



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

**Date:** MONDAY, 14 OCTOBER 2013

**Time:** 11.30am

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

**Members:** Jeremy Simons (Chairman)                      Michael Hudson  
Marianne Fredericks (Deputy                      Oliver Lodge  
Chairman)    Sylvia Moys  
Randall Anderson                                      Barbara Newman, Open Spaces and  
Dennis Cotgrove                                      City Gardens (Ex-Officio Member)  
Alderman Alison Gowman, Police                      Deputy John Owen-Ward  
Committee (Ex-Officio Member)                      Deputy Michael Welbank  
Brian Harris, Finance Committee  
(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. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**  
To agree the public minutes and summary of the meeting held on 16 September 2013.

**For Decision**  
(Pages 1 - 4)
4. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**
  - a) Options Appraisal - Middlesex Street Area project (Pages 5 - 28)
  - b) Gateway 3 Outline Options Appraisal – 40-45 Chancery Lane (Section 106 prioritisation) (Pages 29 - 46)
  - c) Detailed Options Appraisal - Aldgate Highway Changes and Public Realm Improvement Project (Pages 47 - 96)
5. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
6. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

# Agenda Item 3

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

Monday, 16 September 2013

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Bassinghall Suite, via the Art Gallery on Monday, 16 September 2013 at 1.45 pm

### Present

#### Members:

Jeremy Simons (Chairman)  
Marianne Fredericks (Deputy Chairman)  
Randall Anderson  
Brian Harris (Ex-Officio Member)  
Michael Hudson  
Sylvia Moys  
Deputy Michael Welbank

#### Officers:

Katie Odling	- Town Clerk's Department
Anna Simpson	- Comptrollers and City Solicitor's Department
Paul Monaghan	- Assistant Director Engineering
Steve Presland	- Department of the Built Environment
Victor Callister	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Kay English	- Department of the Built Environment
Patrick Hegarty	- Open Spaces Department
Alan Rickwood	- City Police

#### 1. APOLOGIES

Apologies for absence were received from Dennis Cotgrove, Alderman Alison Gowman, Oliver Lodge, Barbara Newman and Deputy John Owen-Ward.

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

There were no declarations of interest.

#### 3. MINUTES

**RESOLVED** – That the minutes of the meeting held on 17 June 2013 be approved as a correct record.

#### MATTERS ARISING

Beating the Bounds – Members were informed that approximately 300 people had signed up to the event so far, which was much less than expected and therefore it was likely that road closures would not be required. Furthermore, the event would now start at 11am. Officers agreed to provide a verbal update on the event at the November committee meeting.

Road Danger Reduction Plan in Shoe Lane, Stonecutter Street and Little New Street – Members noted that the Gateway 7 report would be submitted to the Committee in November.

Riverside Walk Millennium Bridge – Members were informed that work was being undertaken on the metal that had been found whilst drilling and a further update would be provided at the next meeting.

#### 4. **ISSUE REPORT – 72 FORE STREET**

A report of the Director of the Built Environment was considered regarding 72 Fore Street.

Members noted that 72 Fore Street was fully funded by the developer.

**RESOLVED** – That the phasing of the project to deliver improvements to the footways immediately adjoining the 72 Fore Street development site to coordinate with the building's launch as Phase 1 of the project and evaluation/delivery of wider area improvements at a future date as Phase 2 of the project be approved.

#### 5. **OUTLINE OPTIONS APPRAISAL – LUDGATE HILL CROSSING REVIEW (30 OLD BAILEY)**

A report of the Director of the Built Environment was considered in respect of Ludgate Hill crossing review (30 Old Bailey).

In response to a question, Members were informed that recent research had shown that the hard barriers that were commonly used to separate pedestrians from vehicles had resulted in more serious collisions and injuries. As a result of this research, most of the hard barriers had been removed.

During discussion, the following points were raised –

- The previous proposal for a signalled crossing at the junction with Ave Maria Lane was found not to be feasible as the success of this option was dependent on the relocation of adjacent bus stops and servicing activity and this was not considered practical within the scope of this project.
- A Member expressed concern that light pollution from the traffic signals might affect the illumination of St Paul's Cathedral.
- One Member considered there were issues caused as a result of tourist buses slowing down to allow their passengers to take photographs of St Paul's.
- Some Members considered that the trial should not take place, as traffic modelling had shown that signals would not be beneficial to the flow of traffic.
- Transport for London were keen to pursue the trial to establish the reasons for the delays to buses.
- One Member suggested that Transport for London might wish to fund the trial.

Members noted Officers support for the implementation of a 12 month trial of a signalled crossing.

**RESOLVED** – That,

- a) Option 1 be progressed on a trial basis for a period of 12 months provided that officers were successful in seeking funding from Transport for London, in order to allow Officers to monitor the performance of the signalised crossing and the results reported to Members in due course.

- b) If funding was not forthcoming from Transport for London, Officers be requested to report back to a future meeting with a proposal based on the use of Section 106 funding.

**6. OUTLINE OPTIONS APPRAISAL (GATEWAY 3) - FLEET & PLUMTREE COURT PUBLIC REALM AND SECURITY IMPROVEMENTS**

A report of the Director of the Built Environment was considered relative to the Fleet Building and Plumtree Court public realm and security improvements.

Further to a discussion, it was agreed that Officers would investigate whether the number of bollards could be reduced as part of the design development and report this back at Gateway 4. Members were informed that discussion with the developers, Farringdon Street Partners Limited, would continue in respect of S106 and S278 arrangements.

**RESOLVED** – That,

- a) the proposed security and public realm design contained within the report (Appendix 2) and progression to the detailed design stage (Gateway 4) (implementation to be subject to the necessary Traffic Management Orders) be approved (the outcome of the investigation as to whether the number of bollards could be reduced to be reported at Gateway 4);
- b) the development of highways options for Shoe Lane, Stonecutter Street, St Andrews Street and Plumtree Court be approved; and
- c) the Comptroller and City Solicitor be authorised to enter into legal discussions, under Section 106 and Section 278 of the Town and Country Planning Act 1980, with Farringdon Street Partners Limited.

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

Road works and traffic congestion - Members were informed that the gas repair works being undertaken at London Wall were due to be completed by 7 November and daily progress reports were being received to ensure the project was not delayed any further.

Bank Station – In response to a question, Members were informed that the traffic signals at Bank Station were being adjusted to improve traffic flow. It was agreed that in the interest of safety, particularly as Bank was a busy junction, a note regarding cycling in the City would be published on the Corporation's website.

20mph – It was confirmed that prohibited right turns were being reviewed as part of the 20mph project. It was agreed that a briefing note regarding next steps and the position on Transport for London streets would be circulated to all Members. The Committee were informed that it was anticipated the revised speed limit would come in to effect in June/July 2014.

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

It was agreed that the Streets and Walkways Sub Committee meeting on 2<sup>nd</sup> June 2014 would be moved to 9<sup>th</sup> June 2014.

**9. EXCLUSION OF THE PUBLIC**

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

10. **NON-PUBLIC MINUTES**

RESOLVED – That the non-public minutes and summary of the meeting held on 17 June 2013 be approved.

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 were no items of urgent business.

**The meeting ended at 3.15 pm**

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Chairman

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**[katie.odling@cityoflondon.gov.uk](mailto:katie.odling@cityoflondon.gov.uk)**

<b>Committee(s):</b>	<b>Date(s):</b>
Street & Walkway Sub Committee Project Sub Committee	14 October 2013 29 October 2013
<b>Subject:</b> Options Appraisal - Middlesex Street Area project	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>
<b><u>Summary</u></b>	
<b><u>Dashboard</u></b>	
Project Status : Green	
Timeline indicating the stage at which the project is: Gateway 3/4	
Approved budget : £85,000 for evaluation	
Spend to Date : £71,397 for evaluation	
Total Estimated Costs :	
<ul style="list-style-type: none"> <li>- Signage: £6,000</li> <li>- To Gateway 5: £181,571</li> <li>- Implementation of Option 2: between £850,000 – £932,000</li> </ul>	
Overall project risk : Low	
<b><u>Summary</u></b>	
Middlesex Street Area is identified as a High Priority project within the Liverpool Street Area Enhancement Strategy approved by the Court of Common Council in September 2013.	
In response to extensive consultation, this report proposes a phased approach to delivery of enhancements. This takes into account the further work that will need to be done on the cross boundary issues relating to the Petticoat Lane Market, and associated environmental enhancements. It is therefore proposed to have two phases as shown in Appendix 1:	
<p><b>Phase 1:</b> Enhancements to the Northern end of Middlesex Street, Widegate Street, Sandy's Row, Fort Street and Rose Alley (Implementation: estimated May to November 2014).</p> <p><b>Phase 2:</b> Enhancements to the Southern half of Middlesex Street where the City shares a boundary with Tower Hamlets. Members will be presented with a Gateway 4/5 report in 2014 following detailed consultation and analysis of functional improvements to the market.</p>	
This report deals with <b>Phase 1</b> , and from three options recommends Option 2, which delivers an improved and flexible environment using a palette of materials that provide value for money, whilst also responding to the aspirations of local businesses expressed during the public consultation and the objectives of the Liverpool Street Area Enhancement Strategy.	

## Background

Middlesex Street and adjacent streets are on the eastern fringe of the City and lie within Bishopsgate Conservation Area with a number of listed and undesignated heritage assets. The area is well known and visited due to its central London location and Petticoat Lane Market, especially at weekends. It is run down and in need of improvement, particularly when compared to adjacent recently regenerated areas in Tower Hamlets or neighbouring areas in the City. The Liverpool Street Area Enhancement Strategy identifies the Middlesex Street neighbourhood as a key opportunity area. This has the objective of dealing with current issues and creating a series of flexible, pedestrian friendly spaces that both preserve and enhance the character and appearance of the conservation area, and the aspirations of the local residential, retail and business community, informed by the public consultation on the strategy content.

In June 2011, Members of the Streets & Walkway Sub Committee approved the use of remaining 201 Bishopsgate Section 106 funds to be spent on high priority projects within the Middlesex Street Area (as illustrated in Appendix 1) and in April 2012 a project for the Middlesex Street Area was approved by Members.

As a result of the public consultation, a short term urgent need has been identified for wider area signage related to the new Library and Community Centre in Artizan Street to be implemented immediately at a cost of £6,000 funded from 201 Bishopsgate Section 106 Agreement.

The need for an improved setting for the market and retailing has been endorsed through a public consultation exercise carried out with Tower Hamlets, local businesses, residents and visitors. Close consultation with the residents of the Middlesex Street Estate has been particularly useful in shaping the design and options presented in this report.

## Brief description of project

This report explores options for **Phase 1** of the Middlesex Street Area project for environmental and traffic improvements in the northern section of Middlesex Street, Widegate Street, Sandy's Row, Fort Street and Rose Alley (see plan in Appendix 2).

A public consultation for the Middlesex Street Area was undertaken from January to March 2013 and 231 responses were received from local businesses and residents, visitors, representatives and students from the East Anglia University, market traders managers and traders organisations. It should be noted that the project area is on the border with the London Borough of Tower Hamlets, but all the proposed environmental enhancements are to be on City land.

The project will seek to unify the two existing traffic islands in Middlesex Street to create a more attractive and usable public space, and widen footways in Middlesex Street where possible (see Appendix 3 for key images of proposals). Improvements to Rose Alley will be considered to create a safer environment at night and discourage anti-social behaviour, and the option of closure will be explored. The project also includes organising experimental traffic changes and timed closures in Widegate Street, Sandy's Row and Fort Street jointly with Tower Hamlets, also including de-cluttering the area and undertaking a parking review. The results of the experiments will inform the detailed design and will be reported at the next Gateway.

Members of the association representing the retailers of Widegate Street have also expressed a strong desire for Christmas lighting to be installed. It is therefore proposed



to install Christmas lighting in Widegate Street using the same standard and quality as the lighting successfully installed in Bow Lane as part of the Queen Street project. Maintenance costs for the Christmas lighting have been estimated and included in the project budget and details of the design will be included in the next Gateway report. New signage and way finding are also needed in the project area for the Artizan Street Library and Community Centre that recently opened in the Middlesex Street Estate. It is proposed to carry out urgent signage improvements in the project area as part of this project, more localised signage improvements will be carried out as part of the Middlesex Street Estate ramps project.

### Working Group

Following meetings with Tower Hamlets representatives, local residents and businesses, Market managers and the City Markets & Consumer Protection team, the need for a Working Group has been strongly expressed. The working group will inform the detailed design of Phase 1 and discuss options for Phase 2 including the regeneration of Petticoat Lane Market. It should be noted that the core of the group has already met to discuss the temporary closure of the south end of Middlesex Street as part of Aldgate project.

### Traffic Experiments

It is proposed to organised traffic experiments jointly with Tower Hamlets. Temporary timed closures would be done in Widegate Street and Sandy's Row and traffic changes would be carried out in Fort Street. Outcomes of the experiments will be reported at the next Gateway.

### Options

Three options have been investigated and would include the improvements mentioned above and the following: (all the options are consistent with the Street Scene Manual and for more details see the Options Appraisal Matrix in paragraph 23)

1. Option 1: Would re-lay pavements and carriageways in asphalt in the area and include widened footways and raised carriageways in Widegate Street. Yorkstone paving would be used to create a public space at the Northern end of Middlesex Street.
2. Option 2: Would introduce Yorkstone paving in Middlesex Street, Widegate Street and Sandy's Row, and includes landscaping, movable seating, cycle racks and street lighting improvements, especially around the northern end of Middlesex Street where a flexible public space would be created.
3. Option 3: Would see similar upgrades in materials to option 2 but enable further enhancements with the potential for public artwork or a self-standing structure to be installed at the northern end of Middlesex Street. Sustainably sourced granite setts would be used for carriageway resurfacing in Middlesex and Widegate Streets.

Option 2 is considered as the preferred option for Phase 1. This option delivers an improved and flexible environment using a palette of materials that provide value for money, whilst also responding to the aspirations of local businesses expressed during the public consultation and the objectives of the Liverpool Street Area Enhancement Strategy.

<b>Description</b>	<b>Option 1 £</b>	<b>Option 2 £</b>	<b>Option 3 £</b>
Works Costs	515,000 – 575,500	730,000 – 812,000	870,000 – 975,000
Fees	60,000	60,000	80,000
Staff Costs	50,000	50,000	50,000
<b>Total</b>	<b>625,000-685,500</b>	<b>840,000–922,000</b>	<b>1,000,000–1,105,000</b>
Maintenance for 5 years (for landscaping and Christmas lighting)	5,000	10,000	15,000
<b>Funding Strategy</b>	201 Bishopsgate S106 inclusive of interest and indexation	201 Bishopsgate S106 inclusive of interest and indexation	201 Bishopsgate S106 inclusive of interest and indexation
<b>Total Funding Requirement</b>	<b>630,000–690,500</b>	<b>850,000–932,000</b>	<b>1,015,000–1,120,000</b>

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

## **Recommendations**

**It is recommended that Members approve:**

- 1. New signage and way finding in the project area be implemented funded by £6,000 from 201 Bishopsgate Section 106 agreement;**
- 2. Phase 1 of the project proceed to Gateway 5 (Authorisation to start works) funded by £96,571 from 201 Bishopsgate Section 106 agreement;**
- 3. Option 2 be approved at a total cost between £850,000 to £932,000 to be funded by 201 Bishopsgate Section 106 agreement;**
- 4. Temporary traffic experiments be carried out in Widegate Street, Sandy's Row and Fort Street, and outcomes be reported at the next Gateway; and**
- 5. Phase 2 of the project proceed to Gateway 4/5 at a future date.**

### Next Steps

Urgent signage improvement works to be carried out in the project area.  
Traffic experiments to be organised with Tower Hamlets, detailed design (including Christmas lighting for Widegate Street) to be completed.  
Improvements to the Market to be considered through consultation with Market Traders and Tower Hamlets and Gateway 4/5 to be prepared for Phase 2.

