



Streets and Walkways Sub (Planning and Transportation) Committee

Date: TUESDAY, 17 OCTOBER 2017
Time: 10.00 am
Venue: COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

Members: Christopher Hayward (Chairman)
Oliver Sells QC (Deputy Chairman)
Randall Anderson
Emma Edhem
Marianne Fredericks
Alderman Alison Gowman (Ex-Officio Member)
Deputy Clare James (Ex-Officio Member)
Alderman Gregory Jones QC
Paul Martinelli
Deputy Alastair Moss
Graham Packham
Jeremy Simons (Ex-Officio Member)

Enquiries: Amanda Thompson
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Lunch will be served in Guildhall Club at 12.30PM
NB: Part of this meeting could be the subject of audio or video recording

John Barradell
Town Clerk and Chief Executive

AGENDA

1. APOLOGIES FOR ABSENCE

Part 1 - Public Agenda

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 5 September 2017.

For Decision
(Pages 1 - 8)

4. OUTSTANDING REFERENCES

Report of the Town Clerk.

For Decision
(Pages 9 - 12)

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

a) Tudor Street

To receive any update.

For Decision

b) 2-6 Cannon Street Public Realm

For Decision
(Pages 13 - 20)

c) Greening Cheapside: St. Paul's Tube Station Area and St. Peter Westcheap Churchyard Improvements

Appendices 4, 5 and 6 to this report are available electronically, hard copies will also be available in the members room and at the meeting.

For Decision
(Pages 21 - 38)

d) Shoe Lane Quarter Public Realm Enhancements - Phase 2

Appendices 2, 4, 5 and 6 to this report are available electronically, hard copies will also be available in the members room and at the meeting.

For Decision
(Pages 39 - 50)

e) **Lime Street and Cullum Street Area**

For Decision
(Pages 51 - 58)

f) **City Public Realm projects Consolidated Outcome Report**

For Decision
(Pages 59 - 98)

g) **North - South Cycle Superhighway Phase 2**

Appendices 1, 2, 3 and 4 to this report are available electronically, hard copies will also be available in the members room and at the meeting.

For Decision
(Pages 99 - 106)

h) **Aldgate Highway Changes and Public Realm Enhancement**

The Appendix to this report is Non Public and attached at Item 10.

For Information
(Pages 107 - 112)

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 as follows:-

Part 2 - Non-public Agenda

9. **NON-PUBLIC MINUTES**

To agree the non-public Minutes of the meeting held on 7 September 2017

For Decision
(Pages 113 - 116)

10. **ALDGATE HIGHWAY CHANGES AND PUBLIC REALM ENHANCEMENT - APPENDIX**

For Decision
(Pages 117 - 118)

11. **SECURITY PROGRAMME**

For Information
(Pages 119 - 128)

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**

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 5 September 2017

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 10.30 am

Present

Members:

Christopher Hayward (Chairman)	Deputy Clare James (Ex-Officio Member)
Randall Anderson	Alderman Gregory Jones QC
Emma Edhem	Deputy Alastair Moss
Marianne Fredericks	Graham Packham
Alderman Alison Gowman (Ex-Officio Member)	Jeremy Simons (Ex-Officio Member)

Officers:

Amanda Thompson	-	Town Clerk's Department
Karen McHugh	-	Comptroller & City Solicitor's Department
Paul Monaghan	-	Department of the Built Environment
Steve Presland	-	Department of the Built Environment
Iain Simmons	-	Department of the Built Environment
Ian Hughes	-	Department of the Built Environment
Simon Owen	-	Chamberlain's Department
Sam Lee	-	Department of the Built Environment
Mark Lowman	-	City Surveyor's Department

1. APOLOGIES FOR ABSENCE

Apologies were received from the Deputy Chairman, Oliver Sells QC, and Paul Martinelli.

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

There were no declarations of interest.

3. MINUTES

RESOLVED – That the minutes of the meeting held on 24 July 2017 be agreed as a correct record subject to the recording of the Chairman taking back the chair when he arrived at the meeting

4. **MATTERS ARISING**

Tarmac

The Chairman reported that he had now met with representatives from Tarmac and had received explicit reassurance that the contract would continue to operate at the previous high standards and that Tarmac were keen to build on Riney's reputation.

Bollards/Bakers Hall Court

It was agreed that this matter should be added to the list of Outstanding References.

5. **OUTSTANDING REFERENCES**

RESOLVED – That the list of outstanding references be noted and updated as appropriate.

Parking for Motorcyclists

In response to a question concerning whether or not there was scope for any bays to be used as electric vehicle charging points, officers advised that this would be picked up as part of the review.

London Wall Place

Officers reported that it had not yet been confirmed that construction was completed and that the walkways were ready for adoption. The Sub-Committee would be advised as soon as this happened.

Naming of Streets/Highwalks after past Members

The Chairman read out the current policy for naming applications and advised that they were dealt with by officers under delegated authority unless the issue was contentious. However in this case the highwalks had already been named following consultation with Members.

The Chairman advised that the last time the P&T Committee had considered the matter of street and building naming was on 23 September 2014 when an amended 'Street Naming and Numbering Advice Note' had been approved. This stated:

- In applications to name streets after deceased persons, permission must be obtained from the person's family or estate administrators. In order to be considered the individual in question should:
- Have been dead for 20 years or have passed the centenary of their birth;
- Have a significant and demonstrable connection to the site in question.

The Chairman advised that the P&T Committee could override these guidelines but would need good reasons to avoid unwelcome precedents being set.

Discussion ensued and while some members supported a departure from the policy, others felt that this required full consultation and a cost appraisal.

A member asked if it would be possible to name the link bridge after Mr Barker instead and the Sub-Committee agreed that this was a more suitable option to put to the P & T Committee.

Two Way Cycling in Seething Lane/Muscovy Street

Officers confirmed that the member who had raised the issue had been written to and advised that the Traffic Order for two-way cycling and other minor changes to Seething Lane and Muscovy Street came into effect on Monday 7 August 2017. The necessary signing was not yet complete; as parts of the highway were still hoarded off to complete work to the adjacent garden. The signing would be installed at the earliest available opportunity.

The Member advised the Sub-Committee that officers had admitted that appropriate consultation with residents did not take place and that the occupiers of the flats in 15 Trinity Square had been missed off in error.

The Sub-Committee agreed that the residents should be written to again.

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

a) Tudor Street/New Bridge Street - Alternative layout Update

The Sub-Committee received a report concerning the alternative junction layout and delivery of mitigation measures at Tudor Street/New Bridge Street.

The report sought agreement for officers to work with TfL to confirm whether the new alternative layout was viable through detailed design and modelling, and drew Members' attention to the fact that if it is found to be so, then the cost would be in excess of £2.3M for which funding had not currently been identified.

Some members expressed support for work to continue on the revised scheme but voiced concerns regarding the additional costs and whether or not it would be possible to push back on some of the proposals, for example the additional bus stop. Members also suggested that it would have been helpful if the report had highlighted the differences between the scheme agreed by the Court and the revised one.

Jeremy Simons MOVED and Marianne Fredericks SECONDED a motion proposing that work should continue, but with the following conditions:

- That a safety audit be carried out;
- That detailed modelling on the additions and reductions to travel time be undertaken;
- That an impact analysis on pollution be undertaken;

- That any impact on the City's road danger reduction targets be measured, including any liability of parties concerned; and
- That an impact analysis of the closure of the bus-stop be undertaken.

Several members indicated that they did not support the motion which they considered was micro-managing and would just frustrate the process of negotiation with TfL.

Officers advised that most of the suggested conditions were routine and would be undertaken by TfL in any event. They further advised that it might be possible to push back on the additional bus stop with the aim of reducing costs.

Mr Simons advised that he would WITHDRAW the motion on the expectation that his points would be addressed.

A Member expressed concern that the Sub-Committee was being asked to solve a problem without fully knowing what the issues were and without the evidence to inform any decision.

Alderman Gregory Jones MOVED a motion proposing that the Sub-Committee proceed to vote on the recommendations in the report and this was seconded by Deputy Alastair Moss.

The MOTION was put to the vote, the result of which was as follows:

5 votes in Favour of proceeding to vote on the substantial recommendations.

2 votes Against

1 Abstention

The Sub-Committee then voted on the substantial recommendations, the result of which was as follows:

8 – In Favour

1 – Abstention

RESOLVED-To

1) Agree that officers continue to work with TfL and representatives of the Temples to establish the viability of the new layout through detailed design, and traffic modelling, and

2) Endorse officers to investigate possible funding options for the scheme.

b) **Crown Place S278**

The Sub-Committee considered a report of the Director of Built Environment proposing works to accommodate the building on the public highway network. It was envisaged that the works would, amongst other things, include widening

the footways, street lighting, drainage, the relocation of street furniture and an upgrade of the footway materials.

RESOLVED - To

- 1) Authorise the City's entry into a Section 8 Agreement with the London Borough of Hackney as detailed in section 25 of the report; and
- 2) Authorise the City and the Developer to enter into a Section 278 Agreement as detailed in section 25 of the report.

c) **Bank Junction Improvements**

Members considered an issues report of the Director of the Built Environment regarding Bank Junction Improvements: Experimental Safety Scheme.

Officers reported that there had been an improvement in compliance, and it was expected that the numbers would continue to increase up to 95%. However the enforcement solution had proved more onerous than previously envisaged, and more staff hours were required to manage the process.

The Chairman reported that the scheme, although not perfect, was going well and the signage would remain under review. He had requested that further detail be provided on how vehicle volumes compared to previous periods, and also what the additional income would be used for.

It was agreed that the monitoring report should be circulated to all Members of the Sub-Committee.

RESOLVED, that subject to comments made by Members, the following recommendations be endorsed,

- 1) Approve the revised estimated project cost of £1,355,403 for the Bank Junction experimental scheme.
- 2) Approve the allocation of £208,306 from the On Street Parking Reserve account to the Bank junction experimental scheme

d) **Temple Area Traffic Review**

The Sub-Committee received for information a Gateway 2 Project Proposal Report of the Director of Built Environment regarding the Temple Area Traffic Review.

The report advised that costs relating to highway consultancy work had not been included at this stage because it was anticipated that the consultant contracted by the Inns, Vectos, would initially provide this advice.

Members questioned the independence of the role of Vectos given that they had been employed by the Inns, and officers advised that their role was just to explore opportunities which the CoL could choose to be involved in. Any suggestions for change would then be assessed by CoL officers.

In response to a suggestion by a Member that the use of Middle Temple Lane as a rat-run be included in the review, officers agreed that traffic entering and leaving the lane could be monitored.

RESOLVED - That the project proposal be supported, subject to the comments made by Members.

e) **Sugar Quay S278**

Members considered a Gateway 1 & 2 Project Proposal Report of the Director of the Built Environment regarding Sugar Quay s278.

RESOLVED – That the report be approved.

f) **Cultural Hub North/South Programme: St Paul's Area Strategy**

The Sub-Committee received a report setting out a proposal to develop an enhancement strategy for the St Paul's area located in the south west of the City. This plan was an identified activity within the Cultural Hub Public Realm Programme.

RESOLVED - that the initiation and development of the St Paul's Area Enhancement Strategy for up to £120,000, utilising funds from the Cultural Hub North-South Route Programme be noted.

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

A Member referred to the questions asked at the last meeting concerning what was the real issue at Tudor Street and how much in terms of resources and officers time had been spent to date, and asked why this information had not been included in the committee report considered earlier in the meeting.

The Member advised that during the meeting on 24th July, officers said the 'issue' was a perception held by some regarding access. However the evidence was that there were no access problems. Officers also said that they would be able to calculate the City's cost to date and that would be separate to TfL's considerable costs.

Officers advised that between 500-700 hours of officer time had been spent so far however to try and provide a more detailed breakdown of costs would be even more time-consuming.

Also the review was being undertaken following an instruction from the Court of Common Council.

Consultations

A Member asked if there was a need to review the CoL database in order to ensure that the correct information was available when undertaking consultation with residents and stakeholders and officers undertook to look into this.

It was suggested that a link to all CoL consultations should also be readily accessible on the external website.

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

There were no items of urgent business.

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 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**

RESOLVED – That the non-public minutes of the meeting held on 24 July 2017 be agreed as a correct record.

11. **ISSUES REPORT: CURRENT SECURITY PROJECTS, HOSTILE VEHICLE MITIGATION & GENERAL SECURITY UPDATE**

Members considered a Gateway 3 & 4 Issues Report of the Director of the Built Environment regarding Current Security Issues, Hostile Vehicle Mitigation and General Security Update.

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

There were no questions.

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

There were no items of urgent business.

The meeting closed at 1.00 pm

Chairman

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Outstanding References - Streets and Walkways Sub Committee

<i>Date</i>	<i>Action</i>	<i>Officer responsible</i>	<i>To be completed/ progressed to next stage</i>	<i>Notes/Progress to date</i>
<p>25 July 2016 27 September 2016 8 November 2016 6 December 2016 14 February 2017 16 May 2017 20 June 2017 5 September 2017</p>	<p>Parking for Motorcyclists As part of the review of fees and charges for car parks, consideration be given to the implications on motorcycle parking. A further report to be submitted to the Sub Committee regarding the framework for charging, provision of more parking bays and theft of motorcycles. Consideration would be given to the timings for the project at a future meeting.</p>	<p>Director of the Built Environment Director of the Built Environment</p>	<p>2017</p>	<p>The matter is now included in the 2017/18 work programme and within the restructured City Transportation teams work plan.</p> <p>In response to Members asking that this piece of work be brought forward from 2017/18, officers reported that further advisement of timings would be considered at the January Streets and Walkways Sub-Committee meeting, but it will be a priority on the 2017/18 business plan for consideration at the February Planning and Transport Committee.</p> <p>Complete programme to be reported post elections</p> <p>Members expressed concern regarding the period of time this issue was taking to address and asked that a clear and robust policy, including environmental issues, be brought to the Sub-Committee as soon as possible.</p> <p>It was agreed that officers bring proposals for the programme to the Sub-Committee to enable priorities to be set, and to determine exactly what resources would be required to deliver it.</p>
<p>Ongoing Action 25 July 2016 27 September 2016</p>	<p>Swan Pier Swan Pier area is to be tidied up in conjunction with the delivery of the</p>	<p>Director of the Built Environment</p>	<p>Ongoing</p>	<p>The matter had now been referred to the City Surveyor. Officers to update.</p>

Outstanding References - Streets and Walkways Sub Committee

<p>20 June 2017</p>	<p>Two Way Cycling in Seething Lane/ Muscovy Street.</p> <p>A member asked why officers had not leafleted local residents and occupiers, outlining the proposal, as they had done so previously a number of years ago when the proposal was first suggested, and also why, given that circumstances in the area have drastically changed since the idea was first conceived, what review had been undertaken?</p>	<p>Director of the Built Environment</p>	<p>Ongoing</p>	<p>Officers advised that a vigorous design process had been undertaken and they would provide a written response to the Member</p> <p>A decision was taken to conduct informal consultation again in this area; as several years had elapsed. The proposals for the street had been through design and safety audits; especially in their interface with the design for the garden area in Seething Lane.</p> <p>A consultation letter was sent out by post on 11 July 2016 to all premises fronting onto Seething Lane and Muscovy Street. Our data base showed 12 Trinity Square as the address. Whereas I understand that your flat is part of 15 Trinity Square.</p> <p>You received the consultation letter and plan in an e-mail, as a ward member (on the 11 July) and also through distribution to the Trinity Square Area Stakeholder Group (on 12 July).</p> <p>No comment was received from that consultation.</p> <p>The formal traffic order consultation took place in March 2017. Notices were placed on street and some these were placed adjacent to the doorways that provide entrance to your block of flats.</p> <p>Again, no comment was received to the formal consultation.</p>
<p>5 September 2017</p>				<p>The Member advised the Sub-Committee that officers had admitted that appropriate</p>

Outstanding References - Streets and Walkways Sub Committee

				<p>consultation with residents did not take place and that the occupiers of the flats in 15 Trinity Square had been missed off in error.</p> <p>The Sub-Committee agreed that the residents should be written to again.</p>
<p>22 Bishopsgate 24 July 2017</p>	<p>The Sub-Committee considered an outline options appraisal report of the Director of Built Environment concerning works to improve the public realm areas and security in and around the 22 Bishopsgate development (formerly known as 'The Pinnacle').</p>	<p>Director of the Built Environment</p>	<p>Ongoing</p>	<p>Reference was made to servicing and consolidation measures and officers agreed to report back on this.</p>
<p><u>Bollards/Bakers Hall Court</u></p>	<p>It was agreed that this matter should be added to the list of Outstanding References.</p>			

Committees:	Dates:	
Projects Sub Streets and Walkways Sub-Committee	04/10/2017 17/10/2017	
Subject: 2-6 Cannon Street Public Realm (Offsite Works) – EE106	Issue Report: Regular	Public
Report of: Director of the Built Environment Report Author: Maxime Tomas	For Decision	

Summary

Dashboard

- **Project Status:** Green
- **Timeline:**
Issue report – October 2017
Authority to start works (Gateway 5) January 2018
Implementation programmed for March 2018
- **Total Estimated Cost:** £1,133,048 - £1,287,998
- **Total Estimated Cost at the last gateway:** £1,133,048 - £1,287,998
- **Spend to Date:** £74,283 (as of 16 August 2017)
- **Overall Project Risk:** Low

Background

In accordance with the planning permission for the site, City of London officers have worked closely with the developer of 2-6 Cannon Street to produce a set of integrated, high quality, landscape design proposals for off-site works (please see appendix 1 for more details). These off-site proposals are intended to integrate with the proposed development and highway remediation works on Distaff Lane. The project is currently progressing towards Gateway 5.

Progress to date including resources expended

A Gateway 4 report was approved in May 2015, for the design of the proposed Off-site landscape works and authority to progress towards Gateway 5, with an approved budget of £102,402 fully funded by the S106 agreement linked to the development, and which is limited in geographical area and purpose.

Shortly after receiving Gateway 4 approval, the developer's programme for the construction of development at 2-6 Cannon Street was placed on hold for more than a year. This delay resulted in a similar delay to the Off-site works programme. Now that the development programme has restarted, officers have re-engaged with the developer and the local stakeholders to review timescales and restart the design process. To accommodate the developer's revised programme it is proposed to complete the final construction package drawings prior to Gateway 5.

In addition, structural investigations have been carried out to assess the feasibility of the current detailed design, resulting in several changes to the design presented to

Members in 2015, primarily relating to the orientation of the staircase and the location of planters.

Summary of issue

There are a number of proposed project changes which require an increase to the existing project evaluation budget, to enable the project to be progressed to Gateway 5. These are outlined in more detail in section 1 of the main report, but in summary include:

- Additional design work to address required changes arising from the findings of the structural investigation and from recent engagement with local stakeholders;
- The early completion of a construction package of drawings to support developer's programme and reduce overall risk. This requires the appointment of a landscape architecture practice;
- Extra cost incurred as part of the complex negotiations with local stakeholders regarding agreements to carry out works on their land. Similarly, the project programme needs to harmonise with refurbishment programmes of other occupiers.

All costs will be fully met by the developer, through the Section 106 contribution

Proposed way forward

It is proposed that the currently approved budget be increased by a total of £95,000, making a new total budget of £197,402, to be fully met through the Section 106 contribution, which is specific in purpose and location to the development. A summary of the project finances are shown in Section 3 of the main report. The additional project funding sought will not result in the upper limit of the overall project cost range at the last Gateway (£1,287,998) being exceeded; this is due to a rephasing of the design fees as outlined above.

Recommendations

It is recommended that Members:

- Authorise an increase to the current project budget of £95,000, to be fully funded from the Section S106 agreement.

