 8 & 9 & Structures 1S, 2S & 3S in progress.

COMMENTS ON CURRENT CRITICAL PATH

- + Aldgate 2-Way Running - critical path through Structures 3S, Phases 8, 6A & 7B
- + Full Scheme 2-Way Running - critical path through Phase 11 Dukes Place following Aldgate 2-Way Running
- + Overall Scheme Completion **- critical path through Pavillion Construction & Western Space
- + **Western Space & Pavillion Works programme information are still to be detailed and therefore Overall completion date is subject to review pending full information

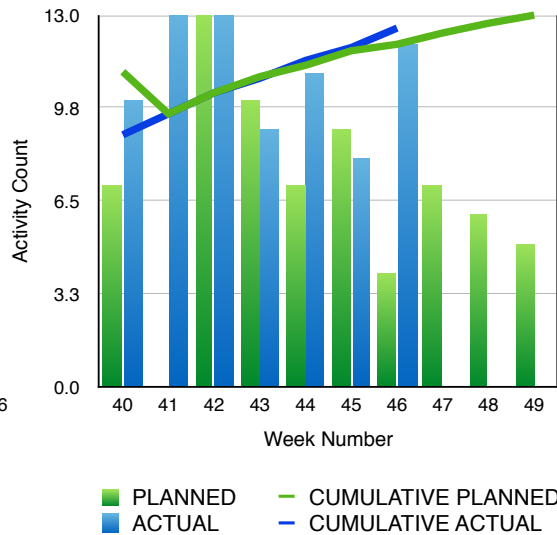
Schedule Performance Index (SPI) Construction

This is a representation of how the project is performing and is linked to the activity count. An SPI of 1 means we are on schedule. Less than that, and we are not performing as planned.



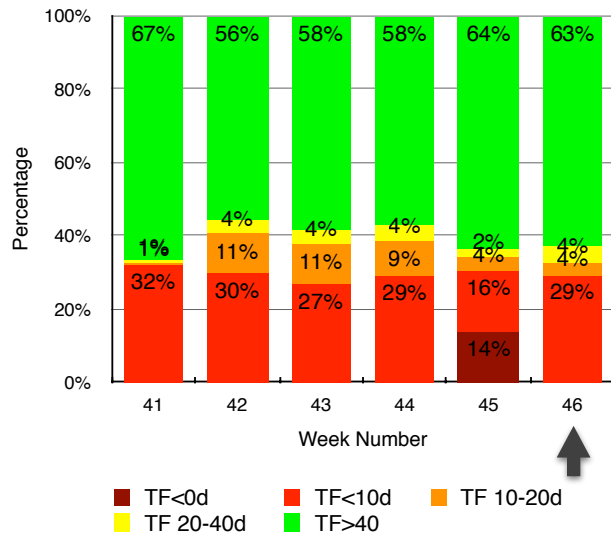
Schedule Activity Count (Construction)

This tracks the number of activities that are being picked up in progress. Each activity on the baseline is counted and then once progress is applied, we can see if we are picking up all the activities we planned to do in each progress period



Total Float Comparison Trend (1st Milestone)

The total float comparison is used to track the criticality of activities in the programme. Anything that causes completion to move beyond the target date will flag up negative float paths that we need to do something about.



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Appendix 2

Aldgate Highway and Public Realm				
Description	Approved (£)	Spend (£)	Balance (£)	Comments/ Notes
Evaluation				
Fees	1,801,810	1,764,285	37,525	Includes commitments of £63,032
Staff Cost	952,256	951,494	762	
Aldgate Experiment	52,218	52,218	0	Includes commitments of £1,401
Total Evaluation	2,806,284	2,767,996	38,288	
Supplementary Revenue				
Fees	239,582	10,381	229,201	Includes commitments of £3,800
Staff Cost	176,500	64,166	112,334	
Total Supplementary Revenue	416,082	74,547	341,535	
Construction				
Contingency	(1,150,000)	-	(1,150,000)	
Fees	955,960	875,673	80,287	Includes commitments of £580,052
Staff Costs	1,391,092	524,388	866,704	
Works	16,951,932	9,988,938	6,962,994	Includes commitments of £4,745,487
Total Construction	18,148,984	11,388,999	6,759,985	
Total Project Sum	21,371,350	14,231,542	7,139,808	

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Committees:	Dates:	
Streets and Walkways Sub-Committee	13/07/2015	
Projects Sub-Committee	21/07/2015	
Subject: Barbican Seating	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: £370,000

Source(s) of funding: City of London (On Street Parking Reserve)

Spend to date: £248,154.66

Overall project risk: Low

Summary of project

Following public consultation on the Barbican Area Streets & Walkways Enhancement Strategy in 2008, an improvement project was approved in 2011 to deliver seating, planting and lighting improvements at St Giles Terrace and Ben Jonson Highwalk on the Barbican Estate. The project was delivered throughout 2013/2014 and was funded by the City's On Street Parking Reserve.

Recommendations

It is recommended that Members:

- Note the lessons learnt and authorise closure of the project, and;
- Authorise the return of the remaining project funding of £121,725.34 to the allocated pot of On Street Parking Reserve committed for the delivery of projects from the Barbican Area Enhancement Strategy.

Main Report

1. Brief description of project	<p>The Barbican Area Streets & Walkways Enhancement Strategy was approved by the Court of Common Council in October 2008. St Giles Terrace & Ben Jonson Highwalk were identified as high priority projects as a result of feedback from Barbican residents during the extensive public consultation on the Strategy. These two areas were identified by residents for seating, planting and lighting improvements.</p> <p>Public realm improvements were evaluated at these locations in line with the adopted Area Strategy and this evaluation process was informed by the results of the 2008 public</p>
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	<p>consultation and included an estate wide consultation on the project in September 2010. Feedback was positive for proposals to enhance the Highwalks and in June 2011, approval was granted by the Streets & Walkways Sub-Committee for the implementation of the Barbican Highwalks project to introduce new timber seating and planters on St Giles Terrace and Ben Jonson Highwalk to replace the existing degraded ones.</p> <p>Residents and stakeholders also requested that the existing lighting on both Ben Jonson Highwalk and St. Giles Terrace be enhanced. The plastic lens inserts of the Victorian-style light fittings on St Giles Terrace had badly discoloured and were replaced with clear glass lenses whilst the metal light fittings were fully restored and repainted. The original lenses inside the globe lighting on Ben Jonson Highwalk were replaced with fittings that direct the lighting down towards the footpath, rather than up into residential flats.</p> <p>Following Committee approval in June 2011, detailed design of the furniture and appointment of manufacturing companies was progressed and in January 2013 the installation of the seating and planters began on St Giles Terrace and Ben Jonson Highwalk. The furniture was installed as approved in both locations however the planters on St Giles Terrace were initially installed with temporary timber tops to ensure that the empty planters did not become repositories for rubbish while they were waiting for planting to be installed. This concerned some residents as they felt the temporary timber tops would in effect act as additional seating which might attract more people to use the terrace and result in additional noise being created.</p> <p>The seating installation was completed on the 04th February 2013 and the planting was completed on the 29th March 2013. It was noted that no noise complaints were received by the City as a result of the temporary timber tops being in place during this period.</p> <p>Following installation of the seating and planters, a number of residents, initially from Gilbert House (which overlooks St Giles Terrace), voiced strong concerns over the implementation of the project and sought to have the furniture removed. The Director of Transportation & Public Realm met with concerned parties and agreed that the City would review the project via an Estate wide post-implementation consultation process to gather comments on the scheme and report back to Members.</p> <p>In addition to the initial resident objections and despite the furniture being well utilised over the summer, it became apparent over the latter months of 2013 that the furniture had been subject to some misuse, leading to localised damage.</p>
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	<p>Groups of people, presumably non-residents of the Barbican, had been doing “Parkour” (urban running) on the furniture and using the seating and planters as obstacles to jump on and across, resulting in some of the arms rests on the planters being deformed. This activity has since been identified as a wider issue across the Estate.</p> <p>The Estate wide consultation process was undertaken from 24th June to the 12th July 2013, with responses accepted up to the 26th July. There was heavy campaigning from a group of residents who objected to the project and this would have had an impact on the results of the consultation.</p> <p>The consultation findings were reported to Members in January 2014 with the results very evenly balanced between those in favour and those against the seating. Given this even balance, and the consideration of potential ongoing misuse of the furniture in this location, Members took the decision to remove the new seating and planters and relocate them elsewhere within the City, and to reinstall benches of similar design/appearance to those previously situated on St Giles Terrace and Ben Jonson Highwalk.</p> <p>The planters have been utilised by the Open Spaces department in Golders Hill Green and the seating utilised along the Riverside. The installation of the replacement benches on the Barbican Estate was completed in December 2014.</p>
<p>2. Assessment of project against success criteria</p>	<p>The main objective of the project was the improvement of the appearance/amenity of the City Walkway at St Giles Terrace and Ben Jonson Highwalk through the introduction of proposed enhancements to both spaces including seating, planting, lighting, and plinth refurbishments. These objectives were originally identified in the 2008 Barbican consultation where residents requested increased greenery, improved lighting and higher quality seating on Ben Jonson Highwalk & St. Giles Terrace.</p> <p>The quality of the seating has been improved with the dilapidated seating previous located in both areas having been replaced in facsimile however the objective to improve amenity has not been fully realised with the planters/planting on St Giles Terrace having been removed.</p> <p>The replacement seating provided on Ben Jonson Highwalk now complies with the City’s access requirements as does that on St Giles Terrace having a mixture of benches with arm/backrests and those without.</p> <p>The lighting improvements were successful fully restoring the lighting on St Giles Terrace and replacing the lighting on Ben Jonson Highwalk that was causing light pollution issues to</p>

	<p>residents.</p> <p>The plinth tiling repairs on Ben Jonson Highwalk are being completed by the Barbican Estate Office as a separate Estate matter.</p>
3. Programme	<p>The project was not completed within the agreed programme</p> <p>The evaluation report approved by Members in June 2011 stated that implementation would begin in Summer 2011. This programme did not account for the complex nature of the bespoke design and manufacture process. Delays to the anticipated programme were experienced given the lengthy process of designing, manufacturing and sourcing the materials for the furniture.</p> <p>In addition the loss of the staff member originally managing the project impacted on the achievement of delivering the project to the originally anticipated programme.</p> <p>The additional extensive re-consultation process in 2014 also extended the project programme.</p>
4. Budget	<p>The project was completed within the agreed budget.</p> <p>The total project budget was £370,000 which included an allocation of £119,000 for landscaping works on Ben Jonson Highwalk. This landscaping funding was not utilised by the project due to the extensive and ongoing re-waterproofing works being undertaken on the Estate Highwalks by the City Surveyor. Any landscaping to the Highwalk that may follow subsequent waterproofing works will be provided by the City Surveyors project.</p> <p>The remaining project funds (£121,725.34) may therefore return to the funding pot of £1.5million of On-Street Parking Reserve funds allocated for use towards delivery of the Barbican Area Strategy projects as approved by Finance Committee on 20 November 2007.</p> <p>This funding would then be available for the next highest priority project, currently being the Beech Street project (EE073), and a separate report to utilise this funding will be put to Members accordingly.</p>

Review of Team Performance

5. Key strengths	<ul style="list-style-type: none"> Improved public realm, preserving and enhancing the conservation area;
6. Areas for	Communication with Barbican residents, updating on consultation results and internal liaison between City

improvement	departments were highlighted as areas for improvement in this project. As a result a new consultation protocol for the Barbican Estate (see Appendix 3) has been agreed between the City Corporation and the Barbican Association/Residents Consultation Committee.
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Lessons Learnt

7. Key lessons	<ul style="list-style-type: none"> - Misuse of external furniture is an issue on the Barbican Estate and the prevalence of Parkour needs to be a consideration for future design of external furniture, particularly on the Barbican Estate. - Project handover process when staff leave the City needs to be more robust to ensure continuity of project delivery. This has been reviewed and a formal handover process is now managed by Team Leaders. - The need for a change in reporting style to ensure stakeholders can clearly see their comments/issues articulated in City reports. This has led to the “You said, We did” style of feedback as incorporated in the Barbican Consultation Protocol. - Consultation arrangements and process with Barbican Residents should be reviewed, and this has occurred via the agreed Barbican Consultation Protocol (see Appendix 3). - The planters on St Giles Terrace were initially installed with temporary timber tops that were intended to ensure the planters did not become repositories for rubbish while they were waiting for planting to be installed. There was concern from the Gilbert House Residents Group that this was actually additional seating, which would result in people sitting too close to Gilbert House and making noise. The decision to temporarily cover the planters was not communicated effectively to residents.
8. Implementation plan for lessons learnt	<ul style="list-style-type: none"> - A detailed Communication Protocol has been agreed with the Barbican Association Residents Consultation Committee for all City projects involving the Barbican Estate and associated local stakeholders. - Formalised written handover notes are now issued by officers leaving the City.

