



## **Streets and Walkways Sub (Planning and Transportation) Committee**

**Date:** MONDAY, 9 MAY 2016

**Time:** 1.45 pm

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

<b>Members:</b>	Randall Anderson	Gregory Jones QC
	Emma Edhem	Deputy Alastair Moss
	Marianne Fredericks	Graham Packham
	Deputy Brian Harris	Tom Sleigh
	Christopher Hayward	

(There are currently 3 Ex-officio Member vacancies on this Committee still to be appointed)

**Enquiries:** Amanda Thompson  
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amanda.thompson@cityoflondon.gov.uk

**Lunch will be served in Guildhall Club at 1PM**  
**NB: Part of this meeting could be the subject of audio or video recording**

**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. **ELECTION OF CHAIRMAN**  
To elect a Chairman for the ensuring year in accordance with Standing Order 29.  
**For Decision**
4. **ELECTION OF DEPUTY CHAIRMAN**  
To elect a Deputy Chairman for the ensuring year in accordance with Standing Order 30.  
**For Decision**
5. **TERMS OF REFERENCE**  
To note the Sub-Committee's Terms of Reference  
**For Information**  
(Pages 1 - 2)
6. **MINUTES**  
To agree the public minutes and summary of the meeting held on 4 April 2016.  
**For Decision**  
(Pages 3 - 10)
7. **OUTSTANDING REFERENCES**  
To receive the list of outstanding references.  
**For Information**  
(Pages 11 - 12)
8. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**
  - a) Gateway 4 - Middlesex Street Area - Redesign of new public space in Artizan Street post ramp demolition (phase B) (Pages 13 - 32)  
**For Decision**
9. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
10. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
11. **EXCLUSION OF THE PUBLIC**

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

**Part 2 - Non-public Agenda**

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

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## **Streets and Walkways Sub Committee Terms of Reference**

The Sub Committee is responsible for:-

- (a) traffic engineering and management, maintenance of the City's streets, and the agreement of schemes affecting the City's Highways and Walkways (such as street scene enhancement, traffic schemes, pedestrian facilities, special events on the public highway and authorising Traffic Orders) in accordance with the policies and strategies of the Grand Committee;
- (b) all general matters relating to road safety;
- (c) the provision, maintenance and repair of bridges, subways and footbridges, other than the five City river bridges;
- (d) public lighting, including street lighting;
- (e) day-to-day administration of the Grand Committee's car parks
- (f) all matters relating to the Riverside Walkway, except for adjacent open spaces; and
- (g) to be responsible for advising the Grand Committee on:-
  - (i) progress in implementing the Grand Committee's plans, policies and strategies relating to the City's Highways and Walkways; and
  - (ii) the design of and strategy for providing signposts in the City
- (h) Those matters of significance will be referred to the Grand Committee to seek concurrence.

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## **STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE**

**Monday, 4 April 2016**

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Monday, 4 April 2016 at 11.00 am

### **Present**

#### **Members:**

Marianne Fredericks (Chairman)  
Deputy Brian Harris (Deputy Chairman)  
Randall Anderson  
Deputy John Barker (Ex-Officio Member)  
Alderman Alison Gowman (Ex-Officio Member)  
Sylvia Moys  
Graham Packham  
Michael Welbank

#### **Officers:**

Deborah Cluett	- Comptroller and City Solicitor's Department
Iain Simmons	- Department of the Built Environment
Olumayowa Obisesan	-
Louisa Allen	- City Gardens Manager
Kay English	- Department of the Built Environment
Simon Glynn	- Department of the Built Environment
Giles Radford	- Department of the Built Environment

### **1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Jeremy Simons and the Revd. Dr Martin Dudley.

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

There were no declarations.

### **3. MINUTES**

The minutes of the meeting held on 22 February 2016 were approved as an accurate record subject to the following amendments:

Pg.1: Wendy mead *to become* Wendy Mead  
That the ward of those in attendance be added

Pg.2: Item 2 – 4c) by virtue of being an Honorary Liveryman of Hackney Carriages *to read* by virtue of being an Honorary Liveryman of Hackney Carriages Livery Company

Pg.5: Item 4.8 – “The Chairman proposed that Item 4.8 “North-South Cycle Superhighway” be heard at the beginning of the meeting. This was agreed” be added

Pg.6: “If no decision was taken the Town Clerk advised that the project would not go ahead and the work with TfL would need to begin again” *to read* “If no decision was taken the Town Clerk advised that the project would not go ahead and the work with TfL would need to stop.”

“A Member proposed a motion that the Sub-Committee agree the proposals for a limited time only” *to read* “A Member proposed a motion that the Sub-Committee agree the proposals for an experimental order”

Pg.7: Resolution d) *to read* “officers to undertake to chase for the further section of the letter received from TfL outlining the mitigation measures in the Tudor Street and Temple area”.

#### 4. **OUTSTANDING REFERENCES**

The Sub-Committee considered a report of the Town Clerk outlining the outstanding references.

It was reported that the trial concerning the fatal collision at Ludgate Hill had found the driver not guilty. Although the junction had Trixi mirrors installed the driver had reported that he had not been trained in their use; officers undertook to speak to Transport for London (TfL) about the inclusion of the mirrors in safety training, as well as embedding their use into the Considerate Contractor Scheme. It was noted that the construction of the Cycle Superhighway had led to the redesign of the junction.

#### 5. **DECISIONS TAKEN UNDER DELEGATED AUTHORITY OR URGENCY SINCE THE LAST MEETING OF THE SUB-COMMITTEE**

The Sub-Committee received a report of the Town Clerk outlining decisions taken under delegated authority or urgency since the last meeting of the Sub-Committee.

#### **RECEIVED**

##### 5.1 **Mitre Square**

#### 6. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**

##### 6.1 **1 Angel Court Improvements GW4-5 V9**



The Sub-Committee considered a report of the Director of Built Environment detailing the works to the Angel Court area, due to commence in October-November 2016, with completion set for March 2017. In response to a query from Members it was confirmed that the proposed seating would include anti-skateboarding grooves. Members asked if the height of the benches could be raised, both to improve the comfort for less mobile users and to further deter skateboarding. Officers undertook to investigate the proposal.

**RESOLVED** – That the design as shown in Appendix 3 of the report and the implementation of the project at a total estimated cost of £333, 061 be approved, with works to be undertaken by the City’s highway term contractor, JB Riney.

## **6.2 Bank Junction Improvements**

The Sub-Committee considered a report of the Director of Built Environment seeking delegation for Officers to receive and manage any future funding from TfL for the works to Bank Junction.

**RESOLVED** – That:

- the receipt from TfL of an additional £154K funding for the 2015/16 financial year be noted;
- that as S106 funding previously approved for this project from 125 Old Broad Street (transport) and Mondial House (transport), £150K and £4K respectively, was substituted by the TfL allocation in 2015/16, that these S106 funds will now be rolled forward into reaching Gateway 4 be noted;
- the inclusion into the capital programme of a TfL funding contribution for 2016/17 financial year of £200K be authorised;
- the total estimated budget needed to reach Gateway 4 of £1.179M
- Authorise Officers to accept any further TfL funding allocations, specifically for the All Change at Bank project, in consultation with the Head of Finance, into the capital programme; replacing and rolling forward agreed s106 contributions, if applicable, up to the anticipated budget value of £1.179M.
- the procurement route for additional design and traffic modelling services be noted.

