



Streets and Walkways Sub (Planning and Transportation) Committee

Date: MONDAY, 21 SEPTEMBER 2015

Time: 11.30 am

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
Revd Dr Martin Dudley	Michael Welbank

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

Lunch will be served in Guildhall Club at 1pm

John Barradell
Town Clerk and Chief Executive

AGENDA
Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**
To agree the public minutes and summary of the meeting held on 13 July 2015.

For Decision
(Pages 1 - 6)
4. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**
 - a) Fleet Street Area Strategy

For Decision
(Pages 7 - 18)
 - b) Gateway 3 / 4 Options Appraisal: Bloomberg Development - S278 Highway Changes

For Decision
(Pages 19 - 44)
 - c) Issue Report: Street Lighting Replacement Project

For Decision
(Pages 45 - 50)
 - d) Environmental Enhancement projects consolidated outcome report - Gateway 7

For Decision
(Pages 51 - 102)
5. **CITY FUND HIGHWAY DECLARATION - THAMES TIDEWAY TUNNEL DEVELOPMENT AT BLACKFRIARS FORESHORE**
Report of the Comptroller and City Solicitor.

For Information
(Pages 103 - 108)
6. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB-COMMITTEE**
7. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
8. **EXCLUSION OF THE PUBLIC**
MOTION – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act.

Part 2 - Non-public Agenda

9. **ISSUE REPORT: SKATEBOARDING (ST PAUL'S CHURCHYARD)**

Report of the Director of the Built Environment.

For Decision
(Pages 109 - 156)

10. **THAMES TIDEWAY TUNNEL - LAND DISPOSAL AT VICTORIA EMBANKMENT/BLACKFRIARS BRIDGE FORESHORE**

Report of the Comptroller and City Solicitor.

For Information
(Pages 157 - 178)

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

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

This page is intentionally left blank

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Monday, 13 July 2015

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Room 3 - 2nd Floor West Wing, Guildhall on Monday, 13 July 2015 at 1.45 pm

Present

Members:

Marianne Fredericks (Chairman)
Deputy Brian Harris (Deputy Chairman)
Randall Anderson
Deputy John Barker (Ex-Officio Member)
Revd Dr Martin Dudley
Sylvia Moys
Graham Packham
Jeremy Simons
Michael Welbank

Officers:

David Arnold	Town Clerk's Department
Olumayowa Obisesan	Chamberlains
Steve Presland	Department of the Built Environment
Iain Simmons	Department of the Built Environment
Ian Hughes	Department of the Built Environment
Patrick Hegarty	Open Spaces Department
Alan Rickwood	City of London Police

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Alex Bain-Stewart and Christopher Hayward.

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

There were none.

3. MINUTES

RESOLVED – That the public minutes of the meeting on 22 June 2015 be agreed.

4. OUTSTANDING REFERENCES

The Sub-Committee received the current list of Outstanding References and discussed the following matters arising:

Skateboarding

The Chairman advised that a City-wide review of skateboarding would be considered at the next Sub-Committee meeting in September 2015. The Director of Transportation and Public Realm added that references would be made to the trial at St Pauls but the review would also seek to identify measures that might be utilised elsewhere in the City of London. Members of staff at the City Corporation who were also skateboarders had so far been consulted and wider consultation with local skateboarders would be carried out.

UKPMS Carriageway Condition

The Assistant Highways Director advised that a briefing session for Members to aid in the understanding of the formula for the condition index had been scheduled for 14:00 – 16:00 on 31 July 2015.

Eastern City Cluster

A briefing note summarising discussions held at a recent Board meeting for the Sculpture of the City would be circulated to Members before the next Sub-Committee meeting.

20mph Speed Limit

Details of enforcement and average speeds resulting from the 20MPH limit would be available shortly and a one-year review of its implementation would be reported to the next Sub-Committee meeting in September 2015.

Cycling

In response to a Member's question, the City of London Police Sergeant advised that the recent accident near Bank Station was still under investigation. An initial hearing regarding a collision on Ludgate Hill was being heard at Court on 13 July 2015 to set a subsequent Court case and a person had been charged in relation to a third incident but a decision had yet to be made on whether the case would progress to Court.

RESOLVED – That the Outstanding References be noted.

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

5.1 Aldgate Highway Changes and Public Realm Enhancement

The Sub-Committee received a report of the Director of the Built Environment that provided an update on progress made regarding the Aldgate Highway changes and Public Realm Enhancement. Members were advised a further report would be considered by the Sub-Committee in November 2015.

The Assistant Director of Local Transportation advised that works were on target to fall within the £18.35 million cap on construction costs. He added that the Section 278 funding for 16% of the project cost had been confirmed and received and negotiations would start shortly regarding the Section 106 funding for an additional 31% of the project cost.

The Chairman noted that it was pleasing to see an agreement had been made regarding the demarcation of London Wall. The Chairman also suggested that a City drinking fountain be installed in the garden space, along with a space of remembrance for Aldgate victims of the 7/7 bombings. These proposals would be considered in a further report submitted to the Sub-Committee in November 2015.

In response to Members' questions, the Assistant Director of Local Transportation advised that enough funding had been received so far that use of the £10 million parking reserve had not been necessary yet. Reserves could hopefully be redistributed once designs were completed. In response to a question regarding cycling, he added that Transport for London (TfL) had administered a change to the cycling trial to include a wider carriageway with mandatory cycling lanes. TfL had been instructed to carry out detailed monitoring of the scheme for its impact on road users and pedestrians. City Corporation Officers would try to secure funding for a change to the scheme if deemed necessary by the monitoring process.

RESOLVED – That the report be noted.

5.2 **Barbican Seating**

The Sub-Committee considered a report of the Director of the Built Environment that sought approval to the return of the remaining Barbican Seating improvement project funding to the allocated Reserve committed to the delivery of projects from the Barbican Area Enhancement Strategy.

Members were advised that planters had been utilised by the Open Spaces Department in Golders Hill Park, not Golders Hill Green. Members also noted that owners of the freehold of properties included in the Barbican Estate needed to be included in future public consultations concerning the Barbican Area Enhancement Strategy.

RESOLVED – That:-

- a) the lessons learnt during the project be noted;
- b) the closure of the project be authorised; and
- c) 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, be approved.

5.3 **1 Angel Court Environmental Enhancements**

The Sub-Committee considered a report of the Director of the Built Environment that sought approval to the progression of the Environmental Enhancement project at 1 Angel Court. Members were advised that sections of road surrounding 1 Angel Court would be raised and vehicle access would remain unchanged.

RESOLVED – That:-

- a) the streets identified for enhancement and the design objectives for Angel Court be approved;
- b) the detailed options developed to reach Gateway 4, at an estimated cost of £35,000, be approved; and
- c) the Comptroller and City Solicitor be authorised 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.

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

The Sub-Committee considered a report of the Director of the Built Environment that sought approval for the decision on the Gateway 4 (detailed options appraisal) regarding the Bart's Close Enhancement project be delegated to the Town Clerk, in consultation with the Chairmen and Deputy Chairmen of the Streets and Walkways and Projects Sub-Committees.

Members were advised that the public consultation period lasted three weeks because considerable consultation had already been undertaken with relevant stakeholders and interested parties.

RESOLVED – That authority be delegated to the Town Clerk, in consultation with the Chairman and Deputy Chairman of the Streets and Walkways Sub-Committee, to determine the Gateway 4 (detailed options appraisal) report for enhancements to Bart's Close.

5.5 **Plough Place Environmental Enhancements**

The Sub-Committee considered a report of the Director of the Built Environment regarding the Plough Place Environmental Enhancement project. Approval was sought for the preferred design options for the full pedestrianisation of the road, new seating, lighting, and soft landscaping.

Members were advised that costs for maintenance requirements would be covered for five years under the Section 106 Agreement. Officers had tried to negotiate additional years' costs but this was not possible due to the fact that the Section 106 Agreement was made in 2009.

The Director of Transportation and Public Realm advised that motorcycle parking would be relocated a short walk way away Holburn, with 12 additional spaces provided. In response to a Member's question, the Director added that a pedestrian crossing would be available at the top of the Fetter Lane junction with Feather Lane.

Members noted that it was good to see the Developers making additional contributions to the project beyond their contractual requirements.

RESOLVED – That:-

- a) the detailed designs be approved;

- b) the commencement of the project at a cost of £694,791 in line with the outline programme be approved;
- c) the budget for works, staff costs, fees and maintenance at a total estimated project cost of £694,791 be approved; and
- d) any underspend from the evaluation stage to be spent on implementation be approved.

5.6 **Gateway 3/4 Options Appraisal: Mayor's Vision for Cycling – Quietways**

The Sub-Committee considered a report of the Director of the Built Environment regarding Cycling Quietways.

Members were advised that the number of cyclists within the City of London had trebled since 2000; lots of support and resources had been provided by the City Corporation to the Greater London Authority regarding Cycling Superhighways, with TfL covering costs. The Assistant Director of Local Transportation advised that a Programme Board formed by TfL and comprising representatives from the City Corporation and other Central London Boroughs, Royal Parks, and the Canal and River Trust had considered the City's Quietway proposals and recommended that the Quietway proposals through the East of the City of London be reconsidered and postponed, possibly beyond 2016. The Bishops Square area would not be suitable for any cycling routes as it was a highly pedestrianised area seven days a week. Members agreed and acknowledged that the route proposals would be postponed possibly beyond 2016.

Members considered the following matters regarding the proposals:-

- Quietways were not suited to many of the City of London streets due to their unique structure and the environment of the streets and walkways, so City-only networks should also be explored;
- Commuting cyclists were likely to choose more direct as opposed to quieter routes and less-active cyclists may wish to travel around the City of London on a variety of different routes;
- The proposed alternative Quietway route in the North-West of the City included Hosier Lane and Cloth Fair to avoid busy one-way streets around Smithfield Market. Cyclists should be returned to carriageways where possible rather than shared walkways with pedestrians;
- A TfL strategic link to join up Cycle Superhighways 2 and 3 had originally been considered by TfL but was not now included in TfL's Superhighway Business Plan which was a cause of concern.
- The addition of new cycle Quietway signs was important but needed to be considered in the light of the City Corporation's requirement to de-clutter streets and walkways;
- Training, such as the City's Attrium programme, was important for cycling in Central London to reduce the likelihood of indiscipline from cyclists;

In response to Members' questions, the Assistant Director of Local Transportation advised that bidirectional segregated cycling lanes had recently

become less popular due to safety concerns with pedestrians and interaction with other vehicles. He added that the City Corporation delivers more activities and campaigns to educate cyclists than any other Local Authority. In addition, the City Corporation was the only member of the Task Group currently on target for cost, time, and quality of work in relation to their Quietway programme.

In response to Members' comments, the Director of Transportation and Public Realm added that funding to propose a variety of different Quietway routes within the City of London would be explored.

RESOLVED – That:-

- a) the report be noted and the changes to the Quietways network be approved;
- b) progress with the recommended measures and the undertaking of wider public consultation and detailed design, be approved;
- c) the implementation of a trial of an experimental closure of the northern end of Moor Lane be approved; and
- d) the postponement of parts of the route proposals possibly beyond 2016 be noted and agreed.

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

A Member noted his concern for the use of tactile paving at pedestrian crossings and its possible impact on elderly and disabled users. Members were advised that the guidance set by the Department for Transport on tactile paving had to be applied but different ideas and designs could be implemented by City Corporation Officers. For instance, red blister tactile paving was not used within the City of London.

In response to a Member's question regarding project priority, Members were advised that details of priority projects were submitted to the Planning and Transportation Committee and Projects Sub Committee on a six monthly basis. Consultation exercises were carried out to determine future project prioritisation based on aspects such as political importance and additional funding received.

7. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There was none.

The meeting ended at 3.45 pm

Chairman

Contact Officer: David Arnold
tel. no.: 020 7332 3414174
david.arnold@cityoflondon.gov.uk

Committee(s):	Date(s):	Item no.
Streets & Walkways Sub-Committee Cultural Hub Working Party (for information)	21 September 2015 1 October 2015	
Subject: Fleet Street Area Enhancement Strategy – pre-consultation report		Public
Report of: The Director of the Built Environment		For Decision

Summary

This report sets out the planned public consultation exercise for a revised and expanded Fleet Street Area Enhancement Strategy. Numerous large-scale, regenerative changes are planned to take place in the wider area over the next decade, and so there is a need to respond to these changes and an opportunity to implement transformative change on Fleet Street, Ludgate Hill and the adjoining courts and lanes.

Fleet Street represents an area of need in terms of public realm enhancement and investment. The existing public realm has changed little following the decline of the newspaper industry in the 1980s, and offers inefficient pedestrian, cycling and bus infrastructure to meet the needs of the City of London today. Ludgate Circus has been targeted as a location for road casualty reduction, and loading patterns along the corridor conflict with other road users. There is also a lack of high quality public open space in the area, particularly in the courts and lanes south of Fleet Street.

The 2004 Fleet Street Courts & Lanes Design Strategy focussed on improvements to the courts and lanes north of Fleet Street where funding was available through Section 106 contributions on local developments. The Strategy did not propose enhancements to Fleet Street itself, because at that time the City did not have the experience and resource to complete a project of this scale. The City is now well versed at planning and delivering large scale, transformative projects, and enhancements to the Fleet Street corridor would now be considered a 'business as usual' activity.

Whilst transformative in itself, an enhancement of the Fleet Street corridor would also complement other large-scale projects in the wider area. Proposals for a major remodelling of Aldwych are being developed by Westminster City Council and Transport for London, and the Garden Bridge is proposed to 'land' near the Temples, creating a new strategic pedestrian link. Similarly, the north-south Cycle Super Highway intersects Fleet Street at Ludgate Circus, and the east-west route will run parallel with Fleet Street along the Embankment.

At the local level, Fleet Street is an important pedestrian, cycle and traffic route. At present, the street does not adequately support these users; Ludgate Circus has been identified as a priority area through the City's Road Danger Reduction Plan; and footway widths are inadequate at numerous points along the corridor. Whilst the courts and alleyways adjacent to Fleet Street are valuable local links, many of them do not currently offer attractive and welcoming environments, with a lack of seating

a particularly common issue.

All of these projects will significantly change the function of the area, and there is a risk that if these changes are not addressed the Fleet Street corridor will fail to support an increased demand for quality public space and sufficient space to accommodate increases in pedestrian and cyclist movement.

The revised and expanded Strategy will also provide a framework for public realm and highway enhancements in the area, including the courts and lanes adjacent to Fleet Street. It will establish a set of objectives to ensure that the area is accessible, well connected, provides comfortable spaces for people to enjoy and will deliver safe and well-functioning streets and spaces for all users.

The 2004 Fleet Street Courts & Lanes Design Strategy facilitated the delivery of six priority projects, at a cost of approximately £1.6m over a five year period. Since 2009, as a result of the low level of development in the area there have been no further projects implemented. The transition to the Community Infrastructure Levy (CIL) as a principal source of funding will allow the City to better address areas of need, such as Fleet Street, rather than be restricted to areas of development activity (noting that allocation of CIL will be dependent upon an assessment of competing priorities).

A total of £56,350 (fees and staff costs) will be required to carry out the public consultation and take the strategy to adoption in 2016. This amount is consistent with cost of similar processes relating to the recent Cheapside and Guildhall Area Enhancement Strategy and Riverside Walk Enhancement Strategy. It is proposed that this is funded from the Section 106 agreement connected to 30 Old Bailey / 60 Ludgate Hill.

It is proposed that the draft Fleet Street Area Enhancement Strategy be made available for public consultation in winter 2015. Subject to the outcome of the consultation process, the strategy will be submitted to committees for adoption in spring 2016. Delivery of the projects identified in the strategy will be timed, dependant on funding and the coordination of streetworks to mitigate potential congestion.

Copies of the draft strategy are available in the Member's Reading Room.

Recommendations

It is recommended that:-

- i. Additional resources of £56,350 be approved to carry out the consultation and finalise the strategy document, to be funded from the Section 106 agreement connected to 30 Old Bailey / 60 Ludgate Hill;
- ii. Members agree that public consultation on the Fleet Street Area Enhancement Strategy takes place in winter 2015;
- iii. Authority be delegated to the Director of the Built Environment to finalise the details of the relevant consultation materials in liaison with the Chairman and Deputy Chairman of the Streets and Walkways Sub-Committee.

Main Report

Background

1. The Fleet Street Courts & Lanes Design Strategy was approved in 2004 to coordinate the delivery of functional improvements, visual enhancements and integrated management in the Fleet Street area. The key vision of the strategy was to create an accessible, safe, functional and attractive series of courts and lanes adjoining Fleet Street, enhancing the 'fine grain' of the street network in the area.
2. The strategy was conceived as part of the City's 'Street Scene Challenge' programme, and set out a five-year plan for implementation. Key individual projects were outlined in line with a set of overarching design guidelines, building on the existing character of the conservation area in which the strategy area sits.
3. It is now proposed to update the 2004 document, in order to bring it up to date with relevant policies, and to broaden the scope to include the entire Fleet Street / Ludgate Hill corridor and the courts and lanes to the south of Fleet Street.

Policy Context

4. The review of the Strategy aims to align the document with the policy framework provided by both the Mayor's London Plan and the City's Local Plan. The revised strategy also supports the objectives of key corporate strategies, including the Air Quality Strategy, the Cultural Strategy and the Visitor Strategy.
5. The Strategy area falls within the Fleet Street and St Paul's Cathedral conservation areas. A Character Summary and Management Strategy SPD was adopted for the latter in 2013 and the draft for Fleet Street was reported to the Planning and Transportation Committee on 31st July 2015, following which a draft was made available on the City's website for informal consultation.

Fleet Street Area Enhancement Strategy Objectives

6. Through the Local Plan, the City Corporation plans for future growth in order to ensure that the City can continue to function successfully and provide a welcoming environment for residents, workers and visitors. The strategy will provide a framework for the future development and improvement of the public realm, based on clear evidence of need and requirements for future growth. The revised Fleet Street Conservation Area SPD will provide further guidance in this regard.
7. The strategy will also play an important role in the development of the Cultural Hub. As one of only two main links between the City of London and the West End, Fleet Street will play an increasingly important role in facilitating

the movement of people between two cultural centres, whilst having the potential to become a destination in its own right.

8. The vision for the Fleet Street Area Enhancement Strategy is consistent with the policies contained within the City's Local Plan. The main vision consists of three aims:
 - To create simple, attractive and welcoming spaces for the benefit of the City community;
 - To improve the function of the street environment for all users and mitigate conflict between these different modes of transport;
 - To improve accessibility of streets and crossings thus creating an inclusive street environment for users of varying mobility levels.
9. The vision is supported by a number of additional objectives that seek to implement the policies of the strategies and plans outlined above. These objectives include:
 - To continue the implementation of the City's Road Danger Reduction Plan, by seeking to reduce the number of casualties;
 - To progress the development of the Cultural Hub, enhancing the setting of cultural attractions in the area whilst facilitating movement between cultural destinations further afield;
 - To conserve or enhance the significance of the City's heritage assets and their settings;
 - To improve the lighting of the streetscape;
 - To investigate opportunities for public art;
 - To introduce more seating in the area, with an appropriate mix of seating types.

Major project proposal – Fleet Street / Ludgate Hill corridor

10. The main project proposal identified in the Strategy is the reconfiguration and enhancement of the Fleet Street / Ludgate Hill corridor. This route is the principal ceremonial route to the City from the west, and is identified in the Local Plan as one of the City's Principal Shopping Centres.
11. Despite the importance of the route, and the changes that have taken place since the exodus of the newspaper industry in the 1980s, the streets have received isolated improvements, but not within the context of an overarching strategy. Footways are generally narrow and cluttered, and are inadequate to cope with the increasing numbers of people using them. It is

proposed to redress the balance in favour of pedestrians, modelled on the recent enhancements to Cheapside.

12. As was the case with Cheapside, a study commissioned by the City of London found that rental prices for retail units in the area are lower in comparison to other 'principal shopping centres' in London. Enhancements to the public realm would likely increase the attractiveness of the area, improving the image of the street and leading to greater investment.
13. To achieve this, proposals include widened footways along the length of the corridor and a reduction in street clutter. This may be achieved by narrowing the carriageway and introducing inset loading facilities. The key junction at Ludgate Circus will be designed in accordance with the north-south Cycle Superhighway, which is currently under construction. As part of the consultation, consideration will be given to the preferred approach to accommodate increasing numbers of cyclists.
14. Tree planting is not proposed on the main thoroughfare, in order to maximise available footway width and preserve key viewing corridors of landmark buildings along the route.

Courts & Lanes

15. The 2004 strategy proposed a variety of enhancements to the courts and lanes to the north of Fleet Street. As noted above, a number of these projects have since been implemented, improving connectivity and accessibility in the area.
16. Despite the success of the completed projects, there are many other similar spaces, particularly to the south of the main corridor, that would benefit from similar enhancements. Priorities include improving local wayfinding and increasing the amount and variety of seating on offer.
17. It is proposed to replicate this successful approach in the area to the south of Fleet Street. The fine grain nature of these courts and lanes provide opportunities to increase connectivity, and provide calmer, quieter movement alternatives to the main corridor, whilst at the same time creating improved 'dwell' spaces which are currently underprovided in the City.
18. Their enhancement will also allow greater understanding of and access to the area's heritage, connecting as they do landmarks such as St Bride's Church and St Dunstan-in-the-West.

Consultation Approach

19. A public consultation is proposed at this stage of the Strategy development to ensure a responsive and inclusive approach. The consultation will target different stakeholder groups, including visitors, workers, local businesses and other key local occupiers, residents and developers to ensure that as full a picture as possible is achieved. Consultation with other City departments has

already taken place, and relevant amendments made to the draft document.

