



Streets and Walkways Sub (Planning and Transportation) Committee

Date: MONDAY, 17 SEPTEMBER 2012

Time: 11.30am

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

Members:

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

Enquiries: Katie Odling
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Lunch will be served in Guildhall Club at 1pm

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**

2. **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 16 July 2012.

For Decision
(Pages 1 - 6)

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

- a) Riverside Walk Enhancement Strategy: Connecting Spaces Year 2 (Pages 7 - 22)
- b) Angel Lane Outcome Report (Pages 23 - 34)
- c) Silk Street (Pages 35 - 56)
- d) Resolution from the Policy and Resources Committee (5 July 2012) - Millennium Bridge Area Enhancement Project (Pages 57 - 58)
- e) Millennium Bridge (Pages 59 - 102)

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

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

7. **EXCLUSION OF THE PUBLIC**

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

Part 2 - Non-public Agenda

8. **NON-PUBLIC MINUTES**

To agree the non-public Minutes of the meeting held on the 16 July 2012.

For Decision
(Pages 103 - 104)

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

10. **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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Agenda Item 3

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE Monday, 16 July 2012

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held Committee Room - 2nd Floor West Wing, Guildhall on Monday, 16 July 2012 at 11.30 am.

Present

Members:

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

Officers:

Katie Odling	- Town Clerk's Department
Esther Sumner	- Policy Officer, Town Clerk's Department
Mark Paddon	- Chamberlain's Department
Philip Everett	- Director of the Built Environment
Rob Oakley	- Department of the Built Environment
Paul Monaghan	- Assistant Director Engineering, 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

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Brian Harris and Michael Hudson.

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

There were no declarations of interest received.

3. MINUTES

The Minutes of the meeting held on 18 June 2012, were confirmed as a correct record subject to an amendment to Item 6: - St Lawrence Jewry Fountain on **Canon Street**, not London Bridge.

MATTERS ARISING: -

The Times Cities for Cycling Campaign (Item 3) – The following resolution from the Policy and Resources Committee in response to a resolution from this Committee was circulated at the meeting and was noted by Members.

“The Committee considered a resolution of the Streets and Walkways Sub-Committee, together with a report of the Director of the Built Environment concerning the Times Cities Fit for Cycling Campaign.

Discussion ensued on the merits of the City Corporation adopting the Campaign. Members noted that a number of projects were already being developed to address safety at the City’s busy junctions and were therefore of the view that there was no need to adopt the Campaign.

RESOLVED – That the resolution and the content of the report be noted and that as a number of projects were already being developed to address safety at the City’s busy junctions no further action be taken.”

The Deputy Chairman advised that he would report back to the next meeting of the London Council’s on the matter.

Millennium Bridge Area Enhancements (Item 3) – A resolution from the Board of Governors of the City of London School was tabled at the meeting as follows : -

“Millennium Bridge Area Enhancements Project (page 6) – A Governor, who was also a member of the City’s Streets and Walkways Sub Committee, reported that this Project had been approved by the Streets and Walkways Sub Committee and was then sent on to the Projects Sub Committee for endorsement. The Governor went on to report that the Projects Sub Committee had, unfortunately, referred the report back to the Streets and Walkways Sub Committee as they had not been convinced that the proposals submitted would make a significant improvement to the area as intended. The Governor reminded the Board of the importance and urgency of this matter to the School and suggested that representations should be made to both the Streets and Walkways and the Projects Sub Committees underlining this.

Another Governor went on to express concerns around the remit of the City’s Projects Sub Committee stating that it had been established to look at value for money in such projects and not to comment on the aesthetics or any operational issues. He added that, whilst this Board was not responsible for this project it was significantly impacted by it and it was felt that the Policy and Resources Committee (the ‘parent’ Committee of the Projects Sub Committee) should be made aware of its ‘mission drift’ and the impact this was having on projects such as these.

A Governor commented that the funding for the project was Section 106 money specifically 'earmarked' for these improvements.

Another Governor reiterated that the upper part of this area, nearest St. Paul's Cathedral, had been the cause of many accidents and was in need of improvement.

A Governor commented that the Projects Sub Committee appeared to dispute the fact that that the area was utilised sufficiently to warrant the amount to be spent here. The Board strongly disputed this point stating that the area was of enormous importance not only to the School, its staff and its pupils but also to the hundreds of thousands of visitors and tourists who passed through here annually.

The Board asked that representations be made to the Policy and Resources Committee, the Streets and Walkways Sub Committee and the Projects Sub Committee on this matter asking that the decision to refer the plans back thus further delaying the works be reconsidered and the importance of timing and the need to complete the majority of the works during the School holiday period be underlined."

Members were keen to progress the project as soon as possible with minimal disruption to the school especially during the exam periods. Members were informed that most of the construction work was on target to begin at the start of the 2014 summer break. Furthermore, a £20k grant had been received from Marathon Trust to use for sport related activity in the City. A report containing further details would be presented to the Committee in September 2012.

Reporting projects – Reference was made to the policy for reporting on projects and the Chairman advised that a more detailed discussion around this would be raised under item 9.

New Ludgate (30 Old Bailey) S.178 Agreement (Item 5)- Members were informed that this report was being considered by the Projects Sub Committee on 17 July 2012, and related to the opening up of a pre-payment from the developer regarding landscaping and releasing of funding for evaluation work of the proposed crossing at Ave Maria Lane to be undertaken. Members noted that subject to this report being approved by the Projects Sub Committee, Gateway 3 & 4 would be brought to this Committee.

London Bridge Planter Boxes (item 6) – Members were informed that the design and quality of the planters would be taken up with TfL after the Olympic period.

4. DECISIONS TAKEN UNDER DELEGATED AUTHORITY OR URGENCY PROCEDURES

Consideration was given to a report of the Town Clerk which provided details of action taken by the Town Clerk in consultation with the Chairman and Deputy Chairman of the Streets and Walkways Sub Committee, in accordance with Standing Order Nos. 41 (a) and 41 (b).

RECEIVED.

5. EASTERN CITY CLUSTER - GREAT ST HELENS SCULPTURE SPACE - YEAR 3

Consideration was given to a progress report of the Director of the Built Environment in respect of Eastern City Cluster – Great St Helen’s: Sculpture Space Years 3 & 4.

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

The Chairman commended Officers on the detailed report and the Committee acknowledged the quality of the artwork exhibited, the excellent educational benefits and community outreach the project provides and the reputational benefits the sculpture space brings to the City.

RESOLVED : - That,

- i) the report be noted; and
- ii) use of £100,000 of the £800,000 earmarked for the Eastern City Cluster Phase 3 evaluation and works, by the City, from the Pinnacle Section 106 agreement for a capped contribution up to a maximum of £50,000, per annum in Years 3 & 4.

6. ALDERSGATE STREET / BEECH STREET JUNCTION REVIEW

Consideration was given to a report of the Director of the Built Environment which provided an update on the outcome following the recently implemented junction improvements. It was noted that the results of post-implementation monitoring and feedback indicated that the trial had been successful.

Discussion ensued regarding the cost of the installation of the traffic light timers and their benefits. It was agreed to circulate a copy of the Road Safety Audit report to Members.

Members also agreed that a review of the junction should be undertaken in 12 months.

RESOLVED : - That

- i) the changes to the junction at Aldersgate Street/Beech Street be retained; and
- ii) a review of the junction be undertaken in 12 months.

7. ROAD TRAFFIC CASUALTIES IN THE CITY

Consideration was given to a report of the Director of the Built Environment which provided an update on casualty statistics in the City. The report set out the latest figures up to the end of 2011.

The Assistant Director referred Members specifically to page 37 of the report which identified specific areas within the City where casualties had occurred involving Pedal Cycles and Pedestrians. Members noted that some areas

attracted more casualties than others and that this was an issue with the operation of the streets/junctions.

During discussion, reference was made to the usage of the Barclays Cycle Hire scheme and the need to promote safer cycling through campaigns with London Council's; the general need to put more resources in to campaigns to promote safer cycling in the City; the importance of the Road Safety Plan and working with Transport for London (TfL) to improve Cannon Street Junction/King William Street Junction. It was agreed that further data analysis work was required with Transport for London.

One Member noted that in comparison to other London Boroughs, the City of London Corporation was performing at a lower level and it was hoped that the Road Safety Plan would assist in ensuring the number of casualties was reduced in future. Specific details from the LIP report were also requested and also the plans for reducing speed limits at Bank, Liverpool Street and Moorgate etc. The Assistant Director advised that some of the different types of categories of casualties were included in the LIP report and the Director was keen to bring this forward.

Reference was also made to causalities that occurred through the use of mobile phones.

The Chairman then invited Mr Reilly (a member of the public who had submitted the report attached with the Agenda on road casualties in the City) to make representations to the Committee who stated that unless the number of casualties was not reduced the Corporation was unlikely to meet its LIP target

The Director concluded the debate by stating that a joined up approach with the Police was paramount and regular monthly meetings had been set up to discuss issues. Prior to action being taken, specific causes needed to be identified and the Corporation was looking at various methods of reducing the number of casualties that occurred in the City.

The Committee commended Officers for a comprehensive report and Mr Reilly for his contributions.

RESOLVED : - That

- i) the report be noted and the further programme of work identified in paragraph 51 be approved; and
- ii) the 'Road Danger Reduction Plan' be brought to this Committee in October 2012.

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

There were no questions.

9. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There was one item of urgent business relative to the Project Approval Procedure.

Members of the Sub-Committee agreed that the following motion be put to the Planning and Transportation Committee at their meeting on 24 July 2012: -

“That consideration be given to ask the Policy and Resources Committee to alter the Project Approval Procedures as part of the post implementation Governance Review to allow Gateway 2 reports to be submitted to Spending Committees.”

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

There were no questions.

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

There was one item of urgent non-public business relative to the Olympics.

The meeting ended at 1.05 pm

Chairman

Contact Officer: Katie Odling
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katie.odling@cityoflondon.gov.uk

Committee(s):	Date(s):
Streets and Walkways Sub-Committee	17 September 2012
Projects Sub-Committee	18 September 2012
Subject: Riverside Walk Enhancement Strategy: Connecting Spaces Year 2	Public
Report of: Director of the Built Environment	For Decision
Ward:	
<u>Summary</u>	
<p>This is a Combined Options Appraisal and Authority to Start Work report as agreed with the Town Clerk's Department.</p> <p>This report covers Year 2 of the Connecting Spaces project which is fully funded from a Transport for London (TfL) funding allocation for 2012/13 totalling £150,000 under the category of 'Streets as Places'.</p> <p>The City's Riverside Walk is a series of formerly unconnected wharfs which have been linked over time. The Connecting Spaces project proposes improvements to create a more consistent, comfortable and better connected walkway in order to give it a single identity as a walking route. The scheme involves a series of paving, lighting, signage and street furniture improvements at various locations along the Riverside Walk as part of the Riverside Walk Enhancement Strategy. The proposed locations are shown on the plan in the Appendix.</p> <p>On 24 July 2012, the Planning and Transportation Committee approved the use of £150,000 from the TfL funding allocation for this project. Authority to begin the Year 2 Connecting Spaces programme is now sought. The TfL funding is time-limited and must be spent by March 2013.</p> <p>Recommendations</p> <p>It is recommended that:</p> <p>(i) The project be approved at an estimated cost of £150,000 funded by Transport for London.</p>	

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Gateway 3/4/5: Combined Options Appraisal and Authority to Start Work

Committee(s): Streets and Walkways Sub-Committee Project Sub-Committee	Date(s): 17 th September 2012 18 th September 2012
Subject: Riverside Walk Enhancement Strategy: Connecting Spaces Year 2	Public
Report of: The Director of the Built Environment	For Decision

Overview

Context	<p>This is a Combined Options Appraisal and Authority to Start Work report as agreed with the Town Clerk's Department.</p> <p>This report covers Year 2 of the Connecting Spaces project which is fully funded from a Transport for London (TfL) funding allocation for 2012/13 totalling £150,000 under the category of 'Streets as Places'.</p> <p>The scheme involves a series of paving, lighting and street furniture improvements at various locations along the Riverside Walk as part of the Riverside Walk Enhancement Strategy.</p> <p>The City's Riverside Walk is a series of formally unconnected wharfs which have been linked over time. The Connecting Spaces project proposes improvements to create a more consistent, comfortable and better connected walkway in order to give it a single identity as a walking route.</p> <p>In July 2011 the Streets and Walkways sub-Committee approved Year 1 of this project. These works were completed in March 2012 and fully funded by Transport for London (TfL) under the category of 'Corridors and Neighbourhoods' now known as the 'Streets as Places' funding grant. Year 1 of the Connecting Spaces project saw the implementation of various paving, lighting and street furniture improvements along the Riverside walkway. The main areas that were enhanced were Dark House Walk and Dark House Walk Passage (paving, lighting and street furniture including exercise equipment), along with improved lighting underneath the Blackfriars Rail Bridge and London Bridge and festoon lighting at Old Billingsgate.</p> <p>On 24 July 2012, the Planning and Transportation Committee approved the use of £150,000 from TfL's Streets as Places funding grant for this project.</p>
Brief description of project	<p>Various improvements to lighting, paving, street furniture and signage are proposed along the Riverside for Year 2 of this project. These are summarised below:</p> <ul style="list-style-type: none"> • All Hallows Lane – Access improvements, re-cladding of steps, provision of seating; • Walbrook Wharf – Improved signage including interpretation

	<p>signage about the working wharf;</p> <ul style="list-style-type: none"> • Southwark Bridge area – upgrade of lighting to more efficient LEDs adjacent to River Thames and under covered walkways; • Paul's Walk – Improvements to the area within close proximity to the public toilet(particularly lighting); • Seating – in areas where there is a need for more and where old benches need replacing; • Signage – Introduce additional appropriate signage to improve way finding for pedestrians and discourage illegal cycling on the Riverside Walkway.
<p>Success Criteria</p>	<p>Connecting Spaces will deliver the following sustainable outcomes in line with the objectives of the Riverside Walk Enhancement Strategy and Core Strategy CS9: <i>Thames and the Riverside</i>.</p> <ul style="list-style-type: none"> • Create a more pleasant, safe and attractive environment for residents, visitors and local occupiers; • Encourage greater use of the Riverside as a walking route; • Address rough sleeping and anti-social behaviour by improving lighting; • Improve way-finding and interpretation through additional signage; • Develop a readily identifiable walking route through the use of consistent paving materials; • Improve accessibility and enhance access points to the Riverside; • Provide comfortable places for people to rest and enjoy views of the River; • Discourage illegal cycling on the Riverside Walk through the use of signage (subject to appropriate enforcement). <p>The impact of the project will be measured by site assessments and through the annual update reports on the enhancement strategy.</p>
<p>Notable Exclusions</p>	<p>N/A</p>
<p>Link to Strategic Aims</p>	<p>This project has links to the Community Strategy as follows: Theme: Protects, promotes and enhances our environment</p> <ul style="list-style-type: none"> • To protect and enhance the built environment of the City and its public realm. • To encourage sustainable forms of transport. <p>The 'Thames and the Riverside' has been identified through the</p>

	<p>City's Core Strategy as a 'Key City Place'</p> <p>The Vision: Thames and the Riverside</p> <p>The Thames and its riverside will provide well designed and managed public spaces, ranging from lively and vibrant areas, to areas of relative tranquillity for relaxation and contemplation. Residential, educational, recreational and employment activity will be enhanced by high quality sustainable streetscapes which will address the challenges of climate change...The riverside will be easily accessible from other parts of the City and from the south side of the Thames.</p>
Within which category does the project fit	Substantially Reimbursable / Advisable
Resources Expended To Date	£5,000 (staff costs) for the Options Appraisal and to prepare necessary reports. This figure represents approximately 3.3% of the overall project cost and is based on an estimate of approximately 50 hours for evaluation, which would be fully externally funded by TfL.

Options Appraisal Recommendation

List of options described	<p>The funding allocation from TfL is £150,000 that must be spent by 31 March 2013. Therefore all 3 options listed below would utilise the full funding allocation. This means that the main variable to be agreed relates to the scope of the project rather than the cost.</p> <p>Option 1 (Recommended Option): Implement enhancements to paving, lighting, street furniture and signage at various sites along the Riverside Walk</p> <p>This option would enable the City to carry out improvements in the areas most in need of enhancement. By addressing, lighting, paving, street furniture and improved signage in a comprehensive manner at the identified priority locations, those spaces between existing schemes can be brought up to a better standard to achieve a more consistent riverside walkway.</p> <p>Option 2: Implement enhancements at various sites along the Riverside Walk with a focus on paving</p> <p>This option would enable more paving improvements so that a wider geographical area along the riverside walk could be enhanced, together with street furniture and signage improvements. This option advocates the narrowing of focus to address one of the issues identified in Table 1 below.</p> <p>Option 3: Implement enhancements at various sites along the Riverside Walk with a focus on lighting</p> <p>This option enables more lighting enhancement measures within a</p>
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	<p>wider geographical area along the riverside walk together with street furniture and signage improvements. This option advocates the narrowing of focus to address one of the issues identified in Table 1 below:</p> <p>Table:1 Estimated costs of Options 1, 2 and 3</p> <table border="1"> <thead> <tr> <th></th> <th>Option 1</th> <th>Option 2</th> <th>Option 3</th> </tr> <tr> <th>Item</th> <th>Cost (£'s)</th> <th>Cost (£'s)</th> <th>Cost (£'s)</th> </tr> </thead> <tbody> <tr> <td>Evaluation (staff costs)</td> <td>5,000</td> <td>5,000</td> <td>5,000</td> </tr> <tr> <td>Sub-Total (Evaluation)</td> <td>5,000</td> <td>5,000</td> <td>5,000</td> </tr> <tr> <td>Paving works</td> <td>45,000</td> <td>85,000</td> <td></td> </tr> <tr> <td>Provide and install lighting</td> <td>40,000</td> <td></td> <td>85,000</td> </tr> <tr> <td>Street furniture & Signage</td> <td>30,000</td> <td>30,000</td> <td>30,000</td> </tr> <tr> <td>Fees and Staff Costs</td> <td>30,000</td> <td>30,000</td> <td>30,000</td> </tr> <tr> <td>Total</td> <td>150,000</td> <td>150,000</td> <td>150,000</td> </tr> </tbody> </table>		Option 1	Option 2	Option 3	Item	Cost (£'s)	Cost (£'s)	Cost (£'s)	Evaluation (staff costs)	5,000	5,000	5,000	Sub-Total (Evaluation)	5,000	5,000	5,000	Paving works	45,000	85,000		Provide and install lighting	40,000		85,000	Street furniture & Signage	30,000	30,000	30,000	Fees and Staff Costs	30,000	30,000	30,000	Total	150,000	150,000	150,000
	Option 1	Option 2	Option 3																																		
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Option recommended	Option 1																																				

Detailed Options Appraisal

Option 1	
Description	<p>For Year 2 additional areas that are in need of enhancement have been identified which include sections of linear walkway and also spaces under bridges. These areas are shown on the plan in Appendix A and described below. It is proposed that further connecting spaces are addressed as a subsequent third phase of improvements, when funding becomes available.</p> <p>Southwark Bridge Area</p> <p>The enhancement strategy identified that the light units along the Riverside Walk have been installed over time on separate wharfs as and when the opportunity presented itself. The result is that there is little visual cohesion between the lighting units used and the quality of the light that they produce. There is also a need to enhance lighting in places that are vulnerable to rough sleeping and anti-social behaviour.</p> <p>In the Southwark Bridge area there are a wide variety of different lighting units on the riverside walk at present many of which are old and in variable condition. These include wall-mounted, ceiling mounted and pole-mounted units. It is proposed to replace the old lighting units with new efficient, low energy, sustainable units of a consistent design using white LEDs. By introducing new LED units of a consistent design, the appearance of the area will be enhanced and there will also be substantial sustainability and maintenance benefits.</p>