### Tolerances

The budget estimate is between £850,000 to £932,000 and will be confirmed at the next Gateway report.

## Overview

### **1. Evidence of Need**

Middlesex Street area adjoins the London Borough of Tower Hamlets and has been identified within the Liverpool Street Area Enhancement Strategy as in need of improvements.

A public consultation and a traffic study were carried out from January to March 2013 and highlighted the need to provide an enhanced environment and traffic improvements in the area. A very clear need to revitalise and regenerate Petticoat Lane market was also expressed by the local residents. People are aware of its decline however it is an important part of the local history and through physical improvement and the implementation of a regeneration strategy, the area could become a focal point for the market and help to attract more visitors to the area.

Sandy's Row and Widegate Street are historical streets with very narrow footways and do not provide a pleasant and functional environment for users especially people with mobility restriction as highlighted by the City access team. Paving materials are in poor condition and do not celebrate the historical character of these Huguenot streets, where the Sandy's Row Synagogue is located.

Members of the association representing the retailers of Widegate Street have also expressed a strong desire for Christmas lighting to be installed in Widegate Street. This will enhance the street and provide a better environment for all users during the festive period, and help to attract more people in the local shops during the festive period.

An urgent need for signage improvements related to the recently opened Artizan Street Library and Community Centre has also been expressed by the library manager and the director of the Culture, Libraries and Heritage

	Department.
<b>2. Success Criteria</b>	<ul style="list-style-type: none"> <li>• Creation of a new public space for local residents, occupiers and visitors, providing a flexible space for market activities during the week and a new focal point in the area;</li> <li>• Initiate the regeneration of the Petticoat Lane Market and increase the number of visitors to the Market and in the area;</li> <li>• Improve the accessibility for all street users through the area and especially in Widegate Street and Sandy's Row;</li> <li>• Improve road safety in the area by limiting traffic through timed closures and weight restrictions;</li> <li>• Provide a safer and more pleasant evening environment in the area through improved lighting, and discourage anti-social behaviour especially in Rose Alley where options for closure are to be explored;</li> <li>• Improved capacity for upcoming increased numbers of pedestrians in the area in providing more space for pedestrian</li> <li>• Improve linkages between Liverpool Street station, the eastern border of the City with Tower Hamlets and Aldgate; and</li> <li>• Improve way finding in the wider area.</li> </ul>
<b>3. Project Scope and Exclusions</b>	Design details for Phase 2 will be presented in a Gateway 4/5 report.
<b>4. Link to Strategic Aims</b>	<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>
<b>5. Within which category does the project fit</b>	Fully reimbursable.
<b>6. What is the priority of the project?</b>	Advisable.
<b>7. Governance arrangements</b>	There will be regular meetings with the Senior Responsible Officer. A Working Group with local residents and businesses, representatives from the East Anglia University, shop owners, the Widegate

	Traders Association, The East End Trades Guild, market stall holders and managers from the City and Tower Hamlets, will be organised to support the development of the design and plans for the regeneration of the market.
<b>8. Resources Expended To Date</b>	The estimated final cost to the end of Gateway 2 is £71,397 funded from the Section 106 agreement related to the 201 Bishopsgate development to undertake preliminary evaluation.
<b>9. Results of stakeholder consultation to date</b>	<p>A public consultation was carried out by consultants from January to March 2013 and 231 responses were received via on street and on line questionnaires, a market stall forum and meetings with Ward Members, local residents and businesses, market representatives as well as Managers at Tower Hamlets. Consultation has included presentations to key stakeholders and they are supportive of the project.</p> <p>As a result of the consultation exercise, a vast majority of the respondents are in favour to include more trees and planting in the area, and would welcome the pedestrianisation of the traffic islands to the north of Middlesex Street and of Widegate Street. Members of the association representing the retailers of Widegate Street have been consulted and mentioned festive lighting to be installed in the street during the Christmas period.</p> <p>The majority of the respondents are also supportive of improving the profile of the Petticoat Lane Market, and would welcome more seating in the area, as well as improved paving, better signage, less clutter in the street and less traffic. Respondents also mentioned better lighting although a large number of the on-street questionnaires were conducted during the day and it was therefore difficult for people to comment. More facilities for children have also been mentioned, as well as more public facilities and better cleansing of the streets.</p>
<b>10. Commentary on the options considered</b>	It would also include the delivery of a regeneration strategy for the market in parallel with physical improvements.
<b>11. Consequences if project not approved</b>	The traffic islands on the north of Middlesex Street would remain redundant and continue to dominate the public space, traffic issues in Widegate Street and Sandy's Row would not be solved nor accessibility issues due to the narrow footways and the poor conditions of the current paving materials. There is a high risk for the Petticoat Lane Market to continue to

	decline if nothing is done to regenerate it.
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**Information Common to All Options**

<p><b>12.Key benefits</b></p>	<p>The key benefit will be an improved environment in the Middlesex Street Area for the City community and the key benefits are set out against the Success Criteria above.</p> <p>Signage improvements and better way finding in the project area would help people to find the new Artizan Street Library and Community Centre.</p> <p>The new proposed public space at the northern end of Middlesex Street would become a focal point for the area and for the market. Consultees expressed the desire for a food Market in the area. This new public space could be a suitable location and this will be investigated further.</p> <p>Improvements to Widegate Street and Sandy’s Row would provide streets accessible for all and revive the historical character of these Huguenot streets and create consistency with the improvements carried out in Artillery Passage in Tower Hamlets. Christmas lighting in Widegate Street would also help to improve the area and attract more people in the local shops during the festive period.</p> <p>By undertaking these enhancements there would also be the opportunity to regenerate the Petticoat Lane Market and improve its status and reputation as part of Phase 2.</p>
<p><b>13.Programme and key dates</b></p>	<p>It is proposed to carry out urgent signage improvement works in the wider area in winter 2013/2014. More localised signage improvements will be carried out as part of the Middlesex Street Estate ramps project.</p> <p>It is proposed to carry out some experimental closures in Widegate Street and Sandy’s Row and consult further with local residents and businesses, market managers, shop owners and the London Borough of Tower Hamlets in order to ensure that their views and wishes for the area are taken into consideration. This would be expected to take place in winter 2013.</p> <p>Following the consultation and the completion of the detailed design for Phase 1, a Gateway 5 report would be produced. It is anticipated that this report would be presented to Members in the first quarter of 2014. Works on site would then be sought in 2014/2015.</p> <p>It is anticipated that a Gateway 4/5 report for Phase 2</p>

	will be presented in 2014 following detailed consultation and analysis of functional improvements to the market. Phase 2 is to be developed in close liaison with Tower Hamlets and starts as soon as funding is available.
<b>14. Constraints and assumptions</b>	None.
<b>15. Risk implications</b>	<p>This project is considered to be Low Risk. The main risks relate to the detailed design and cost overrun. Officers have taken the following specific risk mitigation actions:</p> <p><i>1. A detailed 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>
<b>16. Stakeholders and consultees</b>	<ul style="list-style-type: none"> <li>• Ward Members;</li> <li>• Local residents and occupiers;</li> <li>• Market Managers;</li> <li>• Developer of 201 Bishopsgate (as provider of funding);</li> <li>• London Borough of Tower Hamlets;</li> <li>• East End Trades Guild;</li> <li>• Widegate Traders Association;</li> <li>• Chamberlain;</li> <li>• Access Team;</li> <li>• City Surveyor Office;</li> <li>• Markets &amp; Consumer Protection team</li> <li>• Planning.</li> </ul>
<b>17. Legal implications</b>	<p>Any traffic orders affecting vehicle movements would be the subject of a separate statutory process and cannot be prejudged.</p> <p>The use of the S.106 funds from the 201 Bishopsgate</p>

	<p>development for the purpose proposed in this report must first be agreed by the owners of that development.</p> <p>Use of highway amenity space for retail stalls outside the existing market boundary would involve unauthorised street trading (S.6 City of London (Various Powers) Act 1987).</p> <p>All other legal implications are addressed in the body of the report.</p>
<b>18.HR implications</b>	None.
<b>19.Benchmarks or comparative data</b>	None.
<b>20.Funding strategy</b>	The scheme is to be funded through the Section 106 agreement relating to 201 Bishopsgate inclusive of indexation and any interest accrued.
<b>21.Affordability</b>	<p>The project is fully funded from the Local Communities and Environment contribution of 201 Bishopsgate S106.</p> <p>In May 2007, Members of the City's Streets and Walkways Sub-Committee approved the use of 201 Bishopsgate Section 106 (S106) funds to be used in 4 phases of environmental enhancements around the Broadgate Estate. In June 2011, Members approved an extension to the final Phase of works (Phase 4) to cover a much wider area around Liverpool Street station. Included in this approval was the use of £56,743 of S106 funds to develop the Liverpool Street Area Strategy which includes Middlesex Street.</p> <p>As part of the June 2011 Street &amp; Walkway Sub Committee, Members also approved the use of the remaining S106 funds to be spent on high priority projects as part of the Liverpool Street Area Enhancement Strategy.</p>
<b>22.Procurement approach</b>	The project will utilise the City's Term Contractor to implement the works and this represents the best value, as demonstrated with the recent exercise comparing rates with other Transport for London contracts.

**Options Appraisal Matrix**

See below.



## **Appendices**

<b>Appendix 1</b>	Environmental Enhancement Plan: Phasing
<b>Appendix 2</b>	Environmental Enhancement Plan : Phase 1
<b>Appendix 3</b>	Key Images
<b>Appendix 4</b>	Budget estimates tables

## **Contact**

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## Options Appraisal Matrix

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
<p><b>23. Brief description of options for PHASE 1</b></p>	<p>This option includes the following improvements:</p> <ul style="list-style-type: none"> <li>• Unify the 2 underused traffic islands located at the Northern section of Middlesex Street and pave the whole new public space with new Yorkstone paving material. This is to create a new public space for local residents and users, and a focal point for the Petticoat Lane Market</li> <li>• Widen footways where possible in Middlesex Street from the junction with Bishopsgate to Sandy's Row, replace damaged paving with new Yorkstone, and redesign the market pitches in asphalt</li> <li>• Raise the carriageway to footway level in Widegate Street and resurface the carriageway with asphalt in Widegate Street, Middlesex Street and Sandy's Row</li> <li>• Retained historic bollards in the area</li> <li>• Provide a safer and more pleasant evening environment in Rose Alley with improved lighting and better paving materials and explore options for a closure.</li> <li>• Organise traffic experiments in</li> </ul>	<p>This option includes the same improvements as detailed for Option 1 and the additional enhancements :</p> <ul style="list-style-type: none"> <li>• Unify the 2 underused traffic islands located at the Northern section of Middlesex Street and install landscaping, cycle racks, movable seating</li> <li>• Remove the motorcycle parking and unnecessary clutter</li> <li>• Upgrade paving materials in Middlesex Street, Widegate Street and Sandy's Row using new Yorkstone paving on footways and new kerbs</li> <li>• Raise the carriageway in Widegate Street to provide better accessibility for all users and pave the carriageway with natural stone to be consistent with Artillery Passage (currently paved with Yorkstone paving)</li> <li>• Carry out lighting improvements in the northern section of Middlesex Street where the new public space is to be created, and in Widegate Street and Sandy's Row</li> <li>• Provide a better signage and way finding in the area</li> <li>• Widen footways where possible in</li> </ul>	<p>This option includes the same improvements as detailed for Option 1 and Option 2 and the additional enhancements:</p> <ul style="list-style-type: none"> <li>• Commission a public art installation or a self-standing structure for the market in the new public space created from the unification of the 2 traffic islands</li> <li>• Install wooden seating and bronze planters in the new public space</li> <li>• Raise the carriageway to footway level in Widegate Street and Sandy's Row, and pave Middlesex Street with granite setts</li> </ul>

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
	<p>Widegate Street, Sandy's Row and Fort Street to provide a safer environment for pedestrian as already successfully done in Carter Lane.</p> <ul style="list-style-type: none"> <li>Carry out urgent signage improvements for the Artizan Street Library and Community Centre that recently opened in the Middlesex Street Estate.</li> </ul>	<p>Middlesex Street from the junction with Bishopsgate to Sandy's Row, pave the footways with new Yorkstone, and redesign the market pitches using natural stone as successfully done for the Whitecross Street market located in Islington.</p>	
<b>24. Scope and Exclusions (where different to section 3)</b>	As section 3.	As section 3.	As section 3.
<b>25. Benefits and strategy for achievement (where different to section 10)</b>	As section 10.	As section 10.	As section 10.
<b>26. Programme (where different to section 11)</b>	As section 11.	As section 11.	As section 11.
<b>27. Constraints and assumptions (where different to section 12)</b>	As section 12.	As section 12.	As section 12.
<b>28. Risk implications (where different to section 13)</b>	As section 13.	As section 13.	Additional financial and structural risks will be linked to the construction of a self-standing structure and the installation of Public Art.
<b>29. Stakeholders and consultees (where different to section 14)</b>	As section 14.	As section 14.	As section 14.
<b>30. Legal implications (where different to section 15)</b>	As section 15.	As section 15.	The installation of a self-standing structure or Public Art in the new public space may require Planning Permission.