## **6.3 Eastern City Cluster Update Report**

The Sub-Committee received a report of the Director of Built Environment proposing an update to the Eastern City Cluster Strategy in light of the significant developments in the area. There was a discussion on the need for developers to take responsibility for coordinating their developments, both in planning and during construction (servicing, deliveries etc.) This also needed to be reflected in improved coordination between departments within the corporation.

**RESOLVED** – That the review and update of the area strategy be authorised at an estimated cost of £160,000, funded from the Pinnacle section 106

Agreement (£100,000) and Transport for London LIP (local Improvement Plan) funding for 2016/17 (£60,000)

#### 6.4 **Special Events on the Highway**

The Sub-Committee received a report of the Director for Built Environment outlining the special events due to take place on the highway. Officers sought the views of Members of fast-tracking and waiving fees for applications for street parties to mark the Queen's 90<sup>th</sup> Birthday. It was agreed that parties that were community based and held on the weekends could be fast-tracked and it was asked that residents be encouraged to make an application as soon as possible. The following points were discussed:

- Members asked that those hosting marathons/races in the city consider using Guildhall Yard as part of the course.
- It was asked that the reference to bouncy castles in the report be treated sensitively in light of a recent fatal accident.
- Officers confirmed that in the event of a major incident (for example a Tube strike) the City Corporation were consulted on whether planned events should go ahead.
- The use of drones to film events was discussed. Members felt that any approval for their use should be in consultation with the Police and that safety was of paramount importance. It was asked that the finalised proposals be brought back to the committee.

**RESOLVED** – That members agree to support the events as outlined in the report and Appendix 1

#### 6.5 **Street Lighting Review**

The Sub-Committee considered a report of the Director of Built Environment detailing the plans for the upgrade of the City's street lighting. This was to include the replacement of both the lighting units and the control transmitter. There was a discussion over whether the project could be combined with the plan to install 4G wireless hubs over the city. Members felt that this was an example of potential "joined up working" that had been missed. It was asked that details of the IT project and the work that would be required to fit the hubs be circulated to members of the Committee as well as included in the report for its consideration at Projects sub-committee.

**RESOLVED** – That:

- Progression of the project to Gateway 5 be authorised subject to agreement of the funding strategy by Resource Allocation Sub-Committee at Gateway 4a, and that;
- The requirements to roll forward the existing unspent balance on the project of £22,174 to Gateway 5 be noted.

#### 6.6 **Mitre Square - Gateway 4-5**

The Sub-Committee considered a Gateway 4/5 report of the Director of Built Environment on the proposed work to Mitre Square. The public consultation had raised a number of issues for consideration, including alternative school drop off points and the placing of fixed play equipment (considered more appropriate on the Aldgate side of the school).

**RESOLVED** – That approval be granted for:

- the project approach to deliver the works in two phases;
- the design for Phase 1, as shown in Appendix 2 of the report;
- the implementation budget for Phase 1 (£440,216), as set out in section 5 and Appendix 3 of this report, fully funded from the Section 278 agreement and Transport for London, and;
- the release of £50,000 from the Sec.106 contribution to the Fees sub-task in order to continue with the detailed design process for Phase 2.

#### **6.7 Transportation and Public Realm Division Projects Programme**

The Sub-Committee received a report of the Director of the Built Environment setting out the programme for the current and upcoming (Gateway 2) Transportation and Public Realm projects. Of the £164 million cost of the works £3.8 million had been contributed from the Corporation budget. There was a discussion on the scope of the Bus reliability project; officers confirmed that this had been developed under a directive from TfL. The use of finger posts for way-finding was also discussed and it was confirmed that way-finding review would be linked to the development of the Cultural hub

### **RECEIVED**

#### **6.8 Bank Area Enhancement Strategy**

The Sub-Committee received a report of the Director of Built Environment providing an update on the implementation of the Bank Area Enhancement Strategy. Members wished to record their thanks to officers for their work on the Austin Friars and Birchin Lane developments.

### **RECEIVED**

#### **6.9 Road danger Reduction Plan 2016/17**

The Sub-Committee received a joint report of the Director of Built Environment and the Commissioner of the City of London Police outlining the road danger reduction plan for 2016/17. In response to a query by Members, Officers reported that the updated Commercial Vehicle unit statistics were as below:

Vehicles stopped: 1313

Offences: 1533

Summons: 692

Fixed Penalty Notices: £61, 400

Vehicles Prohibited: 295

It was further reported that the number of lorries found to be in breach of the safer lorry scheme had fallen dramatically (from 32 in the first month of the

scheme, to 17 over the following 6 months); it was felt this was a sign that the legislation was effective.

Members encouraged greater “joint working” between the Department for Built Environment and the City of London police on the issue of the location of traffic stops.

## **RECEIVED**

*Under Standing Order 40 the Chairman proposed to extend the time of the meeting. This was agreed.*

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

There were no questions.

### **8. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

The Chairman raised a query in relation to Poultry Avenue. Officers confirmed this was a market operational issue.

### **9. EXCLUSION OF THE PUBLIC**

**RESOLVED:** That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Local Government Act

### **10. NON-PUBLIC MINUTES**

The non-public minutes of the meeting held on the 22 February 2016 were approved as an accurate record.

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

There were no non-public questions.

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

There was no non-public urgent business.

**The meeting ended at 1:03pm**

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Chairman

**Contact Officer: Amanda Thompson**  
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**[amanda.thompson@cityoflondon.gov.uk](mailto:amanda.thompson@cityoflondon.gov.uk)**

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# Outstanding References - Streets and Walkways Sub Committee

<b>Date</b>	<b>Action</b>	<b>Officer responsible</b>	<b>To be completed/ progressed to next stage</b>	<b>Notes/Progress to date</b>
<b>22 September 2014</b> <b>Item 9,</b> <b>20 October 2014</b> <b>Item 3; and</b> <b>19 January 2015</b>	<b>Parking for Motorcyclists</b> As part of the review of fees and charges for car parks, consideration be given to the implications on motorcycle parking. A further report to be submitted to the Sub Committee regarding the framework for charging, provision of more parking bays and theft of motorcycles	Director of the Built Environment  Director of the Built Environment	March 2016	This report was scheduled for March 2016 but Officers would seek to combine it with the road danger reduction report scheduled for February 2016.  March 2016 Update The parking policy for motor cyclists has been held up pending the outcome of the review of car parking availability. It is proposed this matter now be moved to the 2016/17 work programme and included within the restructured City Transportation teams work plan.
<b>13 July 2015</b>	<b>Cycling</b> 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.	COLP	Ongoing	To receive any update.  April 2016 Update The trial concerning the fatal collision at Ludgate Hill had found the driver not guilty. Although the junction had Trixi mirrors installed the driver had reported that he had not been trained in their use; officers undertook to speak to Transport for London (TfL) about the inclusion of the mirrors in safety training, as well as embedding their use into the Considerate Contractor Scheme.
<b>Ongoing action</b>	<b>20mph speed limit</b>	COLP	Ongoing	To receive regular updates.
<b>22 February 2016</b>	<b>Swan Pier</b>  Swan Pier area is to be tidied up in	Director of the Built	Summer 2016	To receive any update