Option 1	
	<p>Pauls Walk – area adjacent to public toilet</p> <p>The area of Pauls Walk adjacent to the public toilet would benefit from improved lighting as this area is quite dark at night. The railings adjacent to the toilet could also be painted to improve their appearance.</p> <p>Cousin Lane and All Hallows Lane</p> <p>One of the weaknesses of the Riverside Walkway at the moment is that some areas have been separately themed with their own individual paving and other surface materials including pre-cast concrete paving slabs and brick paviours. Connections to the Riverside Walk are also important to address to ensure that the area is accessible and easy to use. Cousin Lane is one of the main connecting routes to the Riverside Walk from Cannon Street. This route currently has narrow footways and would benefit from access improvements including widened footways and the extension of the raised pedestrian table at the southern end of the Lane.</p> <p>The steps at the southern end of All Hallows Lane are designated as public highway. They are currently in a poor condition and would benefit from re-cladding in York stone in order to bring them up to the same standard of appearance as the neighbouring Watermark Place. This would also enable them to be used as a more comfortable seating area. It should be noted that the platform at the top of these steps is designated as private land and consideration of improvements to this area will be carried out as a later phase. Photographs are included in Appendix B.</p> <p>General Walkway Issues</p> <p>Street Furniture</p> <p>There are a number of opportunities to install new benches and create new seating areas in order to provide enhanced spaces for people to rest, in line with the main aims of the approved strategy. The Thames is the largest open space in the City and the strategy is to encourage people to make better use of the area. This will primarily involve new oak benches and single seats constructed from sustainably sourced timber of the same design as those installed at Angel Lane. It is additionally proposed to replace some old benches that are in poor condition.</p> <p>Signage</p> <p>There is a need to add appropriate signage at a few key points along the riverside walk, to improve way finding information for pedestrians where necessary, particularly where the walkway is not completed. There is also a need to deter cycling on the Riverside which is illegal. This will be addressed through additional</p>

Option 1	
	<p>appropriate signage and administered through enforcement procedures by the City of London Police. Interpretation signage would be beneficial at Walbrook Wharf to describe the working wharf. This would be particularly useful when it is closed so that the public can better understand why it is closed (for the waste barges to be loaded).</p> <p>The City will also be working with the Greater London Authority (GLA) to create Marked and Measured Routes, an initiative to create safer walking and running routes and encourage physical activity on the Riverside by promoting appropriate signage.</p>
Benefits and strategy for achievement	The key benefits are set out against the Success Criteria above. This is the second year of the Connecting Spaces project and a third year of improvements is proposed in 2013/14.
Scope and exclusions	This project is part of the City's approved Riverside Walk Enhancement Strategy (2005) and works will be restricted to the Riverside Walk and direct connecting routes as part of the on-going programme to improve the Riverside.
Constraints and assumptions	TfL funds are time limited and must be expended by end of the March 2013.
Programme	Should Members approve this report, the schedule for implementation will be agreed with City Engineers to commence in the autumn after the Olympics/Paralympics. Funds provided by TfL are time-limited and must be utilised by 31 st March 2013.
Streetworks Implications	Works will primarily affect pedestrian routes. Officers will look to ensure that routes remain open to the public by phasing the works accordingly, although this may not be possible at all times.
Risk implications	<p>This project is considered to be a low risk.</p> <p>Risk Implications:</p> <p>The main risk is the need to spend the TfL funds by the end of March 2013. It is proposed to mitigate this by beginning implementation in autumn 2012.</p>
Legal implications	N/A
HR implications	N/A
Anticipated stakeholders and consultees	<ul style="list-style-type: none"> • Local Occupiers and Businesses • The City Surveyor

Option 1																											
	<ul style="list-style-type: none"> • The City's Electrical Engineer and Highways Engineer • The City of London Police 																										
Results of consultation carried out to date	Initial discussions have taken place with relevant departments listed above. Consultation with local occupiers and businesses will take place following Committee approvals.																										
Quality control arrangements	The Department of the Built Environment will determine the suitability of each location through site investigation.																										
Financial Implications																											
Estimated capital cost (£)	£150,000.																										
Breakdown of capital expenditure	<p>Table 2: Estimated costs of Option 1 (Recommended)</p> <table border="1"> <thead> <tr> <th>Item</th> <th>Cost (£'s)</th> </tr> </thead> <tbody> <tr> <td>Evaluation (staff costs)</td> <td>5,000</td> </tr> <tr> <td>Sub-Total (Evaluation)</td> <td>5,000</td> </tr> <tr> <td>Paving works</td> <td>45,000</td> </tr> <tr> <td>Provide and install lighting</td> <td>40,000</td> </tr> <tr> <td>Street furniture (provide and install)</td> <td>20,000</td> </tr> <tr> <td>Signage (provide and install)</td> <td>10,000</td> </tr> <tr> <td>Sub-Total (Works)</td> <td>115,000</td> </tr> <tr> <td>Fees</td> <td>7,000</td> </tr> <tr> <td>Staff costs Environmental Enhancement</td> <td>15,000</td> </tr> <tr> <td>Staff costs Highways Service</td> <td>8,000</td> </tr> <tr> <td>Sub-Total (Fees and Staff costs)</td> <td>30,000</td> </tr> <tr> <td>Total</td> <td>150,000</td> </tr> </tbody> </table>	Item	Cost (£'s)	Evaluation (staff costs)	5,000	Sub-Total (Evaluation)	5,000	Paving works	45,000	Provide and install lighting	40,000	Street furniture (provide and install)	20,000	Signage (provide and install)	10,000	Sub-Total (Works)	115,000	Fees	7,000	Staff costs Environmental Enhancement	15,000	Staff costs Highways Service	8,000	Sub-Total (Fees and Staff costs)	30,000	Total	150,000
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Contingency	No Contingency is considered necessary for this project. The nature of the works is such that elements will be increased or reduced in line with the available budget.																										
Source of capital funding	This project is to be fully funded by Transport for London (TfL) under the category of 'Streets as Places' funding allocation for 2012/13. This use of this funding allocation for this project was approved by the Planning and Transportation Committee on 24 July 2012.																										
Anticipated phasing of capital	This second phase of the project (Year 2) must be completed by 31st March 2013 because the TfL funds will be withdrawn after this period.																										

Option 1	
expenditure	
Estimated capital value/return (£)	N/A
Fund/budget to be credited with capital return	N/A
Estimated revenue implications (£)	The City's Electrical Engineer has advised that installing modern low energy, long life LED lighting represents a marked improvement on many existing light fittings. The new fittings are more energy efficient and are therefore likely to have positive revenue implications.
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	In July 2011 the Streets and Walkways sub-Committee approved Year 1 of this project. These works were completed in March 2012 and were fully funded by Transport for London (TfL) under the category of 'Corridors and Neighbourhoods' now known as the 'Streets as Places' funding grant. Year 2 (2012/13) is a continuation of the principles established in the Year 1 project (2011/12).
Proposed procurement approach	It is proposed to utilise the City's Term Contactor to implement these works.
Affordability	The works are planned to be completed within the available budget of £150,000.
Budgetary control arrangements	The Project Officer will monitor expenditure via the City of London CBIS system and provide adequate reporting via Project Vision monthly.

Option 1	
<u>Recommendation</u>	It is recommended that: (i) The project be approved at an estimated cost of £150,000 funded by Transport for London
Reasons	Option 1 is the recommended option. The proposals will deliver sustainable outcomes through the use of low energy, long lasting led lighting and the creation of an enhanced walking environment in line with the Riverside Walk Enhancement Strategy and Corporate objectives. Implementing a variety of improvements (lighting, paving and street furniture) will enable a more comprehensive approach to the enhancement of the City's riverside walk.
Next Steps	It is proposed to begin implementation of works in autumn 2012 to ensure that the time-restricted TfL funding allocation is utilised by March 2013.
Progress reporting	Through Project Vision and annual Riverside Walk Enhancement Strategy Update reports
Tolerances	TfL funds must be expended by the end of financial year 2012/13

Option 2	
Description	This option proposes more paving improvements (Option 2). It would enable a wider geographical area along the riverside walk to benefit from improved paving coverage to increase the consistency of paving materials including the repair of damaged paving slabs. The street furniture and signage proposals would be the same as Option 1. Variations from Option 1 are summarised below.
Benefits and strategy for achievement	As Option 1 but with a focus on paving
Scope and exclusions	As Option 1 but with a focus on paving
Constraints and assumptions	TfL funds are time limited and must be expended by end of the March 2013.
<u>Financial Implications</u>	

Option 2	
Estimated capital cost (£)	£150,000
Breakdown of capital expenditure	As Option 1 except the full works budget of £115,000 will be committed to paving improvements and street furniture/signage.
<u>Recommendation</u>	Not recommended.
Reasons	By focusing on only one of the elements (paving), it would be possible to derive only limited benefit to the Riverside Walk. This option would not address the areas in need of enhancement in a comprehensive manner as Option 1 proposes.

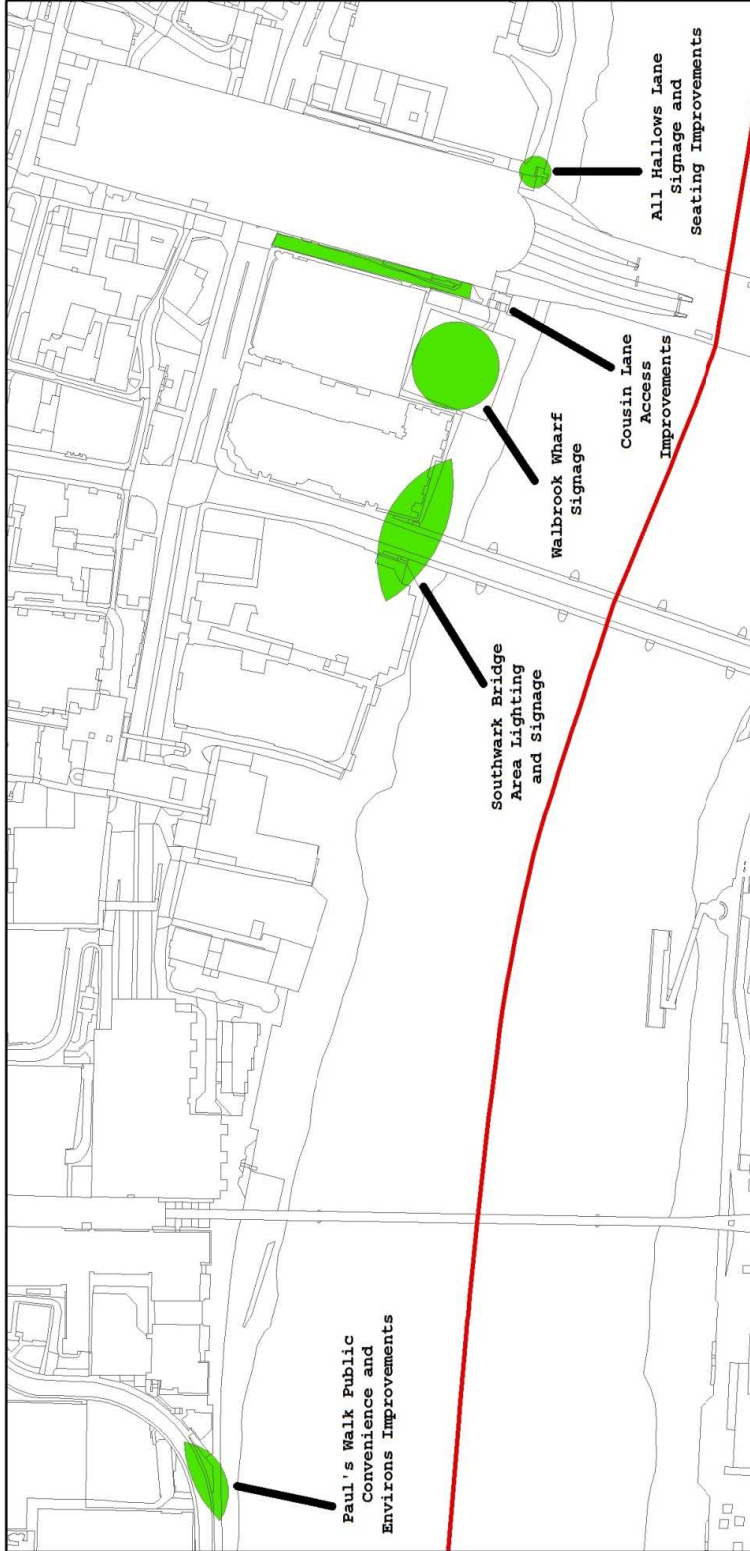
Option 3	
Description	This option proposes more lighting improvements (Option 3). It would enable a wider geographical area along the riverside walk to benefit from improved lighting coverage to create a more pleasant environment in which pedestrians feel safer. Units would be upgraded to the more efficient longer life LEDs. The street furniture and signage proposals would be the same as Option 1. Variations from Option 1 are summarised below.
Benefits and strategy for achievement	As Option 1 but with a focus on lighting
Scope and exclusions	As Option 1 but with a focus on lighting
Constraints and assumptions	TfL funds are time limited and must be expended by end of the March 2013.
<u>Financial Implications</u>	
Estimated capital cost (£)	£150,000
Breakdown of capital expenditure	As Option 1 except the full works budget of £115,000 will be committed to lighting improvements and street furniture/signage.
<u>Recommendation</u>	Not recommended.

Option 3	
Reasons	By focusing on only one of the elements (lighting), it would be possible to derive only limited benefit to the Riverside Walk. This option would not address the areas in need of enhancement in a comprehensive manner as Option 1 proposes.

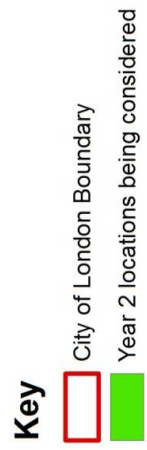
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Appendix A

Plan of Connecting spaces Year 2 proposals



Connecting Spaces Year 2



Appendix B

Photographs of Connecting Spaces Year 2 areas



Cousin Lane



All Hallows Lane steps

Gateway 7: Outturn Report

Committee(s):	Date(s):	
Streets and Walkways	17 September 2012	
Projects Sub Committee	18 September 2012	
Subject: Angel Lane Outcome Report	Public	
Report of: The Director of the Built Environment	For Information	

Overview

<p>Brief description of project</p>	<p>The Angel Lane Environmental Enhancement scheme was approved by Members in January 2010. It involved the creation of a new linear public space through the closure of most of the street to vehicles. A series of large stone planters, paving, seating and lighting have then been installed. Following Committee approval in January 2009 for the landscaping works a vehicle drop-off point was incorporated at the northern end of the Lane at the request of Nomura, the occupiers of Watermark Place. This introduced a major change to the scheme at a late stage, reflected in the cautious pricing of the works in the estimates. The use of the Term Contractor allowed this late change to be incorporated and issues on site and costs managed. Particularly in relation to stopping work on site and removing the contractor for an extended period, to accommodate Nomura and Man Group occupation of the neighbouring buildings, without incurring additional costs and penalties.</p> <p>The scheme also included York stone paving around Riverbank House on Upper Thames Street and Swan Lane.</p> <p>The works commenced in June 2010 and were constructed in phases, with the final phase being substantially completed in July 2011.</p>
<p>Link to Strategic Aims</p>	<p>This project has links to the following strategic aim:</p> <ul style="list-style-type: none"> To 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 <p>This project has provided much needed amenity space and added asset value to the public realm for the benefit of local</p>

	<p>occupiers and visitors that use the area.</p> <p>The 'Thames and the Riverside' has been identified through the City's Core Strategy as a 'Key City Place', where the following policies apply:</p> <p>STRATEGIC OBJECTIVE 2 To ensure that the challenges facing the five Key City Places are met, complementing the core business function of the City, contributing to its unique character and distinguishing it from other global financial districts.</p> <p>The Vision: Thames and the Riverside The Thames and its riverside will provide well designed and managed public spaces, ranging from lively and vibrant areas, to areas of relative tranquillity for relaxation and contemplation. Residential, educational, recreational and employment activity will be enhanced by high quality sustainable streetscapes which will address the challenges of climate change.... The riverside will be easily accessible from other parts of the City and from the south side of the Thames.</p>										
<p>Within which category does the project fit</p>	<ul style="list-style-type: none"> • Substantially reimbursable <p>Which in this case is fully reimbursable</p>										
<p>Resources Expended</p>	<p>The projected total cost of the project is £1,114,493, an underspend of some £763,258, inclusive of a contingency of £289,870 that was not used, against the current approved budget of £1,877,751. Please see Appendix A for further details.</p> <p>The scheme was financed as follows:</p> <table data-bbox="470 1480 1189 1742"> <tr> <td>Watermark Place S106</td> <td>£ 632,995</td> </tr> <tr> <td>Riverbank House S106</td> <td>£ 643,875</td> </tr> <tr> <td><u>Sub Total S106 Funded</u></td> <td><u>£1,276,870</u></td> </tr> <tr> <td>Nomura S278</td> <td>£ 600,881</td> </tr> <tr> <td><u>Total</u></td> <td><u>£1,877,751</u></td> </tr> </table>	Watermark Place S106	£ 632,995	Riverbank House S106	£ 643,875	<u>Sub Total S106 Funded</u>	<u>£1,276,870</u>	Nomura S278	£ 600,881	<u>Total</u>	<u>£1,877,751</u>
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Nomura S278	£ 600,881										
<u>Total</u>	<u>£1,877,751</u>										

Outturn Assessment

<p>Assessment of project against Success Criteria</p>	<p>The scope of the project has not altered from the Committee approval and the scheme has achieved the following outcomes:</p> <ul style="list-style-type: none"> • Creation of new green space in line with the Riverside Walk Enhancement Strategy • An improved walking route/connection to the river in line with the strategy • A better environment to complement new adjacent developments at Watermark Place and Riverbank House • An enhanced riverside environment that improves biodiversity and provides seating opportunities for people to rest <p>The scheme has created the largest green public space on the City's Riverside Walk. The space includes a range of seating areas as well as a lawn at the southern end. A total of twelve trees have been planted, together with a variety of mature hedges and planting and a lawn.</p> <p>A greatly improved walking route to the Riverside has been formed, with level access and a significant width of 3.8 metres to accommodate the increasing number of people using the area.</p> <p>Officers have received positive feedback from Nomura and the developer of Riverbank House about the project. The design was carefully developed in order to complement the materials and layout of neighbouring private land. The result is a scheme that blends seamlessly with its surroundings and encourages greater use of the wider area and walking routes.</p> <p>The new trees, plants and lawn area are particularly valued as they help to soften the environment, improve bio-diversity and create a more pleasant area to rest. The planting reduces dust and airborne pollution which is particularly beneficial given the close proximity of Upper Thames Street which is one of the most polluted streets in London.</p> <p>The scheme was also shortlisted for an award at the London Transport Awards 2012, but lost out to Exhibition Road.</p>
<p>Programme</p>	<p>It was originally planned to commence the Angel Lane works in April 2010 and complete the works within 4 months. However, several factors, detailed below, mainly related to the neighbouring developments and TfL restrictions, led to the</p>

	<p>programme being extended and the works being divided into phases. The main Angel Lane works were substantially completed in April 2011 and the Riverbank House works were completed in July 2011. Additional benches were installed in spring 2012.</p> <p>A significant delay was caused by discrepancies in the levels on site as a result of the neighbouring developments. The developments adopted different strategies to deal with flood issues, creating new levels that did not match with the previous levels or each other. The levels and drainage design needed to be changed to take this into account which led to delays in the programme.</p> <p>The paving works around Riverbank House were delayed due to the need to wait for the development at Riverbank House to be completed and the site cleared before the works could commence (Riverbank House was completed around 6-9 months later than Watermark Place). Transport for London (the highway authority of Upper Thames Street) also delayed the permits for these works to take account of the street closure for the London Marathon.</p>
<p>Budget</p>	<p>The scheme has been completed significantly under budget (see Resources expended above and further details in the tables in Appendix A). This was primarily due to:</p> <ul style="list-style-type: none"> • The contingency on the project (£289,870) was not required; • Restricted access to the site before the works commenced meant that estimates were increased to cover the risk of unknown site conditions, particularly in view of the neighbouring development sites; • Estimates were set high due to unknowns about prices for non-standard items such as the planters. It was originally anticipated that the planters would be procured from a specialist stone supplier. However, it transpired that the highways term contractor could procure them directly from China which provided substantial savings; • Drainage costs came in lower than estimated due to drop shafts not being required, as originally anticipated; • The estimates made provision for TfL's contractor to carry out the works to Upper Thames Street (as TfL are the highway authority for this street). However, TfL later agreed to the City's term contractor carrying out these works instead at a reduced cost; • Soil and planting costs were lower than anticipated due

	<p>the soil quantities being lower than anticipated. This resulted in savings in delivery costs and machinery hire for the purpose of moving the soil with in the site;</p> <ul style="list-style-type: none"> • There was an allowance in the estimate for statutory utilities costs that was not required <p>In accordance with the terms of the Section 106 Agreements, remaining Section 106 funds are to be allocated towards other Riverside Walk enhancement strategy schemes and this will be reported separately. The time limit for the expenditure of the Watermark Place funds is 10 years from the competition of the development, which is approximately 2020.</p> <p>The remaining Section 278 funds (plus any interest) will be returned to Nomura. There is also a provision for 5 years of maintenance costs for the vehicle turning area to be funded by the Section 278. It is proposed that £17,000 be set aside to cover these costs and if they are not required, they be returned to Nomura also.</p>				
<p>Risk</p>	<p>The main project risks were as follows:</p> <p>Table 2 : Main Project risks</p> <table border="1" data-bbox="472 1048 1370 1617"> <thead> <tr> <th data-bbox="472 1048 807 1155">Risk</th> <th data-bbox="807 1048 1370 1155">Mitigating Action</th> </tr> </thead> <tbody> <tr> <td data-bbox="472 1155 807 1617">Restricted access to the site due to neighbouring development sites</td> <td data-bbox="807 1155 1370 1617">The two neighbouring sites at Watermark Place and Riverbank House were being redeveloped before and during the implementation of the works. Close communication was required between the project team and the developers to ensure that access to the site was not restricted during the works. Cost estimates were also increased to take account of restricted access.</td> </tr> </tbody> </table>	Risk	Mitigating Action	Restricted access to the site due to neighbouring development sites	The two neighbouring sites at Watermark Place and Riverbank House were being redeveloped before and during the implementation of the works. Close communication was required between the project team and the developers to ensure that access to the site was not restricted during the works. Cost estimates were also increased to take account of restricted access.
Risk	Mitigating Action				
Restricted access to the site due to neighbouring development sites	The two neighbouring sites at Watermark Place and Riverbank House were being redeveloped before and during the implementation of the works. Close communication was required between the project team and the developers to ensure that access to the site was not restricted during the works. Cost estimates were also increased to take account of restricted access.				

