



Streets and Walkways Sub (Planning and Transportation) Committee

Date: MONDAY, 20 MAY 2013

Time: 11.30am

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

Members: Deputy John Barker Sylvia Moys
Marianne Fredericks Deputy John Owen-Ward
Brian Harris (Ex-Officio Member) Jeremy Simons
Michael Hudson Vacancy (Ex-Officio – Police Committee)
Vacancy x2 (Ex-Officio – Open Spaces
& City Gardens Committee)

Enquiries: Katie Odling
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**** THE MEMBERSHIP OF THIS SUB COMMITTEE WILL BE APPOINTED BY THE PLANNING AND TRANSPORTATION COMMITTEE ON 14 MAY 2013, THEREFORE THE ABOVE IS SUBJECT TO CHANGE ****

Lunch will be served in Guildhall Club at 1pm

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **ELECTION OF A CHAIRMAN**
To elect a Chairman for the ensuing year in accordance with Standing Order 29.
4. **ELECTION OF A DEPUTY CHAIRMAN**
To elect a Deputy Chairman for the ensuing year in accordance with Standing Order 30.
5. **TERMS OF REFERENCE**
To note the Terms of Reference of the Streets and Walkways Sub Committee.
N.B: This is subject to the approval of the Planning and Transportation Committee on 14 May 2013.

For Information
(Pages 1 - 2)
6. **MINUTES**
To agree the public minutes and summary of the meeting held on 22 April 2013.

For Decision
(Pages 3 - 8)
7. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**

For Decision

 - a) Cheapside Stage 4A - Gresham Street - Detailed Design & Authority to Start Work - Gateway 4c/5 (Pages 9 - 22)
 - b) Middlesex Street Ramp - Gateway 3 (Pages 23 - 38)
 - c) Millennium Bridge Area (Pages 39 - 52)
8. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
9. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

Agenda Item 5

Streets and Walkways Sub Committee – Proposed Terms of Reference

The Sub Committee is responsible for:-

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

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Agenda Item 6

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Monday, 22 April 2013

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Monday, 22 April 2013 at 11.00 am

Present

Members:

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

Officers:

Katie Odling	- Town Clerk's Department
Esther Sumner	- Town Clerk's Department
Deborah Cluett	- Comptroller and City Solicitor's Department
Anna Simpson	- Comptroller and City Solicitor'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
Nigel Lefton	- Remembrancer's Department

1. APOLOGIES FOR ABSENCE

There were no apologies for absence.

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

There were no declarations of interest received.

3. MINUTES

The Minutes of the meeting held on 11 February 2013, were approved as a correct record.

MATTERS ARISING –

City of London (Various Powers) Bill (Item 6) – The Remembrancer informed the Committee that it was likely some amendments could be made to the Bill in relation to

enforcement powers and an update will be provided once the Bill has completed its next stage.

Questions on matters relating to the work of the Committee (Item 7) – Cycling – Members were informed that pedal cycles were not subject to maximum speed limits (maximum speed traffic signs applied to motor vehicles) and that the police could only issue fixed penalty notices to cyclists travelling in a dangerous manner, for example at over 40mph. In addition, Members noted there had been a number of bicycle thefts in the city recently.

Blackfriars Bridge – Members were informed that the results of the third stage audit following changes to the road layout at the north end of Blackfriars Bridge had still not yet been released by TfL. An update would be provided at the next meeting.

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

4.1 Holborn Circus Area Enhancement

Consideration was given to a report of the Director of the Department of the Built Environment regarding the Holborn Circus Area Enhancement scheme.

A Member questioned whether lorries would be able to turn right safely at the new junction between St Andrew Street and New Fetter Lane immediately south of Holborn Circus. It was noted that the main loading bay for the New Street Square estate was in Bartlett Court, although there were plans for a loading bay for the new Goldman Sachs building which would create lorry movements on St Andrew Street. The Director confirmed that a post implementation review would be undertaken. The Director confirmed that an Equality Impact Assessment had been undertaken and although this was not explicit in the report, this practice was followed on all schemes. Clarification would be sought on whether pedestrian count down timers would be installed at the Holborn Circus junction and members informed.

RESOLVED – That.

- 1) Officers be authorised to commence construction on the Holborn Circus Area Enhancement Project, subject to the granting of the remaining consents by TfL and LB Camden and to the making of necessary traffic regulation orders which were subject to separate statutory processes;
- 2) Officers be authorised to enter into an agreement under Section 8 of the Highways Act 1980 to carry out works on LB Camden highway;
- 3) Any necessary approvals to change budgets be delegated to the Director of the Department of the Built Environment and the Chamberlain, subject to this not affecting the overall scheme scope and budget; and
- 4) Any necessary approvals to change to total scheme budgets be delegated to the Director of the Department of the Built Environment and the Chamberlain, provided that the external funder agrees to fully fund the additional costs.

4.2 Special Events on the Public Highway - Beating of the Bounds

Consideration was given to a report of the Director of the Built Environment regarding the Beating the Bounds event which would be held in October 2013.

Members expressed their concern regarding vehicle idling, air quality issues and enforcement. The Director confirmed these issues would be addressed as part of a

more detail discussion with the event organisers as well as colleagues in Environmental Services and the Highways Division.

Members also considered that the name of the event should perhaps be changed as it did not properly reflect the purpose. Officers advised however that the name of the event had been branded by the organisers as it linked in with the Lord Mayor's appeal.

RESOLVED – That Members be mindful not to object to the one off charitable event on 13 October 2013, and Officers in the Highways Division be required to work closely with the organiser to deliver the event safely and successfully, at the same time minimising the impact on the highway and on residents and ensuring that air quality within the City is not adversely impacted.

4.3 Issue Report - Subways Re-Use and Minorities

Consideration was given to a report of the Director of the Built Environment regarding the Subways Re-Use and Minorities.

RESOLVED – That,

- 1) the position with the pedestrian subways be noted; and
- 2) the project scope be extended to include improvements to Minorities.

4.4 Issue Report - London Wall / Wood Street junction improvement scheme

Consideration was given to a report of the Director of the Built Environment regarding the London Wall/Wood Street junction improvement scheme.

RESOLVED – That,

1. The footway widening element of the scheme on London Wall be deferred and delivered through the Section 278 Agreement for the London Wall Place Development;
2. The principle of an agreement between the City of London and JP Morgan to extend the scope of the project to include additional streetscape enhancements, to be fully funded by JP Morgan;
3. The undertaking of a structural assessment of the London Wall Car Park roof; and
4. An increase in the pre-evaluation budget to the sum of £107,565.

4.5 Blue Badge Improvement Service

Consideration was given to a report of the Director of the Built Environment in respect of improvements to the Blue Badge Service.

Officers agreed to check the accuracy of the information provided on the website and ensure that where necessary it was consistent with other London Boroughs.

RESOLVED – That,

- 1) changes to the Blue Badge Scheme be agreed; and
- 2) Blue Badges continue to be issued free of charge to applicants and the costs absorbed within the Director's local risk budget.

4.6 **Sculpture in the City–2013 (Year 3)-Progress Report, Gateway 6**

Consideration was given to a Gateway 6 progress report of the Director of the Built Environment regarding Sculptures in the City for 2013.

The Committee received a brief presentation from the Assistant Director (Environmental Enhancement).

Members were encouraged by the shortlist of artwork contained at Appendix D agreeing this was an excellent opportunity for the City. It was suggested that the advertising of the artwork could be linked in with the Lord Mayor's Programme of events and the Director advised that he was working with Colleagues in the Public Relations office to ensure there was a joined up approach.

Members congratulated the Assistant Director on the very high quality of the art works proposed and the success of the scheme to date.

RESOLVED – That the report be noted and the Culture, Heritage and Libraries Committee agree the shortlist of artwork included in Appendix D to the report.

5. **DECISIONS TAKEN UNDER DELEGATED AUTHORITY OR URGENCY POWERS**

Consideration was given to a report of the Town Clerk which provided details of an action taken under urgency procedures relative to 72 Fore Street (Outline Options Appraisal, Gateway 3).

RECEIVED.

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

St Giles Terrace - A questions was raised regarding the newly installed seating/planters at the Barbican. The Assistant Director (Environmental Enhancement) advised the Committee that after investigation it had become apparent that certain residents felt they had not been fully consulted; therefore a post implementation consultation exercise would be undertaken in order to understand the issues and concerns. The Committee would therefore receive a further update after the consultation had been undertaken as would the 20th Century Society who had written to the Director expressing concern.

Water clogged pavements – Officers acknowledged there had been issues around Byward Street as a result of the adverse weather conditions and Transport for London were being consulted on the matter.

Potholes - Further to a question, Members were informed that a full review of the condition of streets was being undertaken to address the issue of potholes.

Monument - In addition to this, Members were informed that Officers would be looking at the cleaning regime around the Monument and a progress report would be provided to the Committee at the next meeting.

Resources for projects – The Assistant Director (Environmental Enhancement) informed the Committee that a report would be submitted to the Planning and Transportation on 14 May setting out the programme for Environmental Enhancement projects for the City. This report would considered implementation of projects which would provide an indication of the resources required to ensure effective delivery.

S106 funding – Hilton Hotel – The Assistant Director advised that progress was being made and Officers were looking to vary the Section 106 funding.

7. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
There were no items of urgent business.

The meeting ended at 12.55 pm

Chairman

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Committee(s):	Date(s):	
Projects Sub Streets & Walkways	16 May 2013 20 May 2013	
Subject: Detailed Design and Authority to Start Work (Gateway 4c/5) – Cheapside Stage 4A Gresham Street	Public	
Report of: Philip Everett, Director of the Built Environment	For Decision	

Summary

Dashboard

- Project Status – Green;
- Timeline – Implementation from July 2013, works lasting eight weeks;
- Total Estimated Cost – £91,000 (inc. staff costs);
- Spend to Date – £70,500 (inc. staff costs); and
- Overall Project Risk – Green.

Context

Gresham Street was closed in 1993 to eastbound motor traffic as part of the City's original Traffic & Environmental zone (security zone). The zone was extended in 1996 to cover a larger part of the City. The legacy arrangements at Gresham Street remained but now no longer serve the original intended security purpose.