## Outstanding References - Streets and Walkways Sub Committee

	conjunction with the delivery of the Fishmongers Ramp project which is due for completion Summer 2016	Environment		
<b>22 February 2016</b>	<b>Cloth Fair Noise Disturbance</b>  This item was withdrawn from the meeting but officers undertook to treat the matter as urgent.	Director of the Built Environment	Ongoing	The street has been monitored for a week over the Easter period and discussions taking place with Environmental Health following which a further report will be presented to Committee in Summer 2016.
<b>4 April 2016</b>	<b>1 Angel Court Improvements GW4-5 V9</b>  Members asked if the height of the benches could be raised, both to improve the comfort for less mobile users and to further deter skateboarding. Officers undertook to investigate the proposal.	Director of the Built Environment		To receive any update.
<b>4 April 2016</b>	<b>Street Lighting Review</b>  Members asked that details of the IT project and the work that would be required to fit the hubs be circulated to members of the Committee as well as included in the report for its consideration at Projects sub-committee.	Director of the Built Environment		To receive any update



<b>Committees:</b>	<b>Dates:</b>
Streets and Walkways (for Decision)	9 May 2016
Projects Sub (for Decision)	11 May 2016
Community and Children's Services (for decision)	13 May 2016
Culture Heritage and Libraries (for information)	23 May 2016
<b>Subject:</b> Gateway 4 - Middlesex Street Area - Redesign of new public space in Artizan Street post ramp demolition (phase B)	<b>Public</b>
<b>Report of:</b> Joint report of the Director of the Built Environment and the Director of Community and Children's Services	<b>For Decision</b>
<b>Report author:</b> Leila Ben-Hassel, Department of the Built Environment	

## Summary

### Dashboard

- (i) Project status: Green
- (ii) Timeline: Gateway 4
- (iii) Total project estimated cost: £994,755, inclusive of all evaluation costs.
- (iv) Spent to date: £47,755
- (v) Overall project risk: low

### Progress to date

This project involves the removal of two redundant car park ramps in the area outside the Artizan Street Library and Petticoat Tower in the Middlesex Street Estate to create a new landscaped space for use by the local community and for the benefit of the library and community centre – see map of project area in Appendix 1.

In May 2013, Members considered outline options (Gateway 3) and approved to progress '*Option 3 – Remove both redundant car park ramps and enhance the new public space in Artizan Street for residents, local users the new Library and Community Centre*'.

In July 2014, Members approved splitting the project in two phases:

- Phase A of the project comprises of the demolition of the 2 car park ramps. These works were completed in May 2015. However it was not possible to remove one last section of ramp due to structural constraints. See pictures of the area pre and post-ramp demolition in Appendix 2.
- Phase B consists of the options appraisal of the last section of ramp (incl. structural investigations) and the re-landscaping of the newly created space.

In May 2015, initial consultation workshops were undertaken with residents to identify key issues related to the existing space and understand their aspirations for the re-landscaping of the new space. The feedback formed the basis of the design brief to produce initial design options. The 'Green Oasis' option (enhancement mostly through greening) and 'Urban Piazza' option (enhancement through greening and public art such as mosaics) were presented to residents during options appraisal workshops held at the end of September 2015. The Green Oasis option was unanimously chosen by residents and was therefore progressed as the preferred option and submitted to estate-wide public consultation in December 2015.

During the public consultation, options were proposed to residents on treatments for the last section of redundant ramp (informed by structural investigations), materials, planting design, and the new Petticoat Tower entrance canopy which is proposed to be included in the project scope. The public consultation materials illustrating how the design evolved through the engagement are made available in the Members' Reading room.

The entire project area is located over underground structures, including foundations of the neighbouring hotel and petticoat tower, the basement car park and the LUL Metropolitan Line Tunnel. From January to April 2016, surveys of the project area (topography and underground services) and trial holes were undertaken to assess the feasibility of the proposals and finalise the detailed design.

### **Proposed Way Forward**

The removal of the ramps approved by Members in July 2014, has left the site area in a temporary state (temporary surfacing, drainage, unsightly concrete finishes) with ponding issues, illegal parking and risks of traffic over-runs (concrete blocks have been installed on a temporary basis to control vehicle access and ensure safety). Pictures of pre and post demolition of the ramps are included in Appendix 2. Local residents, occupiers and Ward Members are keen to see the transformation of the space completed with the design to which they actively contributed.

Approval is now sought to move forward with the detailed design of the option selected during public consultation held in December 2015, to which residents, Ward Members, local users and occupiers were invited. Further consultation with these key stakeholders will be undertaken on materials, finishes and the planting.

Next steps include finalising the structural design and undertaking statutory consultation on the necessary traffic orders in relation to the redundant section of carriageway before seeking authority to start work in summer 2016.

### **Procurement Approach**

To date the designs have been developed by an external landscape consultant appointed following a formal expression of interest, under the direction of City's Built Environment officers with input from the City Housing Division, the Open Spaces' City Gardens Division, residents of the Middlesex Street estate (incl. Ward Members) and occupiers along White Kennett Street.

In terms of construction, it is proposed that the works are carried out in phases to ensure pedestrian access to the library, Petticoat Tower entrance and the Post Office, as well as vehicular access to the ground floor and underground car parks, is maintained throughout the works in order to limit disruption to local occupiers and residents. The use of the City's term contractor (currently JB Riney) is therefore recommended as it offers the flexibility to enable this approach to be taken forward efficiently and at minimum cost. Their successful track record in effective liaison with residents and occupiers will also be critical to the smooth delivery of the works.

### **Financial Implications**

The enhancement of the Middlesex Street area is a high priority of the Liverpool Area Enhancement Strategy (adopted in 2013). The proposals meet its key strategic objectives approved by Members. They are proposed to be fully funded from the Section 106 contributions relating to the following developments:

- 100 Bishopsgate: the S.106 Local Community and Environmental Improvements funding pot is to be used *'for local community and environmental improvements to the public realm or for such other purposes for the benefit of the vicinity of the Development'* in consultation with the owner.
- 5 Broadgate: the S.106 Local Community and Environmental Improvements funding pot can be used for *'health and welfare, leisure and recreation, street scene and air quality improvements in the vicinity of the site'* in consultation and agreement with the owner.

Officers recommend the use of these funds as most suitable for this project, in accordance with the Member-approved list of high priority projects within the boundary of the Liverpool Street Area Enhancement Strategy. The total funding for the implementation budget will be confirmed at Gateway 5, upon approval of the detailed proposals from the owners of both 5 Broadgate and 100 Bishopsgate.