Main Report

1. Issue description	<p>A number of issues have arisen relating to the project which require an increase to the existing project budget. These are summarised below:</p> <ul style="list-style-type: none">• The findings from the structural investigation and a request arising from the consultation with the local occupiers and landowners require changes of the design presented to Members in 2015. The proposed re-orientation of the staircase in 2015 has since proven to be challenging and will not meet the aspirations of St Nicholas Cole Abbey. This will require additional staff time and an increase in fees to develop the revised design;• Production of the construction package prior to Gateway 5 is proposed to reduce programme and scope risk, by giving clarity about what is to be delivered and any
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	<p>logistical challenges prior to obtaining authority to start work. This will require the appointment of a landscape architect to deliver this stage of work.</p> <ul style="list-style-type: none"> • Negotiations with the local occupiers regarding the agreement to carry out works on their land were more complicated and time-consuming than anticipated, meaning that additional staff resource was directed towards this task in order to conclude the agreement; <p>There is therefore a requirement to increase the project budget at this stage, in order to progress the design and reach the next Gateway. However, although there will be an increased spend at this stage of the project, the upper limit of the overall project cost range has not increased; this is due to a rephrasing of the spend, namely bringing forward design packages prior to Gateway 5 approval.</p>																									
<p>2. Last approved limit</p>	<p>The Gateway 4 report approved a project budget of £102,402 to reach the next Gateway, funded through the Section 106 agreement. The total project cost remains estimated at £1,287,998.</p>																									
<p>3. Finance</p>	<p>In order to keep the project to the current programme, which ties into the programmes of other local projects including the development itself and the refurbishment of the nearby Bracken House, it is necessary to increase the budgets and accelerate the design process. This will allow Officers to reach Gateway 5 in January 2018. However, although there will be an increased spend at this stage of the project, the upper limit of the overall project cost range has not increased, as described above.</p> <p>It is therefore proposed that the current project budget is increased by £95,000, as set out in table 1.</p> <p>Table 1 – summary of project finances</p> <table border="1" data-bbox="539 1391 1465 1854"> <thead> <tr> <th></th> <th>Estimated project total</th> <th>Spend to date</th> <th>Proposed increase</th> <th>Estimated cost to Gateway 5</th> </tr> </thead> <tbody> <tr> <td>Staff Costs</td> <td>179,381</td> <td>47,459</td> <td>50,000</td> <td>112,402</td> </tr> <tr> <td>Fees</td> <td>85,000</td> <td>26,824</td> <td>45,000</td> <td>85,000</td> </tr> <tr> <td>Works</td> <td>1,023,617</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> </tr> <tr> <td>Total</td> <td>1,287,998*</td> <td>74,283</td> <td>95,000</td> <td>197,402</td> </tr> </tbody> </table> <p>* Figure is the higher end of the estimated cost range *please see appendix 2 for more details</p>		Estimated project total	Spend to date	Proposed increase	Estimated cost to Gateway 5	Staff Costs	179,381	47,459	50,000	112,402	Fees	85,000	26,824	45,000	85,000	Works	1,023,617	0.00	0.00	0.00	Total	1,287,998*	74,283	95,000	197,402
	Estimated project total	Spend to date	Proposed increase	Estimated cost to Gateway 5																						
Staff Costs	179,381	47,459	50,000	112,402																						
Fees	85,000	26,824	45,000	85,000																						
Works	1,023,617	0.00	0.00	0.00																						
Total	1,287,998*	74,283	95,000	197,402																						

Appendices

Appendix 1	Site location plan
Appendix 2	Financial tables

Contact

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Telephone Number	020 7332 3133

Benefits:

- a)** High quality public realm enhancement is delivered around St Nicholas Cole Abbey and to Distaff Lane, at no cost to the City.
- c)** St Nicholas Cole Abbey benefits from new steps, re-orientated to better cater for north-south pedestrian access.
- e)** St Nicholas Cole Abbey has access to an outside space for additional activities or meetings during summer months.
- f)** St Nicholas Cole Abbey will be provided with an enhanced front apron along Queen Victoria façade.
- g)** Increased opportunities for seating both in the furniture provided and on the walls of planters.
- h)** LED up lighting and strip lighting enhances ambience at night and makes passive surveillance easier.
- b)** Raised and reduced carriageway width between on and offsite works increases available pedestrian space and reduces the visual dominance of the road surface.
- d)** The materials and specification of footways along Distaff Lane are upgraded, from asphalt to York stone, to ensure consistency with Street Scene Manual.

Appendix 2: Summary financial tables

Table 1 - Cannon Street Public Realm Spend To-date			
Description	Approved	Spend	Balance
Staff Costs	62,402	47,459	14,943
Fees	40,000	26,824	13,176
Total	102,402	74,283	28,119

Table 2 - Cannon Street Public Realm total Estimated Cost To Gateway 5 (evaluation stage)			
Description	Approved	Budgeted	Increase
Staff Costs	62,402	112,402	50,000
Fees	40,000	85,000	45,000
Total	102,402	197,402	95,000

Table 3 - Cannon Street Public Realm Total Estimated Cost for complete project			
Description	Evaluation	Implementation	Total *
Staff Costs	112,402	66,979	179,381
Fees	85,000	0	85,000
Works	0	1,023,617	1,023,617
Total	197,402	1,090,596	1,287,998

*Funded wholly from the 2-6 cannon Street Section 106 site mitigation payment

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Committees: Open Spaces Streets and Walkways Projects Sub	Dates: 11 th October 2017 17 th October 2017 8 th November 2017	
Subject: Greening Cheapside: St. Paul's Tube Station Area and St. Peter Westcheap Churchyard Improvements	Gateway 3 Outline Options Appraisal(Regular)	Public
Report of: Director of the Built Environment Report Author: Kam Dale		For Decision

Summary

Dashboard:

- (i) Project status: Green
- (ii) Timeline: Gateway 3.
- (iii) Project estimated cost: £700 - £1,250K
- (iv) Spent to date: £37,500
- (v) Approved Budget: £45,000
- (vi) Overall project risk: Low
- (vii) Gateway 1 and 2: Greening Cheapside Project. Committees: Projects Sub, Open Spaces & City Gardens and Streets & Walkways. Approval: April 2016.

Context:

Greening Cheapside project was identified as a high priority in the Cheapside and Guildhall Area Enhancement Strategy (adopted by the City in 2015) with the objective of enhancing greening and re-landscaping in the area. This project was developed with the active support of the Cheapside Business Alliance (CBA) and the Diocese of London. They have been consulted on its development and are in support of the proposals outlined in this report. The CBA has also contributed financially to the project at Gateway 1 and 2 stage, and a further £100,000 contribution to deliver detailed designs for this next stage has been secured.

There are a number of current corporate priorities in the area which the project would contribute to including improving connections into the emerging Culture Mile and security of the City. Completed enhancements in the area include improvements to the former St. Paul's Churchyard coach park, Festival Gardens and Carter Lane into accessible gardens, as well as the One New Change shopping centre and 150 Cheapside developments.

A Gateway 1 and 2 report was approved by Committees in April 2016, and the project proposes public realm enhancements to two sites: the area around St. Paul's tube station and the churchyard of St. Peter Westcheap (Wood Street) as shown in the location plan in Appendix 1. The environs of St. Paul's Tube station is currently congested with poor wayfinding and movement throughout the site, as well as a lack of seating within close vicinity of St. Paul's conservation area. St. Peter Westcheap is located on Wood Street and is populated primarily by

smokers and the associated detritus and smell of cigarette butts. It also contains limited signage, planting and railings that are in need of restoration. The churchyard is a former burial ground containing a number of historic structures and a historic plane tree protected by a Tree Preservation Order. Both locations could benefit from enhanced / additional planting to improve the local air quality and appearance.

Progress to date:

Following Gateway 1 and 2 approval, landscape architecture consultants were appointed to develop designs and options for each site were produced. This followed close and ongoing consultation with key stakeholders including the CBA which comprises representatives from the main local businesses. The designs were successfully presented at the CBA's quarterly board meetings in June 2017 and as a result the CBA agreed to contribute £100,000 for the next stage of the project. Officers have consulted with other local stakeholders including the Diocese of London, The Parish of St. Vedast, St. Paul's Cathedral and local landowners for each site, who all support the proposals

Overview of options:

The consultants have produced a set of options for each site, with three options for St. Paul's tube station area and two for St. Peter Westcheap which are outlined below. All options for both phases are in line with the aspirations of the Cheapside Area Enhancement Strategy to provide a high quality and sustainable public realm whilst complementing the City's heritage assets. They also deliver on key objectives in the CBA's business plan 2017/18 for improved wayfinding and greening of Cheapside.

For the St. Paul's tube station area, there are three options with increasing scope as follows (see details in Appendix 4):

- **Option 1- New planting, seating, wayfinding and a drinking fountain:**
This option includes the replacement of the existing planters with smaller ones that do not obstruct pedestrian desire lines and increase space for pedestrian access. Additional wayfinding elements to signpost the Cathedral when exiting the tube station would be added as well as a drinking fountain, new integrated planting and accessible seating to enhance dwell time. The planters on the traffic island crossing to Newgate Street would be retrofitted to provide a small amount of informal seating and greenery. Due to a possibility of future changes to the traffic island as part of other high priority projects taking place in the area, a minimal intervention is deemed the most appropriate option here.
- **Option 2: - Option 1 plus new trees:** This option includes Option 1 plus the addition of trees to mark Cheapside's south eastern approach and to help to soften the hard landscape. This expanded scope will establish a new connection into the Culture Mile by signposting the area for those crossing over the Millennium Bridge from the south of the City.

- **Option 3: Option 2 plus new paving and additional seating:** This option includes Options 1 and 2 with additional elements to give the area a sense of place. It includes new paving which reflects the historic grain in the whole site as well as additional seating with new linear benches.

The proposals for St. Paul's tube station area seek to ease congestion around the site, enhance greening and improve wayfinding in particular to St. Paul's Cathedral.

Based on the assessment of the criteria outlined in Appendix 2, option 2 and 3 are ranked highest and proposed to be taken forward to detailed design stage. The final option will be decided at Gateway 4 and 5 subject to the funding available.

St. Peter Westcheap Churchyard has two options (see details in Appendix 5):

- **Option1: 'The Woodland Glade in the City'**. This consists of a line of planting on either side of the churchyard, new linear bench seating and some accessible seating to create a central area for people to dwell. This also includes the restoration and reparation of the railings and wall, retaining the remaining headstones and the introduction of new signage to explain the history of the site.
- **Option 2: 'The Choir Stall'**. This consists of Option 1 plus the creation of a structure based on the idea of a choir stall to be installed on three sides of the churchyard to give the user a sense of enclosure and calm away from Wood Street and Cheapside's busy thoroughfare. It will echo the ecclesiastical character of the space and acknowledge its history as the site of the former St. Peter's Church.

The enhancements for St. Peter Westcheap would seek to open up the space to other users and secure public access to the churchyard via a legal agreement, increase greening and biodiversity, renovate and conserve the historic hard landscaping of the churchyard.

Based on the assessment of the criteria outlined in Appendix 2, option 1 is ranked highest and proposed to be taken forward to detailed design stage.

Next Steps:

Following Gateway 3 approval, both locations will be developed to detailed design stage. It is then proposed to split the project into phases to allow the two schemes to be implemented in separate programmes to avoid delays; these are Phase 1: St Paul's Area and Phase 2: St Peter Westcheap Churchyard.

More surveys will be carried out to inform the development of the approved options with further local stakeholder engagement before the Gateway 4 and 5 report is submitted for approval in Spring 2018. The designs will include corporate security measures appropriate to each location.

Procurement Approach:

The landscape architecture consultants were appointed via a competitive three quote tendering exercise with City Procurement.

The total contract will deliver completed designs for Gateway 4 and 5.

Financial Implications:

A total of £109,000 is required for the next stage of the project. This is funded from a £100,000 contribution from the Cheapside Business Alliance, an underspend of £7,500 from the previous stage and £1,500 from 100 Cheapside s106 monies (see appendix 3 for finance tables).

A funding strategy is to be developed during this next stage and funding for the implementation stage will be confirmed at Gateway 4 and 5.

Recommendations

It is recommended that Members of Streets & Walkways and Open Spaces Committees approve:

- (i) Progression of option 2 and 3 for St. Paul's tube station area to Gateway 4 and 5 (detailed design and implementation) under the 'regular' Gateway process.
- (ii) Progression of option 1 for St. Peter's Westcheap churchyard to Gateway 4 and 5 (detailed design and implementation) under the 'regular' Gateway process

It is recommended that Members of Projects Sub and Streets & Walkways Committees approve:

- (i) The funding to develop the preferred options for each site to Gateway 4 and 5, at a total cost of £109,000 to be fully funded by the Cheapside Business Allowance (£100,000), underspend from the project (£7,500) and s106 monies from 100 Cheapside (£1,500).

Options Appraisal Matrix

See attached.

Appendices

Appendix 1	Location Plan
Appendix 2	Issues and Objectives / Assessment Criteria
Appendix 3	Finance Tables
Appendix 4	St. Pauls Tube Station Area Options – Available Electronically
Appendix 5	St. Peter Westcheap Churchyard Options - Available Electronically
Appendix 6	St. Paul's Tube Station Area and St. Peter Westcheap Selected Visuals - Available Electronically

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Options Appraisal Matrix

St. Paul's Tube Station Area				St. Peter Westcheap Churchyard	
	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 1</i>	<i>Option 2</i>
Page 26 1. Brief description	<u>St. Paul's Tube Station Area: Option 1</u> This option will deliver aims of brief to ease congestion, improve wayfinding and enhance greening around the tube station. This includes new: <ul style="list-style-type: none"> • planters • seating • signage • water fountain 	<u>St. Paul's Tube Station Area: Option 2</u> This option includes the enhancements proposed in Option 1 plus seeks to establish connection into the Culture Mile. With enhanced greening and signposting. This includes new: <ul style="list-style-type: none"> • Trees • Informal seating and greening on traffic islands 	<u>St. Paul's Tube Station Area: Option 3</u> This option includes the enhancements proposed in Option 1 and 2 plus widens the scope to create a sense of place. This includes new: <ul style="list-style-type: none"> • paving design • additional trees / planting 	<u>St. Peter Westcheap Churchyard: Option 1: 'The Woodland Glade in the City'</u> This includes new: <ul style="list-style-type: none"> • planting • seating and street furniture • signage • restoration of wall and railings • lighting of historic features 	<u>St. Peter Westcheap Churchyard: Option 2 'The Choir Stall'</u> This includes Option 1 plus: <ul style="list-style-type: none"> • 'choir stall' structure
2. Scope and exclusions	The scope of the project will be focussed on the area around the tube station – see plans (Appendix 1).		The scope of the project will be focussed on the area around the tube station and will consider the servicing area adjacent to 5 Cheapside – see	The scope of the area will be focussed on the enhancement of the churchyard and the restoration of the railings and walls (Appendix 1).	

St. Paul's Tube Station Area				St. Peter Westcheap Churchyard	
	Option 1	Option 2	Option 3	Option 1	Option 2
			plans. (Appendix 1)		
Project Planning					
3. Programme and key dates	<ul style="list-style-type: none"> • Site surveys / Design Development – Autumn 2017 • Stakeholder Consultation – Ongoing • Gateway 4 and 5 – Spring 2018 • Implementation – Summer 2018 			<ul style="list-style-type: none"> • Site Surveys / Design Development: Autumn 2017 • Stakeholder Consultation: Ongoing • Gateway 4 and 5: Spring 2018 • Implementation: To be confirmed 	
Risk implications	<ul style="list-style-type: none"> • Full Costs of works exceed estimates As the design options are refined the anticipated costs of the scheme will be refined. • Objections to the designs/ works by key stakeholders Officers will continue to work closely in partnership with key stakeholders throughout the process. • Below ground utilities and shallow foundations of the tube underneath may impact upon the designs and cause delays to the programme. Radar surveys and additional investigations will be undertaken to mitigate against any issues and design will be modified if necessary. 			<ul style="list-style-type: none"> • Full Costs of works exceed estimates As the design options are refined the anticipated costs of the scheme will be refined. • Objections to the designs/ works by key stakeholders Officers will continue to work closely in partnership with key stakeholders throughout the process. • Damage to heritage assets during construction Once the design is finalised the method and approach for the construction phase will identify potential risks and plan accordingly. • Below ground archaeology may 	

St. Paul's Tube Station Area				St. Peter Westcheap Churchyard	
	Option 1	Option 2	Option 3	Option 1	Option 2
Page 28				<p>affect the programme Identify the potential impacts of works on below ground archaeology with the Historic planning team. Develop a design that will minimise the risk of issues occurring and establish other steps to manage this including a watching brief for the works, if required.</p> <ul style="list-style-type: none"> • A maintenance agreement will need to be agreed prior to commencement of implementation of scheme. Higher level discussions with senior officers and the Diocese will be required. • Faculty and Planning permission will be required. Close consultation with the Church will take place to minimise delays / issues. 	
	<p>5. Benefits and disbenefits</p> <ul style="list-style-type: none"> • Improved accessibility / movement • Enhanced greening • Improved wayfinding 	<ul style="list-style-type: none"> • Improved accessibility / movement • Enhanced greening • Improved wayfinding • Connection to City's 	<ul style="list-style-type: none"> • Improved accessibility / movement • Enhanced greening • Improved wayfinding 	<ul style="list-style-type: none"> • Enhanced public space • Increase greening and biodiversity • Renovate / conserve the 	<ul style="list-style-type: none"> • Enhanced public space • Increase greening and biodiversity • Renovate / conserve the