In June 2010, Gresham Street was re-opened to eastbound traffic to facilitate works along Cheapside and surrounding areas. During this temporary two-way arrangement there were a number of requests to make Gresham Street permanently open to traffic in both directions to improve accessibility in the area.

In July 2011, Members approved that a formal assessment should be undertaken. Gresham Street is currently opened to eastbound traffic under an experimental traffic order. A design options report was considered in April 2012 and a report dealing with three objections to the experimental traffic order considered in November 2012, where it was decided to proceed with permanent opening of Gresham Street.

Brief description of project

To permanently re-open Gresham Street to east-bound motor vehicles and to facilitate pedal cycle access from Angel Street to Gresham Street.

Option selected at previous Gateway

Six options were presented at the Gateway 4 reporting stage in April 2012. Option 4 was approved at a total cost of £143,500 (excluding £19,500 for detailed design) to be funded from the £250,000 Cheapside reserve. This option which includes: a two-way arrangement, a raised table at the Gresham Street/Aldersgate Street junction. And a shared pedestrian and cycle footway on the western side of St Martin's Le Grand.

This option was agreed subject to a decision as to which materials should be used in the construction of the raised courtesy crossing. This report recommends construction of the

raised crossing in asphalt together with a contrasting anti-skid surface on a trial basis with the results to be reported back to Members. The trial will assess the effectiveness of this design in delivering expected vehicle speed reduction and cost implications in construction and maintenance.

Following three objections received to the experimental traffic order an objections report was considered by Members in November 2012. Members noted the objections but authorised officers to proceed with the selected option, subject to Members approval of the detailed design (Gateway 4c/5).

Recommendations

Detailed Design & Authority to start work recommendation

I recommend that Members:-

- Approve the detailed design covered in this report;
- Authorise officers to implement the detailed design, subject to the City Surveyor approving strengthening works to the pipe subway; and
- Approve a trial of the raised crossing with officers to report back to Members after 12 months of operation.

Project Success Criteria

The project aims to deliver the following:-

- Improved motor vehicle accessibility for local occupiers;
- Improved highway network resilience;
- Improved cycling accessibility, convenience and safety;
- Usability for pedestrians;
- Minimise the impacts of increased traffic using Gresham Street; and
- Minimise the impact upon road safety in general.

Progress Reporting

A Gateway 7 outcome report will be produced and include the results of the materials trial.

Procurement Strategy

The City's Highways term contractor will be used to deliver the works.

Tolerances

Cost – The total budget required is £91,000.

Time – It is expected that the project will be completed within 8 weeks; a road closure is required throughout the construction period. An outcome report to include the results of the material trial will be presented to Members following at least 12 months of operation of the scheme.

Overview

<p>1. Evidence of Need</p>	<p>In June 2010, Gresham Street was re-opened to eastbound traffic to facilitate works along Cheapside and surrounding areas. During this temporary two-way arrangement there were a number of requests to make Gresham Street permanently open to traffic in both directions to improve accessibility in the area. Officers observed that it provided improved local accessibility and acted to reduce demand on other streets in the local highway network.</p> <p>In July 2011, Members approved that a formal assessment should be undertaken. Gresham Street is currently opened to eastbound traffic under an experimental traffic order. Public consultation demonstrated a strong demand for opening Gresham Street to two-way traffic permanently and for improving cycling provisions from Angel Street to Gresham Street. Section 9 provides a summary of this consultation.</p>
<p>2. Success Criteria</p>	<p>Success criteria for this project:-</p> <ul style="list-style-type: none"> • Improved motor vehicle accessibility for local occupiers; • Improved highway network resilience; • Improved cycling accessibility, convenience and safety; • Usability for pedestrians; • Minimise the impacts of increased traffic using Gresham Street; and • Minimise the impact upon road safety in general.
<p>3. Project Scope and Exclusions</p>	<p>The works will take place at the Gresham Street/Aldersgate Street junction and along Gresham Street. The design takes into consideration all street users and has investigated the impacts on the local highway network. There are no notable exclusions.</p> <p>During the detailed design, the City of London's pipe subway that runs along St Martin's Le Grand and terminates at the entrance to the Gresham Street junction was investigated. The City Surveyor has advised that in order to facilitate the proposed design the end cap of the pipe subway structure requires strengthening. It is proposed to include this work in the construction. These additional works can be undertaken at the same time as the junction is built and will result in no extension of the construction programme. The costs of these works are covered in the financial implications section.</p> <p>The project will include a trial in the use of asphalt with an anti-skid finish at a raised courtesy crossing. This will analyse the safety benefits (including attitudes of users) of these materials and assess any construction and maintenance savings.</p>
<p>4. Link to Strategic Aims</p>	<p>Highways are a core infrastructure to facilitate community needs and improving the network accords with the City's strategic aims</p>

	<p>including:-</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. 																
5. Within which category does the project fit	Category 7a: Asset Enhancement/Improvement.																
6. What is the priority of the project?	Advisable.																
7. Governance arrangements	<p>It was agreed at Gateway 4 that this project should proceed to implementation without referring back to committee subject to the following:-</p> <ol style="list-style-type: none"> Sufficient funding being available from the Cheapside project reserve funds; The estimated cost of delivery does not increase by more than 15% of the estimated cost; No material amendments are required to the approved option; and No significant adverse outcome following the experimental scheme. <p>Due to the additional consideration regarding the materials used in the design and the objections received in relation to the experimental scheme officers believe it is appropriate that this report is considered by Members.</p>																
8. Resources Expended To Date	<p>To date, the following resources have been expended on the evaluation and detailed design of the Cheapside 4A project:-</p> <table border="1"> <thead> <tr> <th>Gresham St Evaluation & Detailed Design</th> <th>Budget</th> <th>Spend to date</th> <th>Remaining</th> </tr> </thead> <tbody> <tr> <td>Staff Costs</td> <td>£55,390</td> <td>£49,670</td> <td>£5,720</td> </tr> <tr> <td>Fees</td> <td>£21,110</td> <td>£20,810</td> <td>£300</td> </tr> <tr> <td>GRAND TOTAL</td> <td>£76,500</td> <td>£70,480</td> <td>£6,020</td> </tr> </tbody> </table> <p>The remaining budget is expected to be spent on finalising and agreeing the detailed design of the strengthening works to the pipe subway.</p>	Gresham St Evaluation & Detailed Design	Budget	Spend to date	Remaining	Staff Costs	£55,390	£49,670	£5,720	Fees	£21,110	£20,810	£300	GRAND TOTAL	£76,500	£70,480	£6,020
Gresham St Evaluation & Detailed Design	Budget	Spend to date	Remaining														
Staff Costs	£55,390	£49,670	£5,720														
Fees	£21,110	£20,810	£300														
GRAND TOTAL	£76,500	£70,480	£6,020														
9. Results of stakeholder consultation to date	<p>Public consultation was carried out in January 2012 together with an experimental scheme implemented in February 2012. The desire of the majority of stakeholders was to see Gresham Street opened to two-way traffic permanently and for improvements to cycling facilities to be implemented. Some 80% of respondents to the public consultation supported the proposals.</p>																

	Three objections to the experimental scheme were considered by the Streets & Walkways committee, who agreed to proceed with the scheme.
10. Consequences if project not approved	<p>Should the project not obtain approval it would result in:-</p> <ul style="list-style-type: none"> • The benefits realised during the experimental traffic order such as improved accessibility to vehicular traffic and cyclists, and the improved highway network resilience being lost; • Reputational damage to the City. The majority of those consulted in the process of this project wish to see Gresham Street opened to two-way traffic and for cycling facilities to be improved; • Financial costs. It would cost circa £11,500 to re-instate the junction; and • The lower traffic flows (approximately half that of the current two-way operation) and associated environmental conditions of Gresham Street's one-way operation being retained.

Detailed Design

11. Brief description/ design summary	<p>The option approved by Members at Gateway 4 consists of:-</p> <ul style="list-style-type: none"> • Opening Gresham Street to eastbound traffic, enabling two-way functionality; • A raised courtesy crossing at the Gresham Street/Aldersgate Street junction. Following consideration of a material review, it is proposed that the raised table be constructed from asphalt with a contrasting anti-skid finish as opposed to granite. This will reduce vehicle speed and improve safety and accessibility at the junction; and • A shared pedestrian/cyclist footway on the western side of St Martin's Le Grand, enabling cyclists to access Gresham Street from Angel Street. <p>Following investigations, and consultation with the City Surveyor, the design will now incorporate strengthening works to the pipe subway adjacent to the Gresham Street junction.</p>
12. Confirmation that design solution will meet service requirements	<p>By opening Gresham Street to eastbound traffic local accessibility will be improved, benefitting some 1,200 vehicles per day (between 7am-7pm on weekdays) making local trips. While the opening would result in double the amount of vehicular traffic using Gresham Street, the total traffic volumes would still be half that of other comparable Local Access streets; such as Leadenhall Street and Ludgate Hill. Furthermore, the additional traffic using Gresham Street would reflect no net increase of traffic on the local highway network as traffic would be transferred from other routes (namely Cheapside). The two-way functionality would act to improve highway network resilience.</p>