20. It is proposed that the draft Strategy will be the subject of consultation exercises for a six-to-eight week period during autumn 2015. Following the end of the consultation period, the Strategy will be reviewed and amended in light of the feedback received, following the 'you said, we did' approach. The revised strategy will be brought back to Members for formal adoption, which is anticipated will be in March 2016.
21. The consultation will be carried out to ensure that the views of all relevant stakeholders are gathered. Engagement will be sought using a variety of methods that will be adjusted to suit the target group. The following groups and methods of consultation will be utilised:
 - Local residents will be consulted via leaflets and an article in the City Resident magazine.
 - Local businesses, occupiers and developers will be consulted through emails, leaflets and staffed drop-in sessions;
 - Visitors and vehicle drivers will be consulted through on-street publicity, including posters and postcards, which direct people towards the City website, with taxi drivers approached through the London Taxi Drivers Association;
 - Cyclists will be consulted through the City Cycle Forum;
 - TfL will be consulted through direct meetings with officers;
 - All consultees will also be directed to the City's website where the full strategy document will be available to view, and a questionnaire will be available to provide feedback.
22. If Members are minded to approve this report, it is recommended that authority be delegated to the Director of the Built Environment to finalise the details of the relevant consultation materials in liaison with the Chairman/Deputy Chairman of the Streets and Walkways Sub-Committee.
23. A consultation on the draft Fleet Street Conservation Area SPD is also planned to take place in autumn 2015. Officers will consider how the two consultations may be coordinated.

Financial Implications

24. To date the Strategy has been developed using funding from Transport for London, through the Major Schemes programme for 2014/15. A total of £64,000 was allocated, of which £37,369 was spent; this allowed for the development of the draft Strategy, consultation with internal stakeholders, and updates to the Strategy in preparation for full public consultation. The financial summary to-date is set out in Appendix 4, table 1; the remaining funds allocated from TfL could not be used as the contribution was only received in October 2014 and was time-limited, and so the balance was directed to other City projects where Members considered that the funding

could best be utilised. This funding was fully utilised through projects such as Austin Friars.

25. The estimated cost of the public consultation and management of the process to adoption is £56,350 (shown in Appendix 4, table 2). There is no funding available from the TfL allocation for 2015/16, and so it is proposed that these costs be funded from the 30 Old Bailey / 60 Ludgate Hill Section 106 contribution.
26. The fees element will be used to: design and procure consultation material, including leaflets, flyers and promotional boards; consolidate and analyse feedback from the consultation; and produce a revised strategy document in light of the comments received. The staff costs will be used to: manage the consultation and strategy review process, including management of consultants, through to adoption of the strategy; provide a staff presence during the consultation period; and produce the necessary reports to take the strategy through to full adoption in 2016.
27. A more detailed funding strategy in relation to the delivery of projects identified will be presented to Members as part of the report recommending adoption of the strategy following consultation. This will take account of any amendments to the document as a result of the consultation. The planting of trees and other enhancement works may result in some additional revenue costs in terms of maintenance; any such implications will be further considered as part of this process.
28. Funding for the implementation of the projects contained in the strategy is likely to be provided from a combination of: future Section 106 contributions and Section 278 agreements associated with local developments; Community Infrastructure Levy (CIL) payments; and Transport for London's funding programmes for Major Schemes and the Local Implementation Plan.
29. Any future allocation of resources will be subject to further approval in line with the strategic prioritisation of the various proposals, value for money considerations, and availability of funding sources. However, many of the proposed strategy measures are likely to be considered as "relevant infrastructure" (e.g., roads and other transport facilities; open spaces) and therefore the use of S.106 and S.278 contributions towards them would not be compliant with the CIL Regulations.

Conclusion

30. It is proposed to undertake public consultation on the Fleet Street Area Enhancement Strategy in order to aid the development of the strategy and ensure that the proposals meet the needs of the City community. This will take place in autumn 2015, with a revised version submitted to Committee for adoption in March 2016.
31. It is recommended that:

- Additional resources of £56,350 be approved to carry out the consultation and finalise the strategy document, to be funded from the Section 106 agreement connected to 30 Old Bailey / 60 Ludgate Hill;
- Members agree that public consultation on the Fleet Street Area Enhancement Strategy takes place in winter 2015;
- Authority be delegated to the Director of the Built Environment to finalise the details of the relevant consultation materials in liaison with the Chairman and Deputy Chairman of the Streets and Walkways Sub-Committee.

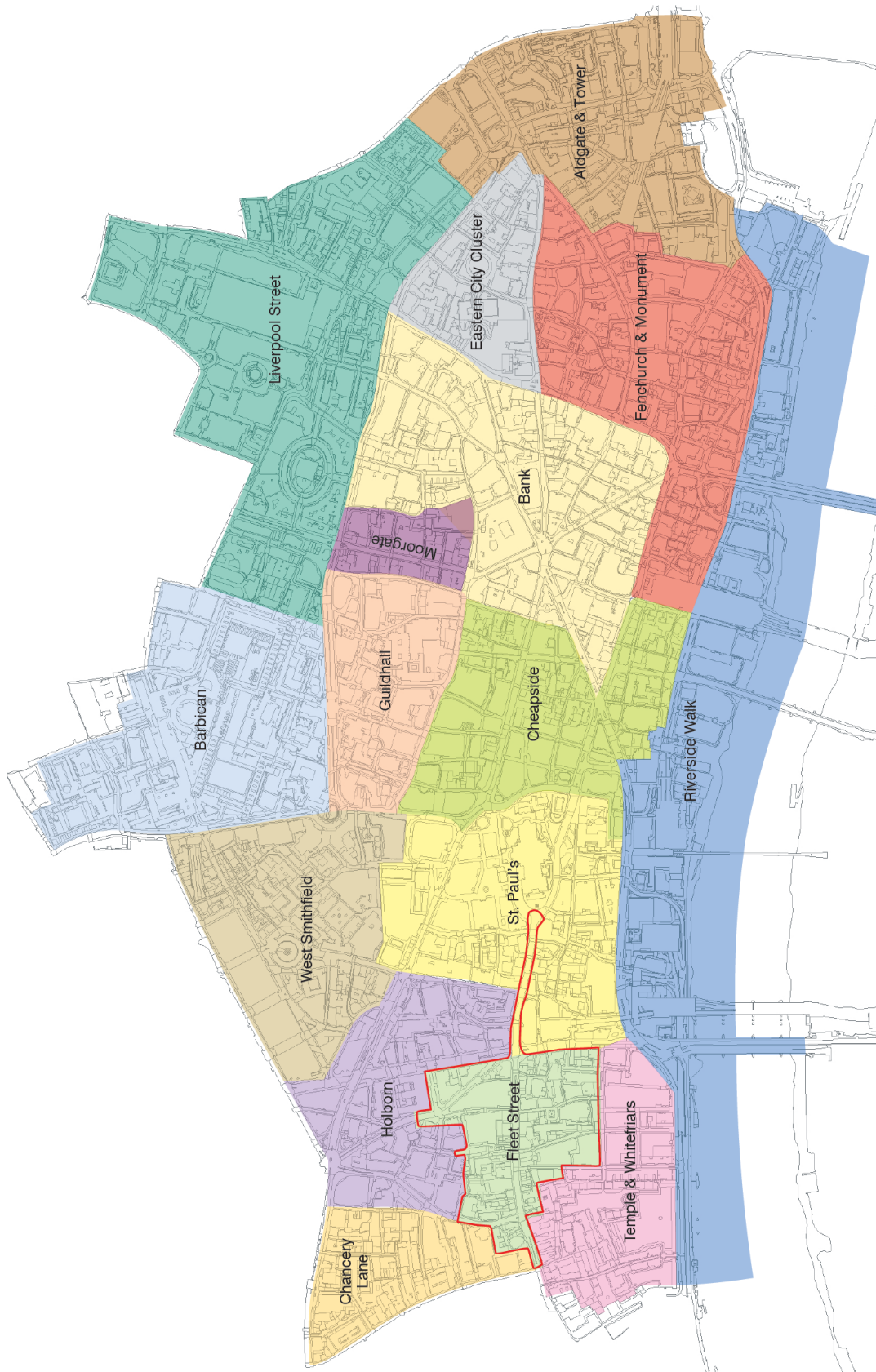
Appendices

- Appendix 1: City of London Area Enhancement Strategies Map
- Appendix 2: Projects Completed under the 2004 Fleet Street Courts & Lanes Design Strategy
- Appendix 3: Plan of key public realm enhancement opportunities
- Appendix 4: Finance summary tables

Author

Tom Noble
tom.noble@cityoflondon.gov.uk
020 7332 1057

Appendix 1: City of London Area Enhancement Strategies Map



Appendix 2: Projects Completed under the 2004 Fleet Street Courts & Lanes Design Strategy

Project	Description	Approximate cost
Fleet Street Courts & Lanes	Various improvements to the numerous courts and lanes in the Fleet street area as part of the implementation of the Fleet Street Courts and Lanes Enhancement Strategy. The works included lighting, signage, paving and seating improvements	£270,000
Shoe Lane (Phases 1 & 2)	Improved junction at Shoe Lane, a street closure and associated security infrastructure around the Goldman Sachs buildings, and the introduction of new public art	£600,000
Red Lion Court	Accessibility improvements through the raising of the carriageway to footway level and re-surfacing of the area in high quality paving materials	£120,000
Johnson's Court	Re-landscaping of this historic courtyard and included the addition of trees and planting, a central water feature and seating to create a more useable and attractive space	£170,000
Crane Court	Installation of a number of lead planters, creating a more attractive public space.	£180,000
St Bride's Passage	Upgrading of existing planters and the introduction of additional planters, new planting, paving, lighting and seating	£275,000
Total		£1,615,000

Appendix 3: Plan of key public realm enhancement opportunities



Appendix 4: Finance summary tables

Table 1 - Expenditure to-date

16800303 - Fleet Street Area Strategy Review			
Description	Approved Budget (£)	Expenditure (£)	Balance (£) *
Pre-Evaluation - Staff Costs	24,000.00	23,868.99	131.01
Pre-Evaluation - Fees	40,000.00	13,500.00	26,500.00
TOTAL	64,000.00	37,368.99	26,631.01

* Re-allocated to Austin Friars

Table 2 - Revised budget required to finalise strategy

16800303 - Fleet Street Area Strategy Review			
Description	Approved Budget (£) **	Increase (£)	Balance (£)
Pre-Evaluation - Staff Costs	23,869.00	31,350.00	55,219.00
Pre-Evaluation - Fees	13,500.00	25,000.00	38,500.00
TOTAL	37,369.00	56,350.00	93,719.00

** After re-allocation of resources to Austin Friars

Committees:	Dates:
Streets and Walkway Sub-Committee	21 September 2015
Projects Sub-Committee	08 October 2015
Subject: Gateway 3 / 4 Options Appraisal: Bloomberg Development – s278 Highway Changes	Public
Report of: Director of the Built Environment	For Decision

Summary

Dashboard

- Project Status: Green
- Timeline: Gateway 3 / 4
- Project estimated cost: Circa £5 million
- Spent to date: £224,305 of approved budget of £250,000 (as at 31 July 2015)
- Overall project risk: Green

1.0 Progress to date including resources expended and any changes since previous gateway

1.1 Planning permission for the Bloomberg development at the former Bucklersbury House site was granted in March 2012. This project largely relates to the section 278 highway changes that are necessary to integrate the development into the public highway and must be delivered in time for the building's practical completion in late 2017. The s278 Agreement was signed in October 2013.

1.2 The Gateway 2 report was approved in February 2012 prior to the outcome of the planning application (instigated at the request and expense of the developer). The report was phrased in such a way so as not to pre-empt the decision of the planning process.

1.3 An "Issues Report" was subsequently approved in June 2013, after planning approval, to extend the scope of the project from highway evaluation and design (as approved at Gateway 2) to include implementation of highway changes in addition to substantial environmental enhancements at the request of the developer.

1.4 In order to achieve the best possible project outcome, the proposed highway changes have been developed in conjunction with local key stakeholders by way of the project governance group, the Bloomberg Working Party (see Appendix 1 for background information including membership details). The group first convened in December 2012 and has since met eight times (as at July 2015).

- 1.5 A “Schedule of Highway Needs” was developed with the Bloomberg Working Party to identify and capture the highway needs of each key stakeholder. These included: (a) pedestrian, cycle and vehicular access requirements, (b) loading / servicing needs, (c) provisions for special events and unique operational needs and (d) emergency evacuation requirements.
- 1.6 The “Schedule of Highway Needs” resulted in the identification of 43 essential requirements (needs), four desirable requirements (wants) and one item outside of the scope of this project. This last item relates to a strip of land adjacent to Mansion House known as “The Grid” which is private land (and therefore not subject to improvements by s278 public funds). The location of “The Grid” can be viewed in Appendices 2a and 2b.
- 1.7 The recommended highway changes successfully meet **all** the identified essential requirements (needs) of local key stakeholders and fulfil as many of the desirable requirements (wants) as is possible. The recommended option, as developed with the Bloomberg Working Party, is shown in Appendices 2a and 2b.
- 1.8 In advance of formal Committee consideration, two briefing sessions were offered to Ward Members of Cordwainer, Dowgate, Vintry and Walbrook in addition to the Chairman and Deputy Chairman of relevant Committees on 21 and 24 July 2015. In addition, the main session on 21 July 2015 provided an opportunity for elected Members to meet the members of the Bloomberg Working Party.
- 1.9 The briefings were a joint-presentation between the City of London and Bloomberg. They provided an opportunity for Members to learn more about the public highway and private realm proposals associated with the Bloomberg development and how these will integrate seamlessly. Both briefing sessions were well attended and positively received.
- 1.10 Since the project commencement in February 2012, a total of £224,304.59 of an approved budget of £250,000 has been expended as shown in Appendix 3.

2.0 Overview of options

- 2.1 The proposed highway changes, as developed with the Bloomberg Working Party, are shown in Appendices 2a and 2b. These proposed highway changes form the recommended option and consists of three elements:
- (i) Highway changes to accommodate the development (s106 and s278 obligation of the developer);
 - (ii) Substantial environmental enhancement to meet the needs of the developer (voluntary contribution from the developer); and
 - (iii) Highway improvements to address road safety issues at Cannon Street as summarised in Appendix 4.

2.2 The recommended option has been: (a) Informed and shaped by the highway needs of local key stakeholders represented on the Bloomberg Working Party and (b) Influenced by the form of the development which already has planning permission. It is therefore unlikely that there will be alternative options to consider.

2.3 Hence the Options Appraisal Matrix attached reflects the single option which is recommended to Committee for approval.

2.4 Overall, the highway changes propose the use of high quality material such as Yorkstone and granite setts to match and compliment the high standard of the development.

2.5 At present, all elements of the proposal are currently funded from s106 and s278 contributions with the exception of (a) the southern side of Cannon Street, and (b) Bucklersbury and northern end of Walbrook.

Road Safety Issue at Cannon Street

2.6 There is a significant cluster of accidents involving vulnerable road users (pedestrians and cyclists) along Cannon Street as shown in Appendix 4. This would result in the City eventually instigating a road danger reduction scheme to independently address the road safety issue at this location. However, the opportunity has arisen for the northern side of Cannon Street to be improved as part of the s278 highway changes for the Bloomberg development.

2.7 The proposal at Cannon Street intends to introduce improvements similar to that delivered at Cheapside to address the road safety issue and enhance the street environment concurrently. This includes the rationalisation of kerb lines on both sides of Cannon Street to provide wider footways and a more consistent carriageway width similar to that achieved as part of the award-winning Cheapside scheme.

2.8 The funding for the southern side of Cannon Street is currently unconfirmed as this does not form part of the s278 obligation of the developer. Funding will therefore be sought from the Community Infrastructure Levy (CIL) and / or Parking Reserve Fund so consideration can be given to improving the southern side of Cannon Street at the same time as other highway changes are delivered around the Bloomberg development.

Cobblestones at Bucklersbury and northern end of Walbrook

2.9 The current cobblestones at Bucklersbury is considered of low historical value having been installed circa 25-years ago. As it is, the uneven cobble surface is no longer considered fit for purpose. It is very uncomfortable to walk on for able-bodied pedestrians and difficult for those with mobility issues such as wheelchair users.

2.10 In addition, its presence in front of the main entrance to Mansion House where many high profile events are held – normally requiring women to be in long gowns and heels – further adds calls for the renewal of the existing surface. The proposal is therefore for the existing surface to be replaced with granite setts which will provide a more even and comfortable walking surface for pedestrians.

2.11 Funding for this element of the proposal is currently unconfirmed as it does not form part of the s278 obligation of the developer. Possible funding sources include a voluntary contribution from the developer (subject to on-going negotiation), CIL and / or Parking Reserve Fund.

2.12 Where funding is not able to be confirmed for these two elements of the proposal, the implementation will be held in abeyance until such time as funding is available. The remaining highway proposals can be delivered independently of these two elements if required.

3.0 Proposed way forward and summary of recommended option

3.1 It is proposed the project now progresses to detail design including further investigation on the details of underground structures and utilities.

3.2 As part of the detail design process, a new project group called the Bloomberg Design Team will be established. Membership of this group will be limited to representatives of the City of London, Bloomberg and their respective agents. The group will be responsible for all aspects of detail design and liaise with the Bloomberg Working Party as appropriate.

4.0 Procurement approach

4.1 The detail design will be undertaken by the Bloomberg Design Team, a collaborative working group between the City of London and Bloomberg (and their respective agents).

4.2 This approach is in acknowledgement of the highly consistent design principles that have been adopted by both parties for the public and private areas, and the shared aspiration for the seamless integration of both spaces. It is therefore considered of mutual benefit for the existing partnership to continue to progress the proposal.

4.3 The design drawings and construction package will be produced in-house by the Highways Team as part of the Bloomberg Design Team. Other external suppliers will be used for technical surveys and investigations such as utility searches and radar surveys. These will be procured in compliance with the City Procurement Regulations.

4.4 The works are proposed to be implemented by the City of London's Term Highway Contractor. These will be delivered in phases and coordinated with the

developer's programme and the operational needs of the local key stakeholders.

5.0 Financial implications

5.1 The table below shows the total estimated costs of the recommended option in Appendices 2a and 2b.

Total Estimated Costs

Description	Estimated Cost
Works Costs*	£4,356,500
Fees	£292,000
Staff Costs	£450,000
Hospitality	£5,000
Total Estimated Costs	£5,103,500
Tolerance + / -	10 percent

* Excludes utility works but this cost is anticipated to be within the tolerance shown above.

5.2 The table below summarises the current funding strategy for the recommended option shown in Appendices 2a and 2b.

Funding Strategy

Funding Source	Amount*
Bloomberg - s278	£ 3,312,500
Bloomberg - s106	£ 542,000
Walbrook St Swithin's - s106	£ 398,000
To be confirmed**	£ 851,000
Total	£ 5,103,500

* Including indexation and interest to 31 March 2014.

** Community Infrastructure Levy (CIL) or Parking Reserve Fund or voluntary contribution from developer to be confirmed at Gateway 5.

6.0 Recommendations

6.1 It is recommended that Members:

- Approve the proposed highway changes shown in Appendices 2a and 2b to be progressed to detail design;
- Agree an increase in budget of £452,000 to complete detail design as shown in Appendix 5 including a risk allowance to manage the impact of utilities on the project programme;
- Delegate authority for any adjustments between elements of the £452,000 required budget to the Director of the Built Environment in conjunction with the

Chamberlain's Head of Finance provided the total approved budget of £452,000 is not exceeded;

- Note that the next Gateway is dependent on funding sources sought and / or secured as follows:

If "Parking Reserve Fund" and / or "CIL – Neighbourhood / Unallocated" funding is sought, then the project will progress to Gateway 4a as approval from the Corporate Priorities Board and the Resource Allocation Sub Committee would be required;

If "CIL - Department of Built Environment" and / or "voluntary contribution from developer" funding is secured then the project can progress to Gateway 4b as approval of the Court of Common Council is required for projects over £5 million in value.

- Note that implementation of elements of the proposal currently awaiting funding - being (a) the southern side of Cannon Street, and (b) Bucklersbury and the northern end of Walbrook - will be confirmed at Gateway 5 and can be held in abeyance until such time as funding is available.
- Authorise Officers to enter into any legal agreements required to progress the proposed highway changes including to secure any voluntary contributions from the developer.
- Agree for construction material with critical lead-in times to be pre-ordered before Gateway 5 approval provided funding is received from the developer. (This to ensure construction can commence in a timely fashion to meet the developer's programme.) Such agreement to be delegated to the Director of the Built Environment in consultation with the Chairman and Deputy Chairman of the Streets & Walkways Sub Committee.

Options Appraisal Matrix

See attached.