Appendices

Appendix 1	Summary of the budget and expenditure against this scheme
Appendix 2	Before & After photos
Appendix 3	Barbican Consultation Protocol

Contact

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Appendix 1 Finance Summary Table

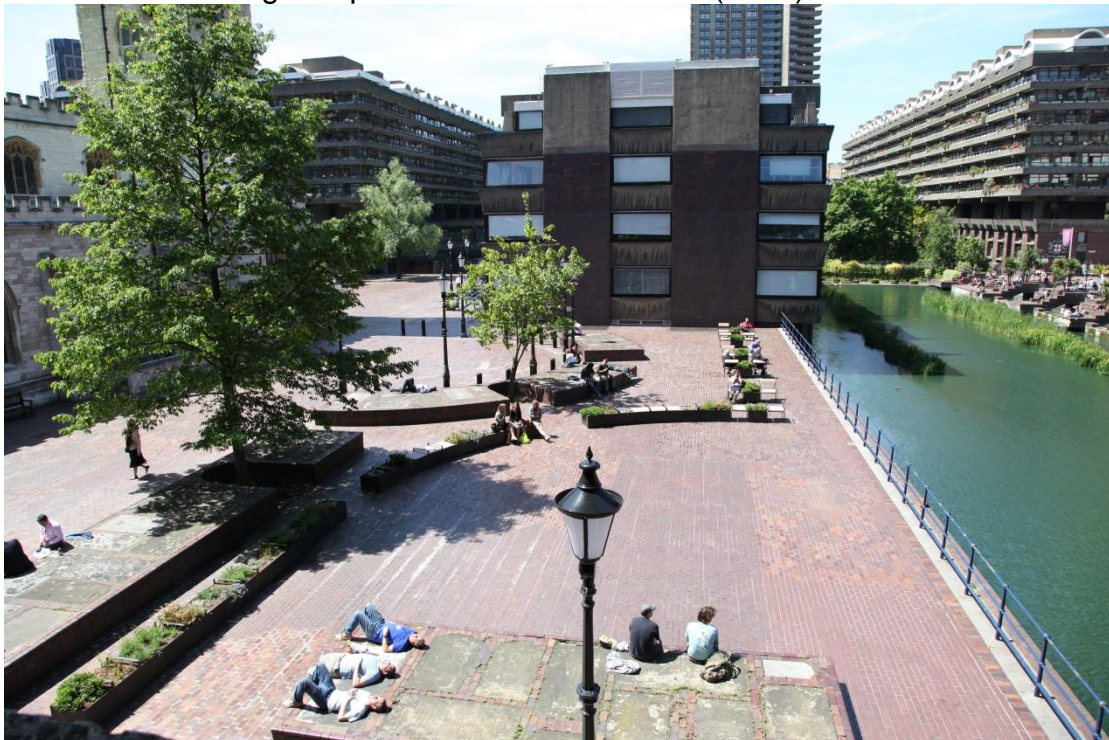
16100099 – BAS St Giles Terrace and Ben Johnson Highwalk			
Description	Current Approved Budget (£)	Expenditure (£)	Variance (£)
Fees	21,049	21,049	-
Works	189,831	187,254	2,577
Staff Costs	40,000	39,852	148
Planting Allocation	119,000	-	119,000
TOTAL	369,880	248,155	121,725

Appendix 2 – Before & after images

Before – existing seating St Giles Terrace (2012)



After – new seating and planters St Giles Terrace (2013)



After – new seating and planters St Giles Terrace (2013)



After – seating reinstated as per original layout St Giles Terrace (2014)



Before – existing seating Ben Jonson Highwalk (2012)



After – new seating Ben Jonson Highwalk (2013)

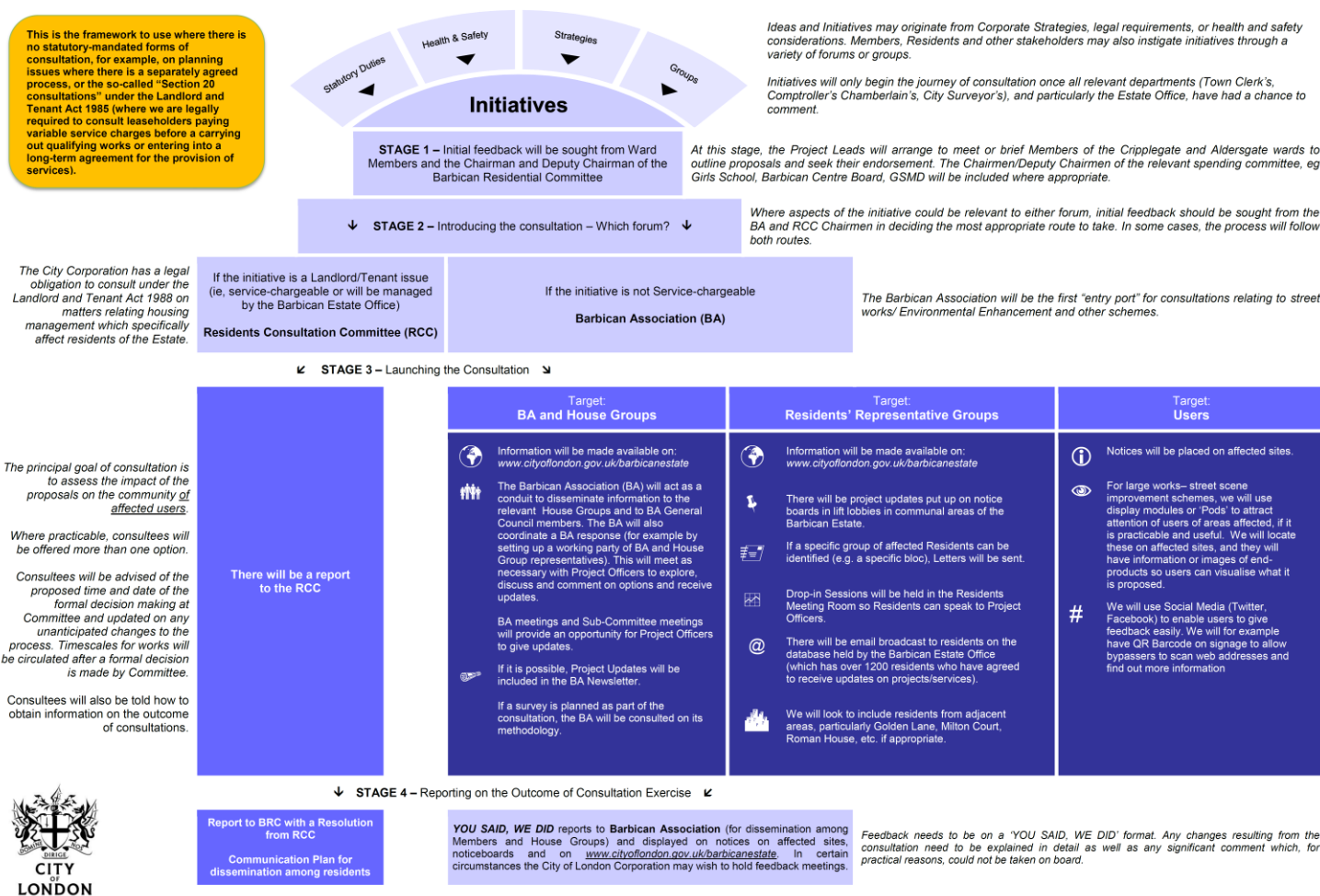


After - seating reinstalled as per original layout Ben Jonson Highwalk (2014)



Appendix 3 – Barbican Consultation Protocol

A Guide to Consulting on Schemes In and around the Barbican Estate



Reports to other Committees in accordance with Projects Approvals Procedure, etc., including a summary of consultation undertaken.

Reports to other Committees in accordance with Projects Approvals Procedure, etc., including a summary of consultation undertaken.

Glossary of Terms

Barbican Residential Committee (BRC). A City of London formal Committee established to address landlord issues. Comprised solely of elected CoL Members.

Barbican Estate Residents Consultation Committee (RCC). Comprising a representative from all 21 House Groups, a rep from the Barbican Association General Council. This Committee see all non-confidential papers 2 weeks or so in advance of them being received by the BRC. There are a number of Working Parties including Service Level Agreement, Gardens Advisory Group, Asset Maintenance, Beech Gardens Landscaping.

Barbican Association *General Council* (BA, also BAGC). This is a recognised Tenants Association with elected Common Councilmen and Aldermen prohibited from Chair or Deputy Chair of the BA. All 21 House Groups are represented and the Council acts on behalf of the occupiers of the approx. 2000 dwellings on the estate. There are a number of sub committees including Licensing, Planning, Security, Communications, Sustainability, Access.

Barbican Occupiers Users Group (BOUG). An officer from the City Surveyor's service is currently chairman of this group which includes representatives of the Barbican Estate office, Local Schools , Barbican Centre, Department of Built Environment, Open Spaces and RCC representative.

House Group Committees. Some 21 House Group Committees, most of which are recognised Tenants Association. There is varying activity among House Groups, which means that consultation solely among House Group Committees cannot be relied upon always to reach all residents. They are however an important part of the Barbican governance structure.

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Committees:	Dates:	Item no.
Streets and Walkways Sub-Committee Projects Sub- Committee	13/07/2015 21/07/2015	
Subject: 1 Angel Court Environmental Enhancements (EE113)	Gateway 3 Outline Options Appraisal	Public
Report of: Director of the Built Environment		For Decision
<div>Summary</div> <div><u>Dashboard:</u> (i) Project status: Green (ii) Timeline: Gateway 3 (iii) Project estimated cost: £350K – 450K (iv) Spent to date: £4,201 (staff costs). Note: £10,000 was approved at Gateway 2 (v) Overall project risk: Green</div> <div><u>Context</u> The project involves public realm enhancements to the streets and spaces in the vicinity of the office and retail re-development at 1 Angel Court. The plan at Appendix 1 shows the streets that form part of the walking network away from main streets and are part of the 'Bank Bypass' walking routes set out in the Bank Area Enhancement Strategy. The recent and on-going improvements in Telegraph Street, Tokenhouse Yard (east) and Austin Friars are examples of the type of enhancements that are proposed through this project. Streets recommended for improvement are Angel Court, Tokenhouse Yard (south), Kings Arms Yard, Great Swan Alley (east) and Copthall Avenue. This 'network' approach is intended to improve the pedestrian experience of moving through and dwelling in the area by creating a more coherent network of streets and spaces, targeting key streets and areas. The proposals primarily relate to areas of public highway. However, there are also areas of private land adjacent to the development that are planned to be enhanced as part of enhancements to Angel Court. See Appendix 2 (1 Angel Court - Public and Private Demise). It is proposed that the design of the public and private areas of Angel Court is coordinated in order to create a seamless public realm which links with recent and proposed improvements in the local area.</div> <div><u>Progress to date</u> Given the nature and low level of risk associated with this project, it was not necessary to establish a Working Party but rather a Design Team to coordinate the design across the public and private areas of Angle Court. The design team is chaired by a City officer and includes representatives from the developer of Angel Court, the developer's design consultant and City of London officers. To date, the design team has met twice to agree the existing issues to be addressed, project objectives and next steps which are set out in Appendix 4. These form the basis of the proposed project direction for Angel Court. The developer has also voluntarily agreed to separately fund design work (outside of the Section 106 and Section 278 process) for the public realm in Angel Court using their appointed design consultant under the direction of City officers. This shows a willingness by the</div>		

developer to invest in the local public realm above and beyond their statutory funding contribution.

Proposed way forward

The design approach is one that has been tried and tested and is in line with the City's Street Scene Manual. It predominantly involves raising carriageways where possible, improving access facilities and reinforcing the pedestrian nature and character of the Conservation Area. The project objectives for Angel Court have now been agreed in more detail with the developer and the design team and are set out in Appendix 4. Member's agreement to the streets identified for enhancement and the detailed objectives for Angel Court is now sought in order to move forward.

The next stage will include surveys and design development with the design team continuing to coordinate the proposals across the public and private areas. The scope of the planned S278 works will also be agreed with the developer.

Once designs have been developed, consultation with local occupiers is planned to ensure that stakeholders are given an opportunity to comment on the proposals. This will be carried out ahead of a Gateway 4 report being presented to Members.

Procurement Approach

At this stage, it is proposed to continue to utilise the developer's appointed design consultant to progress the design of the public realm of Angel Court, with the design for the other streets being carried out in-house by the City's team. The developer has agreed to fund their consultant team at their own cost up to Gateway 4 (quite separate from S.106 and S.278 funding). This includes design of both the public and private demise adjacent to the new development. The City will continue to manage design development of the public realm in the project as a whole. The preferred approach for implementation of the works is to utilise the City's highways term contractor for both the Public Highway and Private Areas. This will be confirmed at the next gateway.