	<p>It is anticipated that the raised courtesy crossing will reduce vehicle entry speeds and benefit safety and accessibility at the junction. The table will be constructed from asphalt with a contrasting anti-skid finish. This material provides cost savings over granite both in construction and ongoing maintenance and enables officers to trial the use of this material in providing road safety and maintenance benefits at raised crossings.</p> <p>A shared pedestrian and cycle footway on the western side of St Martin's Le Grand with dropped kerbs enables easy access between Angel Street and Gresham Street for cyclists. The dropped kerbs have been sited to ensure the best visibility and safety for cyclists, cycle logos are used to raise awareness of the shared footway and reduce the likelihood of conflicts between pedestrians and cyclists.</p> <p>Pedestrian refuges were considered at the Gresham Street/Aldersgate Street junction and at other locations along Gresham Street. However, due to the carriageway widths it was unachievable in practical terms to implement pedestrian refuges of an adequate width. This presents no significant safety concerns, observations and traffic flow data have shown that there are frequent gaps in the traffic flow; to enable pedestrians to cross without undue delay.</p> <p>Amendments to the four taxi rest bays at the western end of Gresham Street were considered as part of the detailed design but achievable adjustments to the current layout (i.e. relocating bays) provided no significant benefit in terms of junction operation or safety.</p> <p>Following consultation with the City Surveyor, officers have instructed an approved consultant to produce a design for the strengthening works to the pipe subway. This work is currently being undertaken and will be completed imminently. The design will require sign off by the City Surveyor prior to implementation.</p>
<p>13.Key benefits</p>	<p>Permanently reintroducing two-way functionality will benefit vehicular accessibility and increase the local highway network resilience. Improvements to cycle facilities will offer greater convenience, permeability and safety for cyclists.</p>
<p>14.Programme and key dates</p>	<p>The construction of the proposed design is expected to be completed in eight weeks, should Members authorise implementation of the design construction would begin in July 2013.</p> <p>The trial of the raised courtesy crossing will be undertaken over a 12 month period from completion. With the results being incorporated within a Gateway 7 outcome report.</p>
<p>15.Constraints and assumptions</p>	<p>This detailed design is presented to Members on the assumption that the pipe subway strengthening works design is approved by the City Surveyor's Department.</p>
<p>16.Risk</p>	<p>Due to the correlation between traffic flow and collision rate it is</p>

<p>implications</p>	<p>possible that there will be an increase in injury collisions at Gresham Street. However, it is thought that there will be an overall neutral impact on the local highway network; as collisions will likely be reduced at other streets (e.g. Cheapside). Full details on this analysis can be found in the Gresham Street detailed options report which was considered by the Projects Sub and Streets & Walkways Committees in April 2012.</p> <p>The design for the strengthening works to the pipe subway has not yet been approved by the City Surveyor. Should the design not be approved there may be resulting financial and time implications. Note it was decided to proceed with this report prior to this approval in order to avoid delay to the project.</p> <p>The use of asphalt with an anti-skid finish at the Gresham Street/Aldersgate Street raised courtesy crossing will need to be evaluated to ensure it delivers the same road safety benefits as granite does in other locations. The crossing will be closely monitored during the trial period and a report on the effectiveness of this construction presented to Members following 12 months of operation.</p>
<p>17. Stakeholders and consultees</p>	<p>Stakeholders and consultees for this project include:-</p> <ul style="list-style-type: none"> • Local occupiers; • Users of Gresham Street; • Statutory consultees as part of the experimental traffic order process; • Transport for London (TfL); and • Relevant internal departments – Highways, Chamberlain, Comptrollers, Road Safety Team, Access Team, Environmental Enhancement Team, City Surveyor.
<p>18. Legal implications</p>	<p>N/A</p>
<p>19. HR implications</p>	<p>None.</p>
<p>20. Benchmarks or comparative data</p>	<p>N/A</p>
<p>21. RIBA Stage (where relevant)</p>	<p>N/A</p>
<p>22. External advice required</p>	<p>N/A</p>

Authority to Start Work

23. Proposals for delivery of the project	The City's Highways term contractor would be used to deliver the works.																				
24. Communications strategy	Given the short timescale for implementation no communications beyond the standard works notifications will be produced.																				
25. Quality control arrangements	Work will be completed and monitored commensurate with City standards.																				
<u>Financial Implications</u>																					
26. Total estimated cost (£)	<p>The total estimated cost is £91,000. The table below outlines the costs associated with the implementation; includes costs for the trial/outcome report and compares these against the previous estimate.</p> <table border="1" data-bbox="571 835 1471 1261"> <thead> <tr> <th data-bbox="579 846 805 943">Tasks</th> <th data-bbox="813 846 1023 943">Previous Estimate</th> <th data-bbox="1031 846 1246 943">Estimated Cost</th> <th data-bbox="1254 846 1463 943">Variance</th> </tr> </thead> <tbody> <tr> <td data-bbox="579 954 805 1010">Works</td> <td data-bbox="813 954 1023 1010">£115,000</td> <td data-bbox="1031 954 1246 1010">£66,000</td> <td data-bbox="1254 954 1463 1010">(£49,000)</td> </tr> <tr> <td data-bbox="579 1021 805 1122">Staff Supervision</td> <td data-bbox="813 1021 1023 1122">£14,000</td> <td data-bbox="1031 1021 1246 1122">£16,000</td> <td data-bbox="1254 1021 1463 1122">£2,000</td> </tr> <tr> <td data-bbox="579 1133 805 1189">Fees</td> <td data-bbox="813 1133 1023 1189">£14,500</td> <td data-bbox="1031 1133 1246 1189">£9,000</td> <td data-bbox="1254 1133 1463 1189">(5,500)</td> </tr> <tr> <td data-bbox="579 1200 805 1256">Total</td> <td data-bbox="813 1200 1023 1256">£143,500</td> <td data-bbox="1031 1200 1246 1256">£91,000</td> <td data-bbox="1254 1200 1463 1256">(£52,500)</td> </tr> </tbody> </table> <p>The costs are significantly lower than previously estimated in the detailed options appraisal report (which was calculated with old term contractor rates and assumed a granite finish). It was previously estimated that this option would have a total cost of £143,500.</p> <p>The majority of savings result from a reduction in works costs which were previously estimated to be £115,000. Of the £49,000 that has been saved in works costs, £15,000 has been saved through the avoidance of drainage works and a further £20,000 through materials savings resulting from value engineering and refinements of the preliminary design. Further savings resulted from reduced rates within the new term contract.</p> <p>The above savings are being offset by the additional strengthening works being needed to the pipe subway, estimated to cost £12,000. These are included in the works cost in the above table.</p> <p>Using the refined detailed design a comparison has been undertaken in order to understand the savings achieved through the use of asphalt rather than granite. The works cost to deliver the raised crossing with granite would be £102,000</p>	Tasks	Previous Estimate	Estimated Cost	Variance	Works	£115,000	£66,000	(£49,000)	Staff Supervision	£14,000	£16,000	£2,000	Fees	£14,500	£9,000	(5,500)	Total	£143,500	£91,000	(£52,500)
Tasks	Previous Estimate	Estimated Cost	Variance																		
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Staff Supervision	£14,000	£16,000	£2,000																		
Fees	£14,500	£9,000	(5,500)																		
Total	£143,500	£91,000	(£52,500)																		

	<p>as opposed to the £66,000 for the current design as set out in the table above. Therefore, opting for an asphalt with anti-skid finish has resulted in a £36,000 saving. This saving is all as a result of the cheaper materials used in construction.</p> <p>Staff supervision costs include supervision during the works and project management costs, which incorporate the cost of producing the material trial and outcome report.</p> <p>The fees element covers the costs of traffic orders and as well as for surveys and a safety audit in the analysis of the trial of the raised courtesy crossing.</p>
27. Breakdown of capital expenditure	N/A
28. Contingency	None.
29. Source of project funding	<p>In April 2012 Members' approved that the sum of £143,500 from the Cheapside reserve be used to fund this project. This approval was subject to a materials review which has now been completed. The materials review including the non use of granite has resulted in a revised cost estimate of £91,000, a reduction of £52,500.</p> <p>The Cheapside Scheme has been funded in part by the On Street Parking Reserve (OSPR). In light of the expected reduced out turn cost and in accordance with the agreed funding strategy, an assessment will be made of the monies that can be returned to the OSPR as part of the Cheapside outcome report due later this year.</p>
30. Phasing of project expenditure	<p>2013/14 - £80,500 – Capital.</p> <p>2014/15 - £9,500 – Supplementary Revenue.</p>
31. Anticipated capital value/return (£)	N/A
32. Fund/budget to be credited with capital return	N/A
33. Estimated revenue implications (£)	N/A
34. Source of revenue funding	N/A
35. Fund/budget to be credited with income/savings	N/A
36. Anticipated life	N/A

37. Budgetary control arrangements	See section 7.
38. <u>Recommendation</u>	Recommended
39. Reasons	<p>It is recommended that the detailed design is approved and authority to implement is granted, subject to the City Surveyor approving strengthening works to the pipe subway. This design is expected to achieve all the success criteria as set out in this report.</p> <p>The permanent opening of the junction to two-way traffic will improve motor vehicle access and cycle provisions; whilst the other measures, in particular, the raised courtesy crossing will mitigate the safety implications likely to arise from the change.</p> <p>Provisions for pedestrians and cyclists have been adequately addressed with the needs of all users of this street fairly balanced.</p> <p>The use of asphalt with a contrasting anti-skid finish at the raised courtesy crossing has achieved cost savings and will be studied as part of a trial of this material at raised crossings.</p>

Appendices

Appendix 1	Detailed Design
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Contact

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Appendix 1 – Detailed Design

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Agenda Item 7b

Committee(s):	Date(s):	
Project Sub Committee Street & Walkway Sub Committee Community & Children Services Committee (For information) Culture, Heritage & Libraries Committee (For information)	16 th May 2013 20 th May 2013 14 th June 2013 1 st July 2013	
Subject: Outline Options Appraisal	Public	
Report of: Director of the Built Environment	For Decision	
Project Title: Middlesex Street Estate – Removal of car park ramps Outline Options Appraisal		

Summary

Dashboard

Project Status : Green

Timeline indicating the stage at which the project is: Gateway 3

Total Estimated Cost : between £130,000 to £425,000

Spend to Date : £15,505 for evaluation

Overall project risk : Green

Context

This project explores options to enhance the environment and the access in the vicinity of the new Artizan Street Library and Community Centre. The area is currently dominated by two large car park ramps to first floor level which are now redundant as the parking on the first floor is closed. These ramps dominate the area and do not provide a pleasant environment in the vicinity of the new Library and Community Centre, nor a welcoming access to the Petticoat Tower entrance that is squeezed between the estate wall and the ramps (see Appendixes 1&2).

In December 2011, Members approved that the initial payment (£17,939) under the Local Communities and Environment contribution from 100 Bishopsgate S106 be allocated for evaluation. In January 2012 Members approved that £250,000 from two tranches of the 100 Bishopsgate Section106 (S106) be allocated to improve access and landscaping in the area. The first tranche, £126,820, was received by the City in May 2010.