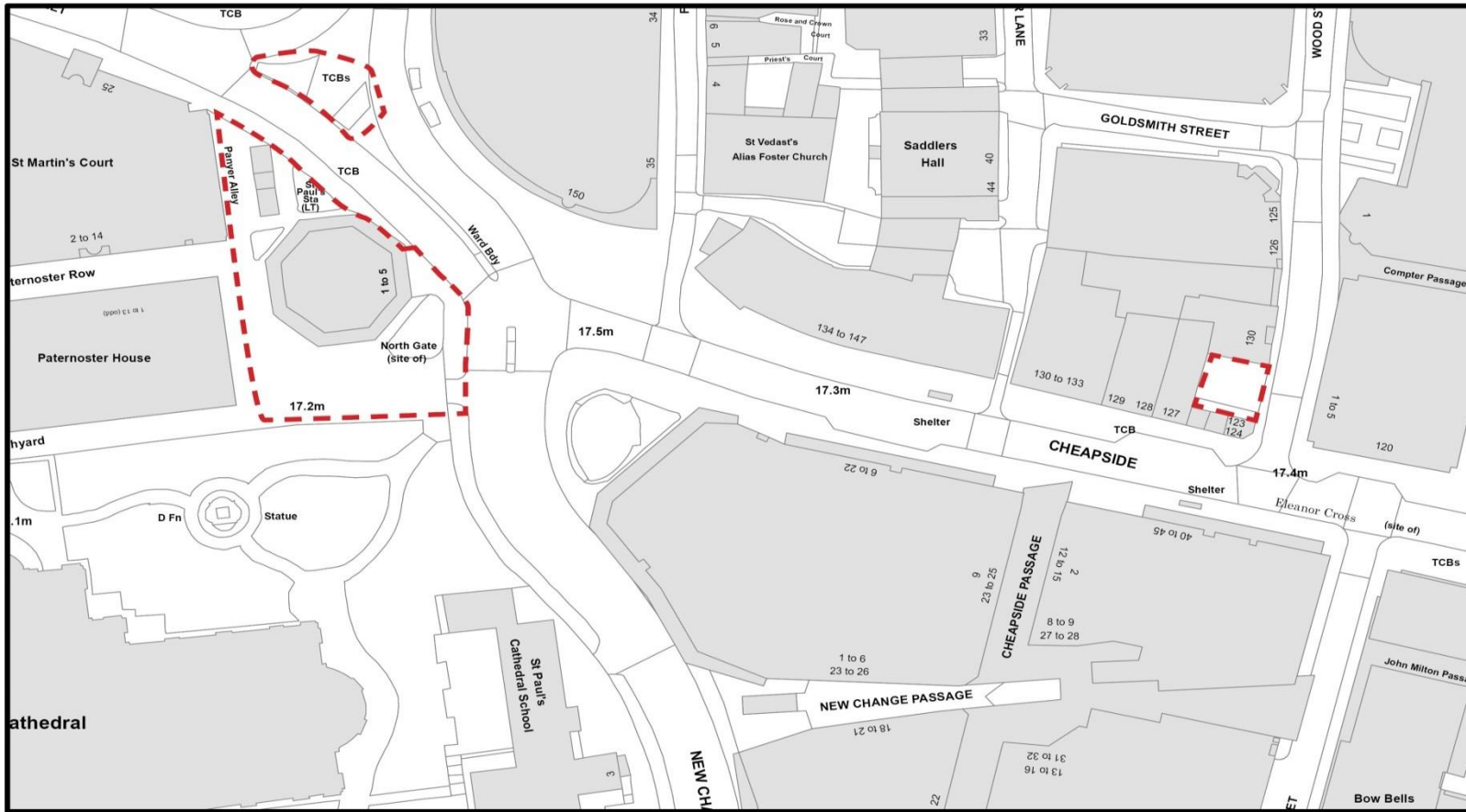
St. Paul's Tube Station Area				St. Peter Westcheap Churchyard	
	Option 1	Option 2	Option 3	Option 1	Option 2
		Culture Mile	<ul style="list-style-type: none"> • Connection to City's Culture Mile • Creating a sense of place 	historic hard landscaping of the churchyard.	historic hard landscaping of the churchyard.
6. Stakeholders and consultees	<ul style="list-style-type: none"> • Cheapside Business Alliance • Local Landowners • The Diocese of London • Parish of St. Vedast • St. Paul's Cathedral 				
Resource Implications					
7. Total Estimated cost	£400,000 - £450,000	£450,000 – 500,000	£750,00 – 800,000	£300,000 – 350,000	£400,000 - 450,000
8. Funding strategy	To be confirmed at Gateway 4 and 5				
9. Estimated Capital Value/ return	N/A				

St. Paul's Tube Station Area				St. Peter Westcheap Churchyard	
	Option 1	Option 2	Option 3	Option 1	Option 2
10. Ongoing revenue implications	To be confirmed at Gateway 4 and 5				
11. Investment appraisal	N/A				
12. Affordability	N/A				
13. Legal implications	There should be no legal implications for this option.			<p>A maintenance agreement between the City of London Corporation and the Diocese of London will be agreed prior to the implementation of this project.</p> <p>A template maintenance agreement has been drafted by City solicitors and will be used to form the basis of this agreement with bespoke clauses if required.</p>	
14. Corporate Property Implications	N/A				

St. Paul's Tube Station Area				St. Peter Westcheap Churchyard	
	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 1</i>	<i>Option 2</i>
15. Traffic Implications	N/A				
16. Sustainability and energy implications	At this stage no sustainability and energy implications have been identified. This will be identified during detailed design stages and the designs will seek to improve irrigation and surface water drainage, selection of planting and trees will seek to improve air quality, biodiversity and urban heat island issues where possible				
17. IS implications	N/A				
18. Equality Impact Assessment	An Equality Impact Assessment will be undertaken at the next stage.				
19. Recommendation	Not recommended (see Appendix 2)	Recommended (see Appendix 2)	Recommended (see Appendix 2)	Recommended (see Appendix 2)	Not Recommended (see Appendix 2)
20. Next Gateway	Gateway 4/5 - Authority to Start Work	Gateway 4/5 - Authority to Start Work	Gateway 4/5 - Authority to Start Work	Gateway 4/5 - Authority to Start Work	Gateway 4/5 - Authority to start work

St. Paul's Tube Station Area				St. Peter Westcheap Churchyard			
	Option 1		Option 2	Option 3	Option 1	Option 2	
21. Resource requirements to reach next Gateway	Item	Detail	Costs		Item	Detail	Costs
	Staff costs	To manage this stage of the project	£22,000		Staff costs	To manage this stage of the project	£22,000
	Fees	Consultants fees for delivery of designs and surveys to inform the development of design	£25,000		Fees	Consultants fees for delivery of designs and surveys to inform the development of design	£25,000
	Total		47,000		Archaeological Surveys	To establish what potential constraints are in the site	£15,000
					Total		62,000
	To be funded from £100,000 contribution from the Cheapside Business Alliance, the £7,500 underspend from the project and £1,500 from 100 Cheapside s106 monies.						

Appendix 1: Location Plan



0.00006 0.012 0.018 0.024
Miles

Legend

Appendix 2 – Issue and Objectives / Assessment of Options Against Criteria

St. Paul's Area Station

Issues	Objectives	Option 1	Option 2	Option 3	
Poor Wayfinding	<ul style="list-style-type: none"> Difficult to navigate to St. Paul 's Cathedral upon exiting Tube station No indication of other landmarks 	<ul style="list-style-type: none"> Better wayfinding to help orientation Design intuitive wayfinding with planters and seating to guide the desire lines of the site and encourage people to walk through 	✓ ✓	✓ ✓	✓ ✓
Poor Circulation	<ul style="list-style-type: none"> Bulky planters obstructing what is normally large groups of tourists Car dominated shared surface - single yellow line Street furniture impeding pedestrian movement 	<ul style="list-style-type: none"> Planters to be broken up to improve flow and circulation Look to make single yellow line double and shared surface Remove unnecessary street furniture and replace with benches 	✓	✓ ✓ ✓	✓ ✓ ✓
Lack of Seating	<ul style="list-style-type: none"> Lack of appropriate seating throughout site Planter beds that are too low for seating, or unpleasant and exposed brick planter beds Seating not friendly to larger groups 	<ul style="list-style-type: none"> Install different types of seating to optimise accessibility in area Design accessible seating with integrated planters Design layout to accommodate for large groups to sit, and potentially an amphitheatre style layout to enable a tourist guide to speak in front of them 	✓	✓ ✓	✓ ✓ ✓
High Maintenance Planters	<ul style="list-style-type: none"> Planting that requires a reduced level of maintenance 	<ul style="list-style-type: none"> Look at sustainable planting that would provide better flower coverage all year long 	✓	✓	✓
Lack of Place	<ul style="list-style-type: none"> Lack of sense of arrival 	Create a paving pattern/line to reflect the former gateway and tell the history of the site			✓
Assessment of Options against each criteria		5	8	10	
Conclusion		Not recommended	Recommended	Recommended	

Appendix 2 – Issue and Objectives / Assessment of Options Against Criteria

St.Peter Westcheap Churchyard

Issues		Objectives	Option 1	Option 2
Uncared for space	<ul style="list-style-type: none"> • Heavily Shaded with poor quality planting • "Smoker's Ashtray" - a smoker's hang out and therefore unwelcoming to others • Littering • Tired looking benches • Old uneven paving • Blank Frontages • Poor condition of historic railings, headstones and wall 	<ul style="list-style-type: none"> • Introduction of new planting • Encourage use from all users of Cheapside • Provide flexibility of space • Encourage a sense of care/ ownership to discourage people from littering • Reconfigure and introduce new bespoke seating • Repaving area • Introduce design elements to soften the effect of the surrounding buildings • Restore railings and wall and headstone's 	<ul style="list-style-type: none"> ✓ ✓ ✓ ✓ ✓ ✓ ✓ 	<ul style="list-style-type: none"> ✓ ✓ ✓ ✓ ✓ ✓ ✓
Lack of accessibility	<ul style="list-style-type: none"> • Lack of accessibility 	<ul style="list-style-type: none"> • May not be feasible to install a ramp due to size restrictions of site 		
Not enough information of history presented on site	<ul style="list-style-type: none"> • Little known information presented about the historic plane tree. 	<ul style="list-style-type: none"> • With the woodland planting strategy, enhance and make reference to Wordsworth's "Poor Susan" with signage to provide information. 	✓	✓
Assessment of Options against each criteria			9	8
Conclusion			Recommended	Not recommended

Appendix 3: Finance Tables:

16800073: Greening of Cheapside Area

Table 1: Expenditure to date

Description	Approved Budget (£)	Spend to Date (£)	Balance (£)
Env Serv Staff Costs	3,000	1,074	1,926
P&T Staff Costs	23,000	23,807	(807)
Open Spaces Staff Costs	3,000	-	3,000
Fees	16,000	12,650	3,350
Total	45,000	37,531	7,469

Table 2: Phase 1 / Phase 2- Resources required to reach for next Gateway

Description	Approved Budget (£)	Additional Resources required to reach next Gateway (£)	Revised Budget to next Gateway (£)
Env Serv Staff Costs	3,000	8,000	11,000
P&T Staff Costs	23,000	33,000	56,000

Open Spaces Staff Costs	3,000	3,000	6,000
Fees	16,000	65,000	81,000
TOTAL	45,000	109,000	154,000

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Committees:	Dates:	Item no.
Streets and Walkways Sub-Committee Projects Sub	17/10/2017 08/11/2017	
Subject: Shoe Lane Quarter Public Realm Enhancements – Phase 2	Gateway 5 - Authority to Start Work	Public
Report of: Director of the Built Environment		For Decision

Summary

Dashboard

- Project Status: Green
- Timeline: Gateway 5 – Construction anticipated to commence January 2018
- Project estimated cost: Circa £ 7.6M (s106/278 developer funded)
- Spent to date: £524,407 (as at 19 September 2017)
- Overall project risk: Green

Background

Gateway 4 approved February 2017.

Issues Report approved in July 2017 seeking authority to place an order for security bollards and implement enabling works. Members also approved departures from our standard for some public realm elements, including street lighting columns.

Progress to date

Planning permission for the development of the former Fleet Buildings and Plumtree Court site was granted in October 2013 for the construction of Goldman Sachs new London headquarters. This project relates to the Section 106/278 funded public realm, highway and security improvements in the area around the new development.

The Gateway 4 report was brought to Committee in February 2017 where approval was given for the detailed design of the public realm, highway and security improvements around the new development. Additionally, Members of the Castle Baynard, Farringdon Within and Farringdon Without were briefed on the project proposals in January 2017.

The project involves a wide range of measures on the highway around the new development that enhances the public realm on Stonecutter Street, Shoe Lane and Plumtree Court by: enabling safe access to the new buildings for people and vehicles; enabling and enhancing provision for pedestrians by providing widened footways, trees and raised carriageways; and providing a secure line of building protection measures on the footway.

A public engagement exercise with local residents, businesses and other stakeholders was undertaken in June 2017. The purpose of the public engagement has been to inform stakeholders of the nature and level of change coming to the area and the detail of the highway construction works, including duration of works. A small number of comments were received generally relating to traffic management issues and requests for more green spaces for workers to enjoy. In response, improvements have been made to increase places to sit on Stonecutter Street

where a number of trees will be reinstated; the design of soft planting in the security planters has been prepared by a world renowned landscape designer; and a traffic study into opening Shoe Lane north to exiting servicing vehicles has confirmed parking issues can be resolved with minimal impacts on users.

The public realm, highway and security improvement works have been developed in consultation with key stakeholders and businesses that form the Shoe Lane Quarter Working Party.

At Gateway 4, Members approved the City entering into a Section 8 Legal Agreement with Transport for London for the City to undertake the implementation of the footway widening and security works on Farringdon Street. This legal agreement is still being finalised . These changes link in with Transport for London's cycle superhighway proposals (segregated cycle track) along Farringdon Street and we are currently coordinating construction works with TfL to minimise disruption to traffic.

Proposed way forward

The implementation of the main highway works are programmed to begin in January 2018 on Farringdon Street, with enabling works on Stonecutter Street to facilitate the developer's façade works programmed to begin in November 2017. The phasing of the works is being closely coordinated with the developer and their contractors for the main building and interior fit out works to ensure the completion of the public realm works in time with the expected building occupation in April 2019.

The detailed design and associated cost estimates for the works are substantially advanced with some minor technical issues relating to the various security infrastructure, utility and drainage elements still to be finalised (see main report for detail). It is anticipated that the design of these elements will be complete in the next one to two months, but it's necessary to attain Authority to Start work now to allow for the procurement of bespoke public realm infrastructure (such as the security planters) so that the main construction works can begin on Farringdon Street in January 2018.

At Gateway 4 Members were informed of traffic management proposals to create a new exit point in the Ring of Steel on Shoe Lane (north), underneath Holborn viaduct, to allow servicing vehicles for the development and neighbouring Morley House/City Temple to efficiently exit the area onto Charterhouse Street. Further detailed work has been done and the proposals are supported by the City Police. It is recommended that Members approve the proposal to take forward to statutory consultation and implementation.

Recommendations

It is recommended that Members:

1. Approve the implementation of the public realm, highway and security works with an estimated total cost of £7.6 million as shown in Table 1;
2. Delegate authority to the Director of the Built Environment, in consultation with the Chamberlain to:
 - a) Make any adjustments between elements of the £7.6 million budget
3. Approve the traffic management proposals on Shoe Lane (north) and proceed to advertising of the traffic orders.

Main Report

1. Design summary	<p><u>Public realm and highway improvements</u></p> <p>The public realm and highway improvements are designed to transform the streets around the development and include:</p> <ul style="list-style-type: none">• Widening of the footway on Farringdon Street and Shoe Lane to create greater width to accommodate increased pedestrian flows and a line of bollards and planters;• Repaving the footways around the development in yorkstone;• Raising the carriageway around the development in granite setts (suitable for walking);• An increased number of trees around the development, in various locations, in tree pits and within the planters. <p><i>Stonecutter Street design approach</i></p> <p>Stonecutter Street will be transformed into a place for people to meet and dwell as the public realm will feature more trees, steps and a granite retaining wall (to facilitate the building fire escape doors), more vegetation in planters, feature granite blocks on which to rest and a new raised granite carriageway which gives a sense of priority for pedestrians over vehicles. To achieve a unique sense of place, it is proposed that the granite setts in the carriageway will be blended with the yorkstone paving in the footway.</p> <p>To achieve the blend with the City's standard granite setts, the size of the yorkstone paving slabs will need to be varied from the standard. Officers technical view is that is a variation from the standard, in terms of size but not materiality, can be accommodated for the following reasons:</p> <ul style="list-style-type: none">• the slabs are protected by the security line on the north side and street furniture on the south side• traffic flows will be very low• the slabs are standard yorkstone and the bespoke size can be readily ordered through the Riney's contract• utilities on Stonecutter Street are located in the centre of the street, i.e. under the granite carriageway, as utilities have been relocated out of the footway and away from the development's security line. Therefore it is less likely that the non-standard yorkstone would be excavated by a utility company than a typical footway. <p>This approach will enable Stonecutter Street to achieve a unique sense of place which is an aspiration of the Working Party.</p> <p>For visually impaired pedestrians, the delineation between footway and carriageway will be defined by the security line, in addition the traffic flow on Stonecutter Street is anticipated to be extremely low as access is restricted (via a traffic order created in 2013) to vehicles accessing this development and Stonecutter Court.</p>
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Security design

The building protection measures on the footway within the public realm form an integrated series of features comprising:

- Security rated (City C3) bollards, granite feature blocks and planters on Farringdon Street, Shoe Lane, and Stonecutter Street;
- Rising bollards on Plumtree Court (S106 obligation to be delivered by the developer);
- Security rated lighting columns around the development.

In detail, these consist of:

- 177 PAS 68 rated (City C3) security bollards
- 7 PAS 68 rated security planters
- 15 PAS 68 rated lighting columns
- 15 PAS 68 rated granite feature blocks

The planters (along with additional street trees) will contribute a large amount of additional greenery and colour on Farringdon Street and Shoe Lane as well as providing places for people to sit.

Security design – outstanding technical issues

Under the terms of the Section 106 / 278 Legal Agreement, the developer is responsible for completing the design of the security infrastructure up to RIBA Stage F. In practice the developer and City project teams work together collaboratively in progressing the detailed design and resolving the technical issues.

The design of the foundations for the City C3 security bollards and the security planters has been completed. Design for the security rated lighting column design is still being finalised.

Public Realm and highway design – outstanding design items

The substantial completion of the detailed design of the security elements has enabled completion of various elements of the detailed design for the public realm and highway improvements. Due to a combination of factors, further investigatory works are required around the site to determine the full extent of utility and drainage works required to enable finalisation of the detailed design. As such, the fees requested at Gateway 4 to make payments for utility works have not yet been processed. The likely costs for these design elements have been estimated based on the information that is available and previous experience of similar works and the developer is aware that there is an element of cost risk against these items.

The estimated costs for traffic management may be subject to further change as the co-ordination of the City construction works on Farringdon Street with the TfL Cycle Superhighway construction works is still being agreed.

These outstanding design items will be completed in advance of

works commencing on site in January 2018. However it is necessary for Authority to Start Work to be approved now to ensure sufficient time is allowed for the manufacture of the large amount of bespoke security street furniture to meet the developer's target occupation date.

Traffic management changes

Shoe Lane North

At Gateway 4, Members approved an investigation into the feasibility of allowing servicing traffic on Plumtree Court to exit the area northbound via Shoe Lane north and onto Charterhouse Street. This approach was proposed by the developer to reduce conflict between arriving and departing servicing vehicles and the interaction with pedestrians and cyclists of reversing vehicles on the narrow streets.

The investigation has determined that the journey time benefit for vehicles "rat-running" through the quarter and avoiding Holborn Circus is marginal and occurs only at peak times; therefore it is considered unlikely this will be a significant issue. It is recommended that other general traffic should continue to use St. Andrews Street to exit the area as Shoe Lane north, north of the viaduct, is too narrow for a larger increase in traffic flows.

Traffic will be permitted to exit northbound from Shoe Lane if they have delivered to Plumtree Court or park on Shoe Lane north south of the viaduct. This will be enforced by a traffic order and a traffic enforcement camera to ensure that vehicles using Shoe Lane north have either undertaken parking or loading activity.

The parking and disabled bays on the western side of Shoe Lane, opposite City Temple, will be moved to the eastern side of the street to accommodate the turning circles of servicing vehicles exiting Plumtree Court.

The parking bays on Shoe Lane to the north of Holborn viaduct are proposed to be reduced in number from six to three as surveys have shown the demand for these spaces only requires three bays.

Approval in principle has been received from the City of London Police to relocate the ANPR camera for the Ring of Steel at this location and a City Police CTSA has confirmed they have no objections.

To accommodate the changes, the bollards on Shoe Lane underneath Holborn viaduct are proposed to be removed, with provision made for the bollards to be reinstated at short notice, if required, in the event of a security incident. The parking and disabled bays on Shoe Lane by City Temple will be relocated from the west side to the east.