	Discrepancy in levels across the site	Following the construction of Watermark Place, it transpired that the levels were not in accordance with the agreed plans. The City's engineers therefore needed to amend the design to adapt the scheme to the new levels. This has resulted in some non-standard levels and falls in the space and also delayed the construction of the scheme.	
	Programme shifts as a result of neighbouring redevelopments	The programme was extended to take account of the neighbouring redevelopments. The use of the City's term contractor was beneficial in this respect as they could be pulled off the site without incurring any cost penalties.	
	Bespoke granite from China not delivered on time.	There was a delay in receiving the bespoke granite planters from China. However, they were considerably cheaper than European alternatives and as a result this element came in under budget	
	Utility companies carrying out works for neighbouring developments delays project	There were delays and disruptions to the works as a result of utility companies carrying out works to provide supplies to the neighbouring developments	
Communications	<p>Officers from the then Department Planning and Transportation worked closely with colleagues from the then Department of Environmental Services and the Open Spaces Department to deliver the project, particularly to ensure that maintenance costs were kept to a minimum.</p> <p>Officers also needed to work closely with representatives from Nomura and the neighbouring redevelopments to deliver the scheme, as well as liaising with TfL over necessary permits to carry out works on Upper Thames Street. For, instance, Nomura had several deadlines and requirements surrounding their redevelopment and grand opening that officers needed to accommodate and plan around.</p>		
Benefits achieved	The scheme has been successfully completed and has been		

to date	well-received by Nomura and the Man Group (occupants of Riverbank House). The space is well-used, particularly by occupants of the buildings in the warmer months and provides a variety of resting opportunities, including a quiet place to sit which is greatly needed in the City.
Strategy for continued achievement of benefits	<p>The space is maintained to the same high standards as other areas of highway and open spaces in the City.</p> <p>A problem did occur with one of the granite planters whereby skateboarders removed the metal studs with tools and began regularly skating on the bench. This had to be resolved by replacing the studs and using a strong epoxy resin to keep them in place.</p>

Review of Team Performance

Key strengths	<ul style="list-style-type: none"> • The successful design was developed through officer's working closely with the clients, each other and the consultants to achieve an integrated scheme. Design team meetings were held regularly. • The use of the City's highway maintenance term contractor enabled a more flexible approach to the timing of the works which was necessary given the numerous external factors that influenced the programme.
Areas for improvement	<ul style="list-style-type: none"> • It would have been beneficial to have more accurate cost estimates at the beginning of the project in order to avoid the large cost under-spend. • The designers (Consultants) needed a lot of guidance from officers particularly in relation to the levels and drainage design. In future, design briefs will clearly set out the requirements for consultants so that expectations are clear. • In future, it would be beneficial if the levels to which buildings are constructed are defined at the planning and pre-construction stages, and are monitored during construction.
Special recognition	N/A

Lessons Learnt

Key lessons and how they will be used and applied	<ul style="list-style-type: none">• Officers have learnt from the cost estimating of this project and have more knowledge in terms of estimating non-standard items such as the planters. Delivering numerous similar schemes over recent years has also provided valuable experience which means that future estimates will be more accurate.• The new project reporting system will also assist with cost estimating, as cost estimates are continually refined through the new gateway process as risks reduce.
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Appendix A

Table 1: Final Out-turn Costs

	Approved Budget (£)	Expenditure (£)	Variance (£)	Comments
Section 278 works				
Pre-Evaluation Sub-Total	50,000	46,422	-3,578	
Works: Site clearance, preparation, paving and street furniture	286,725	220,618	-66,107	These works came in under budget due to the original estimate being set higher to account for unknown site conditions
Statutory utility costs	50,000	0	-50,000	The statutory utilities works were not required
Drainage	50,000	17,552	-32,448	Drainage costs were much lower than originally anticipated as drop shafts were not required
Works Sub-Total	386,725	238,170	-148,555	
Fees	0	0	0	
Planning Staff Costs	33,673	35,901	2,228	
Highways Staff Costs	33,673	25,833	-7,840	
Fees & Staff Costs Sub-Total	67,346	61,734	-5,612	
Other costs	5,000	2,708	-2,292	
5 Years Maintenance	0	17,000	17,000	5 years maintenance of the vehicle turning area
Contingency	91,810	0	-91810	The contingency was not required
Section 278 Works Total	600,881	366,033	-234,848	

Angel Lane Section 106 works				
Site clearance, preparation, provide and lay paving	251,360	231,104	-20,256	
Planters, Tree Surrounds & Street Furniture	185,000	56,152	-128,848	The granite planters were under budget as they were procured through the term contractor rather than the specialist stone supplier that was estimated for
Drainage	50,000	38,271	-11,729	
Lighting, Irrigation & Ducting	62,000	41,897	-20,103	
Soil & Planting	98,000	55,633	-42,367	The soil quantities were lower than anticipated. This resulted in savings in delivery costs and machinery hire for the purpose of moving the soil within the site
Works Sub-Total	646,360	423,057	-223,303	
Fees	27,000	20,708	-6,292	
Planning Staff Costs	38,780	38,000	-780	
Highways Staff costs	38,780	17,658	-21,122	
Open Spaces Staff Costs	19,390	17,830	-1,560	
Fees & Staff Costs Sub-Total	123,950	94,196	-29,754	
Other costs	5,000	0	-5,000	
Contingency	155,060	0	-155,060	The contingency was not required
Maintenance (revenue)	84,000	84000	0	
Angel Lane S106 Works Total	1,014,370	601,253	-413,117	

Upper Thames St & Swan Lane Repaving Works (Section 106)				
Works: Site clearance, preparation, provide and lay paving, street furniture and drainage	174,000	104,747	-69,253	These works came in substantially under budget primarily due to the original estimate being set higher to account for works that were anticipated to be carried out by TfL on Upper Thames Street. It transpired that TfL were happy for the City's term contractor to carry out these works instead and therefore the cost was lower.
Fees	7,500	5,801	-1,699	
Staff Costs	38,000	36,659	-1,341	
Contingency	43,000	0	-43,000	The contingency was not required
Upper Thames St / Swan Lane S106 Works Total	262,500	147,207	-115,293	
Sub Total S106 Funded Works				
	1,276,870	748,459	-528,411	
Grand Total				
	1,877,751	1,114,493	-763,258	

Table 2: Revised S106 funding split

Section 106	Approved funding for Angel Lane Scheme	Approved funding for Upper Thames St & Swan Lane	Total Approved Funding	Final Out-turn costs (Angel Lane)	Final Out-turn costs (Upper Thames St & Swan Lane)	Total Implementation Costs	S106 Balance Remaining
Watermark Place	632,995	0	632,995	375,198		375,198	257,797
Riverbank House	381,375	262,500	643,875	226,054	147,207	373,261	270,614
Section 106 Total:	1,014,370	262,500	1,276,870	601,253	147,207	748,459	528,411

Gateway 3/4: Options Appraisal

Committee(s):	Date(s):	Item no.
Streets & Walkways Sub-Committee	17 September 2012	
Projects Sub-Committee	18 September 2012	
Subject: Silk Street		Public
Report of: Director of the Built Environment		For Decision

Overview

Context	<p>This report is related to enhancements to Silk Street and the Silk Street and Beech Street junction, taking forward the delivery of the Barbican Streets & Walkways Enhancement Strategy ('Barbican Strategy'), in which both projects were ranked as high priorities. The proposals for Silk Street involve widening the southern footway, introducing additional street trees and implementing a variety of measures to enhance the entrance to the Barbican Centre and the Guildhall School. The proposals for the Silk Street / Beech Street junction involve creating a direct east-west zebra crossing, by replacing the existing two crossings and removing the pedestrian island, and widening footways.</p> <p>The Barbican Strategy was approved by Court of Common Council on 16th October 2008. The Strategy aims to improve the streets and spaces around the Barbican Estate by focussing on increased access to greenery and enhancing the quality of public space, as well as improving connections with the rest of the City. A number of projects contained in the strategy are now being taken forward including Moor Lane and Milton Court; a table listing these projects and their priority rating is shown in Appendix A.</p> <p>This report details the design development of the project, which has been developed with input from facilities management at the Barbican Centre and Guildhall School.</p> <p>Silk Street and Silk Street / Beech Street junction were both ranked as high priority projects in the Barbican Strategy, and remained so in the most</p>
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	<p>recent Barbican Strategy update in September 2010 (a further update of the Barbican Strategy will be presented to Members in early 2013). The project boundary covers two main areas:</p> <ul style="list-style-type: none"> • Silk Street including the Barbican Centre entrance, and; • The Silk Street / Beech Street junction. <p>Silk Street is a well used pedestrian route which connects Beech Street in the north and Moor Lane to the east, and serves the main entrance to the Barbican Centre. In line with the Barbican Strategy this street has been identified as having potential for wider footways and tree planting. The main entrance to the Barbican Centre and the entrance to the Guildhall School are not easily visible from the street and the area does not reflect the world-class standard of the Barbican Centre.</p> <p>The Silk Street / Beech Street junction consists of three separate zebra crossings with a pedestrian island connecting all three. There are narrow footways around the junction, owing to the 'double' zebra crossing and pedestrian island. Many of the responses to the consultation on the Barbican Strategy in 2008 identified the need for better pedestrian facilities at this junction. The redevelopment of the Barbican cinema will also increase pedestrian usage in this location, adding to the need for wider footways.</p> <p>The project is currently estimated to be delivered for between £601,160 and £691,334. It is proposed that the project be funded from the City's On Street Parking Reserve, as agreed in the Barbican Strategy. Funding has previously been allocated for scheme evaluation at Silk Street and the Silk Street / Beech Street junction (see 'Resources expended to date').</p>
<p>Brief description of project</p>	<p>The proposals described in this report were originally planned to be delivered as two separate projects, Silk Street and Beech Street / Silk Street junction. It is now proposed to merge these projects into one to ensure that the whole of Silk Street, including the junction with Beech Street, is improved in a consistent and coordinated manner. This approach will also reduce the duration of works, reduce the amount of disruption and</p>

	<p>reduce project management and design costs.</p> <p>It is proposed to improve Silk Street by planting new street trees, widening footways on the southern side of the street and more clearly defining the entrances to the Barbican Centre and the Guildhall School; a reduced carriageway width will also make it easier for pedestrians to cross the street. It is also proposed to create an inset parking bay to better accommodate the outside-broadcast vehicle which is used during major events, and which currently parks on the street creating an obstruction. Accessibility will be improved by providing a level surface outside the main entrance to the Barbican Centre, and signage in the area will be reviewed in order to improve the visibility of the Barbican Centre and the Guildhall School.</p> <p>The proposals for the Silk Street / Beech Street junction aim to create a more inclusive footway and direct crossing route by removing the pedestrian island and existing crossings, replacing them with a single crossing. This approach will also provide more waiting space on the footways. Plans of the preferred option and indicative montages of the scheme are shown in Appendix B, C and D.</p>
<p>Success Criteria</p>	<ul style="list-style-type: none"> • Wider footways on Silk Street; • Enhanced lighting and a safer, more pleasant environment, to be assessed by measuring luminance levels, and; • Increased number of trees along Silk Street.
<p>Notable Exclusions</p>	<p>It is not proposed to create a signalised junction at Beech Street / Silk Street due to cost implications and the additional noise created by the signals in a residential area.</p>
<p>Link to Strategic Aims</p>	<p><i>Aim 1: To support and promote 'The City' as the world leader in international finance and business services</i></p> <p>The project will enhance the built environment in the area, promoting the City as a desirable location for new and existing businesses.</p> <p><i>Aim 3: To provide valued services to London and the nation</i></p> <p>The project will create an enhanced entrance to</p>

	the Barbican Centre, providing a suitable gateway to one of the world's leading cultural centres.						
Within which category does the project fit	Essential and Health & Safety Asset enhancement / improvement (capital)						
Resources Expended To Date	<p>The Silk Street project was split into two phases following an initial committee report in October 2007, followed by a revised report in April 2008, which sought to undertake an initial phase involving a trial of reduced carriageway width, followed by a second phase to implement permanent changes to the street (assuming the trial was successful). A zebra crossing was installed at the eastern end of Silk Street as part of these proposals; the installation of the crossing was funded by Linklaters, a key local stakeholder.</p> <p>A total of £244,574 was previously allocated to Silk Street Phase 1 (as explained below). A summary of the resources expended to date are shown in the following table.</p> <table border="1"> <thead> <tr> <th>Original budget</th> <th>Expenditure to date</th> <th>Remaining budget</th> </tr> </thead> <tbody> <tr> <td>£244,574</td> <td>£30,221</td> <td>£214,353</td> </tr> </tbody> </table> <p>In addition, Silk Street (Phase 2) and the Silk Street / Beech Street junction projects were previously allocated budgets to undertake preliminary design. The resources expended to date are shown below:</p> <ul style="list-style-type: none"> - Silk Street Phase 2 - £20,125 (of a £25,000 budget) - Silk Street / Beech Street Junction - £24,575 (of a £25,000 budget) <p>Total expenditure to date - £74,921</p> <p>The combined work undertaken to date has contributed to progressing the scheme to the detailed design stage.</p> <p>The trial scheme was not taken forward due to the commencement of construction work at Milton Court. It was considered that the installation and removal of temporary measures on Silk Street would create additional and unnecessary disruption in the area. It is therefore proposed to close down the original Silk Street Phase 1 project and transfer the remaining funds to this project.</p>	Original budget	Expenditure to date	Remaining budget	£244,574	£30,221	£214,353
Original budget	Expenditure to date	Remaining budget					
£244,574	£30,221	£214,353					

Options Appraisal Recommendation

List of options described	<p>The development of the design for this project is based on the proposal that was included in the Barbican Strategy in 2008. The option that is presented below has since been developed and refined based on input from the Barbican Centre and Guildhall School, the Barbican Occupier User Group, and other local stakeholders. This section of the report outlines the design as it has been developed to this point, rather than setting out several options.</p> <p><u>Option 1 (recommended)</u></p> <p>Silk Street</p> <ul style="list-style-type: none">• Widen the southern footway by approximately 1.5 metres and plant trees along Silk Street;• Improve the entrances to the Barbican Centre and the Guildhall School by enhancing the paving and applying buff coloured anti-skid surfacing to the road surface;• Maintain a neutral impact on Barbican Centre operations, and formalise the waiting area used by outside-broadcast vehicles. <p>Beech Street / Silk Street junction</p> <ul style="list-style-type: none">• Retain the use of zebra crossings but enhance the layout to make the junction easier to use by creating single crossings;• Remove the pedestrian island to create a single crossing across Silk Street;• Widen the western footway to provide more pedestrian waiting space and reduce the total carriageway width to cross;• Widen the footway on the north side of Beech Street in front of the new Barbican cinema entrance. <p>General</p> <ul style="list-style-type: none">• Enhance lighting;• Improve signage;• Introduce Yorkstone footways in line with
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	<p>Barbican Strategy.</p> <p><u>Option 2</u></p> <p>Same as option 1, but with granite setts used on the carriageway to enhance the Barbican entrances.</p>
Option recommended to progress to Authority to Start Work stage	Option 1.
Resource requirements to reach Authority to Start Work and source of funding	<p>£45,000 comprising:</p> <ul style="list-style-type: none"> • £25,000 of consultancy fees for design work, surveys, and transport assessments; • £20,000 for staff costs for project management and consultation. <p>This project is to be funded from the agreed On Street Parking Reserve (OSPR) allocation of £1.5m for the Barbican Strategy, which was agreed by Court of Common Council in October 2008.</p>
Plans for consultation prior to Authority to Start Work	<p>It is proposed to continue to communicate with stakeholders directly affected by the project and other relevant parties including:</p> <ul style="list-style-type: none"> • Barbican Centre; • Guildhall School; • Heron (as provider of S106); • Linklaters; • London Borough of Islington; • The City Surveyor; • Access Team; • Open Spaces.
Level of approval for Detailed Design (if required)	Chief Officer.
Procurement Strategy	The works will be carried out by the Highways Maintenance and Repair Term Contractor.
Tolerances	It is proposed to replace the existing planting in the large planter to the north of the Barbican Entrance with small trees. This element does not require significant works and so will only be pursued upon completion of the other scheme elements depending on the remaining funds.