### Recommendations

It is recommended that the **Streets and Walkways Sub-Committee, Community and Children's Services** and **Projects Sub-Committee** approve:

- a) The enhancement proposals to be taken forward to Gateway 5;
- b) The statutory consultation process to be undertaken on the proposed traffic management change of the redundant section of carriageway;
- c) £43,000 of staff costs and fees to take the scheme to Gateway 5, funded from the Section 106 contribution from the 100 Bishopsgate Development;
- d) The inclusion of a new canopy to the Petticoat Tower entrance as well as a health and leisure outdoor equipment in the project scope identified through consultation.

It is recommended that the **Culture, Heritage and Libraries Committee** notes the report.

### Appendices

<b>Appendix 1</b>	Plan of project area
<b>Appendix 2</b>	Pictures of the area pre and post ramps demolition
<b>Appendix 3</b>	Project stakeholders
<b>Appendix 4</b>	Proposed design
<b>Appendix 5</b>	Plan of Proposals
<b>Appendix 6</b>	Financial information

### Contact

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<b>Telephone Number</b>	020 7332 1569

## Main Report

<b>1. Description</b>	<p>The enhancement of the Middlesex Street area is a high priority project of the Liverpool Street Area Enhancement Strategy (adopted in 2013). With the arrival of Liverpool Street Crossrail, the number of pedestrians in the area is anticipated to significantly increase. Key aims of the strategy are to provide an enhanced and more accessible pedestrian environment as well as creating new public spaces from existing underused spaces.</p> <p>The Area Strategy further recommends restricting vehicular access to Artizan Street to improve pedestrian access to the new Artizan Street Library and Community Centre and Petticoat Tower through the removal or remodelling of the redundant parking ramps.</p> <p>The Artizan Street Library and Community Centre was opened in 2013. The removal of the car park ramps was approved in August 2014 by Members as the first phase of the project and completed in March 2015. As shown in the pictures in Appendix 2, the visibility of the Library and Community Centre and Petticoat Tower entrances has been significantly improved. The removal of the ramps has also provided the opportunity to create a new public space for the benefit of residents and local users.</p> <p>A community-led approach was taken to develop the design of the new space. Residents' workshops were carried out from May to November 2015 leading to a preferred option, which was submitted to estate-wide public consultation (materials used available in the Members' Reading Room).</p> <p>The preferred option has been further developed by the project team to detailed design stage. The design aims to provide a flexible space in front of the library that could be used for community activities and create a 'front garden' feel to highlight the entrance to Petticoat Tower, providing much needed greenery in the area for the benefit of all users whilst preventing skateboarding and deterring opportunities for anti-social behaviour. The design is illustrated in Appendix 4 and includes:</p> <p><b><u>Surfacing</u></b></p> <ul style="list-style-type: none"> <li>• Standard York stone paving from White Kennett Street to the library and in Artizan Street. Surveys have confirmed that there is sufficient standard civil depth to accommodate standard York stone;</li> <li>• Standard granite setts in the carriageway from Harrow Place to the ground floor car park to highlight the pedestrian feel of the place and calm traffic. Surveys have confirmed that there is sufficient standard civil depth and no major utilities adjustments required to accommodate standard granite setts.</li> </ul>

	<p><b><u>Signage</u></b> Feedback from the various workshops has highlighted the need to provide additional signage. It is proposed to include more prominent signage over the library entrance and new canopy as well as fingerposts along White Kennett Street and Harrow Place to highlight proximity to historic buildings, markets and visitors destinations.</p> <p><b><u>Lighting</u></b></p> <ul style="list-style-type: none"> <li>• Lighting improvements include fitting new LEDs in line with City Police criteria to discourage anti-social behaviour;</li> <li>• Low level lighting in the approach to the tower to signify the residential nature of the area at night as well as lighting of the new canopy;</li> <li>• Associated lighting to highlight the greenery.</li> </ul> <p><b><u>Planting</u></b> The planting design reflects the feedback received during consultation: low-maintenance, all-year-round interest and sensory planting. The planting plan will be community-led and facilitated by a professor of the Landscape Architecture School of Sheffield University in liaison with the estate gardening club and the Open Spaces Department.</p> <ul style="list-style-type: none"> <li>• Low level planting will include pioneering 'climate-change adapted' species that do not require irrigation which is well-suited to the site's depth constraints. Planters are proposed to be bespoke Cor-Ten (oxidised steel) which is a durable material. The thinness, low height and curved shape of the planters together with planting along the edge, will prevent opportunities for skateboarding and seating.</li> <li>• Evergreen low-maintenance climbing plants are also proposed on Petticoat Tower's eastern façade and along the hotel wall, subject to adequate depth to accommodate roots and irrigation. Trellises are proposed to be laser-cut powder coated steel panels as well as steel cables to enable vertical planting.</li> </ul>
<b>2. Scope and exclusions</b>	<p><b><u>In scope:</u></b></p> <ul style="list-style-type: none"> <li>• All of the works affect public highway and publicly accessible land in the City's ownership.</li> <li>• A new canopy to the Petticoat Tower entrance. The canopy was excluded at Gateway 3, as it was originally planned to be delivered as part of a City Surveyor's project of the 1<sup>st</sup> floor mezzanine redevelopment. This project is still in its development phase and the requirement of shelter has been identified and agreed during community consultation.</li> <li>• Outdoor gym equipment was identified as a need for young people of Middlesex Street estate through consultation. The equipment will be trialled by users in the estate and if the experiment is successful, it is proposed to include the outdoor leisure equipment as a permanent community asset.</li> </ul>

