



Streets and Walkways Sub (Planning and Transportation) Committee

Date: MONDAY, 18 JUNE 2012

Time: 11.15am

Venue: COMMITTEE ROOM - 2ND FLOOR WEST WING, GUILDHALL

Members:	Jeremy Simons (Chairman)	Alderman Robert Hall
	Archie Galloway (Deputy Chairman)	Brian Harris
	Deputy John Barker	Michael Hudson
	Martin Farr	Sylvia Moys
	Marianne Fredericks	Deputy John Owen-Ward
	Alderman Alison Gowman	Deputy Michael Welbank

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Lunch will be served in Guildhall Club at 1pm

Chris Duffield
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**
2. **DECLARATIONS BY MEMBERS OF ANY PERSONAL AND PREJUDICIAL INTERESTS IN RESPECT OF ITEMS ON THIS AGENDA**
3. **MINUTES**
To agree the public minutes and summary of the meeting held on 21 May 2012 (copy attached).
For Decision
(Pages 1 - 6)
4. **HOLBORN AREA ENHANCEMENT SCHEME**
Report of the Director of the Built Environment (copy attached).
For Decision
(Pages 7 - 46)
5. **NEW LUDGATE (30 OLD BAILEY) S.278 AGREEMENT**
Report of the Director of the Built Environment (copy attached).
For Decision
(Pages 47 - 68)
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:-

<u>Item</u>	<u>Paragraph</u>
9	3
10 & 11	-

Part 2 - Non-public Agenda

9. **NON-PUBLIC MINUTES**
To agree the non-public Minutes of the meeting held on 21 May 2012 (copy attached).
For Decision
(Pages 69 - 70)

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

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**STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)
COMMITTEE
Monday, 21 May 2012**

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held in Committee Room 2 - Committee Rooms on Monday, 21 May 2012 at 11.45 am.

Present

Members:

Jeremy Simons (Chairman)
Archie Galloway (Deputy Chairman)
Deputy John Barker
Marianne Fredericks
Alderman Robert Hall
Brian Harris
Michael Hudson
Sylvia Moys
Deputy John Owen-Ward
Deputy Michael Welbank
Alderman Alison Gowman

Officers:

Katie Odling	- Town Clerk's Department
Esther Sumner	- Town Clerk's Department
Mark Paddon	- Chamberlain's Department
Paul Monaghan	- City Surveyor's Department
Victor Callister	- Department of the Built Environment
Iain Simmons	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Patrick Hegarty	- Open Spaces Department
Alan Rickwood	- City Police
Michael Bennett	- Barbican Estate Officer Manager

1. APOLOGIES FOR ABSENCE

An apology for absence was received from Martin Farr.

2. DECLARATIONS BY MEMBERS OF ANY PERSONAL AND PREJUDICIAL INTERESTS IN RESPECT OF ITEMS ON THIS AGENDA

Mrs Sylvia Moys declared a personal interest in respect of Item Number 7.2 due to being a former ex-officio governor at the City of London School.

3. ELECTION OF CHAIRMAN

The Sub Committee proceeded to elect a Chairman, and Jeremy Simons, being the only Member expressing a willingness to serve, was declared to be duly

elected Chairman of the Sub Committee for the ensuing year, and he took his place.

4. **ELECTION OF DEPUTY CHAIRMAN**

The Sub Committee proceeded to elect a Deputy Chairman, and Archie Galloway, being the only Member expressing a willingness to serve, was declared to be duly elected Deputy Chairman of the Sub Committee for the ensuing year, and he took his place.

5. **TERMS OF REFERENCE**

RESOLVED : - That the Terms and Reference of the Streets and Walkways Sub Committee approved by the Planning and Transportation Committee on 24 April 2012 be received.

6. **MINUTES**

The Minutes of the meeting held on 23 April 2012 were approved as a correct record.

MATTERS ARISING : -

Item 3 – Minutes – Drainage outside St Giles’ Church – Michael Bennett (Barbican Estate Manager) provided an update regarding the drainage outside St Giles’ Terrace. Members were informed that a six monthly maintenance programme had been implemented on the gulleys and regular inspections to the site would continue. It was anticipated that a thorough management plan would be put together in conjunction with Barbican estate residents.

Item 4C – The Times Cities for Cycling Campaign – Members agreed to submit a resolution to the Policy and Resources Committee to indicate, in principle, support for the campaign and to seek advice from the Committee as to whether it would be appropriate for the City to join the campaign. Members particularly sought to understand the distinction between ‘supporting’ the campaign and ‘signing’ up to it.

Item 6 – European Funding – Members were informed that suitable authority had been obtained and a joint submission made for funding for the project at Aldgate.

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

7.1 **LIME STREET AND CULLUM STREET ENHANCEMENT WORKS - GATEWAY 5**

Consideration was given to a report of the Director of the Built Environment which set out the results of the detailed design work into enhancements to Lime Street and Cullum Street and the outcome of a public consultation into the possible management of traffic on Lime Street, in line with Committee approval of November 2010.

The Assistant Director (Environmental Enhancement) provided a brief presentation to the Committee.

During discussion, reference was made to the following: - suitable and sustainable drainage provision, pedestrian usage through the passageway on Cullum Street, increasing greenery and biodiversity, Section 106 funding and how this was distributed and road safety, particularly for cyclists.

With regard to the distribution of Section 106 funding, Members were informed that although Lime Street and Cullum Street were listed as priorities, the wider area was being considered for funding. A full consultation with Ward Members and the Chairman and Deputy Chairman of the Planning and Transportation Committee would be undertaken during the summer months and Officers were exploring the most effective method of consultation.

RESOLVED : - That,

- a) environmental enhancement works in Lime Street and Cullum Street including an experiment on managing traffic access in Lime Street at a cost of £653,963 as set out in this report be approved, subject to obtaining necessary traffic orders and legal agreements;
- b) the implementation of enhancement works in Cullum Street be approved, subject to obtaining the necessary traffic orders and any legal agreements;
- c) authorisation be given to begin preparation works for a traffic experiment to start in autumn 2013 to investigate traffic management on Lime Street and any facilities required on nearby streets; and
- d) the implementation of physical enhancement works to Lime Street be approved subject to obtaining necessary traffic orders and legal agreements only after the experiment has been concluded, if run, and the design amendments following the experiment results have been approved by Members.

7.2 MILLENNIUM BRIDGE AREA ENVIRONMENTAL ENHANCEMENTS

(N.B: Jeremy Simons declared a personal interest in respect of this item due to being a Liveryman of the Company of Scientific Instrument Makers, provider of the Millennium Measure.)

Consideration was given to a report of the Director of the Built Environment regarding the Gateway 3/4 Options Appraisal in respect of 'Millennium Bridge Area Environmental Enhancements'. The Streamlined Projects Approval Process as agreed with the Town Clerk's Department would be followed and should approval be granted for this Gateway report, it was proposed to seek Chief Officer approval for detailed design and the Town Clerk's Authority to start work.

The Assistant Director (Environmental Enhancement) provided a brief presentation to the Committee.

During discussion, reference was made to the wider improvement of the area, sustainable drainage systems, signage (Members were advised this would be picked up as part of the detailed design plan) and the importance of ensuring there was access for vehicles to maintain the gulleys.

RESOLVED : - That,

- a) the progression of Option 1 to authority to start works stage at a cost of £45,000 (staff costs and fees) to be funded from 20 Fenchurch Street Section 106 contribution be approved; and
- b) the environmental enhancements and sustainable urban drainage system (Option 1) at an estimated total cost of £1,469,805 funded through the 20 Fenchurch Street, Watermark Place and Riverbank House Section 106 contributions (£1,305,305), the London Marathon Charitable Trust (£34,500) and the On-Street Parking Reserve (£130,000) be approved; subject to the confirmation of savings on the completed Angel Lane project, approval of the authority to start work and any other statutory consents.

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

A question was raised regarding the possibility of easing the parking restrictions in the City during the evening. The Assistant Director advised Members that this matter was being considered.

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

Road Safety - Members of the Sub Committee had been sent an exposition on casualties with the City of London by Mr Reilly; a City resident who had previously engaged with the Sub Committee on the matter of road safety. The Chairman asked Officers to present a report to the next meeting of the Sub-Committee, detailing the latest casualty information.

10. **EXCLUSION OF THE PUBLIC**

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

11. **NON-PUBLIC MINUTES**

The non-public minutes of the meeting held on 23 April 2012 were considered.

12. **EASTERN CITY CLUSTER PHASE ONE**

Consideration was given to a report of the Director of the Built Environment in respect of Phase One of the Eastern City Cluster.

RECEIVED.

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

There were no questions.

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

There were no items of urgent business.

The meeting ended at 1.05 pm.

Chairman

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Agenda Item 4

Committee(s):	Date(s):	
Streets and Walkways	18 June 2012	
Projects Sub	20 June 2012	
Finance	26 June 2012	
Subject:	Public	
Holborn Circus Area Enhancement Scheme		
Report of:	For Decision	
Director of the Built Environment		

Summary

This is a Gateway 4, Detailed Options appraisal report which considers a range of options to deliver an area enhancement scheme at Holborn Circus which is the worst personal injury accident hotspot in the City.

City officers have been working with TfL and the London Borough of Camden for several years to agree how best to redesign this junction and meet construction costs. This report explains that a fixed sum of £2.5m has been made available by TfL to fund the scheme with the condition that money must be spent this financial year. This represents an achievable but very tight timescale for delivery and the scheme must now be moved forward at a much faster pace than hitherto in order to secure the TfL funding.

A number of options for the junction design have been developed in conjunction with TfL and LB Camden. No specific materials were presented to TfL as part of the design work however in discussion with TfL at their 'Design Review Panel', TfL specified that they would want this major junction to deliver a high specification public realm.

The total cost of each option and proposed funding strategies is summarised below. An option (Option 1), 'do nothing' has also been considered in the main report. Members are also asked to consider whether they wish to include or exclude a sustainable urban drainage system (SUDS) from the detailed design of options 2-5. The table below shows the SUDS included within options 2-5.

Description	Option 2 Traffic Measures and Relocation of Statue Mastic Asphalt £	Option 3 Traffic Measures and Relocation of Statue York stone Paving £	Option 4 Traffic Measures and Relocation of Statue York stone Paving / Granite Setts on Hatton Garden £	Option 5 Traffic Measures and Relocation of Statue York stone Paving / Granite Setts on Hatton Garden & St Andrews Street £
Cost before contingency & SUDS	2,291,198	2,748,731	2,758,201	2,849,107
Allowance for potential Utility works	313,192	313,192	313,192	313,192
SUDS	20,000	20,000	20,000	20,000
Total Cost	2,624,390	3,081,923	3,091,393	3,182,299

Funding Strategy				
TfL Major Bid Funding	0	2,500,000	2,500,000	2,500,000
London Borough of Camden	20,000	20,000	29,470	29,470
S106 Contributions	253,000	253,000	253,000	253,000
On Street Parking Reserve	2,351,390	308,923	308,923	399,829
Total Funding Requirement	2,624,390	3,081,923	3,091,393	3,182,299

In none of the options is there any difference to the proposed layout of the new junction; the options are put forward only to propose changes in the materials used.