In addition to the sums above that have been approved by Members, there is a contribution of £313,057 due under this agreement once the development is implemented.

These figures combine to a total budget of £580,996 plus indexation for this project which involves assessing the requirements for the future use of the space in the vicinity of the Artizan Street Library and Community Centre, and develop a design for the community space alongside the Middlesex Street Estate.

Brief description of project

Options to improve the area have been investigated as following :

1. Keep both ramps and re-use them for another purpose (such as a community garden, allotments or play space);
2. Remove 1 ramp, make use of ramp 2 and create a small public space in the area now available;
3. Remove 2 ramps and reconfigure the uses of the area to create an enhanced public space for residents and local users which complements the new Library and Community Centre.

The estate entrance located off Harrow Place/Artizan Street is now used as the Petticoat Tower entrance and it is currently accessible only through a narrow passage between the building and the ramps. The removal of the ramps would therefore provide a wider area in front of the entrance and allow for a safer, more visible and welcoming entrance. The current level of lighting in the area meets the City standard, however, it is also proposed to develop a lighting scheme to enhance the space, and discourage anti-social behaviour and discourage rough sleepers.

Following preliminary consultation with the Ward Members and the Middlesex Street residents, a clear need to remove the 2 ramps (Option 3) as well as to improve the area has been expressed. Therefore, Option 3 is the preferred option. Further detailed design regarding the use of the new public space needs to be developed, and it is proposed to organise design workshops with the estate residents to develop the design and progress the project to Gateway 4.

It should also be noted that the ramps are too steep to be used for pedestrian access to the Mezzanine level and therefore do not meet the Equalities Act requirements. Estate residents have an internal access to the mezzanine level, however a new public access will be required when the Mezzanine space is redeveloped for commercial use. This is to be done at a later stage as part of the Middlesex Street Phase IV project that would enhance the retail areas and will be managed by the City Surveyor Department.

Options

Description	Option 1 £	Option 2 £	Option 3 £
Total Estimated Cost	£130,000 - £270,000	£275,000 - £405,000	£300,000 - £425,000
Tolerance +/-	25%	25%	25%
Likely Funding Strategy	100 Bishopsgate S106 inclusive of interest and indexation	100 Bishopsgate S106 inclusive of interest and indexation	100 Bishopsgate S106 inclusive of interest and indexation

NB Full details of all of the options are available in paragraph 23 of the main report.

Recommendations

Option(s) recommended to develop to next Gateway

It is recommended that Members approve:

- **“Option 3 – Remove 2 ramps” at a total cost of between £300,000 to £425,000 with a 25% tolerance to be funded by 100 Bishopsgate S106; and**

- **Members approve the project proceed to Gateway 4 (detailed options appraisal) funded by £30,000 from 100 Bishopsgate Section 106 agreement.**

Next Steps

Detailed Options Appraisal report to be prepared.

Resource requirements to reach next Gateway and source of funding

£30,000 is required to advance Option 3 to detailed options appraisal stage. It is proposed that this would be funded through tranche 1 of the 100 Bishopsgate S106 agreement.

Financial Assessment/Investment Appraisal to be provided in the Detailed Options Appraisal report

To be provided at Gateway 4.

Plans for consultation prior to the next Gateway report

It is proposed to continue to consult with the Ward Members and the Middlesex Street Estate residents through organising workshops to develop the design of the project and to gain a clear understanding of the needs for the area. Other relevant parties will also be consulted including City Surveyors, District Surveyor Office, Open Spaces, Community & Children Services, and Culture, Heritage & Library Departments.

Tolerances

The budget estimate includes a 25% tolerance due to further technical engineering investigations needed to be carried out to provide a more accurate cost estimate, as well as unknown information regarding underground services. A detailed cost estimate will be presented at Gateway 4.

Main Report

Overview

<p>1. Evidence of Need</p>	<p>The redevelopment of 100 Bishopsgate required the closure and temporary relocation of the Camomile Street library which was relocated to the Middlesex Street Estate and re-launched as the Artizan Street Library and Community Centre, providing a wider range of facilities for local residents.</p> <p>The Library and Community Centre is now opened to public and due to the first floor car park ramps being redundant, there is an opportunity to investigate options for removing the ramps and enhancing the area.</p> <p>The entrance to the new Artizan Street Library and Community Centre is immediately adjacent to the ramps which reduce the prominence of the entrance. The Petticoat Tower entrance is also not visible as it is currently accessible only through a narrow passage between the building and the ramps. The removal of the ramps would therefore provide a wider area in front of the Library and Community Centre and the Tower and allow for safer, more visible and welcoming entrances.</p>
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	<p>The level of lighting currently meets the City standards however the lighting could be improved in line with City Police criteria to discourage anti-social behaviour in the area.</p> <p>The issues above were expressed by the Ward Members and the estate residents during meetings and presentations, and an opportunity exists to create a new community space based on their wishes and needs. This report outlines a number of options to provide new community facilities or a new public space in the area.</p>
2. Success Criteria	<ul style="list-style-type: none"> • New improved public space in the vicinity of the new Artizan Street Library and Community Centre and Library; • Better and more visible access to Petticoat Tower; • Safer and more pleasant evening environment in the area ; • Increase number of visitors to the new Library and Community Centre; • Better linkage between Artizan Street, the new Library and Community Centre and the Post Office.
3. Project Scope and Exclusions	<p>It should be noted that residents have an internal access to the Mezzanine level but that there is currently no public access. The budget estimates do not include for works related to a new public access to the mezzanine level, nor a new canopy to the Petticoat Tower entrance. These works are estimated between £240,000 and £290,000 and are likely to be developed at a later stage by the City Surveyor's Department as part of the Middlesex Street Phase IV.</p>
4. Link to Strategic Aims	<p>To support and promote the City as the world leader in international finance and business services.</p> <p>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>
5. Within which category does the project fit	Fully reimbursable.
6. What is the priority of the project?	Advisable.
7. Governance arrangements	There will be regular meetings with the Senior Responsible Officer. Workshops with residents will also be organised to discuss and help the development of the design.
8. Resources Expended To Date	The estimated final cost to the end of Gateway 2 is £15,505 funded from the Section 106 agreement related to the 100 Bishopsgate development to undertake preliminary evaluation. This means there is a projected underspend of £2,434 at the end of Gateway 2 which will be put towards the

	cost of the detailed options appraisal and design.
9. Results of stakeholder consultation to date	The Middlesex Street Estate residents and Ward Members have been met and several presentations have been done to present the options, and they are supportive of the option 3 and its sub options.
10. Consequences if project not approved	The car park ramps would remain redundant and continue to dominate the public space. The new entrance to the Artizan Street Library and Community Centre would continue to be obscured by the ramps and there would be no improvement to the local environment.

Outline Options Appraisal

11. Commentary on the options considered	<p>A series of options have been developed for the area, one of which involves making use of the existing ramps and some involve their removal.</p> <p>The options which involve retaining the ramps would be centred on creating a community garden / allotment / play space that would provide a use for the existing infrastructure. However the ramps are too steep to be used as pedestrian access to the first level and would therefore have a limited use. The options which involve removing the ramps would provide a new public space that could be used by resident and local users, and would facilitate creating a more welcoming and safer entrance to Petticoat Tower.</p> <p>All the options require the retention of access to the basement level car park. There are currently two ramps to the basement level, at each end of Artizan Street, one of which is for entry and the other for exit. The options considered propose retaining only one ramp to the basement level and making this a light-controlled, two-way ramp so as to maximise the available space at street level. This has already been approved by the Community and Children Services Department, and is their favoured solution.</p>
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Information Common to All Options

12. Key benefits	The redundant car park ramps would be either converted for another use or removed, thereby providing an enhanced community space. By undertaking these enhancements there would also be the opportunity to create a more welcoming entrance to the new Artizan Street Library and Community Centre and make the area a focal point for the wider community.
13. Estimated programme and key dates	Following the approval of options to be investigated further there will be a need to consult with local residents in order to ensure that their views and wishes for the area are taken into consideration. This approach will ensure that the final option selected will provide maximum benefit for the local

	<p>community and create a sense of ownership amongst local people. This consultation would be expected to take place in summer 2013.</p> <p>Following the consultation a detailed options appraisal will be produced. It is anticipated that this work will be presented to Members in winter 2013/2014. Authority to start works would then be sought at the beginning of 2014.</p>
14. Potential risk implications	<p><i>1. A design is developed that does not meet the requirements of the local community</i></p> <p>A full public consultation will be undertaken to canvass the views of local stakeholders, and local residents will be kept informed of the progress of the project to ensure support for the scheme.</p> <p><i>2. The cost of the final design exceeds the project budget</i></p> <p>The design development will be informed at all stages by the available budget and a final design will be agreed within the financial constraints.</p> <p><i>3. Structural and / or utility issues impact on the design development</i></p> <p>Surveys will be carried out at the appropriate stage to determine the requirements for structural issues relating to the ramps and the presence of any sub-surface utilities.</p> <p><i>4. The development does not proceed or is delayed and the additional sum of £313,057 is not received in time or at all.</i></p> <p>If delays occurred a phasing plan for the delivery of the project would have to be prepared at the appropriate stage.</p>
15. Anticipated stakeholders and consultees	<ul style="list-style-type: none"> • Local residents and occupiers; • Developer of 100 Bishopsgate (as provider of funding); • City Surveyor Office; • District Surveyor. • Community and Children Services; • Library and Community Centre; • Chamberlain; • Access Team; • Planning.
16. Legal implications	None.
17. HR implications	None.
18. Anticipated source(s) of funding – capital and revenue	The scheme is to be funded through the Section 106 agreement relating to 100 Bishopsgate inclusive of indexation and any interest accrued.
19. Affordability	The project is fully funded from the Local Communities and Environment contribution of 100 Bishopsgate S106, with

	<p>funding allocated as following:</p> <p><u>Public realm street scene improvements:</u></p> <ul style="list-style-type: none"> • In December 2011, Members of the Streets and Walkways and Project Sub Committees approved that the initial payment (£17,939) be allocated to evaluate options for environmental enhancement works in the area. • There is a further obligation of £313,057 under this agreement to be triggered on the implementation of the development. <p><u>Community facility allocation</u></p> <ul style="list-style-type: none"> • In January 2012, the Community & Children Services and the Culture, Heritage & Library Committees approved that £250,000 from 100 Bishopsgate S106 (£126,820 from the first tranche S106 and £123,180 of the second tranche) be allocated for improvements in the vicinity of the new Artizan Street Community Centre and Library. The first tranche was received by the City in May 2010 and is available for this project. <p>These figures combine to a total budget of £580,996 plus interest and indexation for this project.</p>
<p>20. Next steps</p>	<p>Following the decision of Committee to proceed with the recommended option, design development and further consultation will take place. A detailed options appraisal (Gateway 4) report will be prepared for winter 2013/2014.</p>

Outline Options Appraisal Matrix

See attached.