Detailed Options Appraisal

Option 1	
Description	<p>Silk Street</p> <p>In line with the approved Barbican Strategy the aims of the project are to widen the footway of Silk Street and plant additional trees.</p> <p>It is proposed to surface the footways in Yorkstone, in line with the Review of Materials given that the Barbican Centre is a Grade II listed building.</p> <p>Barbican entrance</p> <ul style="list-style-type: none">- visual enhancement and improved pedestrian safety using buff anti-skid treatment to the carriageway;- the main entrance is located on a bend, which can be dangerous for pedestrians crossing the road and which will be improved with traffic calming measures;- better waiting space outside the Barbican Centre, and;- buff anti-skid is proposed on the carriageway as it is easy to maintain and hard-wearing. <p>General</p> <ul style="list-style-type: none">- although the carriageway width will be reduced, there will be a neutral impact on vehicles;- the area used by the outside-broadcast vehicle is to be part-formalised – this will not impose any additional restrictions on the carriageway. Details relating to the location of trees in relation to the doors of the vehicle and the windows to the building will be resolved at detailed design stage. <p>The Barbican Centre and Guildhall School were initially consulted on the Barbican Strategy in 2008 and their concerns have been fed in to the proposals. These included:</p> <ul style="list-style-type: none">- clearly marking the entrances to the Barbican Centre and Guildhall School;- having a neutral impact on traffic whilst creating a safer pedestrian environment;

Option 1	
	<ul style="list-style-type: none"> - improving signage, and; - enhancing lighting. <p>Silk Street / Beech Street junction</p> <ul style="list-style-type: none"> - removal of existing pedestrian island to widen footways, providing a single crossing at the north end of Silk Street, eliminating the need for pedestrians to wait on the island and increasing available footway space; - widen the western footway to reduce the width of carriageway to cross on the proposed single crossing on Silk Street; - widen the footway in front of the new Barbican cinema entrance to provide more space for the anticipated number of users of the facility; - the right turn from Silk Street to Chiswell Street is currently restricted with physical measures. It is proposed that this restriction will be formalised via a traffic order, and; - enhance lighting.
Benefits and strategy for achievement	<p>The main benefits of this option are as follows:</p> <ul style="list-style-type: none"> - enhanced pedestrian environment in accordance with the Barbican Strategy; - improved entrances to the Barbican Centre and Guildhall School; - increased coverage of green infrastructure and encouragement of biodiversity in line with the City's sustainability policies, and; - a highway layout that responds to the needs and demands of users. <p>This approach is in line with the Barbican Strategy.</p>
Scope and exclusions	<p>The Barbican Centre have indicated that there may be a requirement to provide measures to mitigate the impact of a hostile vehicle at the main entrance on Silk Street, given that the Barbican Centre is regarded as a 'crowded place'. However, the required detail on the interventions that may be required has not yet been agreed, and so hostile vehicle mitigation measures are not included in this project at this stage. Should it be</p>

Option 1	
	<p>determined that such measures are required, the proposals will be put before Members as a separate report.</p> <p>The project does not propose any alterations to the northern footway on Silk Street, except for a minor realignment of the kerb line adjacent to the Barbican Centre main entrance.</p>
Constraints and assumptions	<p>A number of the proposed enhancements fall within the limits of the Barbican Centre and an agreement will be required with the Centre to undertake the project (see 'Legal implications').</p> <p>The precise location of trees will be agreed at the detailed design stage in consultation with the Barbican Centre, taking into consideration their requirements for occasional loading through the building windows and the footprint of the projections from the outside-broadcast vehicle.</p> <p>Works will need to be coordinated with the project at Milton Court in order to minimise disruption as far as possible.</p> <p>Further investigation will be required to determine the exact drainage requirements in the area; this will be included in the detailed design stage. The location of trees in the footway and exact locations of new kerb lines will be subject to the location of underground services and utilities.</p> <p>As mentioned above a traffic order will be required to ban the right turn at the north end of Silk Street.</p>
Programme	<p>Further detailed design work and communication will be carried out before the authority to start works stage. It is anticipated that detailed design will be progressed in autumn 2012.</p> <p>Authority to start works is anticipated to be sought in spring 2013.</p>
Risk implications	<p><i>1. Lack of stakeholder support</i></p> <p>This risk is being managed by ensuring all local stakeholders are engaged with at the appropriate stages. Any additional stakeholders that have not yet been identified and / or consulted will be considered before the next gateway stage.</p>

Option 1	
	<p><i>2. Project becomes delayed</i></p> <p>Close coordination is required with the adjoining project at Milton Court to ensure that the timeframes do not conflict and that disruption in the area is reduced as far as possible.</p> <p><i>3. Scheme designed over projected budget</i></p> <p>The projected implementation costs contained in this report are based on estimates provided under the previous term maintenance contractor. New estimates will be required for the new term maintenance contractor and it is likely that costs will reduce as a result, thereby reducing this risk.</p> <p>Any increase in the proposed project cost above that specified in the Barbican Strategy may have financial implications for the progression of other high priority schemes (shown in Appendix A). This element of the risk is to be reduced through the likely reduction in scheme costs and managed by exploring additional, alternative sources of funding to meet any potential shortfall.</p>
Legal implications	<p>Any necessary authorities will need to be obtained by / on behalf of the Barbican Centre. The Option is subject to a traffic order being made to ban the right turn at the north end of Silk Street. This will be subject to a separate statutory process.</p>
HR implications	N/A
Anticipated stakeholders and consultees	<p>Consultations are ongoing with the Barbican Centre, Guildhall School, Linklaters and Heron.</p> <p>Barbican residents were consulted on the proposals as part of the public consultation carried out on the Barbican Strategy in 2008 and have been updated on the current proposals.</p> <p>The Barbican Occupier User Group was consulted on the proposals in July 2012 to ensure that all requirements relating to the Barbican Centre and Guildhall School were taken into account.</p> <p>Beech Street, Whitecross Street and Chiswell Street share a border with the London Borough of Islington and so council officers will be informed of the proposals.</p>

Option 1	
Results of consultation carried out to date	<p>A Stage 2 Road Safety Audit was completed for the project in February 2012.</p> <p>Officers from the Barbican Centre and Guildhall School were consulted in early 2012. The following comments and observations were received:</p> <ul style="list-style-type: none"> - the proposals to mark the entrances of the Barbican and School were supported; - the impact on the operations of the Centre (in particular on the parking of outside-broadcast vehicles) and general traffic of the scheme should be neutral – this has been confirmed through initial assessments, and; - the objective of creating a safer and more attractive pedestrian environment was supported. <p>The following comments were received from the Barbican Occupier User Group, who were given a presentation from officers on 16th July 2012:</p> <ul style="list-style-type: none"> - taxis and residents regularly perform u-turns at the northern end of Silk Street and this capability should be retained, and; - additional foot traffic resulting from the new entrance to the Barbican Cinema needs to be taken into account. <p>City officers have also met with representatives from Linklaters, a major City employer whose premises are on Silk Street, and who are broadly supportive of the proposals with assurance given that there will be no negative impact on traffic.</p>
<u>Financial Implications</u>	
Estimated capital cost (£)	<p>The project is estimated at a total of between £601,160 and £691,334 (inclusive of £45,000 to reach authority to start work, but not including resources expended to date) funded through the OSPR as agreed in the Barbican Strategy.</p> <p>Works: £480,393 - £551,630</p> <p>Staff costs: £63,515 - £73,434</p> <p>Fees: £47,000 - £54,214</p> <p>Maintenance: £10,252 - £12,056</p>

Option 1	
	<p>Total - £601,160 - £691,334</p> <p>The Barbican Strategy initially estimated the cost for the two individual schemes at a total of £700,000 (as shown in the table in Appendix A).</p>
Source of capital funding	<p>On Street Parking Reserve, as approved in the Barbican Strategy.</p> <p>With the addition of the expenditure to date to the above estimate, this would potentially increase the total cost of the project above the original estimate contained in the Barbican Strategy by approximately £73,000. However this will not impact on the delivery of the other high priority projects in the Barbican Strategy as all of the other projects have the required funding secured. A table showing the updated funding strategy and estimated costs of all the 'high priority' projects in the Barbican Strategy is shown in Appendix E.</p>
Anticipated phasing of capital expenditure	<p>2012/13 - £50,000</p> <p>2013/14 - £409,826 - £500,000</p> <p>2014/15 - £141,334</p>
Estimated capital value/return (£)	N/A
Fund/budget to be credited with capital return	N/A
Estimated revenue implications (£)	<p>It is anticipated that there will be some initial revenue benefits though the enhancement of the City's building assets in the public realm around the Barbican Centre, such as improved drainage and lighting.</p> <p>The scheme includes the addition of more planting to the area and the first five years establishment costs are included in the scheme. After these five years the ongoing maintenance costs will be borne by the Department of Open Spaces.</p>
Source of revenue funding	The project costs stated above (funded through the OSPR) include provision to fund the maintenance of the planting for five years.
Fund/budget to be credited	N/A

Option 1	
with income/savings	
Anticipated life	N/A
Investment Appraisal	N/A
Benchmarks or comparative data	The City has implemented numerous similar enhancement schemes over the last eight years, including completed schemes at Cheapside, Aldermanbury Square and Mansion House gyratory.
Proposed procurement approach	Highways Maintenance and Repair Services Term Contract.
Affordability	The project is fully fundable through the On Street Parking Reserve funds as agreed in the Barbican Strategy.
<u>Recommendation</u>	<p>It is recommended that:</p> <ul style="list-style-type: none"> • Members approve 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 the On Street Parking Reserve allocated to the Barbican Strategy; • The two existing projects are combined into a single project from this point onwards, and; • The original Silk Street Phase 1 project is closed down and the remaining funds are transferred to this project.
Reasons	<p>Silk Street is an important pedestrian route to the Barbican Centre and Guildhall School. This street does not currently meet the needs of the public and of the Barbican Centre, and is not a fitting environment for such an important City institution. These proposals address the needs of the public and the Centre to improve the function and appearance of the area.</p> <p>These proposals are in line with the approved Barbican Strategy.</p>
Next Steps	Development of the detailed design and further communication with local stakeholders. The authority to start works report will be drafted for the

Option 1	
	approval of the Spending Committee in early 2013.

Appendices

Appendix A: Barbican Area Streets & Walkways Enhancement Strategy approved project priorities

Appendix B: Plan of the preferred option (blue hatched line shows the extent of works included in this project)

Appendix C: Detail of the proposals on Silk Street

Appendix D: Indicative montages of the project

Appendix E: Updated funding strategy and estimated costs of all 'high priority' projects in the Barbican Strategy

Background Reports

Barbican Area Streets & Walkways Enhancement Strategy – adoption of strategy / strategic evaluation report (Court of Common Council, 16th October 2008).

Author

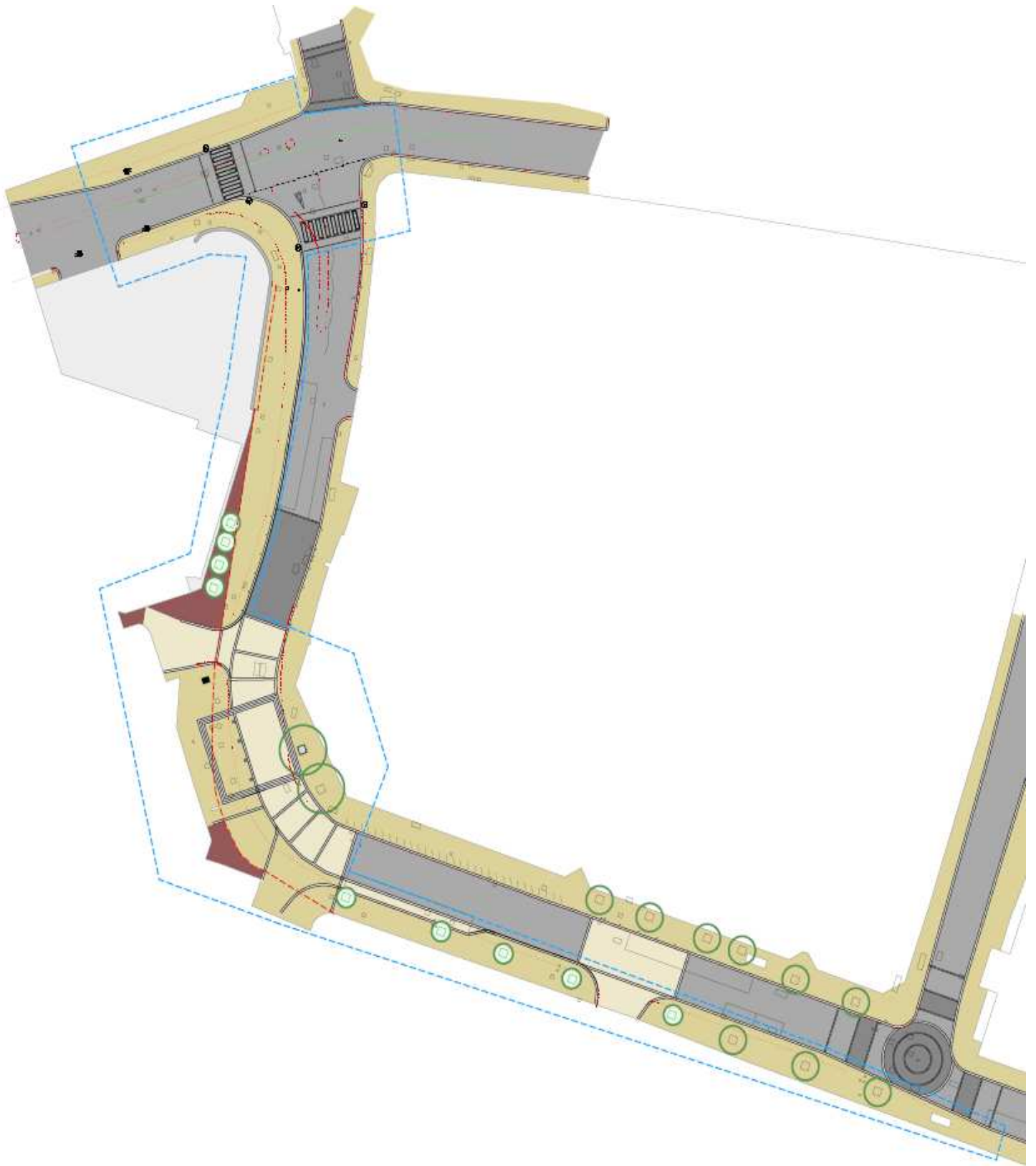
Tom Noble

Appendix A – Barbican Area Streets & Walkways Enhancement
Strategy approved project priorities (as of September 2010)

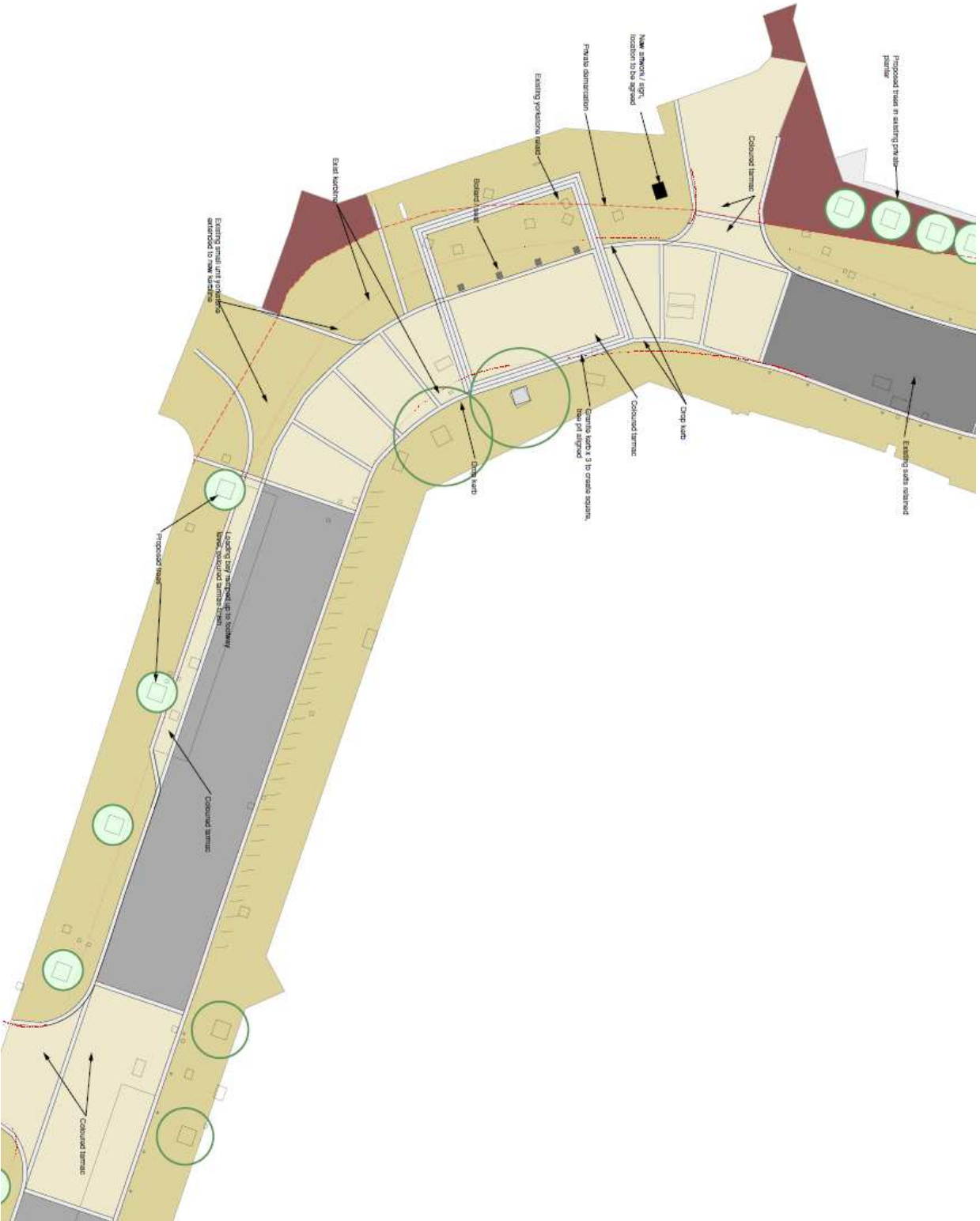
Priority	Scheme	Cost £	Funding strategy	Notional running total
High	Moor Lane <i>Creation of linear open space and associated enhancements</i>	1,550,000 (including estimated £100,000 evaluation/ design report costs).	S106 (Milton Ct) OSPR	1,550,000
High	Milton Court <i>Repaving</i>	200,000	S106 (Milton Court)	1,750,000
High	Silk Street <i>Footway widening, tree planting and associated enhancements</i>	400,000 (including estimated £25,000 evaluation/ design report costs).	OSPR (£250,000 already committed for interim scheme) S106 (Milton Ct) S106 (other in area)	2,150,000
High	Beech St / Silk St junction <i>Improvements to junction to ease pedestrian movement</i>	300,000 (including estimated £25,000 evaluation/ design report costs).	S106 Milton Ct TfL S106 (other in area)	2,450,000
High	Barbican Estate City Walkway Areas <i>Various improvements to planters and seating</i>	200,000 (including estimated £15,000 evaluation/ design report costs).	OSPR	2,650,000
High	St Giles Terrace <i>Re-landscaping of terrace</i>	200,000 (including estimated £15,000 evaluation/ design report costs).	OSPR	2,850,000
High	Junction Wood St and London Wall <i>Improvements to pedestrian crossing facilities and associated adjustments to footways</i>	300,000	S106 1 Coleman St (£148,000 subject to signing Variation) Other S106 TfL	3,150,000

Medium	Beech St Tunnel <i>Lighting improvements, possible widening footways and possible crossing point</i>	350,000	S106 TfL OSPR	3,500,000
Medium	Baltic Street West <i>Re-landscaping, tree planting and associated enhancements</i>	350,000	S106 TfL OSPR	3,850,000
Medium	Fann Street <i>De-cluttering, tree planting and associated enhancements</i>	100,000	S106 TfL OSPR	3,950,000
Medium	Golden Lane <i>Raised pedestrian table at Fortune Street Park and other enhancements to paving and lighting as well as tree planting</i>	200,000	S106 TfL OSPR	4,150,000
Medium	Barbican Estate City Walkway Areas <i>Various additional improvements to planters and seating</i>	100,000	OSPR	4,250,000
Medium	Golden Lane Estate City Walkway Area <i>Improvements to access to Leisure Centre and improvements to planters</i>	200,000	OSPR	4,450,000
Medium	Barber Surgeons Gardens <i>Improved access to the gardens</i>	150,000	OSPR	4,600,000
Longer term/ dependant on development	Aldersgate Street / Goswell Road <i>Tree planting, footway widening and possible new pedestrian crossing</i>	500,000	S106 TfL OSPR	5,100,000
Longer term/ dependant on development	St Alphage <i>Re-landscaping and access improvements</i>	150,000	S106 TfL OSPR	5,250,000
Longer term/ dependant on development	Fore Street <i>Widening footways and tree planting</i>	300,000	S106 TfL OSPR	5,550,000
Longer term/ dependant on development	London Wall <i>Widening footways and tree planting</i>	500,000	S106 TfL OSPR	6,050,000

Appendix B – Plan of the preferred option (blue hatched line shows the extent of works included in this project)



Appendix C – Detail of the proposals on Silk Street



Appendix D – Indicative montages of the project

Silk Street – existing



Silk Street – proposed



Silk Street, Barbican Centre entrance – existing



Silk Street, Barbican Centre entrance – proposed



Silk Street / Beech Street junction – existing



Silk Street / Beech Street junction – proposed



Appendix E – Updated funding strategy and estimated costs of all ‘high priority’ projects in the Barbican Strategy

Priority	Scheme	Original Estimate Cost	Original Funding Strategy	Revised Cost	Revised Funding Strategy				
					OSPR	Milton Court S106	1 Coleman Street S106	TfL / Other S106	
High	Moor Lane Creation of linear open space & associated enhancements	£1,550,000 (including estimated £100,000 evaluation/design report costs)	OSPR S106 (Milton Ct)	£1,550,000 (including £100,000 evaluation/design report costs)	£300,000	£1,250,000 (including £100,000 evaluation/design report costs)	-	-	
High	Milton Court Repaving Works	£200,000	S106 (Milton Court)	£200,000	-	£200,000	-	-	
High	Silk Street Footway widening, tree planting and associated enhancements	£400,000 (including estimated £25,000 evaluation/design report costs)	OSPR (including £250,000 committed for interim scheme) S106 (Milton Ct)	£772,856 (including estimated £50,000 evaluation/design report costs and based on maximum implementation cost of £691,334)	£722,856	£50,000	-	-	
High	Beech Street / Silk Street Junction Improvements to junction to ease pedestrian movement	£300,000 (including estimated £25,000 evaluation/design report costs)	S106 (Milton Ct) TfL	£400,000 (including estimated £30,000 evaluation/design report costs & £134,120 held back for planting elements on St Giles Terrace and Ben Johnsons Court)	£400,000	-	-	-	
High	Barbican Estate City Walkway Areas Various improvements to planters and seating	£200,000 (including estimated £15,000 evaluation/design report costs)	OSPR	£300,000 (including estimated £15,000 evaluation/design report costs)	-	-	£148,000	£152,000	
High	St Giles Terrace Re-landscaping of terrace	£200,000 (including estimated £15,000 evaluation/design report costs)	OSPR	£300,000 (including estimated £15,000 evaluation/design report costs)	-	-	£148,000	£152,000	
High	Wood Street & London Wall Junction Improvements to pedestrian crossing facilities and associated adjustments to footways	£300,000 (including estimated £15,000 evaluation/design report costs)	S106 (1 Coleman St) £148,000 subject to signing Variation Other S106 TfL	£300,000 (including estimated £15,000 evaluation/design report costs)	-	-	£148,000	£152,000	
Totals for High Priority Projects:				£3,150,000	£3,222,856	£1,422,856	£1,500,000	£148,000	£152,000
Unallocated Funding to be used towards the delivery of the medium priority schemes				£77,144	£77,144	£77,144	-	-	-
Total Barbican Area Strategy Funding				£3,300,000	£1,500,000	£1,500,000	£148,000	£152,000	

Item No.