Financial Implications

Section 106 funding is available for public realm improvements in the vicinity of Angel Court and a Gateway 2 report which proposed the use of the funding was approved by Projects Sub-committee in February 2015. This project seeks to utilise both the *Local Community Facilities*, *Environmental Improvements* and *Transportation Improvements* elements of the S106 contribution, totalling £332,305 (including any related indexation and interest accrued). There is also additional funding available through a planned S278 agreement for remedial highway works. See paragraph 6 below for further details.

To date, all consultants have been appointed and funded directly by the developer and the City has incurred staff costs of £4,201 from the S106 contribution approved at Gateway 2. Future staff costs and survey fees up to Gateway 4, estimated at £35,000, are to be funded from the S106.

Recommendation

It is recommended that Members:

- (i) Agree the streets identified for enhancement, as shown on the plan in Appendix 1, and the design objectives for Angel Court as detailed at Appendix 4;
- (ii) Agree that detailed options are developed to reach Gateway 4, at an estimated cost of £35,000;
- (iii) Authorise the Comptroller & City Solicitor to enter into any necessary legal agreements with the developer to fulfil the requirements of the Section 278 remedial instructions in line with the Section 106 Agreement.

Appendices

Appendix 1	Environmental Improvements Indicative Area Map
Appendix 2	Angel Court: Public and Private Demise
Appendix 3	Angel Court Parking and Servicing Plan
Appendix 4	Angel Court Objectives and Next Steps table

Contact

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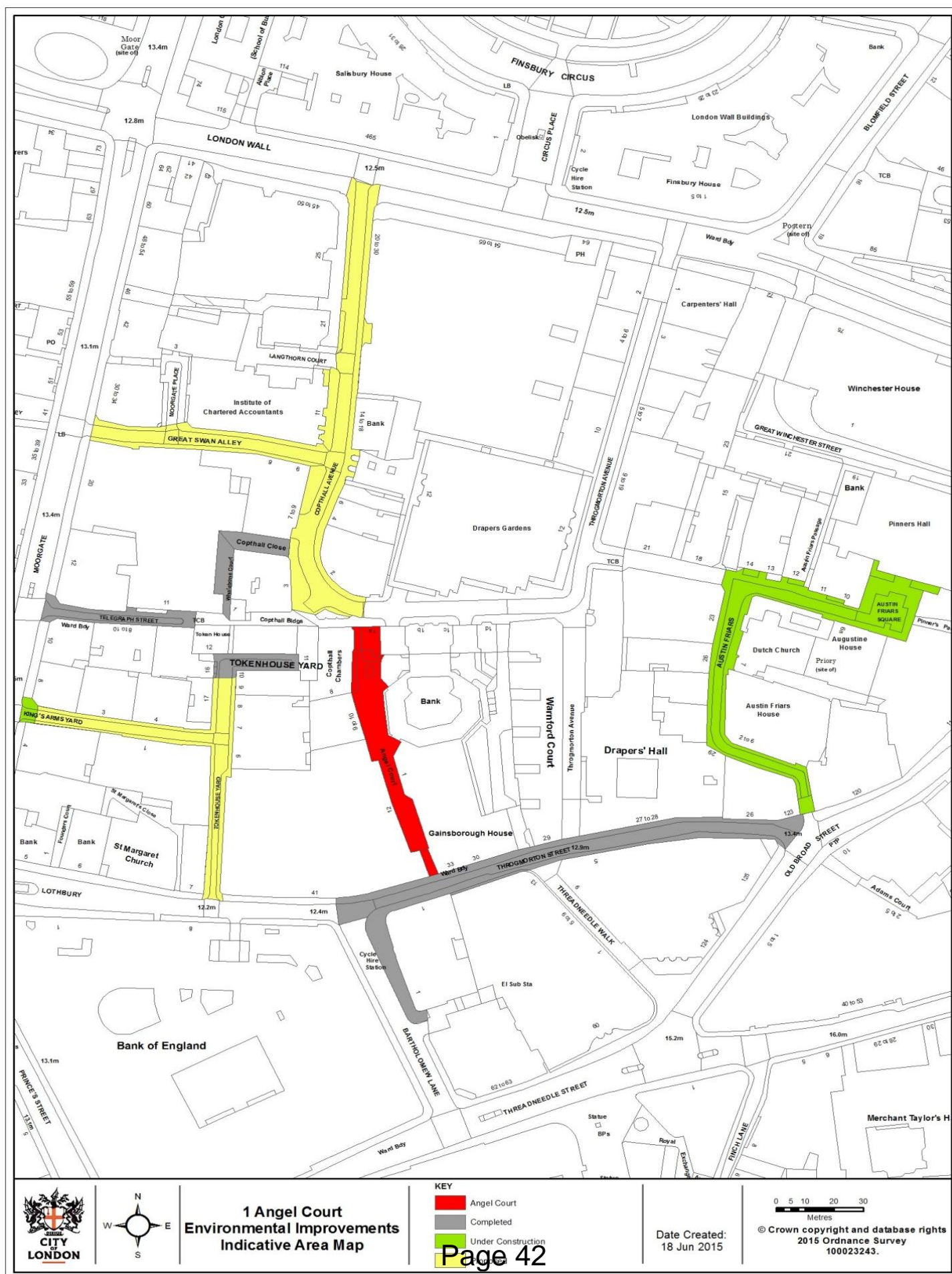
Proposal													
1. Brief description	<p>It is intended to implement public realm enhancements in Angel Court and streets in the local area.</p> <p>The type of enhancements that are proposed include raising carriageways where possible, re-paving in consistent materials, improving access facilities and reinforcing the pedestrian nature and character of the Conservation Area. Streets recommended for improvement include Angel Court, Tokenhouse Yard (south), Kings Arms Yard, Great Swan Alley (east) and Copthall Avenue.</p> <p>Options for Angel Court are to be developed based on the project objectives that have been agreed by the Design Team (see Appendix 4). These objectives stem from an analysis of local needs. The objectives have also been informed by the Bank Area Strategy and recent improvements at Telegraph Street, Tokenhouse Yard and Austin Friars.</p>												
2. Scope and exclusions	<p>The streets to be enhanced are shown on the plan in Appendix 1. This plan also shows streets and spaces in the area that have recently been improved or where improvements are underway.</p>												
Project Planning													
3. Programme and key dates	<table border="1"> <thead> <tr> <th>Task</th><th>Target date*</th></tr> </thead> <tbody> <tr> <td>Site Surveys/Design development</td><td>Summer 2015 – Autumn 2015</td></tr> <tr> <td>Public consultation</td><td>Winter 2015/16</td></tr> <tr> <td>Gateway 4</td><td>Spring 2016</td></tr> <tr> <td>Gateway 5</td><td>Summer 2016</td></tr> <tr> <td>Start on site</td><td>Autumn 2016</td></tr> </tbody> </table> <p>*Dependent on the developer's programme to enable unobstructed access to the site.</p>	Task	Target date*	Site Surveys/Design development	Summer 2015 – Autumn 2015	Public consultation	Winter 2015/16	Gateway 4	Spring 2016	Gateway 5	Summer 2016	Start on site	Autumn 2016
Task	Target date*												
Site Surveys/Design development	Summer 2015 – Autumn 2015												
Public consultation	Winter 2015/16												
Gateway 4	Spring 2016												
Gateway 5	Summer 2016												
Start on site	Autumn 2016												
4. Risk implications	<ul style="list-style-type: none"> Objections from local occupiers Mitigate by developing design options that take account of local needs and carry out local consultation to inform the design going forward. Design options do not meet the aspirations of the developer Mitigated by including the developer in the Design Team that will guide the project and promote the need for a consistent 												

	<p>approach that respects the existing environment. Close working with the developer on technical briefs ahead of commissioning consultancy work.</p> <ul style="list-style-type: none">• Significant accessibility improvements are not feasible Mitigate by developing alternative design options for highway layout and focus on achieving level surfaces and appropriate widths where possible.• Proposals are not in keeping with the conservation area Mitigate by liaising with the City's conservation and design officers to achieve suitable design options that complement local design character.																																							
5. Stakeholders and consultees	<ul style="list-style-type: none">• The Developer (Stanhope) and their professional advisory team• Local Ward Members• Local Residents (particularly at 7 Lothbury)• Local Livery Companies (including the Drapers' Hall)• Local Occupiers in adjacent streets																																							
Resource Implications																																								
6. Total Estimated cost	<p>Estimated Financial Costs Summary Table:</p> <table><tr><th>Item</th><th>Cost (£)</th><th>Total (£)</th></tr><tr><td>Works (S106)</td><td>200,000 - 250,000</td><td rowspan="2"></td></tr><tr><td>Works (S278)</td><td>55,000 - 85,000</td></tr><tr><td colspan="2">Sub total</td><td>255,000 – 335,000</td></tr><tr><td colspan="3"></td></tr><tr><td>Fees (S106)</td><td>15,000 - 20,000</td><td rowspan="2"></td></tr><tr><td>Fees (S278)</td><td>5,000 -10,000</td></tr><tr><td colspan="2">Sub total</td><td>20,000 – 30,000</td></tr><tr><td colspan="3"></td></tr><tr><td>Staff Costs (S106)</td><td>70,000 - 75,000</td><td rowspan="2"></td></tr><tr><td>Staff Costs (S278)</td><td>5,000 -10,000</td></tr><tr><td colspan="2">Sub total</td><td>75,000 – 85,000</td></tr><tr><td colspan="3"></td></tr><tr><td></td><td>Total</td><td>350,000 – 450,000</td></tr></table> <p>The total project cost is estimated to be between £350K – 450K.</p>	Item	Cost (£)	Total (£)	Works (S106)	200,000 - 250,000		Works (S278)	55,000 - 85,000	Sub total		255,000 – 335,000				Fees (S106)	15,000 - 20,000		Fees (S278)	5,000 -10,000	Sub total		20,000 – 30,000				Staff Costs (S106)	70,000 - 75,000		Staff Costs (S278)	5,000 -10,000	Sub total		75,000 – 85,000					Total	350,000 – 450,000
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	Total	350,000 – 450,000																																						
7. Funding strategy	The project is to be entirely funded by the developer of 1 Angel Court, through Section106 and Section 278 (Remedial Works) Agreements.																																							
8. Ongoing revenue	To be confirmed at next Gateway.																																							