Appendices

<p>Appendix 1</p>	<p>Existing pictures</p>
<p>Appendix 2</p>	<p>Finance table</p>

Contact

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	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
21. Brief description	Retaining the two existing car park ramps and converting them for use as a community space (such as green space, allotments or play space), and creating an indoor access to the main block entrance.	Removing one of the existing car park ramps to create a new community space whilst retaining one ramp to be used for another purpose (such as a community garden, allotment or play space).	Removing the two existing car park ramps to create a new community space in the vicinity of the new Library and to create a more visible and welcoming entrance to the Tower Block.
22. Scope and Exclusions (where different to section 3)	As section 3.	As section 3.	As section 3.
23. Key benefits (where different to section 12)	This option would create a community scheme for the re-use of the ramps but would not allow for the creation of a new public space.	This option would allow for the creation of a new small public space and provide a more visible and welcoming entrance to the Tower Block.	This option would allow for the creation of a wider new public space and provide an appropriate gateway for the relocated community centre. Local residents could engage in the development of the design of this new space and this would increase the sense of ownership of the space. This option would also provide a more visible and welcoming entrance to the Tower Block.
24. Estimated Programme (where different to section 13)	As section 13.	As section 13.	As section 13.

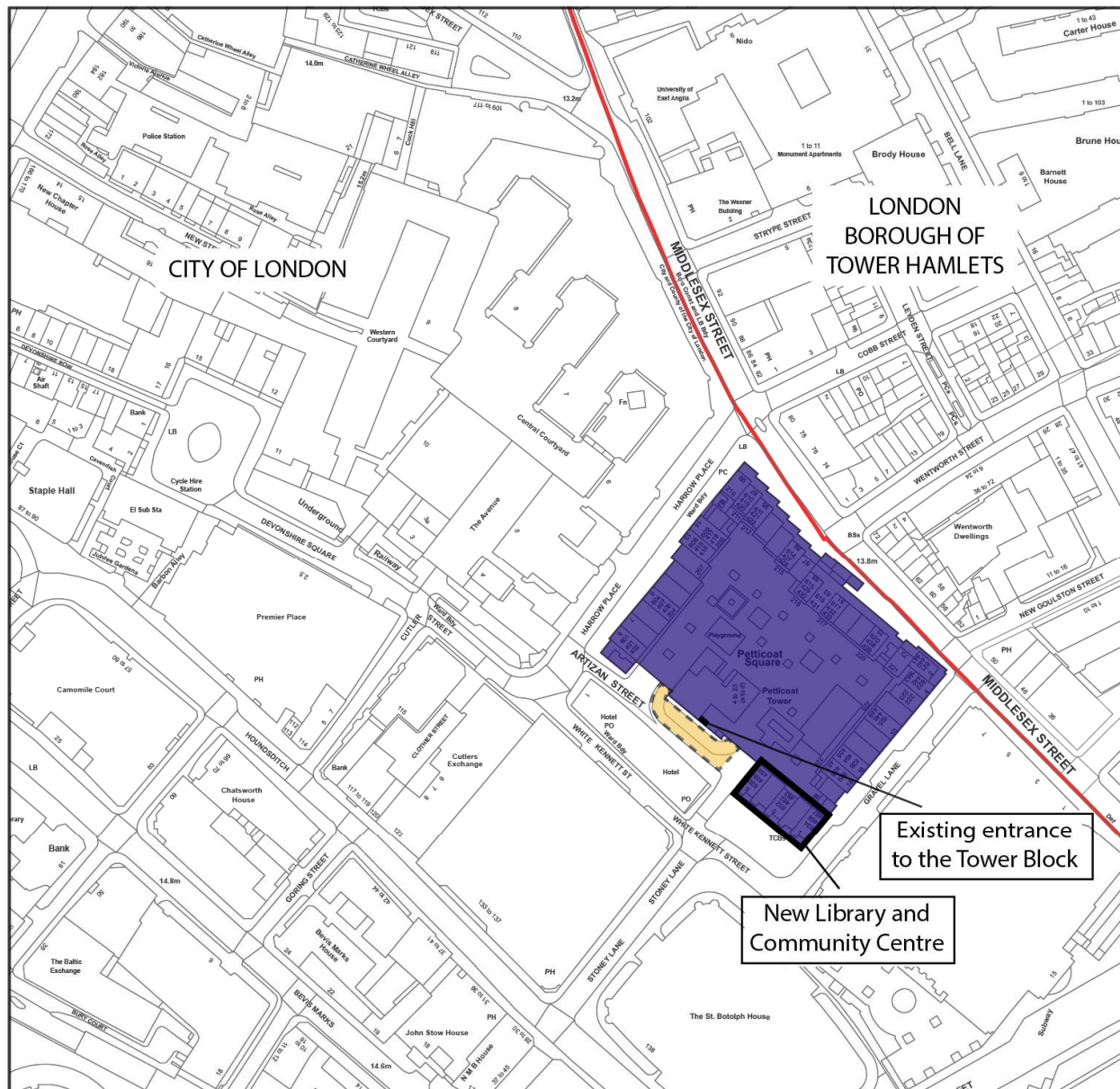
	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
25. Potential risk implications (where different to section 14)	As section 14.	As section 14.	As section 14.
26. Anticipated stakeholders and consultees (where different to section 15)	As section 15.	As section 15.	As section 15.
27. Legal implications (where different to section 16)	Not applicable.	Not applicable.	Not applicable.
28. HR implications (where different to section 17)	Not applicable.	Not applicable.	Not applicable.

<u>Financial Implications</u>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
1. Total Estimated cost (£)	£130,000 - £270,000	£275,000 - £405,000	£300,000 - £425,000
2. Anticipated source of	As section 18.	As section 18.	As section 18.

project funding (where different to section 18)			
3. Estimated capital value/return (£)	Not applicable.	Not applicable.	Not applicable.
4. Fund/budget to be credited with capital return	Not applicable.	Not applicable.	Not applicable.
5. Estimated ongoing revenue implications (£)	To be confirmed at Gateway 4.	To be confirmed at Gateway 4.	To be confirmed at Gateway 4.
6. Anticipated source of ongoing revenue funding (where different to section 18)	As section 18.	As section 18.	As section 18.
7. Fund/budget to be credited with income/savings	Not applicable.	Not applicable.	Not applicable.
8. Affordability (where different to section 19)	As section 19.	As section 19.	As section 19.

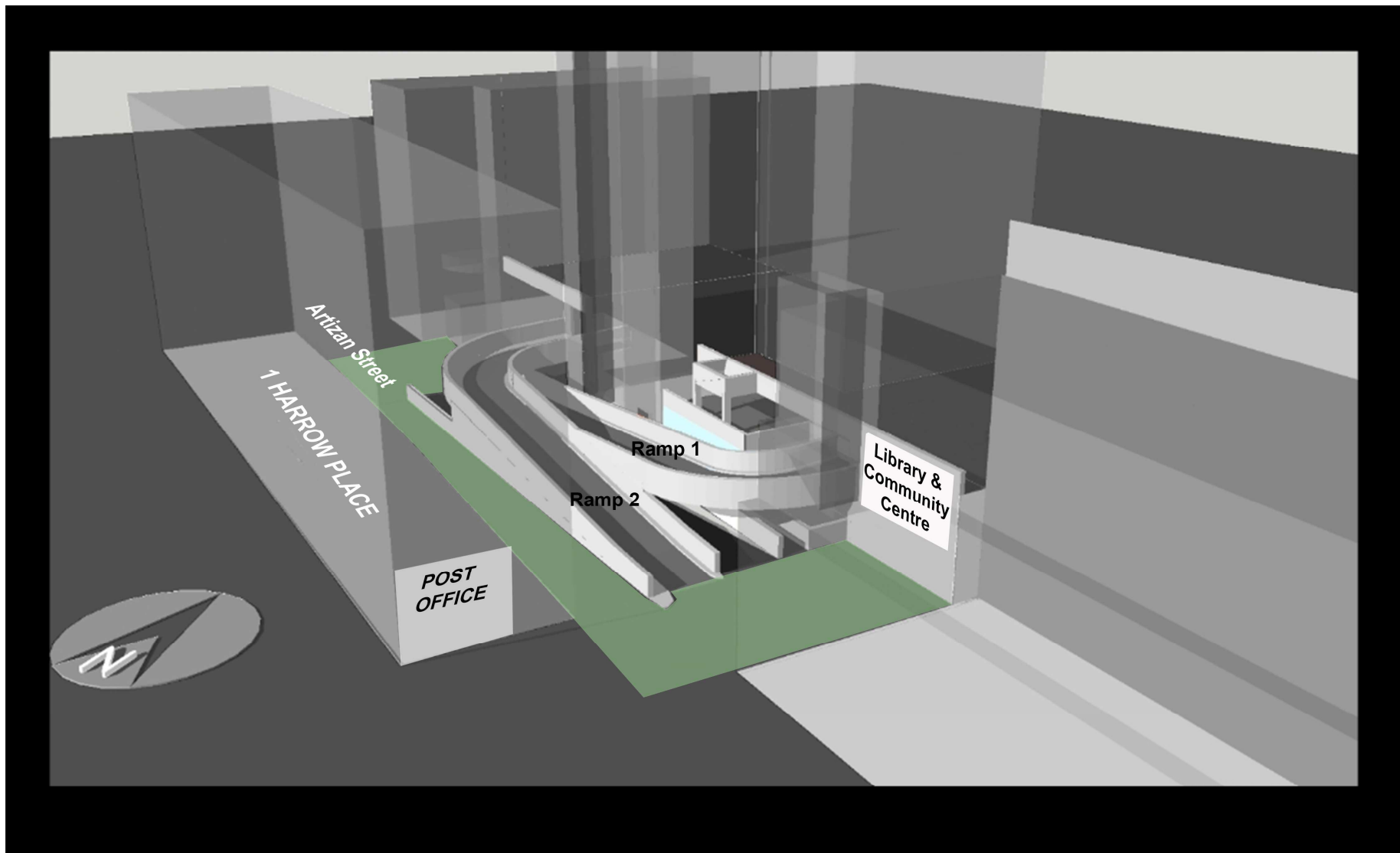
1. <u>Recommendation</u>	<i>Not recommended</i>	<i>Not recommended</i>	<i>Recommended</i>
2. Reasons	<p>Making use of the existing car park ramps for a new purpose would not provide a public space for the residents of the Middlesex Street estate and users of the new the Library. The ramps are too steep and therefore cannot be used for pedestrian access to the Mezzanine level.</p>	<p>Removing one of the car park ramps would allow for the creation of a small new public space in the vicinity of the new Library and for an improved access to the new Tower block entrance. However the new public space would be quite small and the ramp to be kept is too steep to be used for pedestrian to access the Mezzanine level, and would therefore be of limited use.</p>	<p>Removing both car park ramps would allow for the creation of a wider new improved public space in the close vicinity of the new Artizan Street Library and Community Centre. This would help to increase the number of visitors to the new Library and Community Centre in providing a more pleasant and safer environment in the area. This option would also provide a better and more visible access to Petticoat Tower and allow to create a better pedestrian linkage between Artizan Street, the new Library and Community Centre, the Post Office and Gravel Lane.</p>