	<p><b><u>Exclusion:</u></b></p> <ul style="list-style-type: none"> <li>A new shutter to the ground floor car park was identified as a need for improvement during public consultation as its mechanical failings can create opportunities for anti-social behaviour and impact on the enjoyment of the public space in Artizan Street. However as there are plans currently being developed by the City Surveyor's Department to remodel the estate shops and the ground floor car park as their servicing area, a new shutter will be required to meet the needs of the new commercial operations and will be delivered as part of the City Surveyor's project.</li> </ul>												
<p><b>3. Programme and key dates</b></p>	<p>Key dates are set out in the table below. The scheme is proposed to be implemented over a 4 to 6 month period (to be confirmed at Gateway 5) in phases in order to ensure pedestrian access to the library, Petticoat Tower entrance and the Post Office as well as vehicular access to the ground floor and underground car parks are maintained throughout the works.</p> <table border="1"> <thead> <tr> <th>Task</th><th>Date</th></tr> </thead> <tbody> <tr> <td>Finalise construction package</td><td>May – June 2016</td></tr> <tr> <td>Traffic order process</td><td>May – July 2016</td></tr> <tr> <td>Gateway 5</td><td>June 2016</td></tr> <tr> <td>Works Start (incl. off-site works)</td><td>July/August 2016</td></tr> <tr> <td>Construction (phasing to be determined ahead of Gateway 5)</td><td>July/August 2016 – January 2017</td></tr> </tbody> </table>	Task	Date	Finalise construction package	May – June 2016	Traffic order process	May – July 2016	Gateway 5	June 2016	Works Start (incl. off-site works)	July/August 2016	Construction (phasing to be determined ahead of Gateway 5)	July/August 2016 – January 2017
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<p><b>4. Risk implications</b></p>	<p>All the risks related to design and feasibility have been investigated, assessed and closed. The necessary surveys and investigations have been undertaken and the design has been well received by residents and occupiers and agreed by the relevant City departments.</p> <p>Remaining key risks are outlined below:</p> <ul style="list-style-type: none"> <li> <p><b>Overall Costs exceed estimate</b>  <b>Risk level - low/medium   impact: cost</b></p> <p>Costs have been estimated based on extensive survey information (topography, radar, drainage, structural and trial holes) and on the city term contractor's standard schedule of rates, taking into consideration the structural constraints of the site during construction (e.g. loading restrictions, possible double-handling of materials and adjustments to lack of standard civil depths) and requirements to maintain access to the library, Petticoat Tower and ground floor and underground car parks. A detailed phasing programme for the works will be established and costs refined ahead of Gateway 5.</p> </li> <li> <p><b>Objection(s) to the traffic order delay programme</b>  <b>Risk level - low   impact: programme</b></p> <p>The proposed traffic management change relates to a redundant section of carriageway and informal consultation has been undertaken with key stakeholders; the feedback was very</p> </li> </ul>												

	<p>positive.</p> <ul style="list-style-type: none"> <li>• <b>Noise complaints delay programme</b>  <b>Risk level: low   impact: reputation/programme/costs</b>  Noise complaints during construction could lead to requirements such as restricted noisy working hours and/or sound reducing cutting sheds.  This will be mitigated by liaising closely with occupiers and residents and adapting the works programme where possible to key events/business activities.</li> </ul>
<b>5. Stakeholders and consultees</b>	<p>A flow chart mapping the project's stakeholders and consultees and their relation to the project is included in Appendix 3.</p> <p><b>Stakeholders and consultees:</b></p> <ul style="list-style-type: none"> <li>• Ward Members</li> <li>• Residents</li> <li>• Hotel, Post Office and local occupiers on White Kennett Street</li> <li>• London Underground Ltd</li> </ul> <p><b>Project Team:</b></p> <ul style="list-style-type: none"> <li>• City's Housing and Public Realm Divisions (project clients)</li> <li>• City Transportation (project partner)</li> <li>• City's Highways (project engineer and principal designer)</li> <li>• City Gardens (project designer)</li> <li>• Appointed landscape consultant (project designer)</li> <li>• Appointed structural engineer (project designer)</li> <li>• Sheffield University (planting design – advisory capacity)</li> </ul>
<b>6. Total Estimated cost</b>	<p>The total project cost of the Middlesex Street Area – Artizan St. new public space (phase B) is currently estimated at £994,755, inclusive of all evaluation costs but will be refined further at Gateway 5. Further detailed information is provided in table C of Appendix 5.</p> <p>This estimate has increased from £700,000 to £994,755 since the last report approved by Members in September 2015. This is because there is now greater clarity regarding the extent of the site constraints (structural, drainage and site access) informed by extensive investigations and also due to additional greenery (feedback from consultation) and the increased scope (new canopy to the Petticoat Tower and outdoor gym equipment).</p>
<b>7. Funding strategy</b>	<p>The project, agreed by Members as a high priority of the Liverpool Street Area Enhancement Strategy, is proposed to be funded from the Section106 obligations connected to the 100 Bishopsgate development (Local Community and Environmental Improvements funding pot limited in use and location) and 5 Broadgate development (Local Community and Environmental Improvements funding pot flexible in use and location). This will be confirmed at the next Gateway.</p>

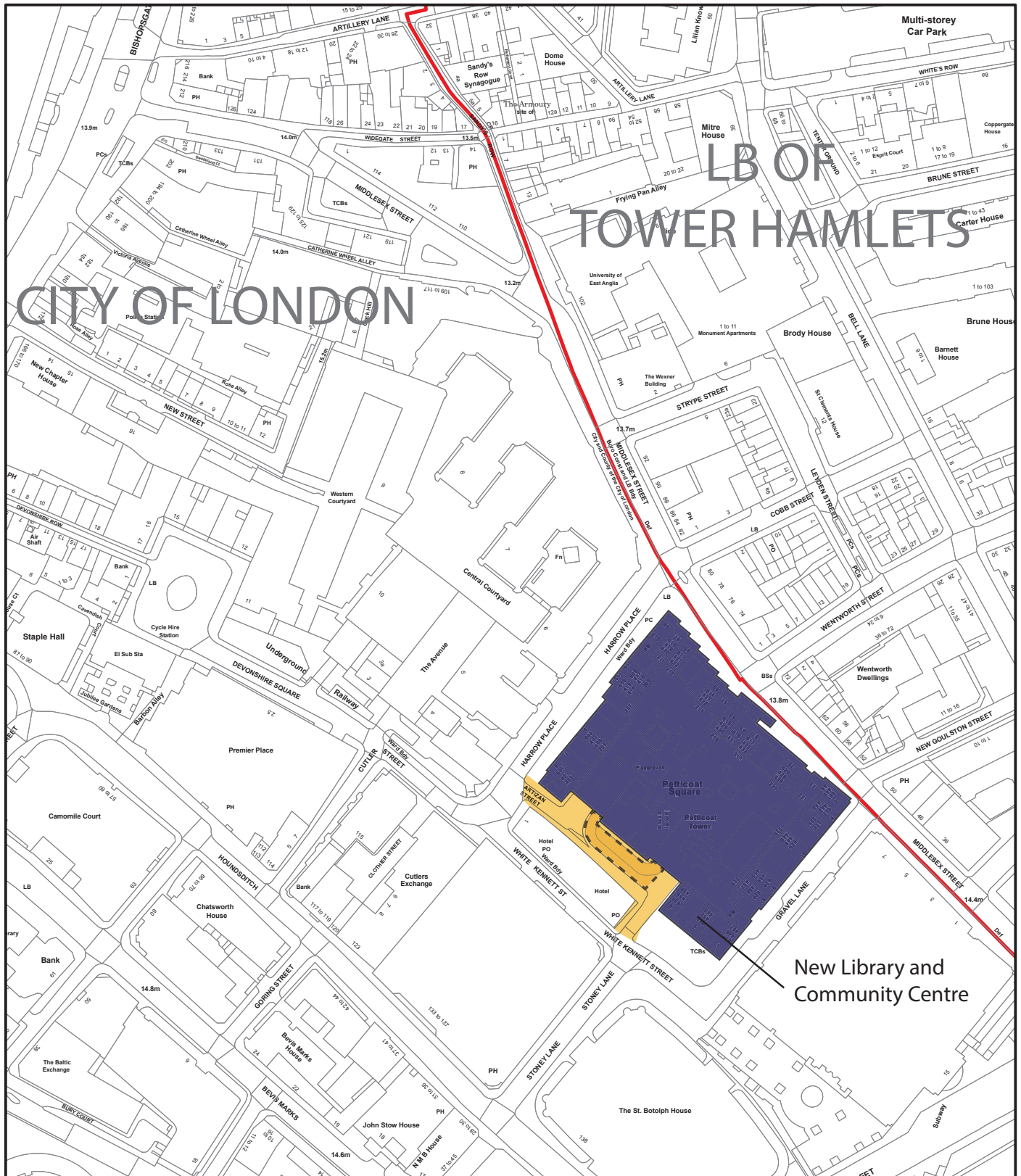
<b>8. Ongoing revenue implications</b>	<p>The total project cost includes a maintenance payment towards the new planting for 20 years as per the Open Spaces Department's requirement currently estimated at £80,000. This estimated sum will be confirmed by Open Spaces at Gateway 5, once the planting design is confirmed.</p> <p>An additional lump sum towards highways and cleansing maintenance costs will be agreed with relevant officers ahead of Gateway 5 (currently estimated at £18,000).</p>
<b>9. Procurement strategy</b>	<p>It is proposed that the works are carried out in phases to ensure pedestrian access to the library, Petticoat Tower entrance and the Post Office as well as vehicular access to the ground floor and underground car parks are maintained throughout the works in order to limit disruption to local occupiers and residents. The use of the City's term contractor (currently JB Riney) is therefore recommended as it offers the flexibility to enable this approach to be taken forward efficiently and at minimum cost. Their successful track record in effective liaison with residents and occupiers will also be critical to the smooth delivery of the works.</p>
<b>10. Legal implications</b>	<p>Planning permission was granted in 2014 for the project and conditions will be discharged on details such as materials, canopy, trellises, planters and any public art such as mosaics panel(s) located on publicly accessible land in the City's ownership (CoL Housing).</p>
<b>11. Traffic implications</b>	<p>Residents, Ward Members and occupiers were consulted and supportive of the proposals outlined below and visualisation of proposed entry treatments is included in the additional information provided in the Members' Reading Room (p.2).</p> <p><b>Servicing and parking</b></p> <ul style="list-style-type: none"> <li>• No changes to number of pay and display bays</li> <li>• Introduce inset loading bay to minimise congestion along the east side of White Kennett Street (adjacent to the hotel). This will enable safe servicing of post office activities, but will also provide an additional loading provision for other local occupiers – see plan of proposal in Appendix 4. The design of the loading bay is as per city standards.</li> </ul> <p><b>Traffic changes</b></p> <p>It is proposed to pedestrianise the section of redundant carriageway no longer serving a purpose after the removal of the ramps (see plan of proposal in Appendix 4). This will enhance the pedestrian environment in the direct vicinity of Petticoat tower and Artizan St. Library and Community Centre. This will also provide the City's Parking Enforcement team with the powers to act against undesired motor cycle parking that currently occurs in the area.</p> <p>It is proposed that a statutory consultation on the above traffic</p>