Material Options

Option	Main materials	Increase in cost over Option 2	Main risks
2	Footway – Asphalt Street Surface – Asphalt Raised Tables - Asphalt	–	Likely loss of TfL funding as they require a high specification public realm for this junction.
3	Footway – Yorkstone Street Surface – Asphalt Raised Tables - Asphalt	£457,533	<ul style="list-style-type: none"> LB Camden have stated preference for granite setts in Hatton Gdns. Expected to be acceptable to TfL.
4	Footway – Yorkstone Street Surface – Asphalt Raised Table (Hatton Gdns) – Granite Setts Raised Table (St Andrew Street) – Asphalt	£467,003	<ul style="list-style-type: none"> Acceptable to TfL LB Camden yet to confirm acceptance of construction and maintenance costs.
5	Footway – Yorkstone Street Surface – Asphalt Raised Table (Hatton Gdns) – Granite Setts Raised Table – Granite Setts	£557,909	<ul style="list-style-type: none"> As 4 above. Increased maintenance costs likely for granite sett table in St Andrew Street.

Whilst Option 2 is shown as the cheapest option (£2,624,390) officers advise that there is a high risk that this option would not obtain TfL approval and therefore would fail to realise the external funding available. The use of mastic asphalt, as a footway material, is likely to be considered inappropriate by TfL in both the setting of a listed building and for a major junction undergoing significant redesign of the public realm. If TfL funding was not received, progression of the scheme would be dependent on the relevant S.106 receipts (£253,000), Camden funding (£20,000), and on significant underwriting from the On Street Parking Reserve (OSPR) (£2,351,390). With the OSPR being fully committed throughout the planning period to 2015/16, such a significant level of over-commitment would require a considerable amount of scheme reprioritisation. For these reasons, Option 2 is not recommended.

Subject to the London Borough of Camden confirming the acceptance of the conditions set out above (i.e. funding the additional cost of granite setts and ongoing maintenance), option 4 is recommended otherwise option 3 will be recommended at Gateway 5.

The total estimated cost of Option 4 is £3,091,393 including the allowance made for any unforeseen utility works and SUDS, which together total £333,192. This sum is likely to be further reduced given the new Highways Maintenance term contract that is expected to commence on the 1st July 2012. However the extent of any further savings through the new contract will depend upon the agreed works programming and the extent of any out of hours working (which attracts a premium) required.

Financing of option 4 will require a call on the OSPR and this will result in an over commitment of £308,923. The Chamberlain advises this level of over commitment should be manageable over the planning period of the OSPR up to 2015/16, taking into account possible slippage etc in other projects and other possible savings.

Details of the proposed funding strategies covering the options considered is set out in the main report; these have been developed in conjunction with the Chamberlain. This is based on Members prioritising this project and allocating certain funding streams towards its cost in comparison with other potential calls on such funds including, in particular, underwriting from the On street Parking Reserve (OSPR) which is already fully committed throughout the planning period to 2015/16. Therefore, if agreed, there may be the need to reprioritise existing schemes. This report is seeking authority to progress to gateway 4c at which point it is intended that the detailed financial implications will be set out along with any impact on other scheme(s) for Member agreement.

It should be noted that such a call on the OSPR represents the worst case as it includes provision for the contingency and the SUDS system. Therefore, in the case of Option 4, if it transpired that these items (totalling £333,192) were not required then the call on the OSPR would be eliminated. In the meantime, it is proposed to review in further detail the funding of this project alongside all other similar schemes and programmes financed from the OSPR and other related funding streams. This work will be carried out by the reconstituted Highway and Planning Funds Officer Group which is kept by the Town Clerk's department. It is envisaged that a proposed OSPR forecast will be reported to the Resource Allocation Sub-Committee as part of the autumn resource allocation process.

It is proposed that a detailed assessment of costs addressing all of the above issues be presented at Gateway 4c along with funding proposals / options.

This report further seeks approval for the preparation of a design report for the recommended Option 4 at a total estimated cost of £194,000 (as summarised in Appendix A, Table 6) to be fully funded from within the £2.5m Transport for London

Major Bid Grant.

It is recommended that Members:-

i) Approve the major junction improvement works (Option 4) at an estimated total cost of £3,091,393 (including SUDS and contingency), subject to further Member approval of the detailed design and authority to start work reports. This is also subject to the London Borough of Camden agreeing to fund the additional costs (£9,470) associated with granite setts in Hatton Garden, and any future maintenance costs.

ii) Consider the option for excluding SUDS from the recommended Option 4 which will reduce the overall cost of the scheme by £20,000 and result in a corresponding reduction in the call on the On-Street Parking Reserve.

iii) Approve the progression of Option 4 to Detailed Design and Authority to Start Work Stages at a cost of £194,000 to be fully funded from within the £2.5m Transport for London Major Bid Grant.

iv) Confirm the overall prioritisation of this project and the Funding Strategy set out in the main report and Appendix A, Table 4, subject to the further confirmation at detailed design stage.

iv) Authorise an application for Listed Building Consent to be submitted in order to relocate the Grade II listed Prince Albert Statue.

Gateway 4: Detailed Options Appraisal

Committee(s):	Date(s):	
Streets & Walkways Projects Sub Finance	18 June 2012 20 June 2012 26 June 2012	
Subject: Holborn Circus Area Enhancement Scheme	Public	
Report of: Director of the Built Environment	For Decision	

Overview

Context	<p>This is a Gateway 4 report which considers various options and seeks agreement of the preferred option to be taken to detailed design and Gateway 5 stage.</p> <p>The City, in partnership with the London Borough of Camden and Transport for London (TfL) has undertaken extensive feasibility and consultation studies at Holborn Circus to develop options aimed at delivering an appropriate package of measures which will reduce accident rates, ease pedestrian flows and create a high quality public realm, making the area more pleasant, safer and easier to navigate. Between 2004/05 and 2011/12 TfL has provided the City with some £281,132 to fully fund these feasibility studies and related consultation.</p> <p>In September 2011, a bid for £4.4m was made to TfL, via the City's Local Implementation Plan, for major junction improvements at Holborn Circus. In March 2012, TfL confirmed a fixed contribution of £2.5m would be made available subject to TfL's agreement of the final design and the balance of any additional funding required being met by the City.</p> <p>Holborn Circus is the worst personal injury accident hotspot in the City. Through the City's Local Implementation Plan (LIP) officers have for some time been seeking to encourage financial support from TfL to fund improvements. A sum of £2.5m has been offered to the City by TfL to facilitate an</p>
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improvement project. This funding is a fixed sum and subject to the condition that it is spent in 2012/13 and that the City meet any shortfall in costs. Therefore the decision making and delivery is extremely urgent.

Holborn Circus forms a key western gateway to the City. The Circus works as a complex six-armed signalised junction revolving around a central island on which is located the Grade II Listed Prince Albert Statue. The statue blocks sight-lines for road users, causing confusion and accidents particularly for the more vulnerable road user. The local authority border between the City and Camden runs through the junction.

Holborn Circus has an average of 7.6 personal injury accidents per annum over the last 3 years, compared to an annual average of 3.0 for junctions across the City and 2.9 for Camden respectively.

Tables 1 and 2 summarise the accident record at Holborn Circus.

Table 1: Severity by 12-month period

Accidents in 12 Months Ending	Fatal	Serious	Slight	Total
31 Dec 2009	1	0	6	7
31 Dec 2010	0	0	7	7
31 Dec 2011 (To end of November)	0	3	6	9
Total	1	3	19	23

Of the 23 accidents, 16 involved vulnerable road users. These are broken down as follows:-

Table 2: Vulnerable road user

Mode	No. Personal Injury Accidents (PIAs) recorded
Pedal Cycle	12 (52%) *
Pedestrian	1 (5%) *
Motor Cycle	3 (13%) *
Total	16 (70%) *

	<p>* Percentage of the total number of accidents at the junction</p> <p>The junction forms a major barrier to pedestrian movement in the area and pedestrians struggle to cross the junction as there is only one signal controlled crossing point. Despite the high volume of pedestrians, the area is dominated by traffic, with narrow and highly congested footways and a patchwork of materials.</p> <p>There is also a distinct lack of good public spaces, which was highlighted during the recent consultation exercise where more seating and more places to dwell were requested by the public.</p> <p>London Borough of Camden have given political support to improving Holborn Circus and the proposals for this report have been developed in conjunction with London Borough of Camden and TfL.</p>
Brief description of project	<p>Background</p> <p>In July 2004 the Planning & Transportation Committee and Policy & Resources Committees approved a Capital Bid Report for Holborn Circus to evaluate alterations to the layout of Holborn Circus.</p> <p>At the end of the 2005-06 financial year and in conjunction with the City, the London Borough of Camden employed a specialist consultant to undertake a preliminary public consultation that highlighted concerns and perceptions of members of the public living and working in the area.</p> <p>Since approval during the 2006-07 financial year TfL has continued to fund the scheme allowing more feasibility work to be undertaken. Additional areas of investigation have included the potential relocation of the Grade II Listed Prince Albert Statue, continued design and traffic modelling, and structural analysis of the carriageway to help assess the foundation requirements for the Statue at the new location.</p> <p>In July 2009 the Policy & Resources and Finance Committees, alongside the Streets and Walkways Committee, approved the continued evaluation and public consultation on the scheme.</p> <p>After drawn out, but ultimately fruitful discussions</p>

	<p>with English Heritage and TfL, a scheme has been developed to improve safety and accessibility at this location, as shown in Appendix B. This involves significant carriageway realignment, together with the relocation of the Prince Albert Statue. The scheme has the support of LB Camden, TfL and English Heritage.</p> <p>In March 2011 the City, in partnership with Camden, launched a major public consultation exercise seeking comments on the scheme proposals.</p> <p>In July 2011 an update report was presented to the Streets and Walkways Committee informing members of the results of the public consultation for the Holborn Circus Area Enhancement Scheme.</p> <p>Current Position</p> <p>In September 2011 an application for major bid funding of £4.4m was submitted to TfL. In March 2012, TfL announced that £2.5 has been ring-fenced for the Holborn Circus scheme in the financial year 2012/13.</p> <p>The TfL bid was successful as the scheme meets the criteria for three of the key objectives for TfL major scheme funding;</p> <ul style="list-style-type: none"> - Improving safety; - Making a transformational improvement to the area; and - Creating a more pleasant street environment by creating a high quality public realm. <p>This project is highly complex in nature due to the need to: (a) implement a scheme that not only improves safety, but also enhances Holborn Circus as a whole whilst still being practical for local residents and businesses; (b) relocate Grade II Listed Prince Albert Statue; and (c) agree a joint approach with the London Borough of Camden as the boundary with the City runs through the middle of Holborn Circus.</p>
Success Criteria	<ul style="list-style-type: none"> • Reduced accident rates. • Improved road safety and ease of movement for all modes of transport, particularly for the more vulnerable road