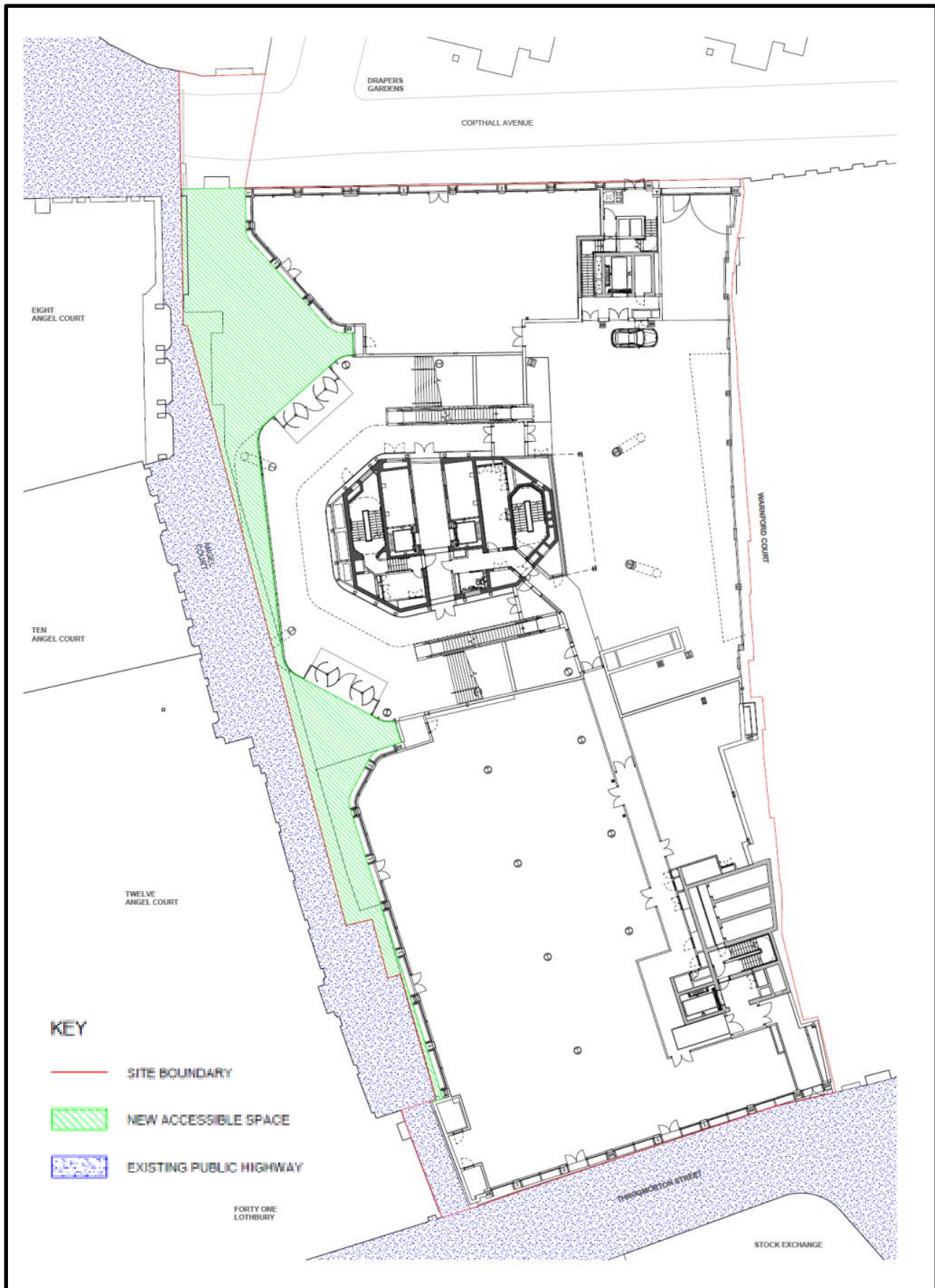
implications	
9. Affordability	The cost of the project is fully funded under the terms of the existing Section 106 Agreement and planned S278 Agreement.
10. Procurement strategy	The City's highways term contractor is likely to be recommended to construct the scheme. This is to be confirmed at the next gateway.
11. Legal implications	<p>The S106 agreement includes the requirement for the City to enter into a separate Section 278 agreement with the developer for Remedial Works following an inspection to determine if this arrangement is necessary. It has been agreed with the developer that a Remedial Section 278 Works agreement is necessary and will be concluded prior to the completion of the development. .</p> <p>The S106 contributions have been received pursuant to the S106 agreement signed in relation to the planning application 10/00889/FULMAJ dated 15th March 2013 and the deed of variation signed in relation to the subsequent planning application, 13/00985/FULL dated 14th November 2014.</p>
12. Transport implications	<p>Angel Court is a pedestrian route so transport impacts are minimal. Also the planning permission states that all servicing and waste collection will take place within an internal ground level loading bay, accessed from Copthall Avenue. A ground floor plan of the development has been included in Appendix 3.</p> <p>The options that are to be developed for the other streets are unlikely to have any transport or servicing implications as proposals will focus on improvements to walking routes. Any implications will be investigated as part of the next stage and reported at Gateway 4.</p>
13. Equality Impact Assessment	<p>Officers have carried out an initial equalities impact assessment as part of the project initiation.</p> <p>One of the key objectives of the scheme is to improve accessibility. This is because the local area is typified by a medieval street pattern which includes narrow footways at Tokenhouse Yard and Copthall venue and pinch-points, particularly at the northern entry point at Angel Court. This means pedestrians with mobility difficulties are often forced to use adjacent carriageway.</p>
14. Next Gateway	Gateway 4a - Inclusion in Capital Programme
15. Resource requirements to reach next	Budget to be revised to: £25,000(staff costs) and £10,000 (Fees for survey and design work)

Gateway	
16. Next Steps	<p>The next steps to reach Gateway 4 include:</p> <ul style="list-style-type: none"> • Surveys to establish pedestrian movement patterns and initial ground condition surveys. • Design development that will address key objectives, and • Consultation with the stakeholders (including the developer) and local occupiers.

Appendix 1 Environmental Improvements Indicative Area Map



Appendix 2 Angel Court | Public and Private Demise



Appendix 3 Angel Court Parking and Servicing Plan



Appendix 4 – Angel Court Objectives and Next Steps

Angel Court – Issues, Objectives & Next Steps			
	<p>Objectives of the Bank area strategy</p> <ul style="list-style-type: none"> • Reduce conflict and improve Road Safety for all modes of transport • Accommodate future growth, ensuring that the area functions well and provides a suitable environment that contributes towards maintaining the City's status as the world's leading international financial and business centre • Improve the pedestrian environment, create more space for pedestrians and ensure that the streets and spaces are inclusive and accessible to all 		
ID	Issue	Objective	Next steps
Use of the Space			
U1	There are opportunities for retail units to provide external seating to make better use of the space in Angel Court and increase vibrancy. There are limited opportunities for people to rest at present	UO1: Design makes best use of space available to meet local needs, whilst limiting clutter and maximising space for pedestrians and providing seating.	<ul style="list-style-type: none"> • Undertake surveys and develop design options • Consult local occupiers and stakeholders on designs • Develop a seating plan that does not interfere with pedestrian movement.
U2	Cyclists entering the public realm and possible conflict with pedestrians whilst accommodating cyclist parking facilities	UO2: Develop options to reduce conflict between pedestrians and cyclists	<ul style="list-style-type: none"> • Carry out site appraisal/surveys to inform the design going forward

U3	There are some issues of anti-social behaviour particularly in the evening, associated with spill out from nearby pubs and bars	UO3: To create a public realm scheme that limits the opportunities for anti-social behaviour, taking into account the evening and night-time use of the area.	<ul style="list-style-type: none"> Design options will be developed with local emergency services to improve security and natural surveillance.
U4	Understanding the varied uses of the area and designing accordingly	UO4: Develop a design that responds to local needs and integrates well with local streets	<ul style="list-style-type: none"> Carry out local pedestrian and condition surveys in order to better inform design options and subsequent consultations.
Environment and Accessibility			
ID	Issue	Objective	Next steps
E1	Accessibility across the area is restricted by level changes, restricted widths and clutter	EO1: To develop a design that improves accessibility and enables ease of movement by maximising widths and providing clear access to building entrances.	<ul style="list-style-type: none"> Develop options to improve ease of access and legibility, to rationalise street furniture and ensure that only essential signage is retained.
E2	There are opportunities to improve the quality of the space and enhance the setting of the Bank Conservation Area and nearby Listed Buildings.	EO2: Develop a design that responds to the unique character of the Bank Conservation Area and Listed Buildings within the local environment.	<ul style="list-style-type: none"> Discuss outline design options with City Conservation/Design officers to establish design principals in-line with the Bank Conservation Area Character Summary.
E3	Consistency of materials could be enhanced	EO3: Develop design in line with the City of London Street Scene Manual	<ul style="list-style-type: none"> Develop design options that ensure consistent use of materials that enhance the local environment and integrate well with the quality of surrounding streets.
E4	Increase greenery within the area	EO4: To develop an environment that facilitates a feeling of well-being by	<ul style="list-style-type: none"> Carry out site condition surveys to establish the potential for additional

		improving local biodiversity	planting within the area.
E5	Lighting is adequate but could be much improved to enhance feeling of safety	EO5: Users of the public realm feel safe, particularly at night time	<ul style="list-style-type: none"> • A lighting plan has been agreed with City Engineers to finalise lux levels for functional lighting associated with the development. • Design options for public areas will be developed at Gateway 4 to ensure appropriate levels of lighting.
E6	There is currently a lack of features to attract visitors to the area	EO6: There is an opportunity to introduce art/sculpture to animate the space	<ul style="list-style-type: none"> • Developer has commissioned an artist to develop a sculpture within the publicly accessible "private demise" of the development.

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Committee(s):	Date(s):
Streets and Walkways Sub Projects Sub	13 July 2015 21 July 2015
Subject: Bart's Close Enhancements - Request for Gateway 4 report to be considered under delegated authority	Public
Report of: Director of the Built Environment	For Decision
<p style="text-align: center;">Summary</p> <p>This report requests that the decision on the Gateway 4 (detailed options appraisal) report in relation to the Bart's Close enhancement project be delegated to the Town Clerk in consultation with the Chairman and Deputy Chairman of the Streets and Walkways and Project Sub Committees.</p> <p>The reason for the request is so that a decision can be made over the summer recess in order to provide certainty for the developer who is funding the scheme through a voluntary Section 106 Agreement. The report will still need to be determined by the Court of Common Council in September as the total cost of the project is in excess of £5m.</p> <p>Members are asked to:</p> <ul style="list-style-type: none"> • Delegate authority to the Town Clerk, in consultation with the Chairman and Deputy Chairman of the Streets and Walkways and Projects Sub Committees to determine the Gateway 4 (Detailed Options Appraisal) report for enhancements to Bart's Close. 	

Main Report

Background

1. This project relates to environmental enhancements in Bart's Close and Little Britain. The project is funded from the Section 106 agreement connected to a mixed use re-development of several buildings in Bart's Close. This Agreement includes an additional voluntary payment of up to £7.8m from the developer for Public Realm works.
2. In accordance with the Section 106 agreement, the City has established a Working Party to guide the project. This Working Party has agreed a set of objectives that was approved by Members as part of the Gateway 3 report in July 2014. The Working Party has subsequently overseen the development of design options for the scheme and agreed these for public consultation which runs from 22 June to 13 July 2015.

Proposal

3. It is proposed to prepare the Gateway 4 report in July, following the public consultation on the proposals. Delegated authority is sought so that the Town Clerk, in consultation with the Chairman and Deputy Chairman of the Streets and Walkways and Projects Sub Committees can consider the report over the August recess. The main reasons for this are as follows:
 - The scheme will be constructed over a number of phases and will be coordinated with the redevelopment works which have already commenced. The developer has requested that detailed options be agreed as soon as possible to provide certainty and assist with programming the works.
 - In an effort to minimise disruption, there is a need to coordinate the impact on the highway including utility excavation, deliveries and highway works. The earlier the extent of the improvements is agreed, the better.

Implications

4. The Section 106 contribution that this project is funded from is a voluntary payment from the developer that they have agreed to in order to ensure that the streets and spaces surrounding their new development are of a high standard.
5. Providing the developer with early certainty over the extent and design of the enhancement works will help to reduce risk and allow more time to coordinate the works.

Appendices

- Appendix 1 – plan of project area

Background Papers:

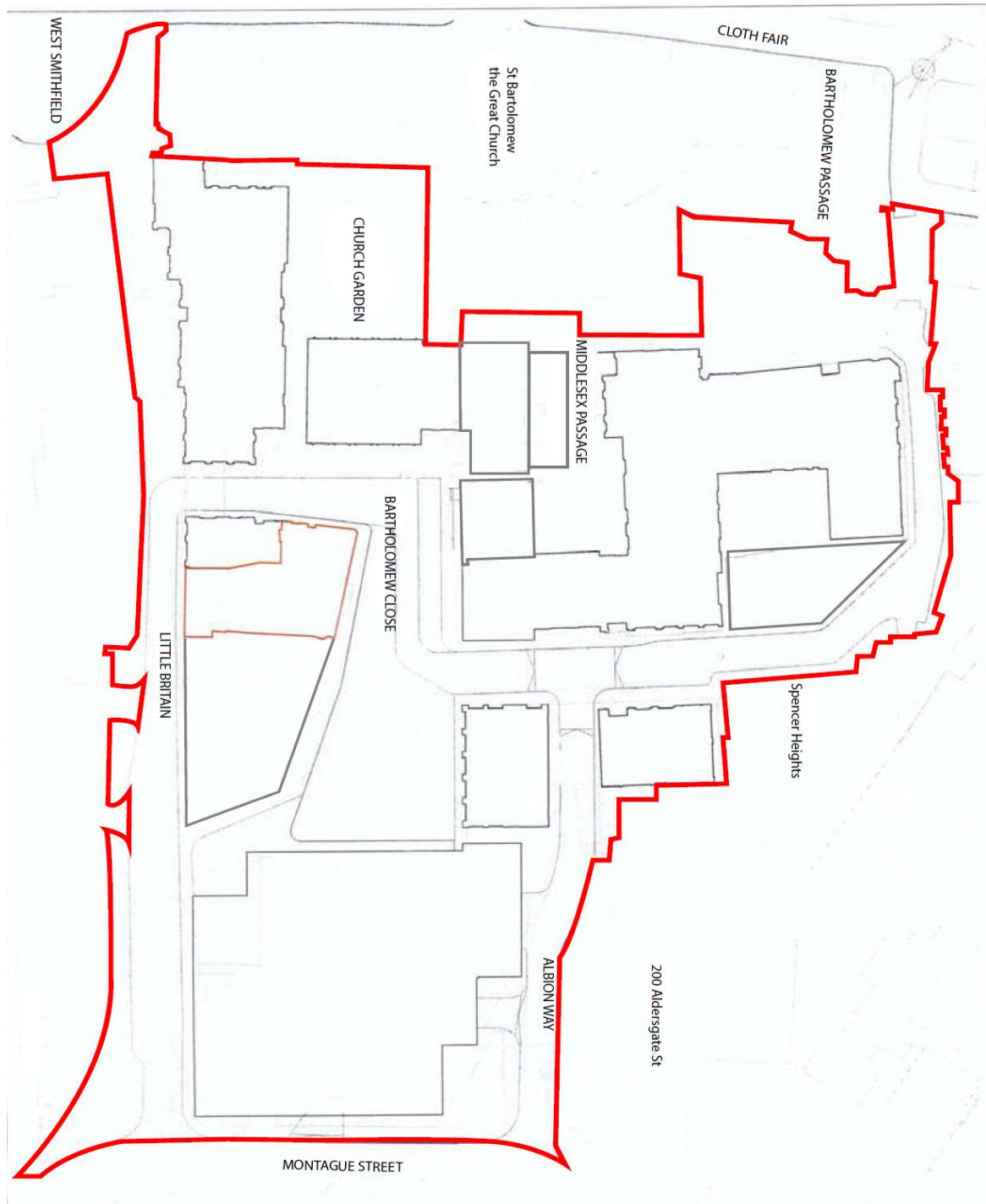
Bart's Close Gateway 3 report – July 2014