	changes will be submitted to statutory consultation in May 2016.								
<b>12. Sustainability and energy implications</b>	<ul style="list-style-type: none"> <li>• The addition of greenery to the area will improve the air quality and reduce exposure to atmospheric emissions.</li> <li>• The proposed planting will encourage local biodiversity and will include pioneering 'climate-change adapted' species that do not require irrigation.</li> <li>• Low consumption lighting fittings (LED) are proposed to be used.</li> <li>• Proposed paving materials are in line with the City's standard palette of materials, which are long lasting and require a low maintenance regime.</li> </ul>								
<b>13. Equality Impact Assessment</b>	An equality impact assessment has been carried out and the City's access officer has been consulted in the development of the design.								
<b>14. Next Gateway</b>	Gateway 5 - Authority to Start Work to be approved by Chief Officer as per the regular route of the corporate project procedure.								
<b>15. Resource requirements to reach next Gateway</b>	<p>In addition to the spend to date of £47,755, a budget of £43,000 for fees and staff costs is required to finalise the design for the planting, the metalwork (trellises, panels and canopy), and produce structural and construction drawings. Further details are included in table B in Appendix 5.</p> <table border="1"> <thead> <tr> <th>Description</th><th>Cost (£)</th></tr> </thead> <tbody> <tr> <td>Fees</td><td>30,000</td></tr> <tr> <td>Staff costs</td><td>13,000</td></tr> <tr> <td><b>TOTAL</b></td><td><b>43,000</b></td></tr> </tbody> </table>	Description	Cost (£)	Fees	30,000	Staff costs	13,000	<b>TOTAL</b>	<b>43,000</b>
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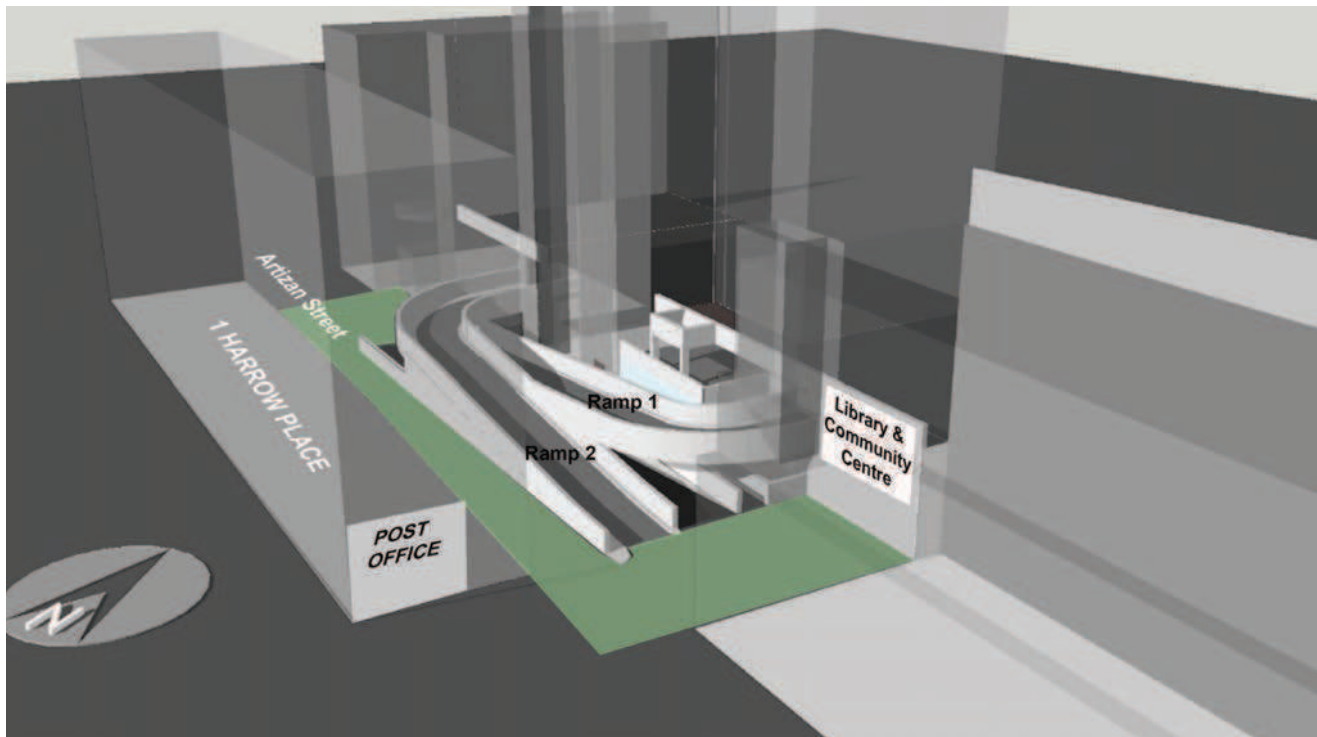
# APPENDIX 1: PLAN OF PROJECT AREA