Appendices

Appendix 1	The Project Governance Group (Bloomberg Working Party)
Appendix 2a	Recommended Highway Changes
Appendix 2b	Proposed Material (Indicative only and subject to detail design)
Appendix 3	Expenditure Incurred to Date
Appendix 4	Collision Location Plan (5-Years to May 2012)
Appendix 5	Estimated Cost to Complete Detail Design

Contact

Report Author	Christine Wong
Email Address	christine.wong@cityoflondon.gov.uk
Telephone Number	020 7332 1511

Options Appraisal Matrix

	<i>Recommended Option</i>
1. Brief description	<p>The recommended option is shown in Appendices 2a and 2b and consists of three elements:</p> <ul style="list-style-type: none"> (a) Highway changes to accommodate the development (s278 obligation of the developer); (b) Substantial environmental enhancement to meet the needs of the developer (voluntary contribution from the developer); and (c) Highway improvements to address the road safety issues at Cannon Street as shown in Appendix 4 (which is the responsibility of the City of London in its capacity as Highway and Traffic Authorities, and not an obligation on the developer). <p>The City of London's obligation specifically pertains to the southern side of Cannon Street, with the northern side of Cannon Street forming part of the s278 obligation of the developer.</p> <p>The new Bloomberg development is of a very high quality, hence the streets and spaces surrounding the development need to match this high standard. The use of high quality material such as Yorkstone and granite setts is therefore proposed.</p>
2. Scope and exclusions	<p>The project involves the evaluation, design and implementation of the recommended option if approved by Members.</p> <p>A notable exclusion is any works on the strip of private land owned by Mansion House (known as "The Grid") which is not subject to improvements by s278 public funds.</p> <p>Discussions will be held with the City Surveyors as to whether any works on private land can be funded privately to enable a consistent surface treatment to be introduced at this location.</p>

Project Planning																			
3. Programme and key dates	<table border="1"> <thead> <tr> <th>Date</th> <th>Task</th> <th>Action</th> </tr> </thead> <tbody> <tr> <td>September 2015</td> <td>Gateway 3 / 4 (as submitted)</td> <td>City of London</td> </tr> <tr> <td>September 2015</td> <td>Submission of private realm proposals for planning condition approval</td> <td>Developer</td> </tr> <tr> <td>May 2016</td> <td>Gateway 5</td> <td>City of London</td> </tr> <tr> <td>Mid-2016 onwards</td> <td>Construction begins for about 18-months</td> <td>City of London</td> </tr> <tr> <td>Mid-2018</td> <td>Gateway 7</td> <td>City of London</td> </tr> </tbody> </table>	Date	Task	Action	September 2015	Gateway 3 / 4 (as submitted)	City of London	September 2015	Submission of private realm proposals for planning condition approval	Developer	May 2016	Gateway 5	City of London	Mid-2016 onwards	Construction begins for about 18-months	City of London	Mid-2018	Gateway 7	City of London
	Date	Task	Action																
	September 2015	Gateway 3 / 4 (as submitted)	City of London																
	September 2015	Submission of private realm proposals for planning condition approval	Developer																
	May 2016	Gateway 5	City of London																
	Mid-2016 onwards	Construction begins for about 18-months	City of London																
	Mid-2018	Gateway 7	City of London																
<p>4. Risk implications</p> <p>Overall project risk: Low</p> <p>Risk breakdown:</p> <ul style="list-style-type: none"> • Damage to reputation of the City of London from non-delivery or delayed delivery. • Securing statutory approvals from external parties such as Transport for London. • Securing necessary funding for all elements of the recommended option. • Risk to project programme from current uncertainties surrounding extent of utility works. • Risk to project programme from possible archaeological finds. 																			
<p>5. Benefits and disbenefits</p> <p>Not applicable as no other real options exists for the purposes of comparison.</p>																			
<p>6. Stakeholders and consultees</p> <p>Anticipated external stakeholders are already engaged as part of the Bloomberg Working Party including Transport for London.</p> <p>Internal stakeholders are also well represented on the Bloomberg Working Party. Other internal</p>																			

	<i>Recommended Option</i>												
	<p>stakeholders such as the Access Team, Planning and Chamberlains will be consulted as necessary.</p> <p>Given the area is of significant archaeological potential, the proposal firmly commits to ensuring archaeological watching briefs are in place for any highway works below the surface (including investigatory works such as trial holes / trenches).</p>												
<i>Resource Implications</i>													
7. Total Estimated cost	<p>The total estimated cost of the recommended option will be in the order of £5,103,500 inclusive of staff costs, professional fees and construction costs as shown below.</p> <p>This cost does not currently include any utility works which will be confirmed at Gateway 5 once the extent of utility works is established, detail design is completed and construction phasing can be considered in greater detail. However, this cost is anticipated to be within the tolerance shown below.</p> <table border="1"> <thead> <tr> <th>Description</th> <th>Estimated Cost</th> </tr> </thead> <tbody> <tr> <td>Works Costs*</td> <td>£4,356,500</td> </tr> <tr> <td>Fees including investigations and surveys</td> <td>£292,000</td> </tr> <tr> <td>Staff Costs including initial design, detail design, stakeholder engagement, project management, communications</td> <td>£450,000</td> </tr> <tr> <td>Hospitality</td> <td>£5,000</td> </tr> <tr> <td>Total Estimated Costs</td> <td>£5,103,500</td> </tr> </tbody> </table> <p>* Excludes utility works but this cost is anticipated to be within the tolerance shown above</p>	Description	Estimated Cost	Works Costs*	£4,356,500	Fees including investigations and surveys	£292,000	Staff Costs including initial design, detail design, stakeholder engagement, project management, communications	£450,000	Hospitality	£5,000	Total Estimated Costs	£5,103,500
Description	Estimated Cost												
Works Costs*	£4,356,500												
Fees including investigations and surveys	£292,000												
Staff Costs including initial design, detail design, stakeholder engagement, project management, communications	£450,000												
Hospitality	£5,000												
Total Estimated Costs	£5,103,500												

	Recommended Option												
8. Funding strategy	<p>Funding Strategy</p> <table border="1"> <thead> <tr> <th>Funding Source</th> <th>Amount*</th> </tr> </thead> <tbody> <tr> <td>Bloomberg - s278</td> <td>£ 3,312,500</td> </tr> <tr> <td>Bloomberg - s106</td> <td>£ 542,000</td> </tr> <tr> <td>Walbrook St Swithin's - s106</td> <td>£ 398,000</td> </tr> <tr> <td>To be confirmed**</td> <td>£ 851,000</td> </tr> <tr> <td>Total</td> <td>£ 5,103,500</td> </tr> </tbody> </table> <p>* Including indexation and interest to 31 March 2014.</p> <p>** Community Infrastructure Levy (CIL) or Parking Reserve Fund or voluntary contribution from developer to be confirmed at the next Gateway.</p>	Funding Source	Amount*	Bloomberg - s278	£ 3,312,500	Bloomberg - s106	£ 542,000	Walbrook St Swithin's - s106	£ 398,000	To be confirmed**	£ 851,000	Total	£ 5,103,500
Funding Source	Amount*												
Bloomberg - s278	£ 3,312,500												
Bloomberg - s106	£ 542,000												
Walbrook St Swithin's - s106	£ 398,000												
To be confirmed**	£ 851,000												
Total	£ 5,103,500												
9. Estimated capital value/return	Not applicable as no other real options exists for the purposes of comparison.												
10. Ongoing revenue implications	There is a revenue implication to maintain the improved footways for the initial five years. This will be funded in full by the developer as part of their s278 obligations where applicable. The associated costs will be confirmed at Gateway 5.												
11. Investment appraisal	Not applicable as no other real options exists for the purposes of comparison.												
12. Affordability	The extent of the recommended option that will be implemented is subject to funding and will be confirmed at Gateway 5.												

	<i>Recommended Option</i>
13. Procurement strategy	<p>The detail design will be undertaken by the Bloomberg Design Team with design drawings and the construction package produced in-house by the Highways Team. Other external suppliers will be used for technical surveys and investigations such as utility searches and radar surveys. These will be procured in compliance with the City Procurement Regulations.</p> <p>Construction will be undertaken by the City of London's Term Highway Contractor. This will be delivered in phases and coordinated with the developer's programme and the operational needs of local key stakeholders.</p>
14. Legal implications	<p>There are no known legal implications resulting from this proposal aside from the need for a legal agreement should any voluntary contribution be forthcoming from the developer.</p> <p>The s106 Agreement pertaining to the Bloomberg development was concluded on 30th March 2012, followed by the s278 Agreement on 30th October 2013.</p>
15. Corporate property implications	<p>There are no known corporate property implications at this time although it is acknowledged that the City of London is also the asset owner of both Mansion House and the City of London Magistrates' Court.</p> <p>Basements surveys are proposed for all affected buildings prior to works commencing. This will include an initial inspection for a condition survey (report / photos / results of relevant tests e.g. moisture) and an inspection post-construction.</p>
16. Traffic implications	<p>Cannon Street is part of the Strategic Road Network (SRN) hence approval will need to be sought from Transport for London for any proposed highway changes. In addition, Transport for London is also the Traffic Signal Authority for the Greater London area. The recommended option takes into consideration the needs of all road users including pedestrians and cyclists.</p> <p>Many streets in the area are busy with pedestrians especially at peak times. The scheme will create more space and ease movement for pedestrians by widening footways, raising the carriageway at Walbrook and improving pedestrian crossings.</p>

	<i>Recommended Option</i>
	<p>Traffic analysis and modelling has demonstrated that the current proposals can be achieved with minimal impact to the movement of motorised vehicles on the local traffic network. The most significant junction change is the proposed introduction of the pedestrian diagonal crossing at the junction of Queen Victoria Street / Queen Street. The traffic modelling results at this junction demonstrates:</p> <ul style="list-style-type: none"> • That whilst degree of saturations will increase in general on approaches at the Queen Victoria Street / Queen Street junction, the junction will continue to operate within capacity and less than the practical maximum operating capacity of 90 percent. • The proposal will also cause the queue lengths to increase slightly. However, these increases will only vary between one and four passenger car units (PCUs) from existing and is not expected to affect the operation of the surrounding junctions.
17. Sustainability and energy implications	It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for the design life of the asset.
18. IS implications	There are no known IS implications at this time.
19. Equality Impact Assessment	The Access Team will be consulted as part of the design process to ensure the final design is inclusive. It is however worth noting that the recommended option largely retains a large portion of how the highway currently functions.

	<i>Recommended Option</i>																																
20. Recommendation	Recommended																																
21. Next Gateway	<p>The next Gateway is dependent on funding sources sought and / or secured as follows:</p> <p>If “Parking Reserve Fund” and / or “CIL – Neighbourhood / Unallocated” funding is sought, then the project will progress to Gateway 4a as approval from the Corporate Priorities Board and the Resource Allocation Sub Committee would be required;</p> <p>If “CIL - Department of Built Environment” and / or “voluntary contribution from developer” funding is secured then the project can progress to Gateway 4b as approval of the court of Common Council is required for projects over £5 million in value.</p>																																
22. Resource requirements to reach next Gateway	<table border="1"> <thead> <tr> <th colspan="4">16800048 - Bloomberg Development - s278 Highway Changes</th> </tr> <tr> <th>Description</th> <th>Approved Budget (£)</th> <th>Revised Budget (£)</th> <th>Increase (£) *</th> </tr> </thead> <tbody> <tr> <td>PreEv ENV Staff Costs</td> <td>23,000</td> <td>108,000</td> <td>85,000</td> </tr> <tr> <td>PreEv P&T Staff Costs</td> <td>149,000</td> <td>224,000</td> <td>75,000</td> </tr> <tr> <td>PreEv P&T Fees**</td> <td>76,700</td> <td>266,700</td> <td>190,000</td> </tr> <tr> <td>PreEv Hospitality</td> <td>1,300</td> <td>3,300</td> <td>2,000</td> </tr> <tr> <td>PreEv Risk Allowance***</td> <td>-</td> <td>100,000</td> <td>100,000</td> </tr> <tr> <td>TOTAL</td> <td>250,000</td> <td>702,000</td> <td>452,000</td> </tr> </tbody> </table> <p>* Funded from the Bloomberg Section 278 deposit.</p> <p>** Radar survey, C2 & C3 utility surveys, basement survey, TfL traffic signals, trial holes / trenches, archaeological watching briefs.</p> <p>*** Risk allowance to manage impact of utilities on the project programme.</p>	16800048 - Bloomberg Development - s278 Highway Changes				Description	Approved Budget (£)	Revised Budget (£)	Increase (£) *	PreEv ENV Staff Costs	23,000	108,000	85,000	PreEv P&T Staff Costs	149,000	224,000	75,000	PreEv P&T Fees**	76,700	266,700	190,000	PreEv Hospitality	1,300	3,300	2,000	PreEv Risk Allowance***	-	100,000	100,000	TOTAL	250,000	702,000	452,000
16800048 - Bloomberg Development - s278 Highway Changes																																	
Description	Approved Budget (£)	Revised Budget (£)	Increase (£) *																														
PreEv ENV Staff Costs	23,000	108,000	85,000																														
PreEv P&T Staff Costs	149,000	224,000	75,000																														
PreEv P&T Fees**	76,700	266,700	190,000																														
PreEv Hospitality	1,300	3,300	2,000																														
PreEv Risk Allowance***	-	100,000	100,000																														
TOTAL	250,000	702,000	452,000																														

Appendix 1: The Project Governance Group

Bloomberg Working Party

Background

The City of London Corporation - in its capacity as Highway & Traffic Authorities - is committed to using reasonable endeavours to engage with key stakeholders to secure the satisfactory design of permanent highway changes required in response to, and in support of, the Bloomberg development.

The Bloomberg Working Party was established between local key stakeholders affected by the Bloomberg development and acts as the project governance group. The group first convened in December 2012 and has since met eight times (as at August 2015). Its current membership is shown below.

The Bloomberg Working Party aims to inform and shape the highway changes with consideration towards the needs of member stakeholders. The design and costs to be incurred in respect to any works on the public highway is however to be agreed by the relevant City of London Committee(s) in accordance with the City of London's Project Procedure.

Membership *(in alphabetical order as at August 2015)*

The Bloomberg Working Party currently represents the interest of nine local key stakeholders.

(1) Bloomberg and agents (Stanhope, Foster + Partners, Sir Robert McAlpine)

(2) City of London Corporation and agents

Representing various disciplines shown below:

City Property Advisory Team (CPAT)
City Transportation (*lead*)
Environmental Enhancement
Highways
Open Spaces
Planning

(3) City of London Magistrates Court

(4) Mansion House

(5) Rothschild

(6) St Stephen Walbrook Church

(7) The Walbrook Building

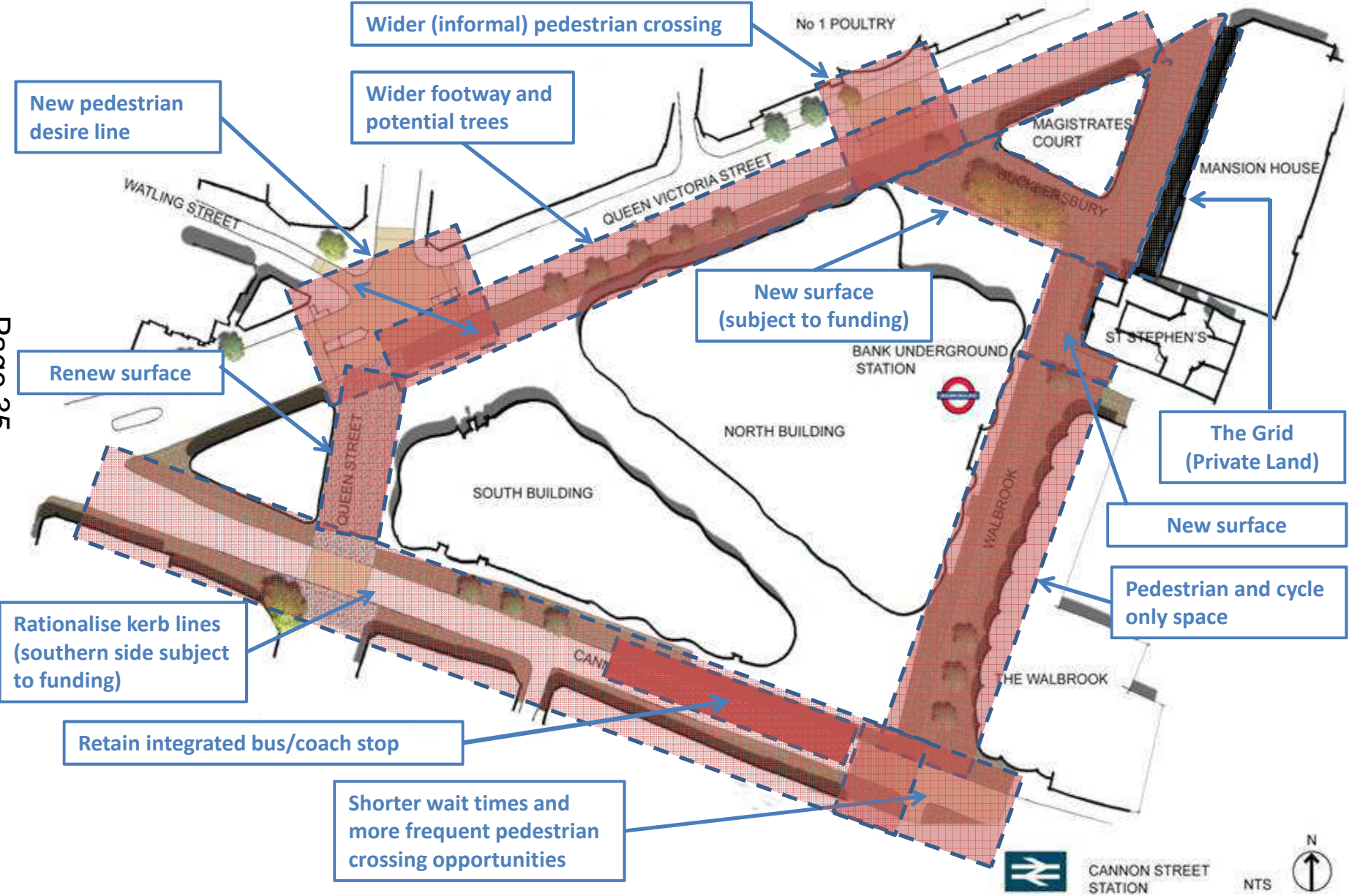
(8) The Walbrook Club

(9) Transport for London

Membership may differ in the future to involve any other party the City of London Corporation deems necessary.