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Principal Project Officer

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Appendix 1 – plan of project area



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Committees:	Dates:	
Streets and Walkways Sub-Committee	13/07/2015	
Projects Sub	21/07/2015	
Subject: Plough Place Environmental Enhancements	Gateway 4/5 Detailed Options Appraisal & Authority to Start Work	Public
Report of: Director of the Built Environment		For Decision

Summary

Dashboard

Project Status – Green

Total Estimated Cost – £694,791

Spend to Date – £65,767

Overall project risk – Low

Progress to Date

The redevelopment of 12-14 New Fetter Lane is currently underway, with an anticipated practical completion date of September 2015. This project is funded through the Section 106 Agreement related to this development, dated 19 June 2009, which will cover enhancement works to Plough Place (Appendix 1) and two Section 278 Agreements covering the necessary Highway Improvement Works, including the relocation of motorcycle parking from Plough Place. An initial Section 278 covering the evaluation of the scope of the works and an assessment of the relocation of motorcycle parking has been paid and the implementation of works will be subject to receipt of the funds through a second agreement.

An Outline Options Appraisal (Gateway 3) was approved by Members on 23 February 2015. The Gateway 3 approval authorised the project objectives as agreed by the project Working Party, along with the pedestrianisation of Plough Place and an increase in the scope of the project to include the Section 278 Highway Improvement Works.

Proposed Way Forward

The preferred design option for Plough Place includes the full pedestrianisation of the road, new seating, lighting and soft landscaping (Appendix 2). This has been developed and unanimously agreed with the project Working Party, made up of key stakeholders. The cost of the project is £694,791.

The Section 278 works include the relocation of 12 motorcycle parking spaces from Plough Place to the central reservation on Holborn (less than 5 minutes' walking distance away), new York stone paving around the perimeter of the development, new street lighting to Plough Place and road markings to Fetter Lane and New Fetter Lane (Appendices 3 & 4).

Recommendations

It is recommended that Members:

- Approve the design as detailed in the main body of the report and set out in Appendices 2, 3 and 4;
- Approve the commencement of the project at a cost of £694,791 in line with the outline programme as detailed in section 3 of this report;
- Approve the budget as set out in section 5 and Appendix 6 of this report;
- Approve that any underspend from the evaluation stage is to be spent on implementation.

Main Report

1. Design summary	<p><i>Section 106 Works</i></p> <p>The preferred design for Plough Place as detailed in Appendix 2 has been developed as a response to the outcomes agreed by the Working Party and approved by Members at Gateway 3. The key elements of the design are:</p> <ul style="list-style-type: none"> • Pedestrianisation of the street by removing the carriageway and creating a continuous, level surface in York stone; • A central area containing hedge planting and accessible timber benches, paved with smaller module York stone, providing a series of 'dwell' spaces; • Clusters of individual, accessible timber benches below existing trees at the eastern end of the space; • Introduction of a new street tree at the western end of the space, acting as a focal point for people approaching from Chancery Lane; • Replacement and relocation of cycle stands to the central area to facilitate greater pedestrian movement; • New strip lighting under hedges and uplighters under the existing and new trees; • To design out opportunities for skateboarding. <p><i>Section 278 Works</i></p> <ul style="list-style-type: none"> • Footways around the development on Fetter Lane and New Fetter Lane will be upgraded from asphalt to York stone; • Relocation of the motorcycle parking on Plough Place to the central reservation on Holborn; • New street lighting on façade of building to Plough Place; • Road markings to Fetter Lane and New Fetter Lane. <p><i>Other Works</i></p> <p>New York stone paving to the private forecourt of 8-10 New Fetter Lane will be implemented concurrently with the Plough Place works in order to provide a single consistent design for the space. This will be fully funded by the landowners.</p>
2. Delivery team	<ul style="list-style-type: none"> • Project Management – Environmental Enhancement • Sketch design – Townshend Landscape Architects • Detailed design – Highways Division • Construction – JB Riney (under the City's term contract)
3. Programme and key dates	<p>Implementation S278 Works – 27 July- 25 Sept 2015</p> <p>12-14 NFL Practical Completion – 28 Sept 2015</p> <p>Implementation Plough Place – October 2015-Jan 2016</p> <p>Gateway 7 – Spring 2016</p>
4. Outstanding risks	<p><i>1. Delays to signing second Section 278 Agreement lead to delays to the commencement of public realm works.</i></p> <p>Officers and developer have agreed a programme for signing and paying Section 278 Agreement to enable public realm works</p>

	<p>to commence in line with the key dates outlined above.</p> <p><i>2. Fit-out works to 12-14 New Fetter Lane delay commencement of public realm works</i></p> <p>Officers are liaising closely with the developers of 12-14 New Fetter Lane to ensure that public realm and fit-out works are co-ordinated successfully.</p> <p><i>4. Subsurface utilities / basement structures cause issues during construction</i></p> <p>Surveys have been undertaken to determine the extent of subsurface objects as far as possible. These currently do not indicate any clashes, but these will need to be closely monitored during the construction process.</p>																								
5. Budget	<p>The total estimated cost for this project at Gateway 3 was £699,455. This cost estimate has now been revised to £694,791, representing a reduction of £4,664. Please see Appendix 7 for a detailed breakdown of the total estimated cost of the project.</p> <p>As a percentage, the staff costs for this project are proportionally higher than other projects of a similar scale due to the amount of officer time required to undertake an assessment of motorcycle parking facilities in the wider local area. This was required in order to establish an appropriate location for the motorcycle parking to be relocated from Plough Place. In addition to this extra staff resources were required to meet the developers’ tight timescales including extra meetings, negotiations over boundaries, maintenance requirements and design specification. This cost is being fully met by the developer through the Section 278 payment associated with the development.</p> <p>The Section 106 funding related to this development will be coming from the Local Community and Environmental Improvement Works payment from the Section 106 Agreement for 12-14 New Fetter Lane, dated 19 June 2009.</p> <p>Summary of Total Estimated Cost (including spend to date)</p> <table><tr><th>Item</th><th>Section 106</th><th>Section 278</th><th>Total Cost</th></tr><tr><td>Works</td><td>£300,914</td><td>£203,644</td><td>£504,558</td></tr><tr><td>Staff Costs</td><td>£70,410</td><td>£54,385</td><td>£124,795</td></tr><tr><td>Fees</td><td>£35,800</td><td>£8,600</td><td>£44,400</td></tr><tr><td>Maintenance</td><td>£4,666</td><td>£16,372</td><td>£21,038</td></tr><tr><td>Project total</td><td>£411,790</td><td>£283,001</td><td>£694,791</td></tr></table> <p>See Appendix 7 for a detailed breakdown of the total estimated cost.</p>	Item	Section 106	Section 278	Total Cost	Works	£300,914	£203,644	£504,558	Staff Costs	£70,410	£54,385	£124,795	Fees	£35,800	£8,600	£44,400	Maintenance	£4,666	£16,372	£21,038	Project total	£411,790	£283,001	£694,791
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6. Success criteria	<ul style="list-style-type: none"> • An improved movement function for pedestrians; • A more accessible environment, through the provision of level surfaces and new seating; • A safer, more attractive environment through the increase in street lighting; • Relocation of motorcycle parking within the local area, without any loss of capacity.
7. Progress reporting	Monthly updates to be provided via Project Vision and any project changes will be sought by exception via Issue Report to Spending and Projects Sub Committees

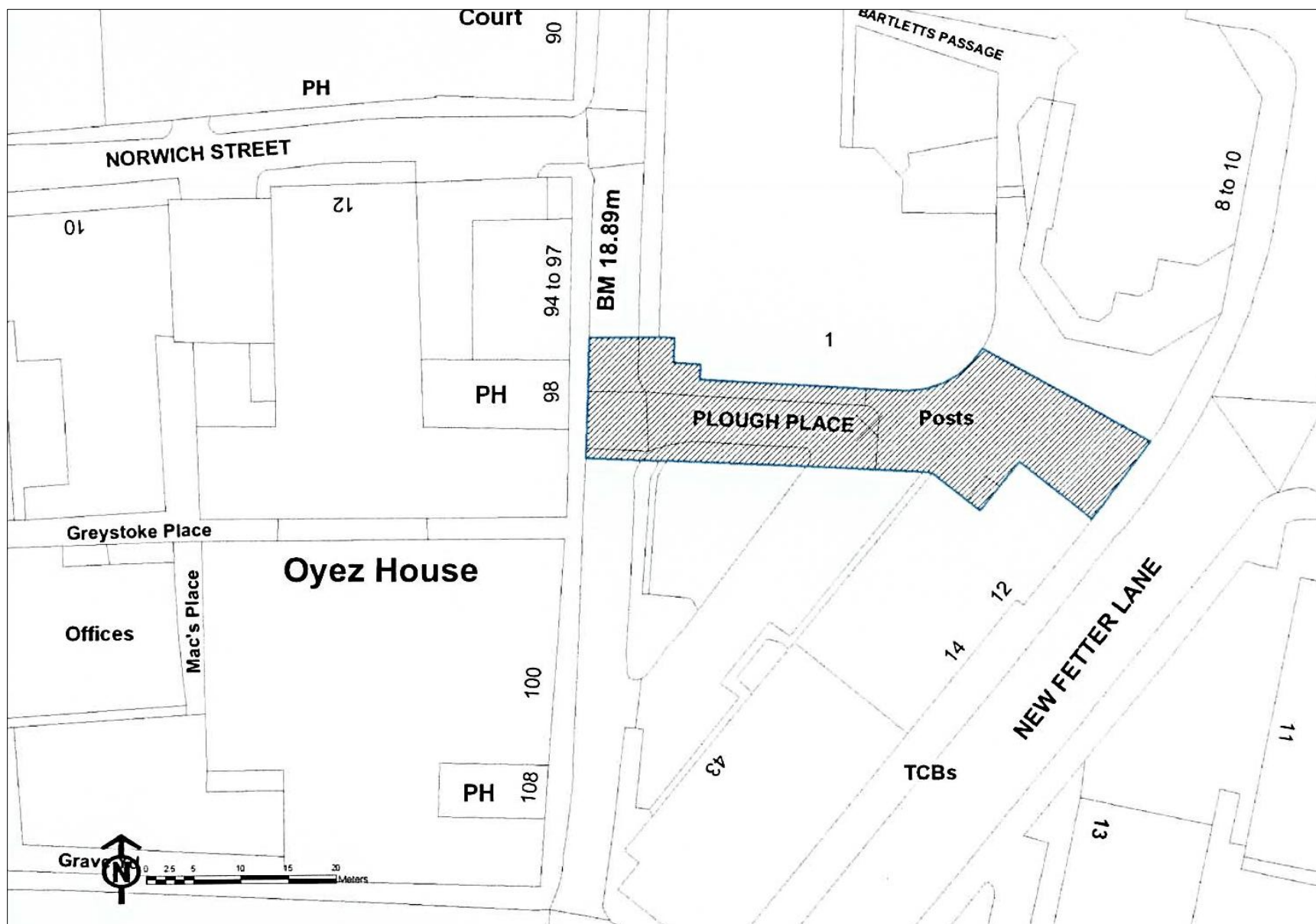
Appendices

Appendix 1	Plough Place Section 106 Works Area
Appendix 2	Plough Place General Arrangement Plan
Appendix 3	Section 278 General Arrangement Plan
Appendix 4	Motorcycle Parking Relocation Plan
Appendix 5	Indicative Scheme Montages
Appendix 6	Spend to Date
Appendix 7	Total Estimated Cost

Contact

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Telephone Number	020 7332 1928