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
<b>31. HR implications (where different to section 16)</b>	N/A	N/A	N/A
<b>32. Benchmarks or comparative data (where different to section 17)</b>	N/A	N/A	N/A

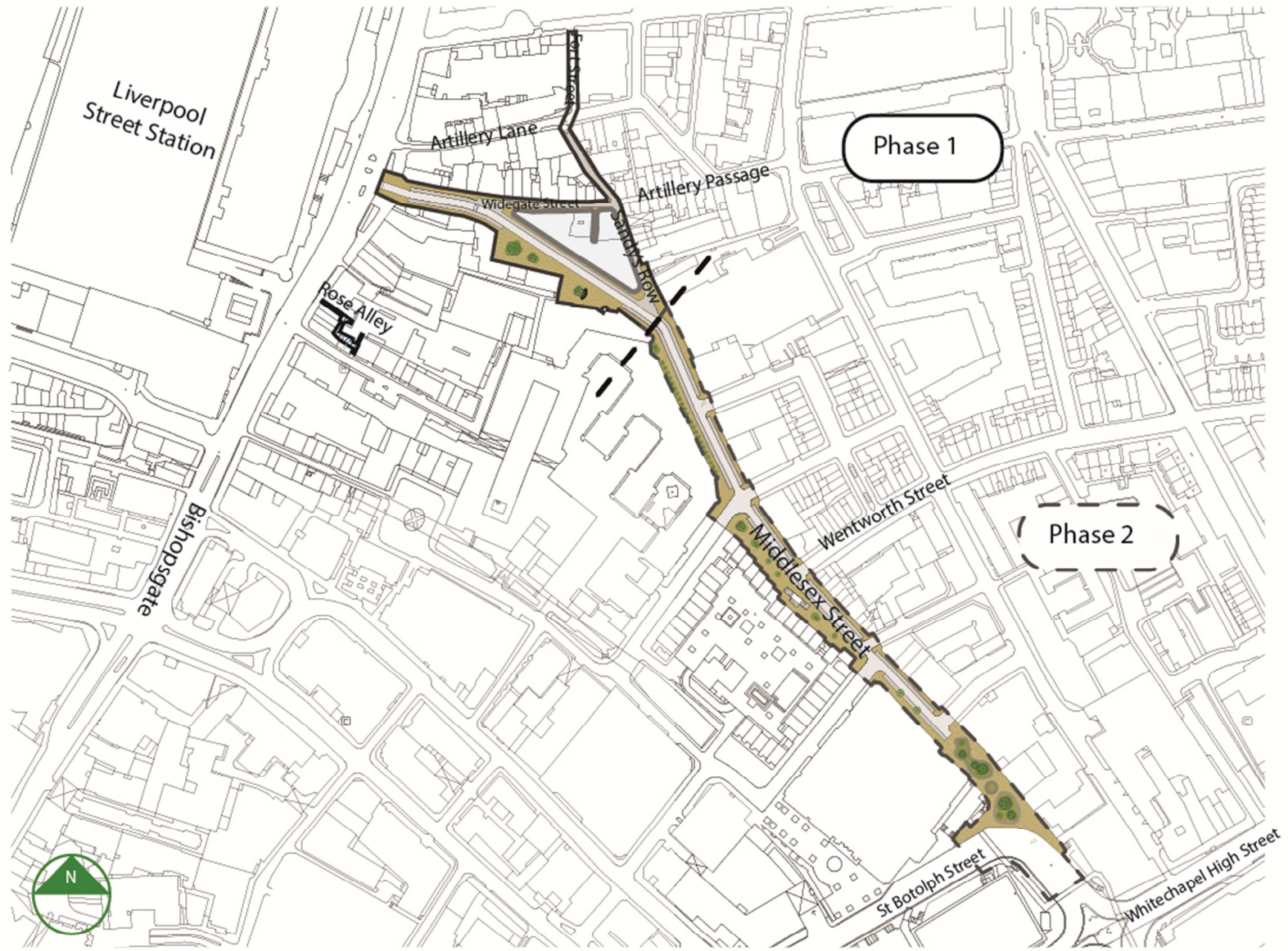
<b>Financial Implications</b>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
<b>33. Total Estimated Cost (£)</b>	£630,000 – £690,500	£850,000 – £932,000	£1,015,000 – £1,120,000
<b>34. Anticipated source(s) of project funding (where different to section 18)</b>	As section 18.	As section 18.	As section 18.
<b>35. Anticipated phasing of capital expenditure</b>	2014/15: £430,00 – £450,500 2015/16: £200,000 - £240,000	2014/15: £450,000-£502,500 2015/16: £400,000 - £430,000	2014/15:£515,000 - £600,000 2015/16: £500,000 - £520,000
<b>36. Estimated capital value/return (£)</b>	N/A	N/A	N/A
<b>37. Fund/budget to be credited with capital return</b>	N/A	N/A	N/A
<b>38. Estimated ongoing revenue implications (£)</b>	The first five years maintenance costs (£5,000) for the new planting and the Christmas lighting are included in the project budget. After these five years the ongoing maintenance costs will be borne by the Department of Open Spaces.	The first five years maintenance costs (£10,000) for the new planting and the Christmas lighting are included in the project budget. After these five years the ongoing maintenance costs will be borne by the Department of Open Spaces.	The first five years maintenance costs (£815,000) for the new planting, the public art installation and the Christmas lighting are included in the project budget. After these five years the ongoing maintenance costs will be borne by the Department of Open Spaces.

<b>39. Source of ongoing revenue funding</b>	201 Bishopsgate S106.	201 Bishopsgate S106.	201 Bishopsgate S106.
<b>40. Fund/budget to be credited with income/savings</b>	N/A	N/A	N/A
<b>41. Anticipated life</b>	N/A	N/A	N/A
<b>42. Investment Appraisal</b>	N/A	N/A	N/A
<b>43. Affordability (where different to section 19)</b>	As section 19.	As section 19.	As section 19.
<b>44. Proposed procurement approach (where different to section 20)</b>	As section 20.	As section 20.	As section 20.

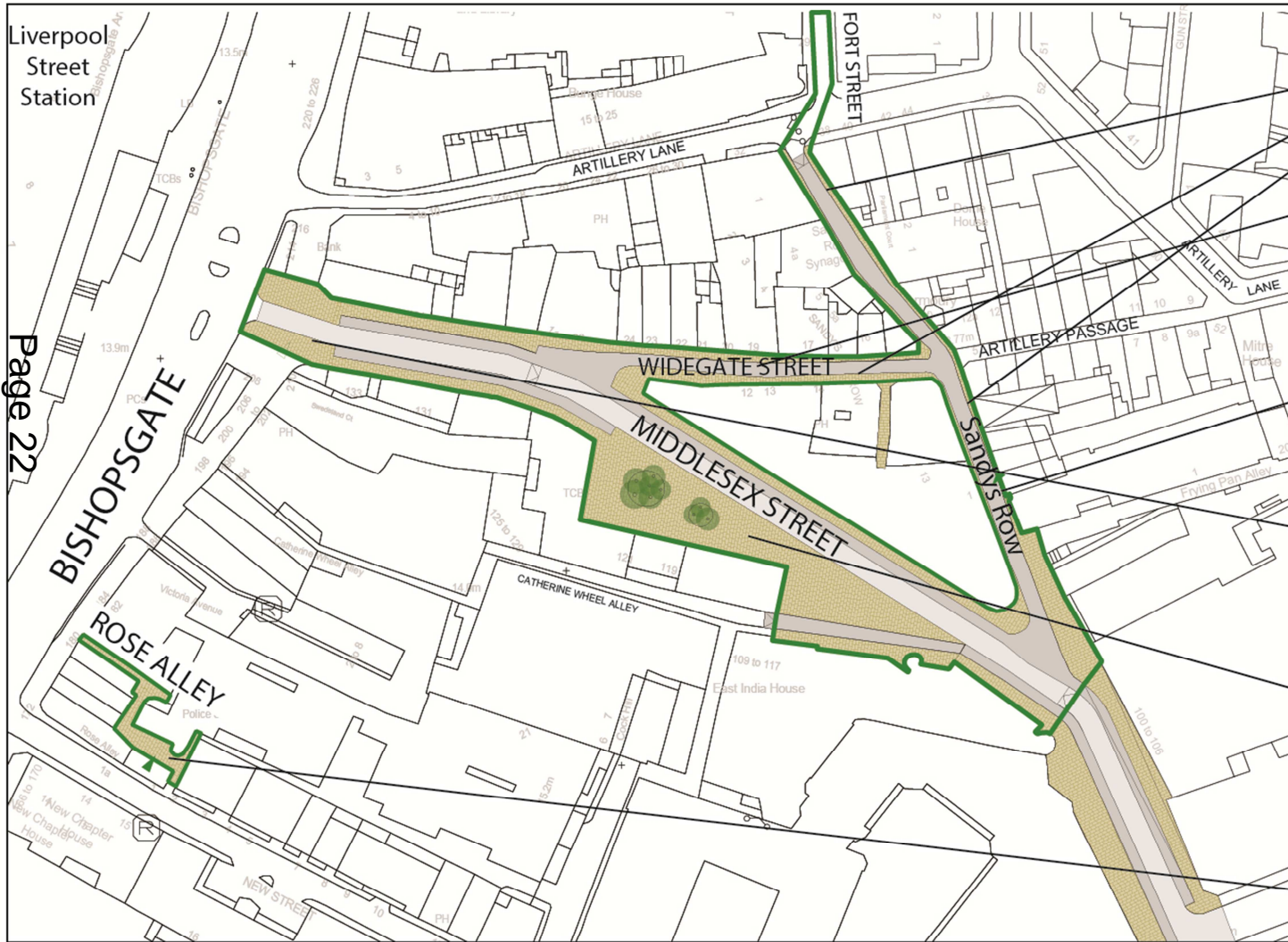
<b>45. Recommendation</b>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
<b>46. Reasons</b>	<p>The unification of the 2 traffic islands at the northern end of Middlesex Street will provide a new public space for the local residents and users in the area.</p> <p>Replacing the damaged paving in the area with new paving materials in Widegate Street and Sandy's Row would provide a better environment however there would be no significant upgrade of paving or carriageway materials in the area with asphalt used throughout. This option would also not improve accessibility for all users, especially in the narrow historical streets where existing kerbs are high and the footways very narrow making the access difficult for people with mobility impairment.</p>	<p>The creation of a new public space at the northern end of Middlesex Street will provide a flexible space for the local residents and users in the area and a focal point where a food Market could be installed during the week.</p> <p>Environmental enhancements, traffic and lighting improvements in Middlesex Street, Widegate Street and Sandy's Row would provide streets that are more pleasant and accessible for all users and safer at night. Using high quality materials will help to strengthen the historical character of the area and that provides value for money.</p> <p>Initiating the regeneration of the Petticoat Lane Market would also help to</p>	<p>Environmental enhancements, traffic and lighting improvements in Middlesex Street, Widegate Street and Sandy's Row would provide streets that are more pleasant and accessible for all users.</p> <p>The construction of a self-standing structure and the installation of public art in the new public space created at the northern end of Middlesex Street would create a new focal point from Bishopsgate. However this would not allow for a flexible space that could accommodate events in relation to the Market.</p> <p>This option proposes the use of high</p>

		<p><b>revive the whole area and connect to the very dynamic Spitalfields and Brick Lane markets.</b></p> <p><b>These improvements would also meet all the needs expressed during the public consultation exercise and these proposals are in line with the Liverpool Street Area Enhancement Strategy.</b></p>	<p><b>quality materials in Middlesex Street, Widegate Street and Sandy's Row however this could be better rationalise to provide a better value for money scheme.</b></p>
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# Appendix 1 – Environmental Enhancements Plan: Phasing



## Appendix 2 – Environmental Enhancements Plan: Phase 1



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Experimental traffic changes and timed closures to be organised

Raise the carriageway to footway level, pave the carriageway with small Yorkstone modules and introduce new Yorkstone paving on footways and new kerbs

Introduce new Yorkstone paving on footways, new kerbs, and resurface the carriageway with asphalt

Widen footways where possible in Middlesex Street using new Yorkstone paving, and redesign the market stalls with setts

Unify the two existing traffic islands and create a new public space with Yorkstone paving, landscaping, movable seating, cycle racks and lighting improvements

Create a better and safer environment at night and discouraging anti-social behaviour

— Environmental Enhancement Area



**Appendix 3 – Key Images of Proposals**



After photomontage



Existing picture

Unified traffic islands to create a new public space at the northern end of Middlesex Street.



After photomontage



Existing picture

Raised carriageways along Widegate Street will provide a more pedestrian friendly environment and a special setting for the historic buildings.



Existing picture

Initial proposals for the market and the southern end of Middlesex Street include enhanced footways and improvements to market stall pitches.

After photomontage

## Appendix 4 - Budget estimates tables

Table 1: Gateway 1 to 5 estimates

Task	Approved Budget	Estimated final cost to Gateway 2	Revised budget to include estimate to reach Gateway 5	Additional funding required for detailed options appraisal and design
<b>Fees</b>	<b>£50,000</b>	<b>£43,071</b>	<b>£103,071</b>	<b>£53,071</b>
Open Spaces Staff Costs	£2,000	£0	£8,000	£6,000
Highways Staff Costs	£5,000	£88	£15,500	£10,500
P&T Staff Costs	£28,000	£28,238	£55,000	£27,000
<b>Staff Cost Sub-Total</b>	<b>£35,000</b>	<b>£28,326</b>	<b>£78,500</b>	<b>£43,500</b>
<b>Totals</b>	<b>£85,000</b>	<b>£71,397</b>	<b>£181,571</b>	<b>£96,571</b>

Table 2 : Implementation budget estimates for Phase 1

<b>Description</b>	<b>Option 1 £</b>	<b>Option 2 £</b>	<b>Option 3 £</b>
Highway + drainage works	450,000 - 510,000	600,000 – 682,000	530,000 – 635,000
landscaping	10,000	20,000	20,000
Lighting, signage, street furniture (incl. Christmas Lighting in Widegate Street and Public Art)	55,000	110,000	320,000
<b>Sub-total Works Costs</b>	<b>515,000 – 575,500</b>	<b>730,000 –812,000</b>	<b>870,000 – 975,000</b>
Design + public consultation	45,000	45,000	60,000
Surveys	15,000	15,000	20,000
<b>Sub-total fees</b>	<b>60,000</b>	<b>60,000</b>	<b>80,000</b>
Staff Costs	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>
<b>Sub-total Total</b>	<b>625,000-685,500</b>	<b>840,000 – 922,000</b>	<b>1,000,000 – 1,105,000</b>
Maintenance for 5 years (Landscaping and Christmas lighting)	5,000	10,000	15,000
<b>TOTAL</b>	<b>630,000 – 690,500</b>	<b>850,000 – 932,000</b>	<b>1,015,000 – 1,120,000</b>

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<b>Committee(s):</b>	<b>Date(s):</b>
<b>Streets &amp; Walkways Sub Committee</b>	<b>14 October 2013</b>
<b>Projects Sub Committee</b>	<b>29 October 2013</b>
<b>Subject:</b> Gateway 3: Outline Options Appraisal – 40-45 Chancery Lane (Section 106 prioritisation)	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

## Summary

### Dashboard

**Project Status:** Green

**Timeline:** Outline Options Appraisal

**Total Estimated Cost:** £167,000

**Spend to Date:** £5,463

**Overall Project Risk:** Low

### Context

This report sets out options to enhance the streets in the vicinity of Chancery Lane, in line with the Chancery Lane Area Enhancement Strategy which was approved by the Court of Common Council in 2010. The Area Strategy seeks to enhance the status of Chancery Lane as a destination and to ‘create a sense of arrival’. Where possible it seeks to calm traffic by prioritising pedestrian movement and create new public space in a part of the City which has little open space.

The central enhancement scheme on Chancery Lane itself was completed in 2011, utilising Transport for London (TfL) Major Projects funding. This scheme did not include the originally proposed road closures requested by local businesses to create a more pedestrian friendly space in the centre of the Lane, owing to concerns about the impact on traffic movement and journey times. The enhancements focused instead on widening footways on both sides of the Lane and landscaping a section of Cursitor Street.

A Section 106 agreement relating to the site at 40-45 Chancery Lane was signed on 6th May 2010, and varied by deed on 10 January 2012. Under the terms of the agreement, a Local Community & Environmental Improvement Works (LCEIW) contribution of £173,805 has been received. This is for “new work or works of repair or refurbishment of the public realm in accordance with the Chancery Lane Area Enhancement Strategy within the area shaded grey on the Local Community and Environmental Improvement Works Area Plan” (see Appendix 1).

A ‘long list’ of potential projects was put forward in the Gateway 2 report (approved in April 2013), based on the original proposals contained within the Chancery Lane Area Enhancement Strategy. The Gateway 2 report stated that... “these options and their prioritisation will be developed at the options appraisal stage”, which is the purpose of this Gateway 3 report. The options and their priority have been developed in consultation with the Chancery Lane Association (CLA) with whom the City of London has formed a successful partnership. The priorities have evolved through site visits and meetings, and the CLA have written with their views on the priorities in the area; a priority of the CLA is to calm traffic on the central section of Chancery Lane, which is supported by Project 1 of this report, and to enhance the status of the area. A table outlining the options and their priority

status is shown in Appendix 4.