	<p>user.</p> <ul style="list-style-type: none"> • Improved sight-lines at the junction. • Reduction in traffic congestion and journey times. • Improved accessibility and connectivity for pedestrians. • Improved cycle parking throughout the area. • Creation of a more pleasant street environment with the introduction of a new public space, trees and seats. • Preservation, improved public access and ease of maintenance of the Grade II Listed Prince Albert Statue. • Improving the existing drainage system in the area as Holborn Circus is an area at risk of flooding.
Notable Exclusions	There are no notable exclusions.
Link to Strategic Aims	<p>A key aim of the City of London's LIP is to reduce road traffic casualties in the City, particularly fatal and serious casualties and casualties among vulnerable road users.</p> <p>The City together Strategy: The Heart of a world class City 2008 – 2014 sets out a priority to 'encourage walking and cycling safety'. It highlights that there are 'competing interests in road usage' and that 'the number of cyclists is likely to grow, which is to be encouraged'. It also states that the City should 'encourage improvements to transport safety, especially road safety'.</p> <p>The options being considered support the Core Strategy Vision of the LDF 'The City's streets will be managed to improve conditions for pedestrians and cyclists, while providing for essential private vehicle movements'.</p> <p>The London Borough of Camden Transport Strategy/ Local Implementation Plan sets out the future direction and vision for transport in Camden. It includes the key transport objectives, the policies</p>

	and measures to deliver them, and the targets and indicators to monitor and measure the success of the Strategy. Camden's objectives include improving road safety and personal security for people travelling in Camden. It also includes developing and maintaining high quality, accessible public streets and spaces and recognise that streets are about more than movement.
Within which category does the project fit	Category 7a: Asset Enhancement/ Improvement.
Resources Expended To Date	To date the total cost to evaluate the scheme is £281,132 which has been fully funded by TfL. A breakdown of these costs is set out in Appendix A Table 7.

Detailed Options Appraisal Recommendation

List of options described	<p>There are five potential options for Members to consider. Four of these propose a package of measures aimed at reducing the accident rate, which includes the relocation of the Grade II listed Prince Albert Statue, making the area more pleasant, safer and easier to navigate for workers, residents and visitors, as shown in Appendix B.</p> <p>The options are:-</p> <p>Option 1 – Do nothing;</p> <p>Option 2 – Major junction improvement works in asphalt;</p> <p>Option 3 – As option 2, but with York stone paving to be used on the footways;</p> <p>Option 4 – As option 2, but with York stone paving to be used on the footways, and granite setts to be installed at the raised courtesy crossing in Hatton Garden (LB Camden); and</p> <p>Option 5 - As option 2, but with York stone paving to be used on the footways, and granite setts to be installed at the raised courtesy crossings in both Hatton Garden and St Andrews Street.</p> <p>In addition to the above options, members are also requested to decide whether a Sustainable Urban</p>
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	<p>Drainage system (SUDS) should be included within any of the options 2, 3, 4 or 5.</p> <p>The options above have been presented to the TfL design review panel and their comments have been included within the recommendation sections of this report.</p>
<p>Option recommended to progress to Authority to Start Work stage</p>	<p>Option 4 is recommended to progress to Authority to Start Work Stage at an estimated total cost of £3,091,393 with the proviso that the London Borough of Camden Meet the additional cost of construction of the granite setts table and any associated ongoing revenue costs. Please refer to Appendix A, Table 3 for further details. This option is supported by London Borough of Camden (although funding not yet confirmed) and is expected to also be supported by TfL.</p> <p>Should funding for the granite setts not be agreed by the London Borough of Camden, it is proposed that Option 3 be progressed to Gateway 5.</p>
<p>Funding Strategy</p>	<p>In 2011 a bid for £4.4m was made to Transport for London (TfL), via the City's Local Implementation Plan, for major junction improvements at Holborn Circus. At the time the bid was submitted it was anticipated that the scheme would be fully funded by TfL (£4.1m) and other external funding sources (£0.3m). In March 2012, TfL confirmed a fixed and time limited contribution of £2.5m would be made available for major improvement works at Holborn Circus in 2012/13. This contribution is subject to TfL's agreement of the final design and the balance of any additional funding required being met by the City.</p> <p>The tables in Appendix A provide a breakdown of the estimated costs and corresponding funding strategies for the options being considered. Option 2 is presented as the least expensive option (£2,624,390), however, Officers advise there is a high risk that this option would not obtain TfL approval as TfL have indicated that they would want to see a high quality public realm in this area. If TfL did not support the design option the City would fail to realise the external funding available. Consequently, should Members choose to approve this option and the TfL contribution of £2.5m be</p>

withdrawn, the implementation of this scheme would be dependent on the relevant S.106 receipts (£253,000), Camden funding (£20,000), and on the availability of the On Street Parking Reserve (OSPR) (£2,351,390).

The latest projection of the OSPR indicates that the reserve is fully committed over the financial planning period to 2015/16. Approval of Option 2 would create an over-commitment of the Reserve by some £2.35m. This over-commitment would have to be eliminated over the planning period by either the re-prioritisation of existing schemes presently included in the Reserve Programme or through the identification of alternative funding for such schemes.

Table 3, Appendix A also details three further options: 3, 4 and 5. It is understood that all three of these would be acceptable to TfL, however, Option 4 is preferred. This is because this option includes the specification of works to the Hatton Garden arm of the junction that LB Camden prefer. Given that TfL are not willing to fully fund the scheme the financing of the three remaining options will also require the use of funding from s106 agreements and a call on the OSPR.

At this stage an allowance to meet the cost of possible unforeseen utility works has been provided within each option. This has been based on a tolerance of 20% of the basic option works cost. This is a worst case scenario and it is anticipated that this risk will be more robustly quantified at the detailed design stage, as costs are further refined, with any reduction in the contingency reducing the City's commitment from the OSPR.

The total estimated cost of the recommended Option 4 is £3,091,393 including a works contingency of £313,192 and SUDS £20,000. It is proposed that this scheme is funded via the £2.5m major bid grant from TfL, £308,923 from the OSPR, £253,000 from residual interest on two S.106 agreements and a contribution of £29,470 from the London Borough of Camden. Should members recommend Option 4, it is proposed that LB Camden would fund the use of granite setts on

	<p>Hatton Garden, and enter into an agreement for any future maintenance associated with their use. This would be set out at the detailed design stage.</p> <p>Whilst the financing of Option 4 will require a call on the OSPR (£308,923) this level of over-commitment is deemed “manageable” over the planning period to 2015/16; taking into account likely slippage etc. in other projects and other possible savings.</p> <p>Members are effectively being asked therefore, to approve the allocation of £308,923 from the OSPR, toward Holborn Circus on the basis that this represents a priority use of such funds and that through careful management of the Reserve, this over-commitment can be eliminated over the financial planning period. The funding strategies have been developed in conjunction with the Chamberlain.</p> <p>In the event that potential other relevant S.106 agreements become available, a revised funding strategy will be presented at detailed design stage to reduce the proposed over-commitment of the OSPR.</p> <p>The cost required to complete the design of options 2 to 5 is £194,000 as set out in Appendix A, Table 6. This is in addition to the £281,132 already provided by TfL to facilitate feasibility and options appraisal works at Holborn Circus between 2004/05 and 2011/12. The full cost to evaluate and design the measures will therefore total some £475,132.</p>
<p>Resource requirements to reach Authority to Start Work and source of funding</p>	<p>The resources required to reach authority to start work stage are detailed below.</p> <p><u>Option 1</u></p> <p>There are no further costs associated with this option.</p> <p><u>Options 2 to Option 5</u></p> <p>The estimated cost to develop a detailed design and to reach Authority to Start Work stage is £194,000 as set out in Appendix A, Table 6.</p> <p>The funding required to complete the detail design</p>

	<p>for options 3, 4 and 5 is fully recoverable from the £2.5m TfL major bid grant, with no expected contribution from the City. The cost to develop the detailed design for option 2, however, is likely to need to be met from OSPR as TfL are unlikely to support this option; with the OSPR being fully committed throughout the planning period to 2015/16, this level of over-commitment would have to be eliminated over the planning period.</p>
<p>Plans for consultation prior to Authority to Start Work</p>	<p>Extensive consultation has been undertaken as part of the evaluation of this scheme. During March and April 2011, the City, in partnership with the London Borough of Camden, undertook a public consultation on the principles of the proposals. A consultation leaflet seeking comments on the proposal was distributed to 5,500 local businesses and residents in the vicinity of Holborn Circus including those in the administrative boundaries of the London Boroughs of Camden and Islington.</p> <p>The consultation was formally launched by the (then) Deputy Chairman of Streets and Walkways alongside Councillor Sue Vincent, Cabinet Member for Environment at Camden. Both fully supported the proposals and highlighted the significant benefits that the scheme would bring to the local community.</p> <p>The formal launch took place on 3rd March 2011 at St. Andrews Holborn Church. This was followed by a six week consultation/ exhibition at the Church.</p> <p>The consultation and exhibition were advertised on the City's website, in E-Leader and City Resident as well as by Camden using their Change Act Share newsletter to businesses. The consultation material was available to download from the City's website and comments could be submitted electronically to a dedicated email address.</p> <p>A total of 147 responses have been received and officers have also received valued feedback on the proposals through the launch event and exhibition held at St Andrews Church.</p> <p>The results of this consultation were overwhelmingly positive, as was reported to the Streets and Walkways Committee in July 2011.</p>

	A number of views were expressed over the impact on cycling permeability of making Hatton Garden one way under the scheme proposals. This issue has been resolved by allowing 2 way cycling for cyclists at the Hatton Garden junction of Holborn.
Level of approval for Detailed Design (if required)	A Gateway 4C detail design report will need to be submitted to Committee for decision.
Procurement Strategy	It is proposed that the City's highways term contractor will be used. Procurement will be in line with term contract procedure.
Tolerances	Any significant deviation from the project programme would delay the start of construction and prevent the expenditure of TfL funding in 2012/2013.