Appendix 1 - Location plan and axonometric view of the area



- Middlesex Street Estate
- Middlesex Street Estate Ramps
- City of London Boundry





Appendix 2 - Pictures of the Middlesex Street Estate Ramps and main entrance to the Tower Block



Appendix 3 - Budget estimates table

Table 1: Gateway 1 to 4 estimates

Task	Approved Budget	Estimated final cost to Gateway 2	Budget required for detailed options appraisal and design	Revised budget to include estimate to reach Gateway 4
Fees	£7,939	£7,505	£20,434	£27,939
Open Spaces Staff Costs	£500	£0	£500	£500
Highways Staff Costs	£1,500	£0	£1,500	£1,500
P&T Staff Costs	£8,000	£8,000	£10,000	£18,000
Staff Cost Sub-Total	£10,000	£8,000	£12,000	£20,000
Totals	£17,939	£15,505	£32,434	£47,939

Table 2 : Implementation Costs

Tasks	Option 1- Ramps retained	Option 2 - Remove 1 ramp	Option 3 - Remove 2 ramps
Demolition works	£0	£90,000	£125,000
Infill / Structure / Make good	£0	£25,000	£25,000
Ramp Re-landscaping (£400/m2)	£50k - £120k (approx. 300m2)	£30k - £60k (approx. 150m2)	£20,000 (landscaping/access to basement ramp)
Urban improvements (paving/planting/seating) £400/m2)	£50k - £120k (approx. 300m2)	£100k - £200k (approx. 500m2)	£100k - £225k (approx. 560m2)
Lighting	£30,000	£30,000	£30,000
Construction TOTAL	£130,000 - £270,000	£275,000 - £405,000	£300,000 - £425,000

Committee(s): Streets and Walkways sub Projects Sub	Date(s): 20 May 2013 16 May 2013	
Subject: Issue Report – Riverside Walk Millennium Bridge Area		Public
Report of: The Director of the Built Environment		For Decision

Summary

Dashboard

Project Status	Amber		
Timeline indicating project stage	Post Gateway 3-4 - Pre-Gateway 5		
Total Approved Budget	£1,123,305		
Spend to Date	Item	Cost	
	Fees and Staff Costs	£85,292	
	Works (Installation of Play/Exercise Equipment) Dec 2012	£32,404	
	Total	£117,696	
Overall project risk	Medium		

Brief description of project

Improvements to the Millennium Bridge Area relate to two areas: 1) Millennium Bridge Approach on the upper level, and 2) Paul's Walk on the Riverside Walk. See **Appendix A** for site location plan. The main aims of the project are to create an enhanced gateway to the City, with a new green public space on the Riverside Walk. The City of London School fronts onto this section of the walkway and is very supportive of the landscaping proposals. There is also a desire to undertake noisy works in the summer recess to limit disruption to the school.

In September 2012, Members agreed that the scheme valued at £1,473,305 be progressed to authority to start work stage, subject to the paving options for the Millennium Bridge Approach being finalised at a cost of £350,000. A trial of paving options was undertaken in December 2012. Members agreed that the preference was for the existing paving to be repaired and cleaned as part of the current maintenance regime. These works are currently under construction. Therefore, the revised approved project budget is now £1,123,305 (£1,473,305 - £350,000) funded from Section 106 receipts as set out in Table 1 Appendix F.

Completed Works

In September 2012 Committee had approved 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). Appendix D contains an image of the installation. The funds were time-limited and had to be expended by December 2012. £32,404 of the £34,500 allocation was utilised to install play/sports equipment which was completed by 17th December 2012. See "Spend to Date" in the Dashboard above.

Issue

Paul's Walk (Riverside Walk)

This area of the Riverside is reclaimed land and there is a pipe subway (housing utilities) beneath the walkway. The design includes planting beds and therefore structural investigations are required to determine the depth, loading and drainage of these to ensure that there are no adverse impacts on the pipe subway and increased flood risk.

Weight/depth restrictions have been identified as a project risk from an early stage. An initial structural investigation has been completed. Three options for the planting design have been assessed:

(A) Planting in raised planting beds.

(B) Planting in sunken planting beds (sealed beds that would drain directly into the sewer).

(C) Planting in sunken planting beds (free-draining – soak-away).

This initial assessment has ruled out Option (A) because the calculations show that this will add too much loading onto the wall of the pipe subway and threaten its structural stability. This leaves options (B) and (C).

Option (B): Not Recommended – Planting in sunken planting beds (sealed beds that would drain directly into the sewer)

This option would enable the construction to proceed in summer 2013 which would coincide with the school's summer holidays and limit disruption to the school. A trial hole would be required to determine the composition of the sub-surface which would inform the design.

However, Paul's Walk sits below the level of the River Thames at high tide and is within the City's Strategic Flood Risk Assessment area and critical sewer flooding zone. This option would therefore put additional pressure on sewers that are already at risk of flooding. Under the 2010 Flood & Water Management Act of Parliament, the City Corporation was designated as Lead Local Flood Authority (LLFA), with statutory responsibility for co-ordinating measures to reduce flood risk within the City. This option is a departure from the City's approved Flood Risk Assessment (July 2012) and if it is taken forward, the City would be in conflict with the 2010 Act by undermining its role as LLFA.

Option (C): Recommended – Planting in sunken planting beds (free-draining – soak-away)

This option would enable excess water from the planters and the surrounding paving to be drained into the soil below, taking pressure off of the sewer system. This would amount to a form of sustainable urban drainage (SuDS) and would meet policy objectives in accordance with the City's Strategic Flood Risk Assessment and the Mayor of London's London Plan chapter on Water: 4A.14 Sustainable drainage (see Appendix E).

Because ground water levels in this area are determined by tidal flows which vary seasonally, City Engineers have advised that borehole tests are carried out to assess water levels before, during and after the high tide period, ahead of any further design development. High tides fall in March and September and so the earliest date that these tests would be carried out is from August to November. The City's consultant engineers and the City's Senior Drainage Engineer advise that these investigations are essential if this option is to be progressed as ground water levels are unknown and the planters need to be designed to take these levels into account.

Officers have sought quotes for these borehole tests and the lowest quote is £17,200 which includes monitoring for 3 months. Staff costs of £1,000 would also be required to manage these works. These costs cannot be met from the current design budget to reach Gateway 5, of which £16,000 is remaining and is allocated to design fees and staff costs to develop the design. The proposed investigations would also have an impact on the project programme because of the time required to complete them and the desire to carry out noisy works in the vicinity of the school in the summer recess. If Option (C) is progressed, it is proposed that the borehole testing and trial holes commence in August 2013 (to coincide with the school recess) and monitoring completed in November 2013. The design would then be developed and a Gateway 5 report submitted in February 2014 to enable works to start on site in May 2014 with the works programmed so that noisy works in front of the school take place in July and August 2014.

Recommendations

It is recommended that Members:

- i) Approve the additional costs of £18,200 (fees and staff costs) for Option C to enable the necessary ground investigations to take place on Paul's Walk, to be funded from the approved project budget.
- ii) Note that the project programme will be extended by nine months if Option C is approved.