	<p><i>Shoe Lane</i></p> <p>Outside the development on Shoe Lane (i.e. the eastern side of the street), it is proposed to extend waiting and loading restrictions on the carriageway between Shoe Lane north and Stonecutter Street. Loading and parking is proposed to be restricted at any time, as all deliveries to the development take place from Plumtree Court, and as the road is being narrowed providing parking would inhibit traffic flows and pedestrians crossing the street between the security features.</p> <p>These parking adjustments were consulted upon as part of the public consultation and one objection was received concerning the reduction in parking bays on Shoe Lane (north). A traffic study has been undertaken and determined the reduction would still meet demand.</p> <p><i>Stonecutter Street and Plumtree Court</i></p> <p>Traffic orders for Stonecutter Street and Plumtree Court were enacted in 2013 restricting access to vehicles other than those accessing the London Development, Morley House and Stonecutter Court. As these streets are no through roads, only servicing vehicles require access.</p> <p><u>Procurement approach</u></p> <p>As approved at Gateway 4, the initial order for the security bollards has been made through the Term Highways Contract as the supplier advised of lengthy lead in times due to the volume of orders it is receiving.</p> <p>The majority of the highways works consist of standard materials that are procured and installed through the Term Highways Contract with JB Riney.</p>
<p>2. Delivery team</p>	<p>Project management, stakeholder engagement and communication services will be provided by the project team within City Transportation.</p> <p>Highway construction works will be delivered by the City's Highway Term Contractor (J.B.Riney & Co. Limited) with construction supervision undertaken in-house by City Highway Engineers.</p>
<p>3. Programme and key dates</p>	<p>Authority to Start Work – October 2017</p> <p>Enabling works – October to December 2017</p> <p>Main construction works – January 2018 to April 2019</p>
<p>4. Outstanding risks</p>	<p>Overall project risk: Low</p> <p>a) Traffic orders and other licenses and consents (such as planning permission for the relocated cycle hire site which could receive public objections) cannot be predetermined, and will need to be applied for and processed;</p>

- b) Programme of works along Farringdon St will need to coordinate with Transport for London. Any delays on either side will impact the programme;
- c) Procurement of specialist items is delayed which will impact the completion date;
- d) Reputational risk if the occupation of the development is delayed due to the highway worknot being completed on time.
- e) Unanticipated construction costs overrun. Risk mitigated by provision for excess payments from the developer for the Section 278 element of the works (which is the majority).

5. Budget	<p>The Shoe Lane Quarter Phase 2 works are fully funded by the developer through a Section 106/278 Agreement between the City and the developer.</p> <p>Table 1 below shows the estimated total costs of the approved design:</p> <table border="1"> <thead> <tr> <th>Item</th> <th>Description</th> <th>Estimated Cost</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Works Costs</td> <td>Highways Construction (including utility works and TfL Cycle Hire docking station)</td> <td>6,062,250</td> </tr> <tr> <td>Total</td> <td>6,062,250</td> </tr> <tr> <td rowspan="5">Staff Costs</td> <td>City Transportation: Project Management, Stakeholder Engagement & Communications</td> <td>376,212</td> </tr> <tr> <td>Highways: Design, quantity surveying and construction supervision</td> <td>488,073</td> </tr> <tr> <td>Open Spaces</td> <td>31,497</td> </tr> <tr> <td>DBE Structures: design, technical advice and construction supervision</td> <td>5,196</td> </tr> <tr> <td>Total</td> <td>900,978</td> </tr> <tr> <td rowspan="2">Professional Fees</td> <td>Surveys, utility surveys/designs, further structural design, traffic consultant, traffic order advertisements</td> <td>386,314</td> </tr> <tr> <td>Total</td> <td>386,314</td> </tr> <tr> <td colspan="2">Section 106/278 Estimated Total Costs</td> <td></td> </tr> <tr> <td></td> <td>Highway maintenance commuted sum (S278 developer funded for 5 years)*</td> <td>102,459</td> </tr> <tr> <td></td> <td>Highways maintenance commuted sum for Stonecutter Street (S106)</td> <td>16,000</td> </tr> <tr> <td></td> <td>Highway maintenance commuted sum (S106 funded for 20 years)*</td> <td>140,547</td> </tr> <tr> <td></td> <td>Estimated Total Costs including Maintenance</td> <td>7,608,548</td> </tr> </tbody> </table> <p>* The costs for the maintenance of highway surface materials are covered by the commuted maintenance sums above, split over the S278 and S106 works areas. All of the costs for other items on the City's streets; which include the security bollards, lighting columns, feature lighting, planters (including vegetation and irrigation), granite features, steps and retaining wall on Stonecutter Street and trees is covered by an annual maintenance payment (which is not time limited)</p>	Item	Description	Estimated Cost	Works Costs	Highways Construction (including utility works and TfL Cycle Hire docking station)	6,062,250	Total	6,062,250	Staff Costs	City Transportation: Project Management, Stakeholder Engagement & Communications	376,212	Highways: Design, quantity surveying and construction supervision	488,073	Open Spaces	31,497	DBE Structures: design, technical advice and construction supervision	5,196	Total	900,978	Professional Fees	Surveys, utility surveys/designs, further structural design, traffic consultant, traffic order advertisements	386,314	Total	386,314	Section 106/278 Estimated Total Costs				Highway maintenance commuted sum (S278 developer funded for 5 years)*	102,459		Highways maintenance commuted sum for Stonecutter Street (S106)	16,000		Highway maintenance commuted sum (S106 funded for 20 years)*	140,547		Estimated Total Costs including Maintenance	7,608,548
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	Highway maintenance commuted sum (S106 funded for 20 years)*	140,547																																						
	Estimated Total Costs including Maintenance	7,608,548																																						

	paid by the developer.
6. Success criteria	<ul style="list-style-type: none"> a) Work with the developer to ensure timely delivery of high quality public realm and highway improvements which successfully integrate the development into the local highway network; b) Work with the Working Party to meet their desire for an enhanced public realm; c) The delivery of integrated security measures around the development; d) Improved facilities for pedestrians and cyclists; e) Reduced Road Danger on local streets; f) Timely delivery of works to enable the developer to occupy the building to their timeline.
7. Progress reporting	Six monthly progress reports to Spending Committee and any project changes will be sought by exception via Issue Report to Spending and Projects Sub Committees

Appendices

Appendix 1	Expenditure incurred to date
Appendix 2	Recommended public realm, highway and security improvements (Landscape Drawing) – Available Electronically
Appendix 3	Estimated cost to complete works
Appendix 4	Before and after visuals - – Available Electronically
Appendix 5	Stonecutter Street Public Realm Approach (proposed layout) – Available Electronically
Appendix 6	Stonecutter Street Public Realm Approach (standard layout) - – Available Electronically

Contact

Report Author	Kristian Turner
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Telephone Number	020 7332 1745

Appendix 1 - Spend to date

L5-Fleet Building & Plumtree Court S106 - 16100309			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	68,418.00	67,777.82	640.18
Open Spaces Staff Costs	4,850.00	104.10	4,745.90
P&T Staff Costs	67,456.00	26,099.62	41,356.38
Fees	276,191.00	208,191.40	67,999.60
Works			-
TOTAL	416,915	302,173	114,742

L5-London Development S278 - 16100374			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	159,154.00	31,599.15	127,554.85
Open Spaces Staff Costs	14,549.00	-	14,549.00
P&T Staff Costs	114,065.00	36,860.54	77,204.46
DBE Structures Staff	2,771.00	-	
Fees	180,000.00	22,356.78	157,643.22
Works	280,000.00	-	
TOTAL	750,539	90,816	659,723

L5-London Development S278 - 16800075			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Pre Eval ENV Staff Cost	9,990.00	9,989.89	0.11
Pre Eval OP Staff Costs	910.00	910.00	-
PreEv P&T Staff Cost	90,000.00	90,000.00	
PreEv P&T Fees	30,518.00	30,518.00	-
			-
TOTAL	131,418	131,418	0

* £13446.52 commitment for Highway staff charge against projects as at the end of August 2017 (Q2)

**£20,275.20 commitment for Highway staff charge against projects as at the end of August 2017 (Q2)

***£14,819.48 commitment for Quarter 2 P&T Staff cost end of Period 05-18 (1st April 2017 to 3rd Sep)

***£280,000 not set up on CBIS

)
ptember 2017)

Appendix 3 - Estimated costs to complete works

16100309 - London Development Phase 2 S106			
Description	Approved Budget (£)	Increase (£)	Revised budget (£)
Env Servs Staff Costs	68,418.00	7,792.95	76,210.95
Open Spaces Staff Costs	4,850.00	- 125.45	4,724.55
P&T Staff Costs	67,456.00	- 11,010.70	56,445.30
DBE Structures Staff	-	779.40	779.40
Fees	276,191.00	- 32,723.39	243,467.61
Works	-	1,792,374.97	1,792,374.97
Maintenance	-	156,547.00	156,547.00
TOTAL	416,915	1,913,635	2,330,550

16100374 - London Development Phase 2 S278 (CAP)			
Description	Approved Budget (£)	Increase (£)	Revised budget (£)
Env Servs Staff Costs	159,154.00	242,718.05	401,872.05
Open Spaces Staff Costs	14,549.00	11,313.45	25,862.45
P&T Staff Costs	114,065.00	115,701.70	229,766.70
DBE Structures Staff	2,771.00	1,645.60	4,416.60
Fees	180,000.00	- 67,671.83	112,328.17
Works	280,000.00	3,989,875.11	4,269,875.11
Maintenance	-	102,459.00	102,459.00
TOTAL	750,539	4,396,041	5,146,580

16800075 - London Development Phase 2 S278 (SRP)			
Description	Approved Budget (£)	Increase (£)	Revised budget (£)
Pre Eval ENV Staff Cost	9,990.00	-	9,990.00
Pre Eval OP Staff Costs	910.00	-	910.00
PreEv P&T Staff Cost	90,000.00	-	90,000.00
PreEv P&T Fees	30,518.00	-	30,518.00
TOTAL	131,418	-	131,418
TOTAL S278			5,277,998
GRAND TOTAL			7,608,548

Funding Source	Amount (£)
Fleet Building S278	5,253,337
1 New Street Square S278	24,751
S278 Total	5,278,088
Fleet Building S106 - LCEIW	1,698,006
1 New Street Square S106 - Transport	144,826
1 New Street Square S106 - LCEIW	317,628
TfL S106 (Part B Works)	170,000
S106 Total	2,330,460
TOTAL	7,608,548

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Committees:	Dates:	
Streets and Walkways Sub-Committee Project Sub-Committee	17 October 2017 08 November 2017	
Subject: Lime Street and Cullum street area project	Gateway 6 Progress Report Regular	Public
Report of: Director of the Built Environment Report Author: Maria Herrera, City Public Realm		For Decision

Summary

Dashboard

Project Status: Green

Total Estimated Implementation Cost – Lime Street: £526,331 (Including works, staff costs and fees)

Total Estimated Project cost: £824,929 (Lime Street area project, Lime Street Traffic Management Experiment and Cullum Street)

Spend to Date: £273,566 (Lime Street area project, Lime Street Traffic Management Experiment and Cullum Street)

Overall Project Risk: Low

Relevant background reports: Gateway 5- Authority to Start work was approved in May 2012 by Streets and Walkways and Projects Sub-Committee. This report requested approval to: 1) implement public realm enhancement works in Cullum Street, 2) preparation of an experimental traffic closure in Lime Street and 3) implementation of public realm enhancement works in Lime Street, only after the experiment has been concluded.

Last Gateway approved: Gateway 6 – update on the outcome of the traffic experiment and requested approval to make the traffic management order permanent. Approved by Streets and Walkways and Projects Sub-Committee.

Summary of report: Experimental traffic changes were introduced in June 2015 to restrict vehicles from accessing Lime Street between 8:00am and 6:00pm, Monday to Friday. The experiment took place over a period of 12 months in accordance with statutory requirements. Subsequently, officers commissioned a post-implementation monitoring report to evaluate the impacts of the traffic closure in order to assess its long term viability. The monitoring report recommended that the order be made permanent. Therefore, the Gateway 6 report requested approval to proceed with the traffic management order and it was made permanent in December 2016. Associated public realm improvements approved at Gateway 5 (2012) were to be developed to construction design stage for future implementation.

Progress to date:

In accordance with the recommendations approved by Members in the Gateway 5 report submitted in 2012, and the Gateway 6 submitted in November 2016, officers have developed the design which has been informed by the outcome of the traffic experiment.

The revised design for Lime Street will create a safer and more accessible environment which supports and prioritizes pedestrian movement along this key

route. The revised design proposes extending the length of the raised carriageway area in order to deliver an improved pedestrian environment whilst maintaining the functionality of the street.

It is proposed to pave the raised carriageway with granite setts (2 colour mix, mid grey and dark grey) to improve the appearance of the street and enhance the setting of the conservation area (Leadenhall Market). These high quality finishes will be consistent with existing street enhancements along Lime Street, matching the paving material in front of 51 Lime Street and Lloyd's of London.

Additional physical measures which ensure compliance with the traffic changes are also proposed to be introduced on Lime Street. Recent on-site monitoring shows that vehicles continue to drive through Lime Street during restricted hours which are Monday to Friday from 8:00 am to 6:00 pm. Therefore, it is proposed that removable bollards are installed on Lime Street near the junction with Lime Street passage (see appendix 1) to better manage this situation. The bollards are proposed to be managed on a daily basis by staff from Leadenhall Market for a period of three years. Thereafter, the area will be monitored and reviewed in line with the emerging Eastern City Cluster Area Enhancement Strategy and the Eastern Cluster Security project, to determine whether additional physical measures are required for this location. All associated maintenance and management costs are proposed to be covered by the project budget.

Proposed way forward:

Following stakeholder feedback and outcome of the traffic experiment, officers have now finalised the detailed design of the public realm enhancements and are currently developing the construction phase to be completed by November 2017. The final design has identified the need for additional resources and it is proposed to fund the additional budget required from the section 106 contribution connected to 20 Fenchurch Street, which is specific in geography and purpose.

Recommendations:

It is recommended that Members of the Streets & Walkways Sub-Committee:

1. Approve the revised design for Lime Street as shown in Appendix 1;
2. Approve authority to start work following completion of the construction information at a total project cost of £526,331 as set out in appendix 2.

It is recommended that Members of Streets & Walkways Sub-Committee and Projects Sub-Committee

3. Approve the revised total project sum of £824,929 (inclusive of Lime Street area project, Lime Street Traffic Management Experiment and Cullum Street);
4. Approve the additional funding required of £248,323 and that it be met from the underspend of the completed Cullum Street (£63,926) and Lime Street Traffic Experiment (£3,532) projects and £180,865 from the Section 106 contribution connected to 20 Fenchurch Street (specific in purpose and geography).

Main Report

<p>1. Reporting period</p>	<p>November 2016 – September 2017</p>
<p>2. Progress to date</p>	<p>Background:</p> <p>A project was initiated in May 2012 to consider public realm improvements in Lime Street and Cullum Street, in order to address the need to accommodate large number of pedestrians in the area.</p> <p>Cullum Street enhancement scheme was the first phase of the project and was successfully completed in 2013. This project pedestrianized Cullum Street and created a public space at the junction with Lime Street.</p> <p>The next phase of the Lime Street area project was to introduce experimental traffic changes to restrict vehicle movement through Lime Street during peak periods 8:00am-6:00pm, Monday to Friday. The aim of the experiment was to monitor its effectiveness in increasing safety for pedestrians whilst maintaining the functionality of the area. The traffic experiment was coordinated with the traffic closure required to accommodate the redevelopment at No.21 Lime Street, which is now completed.</p> <p>Progress to date:</p> <ol style="list-style-type: none"> 1. The traffic experiment proved to be successful and supported by local stakeholders and businesses. Consultation with key stakeholders and developers undertaken in March - July 2017 demonstrated the need to provide pedestrian priority areas and improve the quality the public realm in this part of the City. 2. The Traffic Management Order was made permanent in December and associated signs were installed. The motor vehicle restriction is Monday to Friday between 8:00am - 6:00pm, see Appendix 1. 3. Since the permanent traffic closure has been in place, compliance with the access restriction times has been inconsistent as some vehicles are still driving through Lime Street between 8:00am - 6:00pm, Monday to Friday. 3. Officers have therefore developed a strategy in association with Leadenhall market and the City Surveyors to install two removable bollards on Lime Street (Lime Street Passage side) which will stop vehicles from driving through (appendix 1). The on-going management costs are proposed to be covered by the project budget as detailed in appendix 2. As a first step, the bollards will be monitored for a period of 3 years, when an assessment will be carried out in order to determine whether additional safety measures are required.

4. The scope of the project has been adjusted to maximise the beneficial impacts of the traffic closure. It is now proposed to increase the extent of the raised carriageway from Lime Street Passage to Leadenhall Place. This approach will ensure the pedestrian environment is more accessible, safer and of a higher quality, in line with previous public realm enhancements and the vicinity and the importance of historic character of the area. Lime Street is located within the Leadenhall Market Conservation Area, which includes several listed buildings including Lloyd's of London (Grade I), 27 Lime Street and 37-39 Lime Street (Grade II).

The proposed adjustments to the scheme will respond to the increasing need to give priority to pedestrians, as a result of the additional number of visitors and office workers projected to use the area by 2026. Lime Street has been identified as one of the main pedestrian north-south connections within the Eastern Cluster (Space Syntax – pedestrian modeling) and one that will have to sustain a flow of more than 2000 pedestrians (per hour) during morning and lunchtime peak hours.

In addition, the proposed enhancements to Lime Street respond to the objectives identified in the Eastern City Cluster area enhancement strategy, which is currently under development and due to be published in the summer of 2018.

5. Design changes

The design approved in the Gateway 5 committee submitted in 2012, has been reevaluated in order to ensure that it delivers the desired outcomes and capitalizes upon the full benefits of the timed closure. The original scheme proposed a level surface treatment only at the junction with Cullum Street. However, following recent feedback from local stakeholders (spring 2017) and an assessment of the street environment in the area, it is proposed to increase the length of the raised table in order to cover a greater extent of Lime Street, from the junction with Leadenhall Place to the junction with Lime Street Passage (see appendix 1).

The revised public realm changes to Lime Street involve the following elements:

- An extended raised carriageway treatment, to be paved in granite setts (2 colour mix, dark grey & mid grey), from the junction with Leadenhall Place to the junction with Lime Street Passage, in line with the City Public Realm Technical Manual.
- The introduction of removable bollards on Lime Street (Lime Street Passage end) to ensure compliance with

the timed closure. It is proposed that the bollards are managed during daytime hours (Monday to Friday) by staff at Leadenhall Market.

- Footways along Lime Street to be paved in York stone in order to upgrade the existing paving material which is mastic asphalt.
- Installation of street signage as required ensuring compliance with the traffic management order.

Should the revised design and funding be approved as detailed in appendix 2, the construction package will be finalised and local stakeholders will be notified ahead of implementation (February 2018).

Summary of proposed adjustments to the design:

Original scheme – 2012 As approved at Gateway 5	Proposed design adjustments – 2017
Raised table paved with mastic asphalt proposed at the pedestrian crossing between Lime Street and Cullum Street.	Raised carriageway treatment extended and paved in granite setts (dark grey/mid grey) from Leadenhall Place to Lime Street Passage.
Improvements to Leadenhall Place were considered to be implemented if funding from the contingency budget was not required.	Physical improvements to Leadenhall Place are not included due to funding constraints.
Footways paved with Yorkstone	Remains unchanged
A traffic gate was initially considered for Lime Street (Lime Street Passage end) to ensure compliance of the motor vehicle restrictions.	Installation and management of removable bollards at the southern end of Lime Street.
Loading bay on Lime street, near junction with Fenchurch Street.	A safety assessment was undertaken which advised for this loading bay to be removed from the scheme as it presented a safety concern

	<p>with vehicles potentially reversing on Fenchurch street.</p> <p>6. The additional cost as detailed in appendix 2, reflects the revised figures as per this year's rates. The initial cost estimate was produced in 2012, since then both staff and works costs have increased due to inflation and other associated indirect costs.</p>
<p>3. Next steps</p>	<ol style="list-style-type: none"> 1. Obtain approval to progress the work and implement the scheme. 2. Complete the construction package and finalise the implementation programme. The noisy working hours will be discussed and agreed with the Environmental Health team in order to ensure the delivery of works is carried out in the most efficient manner to avoid disruption to local businesses. 3. Produce a comprehensive communication strategy to inform local stakeholders, Ward Members and other key occupiers of the upcoming works through the distribution of a regular E-bulletin. 4. Implementation: February 2018- June 2018 5. Issue regular E-bulletins and regular updates to project's web page.