Detailed Options Appraisal

Option	Option 1 – Do Nothing
Description	<p>Selecting the Do Nothing option would mean that Holborn Circus would continue to be one of the most dangerous junctions in the City of London and the London Borough of Camden.</p> <p>The junction will continue to form a major barrier to pedestrian movement in the area, and there will continue to be a lack of public space in the vicinity of the junction.</p>

Option	Option 2 – Traffic measures and relocation of statue, environmental enhancements, mastic asphalt footways and asphalt courtesy crossings.
Description	<ul style="list-style-type: none"> • Simplify junction operation, making it much clearer to drivers, cyclists and pedestrians to see how the junction works; • Move the Prince Albert Statue west onto High Holborn to help improve sight-lines; • A reduction in carriageway space and increase in pedestrian space, opening up

Option	Option 2 – Traffic measures and relocation of statue, environmental enhancements, mastic asphalt footways and asphalt courtesy crossings.
	<p>opportunities for public realm improvements, particularly adjacent to the western gardens of St Andrews Church;</p> <ul style="list-style-type: none"> • Redirection of St Andrew Street into New Fetter Lane; • New controlled pedestrian crossing points on all arms except Hatton Garden; • Provide raised courtesy crossings at Hatton Garden and St Andrew Street; • Provide cyclists with advanced stop lines and lead in-lanes on Hatton Garden making the junction safer and easier to use for them; • Hatton Garden to operate as one-way northbound, with a 2 way cycle facility at the junction of Holborn; and • The raised courtesy crossings to be constructed using tarmac, and the footway areas to be paved using mastic asphalt. <p>It has been identified that the Grade II Listed Prince Albert Statue that lies in the centre of the Circus is a significant contributor towards the accident rate at the junction. The position of the statue creates confusion and sight line problems, particularly for the more vulnerable road user who account for 70% of the total number of personal injury accidents at the junction.</p> <p>Reducing the number of arms entering the junction and relocating the Prince Albert Statue will simplify traffic movements whilst improving forward visibility which should result in a significant reduction in personal injury accidents. In its revised location, the Prince Albert Statue will be located to the west of Holborn Circus, set within a central reserve, allowing the Statue to be appreciated at close quarters. This will also allow for much easier maintenance of the statue, and reduced vehicle damage.</p>

Option	Option 2 – Traffic measures and relocation of statue, environmental enhancements, mastic asphalt footways and asphalt courtesy crossings.
	<p>In terms of traffic management, the junction capacity would be increased since the number of arms entering the junction would be reduced from six to four arms. This enables the installation of staggered pedestrian crossings on all arms of the junction, except Hatton Garden where an uncontrolled crossing is proposed. The right turn from St Andrew Street will be prohibited to all vehicles, except cyclists, and a 2 way cycling facility will be installed on Hatton Garden. The changes to traffic operations at Holborn Circus will require rerouting of traffic operations and further traffic modelling will be undertaken during detail design to ensure that the junction is fully optimised and that any safety issues regarding the proposed signal layout have been removed.</p> <p>Softening the street environment with trees will provide shade in the summer months and enhance biodiversity. The newly created public space area adjacent to St Andrews Church will provide space for trees and seating, although the number, type and positions of the trees would be restricted by the location of the piped subway and underground cables and services.</p> <p>The option will address the spatial balance and relationship between footway and carriageway at Holborn Circus to create a more inclusive environment, one that recognises the need for enhanced pedestrian movement. The improvements around Holborn Circus would mitigate the access and connectivity issues associated with the junction.</p>
Advantages/ Disadvantages and strategy for achievement	Refer to the recommendation section below.
Scope and exclusions	No notable exclusions.
Constraints and assumptions	It is assumed that listed building consent approval to relocate the Prince Albert Statute will be

Option	Option 2 – Traffic measures and relocation of statue, environmental enhancements, mastic asphalt footways and asphalt courtesy crossings.										
	<p>received within 3 months of submitting the application.</p> <p>Assumptions have been made regarding the costs for diverting underground utilities within the vicinity of the junction and are to be met from the 20% contingency identified.</p> <p>Assumptions have been made regarding the costs of installing a Sustainable Drainage System within the newly created area of open space adjacent to St Andrews church.</p> <p>The above will be confirmed in the Gateway 4C report (detail design).</p>										
Programme	<p>The project programme is detailed below in table 8.</p> <p>Table 8: Outline programme</p> <table> <tr> <th><u>Task</u></th><th><u>Date</u></th></tr> <tr> <td>Detailed design, traffic modelling, safety audit, traffic management plans and revised cost estimate</td><td>June - Sep 2012</td></tr> <tr> <td>Gateway 4C "Detailed Design" report and Gateway 5 "Authority to Start Work" report</td><td>Sep/ Oct 2012</td></tr> <tr> <td>Enabling works</td><td>Nov - Dec 2012</td></tr> <tr> <td>Implementation</td><td>Jan- May 2013 NB TfL-funded elements must be completed by 31st March 2013.</td></tr> </table>	<u>Task</u>	<u>Date</u>	Detailed design, traffic modelling, safety audit, traffic management plans and revised cost estimate	June - Sep 2012	Gateway 4C "Detailed Design" report and Gateway 5 "Authority to Start Work" report	Sep/ Oct 2012	Enabling works	Nov - Dec 2012	Implementation	Jan- May 2013 NB TfL-funded elements must be completed by 31 st March 2013.
<u>Task</u>	<u>Date</u>										
Detailed design, traffic modelling, safety audit, traffic management plans and revised cost estimate	June - Sep 2012										
Gateway 4C "Detailed Design" report and Gateway 5 "Authority to Start Work" report	Sep/ Oct 2012										
Enabling works	Nov - Dec 2012										
Implementation	Jan- May 2013 NB TfL-funded elements must be completed by 31 st March 2013.										
Risk implications	See Appendix D										
Legal implications	The City has general powers to improve highways in section 62 of the Highways Act 1980 as well as more specific improvement powers (e.g. to vary the widths of footway and carriageway (s.75), alter the level of highway (s.77) and plant trees (s.96)).										

Option	Option 2 – Traffic measures and relocation of statue, environmental enhancements, mastic asphalt footways and asphalt courtesy crossings.
	As the City will be carrying out works in the area of the London Borough of Camden, it will need to enter into agreement under s.8 of the Highways Act 1980 prior to doing so.
HR implications	N/A
Anticipated stakeholders and consultees	Key stakeholders will be kept informed during the detail design process. Notices will also be installed around Holborn Circus to keep local residents/businesses updated on scheme progress.
Results of consultation carried out to date	See consultation prior to authority to start work section.
<u>Financial Implications</u>	
Estimated capital cost (£)	The total estimated costs of the Highway improvement works is £2,624,390, as set out in Appendix A, Table 3.
Source of capital funding	Please refer to funding strategy above and Appendix A, Table 4. The progression of this option would require significant underwriting from the On-Street Parking reserve and lead to the over-commitment of the Reserve by some £2.35m over the planning period to 2016/17. This over-commitment would have to be eliminated by either the re-prioritisation of existing schemes presently included in the Reserve Programme or through the identification of alternative funding for such schemes.
Anticipated phasing of capital expenditure	The anticipated phasing of capital expenditure is as follows: 2012/13 £2,510,828 2013/14 £102,562 Later years £11,000
Estimated capital value/return (£)	N/A

Option	Option 2 – Traffic measures and relocation of statue, environmental enhancements, mastic asphalt footways and asphalt courtesy crossings.
Fund/budget to be credited with capital return	N/A
Estimated revenue implications (£)	<p>Although the City's geographical boundary runs through the middle of Holborn junction, the City's maintenance boundary includes the whole of the junction and therefore extends into the London Borough of Camden. Consequently any future maintenance works required at Holborn Circus fall under the responsibility of the City. At this stage, however, it is not anticipated that there will be any additional cleansing and maintenance costs as a result of the proposed area enhancements. This will be further refined at detailed design stage.</p> <p>The scheme also includes the installation of 6 new trees. It is expected that the first five years maintenance and establishment costs for these trees (estimated at £2,200 per year) will be met from the relevant S.106 deposits, after which the ongoing maintenance costs would be met by the Department of Open Spaces.</p>
Source of revenue funding	N/A
Fund/budget to be credited with income/savings	N/A
Anticipated life	N/A
Investment Appraisal	N/A
Benchmarks or comparative data	N/A
Proposed procurement approach	The City's Highways term contractor would be used to deliver the chosen option.
Affordability	See proposed funding strategy above and Appendix A, table 4.
<u>Recommendation</u>	Not Recommended
Reasons	Whilst this option will help to achieve most of the success criteria as set out in this report, the proposal to pave the footways in mastic asphalt is

Option	Option 2 – Traffic measures and relocation of statue, environmental enhancements, mastic asphalt footways and asphalt courtesy crossings.
	<p>not considered appropriate in a setting adjacent to a listed building and in an area of major change, as set out in the review of materials report which was approved by Committees in December 2010.</p> <p>Furthermore, the proposal to construct the raised courtesy crossings in Hatton Garden and St Andrew Street using tarmac will not provide the same visual contrast and therefore safety benefits as would be achieved by using granite setts.</p> <p>The use of mastic asphalt for the footways would also fail to meet one of the key objectives for TfL major scheme funding, which is to create a more pleasant street environment by creating a high quality public realm. Consequently there is a high risk that this option would not obtain TfL approval and therefore would fail to realise the external funding available.</p>
Next Steps	<p>Should members approve this option, detail design will be undertaken and an application for listed building consent approval will be submitted.</p> <p>Costs will be refined and a Gateway 4C and 5 reports will be prepared prior to implementation.</p>

Option	Option 3 – Traffic measures and relocation of statue, environmental enhancements, York stone footways and asphalt mastic courtesy crossings.
Description	This option is the same as option 2 but it is proposed to pave the footways in York stone paving.
Advantages/ Disadvantages and strategy for achievement	Refer to the "Recommendation" section below.
Scope and exclusions	No notable exclusions.
Constraints and assumptions	As option 2.
Programme	As option 2.

Option	Option 3 – Traffic measures and relocation of statue, environmental enhancements, York stone footways and asphalt mastic courtesy crossings.
Risk implications	See Appendix D .
Legal implications	As option 2.
HR implications	N/A
Anticipated stakeholders and consultees	As option 2.
Results of consultation carried out to date	As option 2.
<u>Financial Implications</u>	
Estimated capital cost (£)	The total estimated costs of the Highway improvement works is £3,081,923, as set out in Appendix A table 3.
Source of capital funding	Please refer to funding strategy above and Appendix A, Table 4.
Anticipated phasing of capital expenditure	The anticipated phasing of capital expenditure is as follows: 2012/13 £2,510,828 2013/14 £560,095 Later years £11,000
Estimated capital value/return (£)	N/A
Fund/budget to be credited with capital return	N/A
Estimated revenue implications (£)	As option 2.
Source of revenue funding	N/A
Fund/budget to be credited with income/savings	N/A

Option	Option 3 – Traffic measures and relocation of statue, environmental enhancements, York stone footways and asphalt mastic courtesy crossings.
Anticipated life	N/A
Investment Appraisal	N/A
Benchmarks or comparative data	N/A
Proposed procurement approach	As option 2.
Affordability	See proposed funding strategy above and Appendix A, table 4.
<u>Recommendation</u>	Not Recommended
Reasons	<p>Although the use of York stone meets one of the key objectives for TfL major scheme funding, to create a more pleasant street environment by creating a high quality public realm, the proposal to construct the raised courtesy crossings in Hatton Garden and St Andrew Street using tarmac will not provide the same visual contrast and therefore safety benefits as using granite setts.</p> <p>In addition, the TfL design review panel recommended that the raised courtesy crossing at Hatton Garden should be constructed in granite setts, as this area is very different in scale and character to St Andrew Street.</p>
Next Steps	<p>Should members approve this option, detail design will be undertaken and an application for listed building consent approval will be submitted.</p> <p>Costs will be refined and a Gateway 4C and 5 reports will be prepared prior to implementation.</p>

Option	Option 4 – Traffic measures and relocation of statue, environmental enhancements, York stone footways and a granite sett courtesy crossing in Hatton Garden.
Description	This option is the same as option 2 but it is proposed to pave the footways in York stone paving, construct the raised courtesy crossing in Hatton