TO: **BOARD OF GOVERNORS OF THE
CITY OF LONDON SCHOOL**

Wednesday, 3 October 2012

**STREETS & WALKWAYS
SUB-COMMITTEE**

Monday, 17 September
2012

FROM: **POLICY & RESOURCES
COMMITTEE**

Thursday, 5 July 2012

9. MILLENNIUM BRIDGE AREA ENHANCEMENT PROJECT

The Committee considered a resolution of the Board of Governors of the City of London School of 19 June 2012 concerning proposed enhancements to the Millennium Bridge area and a suggestion that there had been a decision by the Projects Sub-Committee to refer the matter back to the Streets and Walkways Sub-Committee. A resolution of the Projects Sub-Committee of 23 May 2012 was also considered thereon.

The Chairman noted the concerns of the Board and explained that there was a misunderstanding. He advised that the Millennium Bridge enhancement project had not been referred back to the Streets and Walkways Sub-Committee but that it was referred back to officers for further information. He stated that Projects Sub-Committee was not there to second-guess service committees but that part of its remit was to ensure that projects going forward represented value for money. He also reminded Members that Projects Sub was a new sub-committee and that certain aspects of how it was working were still being developed and would need time to bed-in. The Chairman of the Projects Sub-Committee supported his sentiments and in response to concerns about the enhancements not going ahead he advised that there was no suggestion that the work should not be undertaken.

It was noted that the request for further information would not cause the project to be delayed unduly particularly as work could not have started until after the Olympic and Paralympic period.

RESOLVED: That the concerns of the Board of Governors of the City of London School be noted.

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Agenda Item 4e

Committee(s):	Date(s):	Item no.
Streets and Walkways Sub-Committee	17 September 2012	
Projects Sub-Committee	18 September 2012	
Subject: Riverside Walk: Millennium Bridge Area Enhancements		Public
Report of: Director of the Built Environment		For Decision
<u>Summary</u>		
<p>This report is a Gateway 3/4 Options appraisal that follows the 'Streamlined' process, as agreed with the Town Clerks Department. It relates to the enhancement of two areas adjacent to the Millennium Bridge; the bridge approach from the north, and the Riverside Walkway beneath (See Appendix A for plan). The recommended option has a total estimated cost for both areas of £1,473,305 subject to finalising paving options, inclusive of 5 years of maintenance funding. However, several variations to the recommended option are also presented for consideration. The scheme is proposed to be primarily funded from Section 106 receipts (91%) with the remaining 9% funded from the City's On-street Parking Reserve.</p> <p>Should approval be granted for this Gateway report, it is proposed to seek Chief Officer approval for detailed design and the Town Clerk's Authority to Start Work in accordance with the 'streamlined' procedure.</p> <p>The proposals include the Millennium Bridge approach that links the Millennium Bridge with Queen Victoria Street and a 200 metre long section of Riverside walkway at Paul's Walk that spans the frontage of the City of London School; including the area under the bridge.</p> <p>The scheme involves the improving of the Millennium Bridge Approach to create a more useable and pleasant gateway for the benefit of the millions of visitors that use this area each year. The removal of the HSBC gates is also recommended, as they have become obstacles to movement and no longer sit comfortably in the space. Members should be aware that options to ascertain the market value of the HSBC gates and their possible relocation are being investigated and will be reported as part of the City Arts Initiative process in a subsequent report.</p> <p>On the Riverside, it is proposed to create a linear promenade that will form a green frame around the City of London school and provide much needed amenity space for the public to rest and enjoy views of the Thames. The recommended option includes measures to contribute to climate change mitigation through</p>		

sustainably managing rainwater run-off. The recommended option has been amended since this project was first considered by Members in May 2012. This is because the Environment Agency's latest advice suggests that excess surface water can be drained into the Thames which means that water storage tanks that were previously recommended would no longer offer significant benefits. This change delivers a saving of £85,000.

The proposals have been developed in consultation with the City of London School and will improve the area to meet the needs of its many users. The scheme will also add significant greenery, in line with the core aims of the enhancement strategy.

Recommendations

It is recommended that Members:

- (i) Approve the progression of Options 1 and 2a 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.
- (ii) Approve the environmental enhancements and sustainable urban drainage system (Option 1 and 2a) at an estimated total cost of £1,393,805 funded through the 20 Fenchurch Street, Watermark Place and Riverbank House Section 106 contributions (£1,263,805), and the On-Street Parking Reserve (£130,000) subject to finalising the paving options for Millennium Bridge Approach;
- (iii) Approve the design and installation of the play/sports equipment on Paul's Walk in advance of the main works, funded by the London Marathon Charitable Trust (£34,500)
- (iv) Approve that the additional staff costs of £10,292 incurred to date be funded from the Riverbank House S106 Agreement.

Gateway 3/4: Options Appraisal

Committee(s):	Date(s):	Item no.
Streets and Walkways Sub-Committee	17 th September 2012	
Projects Sub-Committee	18 th September 2012	
Subject: Riverside Walk - Millennium Bridge Area Enhancements		Public
Report of: The Director of the Built Environment		For Decision

Overview

Context	This is a Gateway 3/4 options appraisal report.
<p>This report relates to the enhancement of two areas adjacent to the Millennium Bridge; the bridge approach from the north, and the Riverside Walkway beneath (See Appendix A for plan). The implementation of the recommended option has a total estimated cost for both areas of £1,473,305 inclusive of 5 years of maintenance funding. The scheme is proposed to be primarily funded from Section 106 receipts (91%) with the remaining 9% funded from the City's On-street Parking Reserve.</p> <p>The recommended enhancement scheme forms part of the Riverside Walk Enhancement Strategy approved by Court of Common Council 2005 and revised 2008. This strategy seeks to improve the Thames Path National Trail and enhance adjacent spaces and connections with the rest of the City. The strategy sets out the enhancements needed and the priority and funding strategy for their implementation. To date, 14 projects have been completed including major schemes at Grants Quay and Angel Lane, these are listed in Appendix B, Table 7. Surveys have shown that implementing these changes has resulted in increased numbers of people using Riverside Walk as a route and a place to relax, and improved satisfaction ratings for the City Riverside. Transport for London carried out a before and after survey of the recently completed scheme at Grants Quay (which they funded). This found that the number of people using the space increased by 34% with a 48% increase in users rating the area as very good.</p> <p>Due to a decline in conditions in the area, the Millennium Bridge Area project was made a Phase One (High priority) project when the revised strategy was approved by committee in 2008. This area is one that provides the busiest pedestrian gateway in to the City and provides the first impression that many get of the City of London. The decline in the area does not match with the environment that has been created around St. Pauls Cathedral, and when combined together these two areas make a significant statement about the quality and values of the City in terms of its civic nature and position within the capital, effectively providing a quality branding for the City. The proposals have been developed in close consultation with the City of London School, who have been promoting, and supporting the enhancements around the school in terms of their own brand and school values.</p> <p>Millennium Bridge Approach - Existing situation</p> <p>Originally planned as a corridor for viewing St Paul's Cathedral from the Thames, the Millennium Bridge Approach is now a heavily used pedestrian route which connects</p>	

visitors to major London attractions, especially St Paul's Cathedral and Tate Modern. The area is an important gateway into the City, used by 5 million visitors annually. The thoroughfare is paved in York stone, currently set out in a grid pattern, which uses larger than usual paving slabs that are in variable condition and is not aesthetically pleasing as might befit its location. The space includes four steel sculptures known as the HSBC Gates, designed by the artist Sir Anthony Caro, installed as part of the Millennium Bridge works.

Not originally designed and set out to deal with the numbers of people now using it, this area has suffered a noticeable decline in the local environment since the Millennium Bridge opened. The HSBC gates are often used for graffiti and urination and require frequent cleaning and sticker removal. Signage in the area is laid out in an adhoc manner and shows signs of wear and tear. There is also a need to add signage to assist those using the newly repaired Inclinor and there is no signage in place to help pedestrians navigate between the upper and lower levels.

Paul's Walk - Existing situation

Paul's Walk is mainly paved in York stone, with areas of concrete paving (some broken) and a few older park style timber benches. The area in front of the City of London school entrance includes raised planters and air vents (within the school's demise) that are frequently used for seating by the public and also occasionally by skateboarders. The school also has concerns about noise disturbance from the public gathering close to the school's windows in this location.

The space under the Millennium Bridge is under-utilised and drab. The steps down from the bridge to Paul's Walk are of a fairly poor construction and the "anti-pedestrian" paving on the upper steps gives visitors the impression that they are not welcome, despite the huge numbers that pass through the area. This area also feels unsafe at night and has the potential to attract anti-social behaviour.

There is a stone clad planter opposite Millennium Bridge House that is in a state of disrepair and has steps on the southern side. These steps are a popular seating area, but they also attract anti-social behaviour, with evidence of street drinking, due to their hidden nature. This is particularly undesirable due to the proximity of the nearby City of London school and residential dwellings.

<p>Brief description of project</p>	<p>Photographs of the project area are included in Appendix D. Proposal Visualisations are included in Appendix E.</p>
<p>The area analysis has shown that there are three distinct functions within the public realm in this area:</p> <ul style="list-style-type: none"> • The Millennium Bridge approach as a processional route to the Cathedral; • Paul's Walk as part of the riverside promenade; and • Greater potential for the space beneath the Bridge to be used as a gathering area. <p>The project proposes enhancements to the area that accentuate and complement these functions, to establish a pleasant and welcoming environment for the benefit of</p>	

all users.

Millennium Bridge Approach - Proposals

The intention of this project is to create a more welcoming and fitting gateway to the City, which recognises the value of this space in terms of the impression given to millions of people that enter and exit the City through this space every year. Options range from repairing areas of damaged paving, to changing the design of the area. The option to change the design of the area includes a new 'gateway' design for the paving that would involve the re-cutting and re-use of around 70% of the existing large paving slabs into smaller modules that would be more resistant to damage. In developing the detailed options for this project it has however become clear that this type of redesign would cost in the region of £350,000 whereas the option of repair only would cost £37,000. Therefore it is proposed an area of the current York stone be intensively cleaned to enable Members to consider whether this would deliver a suitable quality finish for the area given the balance of cost versus quality. There is also the option, as part of repair work, to relay a currently damaged area in suggested new design to assist Members decision.

There is also an option to remove the HSBC gates. The Culture, Heritage and Libraries Committee acknowledged that the gates did not work well in their current location. A separate submission outlining their market value and investigating potential disposal options, including, relocation and resale, would need to be considered further by the City Arts Initiative Advisory Panel and the Culture, Heritage and Libraries Committee. The findings will be reported to City Arts Initiative Advisory Panel with recommendations presented to the Culture, Heritage and Libraries Committee in due course.

Improving the signage in this area also forms part of the proposals in order to assist pedestrian navigation. Worn out, damaged and missing signage will be replaced and updated to accord with the City standard. There is also a need to add signage for the newly refurbished Inclinorator.

Paul's Walk - Proposals

The design concept for Paul's Walk has been developed to create a green planted border in front of the school, with spaces between the planting areas to accommodate building entrances and exits, together with seating on the outer edges. The broken concrete paving would be replaced with York stone, to create a more consistent finish. Lighting would also be enhanced. There is also an option to remove the existing stepped planter in front of Millennium Bridge House that is in a poor condition and a focus of anti-social gathering and replace it with a more suitable design. As this is an area that is at risk of surface water flooding a sustainable drainage system (SuDS) will also be introduced.

It is proposed to introduce small scale play and/or exercise equipment opposite Millennium Bridge House, utilising specific funding from the London Marathon Charitable Trust. Equipment of a similar design has recently been installed at Dark House Walk.

It is proposed that the area beneath the Millennium Bridge be enhanced to create a more welcoming space with a useable seating area and associated lighting.

<p>Success Criteria</p>	<ul style="list-style-type: none"> • An improved gateway and connection to the City, • Increased green coverage and places to rest, • Improvement of the condition and function of the City's assets • Enhanced lighting and a safer and more pleasant walking route • A reduction in anti-social behaviour • Reduced surface water flood risk <p>On completion of works a scheme assessment will be carried out and will be reported to Committee as part a future update report.</p>
<p>Notable Exclusions</p>	<p>N/A</p>
<p>Link to Strategic Aims</p>	<p>This project has links to the following strategic aim:</p> <ul style="list-style-type: none"> • To 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 <p>This project will provide much needed amenity space and added asset value to the public realm for the benefit of local occupiers and the millions of visitors who use the area.</p> <p>The 'Thames and the Riverside' has been identified through the City's Core Strategy as a 'Key City Place' where the following policies apply:</p> <p>STRATEGIC OBJECTIVE 2 To ensure that the challenges facing the five Key City Places are met, complementing the core business function of the City, contributing to its unique character and distinguishing it from other global financial districts.</p> <p>The Vision: Thames and the Riverside</p> <p>The Thames and its riverside will provide well designed and managed public spaces, ranging from lively and vibrant areas, to areas of relative tranquillity for relaxation and contemplation. Residential, educational, recreational and employment activity will be enhanced by high quality sustainable streetscapes which will address the challenges of climate change. The river will continue to be used for the transport of people and materials, including through the safeguarded Walbrook Wharf. The riverside will be easily accessible from other parts of the City and from the south side of the Thames.</p>

<p>Within which category does the project fit</p>	<ul style="list-style-type: none"> • Substantially reimbursable
<p>Resources Expended To Date</p>	<p>In May 2012, Members had resolved that officers provide further information on the project proposals and re-submit a report to Committee at the same gateway (3/4). Members also supported the suggestion that Project sub-Committee receive a presentation on the proposals and vision for the area. A similar presentation had been given to the Streets and Walkways Sub-Committee in May 2012.</p> <p>To date £57,292 has been spent on the evaluation, design and consultation processes for this project (staff costs and fees). This included surveys, design fees, and staff costs for consultation and engagement with the school, and engineering advice and estimating.</p> <p>The evaluation was funded from the On-Street Parking Reserve (£20,000 inclusive of the Playbuilder element on Peter's Hill - £5,000) as part of the Millennium Bridge Area project. The evaluation was also funded from Watermark Place and Riverbank House Section 106s (£27,000) as part of the Riverside Planters and Planting project. The £57,292 expended to date represents approximately 4% of the total project cost to evaluate the project options.</p> <p>The total original budget for evaluating this project is £47,000. However, the total spend is £57,292. This is an increase of £10,292 from the Gateway 3/4 report presented to Members in May 2012 and represents approximately 103 officer hours. These figures are reflected in Appendix B Table 1.</p> <p>It is proposed that the additional costs of £10,292 incurred to date be recovered from the Riverbank House S106 Agreement (as part of the underspend on Angel Lane project).</p> <p>The increase in costs is mainly due to additional staff time for essential project development related to the Environment Agency's latest advice on surface water drainage that was not available at the time of the May 2012 report.</p> <p>In mid June 2012 officers were made aware of consultants findings within the then Draft Final Strategic Flood Risk Assessment (SFRA) report presented to the City's Flood Risk Steering Group on 3rd May 2012. New surface water flow modelling, which takes account of local topography and the drainage and sewer network in the City, identified four areas at risk:</p> <ul style="list-style-type: none"> • Farringdon Street

	<ul style="list-style-type: none"> • New Bridge Street • Victoria Embankment • Paul's Walk – Thames Riverside. <p>The consultant's report placed greater emphasis on the flood risk to the Paul's Walk area as it is in a critical sewer flooding zone. Furthermore, the Environment Agency's latest advice suggests that excess surface water can be drained into the Thames, due in part to its relative cleanliness compared to discharge from carriageway. It was therefore necessary to re-visit the project proposals in light of new information on the City's flood risk areas and the latest Environment Agency advice.</p> <p>On 3rd July 2012 Planning and Transportation Committee approved the publication of the Final SFRA which provided an update on the evidence of the flood risks the City faced. Appendix C contains a map extract from the report which shows the extent of the City's main flood risk hotspots.</p> <p>Project sub-Committee's request for further information on the proposals in May 2012 coincided with the emergence of new guidance which would ordinarily have been reported at the detailed design stage.</p> <p>This revised report has given officers an opportunity to provide Members with the latest information. These revisions are an essential part of the design process and were carried out as part of the project development. The revised recommendation for the partial SuDs scheme (Option 2a) delivers a cost saving of £85,000 over the previously recommended full SuDs scheme (Option 1a).</p>
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Options Appraisal Recommendation

List of options described	<p>A number of options have been developed in order to enhance the area and address its various needs and problems. These are split into the 2 project areas (Millennium Bridge Approach and Paul's Walk). The Appendix includes further details of these options and cost estimates as well as a breakdown of works items. The main options are summarised below. It is also possible to vary these options further by selecting or de-selecting various works items set out in the Appendix.</p> <p>Millennium Bridge Approach</p> <p><u>Option 1 (recommended)</u></p> <ul style="list-style-type: none"> • To agree to receive a further report on the option to either reconfigure the paving on the millennium Bridge
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Approach or simply repair damaged areas once the result of cleansing has been viewed and considered to see if the paving maintained at this higher level of cleanliness would deliver a suitable quality finish when considered against the cost of redesign.

- Ascertain the market value of the HSBC gates and explore potential for their relocation as recommended by the City Arts Initiative,
- Signage, lighting and drainage improvements

Option 2

- Ascertain the market value of the HSBC gates and explore potential for their relocation as recommended by the City Arts Initiative (as Option 1),
- Signage, lighting and drainage improvements

Option 3

As Option 1, but with the HSBC gates retained

Paul's Walk

Option 1a

- Create a green promenade space which includes improved lighting and seating areas.
- Incorporate a sustainable drainage system (SuDs) with attenuation tanks.
- Create a seating area under the bridge together with associated lighting

Option 2a (recommended)

As Option 1a, but with a partial sustainable urban drainage system without attenuation tanks.

Option 3a

Similar to Option 1a, but with reduced planting and a partial sustainable urban drainage system without attenuation tanks.