Appendix 2a: Recommended Highway Changes

Page 35

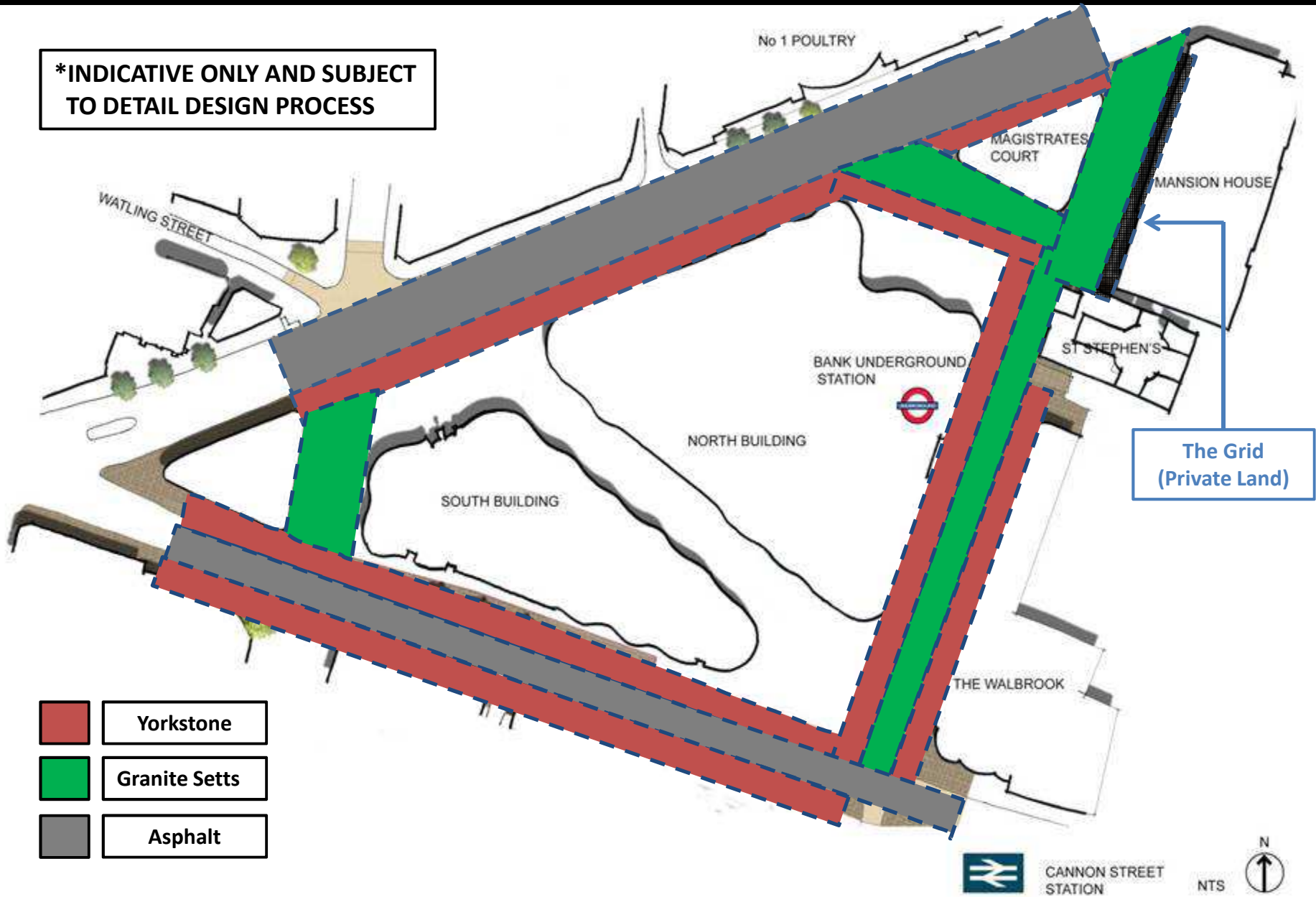


This page is intentionally left blank

Appendix 2b: Proposed Material*

***INDICATIVE ONLY AND SUBJECT TO DETAIL DESIGN PROCESS**

Page 37



This page is intentionally left blank

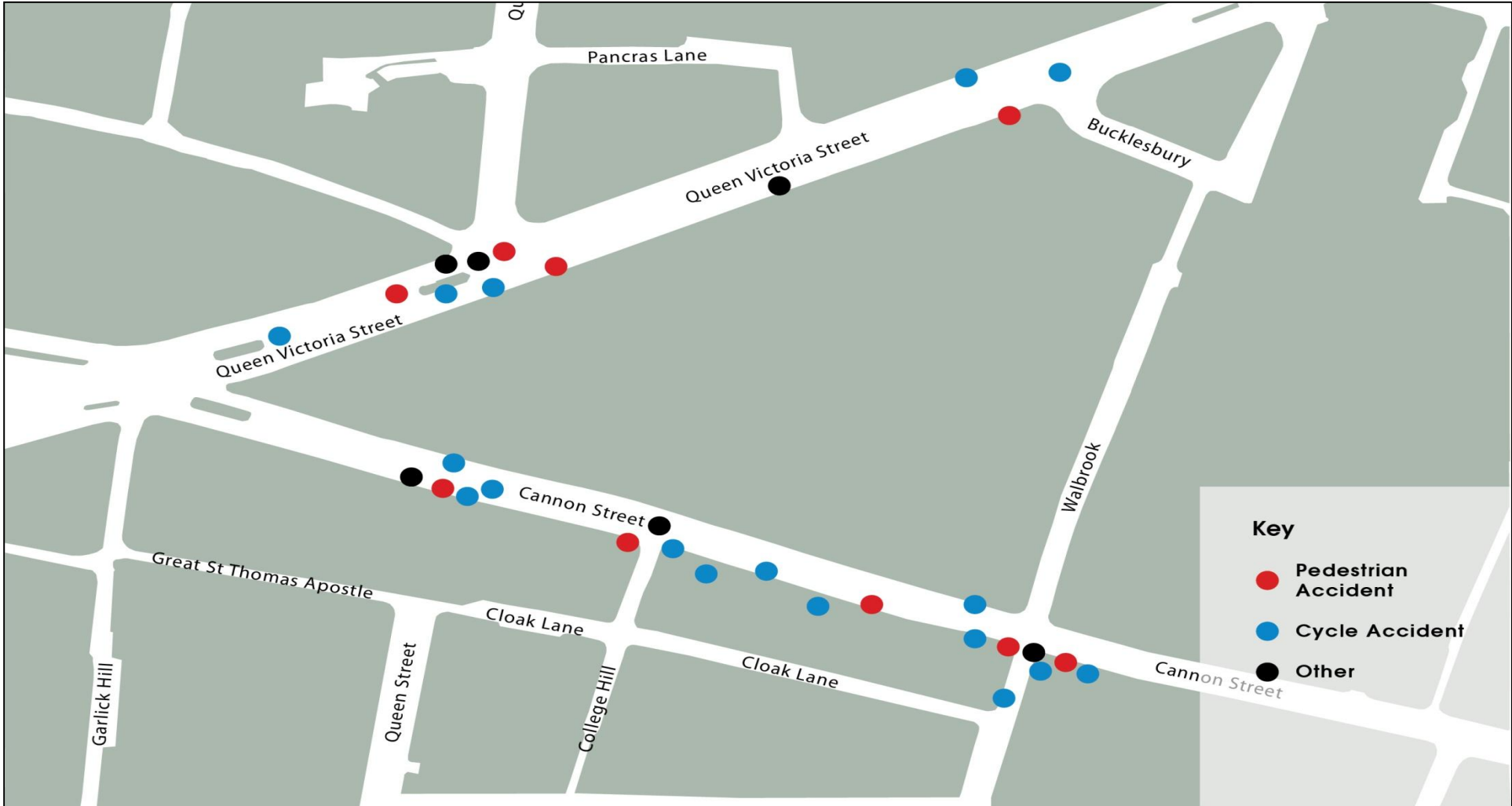
Appendix 3: Expenditure Incurred to Date

16800048 - Bloomberg Development - s278 Highway Changes			
Description	Approved Budget (£)	Expenditure (£)*	Balance (£)
Pre-Evaluation ENV Staff Costs	23,000.00	13,750.08	9,249.92
Pre-Evaluation P&T Staff Costs	149,000.00	151,419.00	(2,419.00)
Pre-Evaluation P&T Fees	76,700.00	56,705.39	19,994.61
Pre-Evaluation Hospitality	1,300.00	2,430.12	(1,130.12)
TOTAL	250,000.00	224,304.59	25,695.41

* Spend to 31 July 2015

This page is intentionally left blank

Appendix 4: Collision Location Plan (5-Years to May 2012)



This page is intentionally left blank

Appendix 5: Estimated Cost to Complete Detail Design

16800048 - Bloomberg Development - s278 Highway Changes			
Description	Approved Budget (£)	Revised Budget (£)	Increase (£) *
PreEv ENV Staff Costs	23,000	108,000	85,000
PreEv P&T Staff Costs	149,000	224,000	75,000
PreEv P&T Fees**	76,700	266,700	190,000
PreEv Hospitality	1,300	3,300	2,000
PreEv Risk Allowance***	-	100,000	100,000
TOTAL	250,000	702,000	452,000

* Funded from the Bloomberg Section 278 deposit.

** Radar survey, C2 & C3 utility surveys, basement survey, TfL traffic signals, trial holes / trenches, archaeological watching briefs.

*** Risk allowance to manage impact of utilities on the project programme.

This page is intentionally left blank

Committees: Streets and Walkways Sub-Committee Projects Sub	Dates: 21 Sept 2015 8 Oct 2015
Subject: Issue Report: Street Lighting Replacement Project	Public
Report of: Director of the Built Environment	For Decision

Summary

- Dashboard:
 - Project Status: Green
 - Timeline: Gateway 3 in Dec, Gateway 4/5 in Spring 2016
 - Total Estimated Cost: £2.5m to £4m
 - Spend to date: £77,826
 - Overall project risk: Amber

- Last Gateway approved: Capital bid

- Progress to date including resources expended:

The majority of the City's street lighting stock is over 30 years old and is reaching the end of its serviceable life. Maintenance costs are accelerating, energy costs are high and rising, and the Government has now introduced a carbon tax on energy for street lighting, further adding to the cost associated with operating anything less than the most efficient street lighting solution.

A technical equipment evaluation has been on-going in the City since 2011 as the street lighting industry settles on a proven, stable and sustainable Light Emitting Diode (LED) solution for more efficient and effective street lighting. £50k in capital funding and £50k in DBE Local Risk was approved to establish the trial, covering equipment, staff and consultant costs. Just under £78k of that £100k budget allocation has been spent so far, around half of which has been used for different types of trial equipment in the Guildhall area.

In parallel, the system the City uses to trigger and control its street lighting has similarly reached the end of its useful life and is vulnerable to the risks associated with the resilience of the equipment and the commitment of a small contractor maintaining a bespoke system. Technology has also been developing in this area over recent years, but only recently have suppliers of Central Management Systems (CMS) for street lighting been able to demonstrate alternatives suitable for the City's narrow street pattern and canyon effect. This new technology could also allow for dynamic control of the City's street lights, with different lighting levels tailored to meet the needs of different parts of the City at different times.

Given the long-term nature of the technological development and evaluation of

both LEDs and CMS', this is the first opportunity to bring the project back to Members through the Gateway structure with some certainty as to the direction of lighting technology. However, savings have already been included in the Service Based Review assessment for 2017/18 on the basis of moving to a more efficient street lighting operation, the Superfast City Programme Wireless Concession is partly reliant on the City having robust street lighting infrastructure, and aspects of this project are already contained within the City's overall Strategic Energy Review.

• Summary of issue:

In that context, Members are asked to approve a proposed way forward (see below), and to agree that the remaining £22k in the budget allocation be used as staff costs to bring the project to Gateway 3/4.

• Proposed way forward :

It is proposed that officers bring forward a Gateway 3/4 report that outlines the cost / benefit of a move to LED street lighting and, in parallel, the case for a central management system to control that lighting.

Recommendations

It is recommended that Members:

- Agree the general approach outlined above;
- Approve the reallocation of the project's remaining funds to cover staff costs in order to reach Gateway 3/4.

Main Report

1. Issue description	<p><u>Background</u></p> <p>The majority of the City's stock of street lighting equipment is inefficient and beyond its natural life expectancy. Rising maintenance costs are placing increasing pressures on revenue budgets, which cannot afford to fund a bulk equipment upgrade and fail to account for an expected substantial increase in energy costs over the next 10 years.</p> <p>Members agreed a pre-Gateway capital bid report in 2010 that recommended an evaluation of the savings to be made from a capital investment programme of equipment replacement. This evaluation was to study various options including:</p> <ul style="list-style-type: none"> • the savings from using new lighting technology, and; • the options for using different lighting levels at different times in different locations. <p><u>Lighting Technology</u></p> <p>In terms of establishing the savings from new lighting technology, a series of trials have been undertaken to</p>
-----------------------------	--

understand the visual impact, reliability, aesthetic appearance and energy usage of different sorts of lighting equipment. This has been instructive, but rapidly changing technology has meant that the lighting industry is only now settling on a proven, stable and sustainable Light Emitting Diode (LED) solution. As the market settles, the unit cost for this new technology has also started to move downwards, with units becoming more affordable.

Even so, the City's trial has confirmed that the payback period from the necessary capital investment remains more than five years, which would exceed the City's standard guidelines for such investments. However, the lifespan of this equipment remains in the region of 25+ years, meaning the long-term investment potential remains sound, and the savings to be made through the reduction in energy usage and maintenance costs have been substantiated.

Lighting Control

In terms of the options for setting different lighting levels, the main barrier to dynamic lighting (and potential further savings) is the City's current system for triggering and controlling its street lighting. This bespoke system, called Cyclocontrol, copes with the City's complex lighting network by sending a pulse along the electrical wire from one of 16 substations spread around the City to trigger the street lights on and off.

However, that equipment has similarly reached the end of its useful life and could require significant capital investment if it were to remain in use. Its capacity to control individual light units within an area is limited, and the City is vulnerable to the risks of relying on a small contractor maintaining such a key bespoke system.

Technology in this field has also developed over recent years, but suppliers of Central Management Systems (CMS) have only recently proposed alternatives that cope with the City's narrow street pattern and canyon effect. Instead of relying on limited 'line of sight' communications, systems can now work on a mesh basis where units talk to each other by forwarding signals from base stations.

This could facilitate dynamic lighting control in the City, with different lighting levels tailored to meet the needs of different parts of the City at different times, creating a highly efficient network delivering lighting that is truly fit for purpose.

Parallel Programmes

In anticipation of this project moving forward, potential savings from street lighting (from reduced energy use, repairs & maintenance and 'scouting' for failures by night-time inspectors) were proposed and accepted for the 2017/18 financial year as part of the Service Based Review. These savings of £275k pa

	<p>can only be achieved if the project now progresses.</p> <p>In parallel, the Superfast City Programme Wireless Concession, currently being tendered by the Chamberlain, is potentially reliant on the integration of wireless technology with the City's street furniture. Modern street lights with stable communication capabilities are likely to be key aspects of the technical delivery of the concession, and there are further potential links to the City's Smart City agenda, so these projects are best progressed together as they are likely to be mutually dependent.</p> <p>Finally, the City Corporation's Strategic Energy Review identified this project as one that would help meet its objective of reducing the City's energy use by 40% by 2025. A programme board is expected to be established in the near future with the aim of delivering on this target.</p>
<p>2. Last approved limit</p>	<p><u>Initial Trial</u></p> <p>When the lighting trial was proposed in 2010, the Planning and Transportation Committee and the Resources Allocation Sub-Committee / Estimates Working Party authorised £100k to be used for an evaluation of street lighting equipment. Of that amount, £50k from City Fund capital funding was set aside for trials of new equipment, and £50k in DBE local risk funds was to be used for staff costs and consultant fees.</p> <p>So far, of the £50k capital funding, £42,826 has been spent, mainly on trial lighting units currently in place in the Guildhall area. Of the £50k DBE local risk, £35k has been spent on staff costs, but the remaining £15k, originally intended for potential consultant fees, is currently unspent.</p> <p>This makes total of £77,826 used on the project so far, leaving £22,173 remaining, £15k of which would be from DBE local risk and £7,173 from the capital side.</p> <p><u>Full Project</u></p> <p>In terms of the eventual investment project, funding was envisaged to come from City Fund, subject to Member approval. In 2010, that estimated cost was thought to be in the region of £2.5m, with a possible saving of £225k pa.</p> <p>From the subsequent equipment trials, as well as an initial assessment of the current condition of the City's lighting infrastructure (wiring, brackets etc), the cost of replacing <u>every</u> lighting unit in the City has been estimated to be around £4m (including staff, installation and CMS costs).</p> <p>However, this does not take into account those units that have been replaced and upgraded in the recent past, nor those that will be replaced under normal repairs and maintenance during the life of the project. In addition, it does not account for those units that will also be replaced at the expense of typical</p>

	<p>development activity or City environmental enhancement projects.</p> <p>As a result, the estimated cost is fully expected to be less than the £4m upper extent. The next report will seek to narrow this cost by establishing what percentage of lighting units are still fit for purpose and do not require replacement. Equally, those fittings that will be removed and replaced during normal development activity and street enhancements will also reduce this volume and cost.</p>
<p>3. Options</p>	<p>It is now proposed to bring forward a Gateway 3/4 report that formally reintroduces the project to Members for the first time since the initial capital bid approval. That report will outline the cost / benefit of a move to LED lighting and, in parallel, the case for a central management system to control that lighting.</p> <p>However, without using the remaining funds for staff costs, key officers cannot be committed to bring the project to that Gateway, and therefore there is a risk that the project will be delayed or progress too slowly to deliver the Service Based Review savings.</p> <p>Under the terms of the original capital bid, staff costs have been funded from DBE Local Risk. However, to progress the project to Gateway 3/4, a reallocation of funds within the project's agreed budget is necessary, as officers within the Highways Lighting Team and DBE's Environmental Enhancement team need to be dedicated to the task. A formal project structure also needs to be established, drawing in resources and expertise from a number of other City divisions and departments.</p> <p>Of the originally agreed £100k budget, approximately £22k remains unspent, of which £15k is DBE Local Risk and £7k is capital funding. This money was originally intended for further equipment and consultant fees, but neither is likely to be needed at this point in the project.</p> <p>Instead, it is proposed that these allocations be used this year to cover the staff costs needed to bring the project to the next Gateway. In particular, the DBE Local Risk amount can be met from staff underspends within the Highways team.</p>

Appendices

N/A	
-----	--

Contact

Report Author	Assistant Director (Highways)
Email Address	ian.hughes@cityoflondon.gov.uk
Telephone Number	020 7332 1977

This page is intentionally left blank

Committee(s):	Date(s):	Item no.
Streets and Walkways Sub	21 September 2015	
Projects Sub	08 October 2015	
Subject: Environmental Enhancement projects consolidated outcome report – Gateway 7		Public
Report of: The Director of the Built Environment		For Decision
<u>Summary</u>		
<p>This report consolidates the outcome reports for eight environmental enhancement projects that have been completed in the past 18 months. These are:</p> <ul style="list-style-type: none"> • Bell Wharf Lane (TfL funded project) • Change Alley/Lombard Street (TfL funded project) • Suffolk Lane/Laurence Pountney Hill (TfL funded project) • Green Corridors Year 3 (TfL funded project) • Queenhithe Mosaic (Heritage Lottery Fund, developer voluntary contribution, S106 and TfL funded project) <ul style="list-style-type: none"> • 24-26 Minories (S106 and S278 funded project) • 67 Lombard Street (S278 funded project) • St Andrews Holborn Gardens (S106, TfL and Church funded project) <p>These projects have delivered enhancements ranging in scale from tree planting and access improvements to enhanced public spaces. They represent a major package of public realm improvements that have had a significant positive impact across the City.</p> <p>The projects have all been externally funded, primarily from TfL receipts and voluntary Section 278 Agreements. A few projects have also been funded from S106 receipts or a combination of sources. Three of the schemes included in this report were part of a group of six projects that received a late allocation of additional TfL funds in September 2014 and this funding needed to be spent by the end of March 2015. Two of the S278 funded projects have underspends and it will be necessary to transfer the remaining balances back to the developer in accordance with the obligations in the S278s.</p> <p>A financial summary is set out in Table 1 below. Individual reports on these projects are provided in Annexes 1-8.</p> <p>Recommendations It is recommended that:</p> <ol style="list-style-type: none"> (i) The outcome information is received and recommendations on individual reports approved 		

Overview

1. Link to Strategic Aims	<p>The various projects support the following strategic aims:</p> <ul style="list-style-type: none"> ● To provide modern, efficient and high quality local services, including policing, within the Square Mile for workers, residents and visitors ● To provide valued services, such as education, employment, culture and leisure, to London and the nation.
2. Benefits achieved to date	<p>High quality spaces between buildings are an essential component for a successful City. A well-designed and managed public realm improves the City's liveability, enables it to comfortably accommodate future growth and delivers sustainable outcomes.</p> <p>When taken together, the eight individual schemes, represent a major package of environmental enhancements and highway improvements that have transformed large parts of the City.</p> <p>Benefits that are common to a number of projects include:</p> <ul style="list-style-type: none"> ● A enhanced pedestrian experience through the creation of more space for pedestrians and new public spaces; ● The addition of tree planting and greenery which softens the environment, supports climate change mitigation strategies, improves air quality and supports biodiversity; ● A more accessible public realm; ● Enhanced public spaces which assist in promoting the City as a cultural destination for all communities and visitors <p>Through the delivery of these projects, officers have worked closely in partnership with developers, TfL and other project partners. This successful partnership working has enabled additional funding to be secured for projects and strengthened relationships with key City occupiers.</p>
3. Within which category does the project fit	<p>Various ranging from advisable to desirable.</p>
4. Resources Expended	<p>Expenditure is summarised in Table1 below. Please also see the appended reports for an outturn assessment of each project.</p>

Outturn Assessment

5. Budget	<p>The projects were primarily funded from TfL funds, Section 278 and voluntary contributions and Section 106 receipts. Details of the individual project outturn assessments are set out in the</p>
------------------	--

	<p>appended reports and summarised in Table1below.</p> <p>There was an underspend of £126,726 in relation to TfL funded projects of which £105,018 was reallocated to other projects in order to maximise the utilisation of funds from TfL.</p> <p>Unspent S278 voluntary contributions must be returned to the developer in accordance with the legal agreements that are in place.</p> <p>All project finances have been subject to independent verification checks and final accounts will be produced prior to returning any unspent Section 278 funds to external funders.</p>
6. Outstanding actions	See enclosed reports

Lessons Learnt

7. Key lessons and how they are being used and applied	<p>Key lessons that are common to a number of projects are set out below. All lessons learnt are set out in Appendix 1.</p> <ul style="list-style-type: none"> ● Area Strategies <ul style="list-style-type: none"> ○ Having approved area strategies in place which have been consulted on with the public has strengthened the City's ability to secure external funding from TfL. This has also enabled officers to develop and implement projects quickly and to efficiently utilise external funds which were time-limited. ● Communication <ul style="list-style-type: none"> ○ Officers have developed very effective partnerships with developers, TfL and other project partners. Clear and regular communication has been vital in building these successful partnerships. ○ Officers consulted local occupiers and kept them informed through the design development and implementation of the projects. This proved to be vital in ensuring the efficient delivery of schemes and meeting the needs of project partners and occupiers. ● Risk <ul style="list-style-type: none"> ○ There is a need to identify high risk elements on projects such as utilities and unknown archaeology and include risk allowances in budgets. ● Programming: <ul style="list-style-type: none"> ○ Delays to developments impact on associated environmental enhancement projects. Project
---	--

	programmes need to be coordinated at an early stage where inter-dependencies are identified.
8. Legal Implications	Included within the report.

Appendices and Annexes

Appendix 1	Schedule of Lessons Learnt
Appendix 2	Comparison of Gateway 2 cost estimates and outturn costs
Annex 1	Bell Wharf Lane
Annex 2	Change Alley/Lombard Street
Annex 3	Suffolk Lane/Laurence Pountney Hill
Annex 4	Green Corridors Year 3
Annex 5	Queenhithe Mosaic
Annex 6	24-26 Minories
Annex 7	67 Lombard Street
Annex 8	St Andrews Holborn Gardens

Contact

Report Author	Melanie Charalambous
Email Address	Melanie.charalambous@cityoflondon.gov.uk
Telephone Number	020 7332 3155

Table 1: Summary of Project Finances

Project	Funding Source	Approved Budget (£)	Expenditure (£)	Variance (£)
Bell Wharf Lane	TFL 2014/15	143,000	122,857	20,143
Lombard Street/Change Alley *	TFL 2014/15	50,000	49,607	393
Suffolk Lane / Laurence Pountney Hill	TFL 2014/15	207,000	132,944	74,056
Green Corridors Yr 3	TFL 2013/14	119,500	97,792	21,708
Queenhithe Mosaic **	S106, TfL 2014/15 and Third Party contributions	196,222	191,590	4,632
24-26 Minories S278	S278	62,850	51,469	11,381
24-26 Minories S106 ***	S106	17,000	15,499	1,501
67 Lombard Street	S278	50,570	23,896	26,674
St Andrews Holborn Gardens	S106, S278, Third party contributions and TFL 2014/15	555,587	553,937	1,650
TOTAL		1,401,729	1,239,591	162,138

*Includes Goods Receipt Note of £830 expected to be paid imminently

**Queenhithe Mosaic – There is an outstanding commitment of £5,643 for lighting that has been included in the expenditure

***Expenditure includes the sum of £5,236 which has been retained for tree planting at a later date.

Appendix 1
Schedule of main lessons learnt from individual project reports

Annex	Project name	Lessons Learnt
1	Bell Wharf Lane	<ul style="list-style-type: none"> ● Having an approved and up-to-date area strategy, that has been consulted upon with the public, assisted in securing funding and providing confidence to TfL in the project and the team's ability to deliver on time, as the TfL funding was time-limited. ● Good and regular communication between officers at the City of London and the local occupiers ensured a successful outcome and helped to enable completion in advance of the programme.
2	Change Alley/Lombard Street	<ul style="list-style-type: none"> ● Having an approved and up-to-date area strategy, that has been consulted upon with the public, assisted in securing funding and providing confidence to TfL in the project and the team's ability to deliver on time, as the TfL funding was time-limited. ● Where there are visible basements evidenced by skylights, it is imperative to carry out a visual inspection of the space beneath the footway when upgrading mastic asphalt to York Stone. This identifies whether there is existing water ingress to the basement ahead of any works commencing.
3	Suffolk Lane/Laurence Pountney Hill	<ul style="list-style-type: none"> ● Having an approved and up-to-date area strategy, that has been consulted upon with the public, assisted in securing funding and providing confidence to TfL in the project and the team's ability to deliver on time, as the TfL funding was time-limited. ● There are opportunities to assess whether it is possible to utilise existing services before designing in new connections.
4	Green Corridors Year 3	<ul style="list-style-type: none"> ● Due to the vast number of underground services, planting trees in the City is particularly challenging with multiple surveys and trial holes required to find space to plant. This means that the cost of planting trees in the City is higher than other Boroughs which generally have fewer underground services. There is also a need to start utility investigations earlier in the programme.
5	Queenhithe Mosaic	<ul style="list-style-type: none"> ● Involving the community in the fabrication of the queenhithe mosaic was a particularly positive aspect of the project and this approach can be considered for other appropriate projects in the future.