Option	Option 4 – Traffic measures and relocation of statue, environmental enhancements, York stone footways and a granite sett courtesy crossing in Hatton Garden.
	Garden in granite setts, and construct the raised courtesy crossing in St Andrew Street in tarmac.
Advantages/ Disadvantages and strategy for achievement	Refer to the “Recommendation” section below.
Scope and exclusions	No notable exclusions.
Constraints and assumptions	As option 2.
Programme	As option 2.
Risk implications	See Appendix D .
Legal implications	As option 2.
HR implications	N/A
Anticipated stakeholders and consultees	As option 2.
Results of consultation carried out to date	As option 2.
<u>Financial Implications</u>	
Estimated capital cost (£)	The total estimated costs of the Highway improvement works is £3,091,393, as set out in Appendix A, Table 3.
Source of capital funding	Please refer to funding strategy above and Appendix A, Table 4
Anticipated phasing of capital expenditure	The anticipated phasing of capital expenditure as detailed in Appendix A, Table 5 is as follows: 2012/13 £2,510,828 2013/14 £569,565 Later years £11,000
Estimated capital value/return (£)	N/A

Option	Option 4 – Traffic measures and relocation of statue, environmental enhancements, York stone footways and a granite sett courtesy crossing in Hatton Garden.
Fund/budget to be credited with capital return	N/A
Estimated revenue implications (£)	As option 2.
Source of revenue funding	N/A
Fund/budget to be credited with income/savings	N/A
Anticipated life	N/A
Investment Appraisal	N/A
Benchmarks or comparative data	N/A
Proposed procurement approach	As option 2.
Affordability	See proposed funding strategy above and Appendix A, table 4.
<u>Recommendation</u>	Recommended
Reasons	<p>This option will help to achieve all of the success criteria as set out in this report. The proposals aim to reduce the accidents at the junction whilst creating a high quality public realm making the area safer, more pleasant and easier to navigate.</p> <p>It is proposed to construct the raised courtesy crossing in St Andrew Street using tarmac. Although this will not provide the same visual contrast and safety benefits as using granite setts, due to the high axle loading and turning movements of buses into St Andrews Street, tarmac is considered the most suitable material to use at this location.</p> <p>As part of the landscaping it is proposed to replace the existing concrete slabs and mastic asphalt with</p>

Option	Option 4 – Traffic measures and relocation of statue, environmental enhancements, York stone footways and a granite sett courtesy crossing in Hatton Garden.
	<p>York stone paving, which is the appropriate material to use adjacent to a listed building, and in an area of major change.</p> <p>This option also meets one of the key objectives for TfL major scheme funding, which is the creation of a more pleasant street environment by creating a high quality public realm.</p> <p>The TfL design review panel recommended that the raised courtesy crossing at Hatton Garden should be constructed in granite setts, as it is very different in scale and character to St Andrew Street.</p>
Next Steps	<p>Should members approve this option, detail design will be undertaken and an application for listed building consent approval will be submitted.</p> <p>Costs will be refined and a Gateway 4C and 5 reports will be prepared prior to implementation.</p>

Option	Option 5 – Traffic measures and relocation of statue, environmental enhancements, York stone footways and granite sett courtesy crossings in Hatton Garden and St Andrew Street.
Description	This option is the same as option 2 but it is proposed to pave the footways in York stone paving, and construct the raised courtesy crossings in Hatton Garden and St Andrews Street in granite setts.
Advantages/ Disadvantages and strategy for achievement	Refer to the “Recommendation” section below.
Scope and exclusions	No notable exclusions.
Constraints and assumptions	As option 2
Programme	As option 2.
Risk implications	See Appendix D.

Option	Option 5 – Traffic measures and relocation of statue, environmental enhancements, York stone footways and granite sett courtesy crossings in Hatton Garden and St Andrew Street.
Legal implications	As option 2.
HR implications	N/A
Anticipated stakeholders and consultees	As option 2.
Results of consultation carried out to date	As option 2.
<u>Financial Implications</u>	
Estimated capital cost (£)	The total estimated costs of the Highway improvement works is £3,182,299, as set out in Appendix A, table 3.
Source of capital funding	Please refer to funding strategy above and Appendix A, Table 4.
Anticipated phasing of capital expenditure	The anticipated phasing of capital expenditure is as follows: 2012/13 £2,510,828 2013/14 £660,471 Later years £11,000
Estimated capital value/return (£)	N/A
Fund/budget to be credited with capital return	N/A
Estimated revenue implications (£)	As option 2.
Source of revenue funding	N/A
Fund/budget to be credited with income/savings	N/A
Anticipated life	N/A

Option	Option 5 – Traffic measures and relocation of statue, environmental enhancements, York stone footways and granite sett courtesy crossings in Hatton Garden and St Andrew Street.
Investment Appraisal	N/A
Benchmarks or comparative data	N/A
Proposed procurement approach	As option 2.
Affordability	As option 2.
<u>Recommendation</u>	Not Recommended
Reasons	<p>This option will help to achieve all of the success criteria as set out in this report. The proposals aim to reduce the accidents at the junction whilst creating a high quality public realm making the area safer, more pleasant and easier to navigate. However, due to the high axle loading and turning movements of buses into St Andrews Street, there could be additional costs associated with the maintenance of a granite sett courtesy crossing in this location. Consequently, the use of tarmac is considered to be the most suitable material in this instance.</p> <p>As part of the landscaping it is proposed to replace the existing concrete slabs and mastic asphalt with York stone paving, which is the appropriate material to use adjacent to a listed building, and in an area of major change.</p> <p>This option meets one of the key objectives for TfL major scheme funding, which is the creation of a more pleasant street environment by creating a high quality public realm.</p> <p>It is proposed to construct the raised courtesy crossings in Hatton Garden and St Andrew Street using granite setts which will provide safety and accessibility benefits to pedestrians.</p>
Next Steps	<p>Should members approve the option, detail design will be undertaken and an application for listed building consent approval will be submitted.</p> <p>Costs will be refined and a Gateway 4C and 5</p>

Option	Option 5 – Traffic measures and relocation of statue, environmental enhancements, York stone footways and granite sett courtesy crossings in Hatton Garden and St Andrew Street.
	reports will be prepared prior to implementation.

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Table 3 Holborn Circus Estimated Costs of Proposed Options

Description	Option 2 Traffic Measures and Relocation of Statue	Option 3 Traffic Measures and Relocation of Statue	Option 4 Traffic Measures and Relocation of Statue	Option 5 Traffic Measures and Relocation of Statue
	Mastic Asphalt £	York stone Paving £	York stone Paving & Granite Setts on Hatton Garden £	York stone Paving & Granite Setts on Hatton Garden & St Andrews Street £
Detailed Design	194,000	194,000	194,000	194,000
Detailed Design Sub Total	194,000	194,000	194,000	194,000
Highways works	1,211,943	1,460,141	1,442,640	1,481,790
Traffic signals and civils works	25,000	25,000	25,000	25,000
Foundation slab construction	60,000	60,000	60,000	60,000
Drainage	25,000	25,000	25,000	25,000
Trees and Irrigation	13,200	13,200	13,200	13,200
Street lighting	10,000	10,000	10,000	10,000
Traffic management	50,000	50,000	50,000	50,000
CCTV relocation	25,000	25,000	25,000	25,000
Mastic asphalt paving (footway)	129,918	0	0	0
York stone paving (footway)	0	339,253	339,253	339,253
Raised courtesy crossing in asphalt	15,900	(a) 15,900	(b) 8,740	0
Raised courtesy crossing in graine setts	0	0	(c) 34,131	(d) 94,627
Works Sub Total	1,565,961	2,023,494	2,032,964	2,123,870
Fees	446,700	446,700	446,700	446,700
CoL Staff Costs	71,337	71,337	71,337	71,337
Sub Total	518,037	518,037	518,037	518,037
5 Year Maintenance - Trees	13,200	13,200	13,200	13,200
Total before Contingencies and SUDS	2,291,198	2,748,731	2,758,201	2,849,107
Contingencies	313,192	313,192	313,192	313,192
SUDS	20,000	20,000	20,000	20,000
GRAND TOTAL	2,624,390	3,081,923	3,091,393	3,182,299

(a) 535m2
(b) 165m2
(c) 370m2
(d) 535m2

Table 4 Holborn Circus Proposed Funding Strategy

Description	Option 2 Traffic Measures and Relocation of Statue	Option 3 Traffic Measures and Relocation of Statue	Option 4 Traffic Measures and Relocation of Statue	Option 5 Traffic Measures and Relocation of Statue
	Basic Materials £	York stone Paving £	York stone Paving & Granite Setts on Hatton Garden £	York stone Paving & Granite Setts on Hatton Garden & St Andrews Street £
Funding requirement before Contingencies				
TfL Major Bid Funding	0	2,500,000	2,500,000	2,500,000
London Borough of Camden	20,000	20,000	29,470	29,470
S106 Contribution - New Street Square	230,000	228,731	228,731	230,000
S106 Contribution - Fleetway House	23,000	0	0	23,000
On Street Parking Reserve	2,018,198	0	0	66,637
Sub Total	2,291,198	2,748,731	2,758,201	2,849,107
Additional funding requirement after Contingencies and SUDS				
S106 Contribution - New Street Square	0	1,269	1,269	0
S106 Contribution - Fleetway House	0	23,000	23,000	0
On Street Parking Reserve	333,192	308,923	308,923	333,192
GRAND TOTAL	2,624,390	3,081,923	3,091,393	3,182,299

Table 5 Holborn Circus Estimated Expenditure Phasing of Recommended Option 4

Description	2012/13	2013/14	Later Years	Total £
	£	£	£	
Design	194,000	0	0	194,000
Works (incl. contingencies)	1,975,491	390,665	0	2,366,156
Fees	300,000	146,700	0	446,700
Staff costs	41,337	30,000	0	71,337
Maintenance		2,200	11,000	13,200
TOTAL	2,510,828	569,565	11,000	3,091,393

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Appendix A

Holborn Circus Area Enhancement Scheme

Table 6 Holborn Circus Detailed Design Budget

Description	Task	Cost (£)
Highways	Detail design	62,000.00
City Transportation	Project management	28,500.00
City Surveyor's	Detail design	1,500.00
Environmental Enhancement	Technical advice	1,500.00
Open Spaces	Technical advice	1,000.00
Staff Cost Sub Total		94,500.00
Utility companies	Investigate and provide estimates for utility diversions	57,500.00
Consultants costs	Undertake traffic modelling, surveys and provide technical advice	33,500.00
TfL modelling	Approve traffic modelling proposals	7,000.00
Safety audit	Stage 2 safety audit	1,500.00
Fees Sub Total		99,500.00
GRAND TOTAL		194,000.00