Appendix 1 - Plough Place Section 106 Works Area



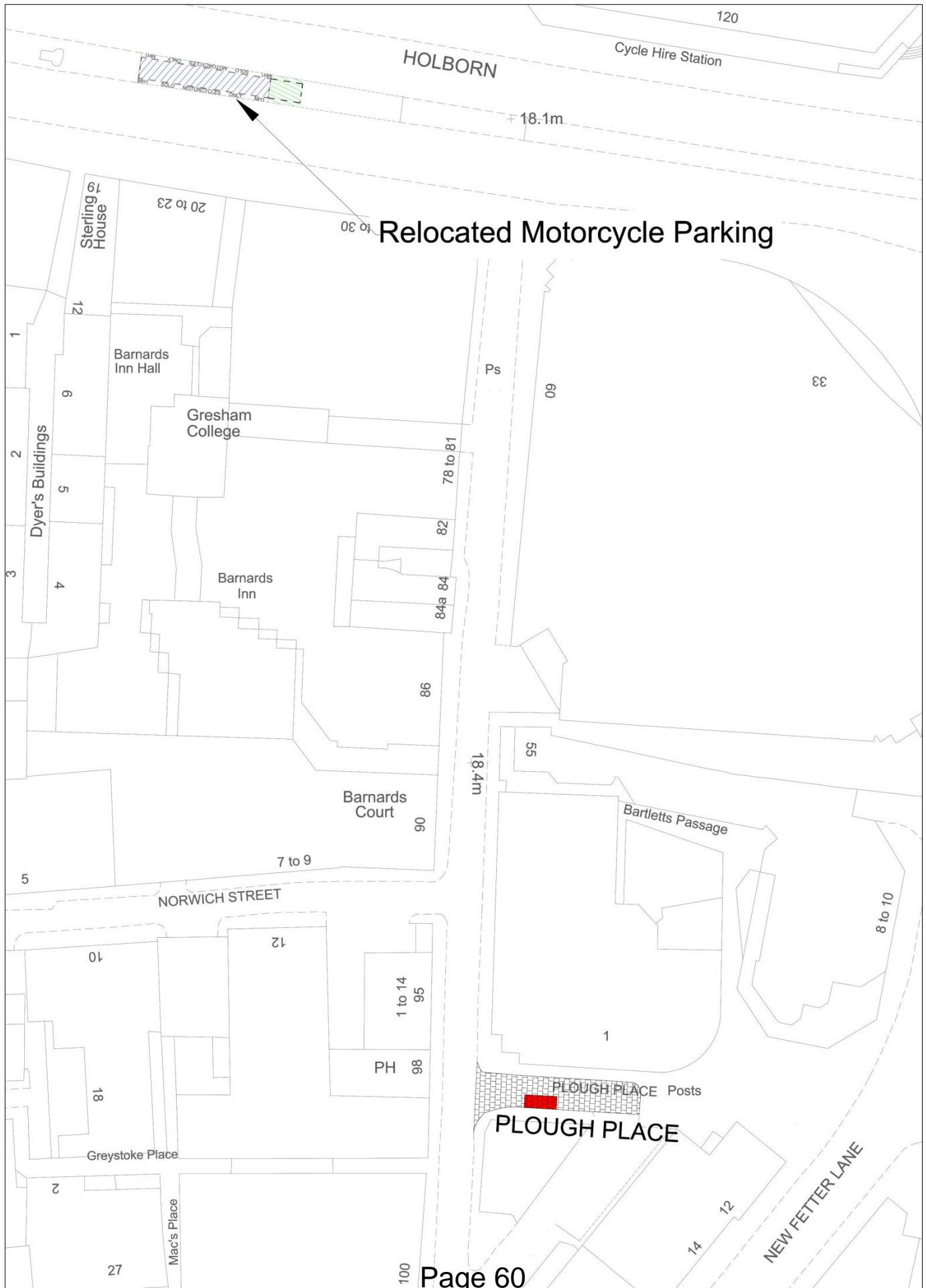
Appendix 2 - Plough Place General Arrangement Plan



Appendix 3 - Section 278 General Arrangement Plan



Appendix 4 – Motorcycle Parking Relocation Plan



Appendix 5 – Indicative Scheme Montages



Plough Place looking west to east



Plough Place looking east to west

Appendix 6 – Spend to Date

Plough Place s106 - 16800285			
Description	Approved Budget (£)	Actual (£)	Balance (£)
Pre-Evaluation Fees	40,000	16,115	23,885
Pre-Evaluation Fees Total	40,000	16,115	23,885
Pre-Evaluation Staff Costs			
Open Spaces	400	385	15
Highways	10,000	0	10,000
Planning and Transportation	42,600	34,250	8,350
Pre-Evaluation Staff Costs Total	53,000	34,635	18,365
(i) Plough Place s106 - Total	93,000	50,750	42,250

Plough Place s278 - 16800321			
Description	Approved Budget (£)	Actual (£)	Balance (£)
Pre-Evaluation Fees	20,000	1,907	18,093
Pre-Evaluation Fees Total	20,000	1,907	18,093
Pre-Evaluation Staff Costs			
Highways	15,000	0	15,000
Planning and Transportation	40,000	13,110	26,890
Pre-Evaluation Staff Costs Total	55,000	13,110	41,890
(ii) Plough Place s278 - Total	75,000	15,017	59,983
Total (i + ii) Plough Place	168,000	65,767	102,233

The spend to date is lower than the approved budget due to the staged payment of design fees, the timing of payments for utilities fees and the increased involvement of highways officers at a later stage in the process.

Appendix 7 – Total Estimated Cost

Item	Section 106 (£)	Section 278 (£)	Total Cost (£)
Hard landscaping	234,282	177,524	411,806
Soft landscaping	13,425	0	13,425
Lighting	33,207	6,120	39,327
Utilities	20,000	20,000	40,000
Maintenance	4,666	16,372	21,038
P&T staff costs *	45,601	37,887	83,488
Highways staff costs *	22,057	16,498	38,555
Open Spaces staff costs *	2,752	0	2,752
Fees *	35,800	8,600	44,400
Project total	411,790	283,001	694,791

*includes evaluation costs

PT4 - Committee Procurement Report

This document is to be used to identify Procurement options available and recommended



Introduction

Author:	Toni Peters		
Project Title:	Plough Place Environmental Enhancement		
Summary of Goods or Services to be sourced			
Relocation of motorcycle parking spaces;			
Pave perimeter of 12 – 14 New Fetter Lane Development			
Street Lighting at Plough Place			
Road markings to Fetter Lane and New Fetter Lane			
Contract Duration:	27 th July 2015 – Jan 2016	Contract Value:	£504,558
Stakeholder information			
Project Lead & Contract Manager: Luke Joyce		Category Manager: Devon Carney	Lead Department: Department of Built Environment
Other Contact		Department	

Specification Overview

Summary of the Specification: Works to highways and streets within the Plough Place Enhancement Works
Project Objectives: Improve accessibility Safer environment Improved flow for pedestrians

Customer Requirements

Target completion date	2016	Target Contract award date	01/07/2015
Are there any time constraints which need to be taken into consideration? Funding is provided by S106/S278 this is subject to signing of the agreements with developers. The City and the developer have agreed timescales to meet the programme.			

Efficiencies Target with supporting information	
Achieving value for money	

City of London Initiatives

How will the Procurement meet the City of London's Obligation to
Adhere to the Corporation Social Responsibility: Air quality; Climate Change; Sustainability; Community Benefit
Take into account the London Living Wage (LLW): In line with LLW Policy
Consideration for Small to Medium Enterprises (SME): J B Riney are required to consider SME's as part of their supply chain
Other: Considerate Contractors Scheme; Waste Management; Noise

Procurement Route Options

Option 1: Award to JB Riney as part of the Highways Term Maintenance Contract
Advantages to this Option: Time to market Retention of knowledge Within scope of agreement Offers value for money in comparison to existing frameworks such as LOHAC
Disadvantages to this Option: Potential to over burden JB Riney with additional project works
Please highlight any possible risks associated with this option: There is a risk that other projects could be impacted or delayed as JB Riney are awarded additional contracts.

Procurement Route Recommendation

City Procurement team recommended option

It is recommended that these works are awarded to JB Riney under the Highways Term Maintenance Contract. It should be noted that the annual contract value is £10m; since 1st April 2015 JB Riney have been awarded purchases orders to the value of £4,327,873.34 award of these works will take this value up to **£4,832,431.34**.

Sign Off

Date of Report:	26 th June 2015
Reviewed By:	
Department:	Department of Built Environment
Reviewed By:	
Department:	Chamberlain's Department

Committees:	Dates:
Street and Walkways Sub	13 July 2015
Project Sub	21 July 2015
Health and Wellbeing Board (for information)	18 September 2015
Subject: Gateway 3/4 Options Appraisal: Mayor's Vision for Cycling – Quietways	Public
Report of: Director of the Built Environment	For Decision

Summary

Dashboard

- Project Status: Green
- Timeline: Outline design proposals discussed with key stakeholders (including Smithfield Market Tenants' Association, Bishop's Square management company and TfL)
- Total Estimated Costs: £950,025 (externally funded through TfL)
- Spend to Date: £98,825 (externally funded through TfL)
- Overall Risk Project: Green

Recommendations

Members are asked to:

- Note the report and agree the changes to the Quietways network as shown at Appendix 1
- Give approval to progress with the recommended measures and allow a wider public consultation and detail design to be undertaken
- Give approval to implement a trial of an experimental closure of the northern end of Moor Lane

Background

- 1) In March 2013, the Mayor of London launched his 'Vision for Cycling in London'. In this document the Mayor intends to double cycling across London by 2023, which equates to 7.2% year on year. To support this growth the Mayor has allocated a cycling budget of £913 million. He wants to 'normalise' cycling, making it something anyone feels comfortable doing. The vision promises an ambitious new network of cycle routes in central London, known as the Central London Cycle Grid, and will consist of 'Cycle Superhighways' on main roads, but mostly of 'Quietways' on quieter streets. It would not only make provision for the growth, but would also encourage cycling by establishing an appropriate network for the family style cyclists, including beginner and those that want to cycle at a more leisurely pace. Members have been provided with regular updates on the Cycle Superhighways. This report

is therefore about the Quietways.

- 2) In November and December 2013, Members considered the Department of Built Environments' Project Programme report. As part of this, a Gateway 2 report for the 'Mayor of London – Vision for Cycling in London' was approved. This involves a programme of activities including Better & Safer Routes for Cycling. Cycle Superhighways and Quietways fall within this theme. Delivering the Quietways network in the City would support the Mayor of London's Cycling Strategy help to deliver components of the Air Quality Strategy, the Climate Change Mitigation Strategy, the Health and Wellbeing Strategy, the Noise Strategy and the Road Danger Reduction Plan. This highly desirable project would also fully accord with the City Together Strategy.
- 3) This project is fully funded by TfL, however, unlike other TfL funded schemes such as the Local Implementation Plan or major schemes, TfL will take the role of "Scheme Sponsor" for the Quietways project. This is to ensure that they have more of an oversight including influence on the programme, finance and, in particular, the measures that should be delivered. As such, TfL will assess the City's spending plans and will work closely with officers to ensure that the proposals are in line with the Mayor's Cycling Strategy. In terms of project governance, there is an independent Grid Programme Board chaired by a Borough officer, and which includes representatives of each participating organisation. The remit of the Board is to provide ownership, strategic direction and control for delivery of the Grid. As the Board agrees changes to the cost and timescale of the delivery of routes within the agreed overall budget, any changes to the scope (alignment, costs, risk, and programme) of Quietways will have to be submitted to the Board for approval.
- 4) Due to TfL's and the Mayor's requirements, it was necessary to agree a Quietways network for public consultation. The intended 'levels of service' for the Quietways required the network to be as direct as possible, to be on lower trafficked streets and to be continuous. This consultation, carried out by TfL for the wider network, took place from December 2013 to February 2014.
- 5) In March 2014, the Planning & Transportation and the Policy & Resources Committees agreed in principle to a network of Quietways in the City. Members were then updated on the outcome of the consultation and the network to be taken forward, as agreed by the Grid Programme Board, at the Streets & Walkways Sub Committee in September 2014. The alignment of this network is shown in Appendix 1, and will provide the best connections to routes coming into the City.
- 6) This Quietways network is to be delivered by December 2016. It will be the first of what is expected to be a phased implementation, as it should be noted that the Mayor is keen to expand the Quietways network post 2016. The discussions for expansion of the Quietways network are ongoing and further details on this subject will be provided at a later date.
- 7) The objectives of the proposals are to provide a better and safer environment for cyclists using the City streets that form part of the Quietways network in London. It is aimed generally at new and less confident cyclists, but would be available to all cyclists. As the measures proposed generally involve minimal infrastructure changes, Quietways may have limited impact on the existing use of the City's streets.