Overview

<p>1. 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>2. Project Scope and Exclusions</p>	<ul style="list-style-type: none"> • A plan of the project area is included in Appendix A • A plan of the proposed survey area is included in Appendix B • A plan showing the extent of the City's main flood risk hotspots taken from of the City's approved Strategic Flood Risk Assessment is included in Appendix C 								
<p>3. Link to Strategic Aims</p>	<p>This project has links to the following strategic aim:</p> <p>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> <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>4. Within which category does the project fit</p>	<p>Fully reimbursable</p>								
<p>5. What is the priority of the project?</p>	<p>Desirable</p>								
<p>6. Governance arrangements</p>	<p>Regular meetings with Senior Responsible Officer and officers from other departments. Consultation with local stakeholders and Ward Members</p>								
<p>7. Resources Expended To Date</p>	<table border="1"> <thead> <tr> <th data-bbox="496 1312 1015 1346">Item</th> <th data-bbox="1015 1312 1225 1346">Cost</th> </tr> </thead> <tbody> <tr> <td data-bbox="496 1346 1015 1379">Fees and Staff Costs</td> <td data-bbox="1015 1346 1225 1379">£85,292</td> </tr> <tr> <td data-bbox="496 1379 1015 1447">Works (Installation of Play/Exercise Equipment) Dec 2012</td> <td data-bbox="1015 1379 1225 1447">£32,404</td> </tr> <tr> <td data-bbox="496 1447 1015 1480">Total</td> <td data-bbox="1015 1447 1225 1480">£117,696</td> </tr> </tbody> </table>	Item	Cost	Fees and Staff Costs	£85,292	Works (Installation of Play/Exercise Equipment) Dec 2012	£32,404	Total	£117,696
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Fees and Staff Costs	£85,292								
Works (Installation of Play/Exercise Equipment) Dec 2012	£32,404								
Total	£117,696								
<p>8. Last Gateway Approval</p>	<p>A Gateway3/4 report was approved in September 2012.</p>								

Issue

<p>9. Issue Description</p>	<p>The design includes introducing new planting areas on Paul’s Walk forming a green frame around the school. This will provide a greatly enhanced environment in this currently drab and under-utilised section of the walkway.</p> <p>Following approval of the Gateway 3 / 4 report, initial structural investigations have been carried out to determine the final planting design for the Riverside walk. These investigations were required because of unknown ground conditions in this area which is comprised of reclaimed land with a pipe subway (housing utilities) running beneath.</p> <p>Three main options for the planting design have been assessed:</p> <p>(A) Planting in raised planting beds</p> <p>(B) Planting in sunken planting beds (sealed beds that would drain directly into the sewer)</p> <p>(C) Planting in sunken planting beds (free-draining – soak-away)</p> <p><u>Option (A) Planting in raised planting beds</u></p> <p>The initial structural assessments have ruled out Option (A) because the additional weight of the planters will put too much loading onto the wall of the pipe subway beneath, threatening its structural stability. Option A is not recommended.</p> <p><u>Option (B) Planting in sunken planting beds (sealed beds that would drain directly into the sewer)</u></p> <p>The City’s Senior Drainage Engineer and Assistant Director of Engineering have stated that it is possible to create an enclosed planter which would house the planting beds. Excess ground water (drainage) would then be diverted towards the sewer. A trial hole would be required to establish the ground composition in order to finalise the design.</p> <p>This option would utilise existing drainage infra-structure that would need to accommodate an additional discharge load related to an increase in planting coverage. This option would be able to be progressed quite quickly and the main construction works could then commence in the summer.</p> <p>However, this option would not address the need to tackle flood risk management in this area of the City that is particularly susceptible to flooding. Members will be aware that under the 2010 Flood & Water Management Act of Parliament, the City Corporation was designated as Lead Local Flood Authority (LLFA), with statutory responsibility for co-ordinating measures to reduce flood risk within the City of London. Included in these new duties is the requirement for LLFAs to prepare a Flood Risk Strategy which should identify the significant flooding risks for the LLFA area and propose actions to be taken to reduce these risks - this would include the provision of a Sustainable Drainage System (SuDS).</p> <p>This option would put additional pressure on the sewer system that is already at risk of flooding. Therefore, it would be a departure from existing Corporate Policy contained within the City’s approved Flood Risk Assessment (July 2012), the advice of the Mayor of London’s Drain London Board and the City’s responsibilities as the Lead Local Flood Authority. Therefore the City would be in conflict with the Flood and Water Management Act of Parliament (2010) and undermine its statutory role and responsibility as Lead Local Authority if this option was progressed. Option B is not recommended.</p>
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(C) Planting in sunken planting beds (free-draining – soak-away)

This option would enable excess water from the planters and the surrounding paving to be drained into the soil below, taking pressure off of the sewer system by slowing the rate of discharge. This would amount to a form of sustainable drainage (SuDS) and would meet policy objectives in accordance with the City's Strategic Flood Risk Assessment and the City's role as the Lead Local Flood Authority (Flood and Water Management Act 2010).

The City's consulting engineers and the City's Assistant Director of Engineering (City Surveyors) consider that **Option (C)** is the most feasible way forward but have advised that, in order to progress this, further investigations are required.

These investigations are necessary for design development and the main reasons for requiring them are summarised below:

- To determine the ability of the ground to take an increased water discharge and inform the drainage design associated with additional planting coverage
- To ensure the integrity of the planter design and associated drainage design to accord with the City's approved Flood Risk Assessment in an area identified as susceptible to flooding.

The advice of the City's Assistant Director of Engineering and the City's consultant engineers is that the investigative works associated with Option C are essential in order for the design to be developed and approved by the City, in accordance with the Construction Design and Management Regulations 2007.

Option C is recommended.

Scope of works for Option C

- 1 X 10m deep boreholes (BH1 in Appendix B)
- The borehole to have a piezometer installed to allow water level readings over a period of 3 months
- Soils will be examined and tested to determine their composition and engineering properties
- Soils will be examined and tested for contamination
- 1 X falling head test within the borehole, to assess feasibility of drainage to soils at planter outlet depth

Officers have been advised to carry out the study at a location on Paul's Walk close to the City of London School and monitor the sub-structure to groundwater movement (**Appendix B**). The investigations will enable automatic readings of water pressures and soil testing and will take up to 3 months. However, the noisy part of the works (drilling the bore hole) will only take 5 days.

Following the initial 5 day installation period the monitoring equipment will be left on site for 3 months and checked on a daily basis by the contractor and secured outside of working hours.

The survey test work will be initiated in September 2013 as advised by the Senior Drainage Engineer to coincide with the highest point of the seasonal tide. The highest spring tides of the year occur after the equinoxes (when day and night are of equal length) in March and September. Doing the test in

September will therefore improve the integrity of the final design.

Due to the proximity of the City of London School, it is proposed to programme the noisy works (boring) in August 2013 to coincide with the school summer holiday period. This will limit disruption to the school. The subsequent on-site monitoring will begin in September and involve a frame installed on the City Walkway directly above the bore hole. Pedestrian access to the City Walkway and access to buildings will be maintained at all times.

Cost Tolerance at this Stage

The cost of carrying out the ground investigation study is currently beyond the fees budget tolerance approved by Members at Gateway 3/4 and so additional funds are sought from the overall project budget to enable this essential ground investigation work to be carried out.

The estimated cost of carrying out this work including fees and staff costs is £18,200. This is summarised in table 2 below:

Table 2: Cost Summary of Millennium Bridge Area project			
ITEM	Approved design Budget (Up to Gateway 5) (£'s)	Proposed Budget May 2013 (£'s)	Difference (£'s)
<u>Fees:</u> Design work, ground investigation, survey work, permits	25,000 (£15,000 spent to date)	42,200	+17,200
<u>Staff Costs:</u> Management and supervision	20,000 (£13,000 spent to date)	21,000	+1,000
TOTAL	45,000	63,000	18,200

Three quotes have been sought from ground investigation companies and the cost of the lowest quote has been included in Table 2. The estimated staff time to carry out the management of this additional work is approximately 10-12 hours of staff time over the 3 month duration.

It is proposed that the cost of this additional investigation work is absorbed within the approved project budget. Therefore, the scheme design will be adjusted to suit the reduced budget with any changes reported in a subsequent issues report.

10. Last Approved Limit

Approved project budget £1,123,305, inclusive of £45,000 (for evaluation staff and fees) to reach Gateway 5.

11. Tolerance Granted	There was no tolerance granted regarding related staff costs and fees in the approved Gateway 3/4 report to Committee in September 2012.		
12. Cause	The initial structural/site surveys have resulted in the need to carry out further ground investigations – which are beyond the existing funding tolerance and programme approved by Committees in September 2012.		
13. Consequences	<p>If necessary ground investigations are not carried out then it will not be possible to make an informed decision about the detailed design of the planters on the riverside at Paul's Walk and design work cannot be progressed.</p> <p>If Option B is approved then construction can take place in summer 2013. It includes planting in sunken planting beds which would drain directly to the sewer. However, this Option will not meet the requirement to mitigate excess surface water discharge in an identified flood risk area adjacent to the River Thames and is not in accordance with the City's Strategic Flood Risk Assessment.</p> <p>Option C recommends planting in sunken planting beds but advocates free draining – soak away planters to manage excess surface water discharge and therefore the rate of discharge into the sewer. This approach is in accordance with the City's Strategic Flood Risk Assessment.</p> <p>If approved this Option would extend the project programme by 9 months to allow for the investigations to take place due to the seasonal tide.</p> <p>The advice of the City's engineers and the City's consultant engineers is that these works are essential in order to progress the design of Option C.</p>		
14. Options	Option	Options Description	Recommendation
	A	Planting in raised planting beds	Ruled out <ul style="list-style-type: none"> • Would add too much loading onto the adjacent wall of the pipe subway and threaten its structural stability - therefore not viable
	B	Planting in sunken planting beds (sealed beds that would drain directly into the sewer)	Not recommended <ul style="list-style-type: none"> • Would not mitigate excess surface water in a known flood risk area • In conflict with the Flood and Water Management Act of Parliament 2010 • Not in accordance with the City of London Strategic Flood Risk Assessment
	C	Planting in sunken planting beds (free-draining – soak-away)	Recommended <ul style="list-style-type: none"> • Would introduce a mechanism for managing excess surface water and potential for flooding in a known flood risk area • In accordance with the City of London Strategic Flood Risk