Appendices

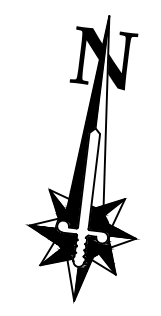
Appendix 1	Lime Street project area plan
Appendix 2	Finance tables

Background papers:

- Gateway 5 Authority to Start - approved in May 2012 by Streets and Walkways and Projects Sub-Committee
- Gateway 6 Update report on the outcome of the traffic experiment – November 2016, approved by Streets and Walkways and Projects Sub-Committee.

Contact

Report Author	Maria Herrera – project manager City Public Realm
Email Address	maria.herrera@cityoflondon.gov.uk
Telephone Number	020 7332 1688



- NOTES**
- DRAWING BASED ON TOPOGRAPHICAL SURVEY RECEIVED FROM MACLEOD SIMMONDS (DEC 2016) DRAWING NO. MSLD160866
 - NO INFORMATION TO BE SCALED FROM THIS DRAWING.
 - WORKS SHALL COMPLY WITH THE CURRENT CITY OF LONDON SPECIFICATION FOR HIGHWAY WORKS.
- KEY**
- PROPOSED YORKSTONE PAVING 600 WIDE, RANDOM LENGTHS, 63MM DEEP
 - PROPOSED 300x200x63MM YORKSTONE SETTS
 - PROPOSED RAISED CARRIAGEWAY IN 2 COLOUR MIX GRANITE SETTS 300x150x150 (70% SILVER GREY, 30% MID GREY), LAID IN RANDOM PATTERN
 - PROPOSED TACTILE PAVING
 - NEW 300x200x900MM SILVER GREY FLAMED TEXTURED GRANITE KERB (PORTUGUESE)
 - NEW 150x300x900MM SILVER GREY FLAMED TEXTURED GRANITE KERB (PORTUGUESE)
 - NEW 300x200x900MM SILVER GREY FLAMED TEXTURED GRANITE KERB (TRANSITION KERB)
 - NEW 300x200x900MM SILVER GREY FLAMED TEXTURED GRANITE KERB (DROPPED KERB)
 - NEW DOUBLE YELLOW LINE
 - EXISTING GULLY TO BE RAISED TO FOOTWAY LEVEL
 - PROPOSED GULLY
 - EXISTING BOLLARD TO BE RETAINED
 - PROPOSED D3 BOLLARD - INDICATIVE LOCATION
 - PROPOSED D3 REMOVABLE BOLLARD
 - PROPOSED SIGN - INDICATIVE LOCATION
 - PROPOSED CYCLE ROUTE MARKING TO TSRGD DIAG. 1057

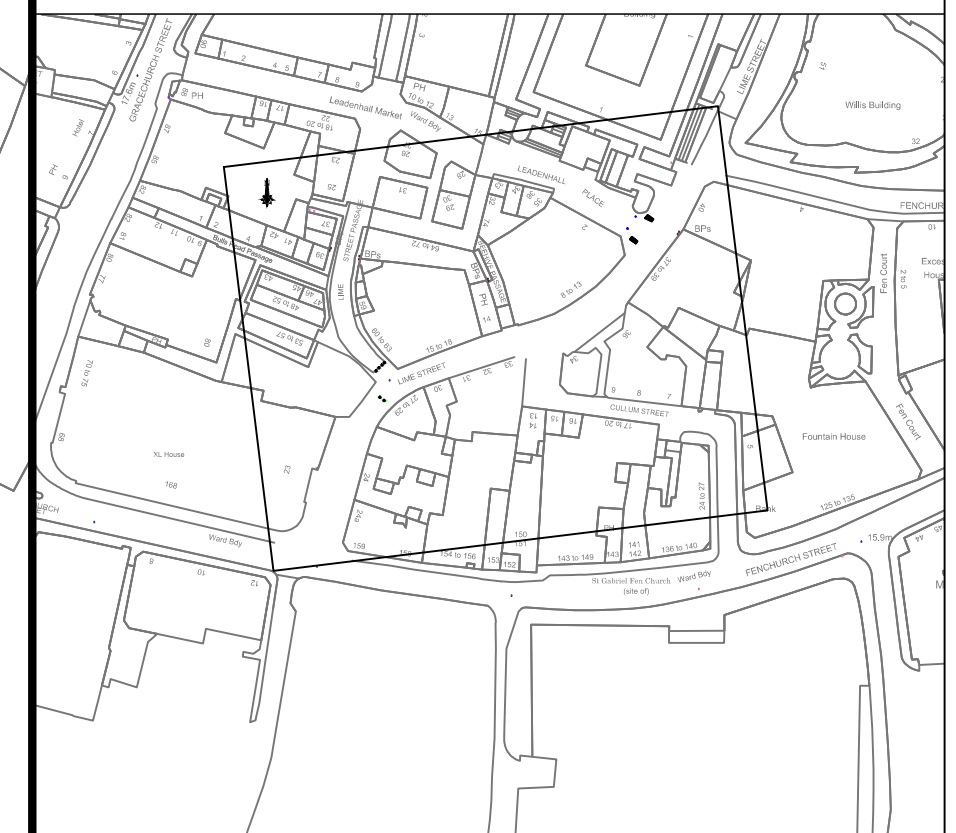
Traffic Closure
between 8:00-18:00
Monday to Friday

Existing removable bollards
(Leadenhall Market)

Proposed removable bollards

Existing cycle racks
to be maintained

Cullum Street public realm scheme
Completed 2013




Rev No.	Date	Description	By
Revision			

**LIME STREET AREA
PUBLIC REALM
ENHANCEMENT SCHEME**

**APPENDIX 1
GENERAL ARRANGEMENT**

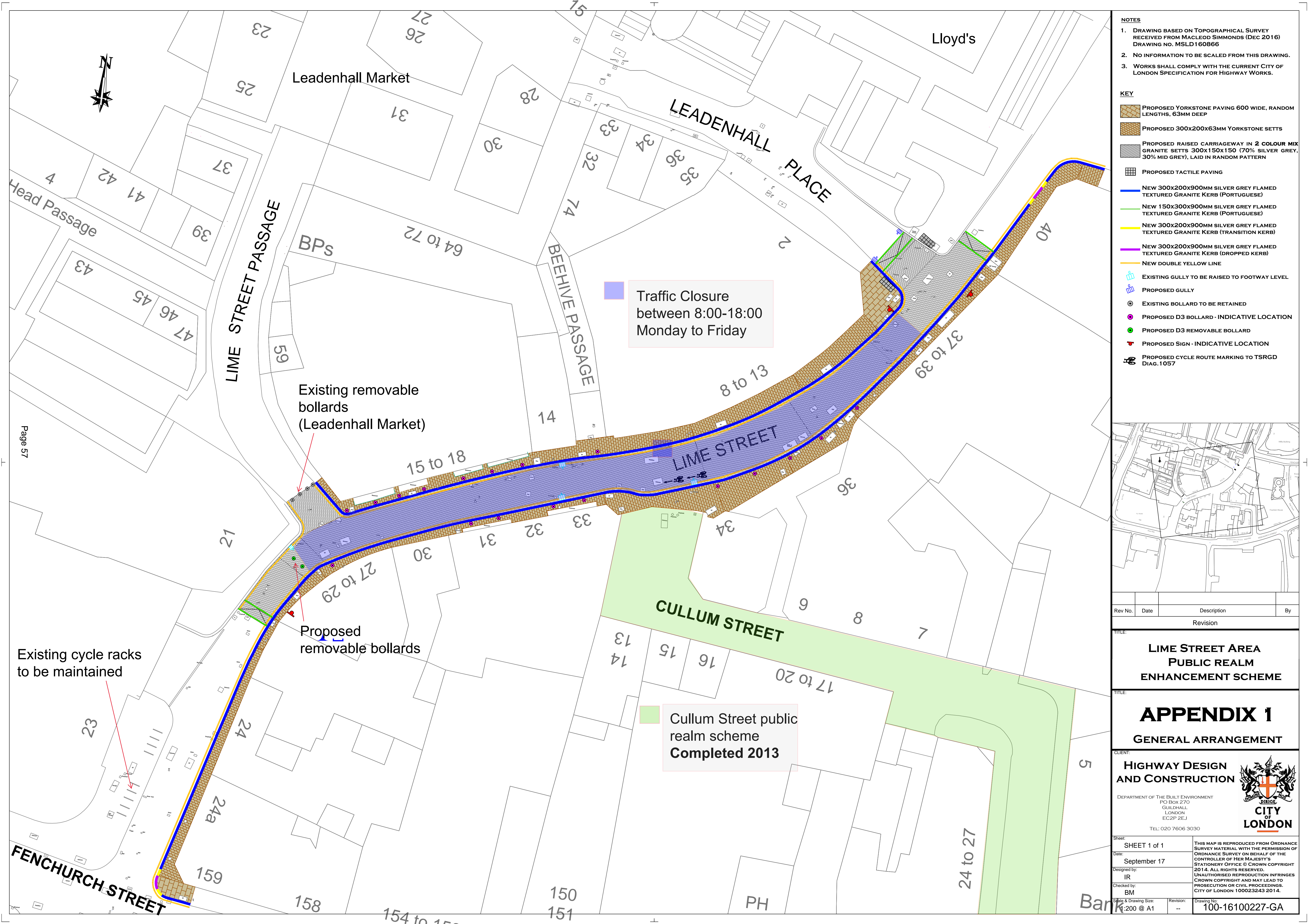
CLIENT:
HIGHWAY DESIGN AND CONSTRUCTION

DEPARTMENT OF THE BUILT ENVIRONMENT
PO BOX 270
GUILDHALL
LONDON
EC2P 2EJ
TEL: 020 7606 3030



CITY OF LONDON

Sheet: SHEET 1 of 1	THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © CROWN COPYRIGHT 2014. ALL RIGHTS RESERVED. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. CITY OF LONDON 100023243 2014.
Date: September 17	
Designed by: IR	Drawing No: 100-16100227-GA
Checked by: BM	
Scale & Drawing Size: 1:200 @ A1	
Revision: --	



APPENDIX 2. FINANCE TABLES

Table 1: Estimated cost of the proposed works to Lime Street Area

Scope	Estimates at G5-2012 (£)	Estimates at 2017 (£)	Increase/(Decrease) (£)	Project details
Works:				
Site preparation and hard landscaping works	180,853	245,470	64,617	<ul style="list-style-type: none"> • A raised carriageway treatment, to be paved in granite setts (two colour mix; dark-grey/mid-grey), from the junction with Leadenhall Place to the junction with Lime Street Passage. • The introduction of removable bollards on Lime Street (Lime Street Passage end) to ensure compliance with the traffic order. It is proposed that the bollards are managed during daytime hours by staff at Leadenhall Market. • Footways along Lime Street to be paved in York stone to upgrade the existing paving material (mastic asphalt)
Drainage/ utilities	28,750	80,000	51,250	
Street furniture (bollards)	-	8,380	8,380	
Lighting	5,000	-	(5,000)	
Soft landscaping	-	-	-	
Traffic management/signs	-	3,000.00	3,000.00	
Timed closure	-	-	-	
Sub-total (Works)	214,603	336,850	122,247	
Fees:				
Design fees including CDM Coordinator	5,750	-	(5,750)	Design fees have been reduced. CDM compliance is now carried out in-house
Traffic orders and management	3,500	3,000	(500)	
Sub total (Fees)	9,250	3,000	(6,250)	
Staff costs:				
Env Servs Staff Costs	10,200	55,000	44,800	Staff costs calculations at Gateway 5 were inaccurate and were based on rates from 2012. The revised estimate reflects the increase on staff costs and associated overheads. This proposed allocation will cover the detailed design stage and supervision costs during the construction works.
Open Spaces Staff Costs	-	-	-	
P&T Staff Costs	10,600	45,000	34,400	
Sub total (Staff costs)	20,800	100,000	79,200	
Revenue				
Open spaces (5 years)	-	-	-	*Maintenance costs for the management of the removal bollards on Lime Street for a period of 3 years (5 days per week).
Highways maintenance (5 years)	10,855	15,000	4,145	
Management of bollards (3 years)*	-	21,481	21,481	
Sub total (Revenue)	10,855	36,481	25,626	
Contingency @ 20%	22,500	50,000	27,500	
Overall total	278,008	526,331	248,323	

Table 2: Expenditure to date - Cullum Street Enhancements Works and Lime Street Traffic Management Experiment

Project	Approved Budget (£)	Spend to Date (£)	Balance (£)
Cullum Street Enhancements Works	216,898	152,972	63,926
Lime Street Traffic Management Experiment	81,700	78,168	3,532
Total	298,598	231,140	67,458

Table 3: Funding sources for additional funding required

Funding Source	Amount (£)
Balance from Cullum Street Enhancements Works	63,926
Balance from Lime Street Traffic Management Experiment	3,532
S106 - 20 Fenchurch Street	180,865.20
Total	248,323

Committee(s):	Date(s):	Item no.
Streets and Walkways Sub	17 October 2017	
Projects Sub	08 November 2017	
Subject: City Public Realm 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 seven City Public Realm projects:</p> <ul style="list-style-type: none"> • Silk Street • Southampton Buildings (40-45 Chancery Lane) • Ludgate Hill crossing (30 Old Bailey) • John Carpenter Street Improvements S278 • 20 Fenchurch Street Security S278 • Plough Place enhancements S106 and S278 • 71 Queen Victoria Street S278 <p>These projects have delivered public realm enhancements across the City. Key benefits include:</p> <ul style="list-style-type: none"> • An enhanced pedestrian experience and new public spaces for people to rest and enjoy; • The addition of tree planting and greenery to soften the urban environment and mitigate the impact of pollution; • A more accessible and secure public realm; • Improving the experience of arriving and travelling to destinations, including cultural venues. <p>The projects have been primarily externally funded from Section 106 receipts and Section 278 Agreements with developers. The Silk Street enhancement project was funded from the On-street Parking Reserve. All of the projects have been completed within the approved budgets and it is proposed that the unspent Section 106 funds be used for further improvements in the local area, subject to the agreement of the developers and subsequent Committee approvals.</p> <p>A financial summary is set out in Table1. Individual reports on the projects are provided in Annexes 1-7.</p> <p>Recommendations It is recommended that:</p> <p>(i) The outcome information is received and recommendations on individual reports approved</p>		

Overview

1. Link to Strategic Aims	<p>The various projects support the following strategic aims through the delivery of an enhanced public realm for the benefit of all.</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, <p>The projects also support the following ambitions of the DBE business plan:</p> <ul style="list-style-type: none">● To provide the capacity for future resilience and sustainable growth.● To maximise connectivity● To support urban well-being by providing a distinctive, secure and healthy place to work, visit or live.● To shape a relevant physical infrastructure
2. Benefits achieved to date	<p>High quality spaces between buildings and comfortable walking routes are an essential component for a successful City. A well-designed and managed public realm improves the City's liveability, enables it to accommodate future growth and deliver sustainable outcomes.</p> <p>When taken together, the seven individual schemes, represent a major package of improvements that have transformed parts of the City.</p> <p>Benefits include:</p> <ul style="list-style-type: none">● An enhanced pedestrian experience through the creation of more space for pedestrians, new public spaces and seating areas with associated lighting improvements;● The addition of tree planting and greenery which softens the environment, supports climate change mitigation strategies, contributes to improved air quality and supports biodiversity;● A more accessible public realm through raised carriageways improved crossings and widened footways.● A more secure urban environment● A more comfortable and enjoyable experience for visitors arriving at cultural destinations <p>Through the delivery of these projects, officers have worked closely in partnership with developers and other project partners. This successful partnership working has enabled funding to be secured for enhancements and has strengthened relationships with key City occupiers.</p>

3. Within which category does the project fit	Various ranging from advisable to desirable.
4. Resources Expended	Expenditure is summarised in Table1 below. Please also see the appended reports for an outturn assessment of each project.

Outturn Assessment

5. Budget	<p>The projects were largely funded from Section 106 receipts and Section 278 voluntary contributions. The City's on-street parking reserve was also used to fund the Silk Street project. Details of the individual outturn assessments are set out in the appended reports and summarised in Table1below.</p> <p>The Section 106 funded schemes have underspends which will be available to utilise for other projects, subject to the terms of the agreement and subsequent committee approvals. Discussions are ongoing with developers to determine whether any unspent S278 funds can be utilised on other improvements. However, in most cases developers have requested that funds be returned.</p> <p>All project finances have been verified and checked.</p>
6. Outstanding actions	See enclosed reports

Lessons Learnt

7. Key lessons and how they are being used and applied	<p>Key lessons are summarised below and set out in the Annex reports.</p> <ul style="list-style-type: none"> • The importance of close communication with adjacent occupiers: Early engagement with adjacent occupiers ensures that schemes are developed and implemented to take account of local needs whilst minimising disruption. All projects have detailed communication plans and consistent communication processes which the team are continuously improving. For instance, the use of e-bulletins is an effective communication method that has recently been rolled out across all projects. • Effective partnership working: Many of the projects were developed through close partnership working with developers and occupiers. This helped to build support for the project at an early stage and secure necessary funding. • The use of the City's term contractor to carry out the works enabled us to flexibly accommodate development delays without any adverse impact on costs. • Utilities estimates: it is sometimes difficult to accurately estimate the cost of utility adjustments. Therefore, where possible, we are now seeking detailed utilities adjustment
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	cost estimates from utilities companies at an earlier stage in the development of the project.
8. Legal Implications	Included within the reports.