- Middlesex Street Estate
- Middlesex Street Estate Ramps removed in 2014/15
- City of London Boundary
- Project Scope



## APPENDIX 2: PICTURES OF THE AREA PRE AND POST RAMPS DEMOLITION



3D view of the ramps before demolition



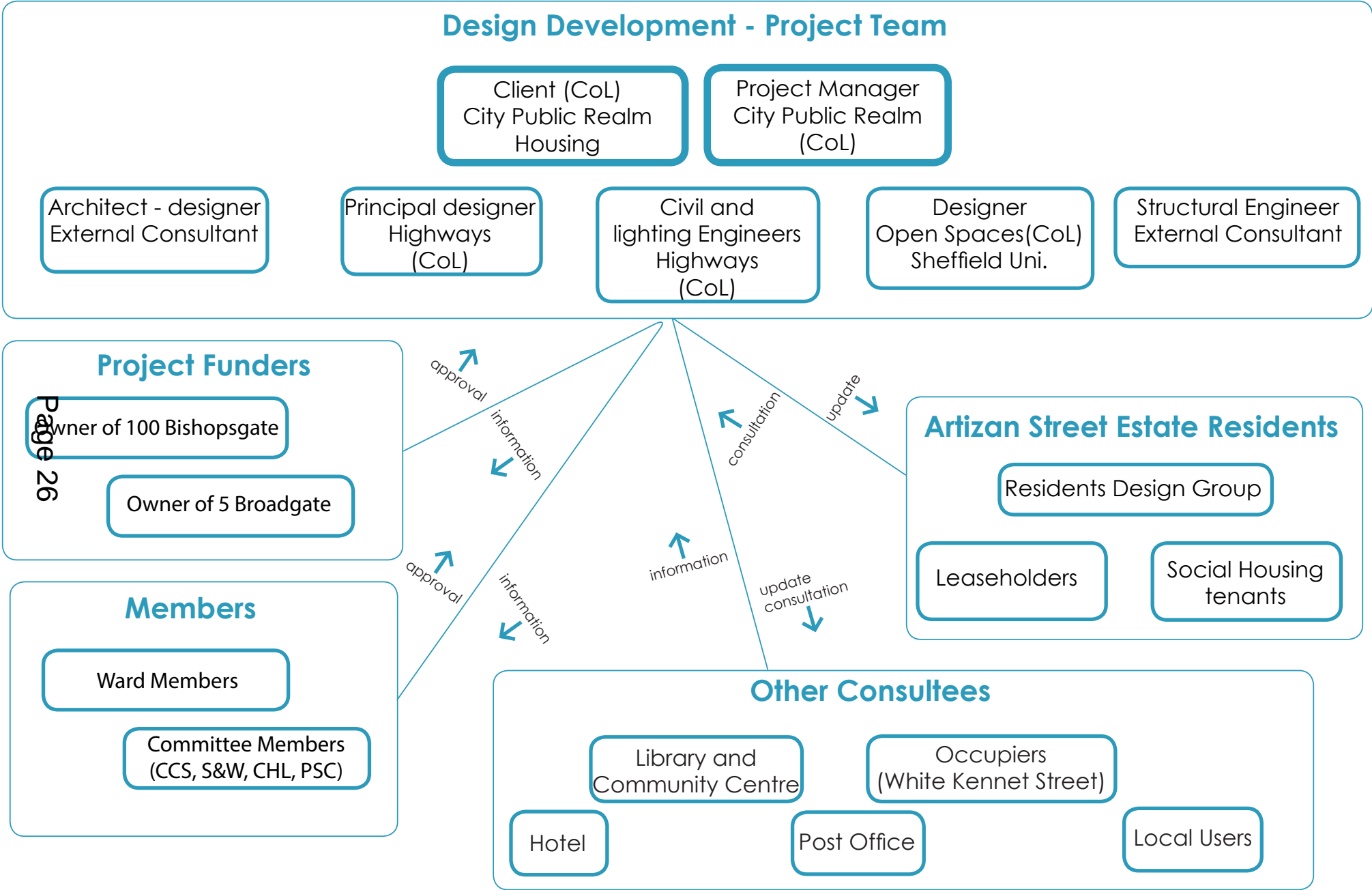
Photos of ramp before demolition  
Harrow Place end  
(August 2014)







Photos of Artizan Street after demolition  
(May 2015)