#### Brief description of project

As stipulated in the Section 106 agreement related to 40-45 Chancery Lane, works will be focussed to deliver the aims of the Chancery Lane Area Enhancement Strategy. The options considered in this report are deemed to be 'medium priority' projects (see Appendix 4), and would all contribute to improving the user experience of Chancery Lane and build on the success of the schemes already implemented at Chancery Lane and Cursitor Street.

It is proposed to take forward the following projects in the following order of priority:

1. Raised crossovers at two locations on Chancery Lane to improve accessibility and connectivity;
2. Closure to traffic of the eastern end of Southampton Buildings and the creation of a new 'pocket space';
3. Public realm improvements to Quality Court to enhance the character of the courts and alleyways off Chancery Lane.

#### Projects

<b>Description</b>	<b>Raised crossovers £</b>	<b>Southampton Buildings £</b>	<b>Quality Court £</b>
Total Estimated Cost	£44,000	£91,200	£31,800 (funds remaining from Projects 1 & 2)
Tolerance +/-	20%	20%	N/A
Likely Funding Strategy	Section 106	Section 106	Section 106

NB Full details of all the projects are available in paragraphs 11 to 20.

#### **Recommendations**

##### Option(s) recommended to develop to next Gateway

It is recommended that Members approve the project priority table for the Chancery Lane Area Enhancement Strategy as contained in Appendix 4.

It is also recommended that the three projects outlined above are progressed to the detailed design stage. The delivery and scale of Quality Court is subject to funds remaining upon completion of the raised crossovers and Southampton Buildings.

##### Next Steps

Should the report be approved the project will progress to the detailed design stage with design options produced and presented to Members.

##### Resource requirements to reach next Gateway and source of funding

The current approved budget is £17,300, with an actual spend to date of £5,463 (as of 16 September 2013). This spend has been used to develop the initial options appraisal.

A total of £20,000 is requested to progress these projects to the next Gateway. This will



allow for management of the detailed design process and associated fees for the design elements.

Plans for consultation prior to the next Gateway report

The Chancery Lane Association will continue to be consulted at regular stages throughout the project, in order to ensure that the proposals are meeting the needs of local residents and businesses. The City of Westminster and the London Borough of Camden will also be consulted in relation to Project 1.

Tolerances

It is recommended that the following tolerance be agreed in respect of the detailed design process:

- Cost – a tolerance of 20% is recommended in order to cover potential fluctuations in staff costs and fees, for example to investigate utilities with appropriate surveys;
- Time – a tolerance of two months is recommended in the event that complications arise during the detailed design stage.

**Main Report**

Overview

<p><b>1. Evidence of Need</b></p>	<p>The Section 106 agreement relating to the site at 40-45 Chancery Lane stipulates that the Local Community &amp; Environmental Improvement Works (LCEIW) contribution be used for new works or works of repair and refurbishment of the public realm contained within the Chancery Lane Area Enhancement Strategy. This is shown in the shaded area on the Local Community and Environmental Improvement Works Area Plan (see Appendix 1). The Area Strategy was adopted in 2010; a number of schemes contained in the Strategy have yet to be implemented. This report puts forward three projects to continue the implementation of the Area Strategy; these have been prioritised from the list in Appendix 4 in accordance with the preferences of the CLA.</p> <p>The Area Strategy seeks to enhance the status of Chancery Lane as a destination and to ‘create a sense of arrival’. The curved form of the street means that it is difficult to create a sense of continuity along its entire length. The Area Strategy therefore seeks to enhance key areas at intervals along the street, in a coherent manner, in order to develop a greater identity for the area.</p> <p>The Area Strategy also seeks to encourage walking and cycling, and to create new public open spaces where appropriate. The projects contained in this report will contribute towards the continued implementation of</p>
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	<p>the Area Strategy through improvements to pedestrian connectivity and the creation of a new public space.</p> <p>The original scheme for Chancery Lane, reported in 2009, contained proposals to introduce a timed closure in the central section of Chancery Lane, with an associated raised carriageway which was intended to calm traffic (and remove it at certain times) and create a more pleasant pedestrian environment. This proposal was not approved by Policy &amp; Resources Committee as it was felt that the benefits of enhancing the area did not outweigh the impact on traffic movement in the area.</p> <p>However, local businesses represented by the Chancery Lane Association have expressed a desire to calm traffic on Chancery Lane which, although a Local Distributor route, acts as a cut-through for vehicles travelling south-north. Therefore two raised crossovers are proposed in this report.</p>
<b>2. Success Criteria</b>	<ul style="list-style-type: none"> <li>• Improved accessibility at key points along Chancery Lane;</li> <li>• An enhanced public realm in the Chancery Lane area in accordance with the Area Enhancement Strategy.</li> </ul>
<b>3. Project Scope and Exclusions</b>	Cursitor Street will be reinstated following completion of the development and so it is not proposed to undertake further work in this street.
<b>4. Link to Strategic Aims</b>	<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 improve the public realm in the vicinity of Chancery Lane.</p> <p><i>Aim 2: 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</i></p> <p>The City's working population is expected to grow by 89,000 from 2007 to 2026. The improvements will provide more accessible routes through the area.</p>
<b>5. Within which category does the project fit</b>	Fully reimbursable.
<b>6. What is the priority of the project?</b>	Advisable.
<b>7. Governance arrangements</b>	The project will be guided through regular design team meetings. The Chancery Lane Association will be

	consulted throughout the project to ensure the needs of local stakeholders are being considered.
<b>8. Resources Expended To Date</b>	<p>Staff costs - £5,463</p> <p>Fees - £0</p> <p><b>Total - £5,463</b></p> <p>The resources expended thus far have been used to initiate the project, to manage the design process and the prioritisation of projects, and to engage in consultation with the Chancery Lane Association.</p>
<b>9. Results of stakeholder consultation to date</b>	The options considered in this report have been developed in consultation with the Chancery Lane Association.
<b>10. Consequences if project not approved</b>	The project will continue the implementation of the Chancery Lane Area Enhancement Strategy; should the project not be approved, it will delay the implementation of the Area Strategy.

### Outline Options Appraisal

<b>11. Commentary on the options considered</b>	<p>Following discussions with the Chancery Lane Association, the outstanding projects contained in the Chancery Lane Area Enhancement Strategy have been assessed and ranked in order of priority; a summary of the projects is contained in Appendix 4. One of the 'high priority' and two of the 'medium priority' projects have been considered as part of this report.</p> <p>The top priority, <b>Project 1</b>, is to install two raised crossovers across Chancery Lane. These carriageway features will deliver a number of benefits, including: improved accessibility by facilitating level access across the street; and improved road safety as vehicle speeds are reduced. It is proposed to implement one crossover adjacent to Carey Street and one adjacent to Southampton Buildings (see Appendix 2). These crossovers will also serve to mark the extent of the central section of Chancery Lane which contains the core retail offer, and will contribute to calming traffic in this area which is a specific priority of the CLA.</p> <p><b>Project 2</b> proposes to close off the eastern end of Southampton Buildings to vehicles and create a new 'pocket space' in this location, which is a significant pedestrian route between Chancery Lane and Holborn (see Appendix 3). This section of the street is a no through route to traffic and currently contains a small</p>
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	<p>amount of motorcycle parking; it is proposed to relocate this provision to a location which will be determined at the next Gateway.</p> <p>The space would then be enhanced by:</p> <ul style="list-style-type: none"> <li>• Raising the current carriageway space to footway level and paving consistently in Yorkstone;</li> <li>• Rationalising the existing street furniture and provide new seating where appropriate;</li> <li>• Introducing new street trees where possible, subject to utilities;</li> <li>• Improving lighting levels.</li> </ul> <p><b>Project 3</b> proposes to enhance Quality Court, a small courtyard off Chancery Lane. The court does not currently reflect the high quality environment of Chancery Lane and is not a welcoming environment, and so as part of this project it is proposed to enhance the court by:</p> <ul style="list-style-type: none"> <li>• Relaying any poor quality areas of paving;</li> <li>• Improving and enhancing lighting, particularly at the entrance to the Court, to increase the feeling of security;</li> <li>• Rationalising the existing bicycle stands, seating and planters to ensure they are appropriately positioned and of suitable quality.</li> </ul> <p>This project will enhance the appearance of the court and also improve the feeling of safety through the provision of better lighting. It is proposed to retain this project as a 'contingency' that may be completed following the implementation of the higher priority options, dependent on the available funding. It is the intention that the remaining projects identified in the Strategy are delivered at a later date utilising further external funding.</p>
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**Information Common to All Options**

<p><b>12. Key benefits</b></p>	<ul style="list-style-type: none"> <li>• An enhanced public realm in the Chancery Lane area.</li> </ul>
<p><b>13. Estimated programme and key dates</b></p>	<p>Following approval of the preferred option, the detailed design process will commence with a view to obtaining authority to start work in March 2014. Implementation would then be expected to follow during spring and summer 2014.</p>

<p><b>14. Potential risk implications</b></p>	<p><i>Utilities infrastructure impacts on the ability to deliver the works</i></p> <p>Appropriate surveys and assessments will be carried out prior to any works taking place in order to determine the presence of utilities.</p> <p><i>The proposals do not meet the needs of all stakeholders</i></p> <p>Consultation is ongoing with the Chancery Lane Association to ensure that the options presented are the most appropriate for the area.</p>
<p><b>15. Anticipated stakeholders and consultees</b></p>	<ul style="list-style-type: none"> <li>• City of Westminster</li> <li>• London Borough of Camden</li> <li>• Chamberlain</li> <li>• Access Team</li> <li>• Chancery Lane Association</li> </ul>
<p><b>16. Legal implications</b></p>	<p>Legal implications are contained within the body of the report and in section 27 of the Outline Options Appraisal Matrix.</p>
<p><b>17. HR implications</b></p>	<p>None.</p>
<p><b>18. Anticipated source(s) of funding – capital and revenue</b></p>	<p>The proposals are fully funded through the Section 106 agreement relating to the development at 40-45 Chancery Lane.</p> <p>Any revenue cost implications will be outlined at the next Gateway.</p>
<p><b>19. Affordability</b></p>	<p>The proposals are fully funded through the Section 106 agreement relating to the development at 40-45 Chancery Lane.</p>
<p><b>20. Next steps</b></p>	<p>Commence detailed design and continue liaison with the Chancery Lane Association.</p>

**Outline Options Appraisal Matrix** - See attached.

**Appendices**

<p><b>Appendix 1</b></p>	<p>Extent of the Section 106 Local Community &amp; Environmental Improvement Works area</p>
<p><b>Appendix 2</b></p>	<p>Approximate locations of crossovers</p>
<p><b>Appendix 3</b></p>	<p>Section of Southampton Buildings to be closed to traffic and enhanced</p>
<p><b>Appendix 4</b></p>	<p>Table of projects in the Chancery Lane Area Enhancement Strategy</p>

**Contact**

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	<i>Project 1</i>	<i>Project 2</i>	<i>Project 3</i>
<b>21. Brief description</b>	The installation of two raised crossovers on Chancery Lane to improve accessibility and calm traffic. One crossover will be between Chichester Rents and Brems Buildings, and the other at the junction of Chancery Lane and High Holborn.	Closure of the eastern end of Southampton Buildings to vehicles and the reduction and relocation of the current motorcycle parking. Creation of a new 'pocket space', including new paving, lighting, seating and street trees.	Enhancements to Quality Court. The enhancements will include new Yorkstone paving where necessary, improved lighting (particularly at the entrance to the Court) and a rationalisation of existing street furniture.
<b>22. Scope and Exclusions (where different to section 3)</b>	N/A	N/A	N/A
<b>23. Key benefits (where different to section 12)</b>	<ul style="list-style-type: none"> <li>• Improved accessibility for pedestrians</li> <li>• Reduced vehicle speeds contributing to road danger reduction</li> </ul>	<ul style="list-style-type: none"> <li>• Improved accessibility for pedestrians</li> <li>• Improved seating and lighting</li> </ul>	<ul style="list-style-type: none"> <li>• Improved seating and lighting within the Court</li> </ul>
<b>24. Estimated Programme (where different to section 13)</b>	N/A	N/A	N/A
<b>25. Potential risk implications (where different to section 14)</b>	N/A	<ul style="list-style-type: none"> <li>• Objections to the reduction and relocation of motorcycle parking</li> </ul>	N/A
<b>26. Anticipated stakeholders and consultees (where different to section 15)</b>	N/A	N/A	N/A
<b>27. Legal implications</b>	The LCEIW plan within the Section 106	A Traffic Order would be required should	N/A

	<i>Project 1</i>	<i>Project 2</i>	<i>Project 3</i>
<b>(where different to section 16)</b>	<p>agreement covers the Chancery Lane Strategy area up to the boundary with the City of Westminster, and as such this option partly falls outside the scope of the S106 agreement. This option would therefore require an agreement with the developer to use the funding on Chancery Lane which straddles the boundary.</p> <p>It would also require the City to enter into a Section 8 agreement with the City of Westminster as the boundary runs down the centre of Chancery Lane. These considerations will be explored further at the detailed options appraisal stage.</p>	<p>this option be progressed in order to remove vehicles from the specified section of the street. This will be addressed in further detail at the detailed options appraisal stage.</p>	
<b>28. HR implications (where different to section 17)</b>	N/A	N/A	N/A

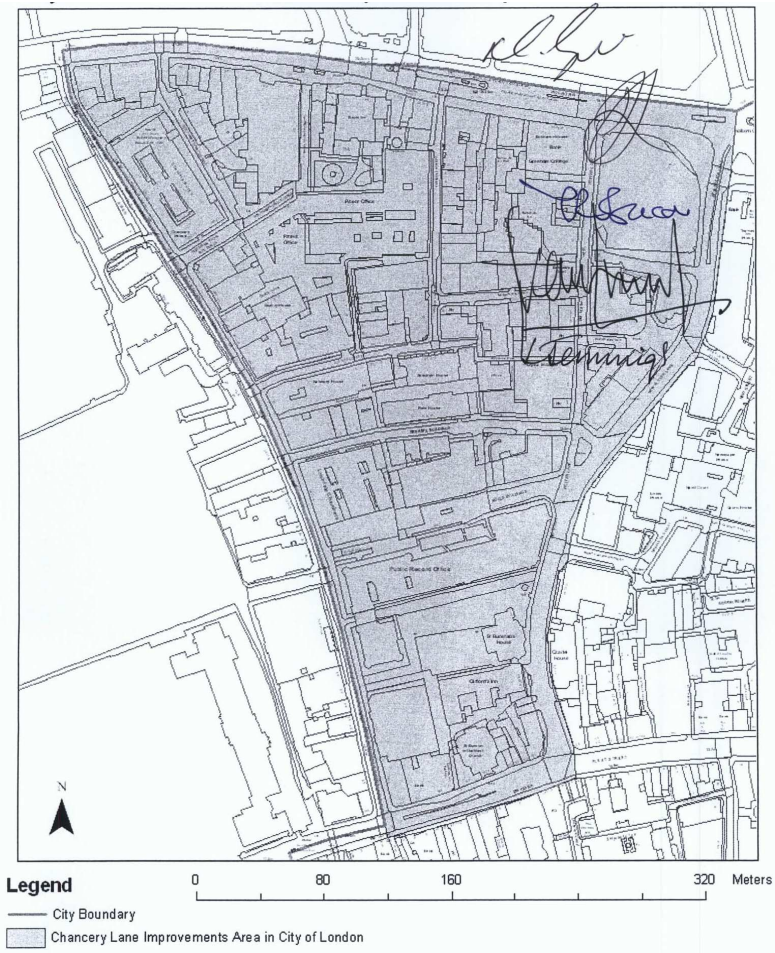
<b><u>Financial Implications</u></b>	<i>Project 1</i>	<i>Project 2</i>	<i>Project 3</i>
<b>29. Total Estimated cost (£)</b>	<p><b>£44,000</b></p> <p>These costs are based on the most recent estimates.</p>	<p><b>£91,200</b></p> <p>These costs are based on the most recent estimates and include a provision for new trees, although the introduction of trees will be subject to the location of utilities.</p>	<p><b>£31,800</b></p> <p>These costs are based on the most recent estimates and include a provision for the removal of some existing planters and the making good of existing paving where necessary.</p>