Annexes

Annex 1	Silk Street
Annex 2	Southampton Buildings (40-45 Chancery Lane)
Annex 3	Ludgate Hill crossing (30 Old Bailey)
Annex 4	John Carpenter Street Improvements S278
Annex 5	20 Fenchurch Street Security S278
Annex 6	Plough Place enhancements S106 and S278
Annex 7	71 Queen Victoria Street S278

Contact

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

Table 1: Summary of Project Finances

Project	Approved Budget (£)	Expenditure (£)	Balance (£)
Silk Street	781,203	729,998	51,205
Southampton Buildings 40-45 Chancery Lane S106	252,059	217,454	34,605
Ludgate Hill Crossing 30 Old Bailey S106	275,677	264,643	11,034
John Carpenter Street S278	748,000	695,642	52,358
20 Fenchurch Street Security S278	915,106	791,411	123,695
Plough Place S106	407,759	281,171	126,588
Plough Place S278	260,659	155,029	105,630
71 Queen Victoria Street S278	292,500	273,535	18,965
TOTAL	3,932,963	3,408,883	524,080

Annex 1

Project Name: Silk Street (EE017)
<u>Summary</u>
<p><u>Brief description of project</u></p> <p>The junction of Beech Street and Silk Street was remodelled in order to reduce the number of zebra crossings from four to two, and also to facilitate the introduction of wider footways by removing the inadequate pedestrian refuge island and a section of the central reservation in Beech Street. Pedestrians now have greater priority over vehicles, and sightlines have been improved owing to the wider footways. Street furniture was also rationalised to further improve the pedestrian environment.</p> <p>The project also sought to enhance the entrance to the Barbican Centre. This was achieved by creating a raised table bounded by flush granite setts, and a continuation of the footway widening, providing level access across Silk Street at the main entrance to the Barbican Centre.</p> <p>At the southern end of Silk Street, the footway widening continued and incorporated an inset bay that is frequently used by vehicles servicing the Barbican Centre. New street trees were added, and existing street clutter was rationalised.</p> <p><u>Recommendation</u></p> <p>It is recommended that Members:</p> <ul style="list-style-type: none"> ● 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"> ● <i>A successful balance between pedestrians and other modes of transport in order to enhance the pedestrian experience</i> <ul style="list-style-type: none"> ○ This has been largely achieved through the reconfiguration of the junction, which gave pedestrians greater priority when crossing the street and shorter crossing times; ○ The implementation of wider footways and the raised table have also improved the pedestrian environment. Kerbed areas were incorporated to enable wheelchair access for taxis. ● <i>Introduce more green elements such as street trees</i> <ul style="list-style-type: none"> ○ Three new street trees were planted in Silk Street. ● <i>Improve the quality and consistency of surface materials and street furniture to create an enhanced street scene</i> <ul style="list-style-type: none"> ○ York stone paving was introduced throughout the project area, replacing mastic asphalt to create a consistent street scape; ○ Granite setts were also used where necessary, complementing the existing granite features in Silk Street.
2. Programme	<p>The works were completed in early 2015, within the agreed programme. Following completion of the scheme, there was a period of snagging and assessment to ensure that the Barbican Centre operations team were satisfied with the outcome. Only one issue arose, the solution for which involved replacing a static bollard with a removable one to facilitate easier</p>

	access for large deliveries to the Barbican Centre. It was then necessary to find a suitable window of opportunity to complete these works, which took several months to agree.																								
3. Budget	<p>The project has been completed within the agreed budget.</p> <table border="1"> <thead> <tr> <th colspan="4">Barbican Area Strategy - Silk Street</th> </tr> <tr> <th>Description</th> <th>Approved Budget (£)</th> <th>Expenditure (£)</th> <th>Balance (£)</th> </tr> </thead> <tbody> <tr> <td>Staff Costs</td> <td>93,415</td> <td>88,586</td> <td>4,829</td> </tr> <tr> <td>Fees</td> <td>54,895</td> <td>51,080</td> <td>3,815</td> </tr> <tr> <td>Works</td> <td>632,893</td> <td>590,332</td> <td>42,561</td> </tr> <tr> <td>Total</td> <td>781,203</td> <td>729,998</td> <td>51,205</td> </tr> </tbody> </table> <p>The underspend on the works costs was largely as a result of utility works coming in under budget.</p>	Barbican Area Strategy - Silk Street				Description	Approved Budget (£)	Expenditure (£)	Balance (£)	Staff Costs	93,415	88,586	4,829	Fees	54,895	51,080	3,815	Works	632,893	590,332	42,561	Total	781,203	729,998	51,205
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Works	632,893	590,332	42,561																						
Total	781,203	729,998	51,205																						
Final Account Verification	Verified																								
4. Outstanding Actions	The works are complete, with no outstanding actions.																								

Lessons Learnt

5. Key lessons	<ul style="list-style-type: none"> Resurfacing adjacent to car park entrances needs to be carefully planned and coordinated with occupiers, particularly where weekend working is involved; It is vital to have an effective communication plan and ensure that this is adhered to by all project team members, and that the plan is updated throughout the life of the project.
6. Implementation plan for lessons learnt	<ul style="list-style-type: none"> The communication approach of the City Public Realm team was revised following completion of the project, and has been improved to ensure adequate and consistent communication with all project stakeholders throughout the life of all projects.

Appendices

Appendix 1	Site Plan
Appendix 2	Site Images

Contact

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Telephone Number	020 7332 1057

Appendix 1 – plan of completed project



Appendix 2 – before and after photos

Beech Street junction – before



Beech Street junction – after



Barbican Centre entrance – before



Barbican Centre entrance – after



Annex 2

Project Name: Southampton Buildings (40-45 Chancery Lane) (EE074)

Summary

Brief description of project

This project involved the creation of a new public space from an area of underused and largely redundant carriageway. The initial project proposal was contained within the Chancery Lane Area Enhancement Strategy, which was approved in 2009.

The eastern spur of the street was permanently closed to vehicular traffic, raised to footway level and paved with York stone, creating a new pedestrianised 'dwell' space which has improved conditions for pedestrians. New seating, lighting and cycle parking, as well as a street tree, were installed, further improving public amenity. The existing motorcycle parking was relocated to two nearby streets.

Recommendation

It is recommended that Members:

- Note the lessons learnt and authorise closure of the project;
- Note the S106 underspend will be reallocated to other projects, subject to the terms of the agreement and necessary Committee approvals

Outturn Assessment

<p>7. Assessment of project against success criteria</p>	<ul style="list-style-type: none"> • <i>An improved movement function for pedestrians</i> The pedestrianisation of the eastern end of Southampton Buildings has provided a brand new public space, and improved walking connections between Chancery Lane and Holborn. • <i>A more accessible environment</i> The project has provided level access across the space and has also seen the introduction of new accessible seating. • <i>Relocation of motorcycle parking within the local area, without any loss of capacity</i> The existing motorcycle parking was relocated to Chancery Lane and Holborn, both in close proximity, and with no loss of capacity.
<p>8. Programme</p>	<p>The works were completed in 2016, within the agreed programme.</p>
<p>9. Budget</p>	<p>The project was completed within the agreed budget</p> <p>The remaining Section 106 funding is restricted in geography and purpose, to be spent within the Chancery Lane Enhancement Strategy area.</p>

Final Account Verification	40- 45 Chancery Lane s106			
	Description	Approved Budget (£)	Expenditure (£)	Balance (£)
	Pre-Evaluation	37,763	35,594	2,169
	Staff Costs	49,430	49,306	124
	Fees	4,800	3,260	1,540
	Works	160,066	129,295	30,771
	Total	214,296	181,860	32,436
	Drainage and construction works came in under budget.			
Verified				
10. Outstanding Actions	There are no actions outstanding.			

Lessons Learnt

11. Key lessons	<ul style="list-style-type: none"> • Importance of close communication with adjacent occupiers – early engagement with the main occupiers adjacent to the project site, one of which had development running in parallel with the public realm works, ensured that the scheme was delivered with minimal disruption and with support from key local stakeholders. • Coordination of delivery of parking facilities – a delay in marking out new motorcycle parking bays meant that motorcyclists were without a replacement parking space for several days. Closer coordination between the City and the term contractor may have reduced the likelihood of this occurring. • Effective partnership working with a local business representative group – the City’s longstanding relationship with the Chancery Lane Association helped to build support for the project at an early stage, and ensured that the benefits of the project were communicated clearly to local stakeholders.
12. Implementation plan for lessons learnt	The City Public Realm team will continue to communicate at an early stage with local stakeholders. This approach has proven successful in achieving buy-in to projects in the past, and has reduced the risk of receiving negative feedback as projects progress. Liaison between the City and the term

	contractor is also far more effective through the use of regular construction liaison meetings.
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Appendices

Appendix 1	Plan of completed project
Appendix 2	Before & after photos

Contact

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Telephone Number	020 7332 1057

Appendix 2 – before & after photos



Annex 3

Project Name: Ludgate Hill crossing (30 Old Bailey) – EE070
<u>Summary</u>
<p><u>Brief description of project</u></p> <p>This project centred on the conversion of the zebra crossing on Ludgate Hill, adjacent to the western entrance of St Paul’s Cathedral, to a traffic signal controlled crossing. The signalised crossing was initially installed on a temporary basis, and was monitored for a 12 month period to assess the impact on all street users.</p> <p>In order to accommodate a signalised crossing it was necessary to widen footways in the vicinity of the crossing. These changes improved the pedestrian environment without having any material impact on the operation of the crossing, and so it was agreed that the footway changes be retained regardless of the outcome of the trial.</p> <p>The results of the trial demonstrated that, whilst traffic flows on Ludgate Hill were largely unchanged, there had been a reduction in vehicle queue lengths directly attributable to the crossing. Bus journey times had also marginally decreased. Whilst it was acknowledged that there was reduced priority for pedestrians when compared to the previous zebra crossing configuration, it was agreed that the other benefits outweighed this aspect and so a decision was taken to retain the crossing on a permanent basis.</p> <p><u>Recommendation</u></p> <p>It is recommended that Members:</p> <ul style="list-style-type: none"> ● Note the lessons learnt and authorise closure of the project. ● Note the S106 underspend will be reallocated to other projects, subject to the terms of the agreement and necessary Committee approvals.

Outturn Assessment

<p>13. Assessment of project against success criteria</p>	<ul style="list-style-type: none"> ● <i>Improved balance between all modes on Ludgate Hill, including pedestrians, cyclists and vehicles</i> <ul style="list-style-type: none"> ○ This has been achieved through the introduction of the signalised crossing, and also through the widening of the footways on both sides of the street. ○ Road users, particular London Buses, have benefitted from reductions in waiting times at the crossing owing to the introduction of the signalised crossing. ○ Whilst there has been a slight reduction in pedestrian priority arising from the removal of the zebra crossing, overall pedestrian amenity has been improved through the introduction of the widened footways. ○ The introduction of new York stone paving, replacing paving that was in poor condition and compliant dropped kerbs have also improved accessibility. ● <i>An enhanced environment in the vicinity of St Paul’s Cathedral</i> <ul style="list-style-type: none"> ○ The introduction of wider footways, paved in new York stone, and a resurfaced carriageway have combined to improve the public realm environment on this approach to the Cathedral.
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14. Programme	The works were completed in February 2015, and the decision to retain the signalised crossing was taken by Committees in September 2016.																												
15. Budget	The project has been completed within the agreed budget. <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="4" style="background-color: #cccccc;">Old Bailey S106</th> </tr> <tr> <th style="background-color: #cccccc;">Description</th> <th style="background-color: #cccccc;">Approved Budget (£)</th> <th style="background-color: #cccccc;">Expenditure (£)</th> <th style="background-color: #cccccc;">Balance (£)</th> </tr> </thead> <tbody> <tr> <td>Pre-Evaluation</td> <td>11,903</td> <td>11,903</td> <td>-</td> </tr> <tr> <td>Staff Costs</td> <td>55,786</td> <td>51,273</td> <td>4,513</td> </tr> <tr> <td>Fees</td> <td>30,400</td> <td>29,483</td> <td>917</td> </tr> <tr> <td>Works</td> <td>168,702</td> <td>163,097</td> <td>5,605</td> </tr> <tr> <td>Total</td> <td>254,888</td> <td>243,854</td> <td>11,034</td> </tr> </tbody> </table>	Old Bailey S106				Description	Approved Budget (£)	Expenditure (£)	Balance (£)	Pre-Evaluation	11,903	11,903	-	Staff Costs	55,786	51,273	4,513	Fees	30,400	29,483	917	Works	168,702	163,097	5,605	Total	254,888	243,854	11,034
Old Bailey S106																													
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Works	168,702	163,097	5,605																										
Total	254,888	243,854	11,034																										
Final Account Verification	Verified																												
16. Outstanding Actions	There are no actions outstanding.																												

Lessons Learnt

17. Key lessons	<ul style="list-style-type: none"> • Early engagement with representatives of the Cathedral, as a key local stakeholder, was crucial to ensure that the design proposals did not impact negatively on the setting of the Cathedral. • Monitoring of the traffic and pedestrian flows at the crossing, both prior to and following the introduction of the signalised crossing, allowed for an objective decision to be taken, thereby reducing the risk of a potentially contentious project being delivered.
18. 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	Site photos

Contact

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Telephone Number	020 7332 1057

Appendix 2 – site photos



Annex 4

Project Name: John Carpenter Street Improvements (S278)

Summary

Brief description of project

This project included hard and soft landscaping improvements to the highway at the southern end of John Carpenter Street at its junction with Victoria Embankment to make an attractive and usable public space through the introduction of new seating, paving materials, landscaping and lighting. The project sought to enhance the appearance and usability of the space and create an area to encourage people to spend time, thus activating and invigorating the immediate area. It was fully funded through a voluntary S278 agreement with the developer/occupier of the adjacent building.

Recommendation

It is recommended that Members:

- Note the lessons learnt and authorise closure of the project.
- Note the planned return of the underspend to the developer.

Outturn Assessment

19. Assessment of project against success criteria	<p>Criteria:</p> <ol style="list-style-type: none"> 1. Created a pleasant and attractive environment for residents, workers, visitors and local occupiers by extending the existing road closure at the southern end of John Carpenter Street to create a formal plaza area with hard and soft landscaping elements. 2. Improved safety in the area through appropriate lighting design and use of the space with a new lighting scheme to increase lighting levels and perceived safety of area encouraging greater usage. 3. Provided a comfortable space for people to rest and enjoy the views across the River Thames to the Southbank with the introduction of various types of seating designs including benches and individual accessible Chico chairs. 4. Improved access through the area, particularly for those with disabilities with redesigned layout of street furniture and de-cluttering. 5. Increased greenery/planting/biodiversity with soft landscaping included in the scheme. 6. Demonstrated successful joint working with external client to improve the City environment. The project was delivered under within budget due to a close ongoing relationship with the building owners/ external client.
20. Programme	<p>The works were completed by September 2014 although some additional liaison was required due to utility works which had not been reinstated following completion of works.</p>

Site Photos:

John Carpenter Street Before:



John Carpenter Street After:



Annex 5

Project Name: 20 Fenchurch Street Security S278

Summary

Brief description of project

The project delivered security measures and public realm enhancements to the forecourt of 20 Fenchurch Street, providing increased protection to the building via the introduction of security rated bollards and granite seat cladding. The public realm enhancements included the introduction of trees, seating and paving to create an appealing and functional public space in a busy pedestrian environment. The project was fully funded from developer contributions via a voluntary S278 agreement with the developer.

Recommendation

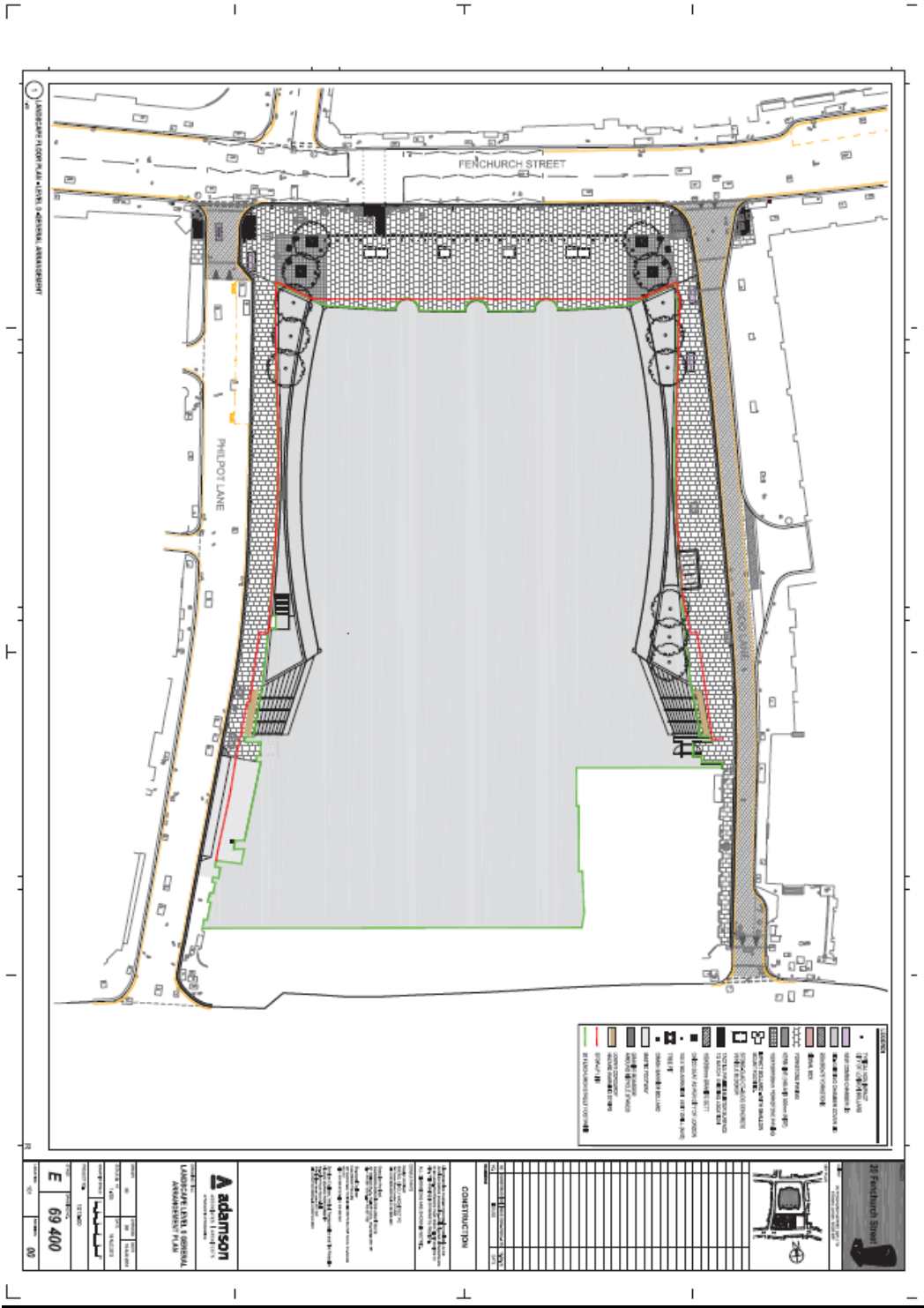
It is recommended that Members:

- Note the lessons learnt and authorise closure of the project.
- Note the planned return of the underspend to the developer.

Outturn Assessment

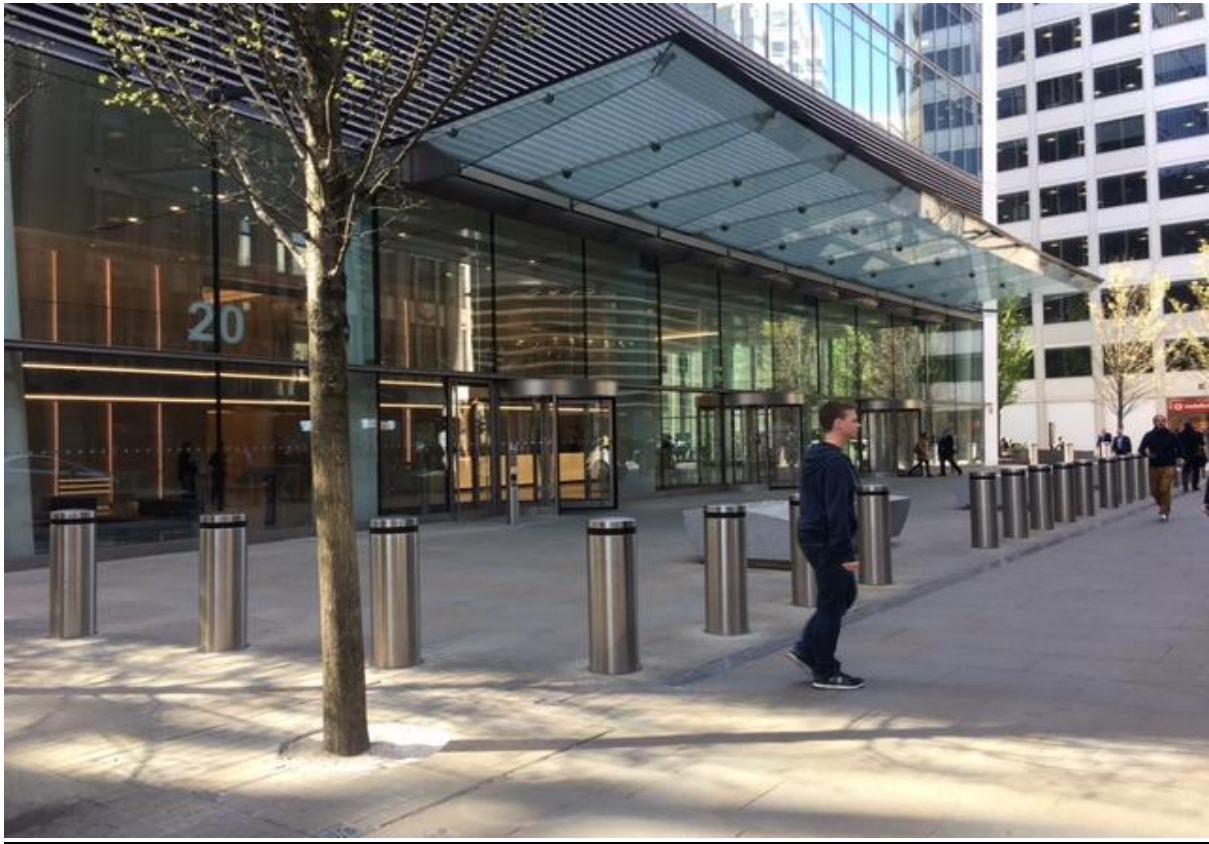
25. Assessment of project against success criteria	The project met the agreed success criteria 1. Improved security for the building in the event of terrorist threats. With the introduction of security bollards and furniture around the perimeter of building. 2. Created a pleasant and attractive environment for residents, workers, visitors and the local occupier with the introduction of soft and hard landscaping elements such as planting, trees and seating. 3. Increased greenery/planting/biodiversity with the introduction of trees around the building.
26. Programme	The works were completed in 2015.