Option 4a

As Option 1a but with reduced planting and conventional

	drainage.
Option recommended to progress to Authority to Start Work stage	Options 1 and 2a.
Resource requirements to reach Authority to Start Work and source of funding	£45,000. Comprising £25,000 fees for design works, surveys and engineering assessment and £20,000 staff costs for project management and consultation. See Appendix B Table 2. This is to be funded from the 20 Fenchurch Street Section 106. See Appendix B Table 3.
Plans for consultation prior to Authority to Start Work	It is proposed to continue to consult with local occupiers and other relevant parties on the plans prior to authority to start work stage. This will include: <ul style="list-style-type: none"> • The City of London School, the Salvation Army, Millennium Bridge House • The Environment Agency • The Port of London Authority • Internally: City Arts Initiative, the City Surveyor, the Highways service, Cleansing Service, the Access Team and the Open Spaces department
Level of approval for Detailed Design (if required)	<ul style="list-style-type: none"> • Chief Officer for Detailed Design Approval. • Town Clerk for Authority to Start Work as Streamlined Process
Procurement Strategy	Works will be carried out by the City of London highways term contractor J B Riney & Co Ltd.
Tolerances	It is proposed to create a seating area under the Millennium Bridge, towards the end of the project when costs are known. This element is a lower priority and will only be implemented upon completion of the other elements if sufficient funds remain.
Recommendation	It is recommended that Members: <p>(i) Approve the progression of Options 1 and 2a 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.</p> <p>(ii) Approve the environmental enhancements and sustainable urban drainage system (Option 1 and 2a) at an estimated total cost of £1,393,805 funded through the 20 Fenchurch Street, Watermark Place and Riverbank House Section 106 contributions (£1,263,805), and the On-Street</p>

	<p>Parking Reserve (£130,000);</p> <p>(iii) Approve the design and installation of the play/sports equipment on Paul's Walk in advance of the main works, funded by the London Marathon Charitable Trust (£34,500)</p> <p>(iv) Approve that the additional staff costs of £10,292 incurred to date be funded from the Riverbank House S106 Agreement.</p>
Reasons	<p>The Millennium Bridge Area is a major gateway to the City. The area currently does not provide a fitting environment for such an important location. These proposals address the needs of the public and local occupiers to improve the function and appearance of the area whilst also establishing a mechanism for mitigating the potential for flooding. The area lies with an identified flood risk zone due to its proximity to the Thames and is also deemed to be within a critical sewer flooding zone.</p> <p>The continued improvement to the Riverside Walk aims to fulfil the City's duty to maintain and enhance the Thames Path National Trail and is in line with the City's Strategic Aims and Core Strategy.</p>
Next Steps	<p>Development of the detailed design and further consultation with local occupiers will be undertaken.</p> <p>It is proposed to take forward the play/sports equipment proposals early as the funds must be spent by December 2012. Therefore, it is recommended that these works are implemented in advance of the other works.</p>

Detailed Options Appraisal

Millennium Bridge Approach	
Description	<p>Please see Appendix E for sketch visualisations of the following proposals.</p> <p>The existing paving has degraded over the past 12 years due to the size and layout of this particular York stone and the far greater than anticipated numbers of visitors. The rigid paving pattern draws attention to flaws and cracks in the stone. Over the years, the paving has needed to be repaired periodically which has resulted in an unsuccessful, patchy appearance, rather than the originally intended grid pattern.</p> <p>There are now two options to improve this area and provide a more fitting and welcoming environment that makes the appropriate impression for the City. One option is a new paving design that will frame the space. By taking up and cutting some existing slabs into smaller modules which are more resistant to loading, particularly in the busy central section of the walkway, then laying them in a staggered pattern as utilised throughout the City, the surface will be longer lasting and future wear and tear will not be as noticeable. If agreed it would be</p>

Millennium Bridge Approach	
<p>intended that up to 70% of the existing paving would be re-used in the scheme, both on the Millennium Bridge Approach and Paul's Walk.</p> <p>The other option is that no changes to the paving other than repairs of areas of damaged paving slabs. This will smarten up the area and provide an improved gateway to the City. Given there are significant cost differences between these two options it is proposed a sizeable area of the York stone be deep cleaned to assist Members in forming a view as to which option to agree having regard to the balance of quality versus cost. If the repair option was to be chosen it would be on the understanding that regular in depth cleaning would be necessary to maintain the desired appearance.</p> <p>It has been confirmed that the HSBC Gates are the property of the City of London. Consultations have been carried out with various City departments to find a suitable location for the sculptures. However, no suitable sites in the City's ownership have been found. From a curatorial perspective, selling the sculptures through the commercial art markets is the most feasible option for their disposal. However, it is understood that the market for such sculptures is quite limited and so the next steps will involve ascertaining the market value of the sculptures and exploring their resale potential. Disposal of the sculptures as scrap metal is also a possibility. The Culture, Heritage and Libraries Committee have acknowledged that the gates do not work well in their current location. Subject to the approval of this report; removal options for the gates will be considered further by the City Arts Initiative Advisory Panel with recommendations presented to the Culture, Heritage and Libraries Committee in due course.</p> <p>The design for this area can also work with the Gates retained (Option 3). Therefore if the removal of the Gates is not viable, they can be retained without requiring any design changes. However the problems associated with them will remain.</p> <p>Signage on the Millennium Bridge Approach is in need of improvement. Existing signs are of an inconsistent design and of variable quality. Suggested ways of improvement are as follows (all Options):</p> <ul style="list-style-type: none"> • Add more way finding information. These will need to be wall-mounted to avoid clutter and also avoid the need for foundations which would not be feasible on the Millennium Bridge Approach sub-structure. • Upgrade other information signs so that the overall approach is consistent. <p>Other associated enhancements are also proposed to lighting and drainage. This would provide a comprehensive improvement to the area and address current deficiencies.</p>	
Benefits and strategy for achievement	<ul style="list-style-type: none"> • Enhancement of the City's Riverside Walk (Thames Path) in accordance with the City's Strategic aims, Core Strategy and Riverside Walk Enhancement Strategy, • The creation of an enhanced 'gateway' to the City for the benefit of the millions of visitors who use this area each year and further encourage visitors • The enhancement of the lighting in the area to improve the

Millennium Bridge Approach	
	<p>environment, safety and discourage anti-social behaviour</p> <ul style="list-style-type: none"> • The encouragement of sustainable modes of transport (walking, as highlighted in the Mayor of London's Transport Strategy 2011) • A reduction in anti-social behaviour by creating an attractive, welcoming, well-cared for environment and removing hidden spaces
Scope and exclusions	A plan of the project area is included in Appendix A.
Constraints and assumptions	<ul style="list-style-type: none"> • The paving proposals for this area can work with or without the HSBC gates • Around 70% of the existing York stone will be reused if the redesign option is approved.
Streetworks Impact	Due to the pedestrianised nature of the area, the impact of the street works will primarily affect pedestrian access. Officers will look to ensure that routes remain open to the public by phasing the works accordingly. Access to buildings will be maintained at all times.
Programme	Further detailed design work will be undertaken before the Authority to start works stage. It is anticipated that Authority to start works will be sought in early 2013 and works expected to begin in the summer to take account of the school holidays and avoid disruption.

Risk implications			
Risk	Risk Category	Risk Value	Mitigating Action
Weight restrictions/Access for vehicles delivering materials to site	Time/Cost/Scope	High	A Weight Tolerance Assessment to be undertaken as part of the development these proposals. An Access and Delivery Plan to be developed as part of the Construction Package.
Noise Restrictions for Working close to School and Local Businesses	Time	Medium	Establish and agree working times for noisy works to ensure disturbance is minimised.
No suitable offers/location found for HSBC Gates	Scope	Medium	Investigate fall-back options for the sculptures (such as selling them for scrap value) and revise scope of scheme on Millennium Bridge Approach.

Millennium Bridge Approach	
Legal implications	N/A
HR implications	N/A
Anticipated stakeholders and Consultees	Consultations are on-going with the City of London School, The Salvation Army and Millennium Bridge House.
Results of consultation carried out to date	<p>As part of the development of the project, officers have consulted with the City of London School, Sir Anthony Caro (the artist who designed the HSBC gates), HSBC and St Paul's Cathedral.</p> <p><u>Consultations with the City of London School</u></p> <p>Officers met with the City of London School Second Master and his team on three separate occasions, which provided an insight into the needs of the school. The City of London School faces onto much of the project area. As such a number of issues particularly around the deficiencies of the existing public realm and the associated anti-social behaviour have a bearing on the school.</p> <p>The school staff consider that the area is in need improvement and this was also the opinion of the school's Board of Governors. The City of London School's other concerns were as follows:</p> <ul style="list-style-type: none"> • Members of the public often loiter within the School's curtilage and the noise that they generate has a disruptive effect. Skateboarders riding on the school's planters near their entrance are also a problem for them. It was agreed that the best way to deal with this issue was to have seating placed further away from the school entrance together with the introduction of more planting close to the building. This would prevent access to areas that are currently used by skateboarders. • There was concern raised about the issue of flooding in the School's basement in heavy rainfall. It was agreed that the design will be developed to address this issue at the detailed design stage if it transpired that the water ingress is from the public walkway. • There were concerns about safety and security, where there was a need to accommodate evacuation/fire access points for the School within the design and a need to improve lighting coverage around the School. <p>These concerns have been considered in the development of this project. The City of London School Board of Governors met on 27th February 2012 and the proposals to improve the Millennium Bridge Area were well received as they represented a marked</p>

Millennium Bridge Approach	
	<p>improvement on the appearance of the existing area.</p> <p><u>Other Consultations</u></p> <p>St Paul's Cathedral has been consulted and expressed support for the scheme.</p> <p>Officers have consulted with the artist Sir Anthony Caro who designed the HSBC gates, to ask his thoughts on the problems of graffiti, urination and other problems. Sir Anthony is of the view that the sculptures do not work well in their present location and would have no objections to their removal/relocation, if this was part of a significant enhancement scheme for the wider area. Sir Anthony will be consulted again as part of the decommissioning options assessment.</p>

Financial Implications

Estimated capital cost (£)

Table 3: Millennium Bridge Area Options Estimated Costs

Task	Option 1 (Recommended) Paving Improvements, remove HSBC gates, lighting, signage £	Option 2 Remove HSBC gates, lighting, signage £	Option 3 HSBC gates retained, lighting and signage £
Paving works	350,000 Or 37,000 (repair only)		
Remove HSBC Gates	20,000	20,000	-
Lighting	20,000	20,000	20,000
Drainage	15,000	15,000	15,000
signage	10,000	10,000	10,000
SUBTOTAL (works)	65,000	65,500	45,000
	Excluding paving	Excluding paving	Excluding paving

Millennium Bridge Approach				
Fees	20,000	10,000	15,000	
Staff Costs DBE (Highways)	15,000	10,000	12,000	
Staff Costs DBE (Planning)	25,000	9,000	23,000	
SUBTOTAL (Fees and staff)	60,000	29,000	50,000	
TOTAL	125,000	94,500	95,000	
	Excluding paving	Excluding paving	Excluding paving	

Source of capital funding

The project is proposed to be mainly funded from the Section 106 agreements for 20 Fenchurch Street, Watermark Place and Riverbank House and the City's On-Street Parking Reserve. Further details are set out in the Table 3 in the Appendix and are summarised below in the following Section 106 extracts:

- **Section 106 Relating to the development of 20 Fenchurch Street – 13th April 2007:**

Riverside Strategy Payment: "to be used to further the City's Riverside Strategy"

- **Section 106 Relating to Upper Thames Street 90-94 Mondial House (Watermark Place) – 20th December 2006:**

"Riverside Walkway Works – ..any other improvement works to the Riverside Walk to be implemented by the City of London Corporation"

- **Section 106 Relating to Swan Lane 2 Riverbank House – 31st August 2007:**

"..other works in the vicinity of the development site shall be carried out which may include the enhancement of the Riverside Walk."

The precise funding methodology will be confirmed at detailed design stage.

Anticipated phasing of capital expenditure	Please see Appendix B Table 4 for anticipated phasing of capital expenditure for the Millennium Bridge Area Enhancements project.
Estimated capital value/return (£)	N/A
Fund/budget to be credited with capital return	N/A
Estimated revenue	All Options

Millennium Bridge Approach	
implications (£)	It is anticipated that there will be some initial revenue benefits through the enhancement of the City's assets in the public realm.
Source of revenue funding	Local Risk
Fund/budget to be credited with income/savings	N/A
Anticipated life	N/A
Investment Appraisal	N/A
Benchmarks or comparative data	The City has implemented numerous similar enhancement schemes over the last 8 years, including completed schemes nearby at St Paul's Churchyard.
Proposed procurement approach	Works will be carried out by the City of London's highways term contractor J B Riney & Co Ltd.
Affordability	The project is to be primarily funded from existing Section 106 receipts which have been specifically allocated to the enhancement of the Riverside Walk.
Next Steps	In depth cleansing of area of bridge to facilitate Member decision on paving options.

Paul's Walk	
Description	Please see Appendix E for sketch visualisations.
<p>A recent survey carried out by the Open Spaces Department revealed that the City's communities are generally satisfied with the City's public gardens and spaces, but want more 'green' areas and trees, an increase in benches, more natural planting to help biodiversity, more play space and activities for young people and better links between spaces. These findings are part of the evidence reporting contained with the Open Spaces Strategy endorsed by Members.</p> <p>It is proposed to create a green frame around the school and Millennium Bridge House with spaces between the planting to accommodate building entrances and exits. The existing</p>	

Paul's Walk

planters adjacent to the school (within the school's demise) are to be replanted with mixed planting to better green the area close to the school frontage and deter people from using the area for loitering. New seating arrangements will mean that timber benches will be located away from the school entrance. Further site/structural investigations will be necessary to determine the final planting design in terms of depth and loading. This will be carried out as part of the design development prior to the Authority to Start Work stage.

The existing stone clad stepped planter opposite Millennium Bridge House is currently in a poor state of repair. Options 1a and 2a propose to demolish this planter and introduce more appropriate planting and seating in its place, with a new treatment to the river wall flood defence. Options 3a and 4a propose no changes to this planter and minor repairs instead.

Play and/or exercise equipment is also proposed opposite the Millennium Bridge House, utilising specific funding from the London Marathon Charitable Trust. Equipment of a similar design to that recently installed at Dark House Walk is proposed (see photographs in Appendix)

Outside the school it is proposed to replace the existing concrete paving slabs with York Stone to match surrounding paving on the remainder of the Riverside Walk. It is also proposed to add uplighters to the planting areas and to install festoon lighting on the river wall to enhance the riverside promenade. The lighting would be the latest technology LED which generally requires less maintenance and uses less energy.

The City's Electrical Engineer has advised that installing modern low energy, long life LED lighting represents a marked improvement on many existing light fittings. The new fittings are more energy efficient and are therefore likely to have positive revenue implications.

Sustainable Drainage System

The City's Preliminary Flood Risk Assessment and Climate Change Adaptation Strategy identify this as an area at risk of flooding due to its proximity to the Thames. The area is also deemed to be within a critical sewer flooding zone. Due to the area's potential for flooding, it is proposed to incorporate a sustainable drainage system (SuDs) (Options 1a, 2a and 3a). A relatively new technology, SuDs is simply a way of dealing with excess water run-off and slowing the rate at which it discharges into the sewer system. This is done by either storing water in tanks for later release (Option 1a) or utilising surface treatments/design to slow the rate of ingress into the sewer system (Option 2a and 3a).

In the City it is very difficult to find space for water storage (attenuation) (Option 1a) because of utilities and other structures under the surface. However, due to the location of the pipe subway under the Riverside Walkway, the space exists but further investigations into loading and capacity will be required to determine whether storage can be accommodated here.

The recommended option (2a) proposes the introduction of a partial SuDs system that would not use water attenuation tanks but would instead utilise the planting areas to collect water from the paving, with excess water then being released either into the sewer system or into the Thames. This option is recommended because the Environment Agency's latest advice suggests that excess surface water can be drained into the Thames, thereby relieving pressure on the sewer system in this critical sewer flooding zone. This means that water storage tanks (Option 1a) would not offer significant benefits in this area. Option 2a delivers a saving of £85,000 over Option 1a. Further technical development of the SuDs scheme will also be

Paul's Walk	
<p>required, that will be reported at Gateway 5.</p> <p><u>Area under the Millennium Bridge</u></p> <p>The central steps under the bridge are used as an elevated seating point allowing great views across the Thames. However, this area is quite bleak and uninviting at present.</p> <p>It is proposed to introduce a formal seating arrangement on the steps beneath the bridge. They will be clad in timber and incorporate raised dividers as arm rests. This arrangement will help to prevent rough sleeping and skate boarding. The enhancements will also include additional lighting hung from the bridge structure and also linear led lighting under the seats. This will make the space feel safer at night and discourage anti-social behaviour. The design of the space beneath the Millennium Bridge will be developed to enable access to the bridge for maintenance purposes.</p>	
Benefits and strategy for achievement	<ul style="list-style-type: none"> • Enhancement of the City's Riverside Walk (Thames Path) in accordance with the City's Strategic aims, Core Strategy and Riverside Walk Enhancement Strategy, • An increase in the coverage of green infrastructure and encouragement of biodiversity, • The addition of more comfortable and accessible seating on the Riverside to provide pleasant places for people to rest, • The introduction of a sustainable approach to drainage and surface water management (Options 1a, 2a and 3a), • The enhancement of the lighting in the area to improve the environment, safety and discourage anti-social behaviour • The addition of play/exercise equipment to encourage play and well-being. • The encouragement of sustainable modes of transport (walking, as highlighted in the Mayor of London's Transport Strategy 2011) • A reduction in anti-social behaviour by creating an attractive, welcoming, well-cared for environment and removing hidden spaces
Scope and exclusions	A plan of the project area is included in Appendix A.
Constraints and assumptions	<ul style="list-style-type: none"> • A small section of publically accessible planting falls within the private demise of the School and an agreement will be required with the school to carry out the works and maintain a potential increase in planting coverage attributable to the School. This matter has been discussed with the School who are supportive of the need to alter the scope of their current maintenance agreement with Open Spaces. The detailed nature and scope of the agreement will be reported at the Gateway 5 stage. These proposals are in line with the Riverside

Paul's Walk	
	<p>Walk Enhancement Strategy which advocates a coherent approach to improve local amenities.</p> <ul style="list-style-type: none"> • The City of London School's planters are adjacent to the Riverside Walkway and their improvement furthers the City's Riverside Walk area based Strategy in line with the purposes of the 20 Fenchurch Street S106. These proposals will improve the local environment by improving local biodiversity and increasing overall green coverage. • The existing stone planter opposite Millennium Bridge House also forms part of the flood defence and has access steps to the foreshore. A suitable replacement defence wall and steps will be required. The Environment Agency have been consulted and further agreement with them will be required as part of the statutory consent process. • Further site investigations are needed to determine the depth and loading for the planting areas. • The London Marathon Charitable Trust funding for play/sport related enhancements (£34,500) must be expended by December 2012. Therefore, if approved, it is proposed to implement this element in advance of the main works.
Streetworks Impact	See Millennium Bridge Approach above
Programme	<p>See Millennium Bridge Approach above</p> <p>Further detailed design work will be undertaken before the Authority to start works stage. This will involve further site condition investigations to establish the depth of the planting and loading.</p> <p>If approved, the works will be phased to enable the location of play equipment to be established on site by the end of 2012.</p>

Risk implications

Risk	Risk Category	Risk Value	Mitigating Action
Weight restrictions /underground conditions limit planting proposals	Cost/Scope	High	Ensure weight restrictions and underground conditions are checked and develop fallback design options.
Weight restrictions/Access for vehicles delivering materials to site	Time/Cost/Scope	High	A Weight Tolerance Assessment to be undertaken as part of the development these proposals. An Access and Delivery Plan to be developed as part of the Construction Package.
SUDs scheme is not feasible	Scope	High	Carry out necessary surveys and trial holes and ensure expert input in design team prior

Paul's Walk			
			to Authority to start works stage.
Development of the River Park (private scheme) may impact upon works timing and scope	Time/Scope	Medium	Should application prove successful develop a dialogue with developer and the Environmental Agency to agree solution for the removal of the planter and the design around the River Defences.
Existing Flood Defence - restricts alterations to existing planter	Scope	Medium	Liaise closely with the Environmental Agency to develop design
Noise Restrictions for Working close to School and Local Businesses	Time	Medium	Establish and agree working times for noisy works to ensure disturbance is minimised.
Water supply for irrigation is not feasible	Cost/Scope	Medium	Discuss the planting plans with Open Spaces and design the necessary water supply requirements as part of the overall design
Funding from the London Marathon Charitable trust is not able to be spent within the time limit	Cost/scope	Medium	Take forward this element of the scheme in advance of main works in order to spend funding allocation in time
Legal implications	<p>The School already pay the Open spaces Department to maintain the planters in front of their building. An agreement is required with the School to undertake the works and amend the maintenance agreement. This would include funding the first 5 years of establishment costs of the planting from the Section 106.</p> <p>Consent from the Environment Agency under the Flood and Water management Act 2010 will be required to carry out works to the flood defence.</p>		
HR implications	N/A		
Anticipated stakeholders and Consultees	Consultations are on-going with the City of London School, The Salvation Army, Millennium Bridge House, the Environment Agency and Port of London Authority.		
Results of consultation carried out to date	See Millennium Bridge Approach above. Initial consultations have also taken place with the Environment Agency in relation to the flood defence.		