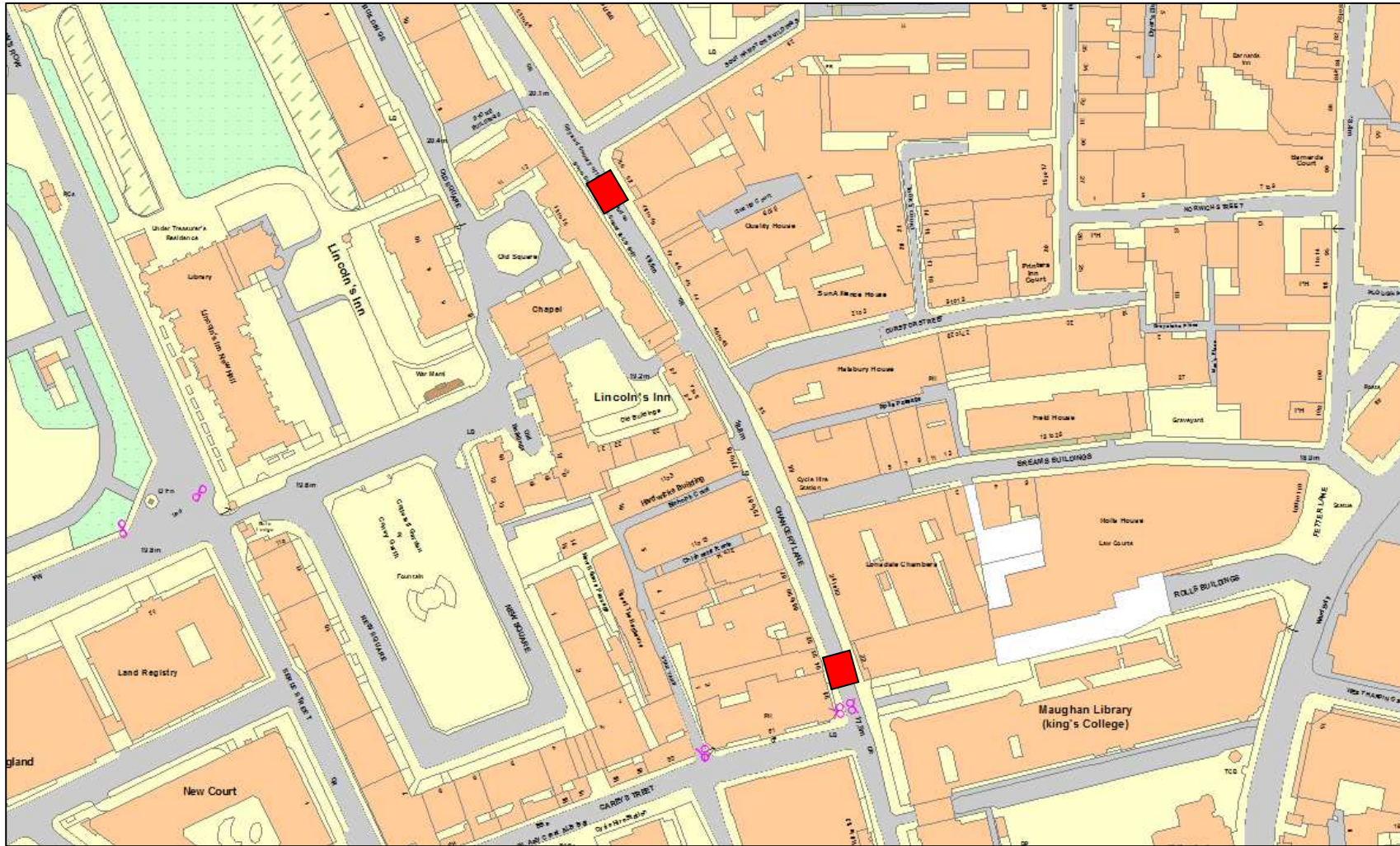
<b>30. Anticipated source of project funding (where different to section 18)</b>	N/A	N/A	N/A
<b>31. Estimated capital value/return (£)</b>	N/A	N/A	N/A
<b>32. Fund/budget to be credited with capital return</b>	N/A	N/A	N/A
<b>33. Estimated ongoing revenue implications (£)</b>	There is no increase or decrease in revenue implications associated with this option.	There would be a small increase in revenue costs associated with the introduction of trees; these costs will be outlined at the next Gateway.	There is no increase or decrease in revenue implications associated with this option.
<b>34. Anticipated source of ongoing revenue funding (where different to section 18)</b>	N/A	N/A	N/A
<b>35. Fund/budget to be credited with income/savings</b>	N/A	N/A	N/A
<b>36. Affordability (where different to section 19)</b>	N/A	N/A	N/A

<b>37. <u>Recommendation</u></b>	<i>This project <u>is recommended</u> for progression to the next Gateway.</i>	<i>This project <u>is recommended</u> for progression to the next Gateway.</i>	<i>This project <u>is recommended</u> for progression to the next Gateway, subject to funds remaining upon completion of the two higher-priority options.</i>
<b>38. Reasons</b>	<p>This option will contribute to an improved environment in the Chancery Lane area through improvements to pedestrian accessibility and localised reductions in vehicle speeds. It will also contribute to the implementation of the City's Road Danger Reduction Plan.</p>	<p>This option will provide a new public space in Chancery Lane and improve a key pedestrian route between Chancery Lane and High Holborn.</p>	<p>This option will enhance the public realm in Quality Court through rationalisation of street furniture and improved lighting.</p>

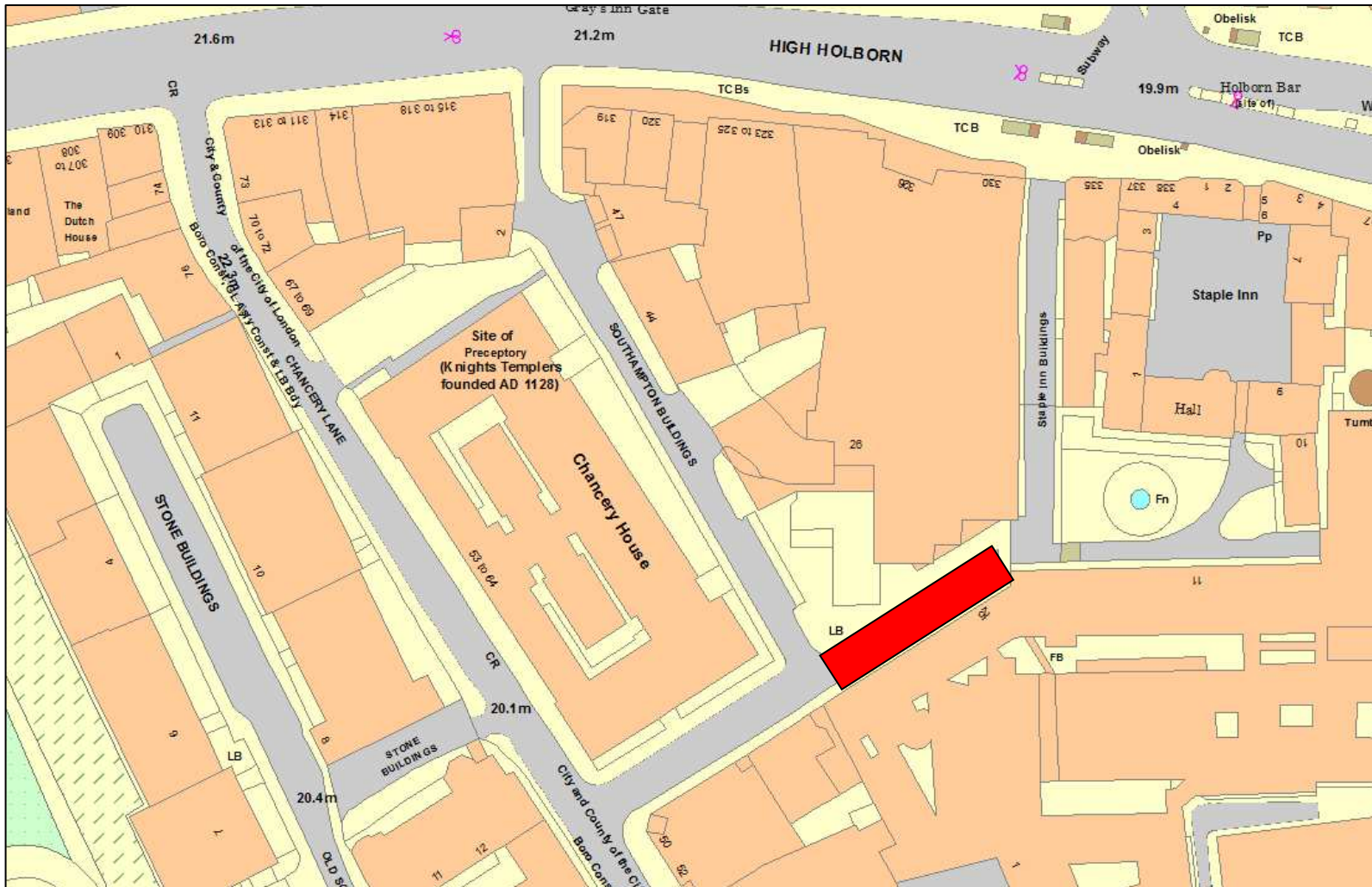
# Appendix 1 – Extent of the Section 106 Local Community & Environmental Improvement Works area



## Appendix 2 – Approximate location of crossovers



Appendix 3 - Section of Southampton Buildings to be closed to traffic and enhanced



#### Appendix 4 – Table of projects in the Chancery Lane Area Enhancement Strategy

Priority	Project / estimated cost	Status	Description
High	Chancery Lane (central section)  £1,150,000	Complete (part)	<p>The Area Strategy proposed a timed closure for the central section of Chancery Lane, between Carey Street and Southampton Buildings; this was not approved.</p> <p>The proposal also included widened footways, improved lighting and a reduction in street clutter along the entire length of the Lane; this work was completed in 2011.</p>
High	Cursitor Street  £150,000	Complete	<p>Closure to vehicular traffic to create a new public space, with access maintained for pedestrians and cyclists. New paving, seating and greenery along the length of the street.</p> <p>This work was completed in 2011.</p>
Medium	Southampton Buildings  £170,000 (updated estimated cost £91,200)	Not started	Closure of the eastern end of the street to vehicular traffic and the relocation of existing motorcycle parking. Creation of a new public space to improve the links between Chancery Lane and Holborn, with new seating and greenery where possible.
Medium	Quality Court  £50,000 (updated estimated cost £31,800)	Not started	Upgrading the existing condition of the Court by introducing new York stone paving, improved lighting and a rationalisation of existing seating and planting.

			Initial works in this regard were completed in 2011.
Medium	Fleet Street 'gateway' £25,000	Complete	Removal of guardrailling and the introduction of a raised table to improve accessibility and facilitate pedestrian movement at the 'entrance' to Chancery Lane.
Medium	Holborn 'gateway' £40,000	Not started	Narrowing the existing carriageway from two lanes to one and widening footways to provide a 'gateway' feature. Associated improvements to paving and lighting.
Medium	Breams Buildings £150,000	Not started	Closure to vehicular traffic (completed) and creation of a new public space with access maintained for pedestrians and cyclists. New paving, lighting and seating designed around the existing Cycle Hire docking station.
Low	Star Yard £100,000	Not started	Raising the existing street to footway level and repaving with the full street to improve accessibility and create a more pleasant pedestrian environment.
Low	Chancery House open space £150,000	Not started	Review of an existing, underused private car park to explore options to enliven the space, either through a permanent project or a series of temporary installations.

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<b>Committee(s):</b>	<b>Date(s):</b>
<b>Open Spaces and City Gardens (for decision)</b>	<b>7 October '13</b>
<b>Streets &amp; Walkways (for decision)</b>	<b>14 October '13</b>
<b>Finance (for decision)</b>	<b>22 October '13</b>
<b>Projects Sub-Committee (for decision)</b>	<b>29 October '13</b>
<b>Community and Children's Services (for information)</b>	<b>7 November '13</b>
<b>Court of Common Council (for decision)</b>	<b>urgency procedures</b>
<b>Subject:</b> Detailed Options Appraisal – Aldgate Highway Changes and Public Realm Improvement Project	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Information/For Decision (SEE ABOVE)</b>

## Summary

### Dashboard

- Project Status: Green
- Timeline: Gateway 4
- Total Estimated Cost: £16.3m - £17.1(incl. £2.5m contingency)
- Spend to date: £1.5m
- Overall Project Risk: Green

### Summary

The Aldgate project is a project of London-wide significance. It is also of a different order to any public realm project the City has undertaken in recent years. At its heart is a major highways scheme, but its key deliverable is transformational public realm improvement.

Significant work has been undertaken to advance the project since Gateway 3, including extensive public consultation. The consultation results are positive, showing a high level of support for the scheme. Many of the technical issues identified at Gateway 3 have now been resolved or mitigated. There remains a considerable amount of work to be done, but a series of work-streams, all coordinated by a high-level project board, are being progressed.

As the scheme design has progressed, the cost has risen. However, TfL has also increased its financial contribution to the scheme.

### Context

Aldgate is one of the five Key City Places listed in the City's Core Strategy and Draft Local Plan. The aim of this project is to achieve transformational change in Aldgate by removing barriers to movement, providing public realm amenity and reducing road danger. This will attract investment to this key opportunity area. In achieving this, the project fully accords with the provisions of Policy C8 of the City's Core Strategy.

The project is to convert the Aldgate gyratory to two-way working on Aldgate High Street, St Botolph Street and a section of Middlesex Street, creating a new public square between the Sir John Cass's Foundation Primary School and the St Botolph Without Aldgate Church.

Since submission of the Gateway 3 report in February 2013, a considerable amount of technical investigation and consultation has been undertaken. Through the technical investigations, it has been possible to further develop our understanding of the feasibility of various options. Through the consultation work, we have further developed our understanding of what local stakeholders want from this project, and what type of transformational change we should deliver.

A key conclusion from the technical investigations is that there is a preferred option for the highways layout that can work for all modes, and which will accommodate future growth, particularly in vulnerable road users. This highways layout is also acceptable to our main funding partner, Transport for London (TfL). Therefore, this is the only overall highway design being recommended. Through the detailed design stage, this layout will be refined further – which will include testing alternative ways to secure separated space for cyclists. This will ensure that the scheme is fully consistent with the Mayor's Vision for Cycling (GLA 2013).

With regards to the landscaping options, the stakeholder consultations have allowed us to discard a number of potential options that have proven to be unpopular. We are now able to present to Members an option which should achieve the transformational change that the area needs, and which will have much local support.