Site Plan:



Site Photos:

20 Fenchurch Street Security after



Annex 6

Project Name: Plough Place Enhancements S106 and S278

Summary

Brief description of project

The redevelopment of 12-14 New Fetter Lane with new access and servicing arrangements meant that the previous vehicular access from Plough Place into a surface level car park became redundant. This created an opportunity to significantly enhance the pedestrian environment through the pedestrianisation of Plough Place and new York stone footways around the development.

The preferred design for Plough Place as was developed as a response to the outcomes agreed by the Working Party and approved by Members. The key elements of the design are:

Section 106 Works

- Pedestrianisation of the street by removing the carriageway and creating a continuous, level surface in York stone;
- A central area containing hedge planting and accessible timber benches, paved with smaller module York stone, providing a series of 'dwell' spaces;
- Clusters of individual, accessible timber benches below existing trees at the eastern end of the space;
- Introduction of a new street tree at the western end of the space, acting as a focal point for people approaching from Chancery Lane;
- Replacement and relocation of cycle stands to the central area to facilitate greater pedestrian movement;
- New strip lighting under hedges and uplighters under the existing and new trees;
- To design out opportunities for skateboarding.

Section 278 Works

- Footways around the development on Fetter Lane and New Fetter Lane were upgraded from asphalt to York stone;
- Relocation of the motorcycle parking on Plough Place to the central reservation on Holborn;
- New street lighting on façade of building to Plough Place;
- Road markings to Fetter Lane and New Fetter Lane.

The construction works took place in two phases. The works were completed in 2016 following a slight delay in the programme caused by delays to the completion of the building.

Recommendation

It is recommended that Members:

- Note the lessons learnt and authorise closure of the project;
- Note that the unspent S106 funds will be used to fund other projects in the Chancery Lane strategy area in accordance with the terms of the S106,

- subject to relevant committee approvals;
- Note that officers will contact the developer to discuss utilising the underspend from the S278 works on further public realm improvements in the locality, subject to relevant committee approvals and legal agreements.

Outturn Assessment

<p>31. Assessment of project against success criteria</p>	<p>The project has been completed and has met the success criteria as follows</p> <ul style="list-style-type: none"> • An improved movement function for pedestrians through the pedestrianisation of the street; • A more accessible environment, through the provision of level surfaces and new seating; • A more attractive environment through the creation of a new public space with associated planting, seating and lighting; • Relocation of motorcycle parking within the local area, without any loss of capacity.
<p>32. Programme</p>	<p>The works were carried out in phases to tie in with the redevelopment and were completed in 2016</p>
<p>33. Budget</p>	<p>The project was completed significantly under the agreed budget. The main reasons for the underspend were:</p> <ul style="list-style-type: none"> • The developer excavated a large amount of the concrete in the highway as part of their redevelopment works which generated a cost saving • Some existing kerbs were able to be re-used • The planters required less stone than originally estimated which generated a cost saving • Utility works costs were lower than anticipated <p>The remaining Section 106 funding is restricted in geography and scope, to be spent within the Chancery Lane Enhancement Strategy area, subject to committee approvals. Officers will also liaise with the developer in relation to the possibility of using the unspent S278 funding on other improvements in the area.</p>

	Project Name: Plough Place s106			
	Description	Approved Budget (£)	Expenditure (£)	Balance (£)
	Pre-Evaluation	75,358	59,585	15,773
	Staff Costs	31,487	30,032	1,455
	Works	300,914	191,554	109,360
	Total	407,759	281,171	126,588
	Project Name: Plough Place s278			
	Description	Approved Budget (£)	Expenditure (£)	Balance (£)
	Pre-Evaluation	27,964	27,923	41
	Staff Costs	37,636	30,806	6,830
	Fees	1,500	1,440	60
	Works	193,559	94,860	98,699
	Total	260,659	155,029	105,630
Final Account Verification	Verified			
34. Outstanding Actions	None			

Lessons Learnt

35. Key lessons	<ul style="list-style-type: none"> The start on site was delayed due to delays to the development, meaning that the site was not accessible. The use of the City's term contractor to carry out the works enabled us to flexibly accommodate these delays without any adverse impact on the budget.
36. 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 Photographs

Contact

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Telephone Number	020 7332 3155

Appendix 1 - Site Plan





Plough Place – Before works



Plough Place - After

Annex 7

Project Name: 71 Queen Victoria Street Enhancement Scheme (S278)

Summary

Brief description of project

The scheme included hard and soft landscaping improvements to the space in front of 71 Queen Victoria Street. The space in front of the development included a large raised planter that was in poor condition and included dense and obtrusive evergreen plants. In addition, surrounding footways are narrow with accessibility constraints.

In order to make it a more attractive and usable area by the local community of businesses, workers and visitors, the scheme aimed to:

- Replace the existing planter with a new granite planter set within an improved street layout in order to maximise the space available for pedestrians, open up views across the area and introduce new seating areas;
- Enhance pedestrian movement through the space and improve accessibility through the raising of the carriageways adjacent to the local planter and businesses to footway level;
- Pedestrianise a short section of carriageway between the planter and 63 Queen Victoria Street to enable the delivery of a new public space; this was informed by vehicle tracking modelling which confirmed that this could be achieved without impacting upon vehicle movement and access.

Recommendation

It is recommended that Members:

- Note the lessons learnt and authorise closure of the project following completion of the outstanding works.
- Note the planned return of any unspent funds to the developer of 71 Queen Victoria Street

Outturn Assessment

37. Assessment of project against success criteria	<ul style="list-style-type: none">• Improvement of the appearance and amenity of the public space whilst retaining some green planting <p>The closure of the section of Little Trinity Lane off Queen Victoria Street and the informal seating provided by the new granite planter enabled the creation of the new public space which is attractive and popular with workers and visitors (See appendix 2).</p> <ul style="list-style-type: none">• Improved visibility of reception areas of refurbished office buildings at 71 and 77 Queen Victoria Street <p>The new planter layout and design together with the new planting design have significantly improved visibility of the office buildings at 71 and 77 Queen Victoria Street.</p> <ul style="list-style-type: none">• Improvement of access through the area with wider footways and level access across carriageways where appropriate to reduce road danger risk for vulnerable road users
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	<p>The raised carriageway has improved accessibility particularly for wheelchair and pushchair users and people with mobility impairments.</p> <p>The raised carriageway surfaced in granite setts has provided an enhanced pedestrian feel of the area calming down traffic and enabling pedestrian informal crossing contributing to an enhanced pedestrian experience.</p> <p>The contra-flow cycling introduced provides a safer cycling route away from heavy traffic and pollution.</p>																												
38. Programme	<p>The works were primarily completed in 2015. Post-implementation monitoring of vehicle and pedestrian use of the space was undertaken thereafter in order to identify where best to install street furniture (benches, bollards) and assess signage requirements. This led to the installation of additional bollards to prevent vehicular overrun as well as an upgraded sign to the Painters' Hall in 2016.</p> <p>In regards to the seating – the new planter and granite seats are well used as informal seating and it was therefore decided in liaison with the developer to reduce the number and sizes of the timber benches – 2 x 2-seater benches and 2 x 3-seater benches instead of 6 x 3-seater benches. These have been procured and are programmed to be installed at the end of 2017.</p>																												
39. Budget	<p>The project has been completed within the agreed budget inclusive of any minor outstanding items noted above – total project costs below, inclusive of evaluation:</p> <table border="1"> <thead> <tr> <th colspan="4">71 Queen Victoria Street S278 (16800272 & 16100272)</th> </tr> <tr> <th>Description</th> <th>Approved Budget (£)</th> <th>Expenditure (£)</th> <th>Balance (£)</th> </tr> </thead> <tbody> <tr> <td>Pre-Evaluation</td> <td>20,000</td> <td>15,701</td> <td>4,299</td> </tr> <tr> <td>Staff Costs</td> <td>41,000</td> <td>37,771</td> <td>3,229</td> </tr> <tr> <td>Fees</td> <td>15,000</td> <td>14,642</td> <td>358</td> </tr> <tr> <td>Works</td> <td>216,500</td> <td>205,421</td> <td>11,079</td> </tr> <tr> <td>TOTAL</td> <td>292,500</td> <td>274,536</td> <td>18,965</td> </tr> </tbody> </table>	71 Queen Victoria Street S278 (16800272 & 16100272)				Description	Approved Budget (£)	Expenditure (£)	Balance (£)	Pre-Evaluation	20,000	15,701	4,299	Staff Costs	41,000	37,771	3,229	Fees	15,000	14,642	358	Works	216,500	205,421	11,079	TOTAL	292,500	274,536	18,965
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Final Account Verification	<p>Verification to be undertaken upon completion of outstanding works (additional seating installation and additional paving planned in autumn/winter 2017).</p>																												
40. Outstanding Actions	<p>The following works were postponed in agreement with the developer at the start of construction due to budget constraints following an increase of utilities costs. Following completion of snagging works, the outstanding works (originally in project scope) were agreed with the developer and are planned to be completed in late 2017:</p> <ul style="list-style-type: none"> • Installation of street furniture (4 benches and bins) • Additional paving upgrade to create a consistent surface appearance along northern side of the planter on Queen Victoria Street. 																												

Lessons Learnt

<p>41. Key lessons</p>	<ul style="list-style-type: none"> • Good relationship with developer This was key throughout the project from design, start on site, completion and post-implementation. The good working relationship enabled the programme of the project to adapt to the development's programme and coordinate works very well maximising programme. The positive relationship established also enabled the project team to report issues in a timely manners and to jointly identify solutions and agree ways forward such as the utilities cost increase causing a budget constraint which lead to agreeing with the developer on a reduced project scope. • Appropriate fees budget ahead of Gateway 5 to enable more detailed utilities adjustment estimate An early utilities estimate was produced based on outline utilities assessments and not on detailed investigations to minimise fees costs in regards to the developer. At Gateway 5, actual utilities costs were confirmed and were significantly higher than initially indicated by utility companies. We have learned from this project and in areas where there is a concentration of utilities to adjust, we are now seeking detailed utilities adjustment cost estimates from utilities companies at an earlier stage. • Draw in-house expertise as best as possible (re pipe subway and structural engineering re redesigning and using some of the existing planter)
<p>42. Implementati on plan for lessons learnt</p>	<p>Lessons learnt have been shared at Team Meetings and with the Highways team in regards to utilities investigation and estimate as well as through consultation of this Gateway report.</p>

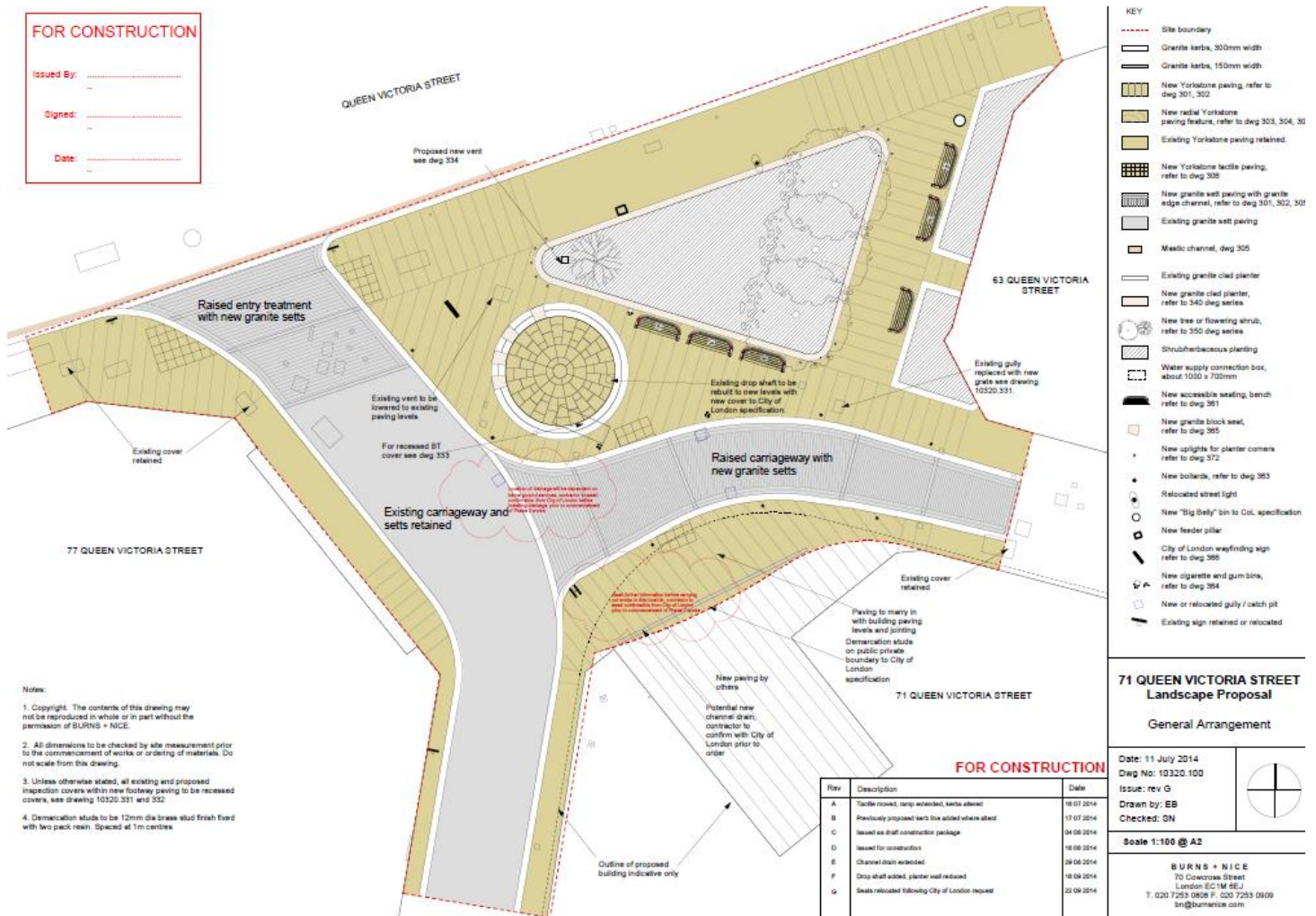
Appendices

<p>Appendix 1</p>	<p>Site plan – General arrangement drawing</p>
<p>Appendix 2</p>	<p>Site Images – before and after</p>

Contact

<p>Report Author</p>	<p>Leila Ben-Hassel</p>
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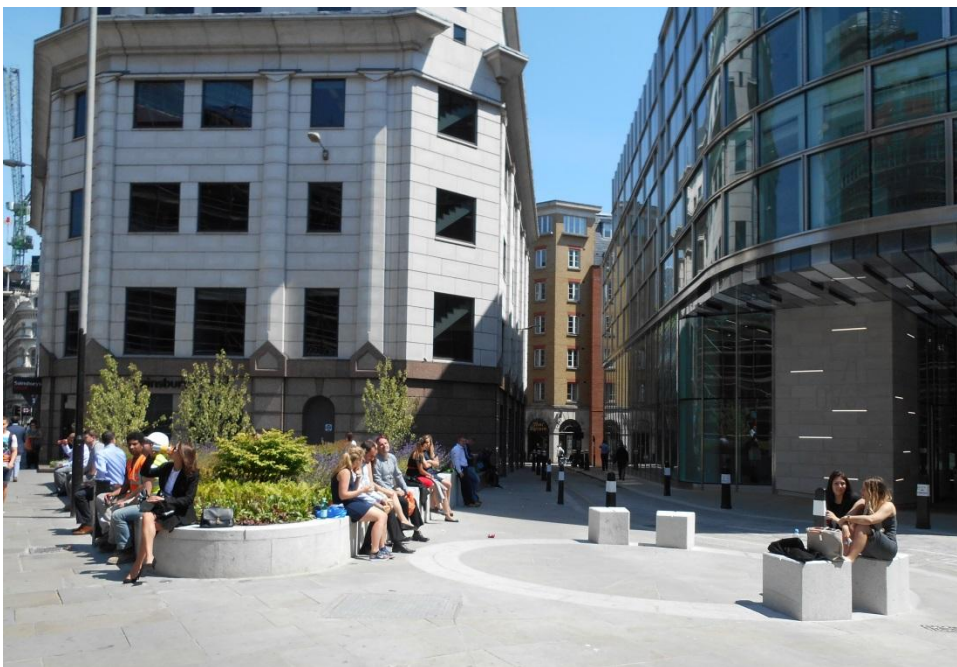
Appendix 1: Site plan – general arrangement drawing



Appendix 2: Site Images – before and after



1/ Before



2/ After: new public space in front of 71 Queen Victoria Street building



3/ After: section of highway that was pedestrianised to deliver new public space

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Committee(s)	Dated:
Streets & Walkways Sub – For Decision	17/10/2017
Markets Committee – For Information	29/11/2017
Subject: North – South Cycle Superhighway Phase 2	Public
Report of: Director of the Built Environment	For Decision
Report author: Sam Lee	

Summary

In 2016, TfL consulted on proposals to extend their North – South Cycle Superhighway from Stonecutter Street to Kings Cross.

In November 2016, Members of the S&W Sub-Committee supported TfL’s proposals in principle and agreed for officers to continue to work with TfL to see if they would agree to a suspension of the proposed banned left turn into West Smithfield during the market’s busiest working hours and a new layout at the Stonecutter Street junction.

This report therefore updates Members on the outcome of this work and advises on a number of significant improvements that officers’ have secured including a new layout at Stonecutter Street. However, TfL have not agreed to a timed suspension of the proposed left turn ban into West Smithfield as requested by the Markets Committee.

Your City Transportation officers are recommending that Members support TfL’s proposals even though these will cause some inconvenience for those wishing to access the market. Your officers’ position is informed in part due to the evidence provided by TfL of the current relatively low demand for the left turn into West Smithfield, in part by the traffic delay that introducing a timed suspension would cause but primarily having regard to the increased road danger it is believed would result from a timed suspension of the ban. Therefore this report seeks Members agreement to accept TfL’s proposals.

Recommendation(s)

Members are asked to:

- Accept and support TfL’s proposal and approve its concept design as shown in Appendix 1,

- Agree that officers continue to work with TfL to facilitate the delivery of the proposals using the powers and authority available to the City Corporation.