Paul's Walk	

Financial Implications

Estimated capital cost (£)				
Table 4: Paul's Walk Options Estimated Costs				
Task	Option 1a Full Planting, Full SuDS (with attenuation) £	Option 2a (Recommended) Full Planting Partial SuDS (without attenuation) £	Option 3a Reduced Planting Partial SuDS (without attenuation) £	Option 4a Reduced Planting, Conventional Drainage, no SuDS £
Paving works (incl. site preparation)	220,000	220,000	220,000	220,000
Lighting	40,000	40,000	40,000	40,000
Street Furniture	40,000	40,000	40,000	40,000
Play Equipment	34,500	34,500	34,500	34,500
Full Planters	138,500	138,500	-	-
Reduced Planters	-	-	78,000	78,000
Full Planting	112,000	112,000	-	-
Reduced Planting	-	-	100,000	100,000
Full SUDS	147,000	-	-	-
Reduced SUDS	-	80,000	80,000	-

Paul's Walk				
Conventional drainage	-	-	-	52,000
SUBTOTAL (works)	732,000	665,000	592,500	564,500
Fees	40,000	35,000	36,300	25,000
Staff Costs Open Spaces	41,000	41,000	26,000	26,000
Staff Costs DBE (Highways)	35,000	30,000	30,000	25,000
Staff Costs DBE (Planning)	55,000	50,000	40,000	30,000
SUBTOTAL (Fees and staff)	171,000	156,000	132,300	106,000
SUBTOTAL	903,000	821,000	724,800	670,500
Open Spaces Maintenance (5 years)	60,305	60,305	40,305	40,305
DBE Maintenance (irrigation, drainage and cleansing, 5 years)	15,000	12,000	14,000	12,000
SUBTOTAL (maintenance)	75,305	72,305	54,305	52,305
SUBTOTAL	978,305	893,305	779,105	722,805
Retained Element for Risk Management (Area under the Millennium Bridge)	60,000	60,000	60,000	60,000
TOTAL	1,038,305	953,305	839,105	782,805

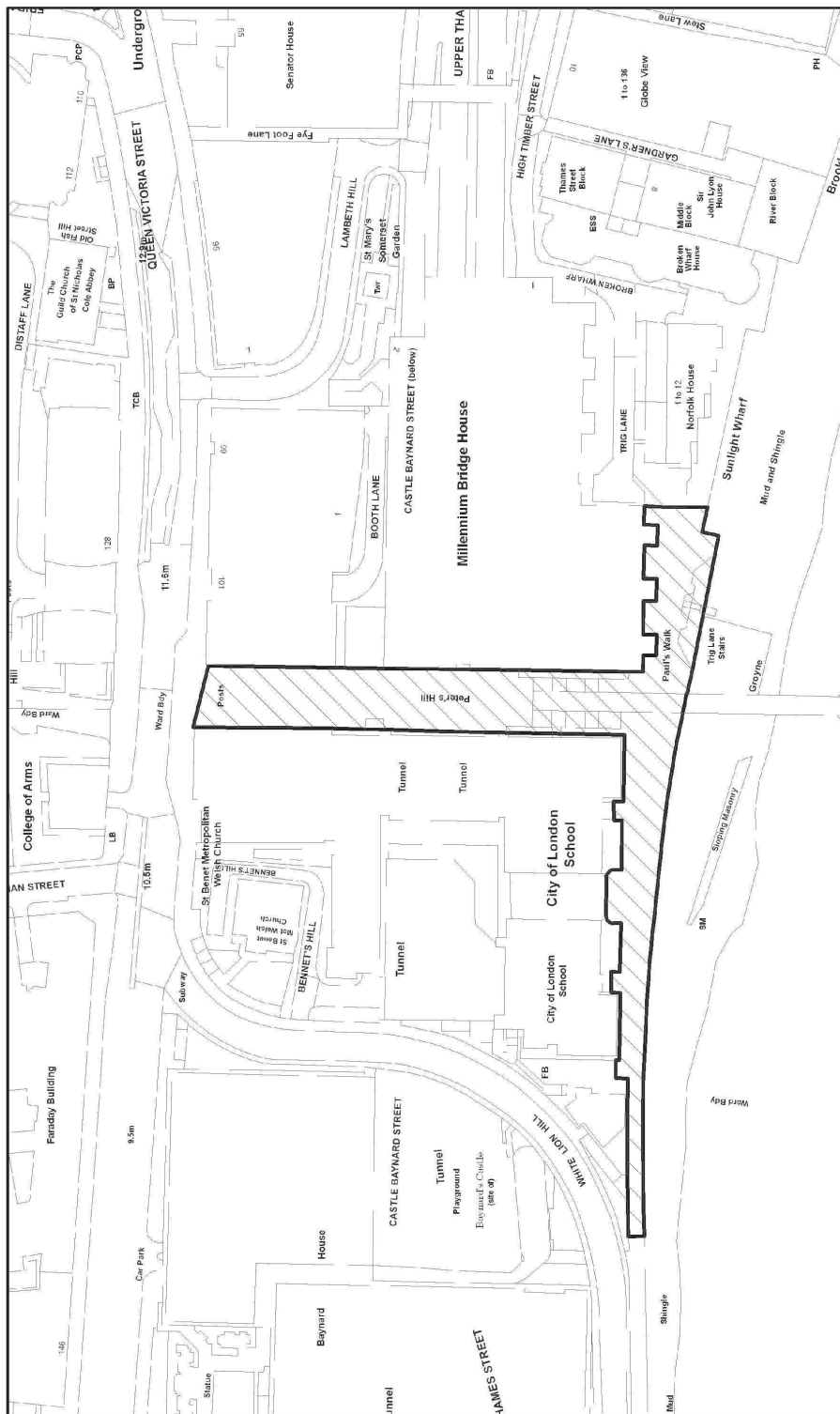
Source of capital funding

See Millennium Bridge Area above. Furthermore, there is specific funding of £34,500 for play/sport equipment in the area from the London Marathon Charitable Trust. Further details are set out in the tables in Appendix B.

Anticipated phasing of capital expenditure	Please see Appendix B Table 6 for anticipated phasing of capital expenditure.
Estimated capital value/return (£)	N/A
Fund/budget to be credited with capital return	N/A
Estimated revenue implications (£)	The scheme includes the addition of more planting areas in line with the approved Riverside strategy. The first 5 years establishment costs for this planting will be covered by the Section 106 funding, after which on-going maintenance costs would be borne by the Department of Open Spaces and the City of London School. In order to implement schemes in line with the Open Spaces

Paul's Walk	
	<p>Strategy Members will need to consider the long term maintenance implications of the City's increasing open space asset beyond scope of the Section 106 contributions. The Department of Open Spaces will seek efficiencies from the current Open Spaces Local Risk Budget for this project and will report the long term maintenance solutions for the City's open spaces to Committee in due course.</p> <p>It is proposed that the irrigation, drainage and cleansing maintenance will be funded from Section 106s for five years after which the on-going maintenance costs would be contained within the Department of the Built Environment.</p>
Source of revenue funding	Section 106 funds will cover the establishment of the planting for 5 years. Following this, costs will be borne by the Department of Open Spaces local risk budget.
Fund/budget to be credited with income/savings	N/A
Anticipated life	N/A
Investment Appraisal	N/A
Benchmarks or comparative data	The City has implemented numerous similar enhancement schemes over the last 8 years, including completed schemes nearby at Paul's Walk, Angel Lane and Grant's Quay.
Proposed procurement approach	As Millennium Bridge Approach
Affordability	The project is to be primarily funded from existing Section 106 receipts and the London Marathon Charitable Trust which have been specifically allocated to the enhancement of the Riverside Walk and play in the area. Approximately 9% of the project costs are to be funded from the City's On-Street Parking Reserve which has been allocated to the project as part of the original bid report approval by Committees.
Next Steps	As Millennium Bridge Approach

Site Location Plan



Riverside Walk | Environmental Enhancement



Riverside Walk: Millennium Bridge Area

Appendix B: Riverside Walk: Millennium Bridge Area – Project Costs

Table 1: Evaluation Design Costs to date

	Budget	Expenditure	Variance
Evaluation Design Costs	£	£	£
Millennium Bridge	20,000	24,377	4,377
Planting & Planters			
Fees	5,324	4,573	-751
Staff Costs Open Spaces	2,000	352	-1,648
Staff Costs DBE Planning (including SuDS review)	17,676	25,502	7,826
Staff Costs DBE Highways	2,000	2,488	488
TOTAL	47,000	57,292	10,292

Table 2: Post Evaluation Design Costs

Post Evaluation Design Costs	£
Fees	25,000
Staff Costs Open Spaces	2,000
Staff Costs DBE Planning	14,000
Staff Costs DBE Highways	4,000
TOTAL	45,000

Table 3: Proposed Funding Sources breakdown (Incl. of £45,000 for Authority to Start Work)

Funding Source	Available Funds
	(£'s)
20 Fenchurch Street S106 (Riverside Walk - Inclusive of Authority to Start Work and Interest)	701,066
On Street Parking Reserve (Millennium Bridge Area)	130,000
Watermark Place S106 (Inclusive of accrued Interest)	251,397
Riverbank House & Watermark Place S106s (Part of the underspend from Angel Lane Scheme)	356,342
London Marathon Charitable Trust	34,500
TOTAL	1,473,305*

*Final figure to be confirmed once paving option finalised

Table 4: Option 1 and 2a - Anticipated Phasing

	2012/13 (£)	2013/2014 (£)	Later Years (£)	Total (£)
Post Evaluation Design Fees / Staff Costs	45,000			45,000
Fees	30,000	25,000		55,000
Staff Costs	40,000	121,000		161,000
Works	240,000	840,000		1,080,000
Provision held back		60,000		60,000
Maintenance (revenue)		15,061	57,244	72,305
Totals:	355,000	1,061,061	57,244	1,473,305*

***Final figure to be confirmed once paving option finalised**

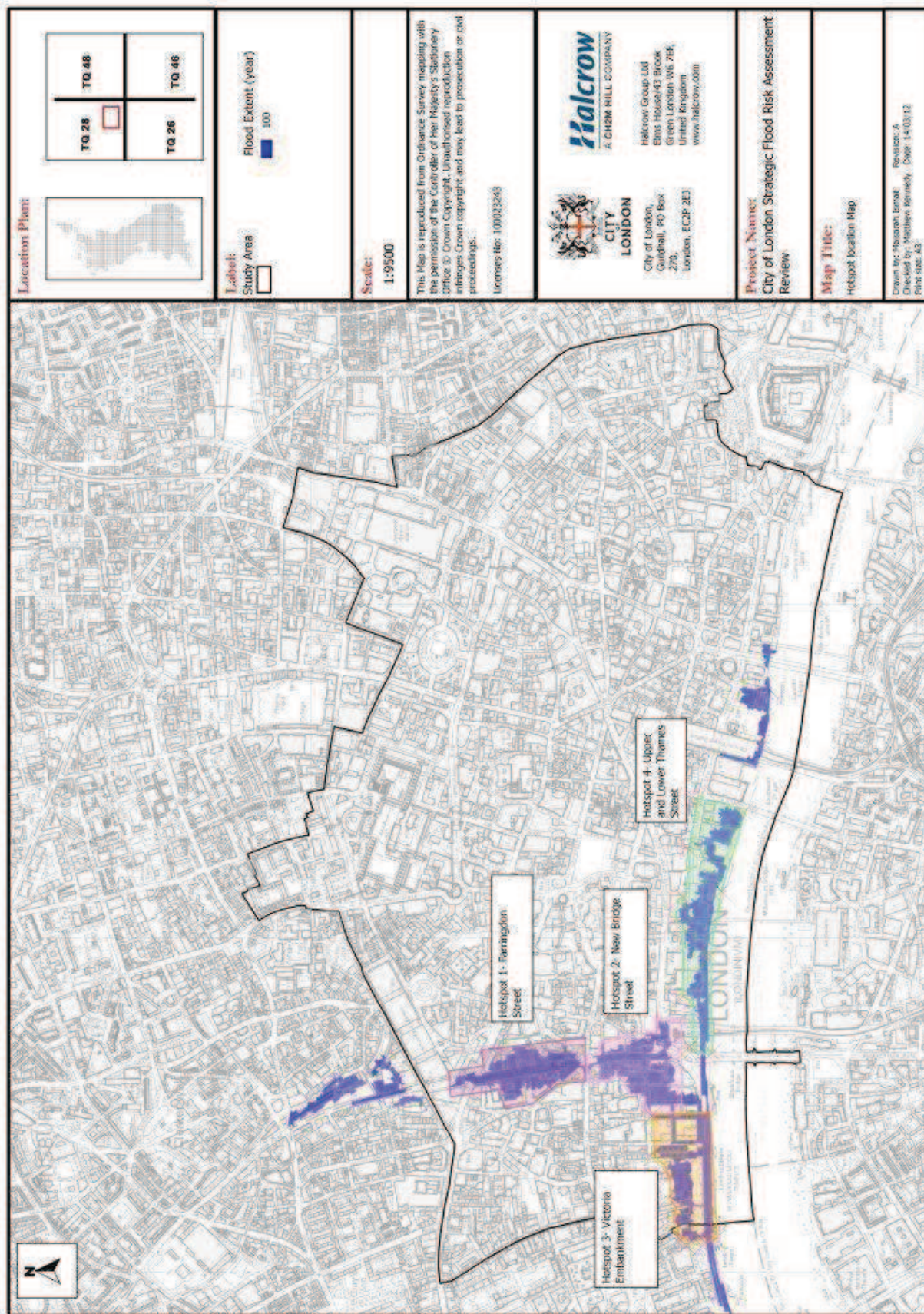
Table 5: Completed Riverside projects to date (West to East)

Project	Description
1. Blackfriars ramp extension and associated enhancements	The existing narrow ramp was extended and widened with feature lighting and curved mirrors installed on the soffit above the walkway to create an enhanced environment Completed March 2009
2. Blackfriars ramp hoarding	A new hoarding has been installed to enclose the spaces under the bridges. Completed April 2010
3. Blackfriars ramp hoarding extension	The hoarding was extended to cover an adjacent caged area and lighting was installed. Substantially completed summer 2011 Remaining light units to be installed in the autumn
4. Pauls Walk East re-landscaping	Old timber planters and benches have been replaced with new more robust granite ones, together with enhanced planting, an irrigation system and lighting. Completed March 2010
5. High Timber Street enhancement	Paving and access improvements to this section of the Riverside Walk where the walkway diverts away from the River Completed April 2007
6. High Timber Street Tree Planting	The planting of 6 street trees opposite Globe View. Completed April 2012
7. Steelyard Passage enhancement Phase 1	Installation of lighting and paving enhancements Completed April 2007

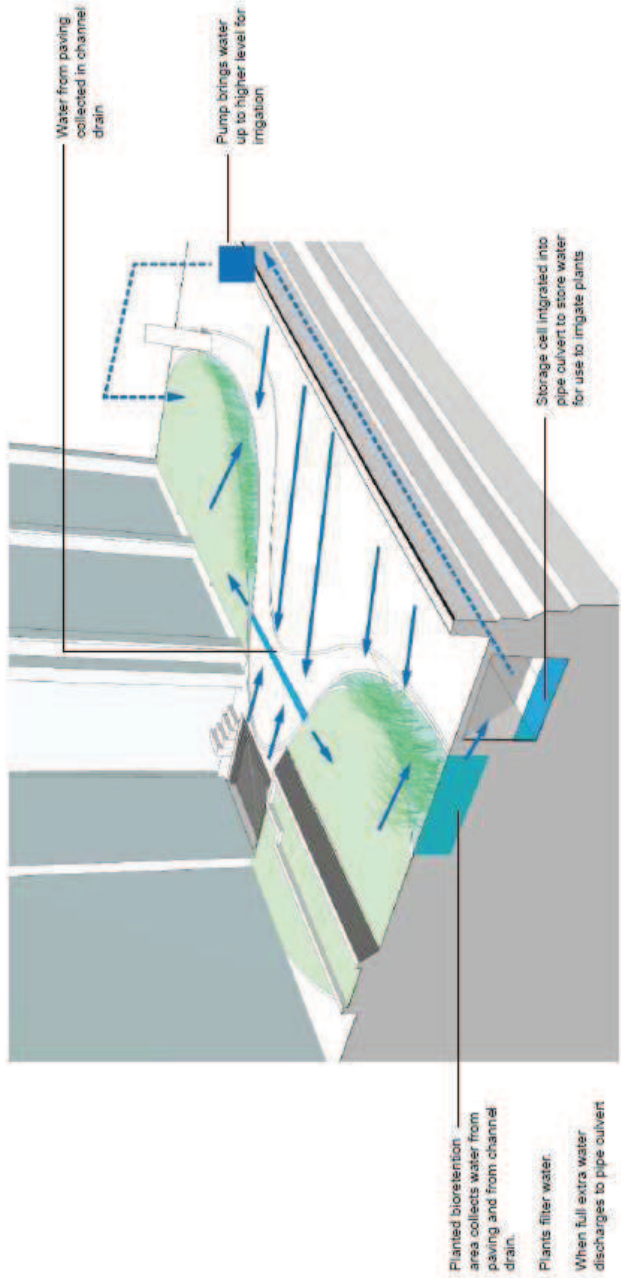
8. Angel Lane: New public space and re-paving around Riverbank House	A linear public space has been created from redundant carriageway, incorporating significant planting and seating. The space also includes a vehicle drop-off point at the northern end. York stone paving has also been laid around Riverbank House. Angel Lane: Completed April 2011 Riverbank House paving: Completed July 2011 (additional seating to be installed this autumn)
9. Grants Quay ramp and landscaping	A ramp was installed to replace steps and significant landscaping and seating introduced to provide an enhanced public space on both the upper and lower terraces. Completed May 2009
10. Grants Quay stone bench installation	A sculptural stone bench (funded by the stone supplier) was installed at Grants Quay as part of an architectural student competition. The Lord Mayor unveiled the bench. Completed December 2009
11. Dark House Wharf, re-planting (Open Spaces project)	The existing planters at Dark House Wharf were re-planted by the Open Spaces Department as part of a five year replacement planters scheme funded through the on street parking reserve. Completed March 2008
12. Old Billingsgate bollards	Installation of granite blocks to prevent illegal vehicle access to Riverside Walk associated with the unauthorised use of the office building at Old Billingsgate Market as an events space. Completed June 2007
13. Sugar Quay Ramp alterations	The existing steep ramp was adjusted to make it more shallow and create a more accessible connection Completed March 2009
14. Connecting Spaces Year 1	Street furniture improvements. Completed April 2012

Appendix C: Riverside Walk: Millennium Bridge Area - Drainage Plan

City of London Strategic Flood Risk Assessment



Appendix C: Riverside Walk: Millennium Bridge Area - Drainage Plan
 Sustainable Urban Drainage Plan