		<ul style="list-style-type: none"> • The completion of Legal agreements is rarely predictable and as such additional time should be factored into a project programme early on in the process.
6	24-26 Minories	<ul style="list-style-type: none"> • Regular communication played an important role in ensuring that the coordination of works was efficiently carried out The need for coordination with the developer's construction programme, utility works and the on-going Aldgate project works in Minories was a challenging aspect of the project. • The requirement for coordination between multiple projects will be identified at an early stage in the project process (project initiation document) with a greater emphasis on information sharing, especially where multiple activities in an area have the potential for conflict.
7	67 Lombard Street	<ul style="list-style-type: none"> • When works need to be coordinated with developments, there is often an impact on project programmes. This needs to be factored in as a risk on similar projects. • The need to achieve more accurate cost estimates, particularly with standard materials has been recognised and will continue to be monitored.
8	St Andrew Holborn Gardens	<ul style="list-style-type: none"> • Regular communication with the Church was vital in building a successful partnership. • Archaeological remains on-site impacted the programme and budget of the project. Therefore, sites which present a high risk of finding archaeological remains, such as churchyards, should have a provisional sum allocated for this specific risk in anticipation of this eventuality. • Works to the existing stone staircase were complicated, and took more time than estimated. It is recommended that specialist contractors are consulted at an earlier stage of the design in order to avoid this risk. • Specialist construction work, in this case brickwork, which is not normally carried out by the Term Contractor was difficult to price and agree. The Term Contractor could have been involved at an earlier stage to discuss options for procurement of specialist items. • The construction package produced by the external design consultant was found to be deficient in some respects, particularly in relation to levels where the information was not sufficiently detailed and this caused

		delays to the works and required a specialist surveyor to check the levels. Going forward, the need for this specialism would need to be identified earlier in the design process
--	--	---

Appendix 2

Comparison between Gateway 2 cost estimates and outturn costs

Annex 1: Bell Wharf Lane			
Gateway	Cost (£s)	Difference	Comments
Gateway 2/5	200,000		The project was part of a group of six projects approved in September 2014, utilising additional TfL funds that had just been allocated. This funding needed to be spent by the end of March 2015. In view of the short timeframe to deliver the project, only outline cost estimates were provided. Costs were re-estimated as part of a subsequent issues report.
Outturn Cost	122,857	(77,143)	Most unspent funds were reallocated to other projects.

Annex 2: Change Alley/Lombard Street			
Gateway	Cost (£s)	Difference	Comments
Gateway 2/5	50,000		The project was part of a group of six projects approved in September 2014, utilising additional TfL funds that had just been allocated. This funding needed to be spent by the end of March 2015. In view of the short timeframe to deliver the project, only outline cost estimates were provided.
Outturn Cost	49,726	(393)	

Annex 3: Suffolk Lane/Laurence Pountney Hill			
Gateway	Cost (£s)	Difference	Comments
Gateway 2/5	290,000		The project was part of a group of six projects approved in September 2014, utilising additional TfL funds that had just been allocated. This funding needed to be spent by the end of March 2015. In view of the short timeframe to deliver the project, only outline cost estimates were provided. The project scope was also reduced by a subsequent issues report.
Outturn Cost	132,944	(157,056)	Most unspent funds were reallocated to other projects.

Annex 4: Green Corridors Year 3			
Gateway	Cost (£s)	Difference	Comments
Bid Report (2010)*	175,000		Scope was decreased through subsequent reports
Outturn Cost	97,792	(77,208)	

***Pre-dated Gateway process**

Annex 5: Queenhithe Mosaic			
Gateway	Cost (£s)	Difference	Comments
Gateway 2	120,000 to 150,000		
Outturn Cost	191,590	+41,590 to +71,590	Additional funds were approved to meet the increased costs of the project associated with work undertaken by Southbank Mosaics

Annex 6: 24-26 Minories Public Realm Improvements			
Gateway	Cost (£s)	Difference	Comments
Gateway 2	90,000 to 100,000		
Outturn Cost	67,371	(23,032) to (33,032)	Costs were lower than originally anticipated

Annex 7: 67 Lombard Street environmental enhancements			
Gateway	Cost (£s)	Difference	Comments
Gateway 2	70,000 to 80,000		
Outturn Cost	23,896	(46,104) to (56,104)	Costs were lower than originally anticipated

Annex 8: St Andrews Holborn			
Gateway	Cost (£s)	Difference	Comments
Bid report (2009)*	367,000		
Outturn Cost	553,937	+186,937	Scope and funding sources changed through subsequent approvals.

*pre-dated Gateway process

Annex 1

Project Name: Bell Wharf Lane

Summary

Brief description of project

This scheme was identified as a high priority project from the recently revised Riverside Walk Enhancement Strategy.

Following initial improvements carried out in early 2014 that involved the installation of bollards to prevent vehicle over-run and lighting improvements, the second phase of improvements in Bell Wharf Lane included:

- Re-surfacing the western footway and southern area of the Lane in Yorkstone to create a brighter and more attractive environment
- Installing new cycle racks
- Further improvements to lighting to create a more attractive place
- De-cluttering the forecourt of Walbrook Wharf and installing kerbs and bollards to replace timber baulks and temporary plastic barriers and cones
- An experimental traffic order to make the Lane 'access only'

The scheme was funded by additional TfL major scheme funding allocation for 2014/15. This funding was secured by officers through discussions with TfL who needed to re-allocate funds from other Boroughs which could not be spent in time.

Recommendation

It is recommended that Members:

- Note the lessons learnt and authorise closure of the project.

Outturn Assessment

<p>1. Assessment of project against success criteria</p>	<p>The main objectives of the project were the improvement to the appearance of the street which is a convenient connection to the Riverside, as well as improvements to road safety. These have been achieved through new paving materials, de-cluttering, signage and lighting as well as the experimental traffic order that started in June 2015.</p> <p>The Little Ship Club are a key occupier on Bell Wharf Lane and were very keen to see the improvements made as it is used as the main pedestrian route to their premises as well as a convenient connection to the Riverside Walk. There was also a need to tidy up the forecourt and remove clutter from in front of Walkbrook Wharf as various temporary barriers and structures needed to be removed.</p> <p>The completed scheme has been very well received by the Little Ship Club and the area in front of Walbrook Wharf has been transformed with the</p>
---	--

	temporary plastic barriers removed and permanent kerbs put in place.																								
2. Programme	Works started as per programme on 6 th January 2015 and were completed at the end of February 2015, in advance of the programme.																								
3. Budget	The project was completed within the agreed budget																								
	<table border="1"> <thead> <tr> <th></th> <th>Approved Budget (£)</th> <th>Expenditure (£)</th> <th>Variance (£)</th> </tr> </thead> <tbody> <tr> <td>Staff Costs Total:</td> <td>30,000</td> <td>29,720</td> <td>280</td> </tr> <tr> <td>Fees Total:</td> <td>5,000</td> <td>2,945</td> <td>2,055</td> </tr> <tr> <td>Works Total:</td> <td>108,000</td> <td>90,192</td> <td>17,808</td> </tr> <tr> <td>Contingency:</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>Grand Total</td> <td>143,000</td> <td>122,857</td> <td>20,143</td> </tr> </tbody> </table>		Approved Budget (£)	Expenditure (£)	Variance (£)	Staff Costs Total:	30,000	29,720	280	Fees Total:	5,000	2,945	2,055	Works Total:	108,000	90,192	17,808	Contingency:	-	-	-	Grand Total	143,000	122,857	20,143
	Approved Budget (£)	Expenditure (£)	Variance (£)																						
Staff Costs Total:	30,000	29,720	280																						
Fees Total:	5,000	2,945	2,055																						
Works Total:	108,000	90,192	17,808																						
Contingency:	-	-	-																						
Grand Total	143,000	122,857	20,143																						
Final Account Verification	Verified																								
4. Outstanding Actions	An experimental traffic order has been implemented on Bell Wharf Lane which restricts entry to only those vehicles loading and accessing off street premises. This measure will be monitored to determine its effectiveness in reducing the volume of traffic entering Bell Wharf Lane as well as three point turns and U-turn manoeuvres. If the experiment is deemed successful officers will consult statutory organisations and the public on making the measure permanent. The monitoring is programmed to be undertaken in June 2016 following completion of the East West Cycle Superhighway along Upper Thames Street in May 2016.																								

Lessons Learnt

5. Key lessons	<p>The key lessons learnt are:</p> <ul style="list-style-type: none"> • Having an approved and up-to-date area strategy, that has been consulted upon with the public, assisted in securing funding and providing confidence to TfL in the project and the team's ability to deliver on time, as the TfL funding was time-limited. • Good and regular communication between officers at the City of London and the local occupiers ensured a successful outcome and helped to enable completion in advance of the programme.
-----------------------	--

6. Implementation plan for lessons learnt	Lessons learnt to be shared at Team Meetings and through consultation of this Gateway report.
--	---

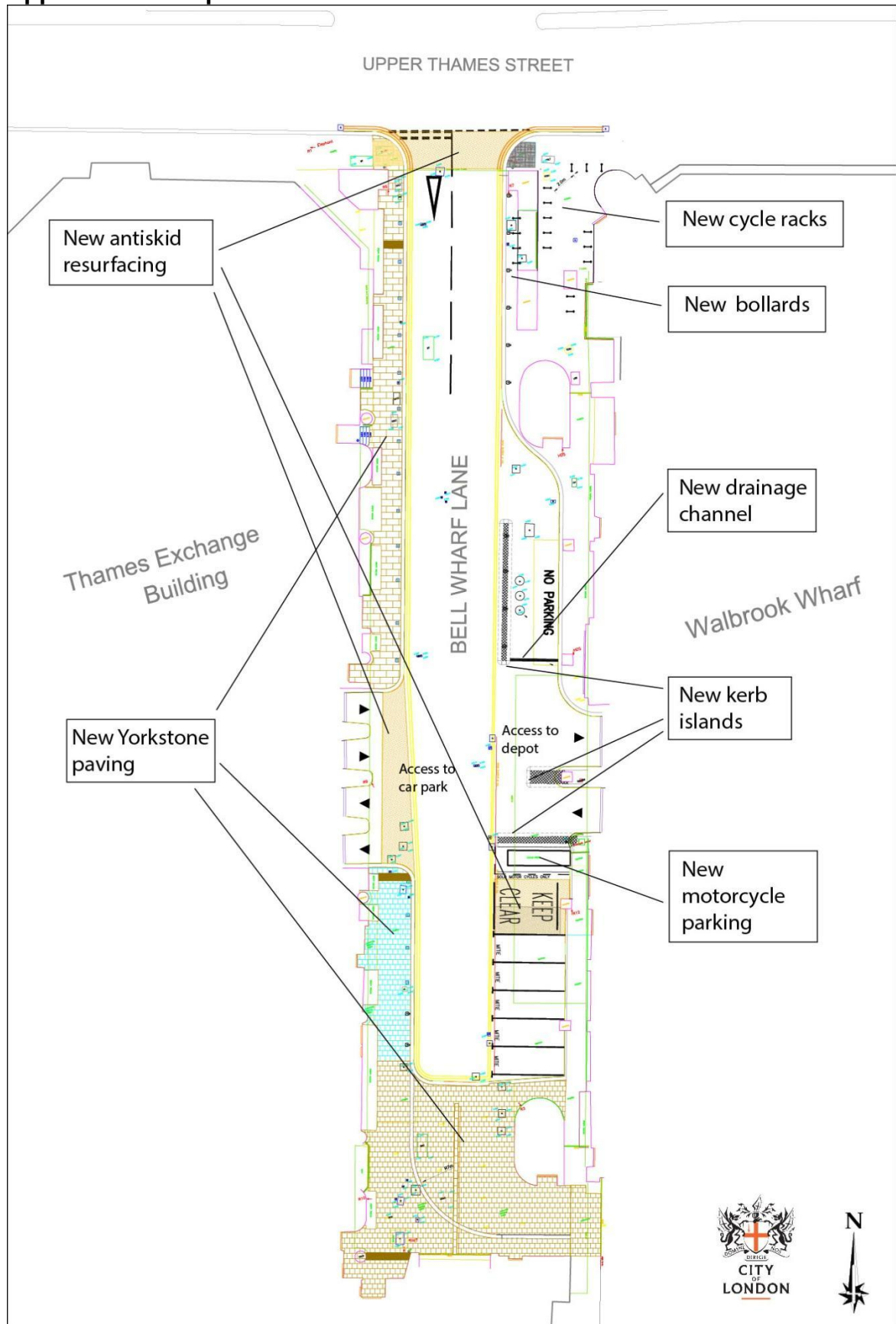
Appendices

Appendix 1	Site Plan
Appendix 2	Before and After Images

Contact

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

Appendix 1: Site plan



Appendix 2: Before and After images



Before



After

Annex 2

Project Name: Change Alley/Lombard Street Improvement Works

Summary

Brief description of project

The enhancement of the Courts and Lanes in the Bank area is a high priority project of the approved Bank Area Enhancement Strategy. Following approval of the Gateway 2 report in January 2014, outline designs were produced for various courts and lanes and priorities identified which included Change Alley.

This project proposed improvements in Change Alley at the arm that meets Lombard Street adjacent to no.68, in order to enhance this key walking route and in particular to improve accessibility by raising a section of carriageway to footway level.

The scheme was funded by an additional TfL major scheme funding allocation for 2014/15. This funding was secured by officers through discussions with TfL who needed to re-allocate funds from other Boroughs which could not be spent in time.

Recommendation

It is recommended that Members:

- Note the lessons learnt and authorise closure of the project

Outturn Assessment

<p>1. Assessment of project against success criteria</p>	<ul style="list-style-type: none"> ● Improved pedestrian accessibility on the western arm of Change Alley that meets Lombard Street where there are currently sections of carriageway with no useable footways. <ul style="list-style-type: none"> ○ <i>The carriageway was raised to footway level to make the area accessible for all.</i> ● Enhance the setting of Listed Buildings in the Bank Conservation Area by consolidating the appearance of footways currently laid in mixed materials. <ul style="list-style-type: none"> ○ <i>To ensure consistency of footway material sections of mastic asphalt were upgraded to York Stone to ensure they matched surrounding areas.</i> ● Improve pedestrian safety due to the high numbers of pedestrians in the area. <ul style="list-style-type: none"> ○ <i>A traffic Order was achieved to pedestrianise a small section Change alley. This has greatly reduced the potential for conflict between different modes of transport without compromising local businesses ability to service their premises.</i>
<p>2. Programme</p>	<p>The project was completed within the agreed programme</p>

3. Budget	<table border="1"> <thead> <tr> <th></th> <th>Approved Budget (£)</th> <th>Expenditure (£)</th> <th>Variance (£)</th> </tr> </thead> <tbody> <tr> <td>Staff Costs:</td> <td>18,405</td> <td>18,105</td> <td>300</td> </tr> <tr> <td>Fees Total:</td> <td>3,765</td> <td>3,765</td> <td>-</td> </tr> <tr> <td>Works Total:</td> <td>27,830</td> <td>27,737</td> <td>93</td> </tr> <tr> <td>Contingency:</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>Grand Total</td> <td>50,000</td> <td>49,726</td> <td>393</td> </tr> </tbody> </table>		Approved Budget (£)	Expenditure (£)	Variance (£)	Staff Costs:	18,405	18,105	300	Fees Total:	3,765	3,765	-	Works Total:	27,830	27,737	93	Contingency:	-	-	-	Grand Total	50,000	49,726	393
		Approved Budget (£)	Expenditure (£)	Variance (£)																					
Staff Costs:	18,405	18,105	300																						
Fees Total:	3,765	3,765	-																						
Works Total:	27,830	27,737	93																						
Contingency:	-	-	-																						
Grand Total	50,000	49,726	393																						
Final Account Verification	<p>The project was completed within the agreed budget</p> <p>Verified</p>																								
4. Outstanding Actions	N/A.																								

Lessons Learnt

5. Key lessons	<ul style="list-style-type: none"> • Having an approved and up-to-date area strategy, that has been consulted upon with the public, assisted in securing funding and providing confidence to TfL in the project and the team's ability to deliver on time, as the TfL funding was time-limited. • Where there are visible basements evidenced by skylights, it is imperative to carry out a visual inspection of the space beneath the footway when upgrading mastic asphalt to York Stone. This identifies whether there is existing water ingress to the basement ahead of any works commencing.
6. Implementation plan for lessons learnt	<ul style="list-style-type: none"> • Lessons learnt to be shared at Team Meetings and through consultation of this Gateway report.

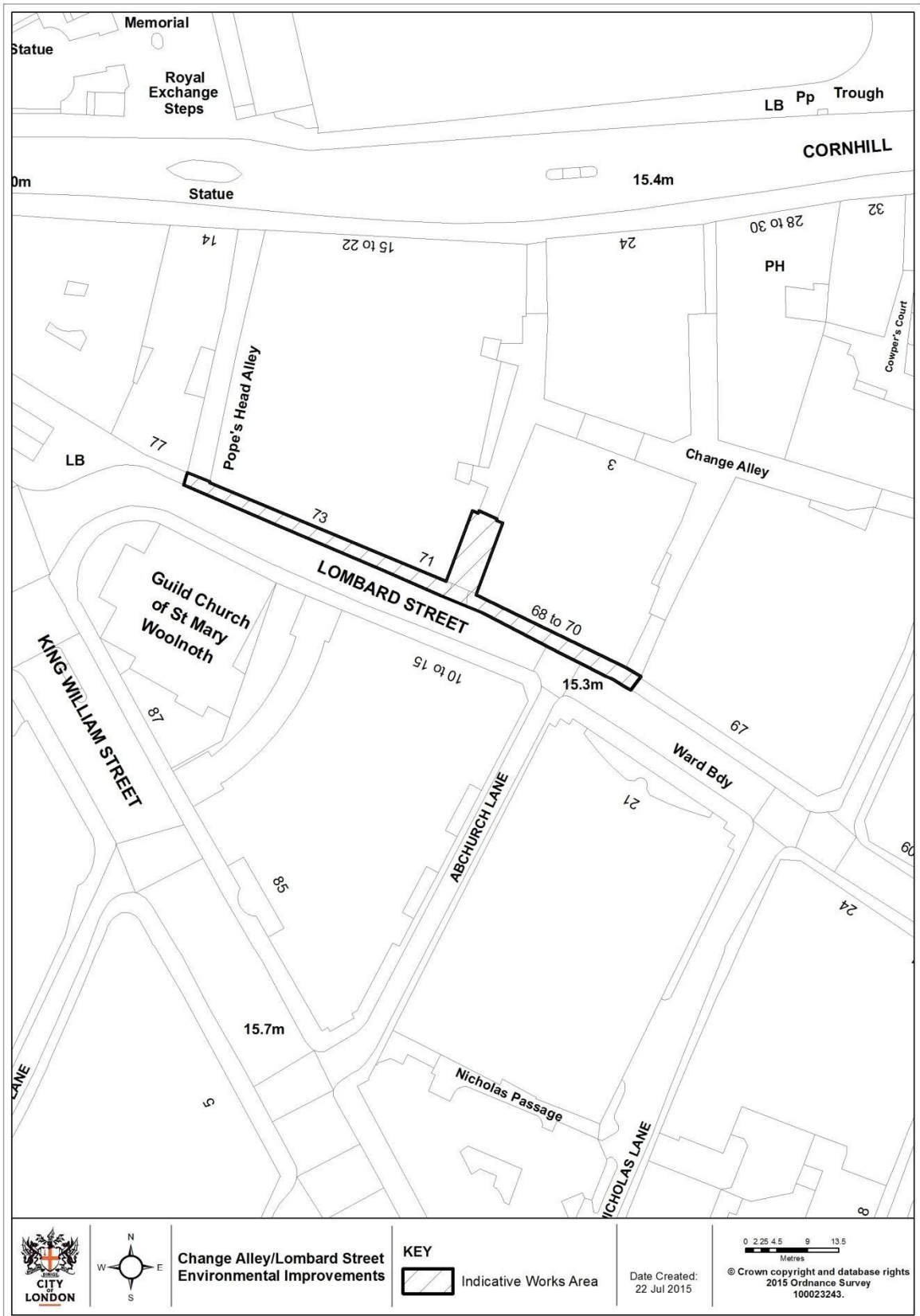
Appendices

Appendix 1	Site Plan
Appendix 2	Before and After Images

Contact

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

Appendix 1: Site Plan



Change Alley/Lombard Street
Environmental Improvements

KEY

 Indicative Works Area

Date Created:
22 Jul 2015



© Crown copyright and database rights
2015 Ordnance Survey
100023243.