### Options

As already set out, there is only one feasible highways option for the area. With regards to the public realm, it is recognised by all stakeholders and supported by TfL that to deliver the regeneration of the area, the new square needs to be a high quality space, which will be supported by extensive planting and the inclusion of a kiosk which would enliven the area.

Consequently, there is only one recommended option. The capital cost of that option is given below, with the revenue implications set out in the main body of this report.

Description	Option 1 £
<b>Pre-Construction Phase</b>	
Forecast Costs to September '13	£1.51m
Forecast Costs, September to G5	£1.54m
Total Pre-Construction Costs	£3.05m
<b>Construction Phase</b>	
Works & Fees	£10.1m - £10.8m
Staff Costs – Project Management	£0.45
Staff Costs – Site Supervision	£0.29
Contingency (mainly utilities)	£2.5m
Total Construction Cost	£13.3m - £14.0m
<b>TOTAL PROJECT COST</b>	<b>£16.3m - £17.1m</b>
<b>Funding Strategy</b>	
TfL	£8m
S106	£8.3m - £9.1m
<b>Total Funding Requirement</b>	<b>£16.3m - £17.1m</b>

NB Full details of all of the options are available in paragraph 10.

#### Recommendations:

##### **1. Recommendation to Streets & Walkways Sub-Committee, Projects Sub-Committee and Open Spaces and City Gardens Committee**

That Option 1 is taken forward to Gateway 5.

##### **2. Recommendation to Court of Common Council**

That Option 1, with an estimated cost of £16.3m - £17.1m, is taken forward to Gateway 5, noting that urgency procedures may be required as there is no Court of Common Council in November '13.

#### Next steps

The forward programme for the project is as follows:

Gateway 4: various dates in October '13  
Gateway 4b: Under urgency, late October '13  
On-going technical assessments: October '13 – January '14  
Detailed design: January '14 – April '14  
Gateway 5: April '14  
Construction Starts: Summer '14  
Construction Ends: Summer '16

## Resource requirements to reach next Gateway and source of funding

In order to progress the project, the following funds are required.

Staff: 1,080,986  
Fees: 455,000  
**Total: 1,535,986**

The funding sources proposed to be utilised to get to Gateway 5 are set out in Appendix E.

### Scheme funding

#### ***Capital***

This project is being recommended as it fulfils local and regional policy guidance, in addition to meeting the clearly expressed expectation of local stakeholders for transformational change.

TfL has already indicated provision of a total of £8m to fund this project. This will be formalised in November 2013. It is proposed that the City should match this commitment using available S106 funding.

A list of S106 funds is given in Appendix E. Sufficient funds are already available to progress to Gateway 5. All of the other funds are potentially available for use on this project, although some may require minor amendments to legal agreements to release them. In addition, a number of funds will not become available until the developer commences work on their building. Clearly, the decision to allocate these funds to this project may mean that other projects in the area may have to be deferred.

One element of the scheme which may not be funded from TfL or S106 is the kiosk. Depending upon the operational model for the kiosk (social enterprise or commercially operated), it may be necessary to fund the kiosk via Property Investment Board funds, City Cash or external investment. The possibility of accessing Community Infrastructure Levy (CIL) funding is also being investigated.

#### ***Revenue***

The project does have revenue implications, resulting from the provision of new planting, lighting and likely requirement for more intensive cleansing. These are detailed in section 38 of this report; an increase budget requirement of £154,352 per year is forecast. Increases in revenue costs would normally have to be met by either compensatory service savings, or by raising additional revenue.

In this instance, it is possible that if a commercial venture model is pursued for the kiosk, revenues for the kiosk could offset any additional revenue costs generated by the scheme. However, this could conflict with the alternative operating model, where the kiosk could be operated as a social enterprise.

Options for following this approach will be developed during the detailed design stage, and clearer proposals as to how far revenue costs can be met from this approach will be set out at Gateway 5.

#### Plans for consultation prior to the next Gateway report

The proposals will be subject to the normal internal consultations required prior to submission of the Gateway 5 report. However, additional public consultation is likely to be undertaken to further inform the kiosk design.

#### Procurement strategy

TfL is promoting the use of LoHAC (London Highways Alliance Contract) approved contractors on projects where it is a major funding partner. LoHAC seeks to ensure value, reliability and consistency of scheme delivery across London. Previous benchmarking exercises to compare costs between our term contractor and the LoHAC contractor have demonstrated our term contractor to be cheaper.

The City has engaged with LoHAC with regards to the Aldgate project. TfL has indicated that their contractor will not provide project costings until they have received a detailed design and construction drawings. Given the pace at which this project is progressing, and the imminent requirement to undertake trial pit investigations, it is essential that a contractor is engaged now. Thus, this project will be constructed using our approved term contractor, JB Riney.

In the event that we were required to use the LoHAC contractor, the project would experience considerable delay. As LoHAC works on a claims-based contract (NEC3), we could not appoint the LoHAC contractor until rigorous construction drawings had been produced, and City staff specifically trained to manage NEC3 contracts.

#### Tolerances

Given the many uncertainties surrounding the costings – in particular the costs associated with utilities diversions – a contingency equivalent to roughly 20% of the estimated cost of the project has been applied.

In addition, overall scheme construction costs have been presented as lower and upper-bound estimates. These reflect uncertainty about the form and design (and therefore cost) of the proposed kiosk.

## Overview

<p><b>1. Evidence of Need</b></p>	<p>The City of London's Core Strategy Policy CS8 advocates the removal of the gyratory and the creation of a public square to enhance amenity and improve links between the communities north and south of the gyratory.</p> <p>The Mayor's London Plan policy 2.13 identifies that public intervention is required in 'Areas of Opportunity' in order to achieve their growth potential. Aldgate is identified as one of these areas of opportunity.</p> <p>Local consultation has clearly identified that local businesses and residents desire transformational change. Stakeholders clearly aspire to see the gyratory removed and for new public spaces to be created. It has also been recognised that there is a need to encourage activity in the new spaces in order to deter anti-social behaviour.</p>
<p><b>2. Success Criteria</b></p>	<ul style="list-style-type: none"> <li>• Creation of the public square and improvement of the appearance/amenity of the area;</li> <li>• Improvement of mobility (for all modes) through the area;</li> <li>• Improved potential for development of disused sites;</li> <li>• Reduced road danger; and</li> <li>• Improved satisfaction rates for all users of the streets and spaces.</li> </ul>
<p><b>3. Project Scope and Exclusions</b></p>	<p>Replace the Aldgate gyratory with two-way working on Aldgate High Street, St Botolph Street, Minories and a section of Middlesex Street, and create a public space between Sir John Cass's Foundation Primary School and St Botolph Without Aldgate Church. Pedestrian subways will be sealed off with other highway uses being investigated.</p> <p>Specific exclusions since Gateway 3 now include Whitechapel High Street.</p>
<p><b>4. Link to Strategic Aims</b></p>	<ul style="list-style-type: none"> <li>• City of London's Core Strategy Policy CS8 is to replace the Aldgate gyratory with two-way streets and create a public open space;</li> <li>• City of London Core Strategy Policy 18 and GLA policies, both promoting use of Sustainable Drainage Systems; and</li> <li>• This project also cuts across all of the five themes in the Community Strategy.</li> </ul>

<p><b>5. Within which category does the project fit</b></p>	<p>Substantially reimbursable.</p>
<p><b>6. What is the priority of the project?</b></p>	<p>Advisable.</p>
<p><b>7. Governance arrangements</b></p>	<p>Project Board.</p> <p>A project of this scale has many key stakeholders and so the Aldgate Project Board has been in operation since July 2012. The Board includes officers of the City of London, TfL, an officer from the London Borough of Tower Hamlets (LBTH) and a developer representative from Minerva (with a key interest in the development of the public space).</p> <p>The Project Board agreed the Terms of Reference that are being used to guide the Board in delivering the project objective of transformational change in the Aldgate area.</p> <p>In addition to the above, many important roles in the decision making processes directly involve certain Members. For example, the Project Champion is Alderman Bear; Jeremy Simons, as Chair of the City Cycle Forum, has been involved with gathering cyclists' views of the Aldgate proposals; and Alderman Hall has chaired one the Public Realm working party.</p> <p>The Governance arrangements for the project are illustrated in Appendix A.</p>
<p><b>8. Resources Expended To Date</b></p>	<p>The total resources expended to the end of 30 August '13 are set out below:</p> <ul style="list-style-type: none"> <li>• Fees: £993,853</li> <li>• Staff Costs: £453,000</li> <li>• Experiments: £54,000</li> <li>• Total: £1,508,485</li> </ul> <p>This report proposes a funding strategy to cover the critical period between the end of August and likely receipt of Gateway 4b approval (January '14) in addition to the funds that will be required to progress from Gateway 4 to Gateway 5.</p>
<p><b>9. Results of technical investigations and stakeholder consultation to date</b></p>	<p>A project of this scale will inevitably require many different streams of technical investigation and consultation to be undertaken. The key investigations/consultations are set out below.</p> <p><b>Surveys &amp; Data Collection</b></p> <p>In order to inform design development, a wide range of</p>

surveys have been undertaken, some of which are still on-going. These include:

- Topographic and Ground-Penetrating Radar surveys;
- Surveys of parking/loading activity on Minories and Aldgate High Street;
- Area-wide sign audit;
- Commuter coach activity survey;
- Cellar surveys on Minories and Aldgate High Street;
- London Underground infrastructure surveys;
- Archaeological desktop assessment and evaluation trial pits;
- Trial Pits to inform signal design;
- Infiltration trial pit (for soakaway design); and
- Movement analysis – origin and destination investigations of cyclists, pedestrians, general traffic and bus passengers who board and alight in the area.

### ***Kiosk***

A feasibility study has been undertaken. The study analyses existing competition in the area, and assesses probable market catchment. It suggests options for size of kiosk and for the type of food/drink offer, noting likely payback periods for each. The work undertaken to date will inform future decisions on whether the kiosk should operate as a social enterprise, or to run on a purely commercial model.

### ***Utilities***

As with any highways scheme, we are consulting with utility companies to identify any apparatus which may need to be relocated during the construction phase.

However, we are also engaging with utility companies to encourage them to bring forward any planned works such that they can be coordinated with our works programme.

We are keen to avoid any unnecessary utilities works in the area following construction of the scheme. As such, it is anticipated that a Section 58 agreement will be signed, which will prohibit any planned utilities works in the park and highways following construction. The Section 58 agreement will apply for a period of 5 years in the park and 3 years on the highways. Note that the



Section 58 does not apply to emergency works.

### ***Subway Re-Use***

In conjunction with the City Surveyors, an extensive investigation of the various subways around the existing site has been undertaken. The investigations have revolved around understanding the relative benefits/disbenefits of finding alternative uses for the existing structures, as opposed to filling them in completely. Overall, it has been concluded that unless a specific use has been determined, the subways should simply be sealed up. This is an inexpensive option, which would not prevent us from using the subways for an alternative use at some future time.

### ***Consultations***

An extensive consultation process has been on-going since Gateway 3 approval was received.

In Spring 2013, stakeholder workshops were held with:

- Sir John Cass's Foundation Primary School (students, teachers, parents and Board of Governors);
- St Botolph Without Aldgate Church congregation;
- Aldgate Masterplan Implementation Group;
- City Gateway Youth;
- Mansell Street, Creechurch Lane and Middlesex Street residents;
- London Metropolitan University students; and
- Other residents groups.

The early workshops and regular meetings with officers regarding the management and maintenance of the space were used by the first stage consultation to ascertain what local residents and stakeholders wanted to see in the new public realm and how they would use the new public spaces.

A design working party, chaired by Alderman Hall, was also established which involved the Church, Primary School, Minerva, TfL, LBTH, Sir John Cass Foundation and the Whitechapel Art Gallery. This group steered the development of the public realm design to ensure that it met local needs.

In addition, a six week public consultation exercise was undertaken from late June to early August '13. The area consulted deliberately crossed into LBTH to ensure that residents in the borough were made aware of the proposed changes.

Specific events were held with Tower Ward residents/businesses, Brune House Mosque, the City Cycling forum and taxi drivers. Leaflets were handed out to waiting bus passengers at Aldgate.

Businesses, developers and estate agents were consulted via a special event held on 1 March 2013.

269 formal responses to the consultation were received. The most common themes were:

- Further improvements to cycling facilities, particularly in Aldgate High Street. Continuous, segregated and wide cycle lanes were the most commonly mentioned improvements;
- A general positive view for the western space. Keen interest in Sculpture/Art, a water feature and organised events was expressed, as well as the desire for a safe and secure environment to prevent antisocial behaviour and rough sleeping. The space would mainly be used to sit in, relax, and to eat and drink in; and
- A good response to pedestrian improvements – particularly the closure of the subways which are perceived to be unsafe by many and the infill of the ramp to create a level access between the Aldgate London Underground Station and Aldgate House.

### ***Landscaping Design***

Following Gateway 3 approval, significant progress has been made in developing the design of the public realm.

Immediately following Gateway 3 approval, lead designers were appointed to develop the scheme further. The designers produced outputs that have formed the basis of presentation materials that we have used in consultation.

The design working party guides the design of the public realm. Their conclusions are presented to the Project Board at regular intervals. The Masterplan was agreed by both in June 2013.

As mentioned above, we have regularly consulted with other CoL departments to ensure that their requirements are met within the design. As a consequence, we have been able to incorporate the needs of the cleansing department in terms of provision of refuse storage and public toilets, and have been able to incorporate City Police concerns. Consideration of how local archaeology is interpreted in the design will be finalised at Gateway 5.

The design has continued to be developed, with changes made in response to the consultation as required. Key changes have included designing out anti-social behaviour by changing the church boundary, and the balance of hard/soft surfaces in the western space. The amended design was subsequently agreed by the Working Group on 30 July 2013 and Project Board on 11 September 2013.

### ***Experiments***

For the City to address safety and antisocial behaviour in the new spaces created and thus achieve transformational change, the spaces need to be enlivened. Provision of a kiosk, extending the churchyard and providing attractive spaces to play will provide activity and a measure of natural surveillance, helping to address concerns regarding antisocial activity. However, wider transformational change includes breaking down social barriers by attracting the community and visitors into the spaces; this will require events and managed activities.

The Aldgate Experiments initiative first phase has started to address this by providing evidence of how installations can engage with the public and involve the community in their installation. The experiments aim to:

- reveal the potential of the area and celebrate the changes to come;
- test ideas for future enhancements;
- engage with the users of the area; and
- work with the local stakeholders and community, developing a model for future management and involvement in events.