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Appendix A

Table 7: Feasibility/ Evaluation History 2004-2012, TfL project funding to date

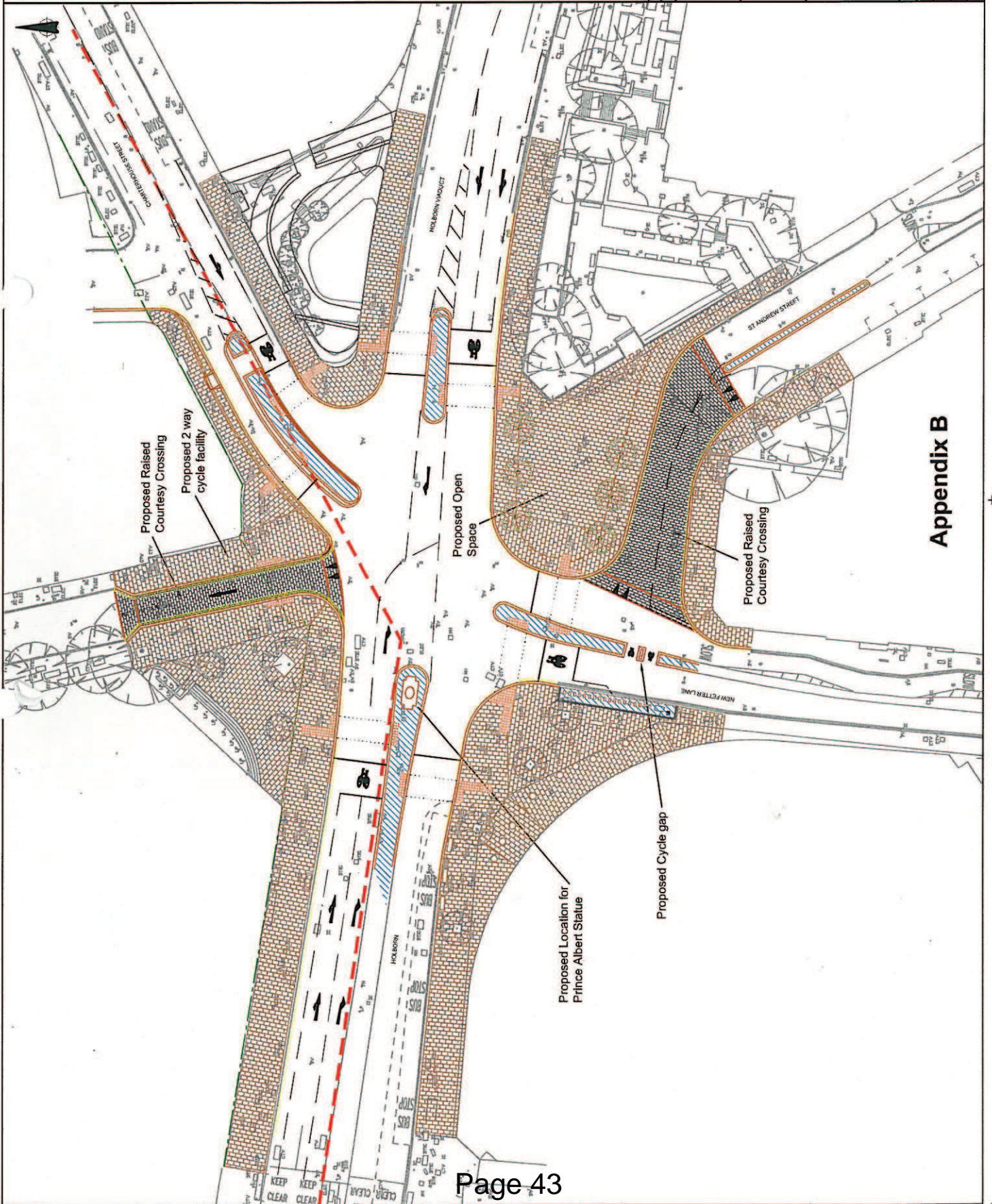
Task	Year	Approved	Expenditure
Clear Zones report commissioned by CoL & Camden to investigate public perception of road safety concerns.	2004/05	£15,000	£6,968
Consultant commissioned to investigate permanent design options and undertake Vissim modelling.	2006/07	£35,000	£30,831
Consultant commissioned to investigate temporary design options and undertake Vissim modelling	2007/08	£20,000	£10,811
Consolidation of proposals and initial investigations into planning & structural requirements for relocation of the Prince Albert Statue.	2008/09	£74,000	£69,984
Increase in funding to allow further evaluation of the proposals and to prepare an evaluation report.	2009/10	£80,000	£79,893
Consultation to assess public perception of a strategy for Holborn Circus.	2010/11	£33,000	£32,645
Consolidation of proposals. Radar survey investigations, traffic modelling assessments.	2011/12	£50,000	£50,000
Total		£307,000	£281,132

* All funding on this project has been via TfL.

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Key

- City of London Public Highway Boundary
- City of London Highway Metreable Boundary



Rev	MS	Date	Description	Revision
1				

Holborn Circus
Option 2

General Arrangement
Option B

**HIGHWAY DESIGN
AND CONSTRUCTION**
CITY OF LONDON
DEPARTMENT OF TRANSPORT SERVICES
CITY OF LONDON
12250@A1

SHEET 1 of 1	12250@A1
DATE	12250@A1
APPROVED BY	12250@A1
DESIGNED BY	12250@A1
CHECKED BY	12250@A1
DATE	12250@A1

Appendix B

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Appendix C

Key Risk Register				
Description of Risk	Probability	Impact	Total Risk Value	Comments
Local Businesses/User Groups not supporting the project	Low	Medium	Low	A formal public consultation process has taken place with local residents/ businesses. The package of proposals has received strong support.
Unforeseen issues resulting in serious programme slip. In particular risk associated with need for costly utility works to facilitate construction.	Low	Low	Low	The sum of £313,192 provided that meet cost of potential works.
Unforeseen technical issues arising during construction resulting in significant changes to the design.	Low	Medium	Low	
Proposed north bound only movement for traffic exiting the junction at Hatton Gardens reduces permeability for cyclists heading south bound.	Low	Medium	Low	South bound movements for cyclists will now be allowed.
				TfL are fully supportive of the scheme and is to provide the city of London with £2.5m towards the detail design and implementation of the scheme, providing the scheme meets the criteria for two of the key objectives for TfL major scheme funding; - Making a transformational improvement to the area; and - Creating a more pleasant street environment by creating a high quality public realm.
TfL Not supporting the project	Low	High	Medium	
English Heritage not supporting the project	Low	High	Medium	Need to apply for Listed Building Consent in order to relocate the Grade II listed statue.
Failure to secure funding for the 2012/13 financial year	Low	High	Medium	Ensure there is a funding strategy in place.
Inability to agree signal design with TfL	Low	High	Medium	

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Agenda Item 5

Committee(s):	Date(s):	
Streets and Walkways Sub Committee	18 June 2012	
Projects Sub Committee	20 June 2012	
Subject: New Ludgate (30 Old Bailey) S.278 agreement		Public
Report of: Director of the Built Environment		For Decision
Ward (if appropriate): Farringdon Within		

Summary

The purpose of this report is to seek permission to sign an agreement under section 278 of the Highways Act 1980 (S.278) with Land Securities, the developer of the site incorporating 30 Old Bailey and 60 Ludgate Hill (referred to as New Ludgate). This report also provides two options for the footway material to be used on Limeburner Lane.

A S.278 agreement is required to cover the necessary highway changes to facilitate the development and must be signed off before construction is permitted to start. Land Securities has been granted planning permission to redevelop the site, has demolished the buildings previously situated there and wishes to commence construction imminently.

Two options are presented for this project. In both options the footways in the Old Bailey, Ludgate Hill and Limeburner Lane will require resurfacing. In line with corporate policy it is proposed that Old Bailey (conservation area) and Ludgate Hill (key route through City including Lord Mayor's Show route) be resurfaced in York stone. In the case of Limeburner Lane corporate policy would ordinarily dictate resurfacing in asphalt. In this case however, the developer is strongly seeking the use of York stone. Given the developer's preference officers have agreed to present this option to Members but only if the developer provides a commuted sum to meet likely maintenance costs over the next 25 years. This the developer has agreed and therefore the use of York stone in Limeburner Lane is the recommended option. However a second option for mastic asphalt is also provided should members be minded to remain strictly within policy.

The materials options for Limeburner Lane are therefore York stone (Option 1) and asphalt (Option 2).

The recommended option (option 1) is strongly preferred by the developer because it is consistent with the retail usage of the new development and they have confirmed they are happy to provide the £147,100 maintenance cost as part of a commuted sum.

In addition to the choice of material for Limeburner Lane, the proposed highway works will:

- Fill in the lower level parts of the footway to achieve a single level footway between the carriageway and the approved building.
- Maintain the integrity of the traffic and environment zone by adding physical measures, such as bollards or seats on the wider footway

(Limeburner Lane).

- Remove the existing highway retaining wall on Limeburner Lane where it will become redundant when the building is constructed.
- Integrate the future proofing statutory undertakers' ducts (and communal telecommunications chambers) with the development and connect to those being installed on the adjacent site.
- Include any necessary changes to parking and loading to reflect the needs of the development and changes to the area.
- Change Limeburner Lane to be a two-way street where feasible. If not, then consider the viability of contraflow cycling.
- Increase the on-street cycle parking.
- Improve the public realm through the possible introduction of trees and other enhancements.

Evaluation and design of the required changes to the highway adjacent to the building has commenced with funds provided to the City through an initial evaluation and design payment of £140,000 from the developer. These funds will be used to continue the design through to Gateway 5.

A S.278 agreement has been drafted and proposes that:

- The subsurface works will be undertaken by the developer with the City's term contractor undertaking the surface level works.
- All costs will be covered by the developer, who will provide the City with the funds in advance of the works taking place.

Recommendations

It is recommended that Members:

- Approve Option 1 as the preferred option, estimated at £737,600
- Delegate authority to execute an agreement under section 278 of the Highways Act 1980 to the Director of the Department of the Built Environment and the Comptroller & City Solicitor.
- Approve any necessary advertising of proposed changes to traffic management orders, a statutory consultation requirement.