Progress to date and changes since previous gateway

- Network agreed in principle by Members, but varied by the Grid Programme Board (details provided in paragraph 8). This change is shown in Appendix 1
- Consultation with TfL and key occupiers completed
- Options have been evaluated
- Feasibility measures developed and agreed with TfL
- Funding from TfL to implement has been agreed in principle

8) Following consultation with TfL and key occupiers along the route, the evaluation and feasibility work identified a need to review the alignment of the Quietways network at certain locations. The issues and proposed solutions are as follow:-

- At West Smithfield. Although this is the most direct route and provides good connectivity between two cycle superhighways (CS1 and CS6 – see Appendix 1), significant highway changes would be necessary in order to provide adequate and safer facilities for cyclists to travel in both directions. This would have significant implications on the ability of the market to operate as it currently does, as well as on other local occupiers. There are also significant HGV movements in West Smithfield. These issues are not compatible with Quietways.

Appendix 1 shows the proposed revised route for the section along West Smithfield parallel to the south. It would use Cloth Street, Middle Street, Cloth Fair, the West Smithfield Rotunda, Hosier Lane, Smithfield Street and a section of West Smithfield west of West Poultry Avenue. This route avoids the busiest section of West Smithfield and therefore it would have less interference with the market operations. However, it requires facilitating two-way cycling in Smithfield Street and along the short section of West Smithfield.

- At Bishop's Square. Bishop's Square is private land, owned by the City Corporation but leased to other organisations. Discussions with key stakeholders for Bishop's Square identified no support for this area to be used as a cycle link. The existing usage and the physical infrastructure preclude its use as a Quietway.

Officers suggested that Bishopsgate should be used as an alternative route to Bishop's Square. However, this was not supported by TfL and as a result there is no viable alternative that would retain the directness of the routes.

- At Middlesex Street and Aldgate. The original Quietways route would have connected Middlesex Street with Jewry Street using the new Aldgate layout. However, neither Aldgate High Street nor St. Botolph Street provides an environment consistent with the Quietways' level of service.

Officers had prepared an alternative route for Middlesex Street and Aldgate, but due to the issue at Bishop's Square that could not be resolved it was necessary to remove a significant length of the network from that provisionally agreed by this Committee in September 2014, terminating at logical

intersections with CS1 and CS2 as shown in Appendix 1. These changes have already been agreed by the Grid Programme Board.

- At Jewry Street, Crutched Friars and Mark Lane. In reviewing the issues on the above link, the outcome resulted in that the remaining route between Aldgate and the cycle superhighway CS3 would no longer provide a continuous link or connectivity.

It is suggested that officers also remove this Quietways route on Jewry Street, Crutched Friars and Mark Lane. A request for this change would be considered by the Grid Programme Board for approval.

- 9) Members are being asked to endorse the proposed changes, including those pending, to the Quietways network as described in the above paragraphs.

Resources expended

- 10) The City has spent a total of approximately £98,825 (£90,390 on staff costs and £8,435 on fees) to progress the project to Gateway 3/4.

Overview of options

- 11) As Scheme Sponsor, TfL have remained closely involved throughout. This has meant that the routes and the measures developed needed not only to be appropriate for the City, but also required TfL's agreement or funding would not be released.
- 12) As set out in paragraph 8, it has been necessary to consider changes to the alignment of the Quietways network in the City that Members provisionally agreed. Following the review, an alternative route for the section along West Smithfield has been proposed by officers and approved by the Grid Programme Board. The Board has also agreed to remove the route north of Aldgate. Consideration of the removal of the route south of Aldgate is pending and will be considered at the next meeting of the Board.
- 13) In considering the Quietways route it has been essential to meet TfL's and the Grid Programme Board's requirements as well as our own. This has involved detailed consideration of the route and only one viable option is being presented to this Committee for endorsement. This resulting route is fully supported by your officers and is shown in Appendix 1. Any further negotiations would mean that our December 2016 deadline for delivery would not be met.
- 14) Similarly, the proposed outline measures for the Quietways network have been agreed in principle with TfL. As the development of these measures involved detailed consideration only one viable option at each location is being described below. The measures involve a combination of nominal changes to the existing infrastructure as well as some more significant measures (see below). Outlines of the measures are shown in Appendix 2A and 2B.
- 15) The majority of the network will involve nominal changes and include:
- Quietways wayfinding signage – branded upright signage and road markings. Appendix 3 shows examples of the proposed signage. Subject to detailed design it is expected that there will be 6 of these on key decision points on the City's highway. It is likely that more of this signage will be included but as part

of other schemes such as the Cycle Superhighways.

- road markings – e.g. adjusting existing and new road markings such as cycle symbols, lanes, yellow lines, etc.
- carriageway resurfacing – creating smoother surfaces. Some road surfaces (e.g. Middle Street) are more than 25 years old and are worn out, others (e.g. Gresham Street) will complement recent resurfacing programmes in the vicinity. The total area being resurfaced is in the order of 5630m² and represents about 27% of the QW network.
- kerb built outs with bicycle stands and tighter kerb radii at junctions – to slow down speeds, improve pedestrian crossing convenience and provide more on-street bicycle parking opportunities
- street lighting improvements – addressing social and safety concerns by upgrading luminaire to present day standards, including energy saving measures, at e.g. Hosier Lane, Cloth Fair, Middle Street and Crutched Friars
- bigger waiting areas for cyclists at signalised junctions
- changes to signal settings to provide better timings for pedestrians and cyclists where possible
- new traffic signal infrastructure (subject to outcome of trials currently being undertaken by TfL and new legislation being in place) – TfL have successfully trialled low level cycle signals and intend to use this new type of signal infrastructure on their network. These signal heads are much smaller and are mounted at cyclists' eye-level making it easier for cyclists to observe. They may be used in three different situations: 1) to signal a separate stage for cyclists, 2) to provide a head start at busy junctions, or 3) as a repeater of the main signal head. We aim to use low level cycle signals as repeaters, but also to provide cyclists a head start at the junction of Aldersgate Street/ Long Lane/ Beech Street/ Goswell Road (subject to further liaison with TfL and traffic modelling).

16) More Significant Measures are proposed at three locations and include:

- Amending the shared space in Wood Street south of London Wall. This would provide a more defined pathway for cyclists, improve clarity of this space and reduce conflicts. This will greatly improve the facility for cyclists without compromising the needs of other road users.
- Use of segregated contraflow cycle lanes in West Smithfield and Smithfield Street. This would provide better protection for cyclists using this area where there are more HGV movements. As part of this measure, it is proposed to remove two loading bays to ensure that the Quietways network can continue to operate effectively. Smithfield Market Tenants' Association supports the rerouting away from the main avenue, however, it would not support the loss of any loading bays even though they accept that these bays are further away from the main market operation and are only used occasionally (usually during festive periods). Although removing the bays will have some impact, it is considered that the safer cycling measure outweighs the need to retain these bays for their occasional use. Appendix 4 shows examples of this type of measure in Camden.
- A road closure to motor vehicles in Moor Lane at the junction with Chiswell Street, and to make Moor Lane two-way for traffic north of Ropemaker Street. Due to the narrow nature and the high pedestrian usage of Moor Lane, it is not appropriate to accommodate through traffic. This 'filtered cycle permeability' measure would assist cyclists greatly and make Moor Lane a

safer pedestrian and cycle friendly environment, whilst still allowing access for occupiers. The alternative route available for through traffic is Milton Street which is much wider and more appropriate for through traffic. Consultation with occupiers in this area showed a mixed reaction to this measure. The main concerns were the ability to access & egress Moor Lane should the street be closed off at one end. It is therefore proposed that this be implemented ahead of the consultation as a trial. The trial would consist of minimal capital investment but if it was successful, it would be likely that some changes to improve the road layout would be needed. The trial should be run for up to two months in order for the new circumstances to be managed and monitored; long enough to determine the required improvements without causing delay to implementation of the rest of the Quietways network. Success will be determined by the type and quantity of feedback from users as well as the operation of the local road network in both City and Islington. The outcome and a suggested way forward will be reported back to Members in the next gateway report.

- 17) It has been recognised that there may be a need to amend the Quietways route or measures to facilitate corporate or other significant priorities such as to accommodate the potential relocation of the Museum of London to the market buildings in West Smithfield. The measures proposed here would not preclude the City from doing this if it was necessary.

Proposed way forward and summary of recommended option

- Undertake a trial of the proposed point closure in Moor Lane as described in paragraph 16
 - Undertake public consultation on the proposals described above
 - Continue liaison with key stakeholders
 - Prepare detailed designs and cost estimates
 - Gateway 5 report to include outcome of the trial and the public consultations, and updated designs and costs estimates
- 18) The next step is to undertake public consultation. Due to the limited impact on the existing use of the City's streets the public consultation will focus on key stakeholders and those frontages immediately affected. The consultation will be conducted jointly with Islington and TfL, because of joined development of one Quietways route (Route 4) that is located in both City and Islington. TfL has agreed to facilitate the partnership of this part of our public consultation.
- 19) It is recommended that the measures described in this report are approved to be taken forward.

Procurement approach

- 20) It is proposed that the works will be carried out using the City's term contractor, unless it is not possible to make the changes to other organisations' equipment or apparatus (such as those of statutory undertakers). In this case, they will deliver these elements.

Table with financial implications

- 21) The Quietways project was initially estimated at £2.3 million, and TfL have

agreed and confirmed their commitment to meet these costs in principle. This external funding is restricted to use for this purpose only.

- 22) An overview of the financial implications for the project after Gateway 3/4 is shown in the table below.

Description	Recommended Option
Works Costs	£608,200
Fees	£68,500
Staff Costs	£174,500
Total	£851,200
Funding Strategy	
Source	TfL funded
Total funding requirement	£851,200

- 23) The estimated costs will allow for the public consultation and detail design work to be undertaken including topographical surveys, traffic surveys and traffic modelling ahead of next gateway report (Gateway 5). Due to the extended area of carriageway to be resurfaced it has not been possible to work out the costs in full detail yet. The uncertainties are mainly related to the level of drainage requirements, the ironwork to replace or reset, and the need for adjustments to utility services. To allow for these uncertainties provisional costs based on previous experience have been used, but these costs will be fine-tuned in the next gateway report.

Options Appraisal Matrix

See attached.

Appendices

Appendix 1	Map of the Quietways Network in the City
Appendix 2	Outline Design Proposals
Appendix 3	Examples of wayfinding signage
Appendix 4	Examples of full segregation

Contact

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Telephone Number	02073323970

Options Appraisal Matrix

	<i>Recommended Option</i>
1. Brief description	Cycling improvements with a combination of nominal and essential changes to the existing infrastructure
2. Scope and exclusions	<ul style="list-style-type: none"> • Provide physical changes to existing layout to achieve desired level of service • Adequate provision to cater for increased number of cyclists • Allow for most direct route possible
<i>Project Planning</i>	
3. Programme and key dates	Public consultation – Sep2015 Implementation – Jan 2016
4. Risk implications	<ul style="list-style-type: none"> • Objections from key stakeholders by removing loading provisions around Smithfield Market • Objections from occupiers to two-way operation in Moor Lane
5. Benefits and disbenefits	<ul style="list-style-type: none"> • Adhering to the desired level of service for all type of cycling
6. Stakeholders and consultees	<ul style="list-style-type: none"> • Consultation will be kept to a minimum and focus on key stakeholders organisation and those frontages immediately affected

<i>Resource Implications</i>	
7. Total Estimated cost	£950,025
8. Funding strategy	Costs will be claimed back via the TfL Portal
9. Estimated capital value/return	None
10. Ongoing revenue implications	£0
11. Investment appraisal	n/a
12. Affordability	Fully externally funded by TfL
13. Procurement strategy	The works will be undertaken by Riney's under the Highways term contract. Any signal works will be undertaken by TfL.
14. Legal implications	Certain measures listed under "More Significant Measures", such as contraflow cycle lanes and prohibition of vehicle access to Moor Lane, would require the City to make Traffic Management Orders. Subject to a successful outcome of the statutory consultation process, it is proposed that following consultation any decision whether to proceed to make the Orders would be taken by the Transportation and Public Realm Director under his delegated authority.
15. Corporate property implications	None

	<i>Recommended Option</i>										
16. Traffic implications	<ul style="list-style-type: none"> • Reallocation of road space on West Smithfield and Smithfield Street • Closing Moor Lane at junction with Chiswell Street 										
17. Sustainability and energy implications	<ul style="list-style-type: none"> • The materials used will conform to the City's agreed palette. 										
18. IS implications	It is anticipated that there will be a benefits for all user groups.										
19. Equality Impact Assessment	Approved										
20. <u>Recommendation</u>	Recommended										
21. Next Gateway	Gateway 5 - Authority to Start Work										
22. Resource requirements to reach next Gateway	<table border="1"> <thead> <tr> <th></th><th>Recommended Option</th></tr> </thead> <tbody> <tr> <td>Staff costs</td><td>£56,500</td></tr> <tr> <td>Fees</td><td>£33,500</td></tr> <tr> <td>Works</td><td>£4,000</td></tr> <tr> <td>Total</td><td>£94,000</td></tr> </tbody> </table> <p>The total required resource is in addition to the Spend to Date.</p>		Recommended Option	Staff costs	£56,500	Fees	£33,500	Works	£4,000	Total	£94,000
	Recommended Option										
Staff costs	£56,500										
Fees	£33,500										
Works	£4,000										
Total	£94,000										