The first phase of three installations were delivered between June and September 2013. These were:

- Brick wall seating and large pots during the public consultation launch, inviting people to comment on the Aldgate proposals. The big red pots were planted by local school children from the Sir John Cass's Foundation Primary School.
- A viewing platform was installed in the planter adjacent to the Primary School in August. It includes project information and a montage showing what the view will be once the Aldgate scheme is implemented. This is to encourage people to see the changing area in a different way.
- Floor and wall graphics by architects Studio

	<p>Weave shows how the space between the Aldgate London Underground station and Aldgate House will change in a direct, artistic and engaging manner.</p> <p>The first phase of experiments has been extremely successful. Monitoring shows that more people now sit and spend time in the area. Many workers, residents and visitors are attracted to the installations, stopping to read the information plaques and engage with the experiments. The installations have generated much interest and publicity for the scheme; officers have received a number of appreciative emails.</p> <p>On the back of this success, a second phase of experiments is now being planned, leading up to the start of the Aldgate works on site in 2014.</p> <p>The Community and Children’s Service’s community group, One Portsoken Forum, aims to encourage sharing of facilities between the Middlesex and Mansell Street Estates. In parallel with this, the City Property Advisory Team (CPAT) is promoting businesses working together under the banner of the Aldgate Business Initiative, to finance initiatives to ensure the area remains active, enlivened and to create a common identity across the Local Authority borders. The experiments provide the opportunity for the local community and businesses to build relationships, for future collaborative working to ensure the space remains active and enlivened after the project has been completed.</p>
<p><b>10. Commentary on the options considered</b></p>	<p>As has been set out above, considerable amounts of detailed technical analysis has been undertaken, alongside an extensive consultation exercise.</p> <p>The technical analysis has led us to conclude that there is a preferred highway layout for this area which will suitably balance the needs of all users of the area. This layout has been subject to detailed traffic modelling and has been demonstrated to provide much improved pedestrian, bus and cyclist amenity, whilst retaining traffic capacity. The design itself has been scrutinised and agreed by a Joint Design Review Group consisting of Officers from CoL, LBTH and TfL.</p> <p>A drawing of the agreed highways layout is given in Appendix B. Its key features include:</p> <ul style="list-style-type: none"> <li>• Aldgate High Street, St Botolph Street and a section of Middlesex Street to be converted to two-way working;</li> <li>• Minorities to be converted to two-way working;</li> </ul>

- Mansell Street to be ahead and right only, with no access to Aldgate High Street;
- Closure of a section of Middlesex Street, with access maintained for cyclists and emergency vehicles; and
- New pedestrian crossing facilities, in-set loading bays and bus stops.

Although not indicated in the drawing, the scheme will also provide separated space for cyclists on Aldgate High Street. The exact form that the separated space will take will be determined through the testing of innovative trial layouts.

As can be seen from Appendix B, the implementation of the proposed highways changes will naturally create a new public space in front of Sir John Cass's Foundation Primary School.

Option 1 includes the highways proposals set out above, with the addition of significant public realm enhancement. The enhancement reflects the results of the stakeholder consultations by addressing many of the main stakeholder aspirations expressed during the consultation process. The level of enhancement proposed is deemed to be sufficient to offer the significant transformational change required by this project. A drawing of the public realm is given in Appendix C, along with a rationale underpinning the approach to the public space.

The proposed public realm improvements include:

- A new kiosk. The kiosk will sell food and soft drinks, and could potentially be operated by members of the local community. It's key objectives are to enliven the space, provide accessible toilets and to minimise anti-social behaviour;
- Feature seating;
- Enhanced quality renovation of the church railings, listed gate and drinking fountain;
- Feature lighting;
- Lighting levels that facilitate facial recognition;
- A high specification water feature;
- Drinking fountains;
- Play equipment;
- Art and interpretation;
- All subways to be sealed off, with the exception

	<p>of the subway entrance ramps close to Middlesex Street, which will be utilised for planting, allowing creation of a new public space to the north east of the strategy area; and</p> <ul style="list-style-type: none"> <li>• Two new Urilifts.</li> </ul> <p>The capital and revenue costs of each of the elements listed above are given in Appendix D of this report.</p> <p>In addition to the above, Option 1 will allow the purchase of a Green Machine hand-pushed vacuum cleaner, which will allow the public spaces to be cleaned without the need for vehicular access.</p> <p>At this point in time, the design of the kiosk has yet to be developed to a point where any certainty can be given around costs. A working group has been created to manage the development of the kiosk design. It includes representatives of Community and Children’s Services, the City Surveyors, Economic Development from the Town Clerk’s department and key project team members. The group will be chaired by the Project Director. However, for the purposes of this report, a cost banding is proposed, where it is anticipated that the kiosk is likely to cost between £0.5m to £1.2m.</p>
<p><b>11. Consequences if project not approved</b></p>	<p>An opportunity would be lost to deliver a key item in the City’s Core Strategy.</p> <p>Transformational change would not occur. The communities and regeneration potential in the area will be severely restricted.</p> <p>The ‘ear-marked’ TfL major scheme funding (£8 million unconfirmed) will be lost.</p> <p>The various consultations and experiments that have taken place through the development of the project have created a sense of expectation that transformational change will be delivered at Aldgate; if this project is not approved, it would be necessary to find a way to manage these expectations.</p>

**Information Common to All Options**

<p><b>12. Key benefits</b></p>	<p>The option will achieve the level of transformative change that is the ultimate objective of this project. Key benefits include:</p> <ul style="list-style-type: none"> <li>• The removal of a gyratory system. Gyratories are notoriously difficult for both pedestrians and cyclists to use and form a barrier to movement as</li> </ul>
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	<p>a result;</p> <ul style="list-style-type: none"> <li>• New pedestrian crossing points. These will further improve the pedestrian experience in the area, and will serve to limit traffic speeds as they pass through the area;</li> <li>• Two new public spaces, in an area where public realm is generally regarded to be poor;</li> <li>• A new kiosk that will help to enliven the area and reduce the occurrence of anti-social behaviour; and</li> <li>• All of the subways sealed off or re-used. This is beneficial as the subways attract rough sleepers and are generally avoided by the public.</li> </ul>
<p><b>13. Programme and key dates</b></p>	<ul style="list-style-type: none"> <li>• Gateway 4: various dates in October '13</li> <li>• Gateway 4b: Under urgency, late October '13</li> <li>• On-going technical assessments: October '13 – January '14</li> <li>• Detailed design: January '14 – April '14</li> <li>• Gateway 5: April '14</li> <li>• Construction Starts: Summer '14</li> <li>• Construction Ends: Summer '16</li> </ul> <p>The estimate of construction dates is to be confirmed following detailed construction phasing and detailed programming for seeking key pre-implementation approvals which would need to be in place including any necessary planning permissions, traffic orders and stopping-up orders.</p>
<p><b>14. Constraints and assumptions</b></p>	<p>The following constraints have been identified:</p> <ul style="list-style-type: none"> <li>• A key constraint on the project is that there is a single preferred highways option which is feasible. This largely dictates where public realm can be provided;</li> <li>• The presence of subways and London Underground Structures will impact upon the speed of delivery, as any requirement for hand-digging will considerably delay the programme;</li> <li>• The presence of a scheduled ancient monument and archaeological remains would not impact upon the speed of delivery as the archaeological impact and obtainment of any necessary consents such as scheduled monument consent would be assessed and programmed and the planning of archaeological recording and post</li> </ul>

	<p>excavation work would be an integrated part of the programme of work on-site, to ensure that a proper record of archaeological remains that are disturbed or revealed is made in accordance with current policy, standards and guidelines;</p> <ul style="list-style-type: none"> <li>• Building lines/property ownership constraining what we can do with the highway network;</li> <li>• The depth of cover above the London Underground structures will restrict the number of trees that can be planted in the area, in addition to restricting the ability of utility companies to relocate sub-surface apparatus; and</li> <li>• A number of regulatory processes would have to be successfully concluded before implementation such as any necessary planning permissions, traffic orders and stopping-up orders.</li> </ul>
<p><b>15. Risk implications</b></p>	<p>As with any major project, there are inherent cost and timescale risks associated with constructing the scheme. However, we have yet to identify any technical or engineering risks that we are unable to mitigate.</p> <p>Probably the key risk associated with this project is the need to satisfy numerous external parties, many of which have competing objectives. To that end, we have involved all key stakeholders through consultation or through involvement in working parties.</p> <p>With regards to funding, sufficient funds exist for us to proceed to Gateway 5, plus a significant proportion of the funds which will be required to construct the scheme. It is considered likely that sufficient S106 funds will become available by April '14, which is the proposed Gateway 5 date. In the event that it does not appear likely that all of the funds will be available by April '14, the Gateway 5 report will set out a phasing strategy to deliver the scheme as funds become available.</p>
<p><b>16. Stakeholders and consultees</b></p>	<p>A huge amount of consultation has taken place on this project. Key identified stakeholders include:</p> <ul style="list-style-type: none"> <li>• London Borough of Tower Hamlets;</li> <li>• Transport for London;</li> <li>• Local developers;</li> <li>• Sir John Cass's Foundation Primary School (students, teachers parents and Board of Governors);</li> </ul>



	<ul style="list-style-type: none"> <li>• St Botolph Without Aldgate Church congregation;</li> <li>• Aldgate Masterplan Implementation Group;</li> <li>• City Gateway Youth;</li> <li>• Mansell Street Estate, Middlesex Street Estate, Tower Ward and Creechurch Lane area residents;</li> <li>• The Mayor’s Cycling Commissioner;</li> <li>• London Metropolitan University students; and</li> <li>• Business groups.</li> </ul>
<p><b>17. Legal implications</b></p>	<ul style="list-style-type: none"> <li>• There are a number of legal requirements which would need to be satisfied before the project could be implemented. None of these can be pre-judged as they will need to be subject to separate legal and decision-making processes including statutory consultation. These include the following: <ul style="list-style-type: none"> <li>• A number of Traffic Orders would need to be rescinded and made to enable the highway changes to be implemented;</li> <li>• A Traffic Order would also be required to prohibit access to the subways (which will be sealed off). Legal agreements may also be required if any surrounding land/building owners have subway entrances within their structures;</li> <li>• As the kiosk is to be a permanent structure, it would be necessary to stop-up the highway land on which it sits;</li> <li>• Other than areas specifically stopped-up, it is proposed that the status of the public realm area would remain as public highway and public access must therefore be maintained. This includes the area proposed to be fenced in to read as an extended churchyard. However, if it were proposed to interfere with the public right of access at any time by means of a gate, this could only be installed following the making of a Gating Order. This could only be made if such a measure was required to mitigate anti-social behaviour in the area;</li> <li>• Changes to the churchyard gate and railings would require either a faculty from the Diocese of London or listed building consent;</li> <li>• Planning permission will be required for any element of the project which falls outside</li> </ul> </li> </ul>

	<p>permitted development rights applying to the City as local authority and highway authority, including the Kiosk. Planning permission will also be a re-requisite for any structure which requires a highway stopping-up order to enable its development;</p> <ul style="list-style-type: none"> <li>• Listed building consent will be required to move the Police Telephone Call Box; and</li> <li>• Should any of the works involve land (including subsoil) owned by persons or bodies other than the City, agreement with any such owners will need to be secured in order to carry out the works. Detailed investigations are in hand to determine any such ownership issues.</li> </ul>
<p><b>18.HR implications</b></p>	<p>Should the LoHAC contractor implement the scheme, City staff would be required to undertake training to manage the LoHAC NEC 3, claims base, contract. In addition, the City would be required to employ a Quantity Surveyor to support the engineering staff.</p>
<p><b>19.Benchmarks or comparative data</b></p>	<p>In assessing the costs of this project, we have compared the forecast build costs of this project with estimates of build costs that we have gathered from other projects, both in the City and elsewhere.</p> <p><b>Recent City Projects:</b></p> <ul style="list-style-type: none"> <li>• Holborn Gyratory (single junction improvement with small public realm element) - estimated <b>£3.1m</b>;</li> <li>• Cheapside (Transformational change, involving highway works, enhanced footways and high quality materials)- <b>£6m</b>;</li> </ul> <p><b>Other London Projects:</b></p> <ul style="list-style-type: none"> <li>• Tottenham Court Road (Gyratory removal, extensive highway and footway works) – estimated <b>£11m</b>;</li> <li>• Piccadilly (Gyratory removal, extensive highway and footway works, minimal public realm enhancement) – <b>£12.5m</b></li> <li>• Leicester Square (Transformational change, involving extensive public realm enhancement) - <b>£15.6m</b>; and</li> <li>• Exhibition Road – (Transformational change involving gyratory removal, other highway works, enhanced footways and high quality materials) - <b>£29m</b>.</li> </ul> <p>These costs compare against an estimated build cost</p>

	<p>for Aldgate of £13.3m - £14.1m.</p> <p>The projects set out above show a wide range of projects, ranging from a single junction improvement through to a major area-wide enhancement. Given the size of this project, and the scale of the change that is envisaged, this comparison illustrates that the projected costing lies well within the range that would be expected for a project of this scale.</p> <p>We have also asked our major funding partner (TfL) for their opinion on comparative costs. TfL is uniquely well placed to comment on comparative costs, as they part-funded all of the schemes listed above. Their view was that they would expect the build cost for Aldgate to be broadly comparable with the Piccadilly scheme. As can be seen from the costings above, the estimated build costs for Aldgate are within £1.5m of the build costs for the Piccadilly scheme, suggesting that our costings are robust.</p>
<p><b>20. Funding strategy</b></p>	<p>The project has already been in receipt of £899,000 funding from TfL's Major Schemes budget. The remainder of the scheme could be funded via a combination of TfL and S106 funding.</p> <p>TfL have committed to provide a total of £8m to fund the scheme. Therefore, based upon a cost range of £16.3m - £17.1m, (incl. contingency), it would be necessary to allocate between £8.4m to £9.1m from S106 funds. It should be noted that it is TfL's expectation that we will begin construction in Spring/Summer '14; as TfL is our major funding partner, it is considered a priority to do all that we can to achieve this date.</p> <p>In May '13 Members approved a total budget of £1.5m to progress the project to Gateway 4. At that time, it was anticipated that this would take place in September '13. However, owing to the need to engage further with the Mayor's Cycling Commissioner, it was not possible to finalise the design to a point where it could be submitted for Gateway 4 approval in September, hence a one month delay was incurred. However, this delay has been beneficial overall, as the GLA/TfL has now increased the funding available for the project.</p> <p>As the costs of this project would exceed £2m, a Gateway 4b report is required before the project can proceed with detailed design. Unfortunately, the next Court of Common Council meeting is in December '13, which would mean that the detailed design stage could not begin for another two months. Whilst in some circumstances it may be possible to suspend a project for a short period, it is considered that in this instance</p>

that would present a considerable risk, because:

- Much time and effort has been spent on achieving a broad consensus amongst the various stakeholders as to what form the scheme should take. All key stakeholders are now locked into the scheme, and how it should be progressed. If the project is delayed further, some stakeholders may lose their enthusiasm for the project or decide to no longer support the project;
- There is no guarantee that when the project recommences, the original project team and governance structure will still be present. Many will be committed to other projects and may no longer be able to commit time to the Aldgate project. This could create a critical loss of project-specific capability and knowledge;
- There is also the risk of changeover of staff within outside bodies (such as TfL) on which the progress of the project depends. Currently, key officers in TfL are fully engaged with the project – given a delay, these officers will certainly be diverted onto other areas of work; their replacements will need much support in getting up to speed with the project;
- Much time and effort has been expended on communicating with the public to build their expectations of the project; a hiatus will mean that much of this effort was wasted; and
- Our major funding partner expects that we will commence construction in Summer '13; this may not be possible if the project is delayed further.

Given the risks set out above and the unfortunate timing of this report relative to the Committee cycle, it is proposed that this report should go to the Court of Common Council for Gateway 4b approval under urgency procedures.

A cost and funding breakdown for the scheme is provided in Appendix E.

Tables 1 to 3 set out the costs approved to date, the forecast costs required to progress the project from September '13 to January '14, and the forecast costs from receipt of Gateway 4b approval to Gateway 5. These are also set out below.

**Forecast Costs to September '13**

Pre-Evaluation	88,622
Fees	996,000
Staff	364,378
Experiments	54,000
<b>Total</b>	<b>1,503,000</b>

**Forecast Cost, September '13 - Gateway 5**

Fees	1,080,986
Staff (DBE)	411,000
Staff Open Spaces	11,000
<b>Total</b>	<b>1,535,986</b>

Also listed within Appendix E is the funding strategy underpinning each stage of the project.