TYPICAL SECTION THROUGH BIO RETENTION PLANTING AREA



Appendix D: Riverside Walk: Millennium Bridge Area - Photos

Photos



Anthony Caro sculptures looking north



Anthony Caro sculptures looking south



Appendix D: Riverside Walk: Millennium Bridge Area - Photos



Space under the Millennium Bridge



Existing Planter adjacent to the Riverside Wall

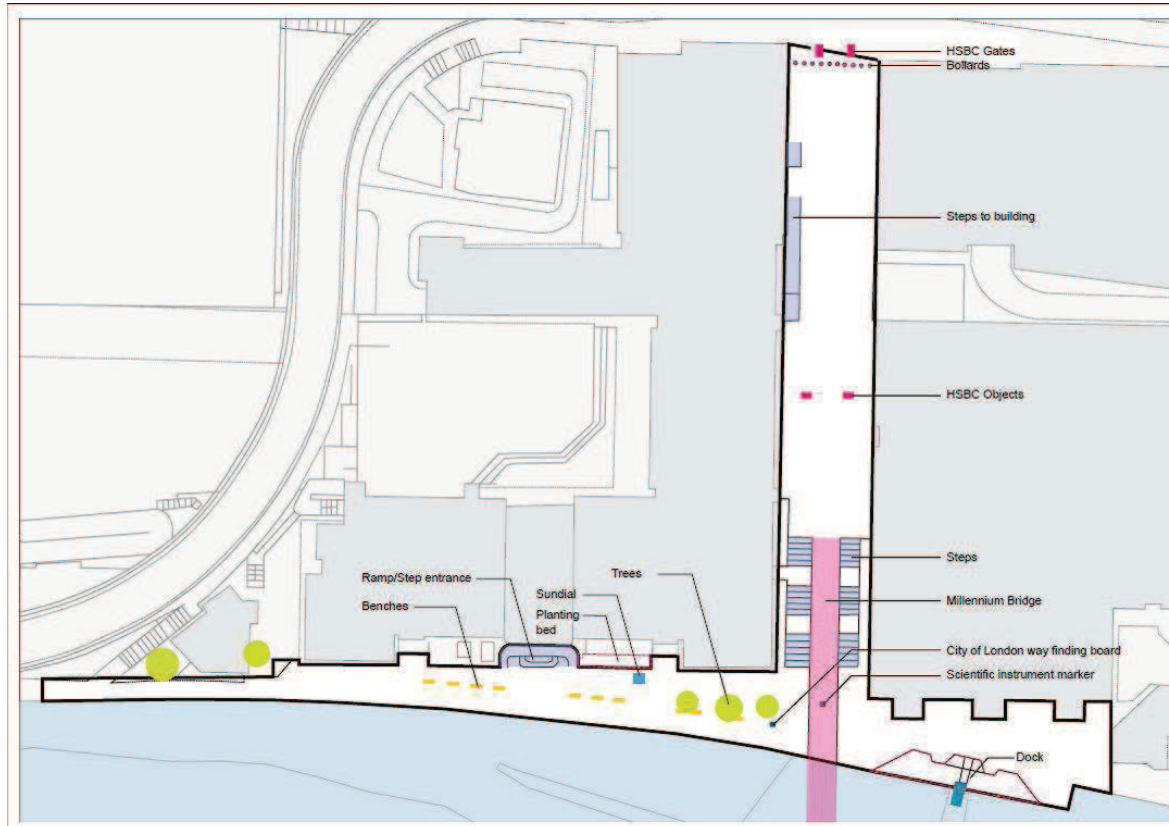


The area adjacent to the City of London School

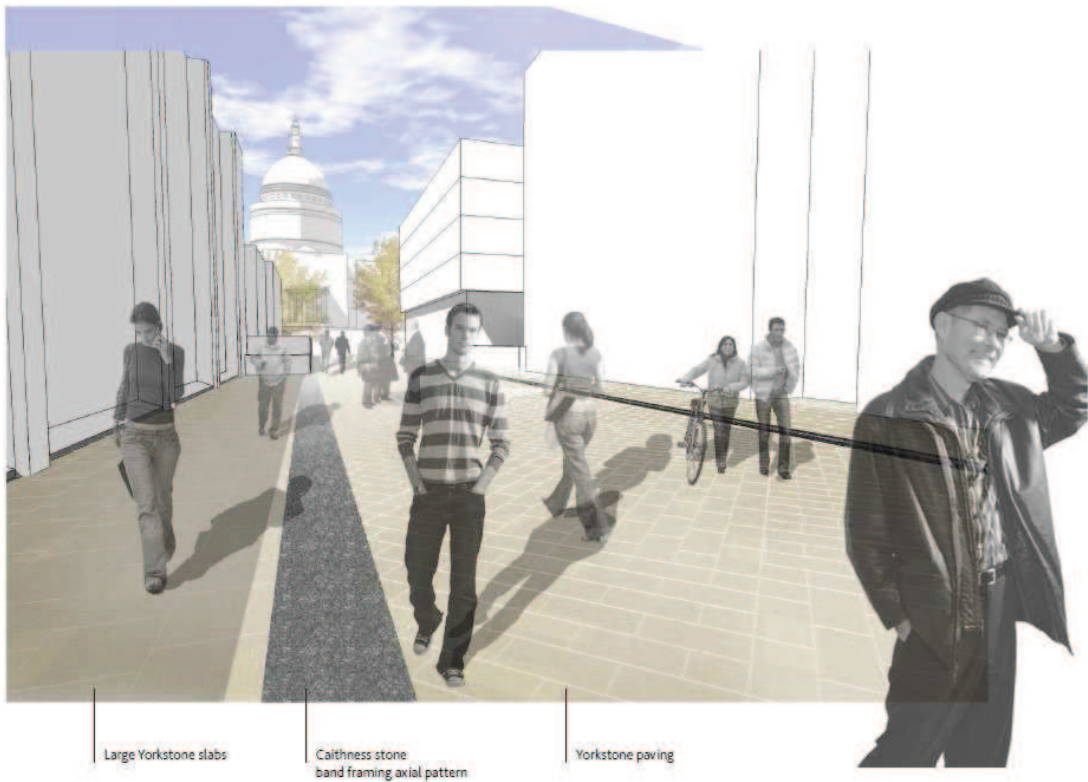
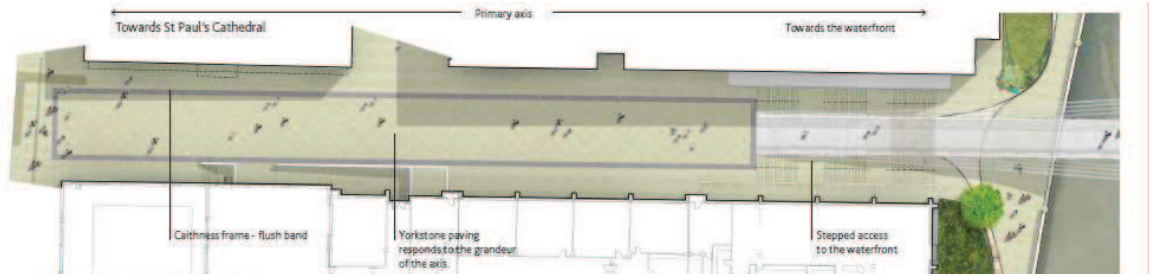


Play and/or exercise equipment at Dark House Walk

Appendix E: Riverside Walk: Millennium Bridge Area – Proposal Visualisations



Appendix E: Riverside Walk: Millennium Bridge Area – Proposal Visualisations



Appendix E: Riverside Walk: Millennium Bridge Area – Proposal Visualisations



The sloped Yorkstone surface to antipersonnel zone under bridge. With anti-skate metal studding along edges.

Colour contrast between tread & riser forms visibility strip

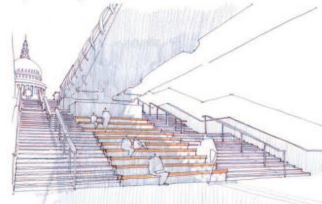
Timber bench top with raised timber dividers to prevent rough sleeping and skateboarding

Yorkstone paving and step treads

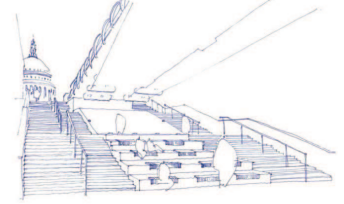
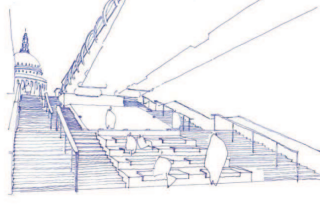
Stainless steel handrails with integral down lighting

Caithness stone riser: Colour contrast with tread creates visibility strip.

Step detail day scene



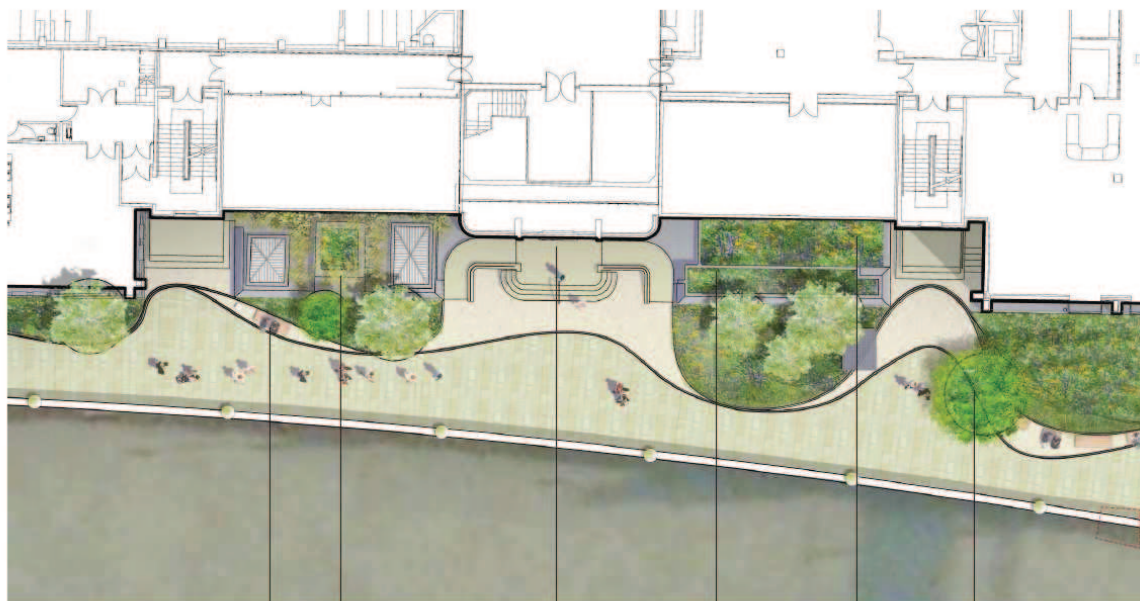
Lighting and timber step options



Appendix E: Riverside Walk: Millennium Bridge Area – Proposal Visualisations



4 RIVER WALK



New bench seating to replace existing

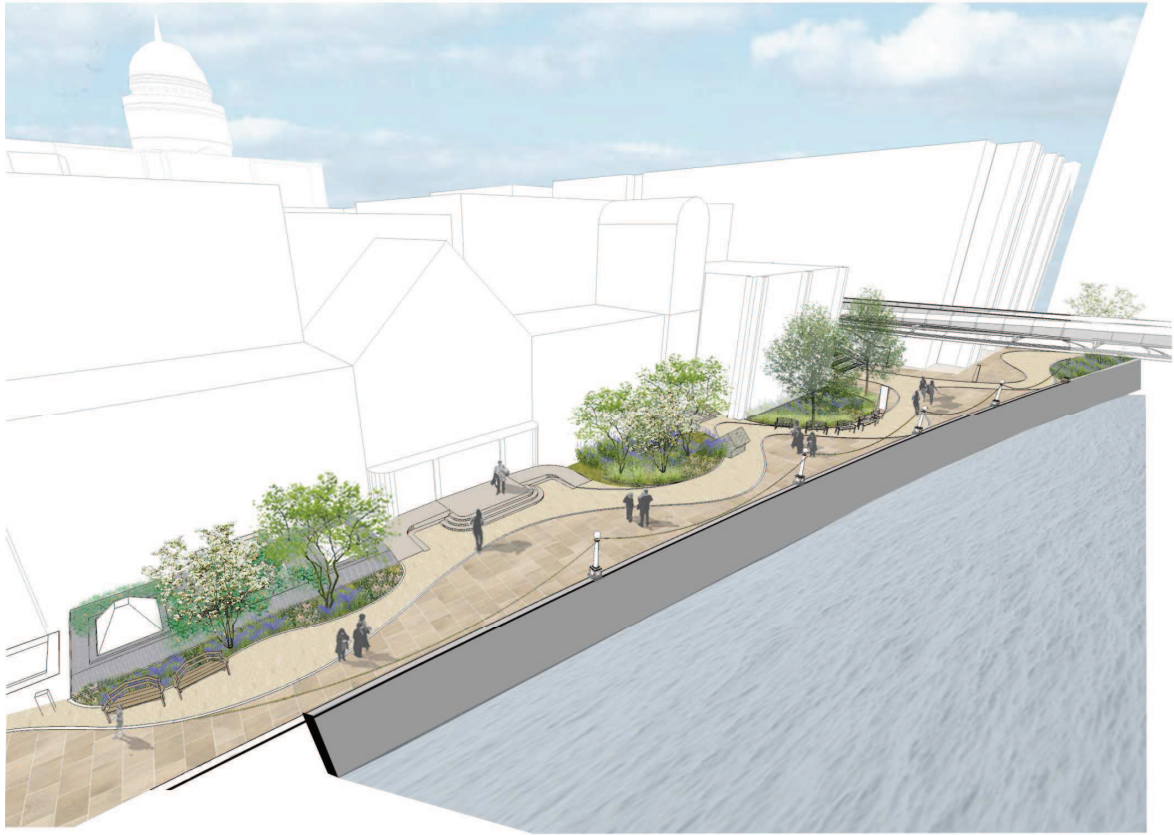
Existing planter re-planted with permanent mixed perennial/grass/shrub planting including climbing plants to cover the area between the vents to deter people using this area

School entrance

Existing planter re-planted with permanent mixed perennial/grass/shrub planting

Existing deterrent paving removed and replaced with planting

Existing tree to be retained



The City of London Open Space Strategy 2008

Executive Summary

1. Introduction

This section introduces the City of London by describing the place, explaining its uniqueness and outlining the type of open spaces that exist today. It then goes on to set

out the need for and purpose of the Strategy, the importance of open space and the key

issues that need to be addressed within the 'Square Mile'.

2. Policy Framework

This section establishes the relevant policy framework which provides the context for the Strategy and helps inform its content.

3. Assessment of Need

This section summarises the City's characteristics relating them to three distinct character areas (West, Central and East). It goes on to describe the 'supply' and 'demand' side of open space provision.

In terms of supply, the main findings are:

- There are 277 open spaces within the City;
- This totals approximately 32.18 hectares, of which 23.31 hectares is publicly accessible;
- Over half of the sites are less than 0.2 hectares in size;
- The existing ratio of publicly accessible open space to the weekday day-time population (workers, students, visitors and residents) is about 0.062 hectares per 1000 (0.094 in the West, 0.097 in the Central Area and 0.024 in the East);
- The best comparison is Westminster which has a ratio of 0.54ha per 1,000 weekday daytime population.
- There are approximately 2,820 trees across the City;
- There are a variety of public and commercial sports, health and fitness facilities and play areas in and around the City; and
- 10 of the open spaces are Sites of Importance for Nature Conservation.

In terms of demand, the main findings are:

- The existing weekday day-time population is approximately 370,000;
- The worker population (which accounts for about 92% of the day-time population) is

mainly male (ratio of 59:41), relatively young and largely white;

- The resident population is more varied in its characteristics, being generally relatively affluent, but with Golden Lane and Portsoken Wards falling within areas that are amongst the 25% most deprived areas in England;
- The weekday day-time population is expected to grow by around 89,000 by 2026;

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- The City's communities are generally satisfied with the City's public gardens and spaces, but want more 'green' areas and trees, an increase in benches, more natural

planting to help biodiversity, more play space and activities for young people and better links between spaces.

This section then outlines an assessment of need, based on the above supply and demand factors. In summary:

- The existing level of publicly accessible open space is low in both absolute and relative terms;
- The quality of publicly accessible open space is generally high, but there are a number of challenges to maintaining these high standards;

Appendix F: Riverside Walk: Millennium Bridge Area - Policies

- The whole of the City can be described as deficient in open space and there is the need for all types of open space throughout the City;
- There is a particular need for publicly accessible open space in the Eastern part of the City; and
- In the context of a growing week-day population it is considered that the most appropriate local standard is the maintenance of the existing City-wide ratio of publicly accessible open space per 1000 week day day-time population at 0.062 hectares.

4. Vision, Strategy and Delivery

This section sets out a vision for open space provision in the City and establishes a longterm

strategy. It then sets out how the Strategy will be delivered and monitored, including a five year Action Plan (Appendix 3).

The vision for open space in the City is as follows:

“The creation of a network of high quality and inspiring open spaces which helps ensure an attractive, healthy, sustainable and socially cohesive place for all the City’s communities and visitors.”

The Strategy comprises the following 10 Strategic Objectives:

1. To maintain and increase public access to existing open spaces and enhance the quality of these spaces, in terms of both design and management.

2. Increase the amount of high quality publicly accessible open space in order to maintain the existing City-wide ratio of 0.062ha per 1000 week day day-time population and focus efforts on creating additional publicly accessible open space in

the Eastern Area of the City.

3. Ensure that all open spaces are designed and managed to be safe and accessible to

all and, where appropriate, provide opportunities for different activities at different times of the day and year.

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4. Provide additional play facilities (including equipped play areas) in existing and new spaces in accordance with the City Corporation’s Play Strategy (2007-2010).

5. Maximise the provision of additional open spaces and trees to ensure that existing and new spaces make a positive contribution to the biodiversity value of the City.

6. Ensure that enhanced and additional open spaces accord with high standards of sustainable design, construction and management and take account of the potential

changes to the City climate.

7. Maximise the provision of private and communal residential amenity space (balconies and roof terraces) and communal amenity space for office workers (including gardens and ‘sky gardens’) in appropriate locations.

8. Effectively manage the temporary loss of any open space during construction projects and ensure that high quality open space of equivalent or greater size is established as soon as possible following the necessary works.

9. Improve physical access to and use of open spaces in neighbouring Boroughs.

10. Increase public awareness and understanding of the different types of open space in

and around the City and encourage the City’s communities to make the most of open spaces and to help improve them.

The delivery of this strategy is to be achieved by:

- Enhancing existing open spaces – developing a delivery strategy setting out priorities for different parts of the City;

- Enhancing the street scene – continuing to use the Streetscene Programme to deliver

Appendix F: Riverside Walk: Millennium Bridge Area - Policies

enhanced and additional open spaces (informed by area-based Public Realm Enhancement Strategies);

- Securing public access to private spaces through Access Agreements;
- Developing Planning Policy and using the development management process to secure additional open space as part of new developments;
- Continuing to work in partnership with others; and
- Increasing volunteering;
- Production of a Marketing/Promotion Strategy;
- Production of a Tree Strategy.

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Key Issues for the Strategy

The Audit of open spaces and the key messages from local stakeholders highlight a number of recurring core issues that must be addressed in this Strategy, and in all future

open space creation and improvement schemes, in order to ensure long-term sustainable

open spaces. These include:

- Maximising opportunities to address deficiencies of open space where possible, consistent with other City Corporation objectives;
- Ensuring that all existing and new open spaces are varied, of high quality, and relevant to the needs of the local area including, where appropriate, access to play for all;
- Considering the implications of increased demand for open space through new developments and increases in the day time population in the City;
- Ensuring that any inappropriate use of sites is 'designed out';
- Considering the long term maintenance costs of new open space, and identifying sources of funding at the design and negotiation stages;
- Ensuring that, where appropriate, all new schemes incorporate automatic irrigation and that where possible, simple irrigation systems are 'retro-fitted' into existing open spaces areas;
- Ensuring the careful choice of more drought-resistant plants to maximise water efficiency, but balancing this with the requirement for native species in order to encourage diversity of wildlife;
- Ensuring that when planting street trees in new schemes, both species and size are appropriate to the location, and that species choice and size is in accordance with the City Tree Strategy (also in development), particularly with regards to deficiencies of certain species or a lack of succession in certain areas of the City;
- Developing and agreeing formal maintenance agreements for churchyards maintained by the City Gardens team; and
- Improving the planned maintenance and refurbishment of hard landscape features within City Corporation maintained open spaces, including liaising with the City Corporation's Access Officer to satisfactorily address accessibility issues.

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Agenda Item 8

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

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