Main Report

Background

1. In March 2016, TfL carried out a public consultation exercise on proposals to extend their North-South Cycle Superhighway (N-S CSH) from Stonecutter Street to Kings Cross. Within the City, the route would run along Farringdon Street.
2. The City considered those proposals fell short of addressing the various issues and implications particularly at the West Smithfield and Stonecutter Street junctions. TfL was therefore asked to reconsider their proposal.
3. In November 2016, TfL carried out a further public consultation exercise on proposed changes to the West Smithfield junction. These revised proposals offered substantial improvements, particularly around road safety benefits, pedal cycle connectivity and pedestrian crossings but also introduced a banned left turn into West Smithfield for motor vehicles.
4. In December 2016, your committee considered these proposals in detail and resolved to:-
 - support TfL's proposal in principle to extend the North – South Cycle Superhighway from Stonecutter Street to Kings Cross;
 - instruct officers to work with TfL and consider how the cycle lane separation at Stonecutter Street might be improved; and
 - support the resolution of the Markets Committee for a suspension of the banned turn during the main market hours (9pm – 5am) and instructed officers to continue to work with TfL to establish if a timed suspension of the banned left turn is practicable during key market operating times.

Current Position

5. Since Members decision in December 2016, officers have continued to work with TfL and requested that they explore if a timed suspension of the banned left turn could be accommodated, especially during the main market operational hours.
6. At the end of March 2017, TfL advised officers, that they have completed a detailed assessment of our request and have concluded that they intend to proceed to implementation with the full time ban, as proposed in the consultation. Their latest proposals can be seen in Appendix 1.
7. They subsequently published their response to the public consultation and the issues raised. An extract of their detailed response to our request is as follows:

“When designing a scheme, consideration is given to safety, local access and network resilience, with the aim of proving the most appropriate balance for all road users in each location. The decision to propose a banned turn is taken only

after all of these factors to remove the risk of the left hook conflicts between motor traffic turning into West Smithfield and cyclist heading southbound along Farringdon Street, as this one of the most frequent kinds of cycle collision at this junction.

Throughout the consultation we have engaged with the SMTA about southbound access to the market. We undertook detailed traffic counts and analysis at the junction which showed that, during market hours, the number of motor vehicles turning left into West Smithfield is around 40 per hour.

We expect that the alternative routes available nearby will be able to accommodate traffic that would have used the left turn without seeing significant increase in journey times or traffic levels.

The design for the junction of Farringdon Street and West Smithfield includes segregated with-flow cycle tracks on both sides of the road with separate stop lines for cyclists and motor traffic. There is not enough space on Farringdon Street to have separate left-turn and ahead traffic lanes to hold back left turning traffic when cyclists are travelling south. Under the proposed signal staging if traffic were to turn left onto West Smithfield, it would turn across the path of southbound cyclists, putting them in conflict. This is not permitted under Department for Transport (DfT) regulations which state that conflicting movements within the same stage must be separated.

A part time turn would require an additional traffic signal stage to separate the conflicting left turning traffic and the southbound cyclists, which would add time to the overall signal timings at the junction. In this busy part of the road network, an additional signal stage could only be provided when traffic flows are lower (between midnight and 6am at this junction). Traffic counts show that there is a high demand for the left turn between 8pm and 9am which is beyond the times in which the additional signal stage could be provided without causing significant journey time increases for buses and general traffic on Farringdon Street.

Further to this, the risk of contraventions of the left turn ban throughout the day would introduce a hook risk for cyclists. The nearby bus stop reduces visibility between traffic and cyclists which contributes to the risk of a collision.

We therefore intend to proceed with the full time ban as proposed in the consultation.”

8. A copy of these documents will be made available in the Members Reading Room but can also be down loaded from here: [Consultation Report. Issues Raised](#).
9. Responses to other issues and concerns such as traffic signals, journey times, disruption, conflicts, pedestrian facilities and other detailed issues can also be found in those documents. A copy of the Road Safety Audit can be found in Appendix 2. Appendix 3 illustrates TfL's assessment of the lower traffic flows (between midnight to 6am).

10. In relation to the Stonecutter Street junction, TfL has reconsidered the design of the cycle separation and have agreed to a new layout. This is also shown in Appendix 1. This new layout will control all traffic movements including pedal cyclists on Farringdon Street which will enable pedestrians to cross the whole carriageway on a “green man” stage. This is what local occupiers have been asking from since the beginning and therefore meets their needs.
11. In terms of the works required on the City’s roads, the City entered into a Section 8 Agreement with TfL authorising them to carry out highway works on the City’s highway for the purpose of implementing the Cycle Superhighway, but subject to the City first approving the detailed design. Their scheme also potentially impacts the City’s bridge protective measures under Holborn Viaduct. As part of an agreement with TfL under s.8 of the Highways Act 1980 on 25th July 2012, TfL is required to seek the City’s consent if it wanted to make or alter those measures but that consent should not be unreasonably withheld or delayed. So far, TfL has not been able to demonstrate that their proposals offer the same level of bridge protection. Discussions are still on-going but it is anticipated that this will be resolved shortly to enable the City to grant TfL this consent.
12. TfL has recently advised that statutory public consultation to effect the banned left turn in to West Smithfield and other measures associated with the N-S CSH will commence from 29th September 2017. Officers can confirm that this has indeed commenced. Responses must be lodged with TfL before the 20th October 2017.

Options

13. Officers consider that there are two options:-
 - a) Accept and support TfL’s proposal, acknowledging that they have explored and considered other alternatives and where possible these have been incorporated, and approve the concept design, or
 - b) Formally object by responding to their statutory public consultation whilst continuing to lobby, at a political level, TfL and the Mayor of London to make changes, and withhold approval to the detailed design on the City’s highway.

City Transportation Comments

14. Officers have challenged TfL’s proposals as far as possible and have secured some very significant improvements since the original consultation in early 2016. These include:-
 - a) a new junction layout and control which addresses the high levels of collisions at Farringdon Street and West Smithfield,
 - b) A better and safer cycle interchange between the City’s Quietway and TfL’s Superhighway,
 - c) A safer and more convenient pedestrian crossing over Farringdon Street and West Smithfield, and
 - d) A new layout at the Stonecutter Street junction which meets local needs.

15. Although it has not been possible to secure a scheme which enables traffic to turn left into West Smithfield, there are good nearby alternative routes, in particular using the Charterhouse Street junction. In addition, the surveys carried out to assess the scheme showed that, during the suggested time suspension of the banned turn (9pm to 5am), the volume of left turning traffic into West Smithfield are even lower, with an average of 18 motor vehicles per hour. Whilst it is recognised that this will add additional traffic on to the surrounding road network, the additional volume from this banned left turn is very low and therefore unlikely to add to congestion or road safety implications. A summary of the traffic data for this junction is provided in Appendix 4.
16. More fundamentally, TfL's greatest concern with permitting the part time turn is the potential safety implications which may arise, particularly from non-compliance of the banned turn when it is operational. The traffic data shows that there is a high demand for the left turn either side of the suggested timed suspension. This presents a greater risk arising from the potential for non-compliance of the banned turn, either intentionally or deliberately and thus potentially leading to the common "left hook" collision with a cyclist. Members may recall that the two most recent fatalities in the City (at Ludgate Circus and Bank junction) to cyclists involved the left hook conflict (HGV's turning left).
17. The current design makes the left turn ban more or less self-regulating i.e. physically difficult to carry out the left turn as well as the ability to convey signage of the ban turn more clearly to road users. A part time turn would likely introduce a level of uncertainty as the design would need to enable the left turn at all times and the associated signage will be less clear. This is likely to lead to an increase in intentional or unintentional non-compliance and therefore increases safety risks.
18. Your officers therefore accept TfL's safety concerns and believe that overall and on balance, Members should support Option a).
19. If Members are however minded to agree to Option b), the City would be required to state the grounds on which the objection is to be made. However, it should be noted that, unlike other traffic authorities, TfL are not required to set out an arbitration procedure if agreement is not reached when consulting an affected authority. TfL are only required to consider the objection and having considered that objection they can proceed to implementation of the banned left turn. It should additionally be noted that, as TfL has already considered the City's request in detail, it is unlikely that this approach would be successful, although political engagement has produced changes to some schemes in the past, such as at Tudor Street.
20. Members should also be mindful that, in respect of the related works on the City's roads, if approval to the detailed design is withheld, it would be open to TfL to implement the banned left turn into West Smithfield, without the works on the City's highway. This would probably require them to modify the design on their network and would reduce the benefits, particularly for a better and safer cycle interchange between the City's Quietway and TfL's Superhighway.

Corporate & Strategic Implications

TfL's proposal complements and aligns with many of the Corporation's aims and policy objectives. The proposals are also expected to address the high levels of injury collisions involving cyclists at this junction.

Implications

21. In order for TfL to effect the banned left turn, they are required to make an order under s.6 of the Road Traffic Regulation Act 1984 (RTRA).
22. Under section 122 of the same act, TfL as the traffic authority for Farringdon Street must exercise its powers under the RTRA so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
 - a. the desirability of securing and maintaining reasonable access to premises;
 - b. the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity;
 - c. the national air quality strategy;
 - d. facilitating the passage of public service vehicles and securing the safety and convenience of their passengers;
 - e. any other matters appearing to TfL to be relevant.
23. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 sets out requirements for things such as consultation, publication of proposals, objections etc in relation to Traffic Orders. Under regulation 6(1), it requires the order making authority where it is likely that their order will affect traffic on a road for which another authority is the highway or traffic authority, to consult the other authority.
24. Regulation 7(2) requires TfL to send the City the Notice of Proposals – including other documents as part of the consultation is optional. Regulation 8(1) allows objection to be made to proposals but regulation 8(2) which refers to objections made by authorities under additional consultation rules set out in the Local Government Act 1985 no longer applies within Greater London. Regulation 17(3) requires the order making authority to notify parties that have objected under regulation 8(1) that the order or orders have been made, and shall include the reasons for not acceding to the objection either in part or in full.
25. The additional rules that apply to London authorities when consulting an affected authority that require resolution of any objection before proceeding to make any order or orders, and setting out an arbitration procedure if agreement is not reached, do not apply to TfL when consulting an affected authority. TfL are

required to consider any objection and then respond as set out in regulation 17(3).

26. In order for TfL to deliver the changes on the City's highway, the City's approval to the detailed design is required under the Cycle Superhighway s.8 (of the Highways Act 1980) agreement, and to deliver the changes underneath Holborn Viaduct, they will need to either amend or enter into a new s.8 agreement with the City, to ensure that protection to the bridge is not adversely affected.

Conclusion

27. Following the resolution of this committee in December 2016, officers have continued to engage with TfL to explore the possibility of a timed suspension of the banned left turn into West Smithfield and for a better layout at the Stonecutter Street junction.

28. TfL has considered the banned turn in detail and have concluded to proceed to implementation of the banned turn, as consulted in November 2016. They have however agreed to a new layout at Stonecutter Street, which appears to meet the needs of local occupiers in this area.

29. To effect the banned turn, TfL must now make an order under the RTRA 1984 which requires them to carry out statutory public consultation. The City can object to the banned left turn, but TfL can proceed to implement the banned left turn if they have considered the objection. For works on the City's highway, the City's approval of the design detail is required, but the banned left turn could proceed without those works, although the benefits of the cycle interchange between the City's Quietway and TfL's Cycle Superhighway would be reduced.

30. It is believed that officer level discussions and negotiations with TfL have been exhausted. It is now therefore suggested that, on balance, Members should support TfL's proposal.

Appendices

- Appendix 1 – TfL's latest proposals – **Available electronically**
- Appendix 2 – TfL's Road Safety Audit - – **Available Electronically**
- Appendix 3 – TfL's assessment of the lower traffic flows - – **Available Electronically**
- Appendix 4 – Summary of the traffic flows at the West Smithfield/Farringdon Street junction– **Available Electronically**

Background Papers

- Report of the Director of the Built Environment to the Planning & Transportation and the Policy & Resources Committees in March 2016, and the associated minutes. This can be viewed by following this [link](#).

- Report of the Director of the Built environment to the Markets Committee and the Streets & Walkways Sub-Committee in November and December 2016, and the associated minutes. This can be view by following this [link](#).

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Committees:	Dates:	Item no.
Streets and Walkways Sub-Committee	17 Oct 2017	
Projects Sub-Committee	8 Nov 2017	
Subject: Aldgate Highway Changes and Public Realm Enhancement	Gateway 6 Progress Report	Public
Report of: Director of the Built Environment		For Information

Summary

Dashboard

- Project status: Green.
- Timeline: Construction Phase – current completion date is end of March 2018.
- Original approved spend: £21.3M, including £2.0M for the pavilion
- Current approved Spend: £23.3M, including £4.3M for the pavilion
- Spend to Date: £21M includes commitments of £2.4M
- This project is forecast to come within budget.
- Overall Project Risk: Green.

In the Gateway 5 report for this project, Officers committed to produce regular update reports in order to update Members of progress on the project. Additional issues reports have also been brought to Members during construction. This report is the eighth update report on the project.

This G6 report:

- Provides a detailed update on progress in re-negotiating S106 funding contributions; and
- Updates progress on developing the Arts, Events and Play work stream.

It is recommended that:

- ***Members note the contents of the report;***
- ***That a further £2.8M of the original £10M On Street Parking Reserve (OSPR) fund allocation can be returned leaving £3.7M of OSPR underwriting the project; and***
- ***The potential funding gap that may need to be met from the existing underwriting allocation, from the OSPR fund.***

Main Report

1. Reporting period	1.1 July 2017 to September 2017 inclusive.
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2. Progress to date

2.1 Since the last update report in July, the pavilion foundations, basement walls and ground floor slab have been constructed. The churchyard accommodation work is substantially completed, awaiting planting in November. Work continues with underground infrastructure in the Aldgate Square in preparation for taking over the site following completion of the pavilion elements.

2.2 The pavilion is forecast to complete mid-December.

2.3 In the last update report (July 2017) the forecast project completion was updated to March 2018. The project is currently forecast to be delivered within the approved budget.

Funding

2.4 The project is funded through LIP, S106 and S278 funding. On Street Parking Reserve (OSPR) funds have been allocated to the project, enabling the cash flow on the project, whilst awaiting various S106 funds to trigger (and in some cases be re-negotiated). Out of the original £10M, £6.5M of OSPR fund remains in the project. Appendix One (non-public) details the status of the various LIP, S278 and S106 funds allocated to the project at Gateway Five.

2.5 Total funding received to date is £19.5M, leaving a gap of £3.7M. This is currently filled from the OSPR fund allocation. Thus a further £2.8M of the £6.5M OSPR fund can be returned.

2.6 It is expected that a further £2.4M will be brought into the project on completion of negotiations with developers.

2.7 In addition to the expected income referred to above, a substantial S106 allocation of £2M, from one development site, that at Gateway five had been expected to be available during the project, now looks unlikely. Intelligence at the City reports that the developers are not in a position to trigger during the implementation of the project. Without this allocation the expected total shortfall will be £1.3M.

2.8 Once outstanding negotiations are finalised a further report will be brought back to appropriate committees setting out the extent of any shortfall with recommendations as to how this might be funded.

Arts, Events and Play (AEP) work stream update

2.9 At Gateway five it was agreed to develop an Arts, Events and Play (AEP) work stream, building on the Aldgate Experiments that featured during public consultation and the detailed design phase of the project. The AEP work stream is conceived as a rolling programme of events, installations and activities throughout the calendar year with a focus on, or support for, the arts and play, engaging the local community in the new public spaces.

2.10 On approval of the Gateway Five and a target budget, a budget of £95,762k was allocated to develop the AEP work stream.

2.11 The programme was conceived to reduce anti-social behaviour and improve perceptions of safety through the creation of

vibrant and active spaces. It will enhance the City's cultural offer and provides opportunities to improve health and well-being for residents and workers. Its aim is to attract visitors and grow the local economy. In so doing the programme supports several of the Corporation's policies and aims. It is also expected to reduce maintenance costs associated with anti-social behaviour.

2.12 In the early days of the project two groups were established: an officer working group and an external advisory group, which is made up of key stakeholders from the Aldgate area. Stakeholders developed objectives and desirable outcomes for the Arts, Events and Play (AEP) programme, outlined in the approved Gateway five report, as follows;

Objectives set at Gateway 5

- To create and enhance community structures in the Aldgate Area;
- To promote usage of the new public spaces by local residents stakeholders and businesses;
- To develop a clear branding of Aldgate to support promotion of the area;
- To identify, commission and manage the delivery of a range of public art and play features in the Aldgate area;
- To deliver a range of events in the new public spaces and surrounding area;
- To deliver joined up initiatives around the Aldgate area;
- To identify and secure third party monies to achieve arts, events and play initiatives in Aldgate; and
- To support use of the new pavilion in Aldgate.

The officer working group took these objectives and developed them into a set of measurable outcomes set out below;

Measurable Outcomes

- A vibrant and active public realm within Aldgate;
- Strong relationships and partnerships between the City and local stakeholders;
- Increased visitor numbers, attraction for employers to relocate and workers to visit Aldgate;
- An enhanced local economy (e.g. retail spend, private sector investment into Aldgate) and wider economic benefits for the City of London;
- A rolling calendar of events funded primarily through private sector investment;
- Greater local participation in arts, events and play through volunteering and learning; and

- An improved perception of Aldgate.

2.13 In February 2016 Members noted that the programme would be developed during 2016 and initiated fully in 2017, and if successful, would continue as a 3-5 year programme.

2.14 The report noted the following three areas of work to be developed:

- A Programme of Arts, Events and Play
- An Operational Framework, and
- A Funding Strategy

2.15 To align with the construction programme of the Aldgate project, progress on the programme content was paused for 12 months.

2.16 To date the **Operational framework** document which establishes the regulatory requirements, highlights the constraints and limitations of what events and activities can take place and the practical requirements for AEP, is the most developed output. The draft document has been developed in conjunction with the relevant departments including Department of Children and Community Services, Opens Spaces, Department of the Built Environment, Town Clerks and City Comptrollers to ensure all legal and operational matters have been satisfactorily addressed. The draft document confirms:

- The legality of hosting events on the public highway in Aldgate Square;
- The range of options available for shorter and longer term licensing of events;
- The planning process required in order to host events or art at Aldgate Square;
- The existing guidelines and policy for events on public highway including the existing guidelines on Health and Safety;
- The funding options available through 3rd party sponsorship and hire fees (tiered to reflect the type of event).

A final version of this document will be completed in November 2017.

2.17 Following the conclusion of the Operational Framework, an Aldgate Square event guidelines brochure for external circulation will be developed.

2.18 As a continued taster of AEP in the local community, Community and Children's Services team are carrying out various community activities work for events in the 2017/ 2018 calendar period. A number of activities already underway include Aldgate in Camera; a historic photography exhibition and Aldgate in Conversation; interviews, films and conversations about the people that make up the community. A key activity is the community theatre play which will be the first major event in the new Aldgate Square and is being planned for Spring 2018. The emerging AEP programme will follow the conclusion of the theatre play.

	<p>Issues</p> <p>2.19 The contractor delivering the pavilion has had issues complying with Building Control. The sewer venting is currently being revised and agreed with Building Control. It is currently unknown whether this will have a time impact. This is not expected to add to cost of the pavilion. The City Surveyor will keep Members updated through a separate Issue report if the issue impacts the overall project.</p> <p>Risk</p> <p>2.20 The risk to overspend is being managed by close monitoring of spend and varying the delivery specification, communications and marketing costs as necessary. The project is currently expected to be within approved budget.</p> <p>Communications update</p> <p>2.21 During October the project team have hosted a visit by the Town Clerk, a ‘topping out ceremony’ to celebrate the installation of the pavilion roof structure and will host Members of Streets and Walkways Sub, Community and Children’s Services Committee, Portsoken, Aldgate and Tower Ward with a tour of the completed elements of the project</p>
<p>3. Next steps</p>	<p>The next Gateway Six report is expected in early 2017. It will report on completion and the outcome of the S106 negotiations, setting out the expected outturn figures and final funding position.</p>

Appendices

<p>Appendix 1</p>	<p>Updated Gateway Five funding table.</p>
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