## APPENDIX 4: PROPOSED DESIGN

### 1. Visualisation of proposals



Before: view from White Kennet Street



Proposed: view from White Kennet Street



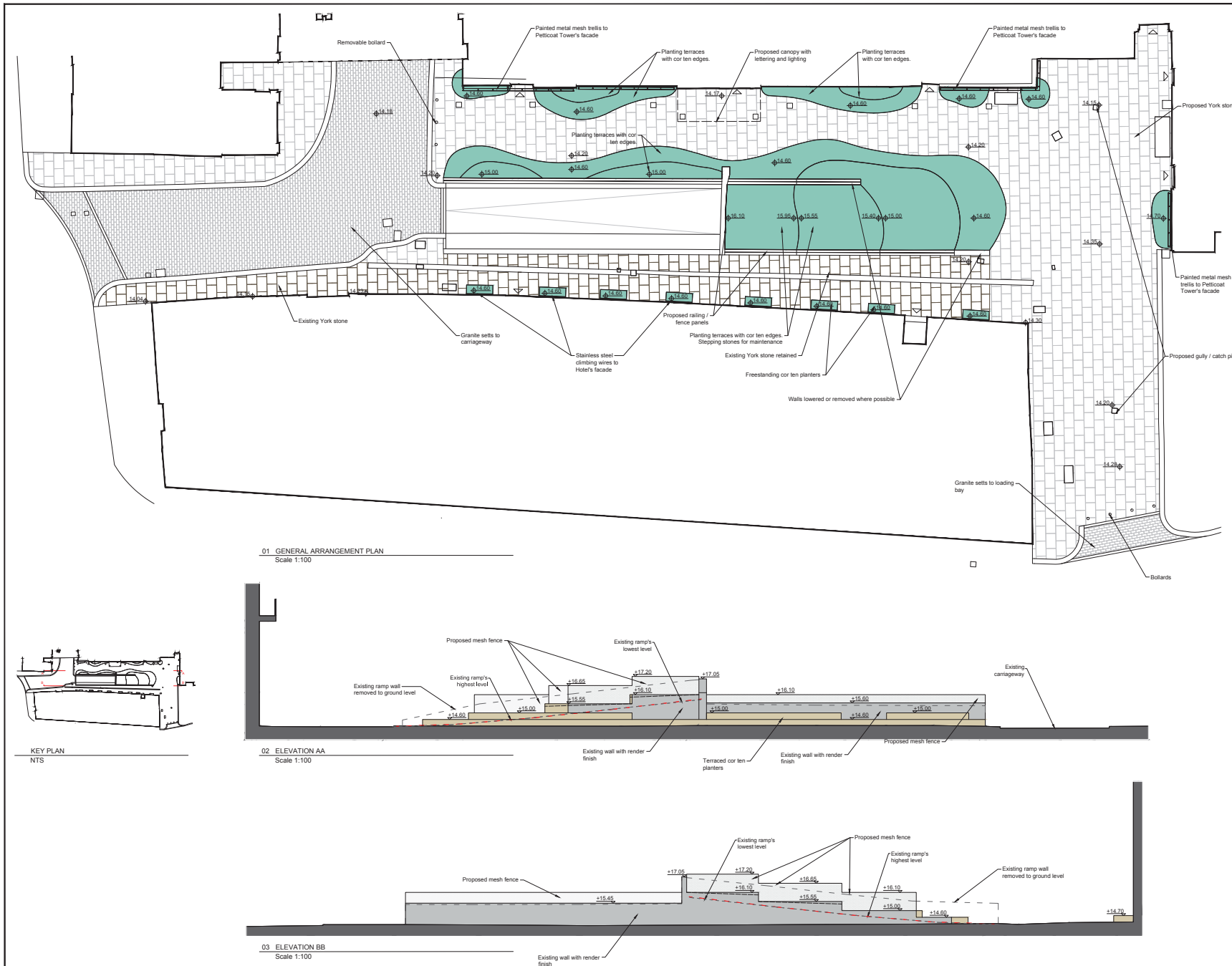
**Before: view from Artizan Street**



**Proposed: view from Artizan Street**



## 2. Planting proposals



- NOTES :**
1. Copyright. The contents of this drawing may not be reproduced in whole or in part without the permission of BURNS + NICE.
  2. All dimensions to be checked by site measurement prior to the commencement of works or ordering of materials. Do not scale from this drawing.

Cor ten edge for planters.



Fence panel pattern example.



REV	DATE	DESCRIPTION	BY	CHKD

**MIDDLESEX STREET**

**GENERAL ARRANGEMENT AND RAMP ELEVATIONS**

Date: 10 MARCH 2016  
Issue: DETAIL DESIGN  
Drawn by:   
Checked by:   
Scale: 1:100 @A1

## APPENDIX 6 – FINANCIAL INFORMATION

**Table A: Spend to date**

16800334 - Middlesex Street Area – Artizan St New Public Space - Phase B			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Fees	34,000	33,500	500
Environmental Services Staff Costs (Highways)	4,000	3,965	35
Open Spaces Staff Costs	1,000	85	915
P&T Staff Costs (City Public Realm and Transportation)	10,000	10,204	(204)*
<b>PRE-EVALUATION TOTAL</b>	<b>49,000</b>	<b>47,755</b>	<b>1,245**</b>

\* The P&T Staff Costs overspend of £204 is to be funded from the Open Spaces Staff Costs budget.

\*\* The total Pre-evaluation underspend of £1,245 is to be re-allocated to the budget required to reach the next gateway below.

**Table B: resources required to reach next Gateway (Gateway 5)**

Description	Cost (£)
Fees*	30,000
P&T Staff Costs (City Public Realm and City Transportation)**	7,500
Environmental Services Staff Costs (Highways)***	5,000
Open Spaces Staff costs	500
<b>TOTAL</b>	<b>43,000</b>

\* Fees include investigations into utilities adjustments, transport fees re pedestrianisation, finalisation of structural design, planting design, design of canopy and construction package.

\*\* This corresponds to a) 73 hours of City Public Realm project officer time to undertake project management duties, including overseeing finalisation of construction package, liaison with project team, management of consultants, risk management, budget monitoring, draft of Gateway 5 report and communication activities; and b) 22 hours of transportation engineer's time to lead on Traffic Management Order processes, undertake statutory consultation and input in design team.

\*\*\* This corresponds to 60 hours of project engineer time to attend design team meetings, liaise with project manager, input and check construction drawings produced by consultants, provide cost estimate for Gateway 5, liaise with City Term Contractor and lead on pre-construction phase.

**Table C: Estimated implementation costs**

The estimated implementation costs are informed by surveys (topography/radar/drainage), trial-hole investigations and structural assessment. They reflect the complexity of the project site (underground structures – basements, LUL tunnel) as well as the constraints to maintain access to car parks, Petticoat Tower and the library during construction. This estimate will be refined ahead of Gateway 5.

Item	Description	Estimated cost (£)
Fees	Utilities investigations, permits and traffic order related fees	10,000
	Structural design and CDM (monthly site visits x 5)	5,000
	Design finalisation (canopy and public art work)	12,000
	<b>Sub-total Fees</b>	<b>27,000</b>
Works	Making good and structural works related to remaining ramp and finishes	40,000
	General construction works, incl. surfacing, ducting, utilities and drainage	300,000
	Lighting and connections	30,000
	Soft landscaping / irrigation system for vertical planting only	55,000
	Planters (low-level Cor-Ten bespoke planters, powder-coated steel panels, steel cable trellises)	195,000
	Petticoat Tower entrance canopy	30,000
	Signage (bespoke metal signs and finger posts) and safety fencing (last section of ramp)	20,000
	Public art production and installation	15,000
	Community gym equipment	20,000
	<b>Sub-total works</b>	<b>705,000</b>
Maintenance	Soft landscaping (20 year)	80,000
	Highways (lighting and surfacing) and cleansing	18,000
	<b>Sub-total maintenance</b>	<b>98,000</b>
Staff costs	P&T Staff Costs (City Public Realm and City transportation)	32,000
	Open Spaces Staff Costs	2,000
	Environmental Services Staff Costs (Highways)	40,000
	<b>Sub-total staff costs</b>	<b>74,000</b>
<b>Total Implementation costs (estimated)</b>		<b>904,000</b>
<b>Total pre-evaluation costs (actual and estimated)</b>		<b>90,755</b>
<b>ESTIMATED TOTAL PROJECT COST</b>		<b>994,755</b>

**Table D: Proposed funding Strategy**

Funding Source	Amount (£)
S. 106 connected to 100 Bishopsgate Development	£784,719
S. 106 connected to 5 Broadgate Development	£210,036
<b>Artizan St New Public Space - Phase B   TOTAL FUNDING</b>	<b>£994,755</b>

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