Appendix 2: Before and After Images



Before: Change Alley Looking North



After: Change Alley Looking North

Annex 3

Project Name: Suffolk Lane/Laurence Pountney Hill

Summary

Brief description of project

This project was identified in the approved Fenchurch and Monument area enhancement strategy.

Laurence Pountney Hill is located within a conservation area and is adjacent to several listed buildings. It is also the site of the Roman Governor's Palace Scheduled Monument. The area was dominated by carriageway with relatively narrow footways and adjacent to two private gardens but offered very little public realm amenity for local workers and residents and was not particularly accessible for wheelchair users or people with limited mobility.

Proposals to redress this balance included, raising the carriageway of the western turning head to footway level and re-surfacing in York stone and granite setts to match surrounding footway areas, making the area accessible for all. Trees were planted and seating and lighting installed. The remaining carriageway was finished in an anti-skid material to provide a visual contrast with the existing York stone and granite setts in the area. Existing motorcycle parking spaces were relocated to nearby Bush Lane.

The scheme was funded by an additional TfL major scheme funding allocation for 2014/15. This funding was secured by officers through discussions with TfL who needed to re-allocate funds from other Boroughs which could not be spent in time.

Recommendation

It is recommended that Members:

- Note the lessons learnt and authorise closure of the project

Outturn Assessment

1. Assessment of project against success criteria	<ul style="list-style-type: none">● Access improvements to make the area more accessible for wheelchair users and those with mobility impairments<ul style="list-style-type: none">○ <i>Raising the carriageway and widening footways has greatly improved accessibility for all.</i>● Improved walking routes and way-finding improvements<ul style="list-style-type: none">○ <i>The reclamation of some footway and the relocation of motorcycle parking has simplified the environment, providing visual stimuli that enables pedestrians to traverse a much improved environment.</i>
--	--

	<ul style="list-style-type: none"> ● Environmental enhancements to complement the character of the conservation area, listed buildings and respect the setting of the scheduled monument <ul style="list-style-type: none"> ○ <i>Introducing planting and providing opportunities for seating has greatly improved the visual appearance of the area and enhanced the pedestrian experience. In order to ensure the integrity of the local heritage officers sought advice from English Heritage to ensure compliance with statutory responsibilities. A watching Brief was commissioned to guide the parameters of the works.</i> 																								
<p>2. Programme</p>	<p>Although the project was largely complete within the programme, there were additional snagging works that were completed beyond the programme period.</p> <p>Snagging works were largely concerned with the re-routing of irrigation piping more discreetly to ensure that their location did not have a detrimental effect on the setting of adjacent listed buildings.</p>																								
<p>3. Budget</p>	<table border="1" data-bbox="472 999 1465 1279"> <thead> <tr> <th></th> <th>Approved Budget (£)</th> <th>Expenditure (£)</th> <th>Variance (£)</th> </tr> </thead> <tbody> <tr> <td>Staff Costs:</td> <td>45,000</td> <td>34,959</td> <td>10,041</td> </tr> <tr> <td>Fees Total:</td> <td>20,000</td> <td>13,818</td> <td>6,182</td> </tr> <tr> <td>Works Total:</td> <td>142,000</td> <td>84,167</td> <td>57,833</td> </tr> <tr> <td>Contingency:</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>Grand Total</td> <td>207,000</td> <td>133,060</td> <td>74,056</td> </tr> </tbody> </table> <p>The project was completed within the agreed budget</p> <p>There was a significant underspend on this project. This is as a result of:</p> <ul style="list-style-type: none"> ● There was significant archaeology in the area and due to the discovery of human remains at various depths, it was necessary to reduce the scope of the drainage and irrigation works to avoid disturbing the remains. It was then agreed with the occupiers of Vestry House to utilise their existing irrigation system to maintain the area of planting adjacent to their building thereby reducing works costs further. ● Cost estimates were put together based on an early sketch design due to the short time-frame for design and implementation as the TfL funds were time-limited. 		Approved Budget (£)	Expenditure (£)	Variance (£)	Staff Costs:	45,000	34,959	10,041	Fees Total:	20,000	13,818	6,182	Works Total:	142,000	84,167	57,833	Contingency:	-	-	-	Grand Total	207,000	133,060	74,056
	Approved Budget (£)	Expenditure (£)	Variance (£)																						
Staff Costs:	45,000	34,959	10,041																						
Fees Total:	20,000	13,818	6,182																						
Works Total:	142,000	84,167	57,833																						
Contingency:	-	-	-																						
Grand Total	207,000	133,060	74,056																						

Final Account Verification	Verified
4. Outstanding Actions	N/A

Lessons Learnt

5. Key lessons	<ul style="list-style-type: none"> • Having an approved and up-to-date area strategy, that has been consulted upon with the public, assisted in securing funding and providing confidence to TfL in the project and the team's ability to deliver on time, as the TfL funding was time-limited. • There are opportunities to assess whether it is possible to utilise existing utility services before designing in new connections.
6. Implementation plan for lessons learnt	<ul style="list-style-type: none"> • Lessons learnt to be shared at Team Meetings and through consultation on this Gateway report.

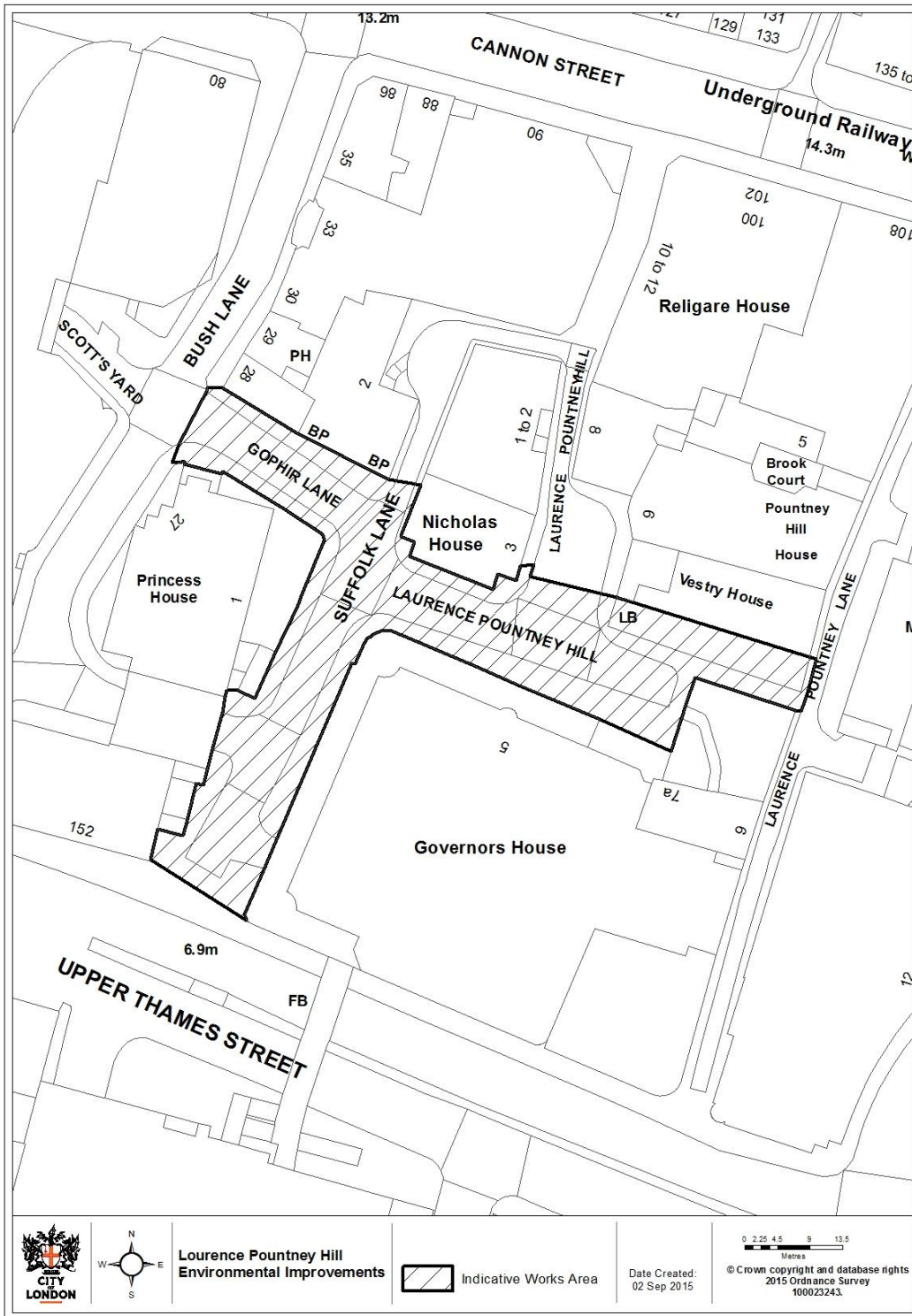
Appendices

Appendix 1	Site Plan
Appendix 2	Before and After Images

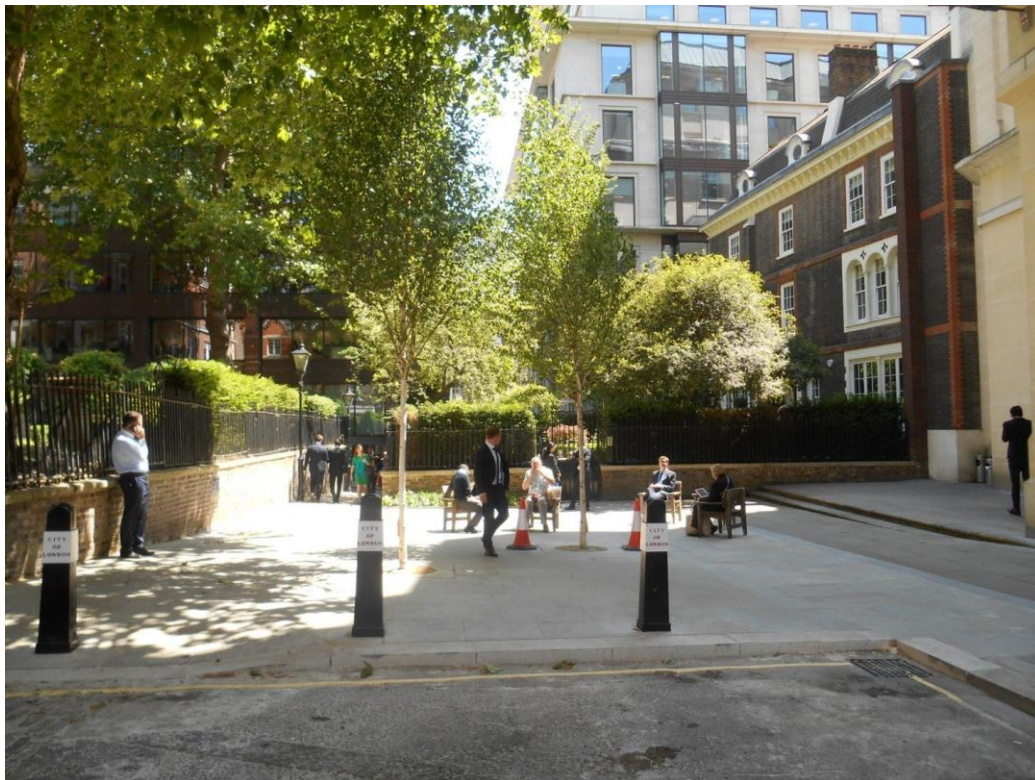
Contact

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

Appendix 1: Site Plan



Appendix 2: Before and After Images



Annex 4

Project Name: Green Corridors Year 3

Summary

Brief description of project

The project comprised the planting of trees in City-wide locations. A total of 43 trees were planted across Years 1-3 and of these, 18 were planted in Year 3.

The main locations are set out below and shown on the plan in Appendix A. The locations were subject to successful trial holes to determine whether conducive to planting trees. Final locations and tree species were then determined in consultation with the Department of Open Spaces.

Locations (Years 1-3):

- Gresham Street
- Carmelite Street
- Pepys Street
- Eastcheap/Great Tower Street,
- Fenchurch Street
- Monument Street
- Newgate Street
- Fann Street
- Bridgewater Square
- Monkwell Square

Recommendation

It is recommended that Members:

- Note the lessons learnt and authorise closure of the project

Outturn Assessment

1. Assessment of project against success criteria	<p>Project Success Criteria</p> <p>It was possible to plant 43 street trees over years 1-3, which is 3 more than originally planned.</p> <p>The trees have contributed to local biodiversity and enhanced the local environment by increasing the green infra-structure in areas devoid of street trees.</p>
2. Programme	The project was completed within the agreed programme

3. Budget		Approved Budget (£)	Expenditure (£)	Variance (£)
	Staff Costs:	40,145	38,100	2,045
	Fees Total:	10,000	7,864	2,136
	Works Total:	69,355	51,828	17,527
	Contingency:	-	-	-
	Grand Total	119,500	97,792	21,708
	The project was completed within the agreed budget			
	Given the time needed to undertake trial holes to find space to plant trees, it was not possible to utilise the full budget within the time available. Therefore, the remaining budget of £21,709 was not able to be claimed from TfL at the end of the financial year 2013/14.			
Final Account Verification	Verified			
4. Outstanding Actions	N/A			

Lessons Learnt

5. Key lessons	<ul style="list-style-type: none"> Due to the vast number of underground services, planting trees in the City is particularly challenging with multiple surveys and trial holes required to find space to plant. This means that the cost of planting trees in the City is higher than other Boroughs which generally have fewer underground services. There is also a need to start utility investigations earlier in the programme.
6. Implementation plan for lessons learnt	<ul style="list-style-type: none"> Lessons learnt to be shared at Team Meetings and through consultation on this Gateway report.

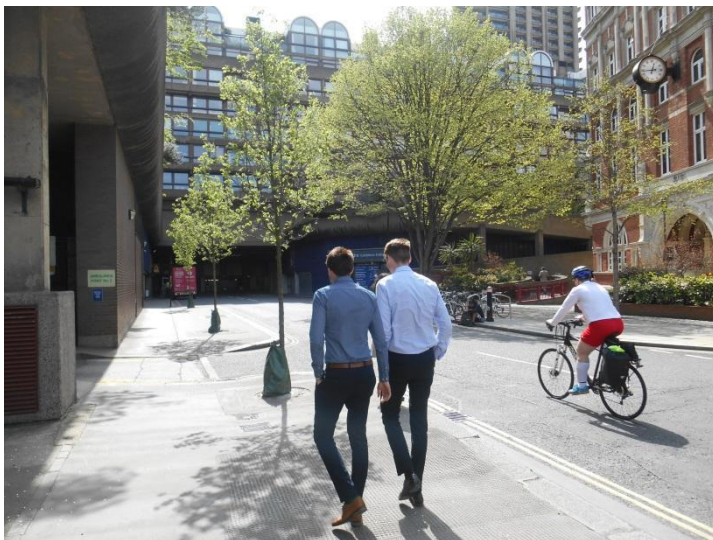
Appendices

Appendix A	Some Images of street trees planted
-------------------	-------------------------------------

Contact

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

Appendix A: Some Images of street trees planted



Annex 5

Project Name: Queenhithe Mosaic

Summary

Brief description of project

The project involved the creation of a new mosaic installation on a section of the Riverside Walk east tidal barrier wall at Queenhithe. The mosaic is a 'timeline' of the River Thames and tells the story of the importance of the river to London.

The mosaic also includes authentic archaeological finds from the riverside. The size of the installation is approximately 1m high x 30m long.

The project was delivered in partnership with Southbank Mosaics who are a charitable organisation that involve the community in their work. The scheme was funded from a variety of sources including a Heritage Lottery Fund grant, a voluntary contribution from the developer of the hotel at Queenhithe, S106 funds and additional funding from Transport for London.

Recommendation

It is recommended that Members:

- Note the lessons learnt and authorise closure of the project

Outturn Assessment

<p>1. Assessment of project against success criteria</p>	<ul style="list-style-type: none"> ● Improvement to the appearance of the Riverside Walk at Queenhithe. <ul style="list-style-type: none"> ○ <i>What was once a featureless wall, is now home to a high quality piece of original art work.</i> ● Interpretation and illustration of rich history of the area in an attractive form. <ul style="list-style-type: none"> ○ <i>The mosaic has been well received and has the full endorsement of the local Ward Alderman.</i> ● Opportunities for Community Engagement and educational opportunities: <ul style="list-style-type: none"> ○ <i>The Ward Alderman, the City of London School and local businesses and residents were involved in helping to construct the mosaic through workshop sessions.</i> ○ <i>Local Schools have included the mosaic as an aid to learning. Southbank Mosaics are currently developing a school of mosaics as an extension to their current contribution to local mosaic making.</i>
---	---

2. Programme	The project was not completed within the agreed programme due to delays incurred by Southbank mosaics. These are described in more detail below.																												
3. Budget	<table border="1" data-bbox="475 488 1449 869"> <thead> <tr> <th></th> <th>Approved Budget (£)</th> <th>Expenditure (£)</th> <th>Variance (£)</th> </tr> </thead> <tbody> <tr> <td>Staff Costs:</td> <td>22,610</td> <td>17,978</td> <td>4,632</td> </tr> <tr> <td>Fees Total:</td> <td>1,752</td> <td>1,752</td> <td>-</td> </tr> <tr> <td>Works Total:*</td> <td>112,643</td> <td>112,643</td> <td>-</td> </tr> <tr> <td>Launch Event **</td> <td>2,717</td> <td>2,717</td> <td>-</td> </tr> <tr> <td>Works (Southbank Mosaics) ***</td> <td>56,500</td> <td>56,500</td> <td>-</td> </tr> <tr> <td>Grand Total</td> <td>196,222</td> <td>191,590</td> <td>4,632</td> </tr> </tbody> </table> <p data-bbox="475 880 1471 943">* There is an outstanding commitment of £5,643 for lighting that is included in the expenditure</p> <p data-bbox="475 947 986 976">** Launch event – revenue expenditure</p> <p data-bbox="475 981 979 1010">*** Paid directly to Southbank Mosaics</p> <p data-bbox="475 1059 1471 1167">Additional funds were approved by the Streets & Walkways and Projects Sub-Committees on the 23rd and 25th March 2015 respectively, to increase the budget by £50,000.</p> <p data-bbox="475 1171 1471 1458">The additional funds were required to meet the increased costs of the project associated with work undertaken by Southbank Mosaics (SBM) as a result of unforeseen delays of approximately 3 months to the agreed programme of implementation and the running costs incurred by SBM as a result of these delays. The amount was negotiated with SBM to cover work undertaken to ensure the Queenhithe Mosaic was installed before the winter months when installation was not possible.</p> <p data-bbox="475 1507 1471 1615">Members approved the utilisation of an additional £50,000 from the TfL 2014/15 funding allocation and assigned this sum to SBM to meet the additional costs associated with the delivery of the project.</p> <p data-bbox="124 1671 341 1738">Final Account Verification</p> <p data-bbox="475 1697 1257 1733">Not Verified due to outstanding commitment for lighting</p>		Approved Budget (£)	Expenditure (£)	Variance (£)	Staff Costs:	22,610	17,978	4,632	Fees Total:	1,752	1,752	-	Works Total:*	112,643	112,643	-	Launch Event **	2,717	2,717	-	Works (Southbank Mosaics) ***	56,500	56,500	-	Grand Total	196,222	191,590	4,632
	Approved Budget (£)	Expenditure (£)	Variance (£)																										
Staff Costs:	22,610	17,978	4,632																										
Fees Total:	1,752	1,752	-																										
Works Total:*	112,643	112,643	-																										
Launch Event **	2,717	2,717	-																										
Works (Southbank Mosaics) ***	56,500	56,500	-																										
Grand Total	196,222	191,590	4,632																										
4, Outstanding Actions	<ul style="list-style-type: none"> <li data-bbox="475 1787 1422 1883">• Installation of feature lighting to improve the light levels on Queenhithe and the appearance of the Mosaic in low light. The installation is expected to be completed by September 2015. 																												

Lessons Learnt

5. Key lessons	<ul style="list-style-type: none">• Involving the community in the fabrication of the queenhithe mosaic was a particularly positive aspect of the project and this approach can be considered for other appropriate projects in the future.• The completion of Legal agreements is rarely predictable and as such additional time should be factored into a project programme early on in the process.
6. Implementation plan for lessons learnt	<ul style="list-style-type: none">• Lessons learnt to be shared at Team Meetings and with external partners and through consultation on this Gateway report.