Contact:

jereme.mckaskill@cityoflondon.gov.uk | telephone number: 020 7332 3580

Gateway 4: Detailed Options Appraisal

Committee(s):	Date(s):	Item no.
Street and Walkways	18 June 2012	
Projects Sub Committee	20 June 2012	
Subject: New Ludgate (30 Old Bailey) S.278		Public
Report of: Director of the Department of the Built Environment		For Decision

Overview

1. Context	<p>This is a Gateway 4 detailed options appraisal report.</p> <p>In June 2011, Land Securities was granted planning permission to redevelop most of the block that sits within Old Bailey, Ludgate Hill and Limeburner Lane. See appendix 1 for the local area and site boundary plan.</p> <p>The developer moved quickly to demolish the existing structures in the site and liaise with the City regarding a S.278 agreement. This occurred prior to current gateway approval process taking shape.</p> <p>The developer is ready to start construction imminently, in summer 2012. An agreement under Section 278 (S.278) of the Highways Act 1980 for the works to the public highway around the site must be signed off before construction is permitted to start.</p> <p>The evaluation and design of the required changes to the public highway are being undertaken with funds provided to the City by the developer through an exchange of letters, which is acknowledged in the draft of the S.278 agreement.</p>
2. Brief description of project	<p>The project is to plan, design and implement a highways layout that accommodates the new buildings whilst conforming to the City's design standards. This will be achieved through a S.278 agreement.</p> <p>The primary desirables of the project are:</p> <ul style="list-style-type: none"> • Fill in lower level footway on Limeburner Lane (see appendix 2 for a photograph of the split level footway). • Install the future proofing statutory undertakers' ducts (and communal entry

	<p>chambers for telecommunications) and link to those being installed in front of the adjacent UK Power Networks site. This will minimise the likelihood of future street works and disruption.</p> <ul style="list-style-type: none"> • Ensure the levels, for drainage, between the buildings, private and public spaces tie in as necessary. • To deliver the physical changes in the vicinity of the development in time for the occupation of the development. • To deliver the necessary changes to parking/loading and vehicle movement requirements. • Replace existing public realm to an appropriate standard.
3. Success Criteria	<p>This project will:</p> <ol style="list-style-type: none"> 1. Deliver the highway works in time for the occupation of the buildings. 2. Deliver the future proofing ducts and communal chambers. 3. Deliver a highway that is designed and implemented to a standard that the City is happy to adopt and maintain. 4. Deliver the above without financial impact on the City.
4. Notable Exclusions	<p>The changes will integrate with but not include works that are on the private land.</p>
5. Link to Strategic Aims	<p>It will help provide modern, efficient, and high quality local services and policing within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes. This will be achieved by enhancing the area around the new development in such a way as to ensure the development can function as it needs to including the future proofing ducts for utilities' equipment.</p>
6. Within which category does the project fit	<p>4. Substantially reimbursable (fully funded by the developer)</p>
7. Resources Expended To Date	<p>The developer has already provided the City with an initial payment of £140,000 for evaluation and design costs.</p>

	The projected spend at Committee date of 18 June 2012 is:	
		Cost (£)
	Transportation & Public Realm Staff costs (For project management and design)	26,029
	Highways Staff costs (Design advice and cost estimates)	2,500
	Open Spaces Staff costs (For trees: irrigation and maintenance)	600
	Fees (consultant design fees) Design: integration with utilities / developer)	45,200
	Total	£74,329
Remaining funds from the initial payment are to be applied towards the costs required to progress the scheme.		

Detailed Options Appraisal Recommendation

8. List of options described	<p>The following changes to the public highway are essential requirements in order for the development to fit into the area and are included in both of the options investigated:</p> <ul style="list-style-type: none"> • Fill in the lower level parts of the footway to achieve a single level footway between the carriageway and the approved building. • In order to maintain the integrity of the traffic and environment zone, additional physical measures, such as bollards or seats, will be necessary on the wider footway (Limeburner Lane). • Remove the existing highway retaining wall on Limeburner Lane where it will become redundant when the building is constructed.
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	<ul style="list-style-type: none"> • Integrating the future proofing statutory undertakers' ducts (and communal telecommunications chambers) with the development and connect to those being installed on the adjacent site. • Any necessary changes to parking and loading to reflect the needs of the development and changes to the area. <p>There are also a number of desirable changes that will enable the area to function to its full potential. These have also been included in both options investigated:</p> <ul style="list-style-type: none"> • Change Limeburner Lane to be a two-way street where feasible. If not, then consider the viability of contraflow cycling. • Increase the on-street cycle parking. • Improve the public realm through the possible introduction of trees and other enhancements. <p>The two options investigated in this report relate to the materials used on the footways surrounding the development. They are:</p> <p>Option 1:</p> <ol style="list-style-type: none"> 1. All surrounding footways to be paved in York stone <p>Option 2:</p> <ol style="list-style-type: none"> 2. Footways to be part paved in York stone (Ludgate Hill and Old Bailey) and part in asphalt (Limeburner Lane) <p>Appendix 3 points out the above items.</p> <p>Street works implications:</p> <p>The work to repave Ludgate Hill will require one way vehicle working (westbound only) on Ludgate Hill in order to ensure adequate safety is achieved for the workers. This may be for up to six weeks and occurs under both options.</p>
<p>9. Option recommended to progress to Authority to Start Work stage</p>	<p>Option 1 is recommended.</p> <p>The current materials policy agreed by the Planning and Transportation, Finance and Policy & Resources Committees in December 2010 assessed materials against the three elements of sustainability: economic, social/cultural and</p>

	<p>environmental.</p> <p>Option 1 is for all surrounding footways to be paved in York stone. On the basis of the materials policy, this option is conditional that all the costs (including the provision of a commuted sum for the maintenance of the York stone on Limeburner Lane) are paid for by the developer. Such a recommendation and condition maximises the benefits when assessed for economic, social/cultural and environmental sustainability for the materials used around the site.</p> <p>Whichever option Members approve will be financially equal as they are both fully funded by the developer and there will be no financial cost to the City.</p>												
<p>10. Resource requirements to reach Authority to Start Work and source of funding</p>	<p>Officer time needed:</p> <p>The total projected spend to reach Gateway 5 (including the spend to reach Gateway 4):</p> <table border="1"> <thead> <tr> <th></th><th>Cost (£)</th></tr> </thead> <tbody> <tr> <td>Transportation & Public Realm Staff costs (For project management and design)</td><td>35,200</td></tr> <tr> <td>Highways Staff costs (Cost estimates and construction package approval)</td><td>4,000</td></tr> <tr> <td>Open Spaces Staff costs (Trees costs and design recommendation)</td><td>800</td></tr> <tr> <td>Fees (For consultants providing construction designs)</td><td>94,300</td></tr> <tr> <td>Total</td><td>£134,300</td></tr> </tbody> </table> <p>Budget requirement: £134,300</p> <p>Source of funds: The developer has already provided</p>		Cost (£)	Transportation & Public Realm Staff costs (For project management and design)	35,200	Highways Staff costs (Cost estimates and construction package approval)	4,000	Open Spaces Staff costs (Trees costs and design recommendation)	800	Fees (For consultants providing construction designs)	94,300	Total	£134,300
	Cost (£)												
Transportation & Public Realm Staff costs (For project management and design)	35,200												
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Open Spaces Staff costs (Trees costs and design recommendation)	800												
Fees (For consultants providing construction designs)	94,300												
Total	£134,300												

	the City with £140,000 towards the design and evaluation of this scheme. It is anticipated that the projected underspend of £5,700 against the £140,000 budget will be used towards the implementation of the works. The developer will also, via the S.278 agreement, be required to meet any further costs that the City incurs.
11. Plans for consultation prior to Authority to Start Work	External stakeholders that will be consulted include the City Police, the Central Criminal Court and also include the statutory requirement to consult for the change to traffic regulation orders to Limeburner Lane and in relation to any parking / loading changes.
12. Level of approval for Detailed Design (if required)	Approval will be sought from the spending and Projects Sub committee. This will be an authority to start work report (Gateway 5) so as to enable implementation in early 2013.
13. Recommended Procurement Strategy	<p>The on going design that will take the project through to Gateway 5 will continue to be undertaken by utilising the same consultants that have worked closely with the developer and have a very good understanding of the site. This ensures a common designer, which supports the developer.</p> <p>The implementation works will be delivered in two parts:</p> <ul style="list-style-type: none"> • Subsurface works to bring the lower level footway up to the carriageway level will be delivered by the developer and their contractor. • The surface level works will be delivered by the City's highway term contractor.
14. Tolerances	<p>The timing of the programme is a critical element of the project. The delivery of the scheme should not delay the opening and occupation of the building.</p> <p>All costs are to be covered by the developer. The S.278 agreement proposes that any "excess" costs will be paid by the developer should they be necessary.</p>

Detailed Options Appraisal

Option	Comparison of both options
<p>15. Description</p>	<p>All surrounding footways to be paved in York stone (Option 1) or all footways (except Limeburner Lane) to be paved in York stone and Limeburner Lane paved in mastic asphalt (Option 2).</p> <p>The footways on Ludgate Hill, Old Bailey and Limeburner Lane will be paved with York stone. The developer has requested this option.</p> <p>The materials policy is based on an assessment of the three elements of sustainability (economic, social/cultural and environmental) and states that York stone should only be used in the following areas:</p> <ol style="list-style-type: none"> 1. Conservation areas (along conservation area borders, both sides of the street will be covered) –<i>This applies to Old Bailey.</i> 2. Key routes through the City (including Lord Mayor's Ceremonial route) – <i>this applies to Ludgate Hill.</i> 3. Specially approved areas of significant enhancement approved by Committee (such as Cheapside, Carter Lane and Riverside Walk) 4. Surrounding key listed buildings <p>Based on this, York stone would not normally be recommended for Limeburner Lane because of the maintenance costs (i.e. economic sustainability). Therefore a commuted sum for the maintenance cost is required to be provided to the City under this option.</p>
<p>16. Benefits and strategy for achievement</p>	<p>The benefits are assessed against the three elements of sustainability (economic, social / cultural and environmental). The primary assessment is against the impact on the City.</p> <p>Economic (neutral)</p> <p>Both options are economically neutral to the City because they are funded by the developer.</p> <p>If Option 1 is adopted, the City will avoid any extra maintenance costs (above the level required to maintain the materials recommended in the review of materials) if a commuted sum is provided by the developer for the extra maintenance costs. The value of this is £147,100 and is calculated based on the replacing the York stone once during the life of the</p>

Option	Comparison of both options
	<p>development, This is an approach similar to those used by other London Local Authorities.</p> <p>Social / cultural (Option 1: positive, Option 2: neutral)</p> <p>The developer considers this Option 1 a positive because retail space will benefit from a more aesthetically pleasing appearance directly outside their frontage which may:</p> <ul style="list-style-type: none"> • encourage retailers to use the space • generate a higher rental return for the space • bring in a greater number of customers to such a retail area. <p>In short, the higher aesthetic appearance of Option 1 creates a more welcoming and pleasant environment.</p> <p>Environmental (neutral)</p> <p>York stone (Option 1) has the same British Research Establishment environmental rating as mastic asphalt (Option 2).</p> <p>The above benefits will be achieved by ensuring that the maintenance costs, for the next 25 years, (as well as the implementation costs) of the York stone are paid for by the developer.</p>
<p>17. Scope and exclusions</p>	<p>The works are for the changes to the public highway as a consequence of the development and do not include works on the private land. However, the design of both the public and private works has been undertaken with consideration for the other. The delivery of the works will also be arranged so that there is consistency with the delivery of the work and that ultimately everything ties together seamlessly.</p> <p>The subsurface works will include the filling in of the lower level footway, and the addition of statutory undertaker's ducts through the area. This will be delivered by the developer as they construct their building. The costs of these will be paid for directly by the developer and are not included in this report.</p>
<p>18. Constraints and assumptions</p>	<p>Assumption:</p> <p>The programme is based on the developer's intention to start construction of the development in summer</p>