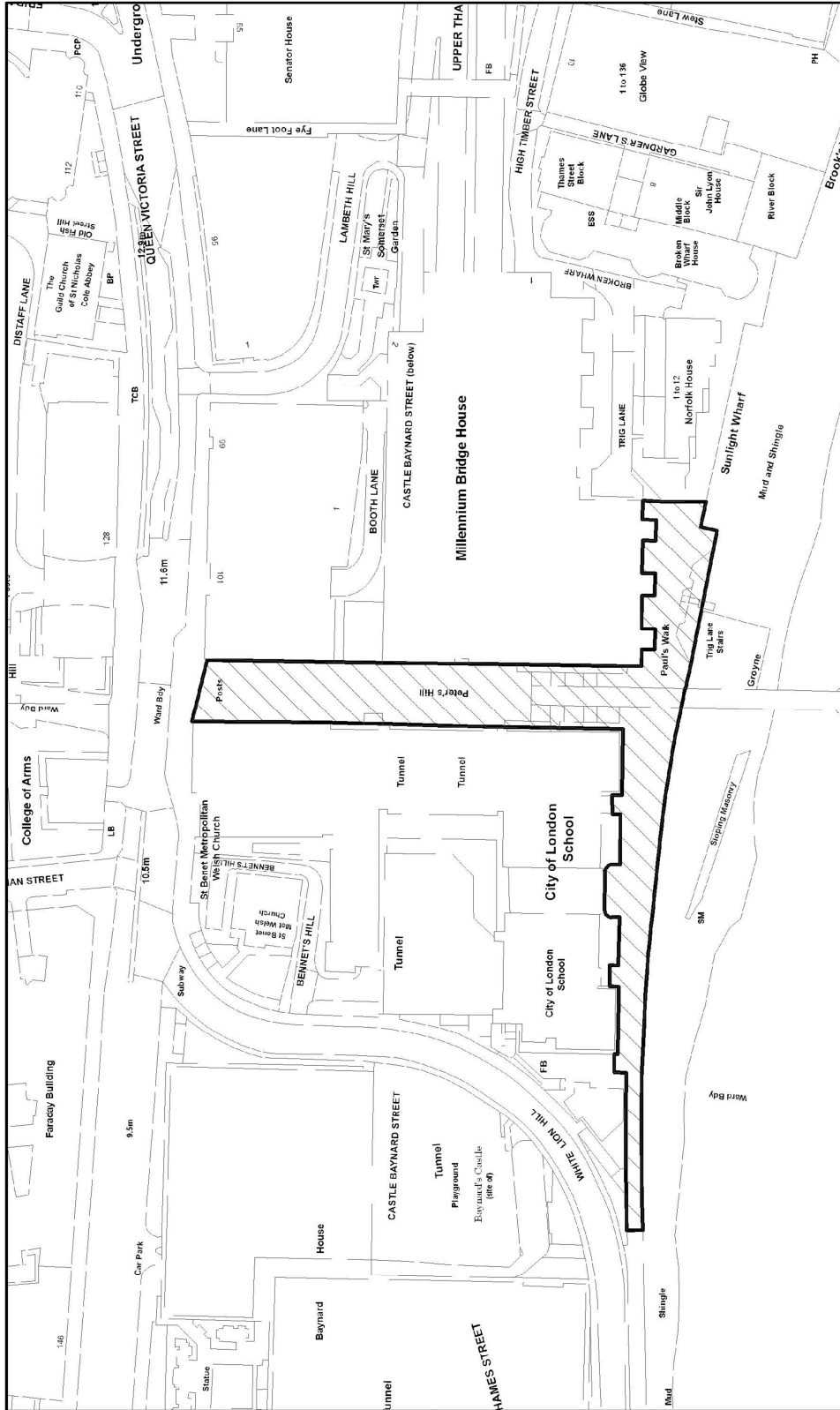
			Assessment and London Plan
15. Recommendation	<p>It is recommended that Members:</p> <p>i) Approve the additional costs of £18,200 (fees and staff costs) to enable the necessary ground investigations to take place for Option C on Paul's Walk, to be funded from the approved project budget.</p> <p>ii) Note that the project programme will be extended by nine months if Option C is approved.</p>		
16. Lessons	<ul style="list-style-type: none"> • It would have been beneficial to the overall project risk if the initial structural investigations were carried out prior to Gateway 3 / 4 • It is apparent that there is only a limited amount of known information about the ground conditions in this area of reclaimed land 		

Appendices

Appendix A:	Site location map
Appendix B:	Proposed map of survey area
Appendix C:	Plan of the City's main flood risk hotspots taken from of the City's approved Strategic Flood Risk Assessment (July 2012)
Appendix D	Image of the Play/Sport Equipment Installation
Appendix E	Extract from the Mayor of London's London Plan chapter on Water 4A.14 Sustainable drainage
Appendix F	Table 1: Approved Funding Sources breakdown from Section S106 receipts

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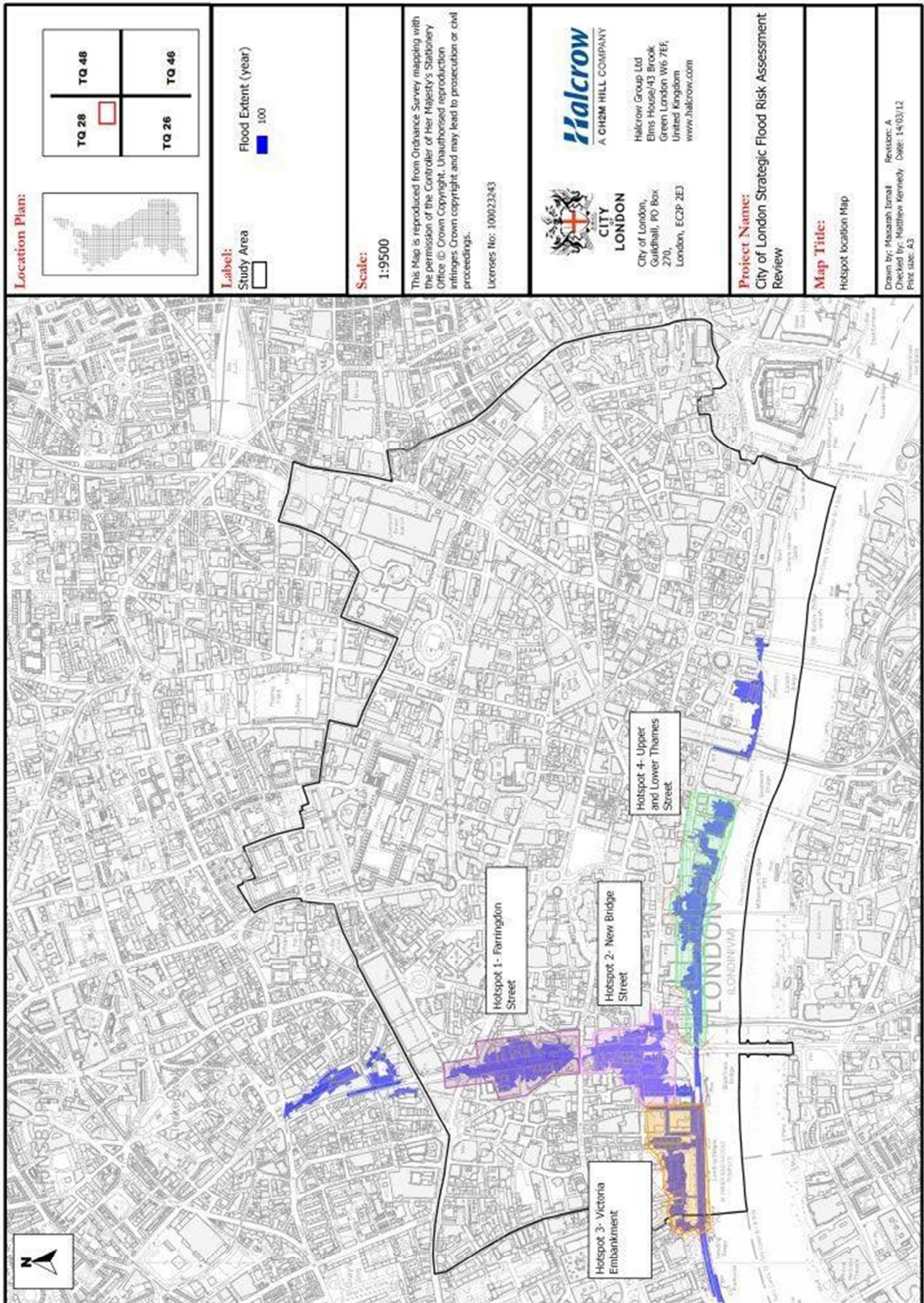


Riverside Walk | Environmental Enhancement

 Riverside Walk: Millennium Bridge Area



Appendix C: City of London's main flood risk hotspots



Appendix D: Image of the Play/Sport Equipment Installation



Play/Sport Installation on Paul's Walk Looking East

Appendix E: Extract from the Mayor of London's London Plan chapter 4A.14 Sustainable Drainage

Streets and other areas of the public realm that are being redesigned now will need to be resilient to the climate conditions likely to be encountered in the future. The management of water resources and rainwater run-off are key interconnected issues, which can be addressed in the redesign of streets. Climate resilient streets must be designed to accommodate more extreme weather patterns including prolonged drought conditions and more intense rainfall events which are predicted as a result of climate change.

The use of the London Plan drainage hierarchy provides a good basis for tackling both droughts, through rainwater harvesting and storage for reuse, and flood risk, through the attenuation of rainfall preventing its rapid transit to conventional drains, which may become overloaded. The London Plan drainage hierarchy should be applied to the design of Sustainable Drainage Systems (SuDS) for streets using the following order of priority:

1 store rainwater for later use

In designing sustainable streets consideration should be given to the incorporation of tanks where water can be stored for use in landscape watering, pavement cleaning and associated activities where non potable water is appropriate.

2 use infiltration techniques, such as porous surfaces in non-clay areas

Landscaping should be designed so that water can be used directly to water trees, other plants, green roofs and walls before being absorbed into the ground wherever this is appropriate. Landscape planting should be designed to be resilient by using plants which tolerate a wider range of weather conditions.

3 attenuate rainwater in ponds or open water features for gradual release

Rainwater gardens and rills can provide a safe and attractive means of attenuating rainwater in streets and other areas of the public realm.

4 attenuate rainwater by storing in tanks or sealed water features for gradual release

Rainwater run-off from paved surfaces has the potential to overwhelm the drainage systems. This effect will worsen with climate change. Therefore it is important to slow down the transit of water to the City's sewer system in order to prevent sewer overflow.

5 discharge rainwater direct to a watercourse

Close to the River Thames there is potential for separation of rainwater run off so that it can be discharged directly into the Thames rather than to the sewer network.

6 discharge rainwater to a surface water sewer/drain

Redevelopments provide the potential for more extensive surface water drainage systems to be incorporated, further reducing the potential for sewer overflows.

7 discharge rainwater to the combined sewer.

Discharge into the combined sewer should be slowed as much as possible and only used as a final stage after the application of this drainage hierarchy.

Table 1: Approved Funding Sources breakdown of S106 receipts (Incl. of £45,000 for Authority to Start Work) – September 2012

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**