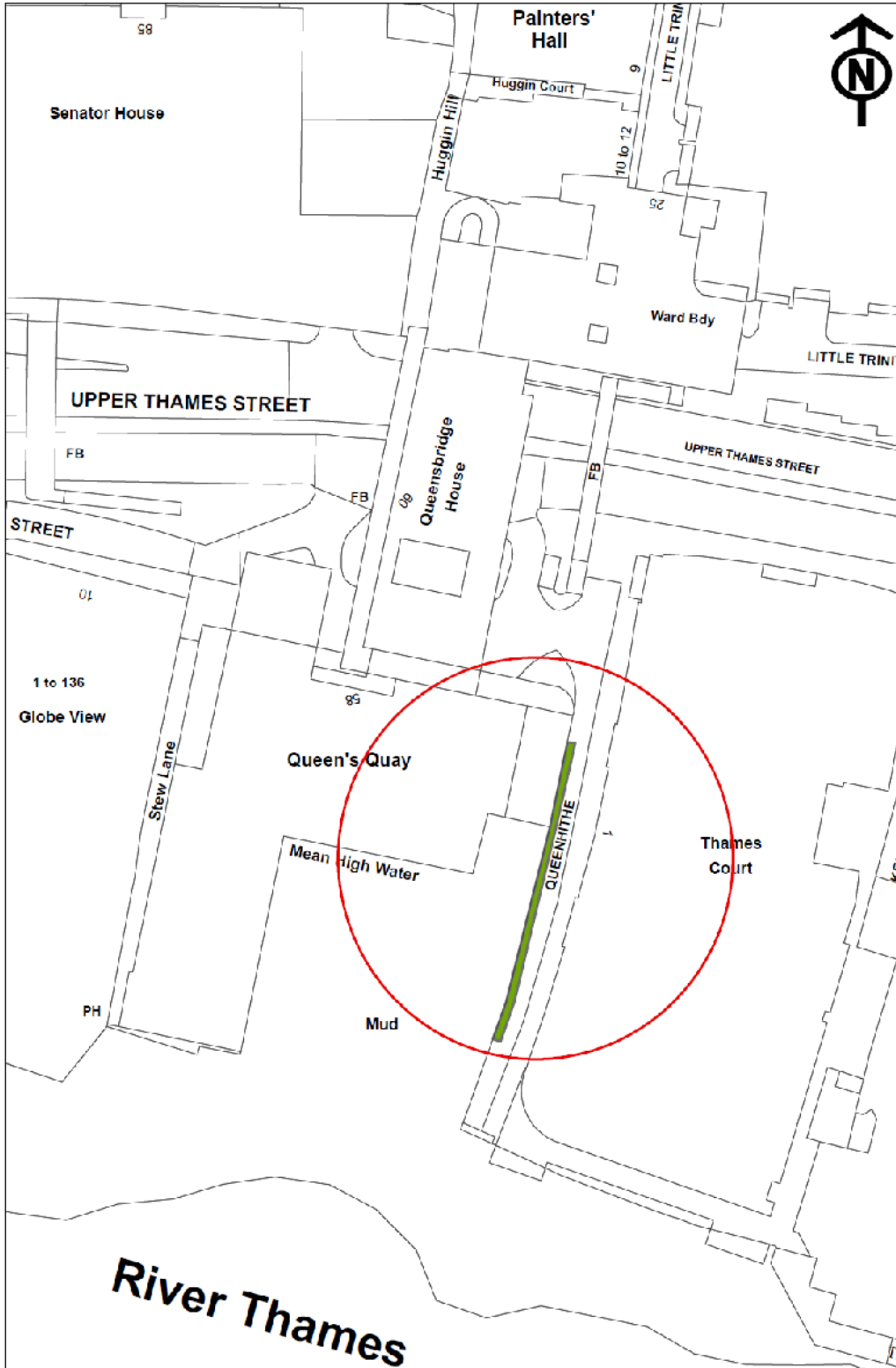
Appendices

Appendix 1	Site Plan
Appendix 2	Before and After Images


Contact

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

Appendix 1: Site Plan



site Location Plan

 Proposed Site

Appendix 2: Before and After Images



Annex 6

Project Name: 24-26 Minories Public Realm Improvements

Summary

Brief description of project

The project involved resurfacing the footway around the development in York stone and the creation of raised table at the junction with St Clare Street to improve pedestrian movement. Works also included the planting of trees in Jewry Street/Aldgate to replace the two trees that were lost as part of the hotel development. The scheme was funded from a S106 and S278 contribution from the hotel developer.

Recommendation

It is recommended that Members:

- Note the lessons learnt and authorise closure of the project, and;
- Approve the return of unspent S278 funds to the developer of 24-26 Minories

Outturn Assessment

<p>1. Assessment of project against success criteria</p>	<ul style="list-style-type: none"> ● Establishment of a minimum of 3 street trees to replace 2 trees lost as a result of the redevelopment. <u>Assessment:</u> Surveys have shown that the 3 trees to be planted adjacent to the hotel entrance on Minories could not be sited there due to London Underground constraints on depth. Therefore, suitable alternative locations in Jewry Street/Aldgate Junction were agreed. To date 2 trees have been planted in Jewry Street with the 3rd tree to be planted at the junction with Aldgate in the 2015/16 planting season to align with the phased implementation of the over-arching Aldgate Gyratory Project in the area. ● Improvement in the appearance of the street. <u>Assessment:</u> The resurfacing of the footway around the completed hotel, the creation of a table at the junction with St Clare Street and the introduction of trees nearby has improved the appearance of an area that was considered drab and lacking greenery. The developer is very pleased with the outcome of the project.
---	---

	<ul style="list-style-type: none"> Improved pedestrian movement and safety at nearby crossing points. <u>Assessment:</u> The creation of a raised table at the junction of Minories and St Clare Street has improved pedestrian movement and safety. 																																																								
2. Programme	<p>Although, the vast majority of the works were completed within programme, the planting of the remaining tree in the 2014 planting season was incompatible with the overarching Aldgate Gyratory Project in the area. The tree will now be planted by March 2016 when these works have been completed.</p>																																																								
3. Budget	<table border="1" data-bbox="475 685 1453 1059"> <thead> <tr> <th colspan="4">S278 Outturn Assessment</th> </tr> <tr> <th></th> <th>Approved Budget (£)</th> <th>Expenditure (£)</th> <th>Variance (£)</th> </tr> </thead> <tbody> <tr> <td>Staff Costs:</td> <td>12,000</td> <td>9,269</td> <td>2,731</td> </tr> <tr> <td>Fees Total:</td> <td>4,650</td> <td>-</td> <td>4,650</td> </tr> <tr> <td>Works Total:</td> <td>42,200</td> <td>42,200</td> <td>-</td> </tr> <tr> <td>Contingency:</td> <td>4,000</td> <td>-</td> <td>4,000</td> </tr> <tr> <td>Grand Total</td> <td>62,850</td> <td>51,469</td> <td>11,381</td> </tr> </tbody> </table> <p data-bbox="481 1079 1230 1115">The project was completed within the agreed budget</p> <table border="1" data-bbox="475 1173 1453 1624"> <thead> <tr> <th colspan="4">S106 Outturn Assessment</th> </tr> <tr> <th></th> <th>Approved Budget (£)</th> <th>Expenditure (£)</th> <th>Variance (£)</th> </tr> </thead> <tbody> <tr> <td>Staff Costs:</td> <td>6,198</td> <td>4,912</td> <td>1,286</td> </tr> <tr> <td>Fees Total:</td> <td>215</td> <td>-</td> <td>215</td> </tr> <tr> <td>Works Total:*</td> <td>10,587</td> <td>10,587</td> <td>0</td> </tr> <tr> <td>Contingency:</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>Grand Total</td> <td>17,000</td> <td>15,499</td> <td>1,501</td> </tr> </tbody> </table> <p data-bbox="475 1671 1334 1706">*Sum of £5,236 has been retained for tree planting at a later date.</p> <p data-bbox="475 1747 1469 1816">The scheme was designed in-house and so there was no need to utilise the fees in the budget.</p> <p data-bbox="124 1877 341 1946">Final Account Verification</p> <p data-bbox="475 1901 1334 1937">Not Verified due to outstanding commitment for tree planting</p>	S278 Outturn Assessment					Approved Budget (£)	Expenditure (£)	Variance (£)	Staff Costs:	12,000	9,269	2,731	Fees Total:	4,650	-	4,650	Works Total:	42,200	42,200	-	Contingency:	4,000	-	4,000	Grand Total	62,850	51,469	11,381	S106 Outturn Assessment					Approved Budget (£)	Expenditure (£)	Variance (£)	Staff Costs:	6,198	4,912	1,286	Fees Total:	215	-	215	Works Total:*	10,587	10,587	0	Contingency:	-	-	-	Grand Total	17,000	15,499	1,501
S278 Outturn Assessment																																																									
	Approved Budget (£)	Expenditure (£)	Variance (£)																																																						
Staff Costs:	12,000	9,269	2,731																																																						
Fees Total:	4,650	-	4,650																																																						
Works Total:	42,200	42,200	-																																																						
Contingency:	4,000	-	4,000																																																						
Grand Total	62,850	51,469	11,381																																																						
S106 Outturn Assessment																																																									
	Approved Budget (£)	Expenditure (£)	Variance (£)																																																						
Staff Costs:	6,198	4,912	1,286																																																						
Fees Total:	215	-	215																																																						
Works Total:*	10,587	10,587	0																																																						
Contingency:	-	-	-																																																						
Grand Total	17,000	15,499	1,501																																																						

4. Outstanding Actions	<p><u>Outstanding Actions</u></p> <p>The outstanding item is the planting of the third of three street trees approved at the junction of Jewry Street and Aldgate.</p> <p>The planting of the last street tree is now programmed for implementation by 31st March 2016, the management of which will be undertaken by the Open Spaces Team as part of the Aldgate project.</p>
-------------------------------	---

Lessons Learnt

5. Key lessons	<ul style="list-style-type: none"> ● Regular communication played an important role in ensuring that the coordination of works was efficiently carried out. The need for coordination with the developer's construction programme, utility works and the on-going Aldgate project works in Minories was a challenging aspect of the project. ● The requirement for coordination between multiple projects will be identified at an early stage in the project process (project initiation document) with a greater emphasis on information sharing, especially where multiple activities in an area have the potential for conflict.
6. Implementation plan for lessons learnt	Lessons will be shared through consultation on this report and through team meetings.

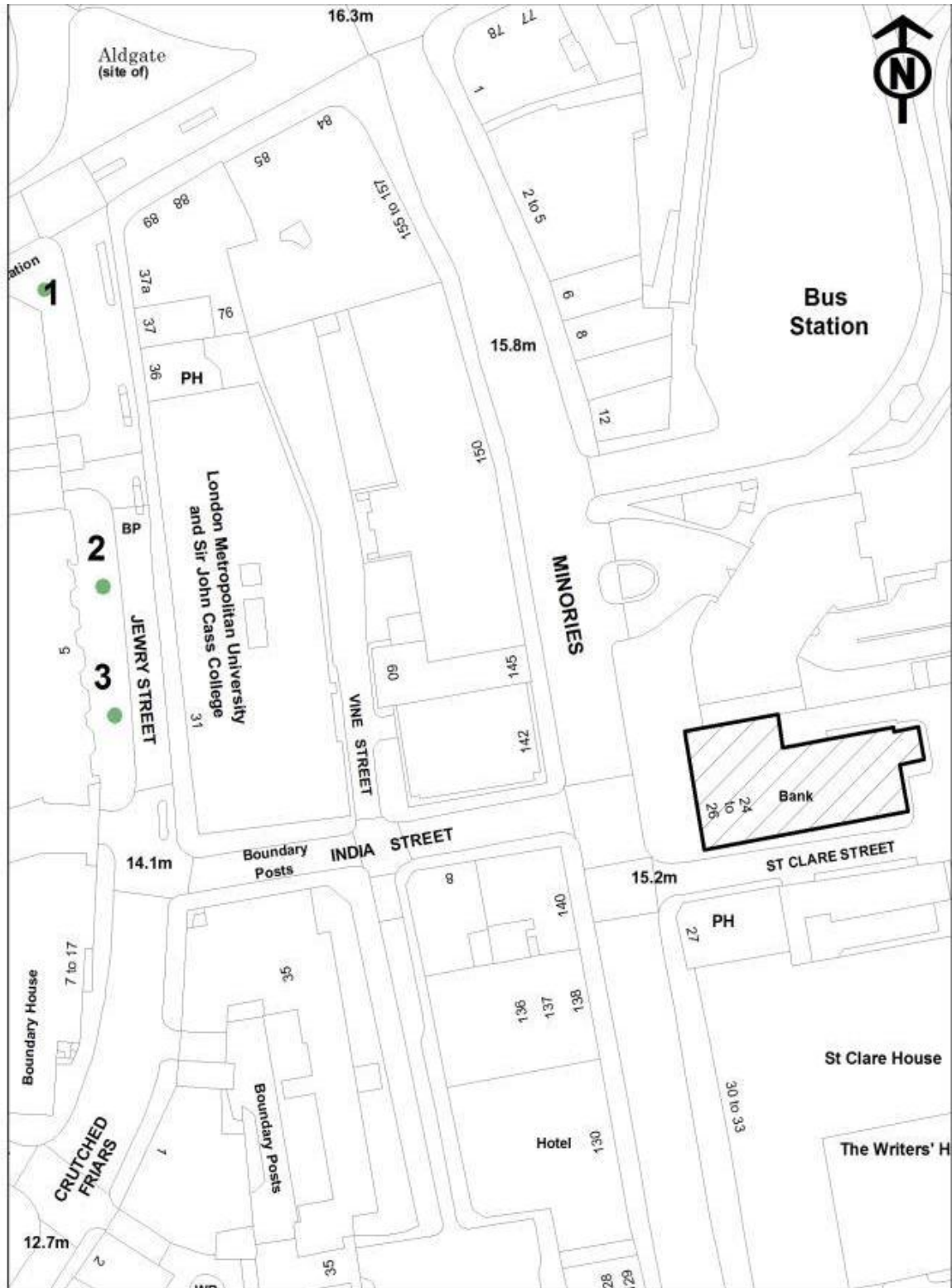
Appendices

Appendix A	Jewry Street Tree Locations
Appendix B	Before and After Images

Contact

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

Appendix A Jewry Street Tree Locations



- Tree 1
- Tree 2
- Tree 3
- 24-26 Minories

Site Location Plan





St Clare Street –Before



St Clare Street - After

Annex 7

Project Name: 67 Lombard Street environmental enhancements

Summary

Brief description of project

The project involved the replacement of the existing mastic asphalt footway in front of 67 Lombard Street with York stone and new granite kerbs, the installation of one uplighter and two bollards. The project was externally funded by the developer through a voluntary Section 278 agreement, including all associated staff costs.

Lombard Street is situated in the Bank conservation area. The project aimed to enhance the appearance of the street and the conservation area.

Recommendation

It is recommended that Members:

- Note the lessons learnt and authorise closure of the project, and;
- Approve the return of unspent S278 funds to the developer.

Outturn Assessment

1. Assessment of project against success criteria	<p>The project has provided an enhanced and consistent streetscape in this important part of the conservation area.</p> <p>The new development now has a high quality setting and the developer is very pleased with the outcome.</p>
2. Programme	<p>The project start date was delayed by 6 months due to works being carried out by the developer which impeded access to the site. However, once the works commenced, the project was completed within the agreed programme.</p>

3. Budget	<table border="1"> <thead> <tr> <th></th> <th>Approved Budget (£)</th> <th>Expenditure (£)</th> <th>Variance (£)</th> </tr> </thead> <tbody> <tr> <td>Staff Costs:</td> <td>10,940</td> <td>7,672</td> <td>3,268</td> </tr> <tr> <td>Fees Total:</td> <td>2,650</td> <td>-</td> <td>2,650</td> </tr> <tr> <td>Works Total:</td> <td>29,604</td> <td>16,224</td> <td>13,380</td> </tr> <tr> <td>Contingency:</td> <td>7,376</td> <td>-</td> <td>7,376</td> </tr> <tr> <td>Grand Total</td> <td>50,570</td> <td>23,896</td> <td>26,674</td> </tr> </tbody> </table>				Approved Budget (£)	Expenditure (£)	Variance (£)	Staff Costs:	10,940	7,672	3,268	Fees Total:	2,650	-	2,650	Works Total:	29,604	16,224	13,380	Contingency:	7,376	-	7,376	Grand Total	50,570	23,896	26,674
		Approved Budget (£)	Expenditure (£)	Variance (£)																							
Staff Costs:	10,940	7,672	3,268																								
Fees Total:	2,650	-	2,650																								
Works Total:	29,604	16,224	13,380																								
Contingency:	7,376	-	7,376																								
Grand Total	50,570	23,896	26,674																								
Final Account Verification	<p>The project was completed within the agreed budget</p> <p>There is a significant underspend on this project. This is as a result of the works estimate not being sufficiently accurate with utility works costing far less than anticipated. The contingency and fees budget was also not needed as design was carried out by officers 'in house'.</p> <p>Verified</p>																										
4. Outstanding Actions	None.																										

Lessons Learnt

5. Key lessons	<ul style="list-style-type: none"> • When works need to be coordinated with developments, there is often an impact on project programmes. This needs to be factored in as a risk on similar projects. • The need to achieve more accurate cost estimates, particularly with standard materials has been recognised and will continue to be monitored.
6. Implementation plan for lessons learnt	Lessons will be shared through consultation on this report and through team meetings.

Appendices

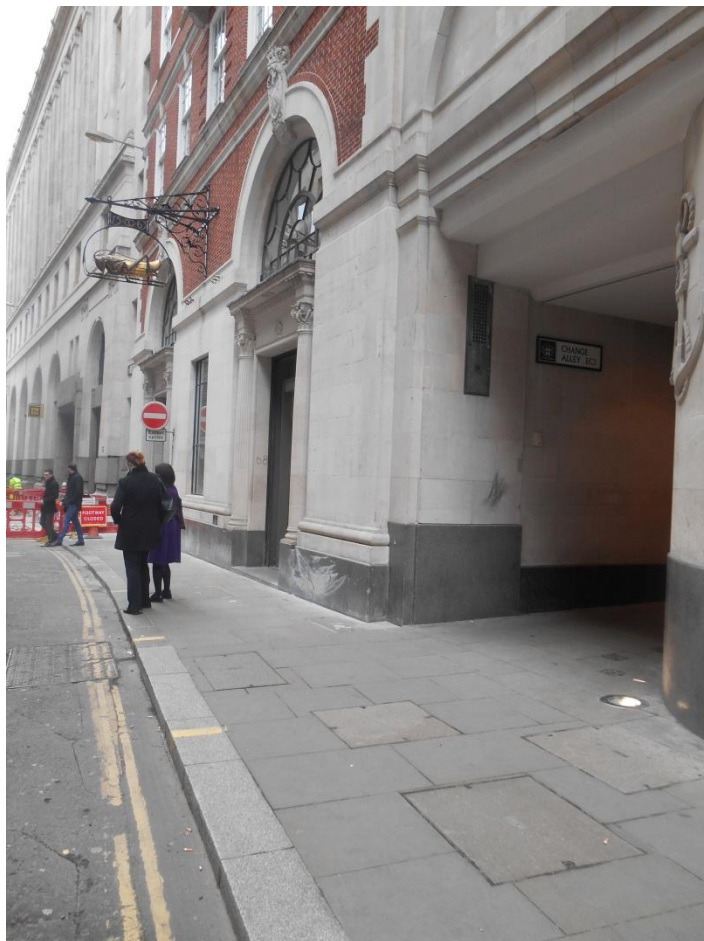
Appendix 1	Before and After Images
-------------------	-------------------------

Contact

Report Author	Maria Herrera
Email Address	Maria.herrera@cityoflondon.gov.uk
Telephone Number	020 7332 1688

Appendix 1 – Before & after images

Before



After

Annex 8

Project Name: St Andrew Holborn Church Gardens

Summary

Brief description of project

The project included,

- Creating a fully accessible space by the addition of ramps and adjustment of levels.
- Lowering the brick wall that divides the north and west garden and opening up the north garden so that it is a safer and more accessible space.
- The provision of walls, railings and lockable gates to the perimeter of the site to enhance safety.
- Re-landscaping of the garden with additional planting and seating with the use of high quality materials, in keeping with the listed church.

The project has delivered a safe, accessible and enhanced public garden in an area of the City where few green spaces are available. The project also complemented the improvements to Holborn Circus.

Recommendation

It is recommended that Members:

- Note the content of this report and authorise the closure of the project.