Option	Comparison of both options
	<p>2012. What is most important is the need to implement the works in time for the completion and occupation of the development, which is currently expected to be in 2015.</p> <p>Should the programme for occupation of the development change, it is very likely the programme for the S.278 works will also need to be adjusted.</p>
19. Programme	<p>The programme would have the major milestones of:</p> <ul style="list-style-type: none"> • Construction of the development commences summer 2012 • Subsurface Works occur between summer 2012 and autumn 2013 • Gateway 5: authority to start work report Oct/Nov 2012 • Surface Works between autumn 2013 and summer 2014
20. Risk implications	<p>The options are rated as low risk.</p> <p>Key risks:</p> <ul style="list-style-type: none"> • Time constraints mean we sign off on a cost for the S.278 before the detail design is complete. This has been mitigated by the inclusion of an "excess" into the S.278 meaning that any excess that is required to deliver the scheme will have to be funded by the developer. • The development sits on a site that is particularly complicated to cater for the necessary drainage requirements. It is difficult to avoid putting in many drains to prevent water falling on the public highway draining onto the private land. In addition, the developer wishes to avoid having the "unsightly" drains. The developer has stated their willingness to allow water that falls on the public highway to drain onto the private land. This will be written into an agreement. • Should a delay occur in the developer constructing the building, the lower level space will not be opened to the public for a longer period of time. This is tolerated as it is a space that currently provides no access to any other

Option	Comparison of both options
	space and is behind the hoarding of the site.
21. Legal implications	<p>Section 278 of the Highways Act 1980 empowers a highway authority, if they are satisfied it will be of benefit to the public, enter into an agreement with a third party for the execution of works to the public highway at the third party's cost including maintenance.</p> <p>Section 50 of the New Roads and Street Works Act 1991 permits the City to grant licences for equipment to be placed in the highway subject to conditions. A S.50 licence will be provided to the developer for the communal chambers for telecommunications that will remove the need for any telecommunications providers to dig up the footway to provide connections into the building in the future.</p> <p>An agreement with the developer to remove the liability from the City for any water that runs off the public highway onto the private land is necessary in order to reduce the drainage requirements on the footway, which the developer wishes to minimise in order to maintain a high level of aesthetic appeal around their site.</p>
22. HR implications	none
23. Anticipated stakeholders and consultees	<p>External stakeholders:</p> <ul style="list-style-type: none"> • The developer • City Police (for the traffic and environment zone) • Utilities companies (particularly BT and Thames Water) • Central Criminal Court • General public (for traffic order changes) <p>Internal stakeholders:</p> <ul style="list-style-type: none"> • Highways in Dept of the Built Environment (DBE) • Environmental Enhancement (DBE) • Open Spaces Department - trees • City surveyor - highway retaining wall structure removal • Road Safety Team – road safety audit

Option	Comparison of both options		
24. Results of consultation carried out to date	The developer is resolute that York stone is their preferred paving material (Option 1)		
Financial Implications			
25. Estimated capital cost (£)	There will be no cost to the City.		
	The total cost of Option 1 is expected to be between £652,300 and £737,600 and Option 2 between £575,000 and £645,200. The range represents the costs excluding (lower value) and including (upper value) a 20% contingency.		
	This will be refined as the detail design for Gateway 5 is completed. It includes the £140,000 that the developer has already provided the City as part of the Evaluation and Design payment.		
	The following table provides an overview of the estimated costs.		
		Option 1 Cost (£)	Option 2 Cost (£)
	Evaluation & Design (up to construction designs and approvals to Gateway 5)	134,300	134,300
	Works (implementation)	421,300	351,100
	Fees (traffic orders)	5,300	5,300
	Staff (project management, site supervision)	91,400	84,300
Contingency (other/non-costed works and unforeseen difficulties)	84,300	70,200	
Total	£737,600	£645,200	

Option	Comparison of both options
	<p>The level of confidence in this value can be considered medium. The costing will be refined as part of the work undertaken in the detailed design (Gateway 5).</p> <p>It is important to note that the developer has stated that they are ready to commence the construction of the development in summer 2012. A S.278 agreement, including an estimate of the value of works, is required to be signed before construction can be permitted. The S.278 agreement will state the upper values (£737,600 for Option 1 and £645,200 for Option 2) and will also contain provision should any excess be necessary.</p> <p>The funds will be received by the City in advance of the works.</p> <p>The developer is still required to pay the full costs of the scheme, even if higher than estimated. Likewise, the City will return any unspent funds to the developer.</p>
26. Source of capital funding	The developer
27. Anticipated phasing of capital expenditure	<p>The implementation for the surface level works is likely to occur in the 2013/14 and 2014/15 financial years. The anticipated spend by financial year is (Option 1 figures used):</p> <ul style="list-style-type: none"> • 2013/14: purchasing materials and implementation - £500,000 • 2014/15: implementation and closeout - £237,000 <p>This will be refined as the project progresses.</p>
28. Estimated capital value/return (£)	N/A
29. Fund/budget to be credited with capital return	N/A
30. Estimated revenue implications (£)	To establish a suitable commuted sum for maintenance we have worked on the assumption that the York stone will need to be replaced during the life of the development. This method has been used by other central London local authorities.

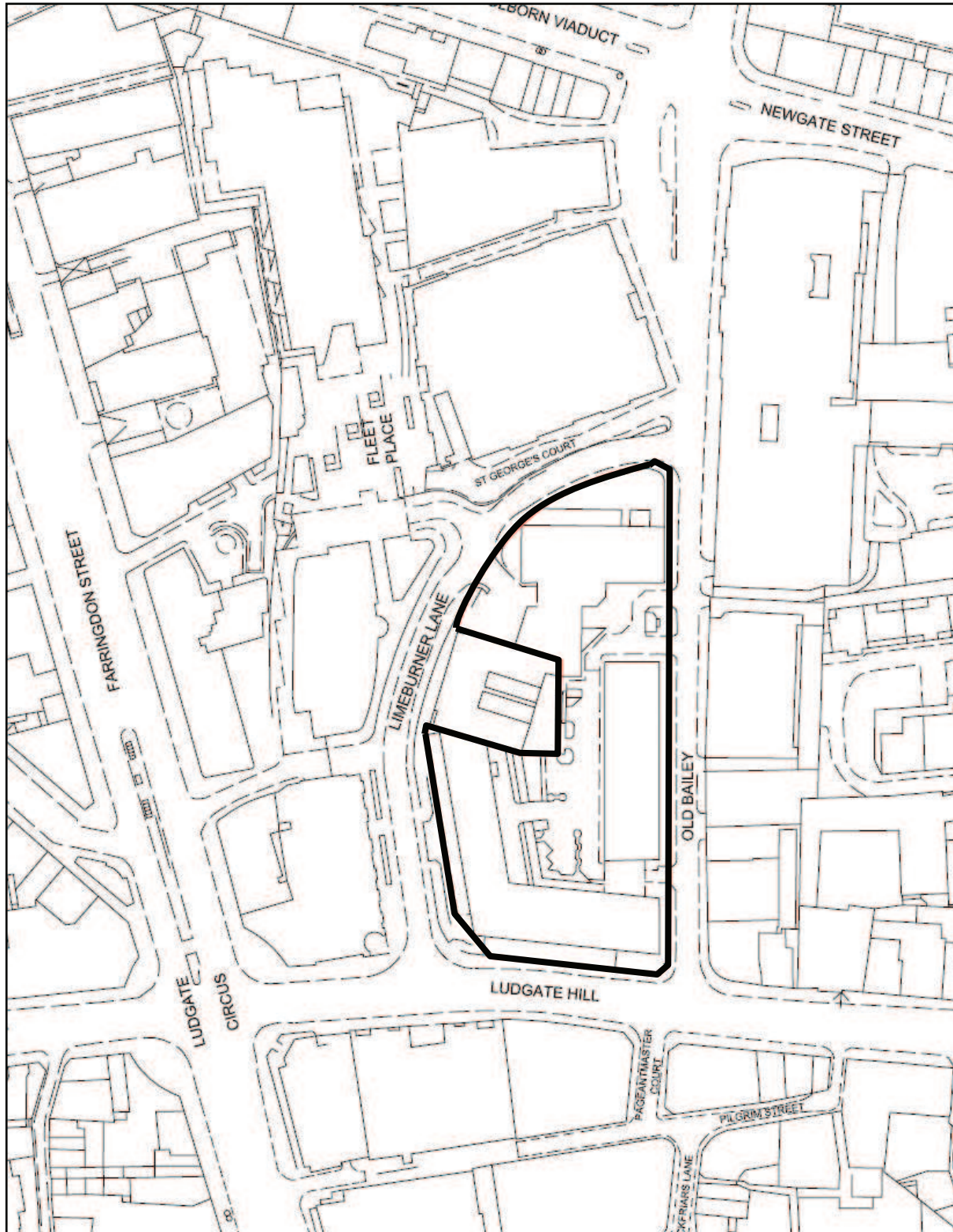
Option	Comparison of both options
	<p>Therefore, the cost to replace the York stone is estimated at £147,100 and will be incorporated into the S.278 agreement should Option 1 be approved. This is in addition to the cost to implement the option as stated in paragraph 25.</p> <p>Two small sections of highway retaining wall will be removed because the new development will fill in the lower level footway and thus remove the need for the retaining wall. City Surveyor has broadly estimated the cost of maintaining the retaining wall at £45,000 over 50 years. Funds to maintain this wall will now no longer have to be found by the City.</p> <p>Both options include a provision of £46,600 to maintain the trees.</p>
31. Source of revenue funding	The developer
32. Fund/budget to be credited with income/savings	N/A
33. Anticipated life	25+ years
34. Investment Appraisal	N/A
35. Benchmarks or comparative data	The surface level works will be carried out by our new term contractor (Riney) at recently tendered rates.
36. Proposed procurement approach	<p>The highways term contractor will be used to deliver the surface level highway works.</p> <p>The subsurface highway works will be delivered by the developer using their preferred contractor who must first be approved by the City. This allows for efficient and consistent delivery of the subsurface works. It is sensible for one contractor to be responsible for the delivery of the subsurface works on the private and public realm.</p>
37. Affordability	The project will be fully funded by the developer.
<u>Recommendation</u>	Recommended
38. Reasons	Option 1 provides the most benefits when assessed against economic, social/cultural and environmental sustainability.

Option	Comparison of both options
	<p>Option 1 provides greater social/cultural benefits.</p> <p>Environmental benefits are equal to those in Option 2.</p> <p>The economic assessment is neutral on both options as the scheme is fully funded by the developer.</p> <p>Option 1 is very much the preference of the developer who will make the necessary £147,100 contribution to maintenance costs which is estimated to cover the additional revenue costs for the next 25 years.</p>
39. Next Steps	<p>Should Members approve this scheme:</p> <ul style="list-style-type: none"> • The costs for the approved option will be inserted into the S.278 agreement and it will be signed. • Construction of the development will commence. • The detail of the design will be progressed and feed into a Gateway 5 report. • Proposed changes to traffic orders will be advertised for public consultation to feed into the Gateway 5 report.

Appendix 1

New Ludgate (30 Old Bailey and 60 Ludgate Hill)

Location and site boundary



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Appendix 2

Split level footway on Limeburner Lane



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

Document is Restricted

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