APPENDIX 1 – MAP OF THE QUIETWAYS NETWORK IN THE CITY



Key

- City Boundary
- CoL Quietways Network agreed in principle
- Section to be abandoned
- Alternative Quietways Route
- Quietways developed by neighbouring authority
- Existing Cycle Superhighway
- TfL Cycle Superhighway under construction

NOTES

Rev	Date	Revision detail	Drawn	Checked	Approved

The Mayor's Vision for Cycling
CoL Quietways

Cycle Routes in the City
Network Overview

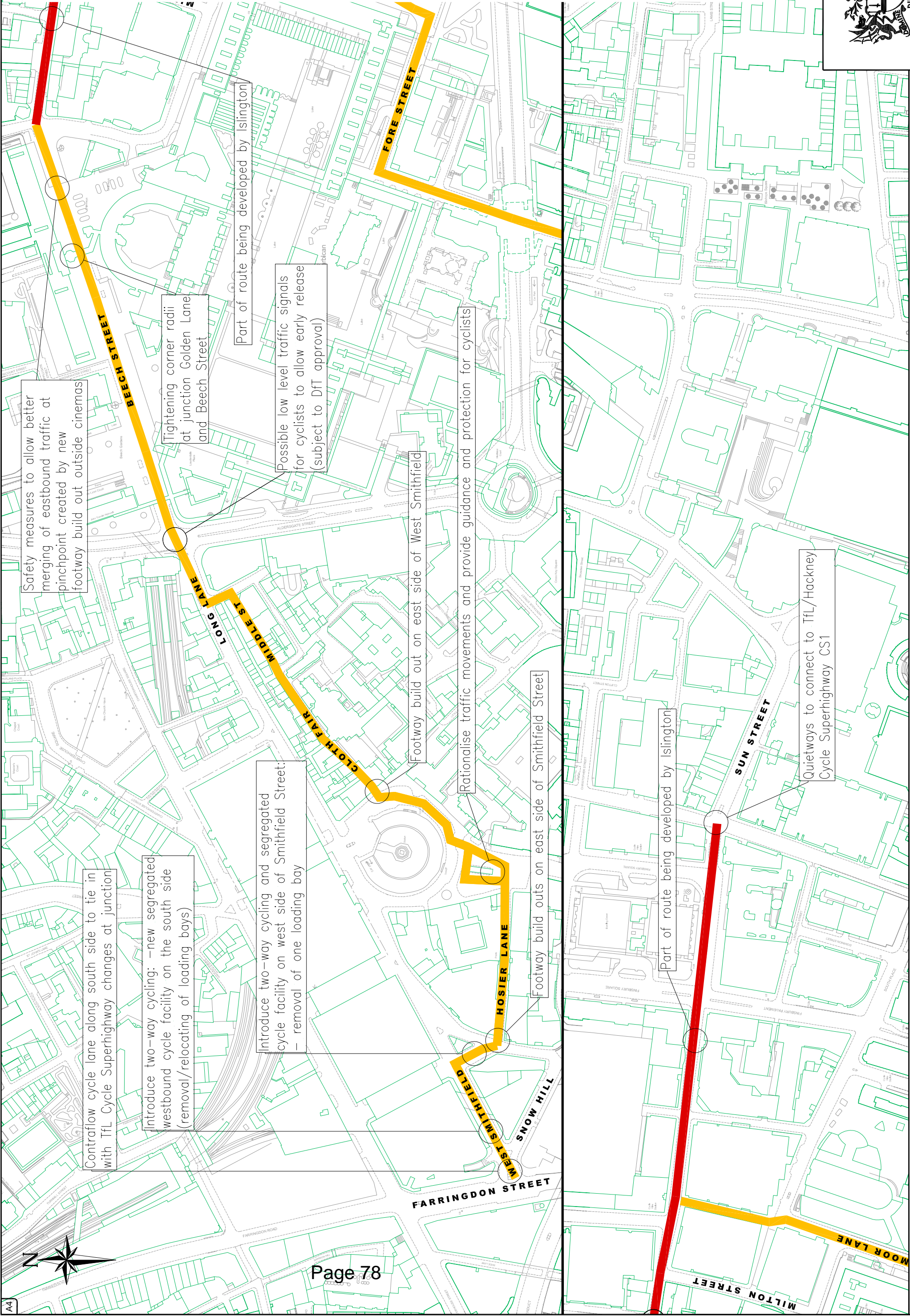
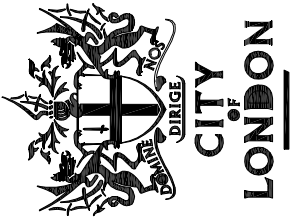
Scale	Original site-plan	Date
NTS	A4	14/4/15
Drawn	Checked	Approved
MK	SL	IS

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BUILT ENVIRONMENT
City of London Corporation
PO Box 270
Guildhall
London EC2P 2EJ
020 7332 1710



CR-QW-FD-CRA1-Rev 0

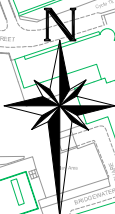
APPENDIX 2A - OUTLINE PROPOSALS BETWEEN FARRINGDON STREET AND SPITAL SQUARE



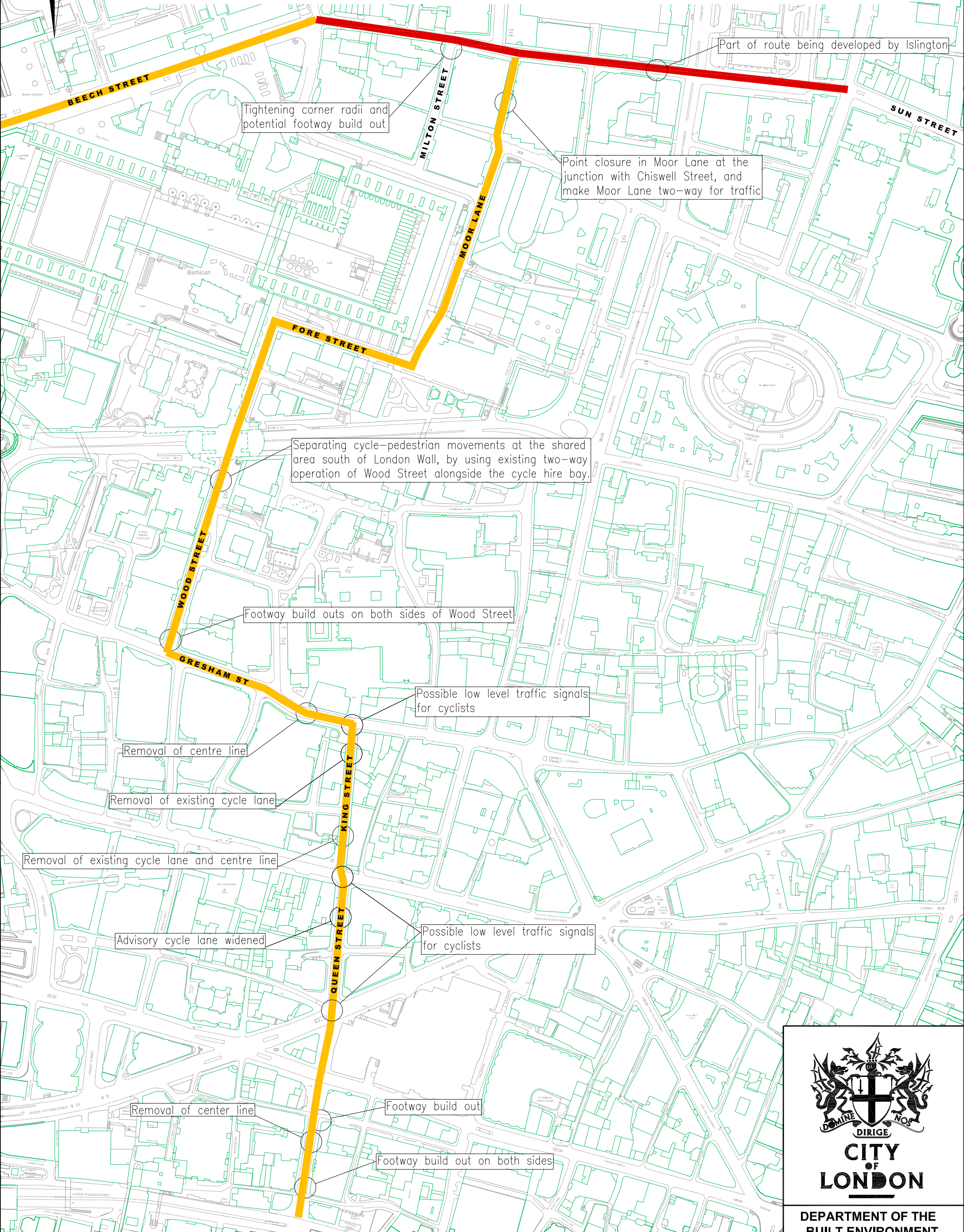
OUTLINE PROPOSALS between Farringdon Street and Spital Square/ Bishopsgate.
TfL to facilitate public consultation on this section on behalf of City and Islington.

DEPARTMENT OF THE BUILT ENVIRONMENT
City of London Corporation, PO Box 270, Guildhall
London EC2P 2EJ, 020 7332 1710

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APPENDIX 2B - OUTLINE PROPOSALS BETWEEN CHISWELL STREET AND UPPER THAMES STREET



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APPENDIX 3 – EXAMPLES OF WAYFINDING SIGNAGE

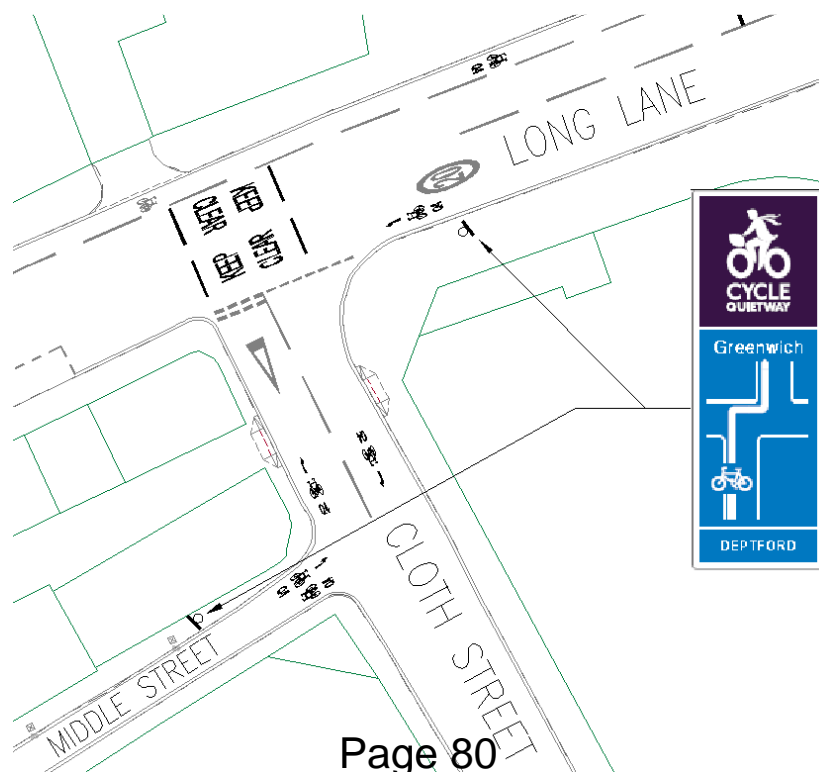
In partnership with the delivery partners on the Programme Board TfL has developed branded wayfinding signage for the Quietways cycle network which has been agreed and adopted by the Grid Programme Board. All routes delivered will receive a route number, e.g. Q4. This number shall be part of the illustrations on the upright directional signs as well as the road markings (see examples below).

The branded upright directional signs placed on the footway can reduce pedestrian comfort and add to street clutter and will therefore only be used at key decision points. It is essential that a coherent network of wayfinding signage is used across the Central London Grid, but it is anticipated that upright signage will only be required at places where the Quietway route connects with other routes e.g. at the junction of Moor Lane and Chiswell Street, as well as where the continuity of a Quietway route through a junction may not be immediately obvious e.g. in Long Lane where the Quietway network diverts from the existing established route (see the design below).

Examples of branded upright Quietway direction signs



Example of a design including Quietways road markings and map-type directional signs



APPENDIX 4 – EXAMPLES OF FULL SEGREGATION



Tavistock Place, Camden



Skinner Street, Camden

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