Outturn Assessment

1. Assessment of project against success criteria	<p>The project has successfully achieved the agreed objectives as follows:</p> <ul style="list-style-type: none">● A step-free access has been created to the main entrance of the Church and the north garden from St. Andrews Street.● The garden is now surrounded by walls, railings and lockable gates which have addressed the issue of anti-social behaviour in the evenings.● Railings have replaced a dividing wall between the two gardens and created a visual connection between the spaces. The north garden is now a welcoming space with areas for seating.● The scheme has improved passive surveillance between the
--	---

	<p>northern and western spaces, which has encouraged users to visit the previously isolated north garden.</p> <ul style="list-style-type: none"> • The project promotes local biodiversity by providing more greenery and planting. • The garden has been re-landscaped to a very high standard of design, in keeping with the listed church. • The enhanced garden has been very well used since the works were completed and the Church are particularly pleased with the outcome. 																								
<p>2. Programme</p>	<ul style="list-style-type: none"> • The programme had to be extended due to archaeological remains found during the excavation works. This delayed the programme by 8 weeks. • The first specialist stone contractor to be employed became insolvent shortly before works were due to commence. As a result, the programme was delayed by a further three weeks whilst three alternative contractors were invited to tender. • Additional delays have been incurred due to the need to coordinate the works with restoration works to the church and the complexity of the works to the stone staircase. 																								
<p>3. Budget</p>	<table border="1" data-bbox="475 1171 1449 1451"> <thead> <tr> <th></th> <th>Approved Budget (£)</th> <th>Expenditure (£)</th> <th>Variance (£)</th> </tr> </thead> <tbody> <tr> <td>Staff Costs:</td> <td>84,000</td> <td>83,254</td> <td>746</td> </tr> <tr> <td>Fees Total:</td> <td>40,187</td> <td>40,176</td> <td>11</td> </tr> <tr> <td>Works Total:</td> <td>431,400</td> <td>430,507</td> <td>893</td> </tr> <tr> <td>Contingency:</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>Grand Total</td> <td>555,587</td> <td>553,937</td> <td>1,650</td> </tr> </tbody> </table> <p>The budget had to be increased to £555,587 in order to complete all of the works. These additional costs were covered by TfL funds that were approved as part of a committee report to reallocate TfL funds in March 2015.</p> <p>Below are the issues that arose during the construction phase of the project which account for the increase in costs:</p> <ul style="list-style-type: none"> • The unexpected discovery of human remains across much of the north garden along with medieval artefacts meant that more input was required from the archaeologist. This also involved more excavation of the grounds, the redirection of pipework and reburial of the human remains, as well as a delay to the programme. 		Approved Budget (£)	Expenditure (£)	Variance (£)	Staff Costs:	84,000	83,254	746	Fees Total:	40,187	40,176	11	Works Total:	431,400	430,507	893	Contingency:	-	-	-	Grand Total	555,587	553,937	1,650
	Approved Budget (£)	Expenditure (£)	Variance (£)																						
Staff Costs:	84,000	83,254	746																						
Fees Total:	40,187	40,176	11																						
Works Total:	431,400	430,507	893																						
Contingency:	-	-	-																						
Grand Total	555,587	553,937	1,650																						

Final Account Verification	<ul style="list-style-type: none"> • Unexpected crypts were discovered on site requiring a structural engineer to assess the stability of some of the tombstones on top of these crypts and essential work to stabilise them. • Additional requirements by the Church for taller railings and gates to comply with security as well as access requirements incurred extra costs for manufacture, installation and supervision of works. • Bespoke stonework by a specialist was required for the North staircase to preserve the historical context. These costs were higher than originally estimated. • The viaduct stone staircase required alterations to tie it in with new levels and these extra costs were not anticipated at Gateway 5. • Additional supervision was required from Highways engineers and the Project Manager as a result of the archaeology/design issues and programme delays. <p>Verified</p>
4. Outstanding Actions	<p>None</p>

Lessons Learnt

5. Key lessons	<ul style="list-style-type: none"> • Regular communication with the Church was vital in building a successful partnership. • Archaeological remains on-site impacted the programme and budget of the project. Therefore, sites which present a high risk of finding archaeological remains, such as churchyards, should have a provisional sum allocated for this specific risk in anticipation of this eventuality. • Works to the existing stone staircase were complicated, and took more time than estimated. It is recommended that specialist contractors are consulted at an earlier stage of the design in order to avoid this risk. • Specialist construction work, in this case brickwork, which is not normally carried out by the Term Contractor was difficult to price and agree. The Term Contractor could have been involved at an earlier stage to discuss options for procurement of specialist items.
-----------------------	--

	<ul style="list-style-type: none"> • The construction package produced by the external design consultant was found to be deficient in some respects, particularly in relation to levels where the information was not sufficiently detailed and this caused delays to the works and required a specialist surveyor to check the levels. Going forward, the need for this specialism would need to be identified earlier in the design process.
6. Implementation plan for lessons learnt	<ul style="list-style-type: none"> • Ensure appropriate risk allocations are included in budgets, particularly in relation to high risk projects. • Ensure design consultant's information is sufficiently complete before proceeding to tender. • It is proposed to hold a lessons learnt meeting with the Church to get their feedback on the team performance and log any further lessons to be actioned.

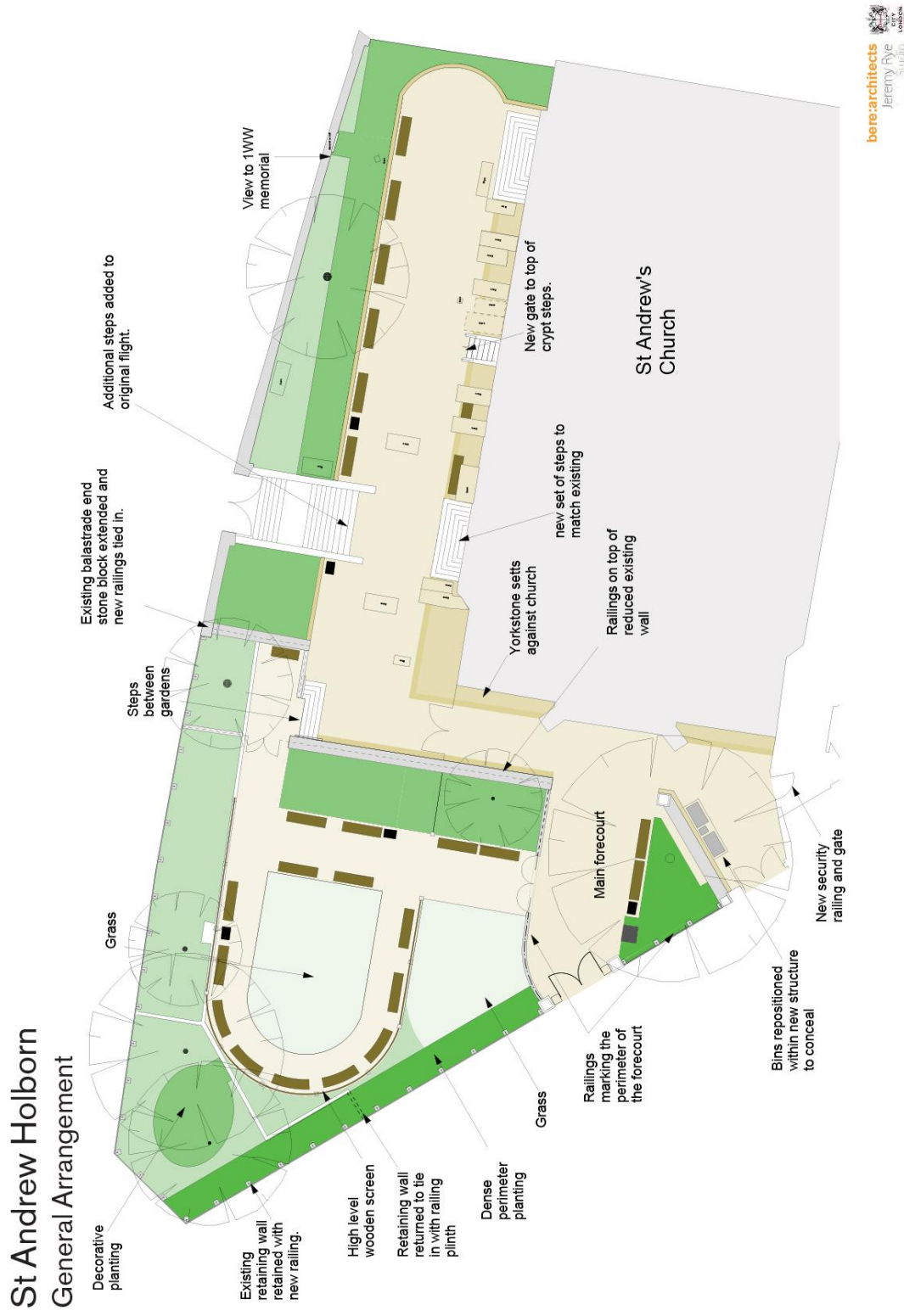
Appendices

Appendix 1	Site Plan
Appendix 2	Before and After Images

Contact

Report Author	Maria Herrera
Email Address	maria.herrera@cityoflondon.gov.uk
Telephone Number	020 7332 1688

Appendix 1: St. Andrews Holborn enhancement scheme



Appendix 2: Before and After Images. West garden space.



Before and After Images. North garden space.



This page is intentionally left blank

Committee(s):	Date(s):
Planning and Transportation - For Decision Streets and Walkways Sub-Committee - For information	14 th July 2015 21 st September 2015
Subject: City Fund Highway Declaration – Thames Tideway Tunnel development at Blackfriars foreshore	Public
Report of: The Comptroller and City Solicitor	For Information

Summary

On 3rd September 2014 Thames Water Utilities Limited was granted a Development Consent Order by statutory instrument to authorise and facilitate the construction of the Thames Tideway Tunnel. The Order came into force on 24th September 2014.

A small amount of City Fund highway land at Paul’s Walk, EC4 (comprising an area of riverside walkway/river wall) is required for incorporation into permanent infrastructure to be constructed at Blackfriars foreshore as part of the tunnel works. Although Thames Water has been granted compulsory purchase powers by the Order to acquire this land, it seeks an agreement with the City Corporation as to the land to be transferred.

However, before third party interests can be granted in City Fund highway land, the affected area first needs to be declared surplus to highway requirements.

In this instance, the part of the City Fund highway land to be disposed of is intended to be stopped-up by Thames Water pursuant to powers contained in the Development Consent Order.

The terms for the highway disposal are to be reported separately for the approval of the Property Investment Board, subject to The Planning and Transportation Committee’s approval to declare the affected area surplus to highway requirements.

Recommendation

Members of the Planning and Transportation Committee are asked to:

- Resolve that an area of highway/river wall at Paul’s Walk, Blackfriars, EC4 measuring in total approximately 1,451 ft² (134.81 m²) be declared surplus to highway requirements in order to enable its disposal to Thames Water Utilities Limited for incorporation into the Thames Tideway Tunnel permanent works at Blackfriars foreshore upon terms to be subject to the approval of the Property Investment Board, the resolution to take effect upon the land ceasing to be a highway structure following its incorporation into the Thames Tideway Tunnel permanent

works.

Members of the Street and Walkways Sub-Committee are asked to:

- Note the report

Main Report

Background

1. On 3rd September 2014 the Secretaries of State for the Department for Environment, Food and Rural Affairs and the Department for Communities and Local Government made an Order giving Thames Water Utilities Limited (“**Thames Water**”) development consent to authorise, and various powers to facilitate, the construction of the Thames Tideway Tunnel (“**TTT**”). This Development Consent Order (“**DCO**”) came into force on 24th September 2014.
2. The TTT is a major new sewer designed to tackle the problem of overflows from the capital’s Victorian sewers and protect the River Thames from increasing pollution for at least the next 100 years. The TTT will divert storm overflows from London’s sewerage system by capturing them and transferring them to Beckton sewage works.
3. The interception infrastructure will be encased within a new structure which will be embanked from the River Thames at Blackfriars and tied into the existing river wall. The extent of the proposed embankment is shown with a heavy dashed line on Appendix 1. At its narrowest point it will lie under Blackfriars Bridge (A201) between the river wall and the first bridge pier.
4. The river wall will remain mostly intact, but will be leveled down, paved over and cease to function as a highway/footpath retaining wall and flood defence. The new embankment will incorporate a replacement river wall and flood defence within its design.
5. The adjacent riverside walkway within Paul’s Walk will be stopped up, and re-routed onto the new embankment, which will be finished to create an enhanced area of public realm. The status of the re-routed walkway and the public realm as a whole is still under discussion, but officers’ preference is for it to be declared City walkway.
6. A small section of the redundant walkway/river wall is to be used to house:
 - a. an interception chamber (below ground);
 - b. a permanent vent above-ground (although the final position may in fact be off the wall and within the area to be embanked from the River Thames).
7. Under the DCO, Thames Water can acquire this land by compulsory purchase, but has approached the City Corporation to acquire it by agreement.

Current Position

8. Thames Water has been in discussion with City Corporation officers to acquire the land it needs for the TTT by agreement without having to invoke its compulsory purchase powers. Draft terms for the disposal have been negotiated subject to necessary Committee approvals.
9. Part of the disposal land is City Fund land held for highway purposes (being highway retaining river wall and pedestrian highway footpath).
10. **Affected highway:** The area of City Fund highway to be encroached upon is:
 - a. shown cross-hatched on Appendix 1 and inset no. 1 of Appendix 2 (labelled "Interception Chamber");
 - b. shown within the hatched area on Appendix 1 and on the insert no. 1 to Appendix 2 (in both cases labelled "Permanent Vent").
11. These two areas total approximately 1,470 ft² (134.81 m²), split as to 1,451 ft² (133.07 m²) for the interception chamber land and 19 ft² (1.74 m²) for the permanent vent land.
12. The TTT works to create the new embankment have not yet commenced and until they have, the highway land will be required for its existing highway purpose. Any declaration that the disposal land be surplus to highway purposes should therefore be conditional upon the TTT project proceeding at Blackfriars.

Proposals

13. Subject to the Planning and Transportation Committee's agreement to declare the area of City Fund highway surplus to requirements, it is proposed that the City Corporation enters into an agreement with Thames Water to dispose of a suitable interest in the highway land upon terms to be approved by the Property Investment Board.
14. However, should the TTT project not proceed for whatever reason, the status quo would prevail, with the walkway/river wall remaining a highway structure vested in the City Corporation as highway authority. Therefore it is proposed that any declaration be conditional upon the river wall ceasing to function as a highway structure once incorporated into the TTT permanent works.

Corporate & Strategic Implications

15. The City Corporation supports the construction of the TTT, which is designed to curtail the harmful effects of sewage discharges into the River Thames.
16. The disposal of highway land will support the TTT development at Blackfriars foreshore.

Financial Implications

17. The financial implications of any disposal will be considered by the Property Investment Board.

Legal Implications

18. **Stopping up:** The proposed encroachment by the TTT development will affect the highway structure, and it is intended that the land be stopped up as authorised by the DCO.

19. **Power of Disposal:** The affected land is held by City Fund for highway purposes in relation to the highway structures, and for planning purposes below/above the highway structures.
20. **Planning Purposes** - Disposal of land held for planning purposes is authorised by Section 233 of the Town and Country Planning Act 1990 to secure the best use of land or to secure the carrying out of works necessary for the proper planning of the area.
21. **Highway Purposes** - Disposal of land held for highway purposes is authorised by Section 9 City of London (Various Powers) Act 1958, which allows the City Corporation to dispose of its land within or outside of the City in such manner and for such consideration and on such terms and conditions as it thinks fit.

Disposal

22. Property Investment Board – The terms of the negotiated highway disposal transaction are to be reported to the Property Investment Board for consideration, subject to the Planning and Transportation Committee first declaring the affected City Fund highway land to be surplus to highway requirements.

Conclusion

23. The necessary declaration confirming the highway to be surplus to requirements, will enable development of the TTT at Blackfriars according to the DCO that has been granted for the TTT scheme.

Consultation

24. The City Surveyor and the Director of the Built Environment have been consulted in the production of this report.

Appendices

- Appendix 1 – Location Plan.
- Appendix 2 – Insets to Location Plan.

Background Papers:

None

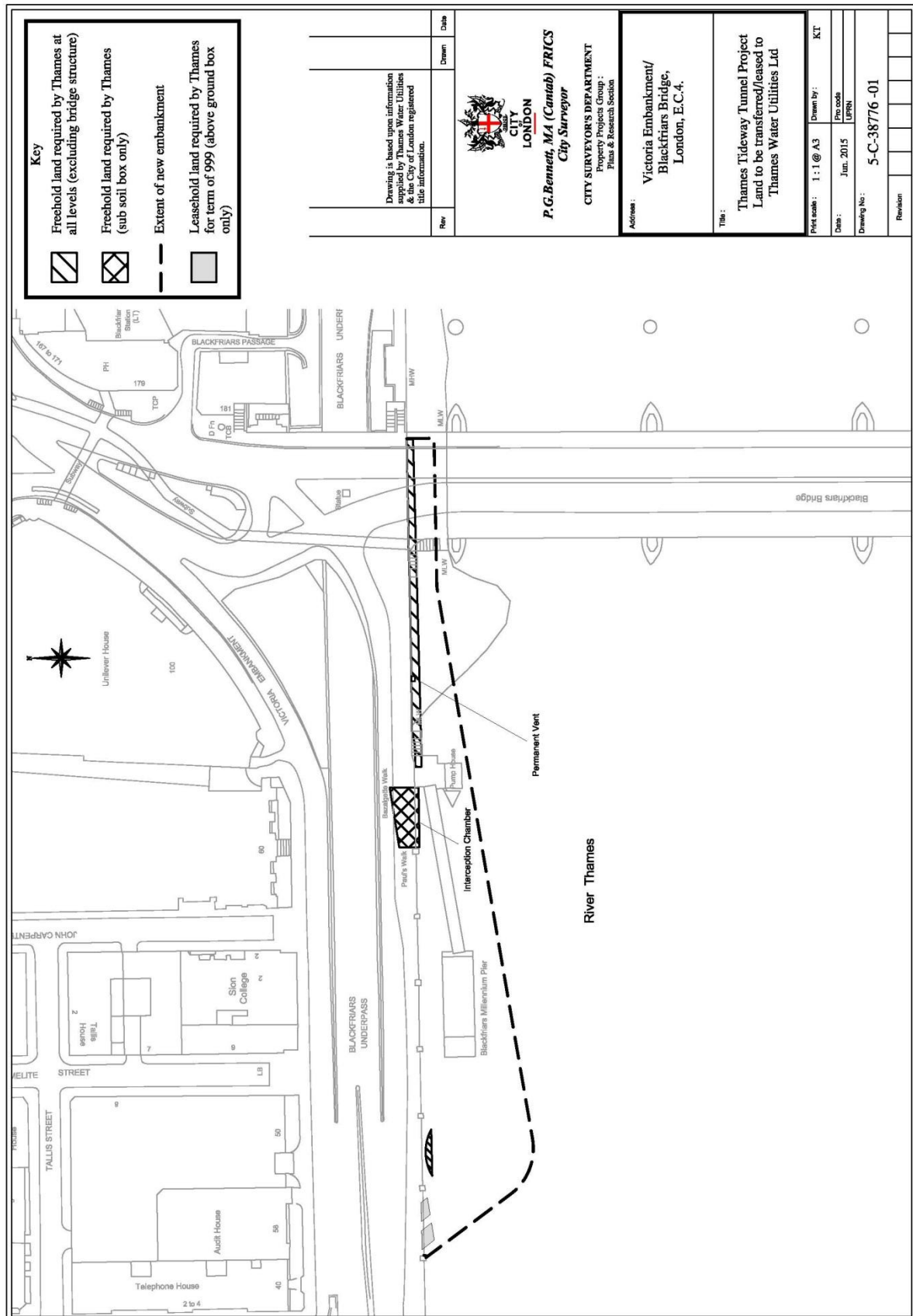
Claire Barker

Principal Legal Assistant – Comptroller and City Solicitor's Department

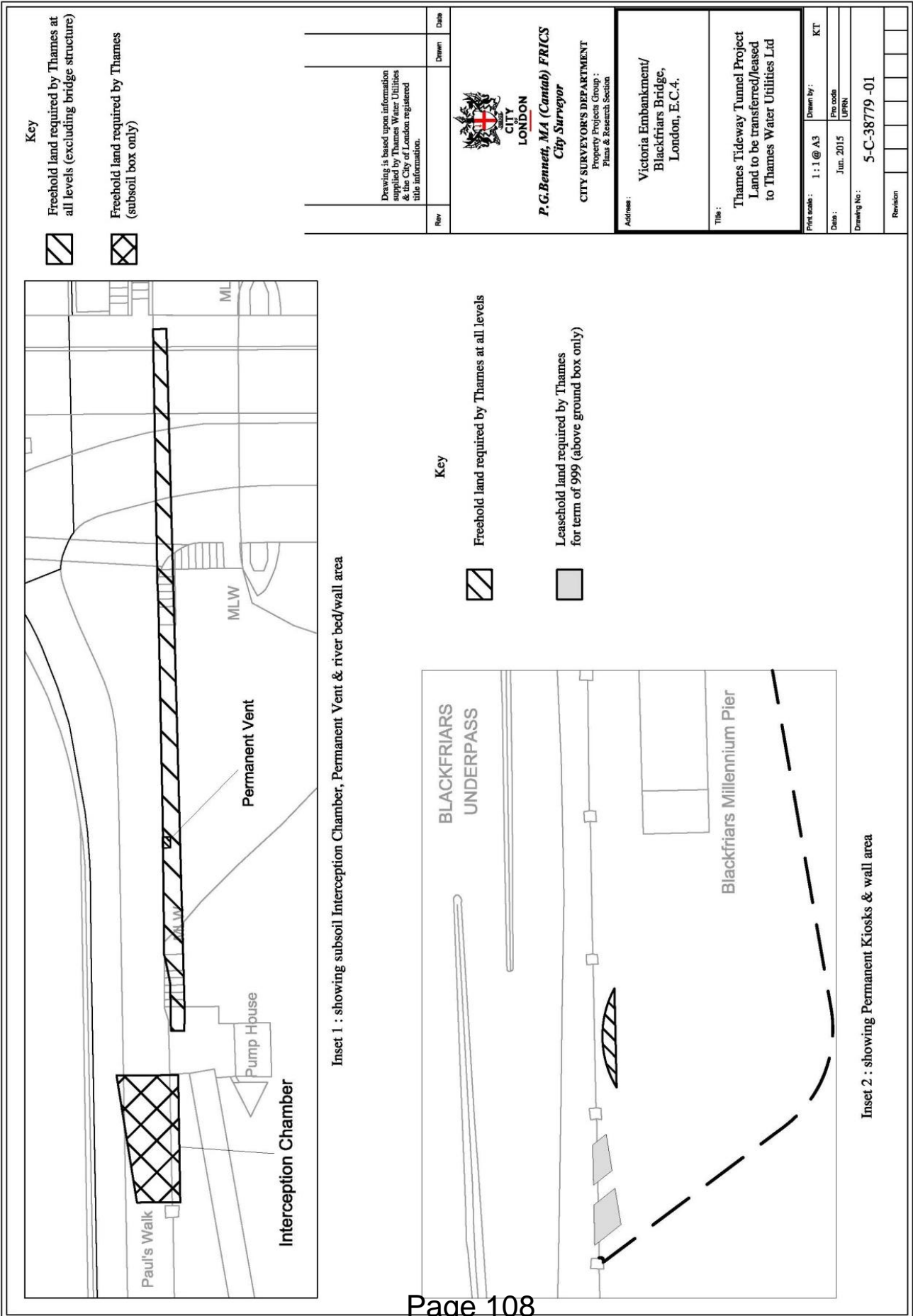
T: 020 7332 1698

E: claire.barker@cityoflondon.gov.uk

APPENDIX 1 – Location plan



APPENDIX 2 – Insets to Location Plan



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

Document is Restricted

This page is intentionally left blank

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

Document is Restricted

This page is intentionally left blank