Within this breakdown (listed as Table 6) is a list of both TfL and S106 funds. Those S106 funds classed as "Received Funds" are agreements from which funds are currently held by the City. As can be seen, these, in combination with TfL funds, have been sufficient to fund all works done so far, plus all works required to complete Gateway 4.

Two funds are identified as having been 'Triggered Funds'. These are funds which the City has not yet received, but are expected imminently (as the developer has implemented their development and is required by the S106 to hand over these funds). As such, all of the funds required to complete Gateway 5 will be in place very soon.

Three funds are classed as 'Received – Amendment to S106 Required'. These refer to funds already held by the City, but which may require an amendment to the S106 (or possibly an exchange of letters with the developer) in order for us to access. Specifically, these are:

- The St Botolphs House fund is specifically set aside for Church works, which we believe are satisfied by the works to be undertaken as part of this project. We are confident, therefore, that these funds will be allocated to this project;
- The Pinnacle fund had previously been allocated to a project, but this project does not look likely to be delivered. It is therefore proposed that these funds be transferred onto a 'live' project; and

- The 5 Broadgate fund is the projected unspent fund after the Sun Street/Appold Street works have been completed.

A series of 'Potential Funds, Awaiting Building Commencement' have also been listed. These are generally S106 agreements associated with developments which have yet to be implemented. Consequently, the S106 funds for these agreements have yet to be received. In order to understand how likely these schemes are to proceed, we have been provided information by CPAT which we have included in Table 4 in Appendix E.

The final category is 'Potential Funds, Awaiting Building Commencement and Amendment to S106'. These are funds for developments which have yet to be implemented. Also, the wording on these funds would require some renegotiation before the funds could be accessed for the Aldgate project.

As can be seen, sufficient funds should exist for us to proceed to Gateway 5, plus a significant proportion of the funds which will be required to construct the scheme. Based upon the information provided by CPAT, it is considered likely that sufficient S106 funds will become available by April '14, which is the proposed Gateway 5 date. In the event that it does not appear likely that all of the funds will be available by April '14, the Gateway 5 report will set out a phasing strategy to deliver the scheme as funds become available.

### **Kiosk**

It is also important to note that there are a number of funding issues specific to the Kiosk.

If the kiosk were to be run as a social enterprise, this would allow the kiosk to be funded via S106/TfL funds. However, the additional revenue costs resulting from the project would have to be met from corresponding revenue savings elsewhere.

If, instead, it was decided to run the kiosk as a commercial venture, it would be possible to utilise the revenues generated by the kiosk to offset the additional revenue costs generated by the Aldgate project. However, we would not be allowed to utilise S106 or TfL funding to cover the capital costs of a commercially operated kiosk. Thus, an alternative capital funding source would have to be found. It may be possible that CIL funding could be utilised; but, if not, then it may be necessary to draw upon City Funds.

A working group has been created to manage the

	<p>development of the kiosk design. It includes representatives of Community and Children’s Services, the City Surveyors, Economic Development from the Town Clerk’s department and key project team members. The group will be chaired by the Project Director. In the event that the conclusion of the working group is that it is appropriate to draw upon City Funds to fund the kiosk, this will be reported to the relevant Committees for decision.</p>
<p><b>21. Affordability</b></p>	
<p><b>22. Procurement approach</b></p>	<p>Transport for London is promoting the use of LoHAC (London Highways Alliance Contract) approved contractors on projects where it is a major funding partner. LoHAC seeks to ensure value, reliability and consistency of scheme delivery across London.</p> <p>The City has engaged with LoHAC, but previous benchmarking exercises to compare costs between our term contractor and the LoHAC contractor have demonstrated our term contractor to be cheaper. It should also be noted that TfL’s term contract is an NEC3 based contract, which would tend to expose the City to more financial risk than our current term contract.</p> <p>With regards to the Aldgate project, TfL has indicated that their contractor will not provide project costings until they have received a detailed design and construction drawings. Given the pace at which this project is progressing, it is essential that a contractor is engaged now; we cannot delay until the detailed design has been completed. Thus, this project will be constructed using our approved term contractor, JB Riney.</p>

**Detailed Options Appraisal Matrix**

## Detailed Options Appraisal Matrix

	<i>Option 1</i>		
<b>23. Brief description</b>	Conversion of gyratory to two-way traffic, extensive public realm enhancement, new kiosk in public square.		
<b>24. Scope and Exclusions (where different to section 3)</b>	N/A		
<b>25. Benefits and strategy for achievement (where different to section 10)</b>	N/A		
<b>26. Programme (where different to section 11)</b>	N/A		
<b>27. Constraints and assumptions (where different to section 12)</b>	N/A		
<b>28. Risk implications (where different to section 13)</b>	N/A		
<b>29. Stakeholders and consultees (where different to section 14)</b>	N/A		



	<i>Option 1</i>		
<b>30. Legal implications (where different to section 15)</b>	N/A		
<b>31. HR implications (where different to section 16)</b>	N/A		
<b>32. Benchmarks or comparative data (where different to section 17)</b>	N/A		

<u>Financial Implications</u>	<i>Option 1</i>		
<b>33. Total Estimated Cost (£)</b>	£16.3m - £17.1m		
<b>34. Anticipated source(s) of project funding (where different to section 18)</b>	N/A		
<b>35. Anticipated phasing of capital expenditure</b>	The phasing, in terms of spend required at different project stages, is set out in Appendix E, Table 5. In the event that all of the S106 funds are not available when required, a phasing strategy will be developed.		

<b>36. Estimated capital value/return (£)</b>	None																													
<b>37. Fund/budget to be credited with capital return</b>	N/A																													
<b>38. Estimated ongoing revenue implications (£)</b>	<p>Based upon information provided by various departments, on-going revenue implications have been estimated. These will be reviewed prior to Gateway 5, particularly with regards to benchmarking against other schemes elsewhere. However, it should be noted that the scale of the public space proposed for Aldgate is of such a scale that it is inevitable that revenue costs will be incurred.</p> <p>It is also worth noting that owing to the desire for the square to be operational on a 7 day per week basis, the amount of cleansing resource required is expected to increase significantly.</p> <p>Costs provided so far are set out below.</p> <table border="1" data-bbox="607 975 1576 1321"> <thead> <tr> <th colspan="3" data-bbox="607 975 1576 1015"><b>Cleansing</b></th> </tr> <tr> <th data-bbox="607 1015 1128 1054"></th> <th data-bbox="1128 1015 1352 1054"><b>Capital</b></th> <th data-bbox="1352 1015 1576 1054"><b>Revenue pa</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="607 1054 1128 1094">Urilifts</td> <td data-bbox="1128 1054 1352 1094">£140,000</td> <td data-bbox="1352 1054 1576 1094">£16,000</td> </tr> <tr> <td data-bbox="607 1094 1128 1126">Big Belly Bin</td> <td data-bbox="1128 1094 1352 1126">£24,000</td> <td data-bbox="1352 1094 1576 1126">£1,000</td> </tr> <tr> <td data-bbox="607 1126 1128 1158">Green Machine Sweeper</td> <td data-bbox="1128 1126 1352 1158">£14,500</td> <td data-bbox="1352 1126 1576 1158">£3,500</td> </tr> <tr> <td data-bbox="607 1158 1128 1198">Staff</td> <td data-bbox="1128 1158 1352 1198">-</td> <td data-bbox="1352 1158 1576 1198">£38,000</td> </tr> <tr> <td data-bbox="607 1198 1128 1238"><b>Cleansing Subtotal</b></td> <td data-bbox="1128 1198 1352 1238"><b>£178,500</b></td> <td data-bbox="1352 1198 1576 1238"><b>£58,500</b></td> </tr> <tr> <td data-bbox="607 1238 1128 1278"></td> <td data-bbox="1128 1238 1352 1278"><i>Less Existing</i></td> <td data-bbox="1352 1238 1576 1278"><i>(£10,000)</i></td> </tr> <tr> <td data-bbox="607 1278 1128 1321"><b>Cleansing Revenue Increase</b></td> <td data-bbox="1128 1278 1352 1321"></td> <td data-bbox="1352 1278 1576 1321"><b>£48,500</b></td> </tr> </tbody> </table>			<b>Cleansing</b>				<b>Capital</b>	<b>Revenue pa</b>	Urilifts	£140,000	£16,000	Big Belly Bin	£24,000	£1,000	Green Machine Sweeper	£14,500	£3,500	Staff	-	£38,000	<b>Cleansing Subtotal</b>	<b>£178,500</b>	<b>£58,500</b>		<i>Less Existing</i>	<i>(£10,000)</i>	<b>Cleansing Revenue Increase</b>		<b>£48,500</b>
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<b>Soft Landscaping</b>		
	<b>Capital</b>	<b>Revenue pa</b>
Proposed Landscaping Costs	£253,771	£103,347
<i>Less Existing</i>		(£34,174)
<b>Landscaping Revenue Increase</b>		<b>£69,174</b>
<b>Public Realm</b>		
	<b>Capital</b>	<b>Revenue pa</b>
Kiosk	£500,000-	unknown
Feature Seating	£1,200,000	-
SUDS	£44,000	-
Planter Wall and Cladding	£20,000	-
Church railings, gate and fountain	£120,000	-
Feature Lighting	£300,000	-
Water Feature	£45,000	£22,400
Drinking Fountains	£300,000	£200
Play Equipment	£22,500	-
Art and Interpretation	£50,000	-
<b>Public Realm Revenue Increase</b>	£75,000	<b>£22,600</b>
<b>Civils Works</b>		
	<b>Capital</b>	<b>Revenue pa</b>
Highways Works	£5,554,216	£19,690
<i>Less Existing</i>	-	(£10,000)

	<table border="1"> <tr> <td colspan="2"><b>Civils Works Revenue Increase</b></td> <td><b>£9,690</b></td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td colspan="3" style="text-align: center;"><b>Street Lighting</b></td> </tr> <tr> <td></td> <td style="text-align: center;"><b>Capital</b></td> <td style="text-align: center;"><b>Revenue pa</b></td> </tr> <tr> <td>Highways</td> <td style="text-align: right;">£121,310</td> <td></td> </tr> <tr> <td>Landscaping &amp; Feature Lighting</td> <td style="text-align: right;">£427,840</td> <td></td> </tr> <tr> <td>Cost pa</td> <td></td> <td style="text-align: right;">£13,388</td> </tr> <tr> <td style="text-align: right;"><i>Less Existing</i></td> <td style="text-align: center;">-</td> <td style="text-align: right;">(£9,000)</td> </tr> <tr> <td colspan="2"><b>Lighting Revenue Increase</b></td> <td><b>£4,388</b></td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td colspan="2"><b>Grand Total</b></td> <td><b>£154,352</b></td> </tr> </table>	<b>Civils Works Revenue Increase</b>		<b>£9,690</b>				<b>Street Lighting</b>				<b>Capital</b>	<b>Revenue pa</b>	Highways	£121,310		Landscaping & Feature Lighting	£427,840		Cost pa		£13,388	<i>Less Existing</i>	-	(£9,000)	<b>Lighting Revenue Increase</b>		<b>£4,388</b>				<b>Grand Total</b>		<b>£154,352</b>		
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<b>39. Source of ongoing revenue funding</b>	As the revenue funding strategy will depend upon the how the Kiosk is funded, this has yet to be agreed. Either way, this must be met by either Kiosk revenues or through compensatory revenue savings.																																			
<b>40. Fund/budget to be credited with income/savings</b>	This will also depend upon the funding/operational model for the kiosk.																																			
<b>41. Anticipated life</b>																																				
<b>42. Investment Appraisal</b>																																				
<b>43. Affordability (where different to section 19)</b>																																				
<b>44. Proposed procurement</b>	N/A																																			

<b>approach (where different to section 20)</b>			
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<b>45. <u>Recommendation</u></b>			
<b>46. Reasons</b>	<p>As presented in the Core Strategy Policy, this area is in need of transformational change to improve the amenity of residents, workers and visitors. Removing barriers to movement and creating a safer environment are key to unlocking further investment in the area.</p> <p>The TfL Major Scheme Bid and joint design work, involving local stakeholders, will be largely wasted if the scheme does not go ahead.</p>		

**Appendices**

<b>Appendix A</b>	Governance Structure
<b>Appendix B</b>	Highways Layout – Design & Commentary
<b>Appendix C</b>	Proposed Public Realm – Design and Commentary
<b>Appendix D</b>	Capital Costs and Funding
<b>Appendix E</b>	Public Realm Capital and Revenue Costs

**Contact**

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## Appendix A

# ALDGATE – HIGHWAY CHANGES AND PUBLIC REALM PROJECT

## MILESTONE PROJECT UPDATE EVENT

STEVE PRESLAND: PROJECT EXECUTIVE

Strategic influence

Invite: Members, Businesses, CoL Directors, LBTH Politicians, TfL Directors

## PROJECT BOARD

IAIN SIMMONS: PROJECT DIRECTOR / CHAIRMAN (CoL)

- Meet every eight weeks
- Agree programme and milestones
- Agree roles & responsibilities
- Make strategic decisions - decide overall direction and management of the project

- Agree Terms of Reference and Desired Outcomes Commit project resources and dedicate time to the project meetings
- Maintain a proactive approach to the project
- Authority to decide for their individual organisation

- Victor Callister (Assistant Director Environmental Enhancement CoL)
- Bron Plaskowski (TfL Borough Projects and Programmes)
- Edward Moody (Minerva Ltd Developer)
- Chris Horton (LBTH Strategic Planning)
- Roger Adams (CoL City Surveyors)

- Sarah Whitehorn (CoL Project Manager)
- Alan Rickwood (Police Representative)
- Iggy Falcon (Town Clerk's Officer CoL)
- Ian Hughes (Assistant Highways Director CoL)
- Neal Hounsell (Community & Children's Service CoL)
- Martin Rodman (Superintendent Open Spaces CoL)

- Sean Jordan (CPAT CoL)
- Julie Smith (Head of Finance CoL)
- Roger Pye (Forward Planning TfL)
- Fergus McGhee (London Buses TfL)
- John Cadman (LU TfL)
- Ed Boatman (TfL Better Junctions)

### POLICE REVIEW GROUP

- British Transport Police
- CoL Traffic Management
- CoL Crime Prevention Design Team
- CoL Traffic and Environment Zone
- Metropolitan Police

### OPEN SPACES REVIEW GROUP

- Chairman and Deputy Chairman of Open Spaces Committee
- Director of Open Spaces, Sue Ireland
- Superintendent of Open Spaces, Martin Rodman.

London Fire Brigade  
Ambulance Service

Project Manager reports to Project Board & Review Groups

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## PROJECT DELIVERY TEAM

SARAH WHITEHORN: PROJECT MANAGER / CHAIRMAN

- Meet monthly
- Derive design to be presented to the board
- Day to day management of the Project
- Report writing / gain approval
- Implement Board Decisions
- Monitor and control development of the project (i.e. programme and budget)
- Promote and maintain focus on desired project outcome

Interim - PM  
Comms Manager

SARAH WHITEHORN  
Project Manager

MICHELLE NEWELL  
Comms Officer / Project support

- Ben Manku
- Jon Wallace
- Anna Simpson
- Olu Obisesan
- Kristian Turner
- Bradley Viljoen
- Jonathan Russell
- Melanie Charalambous
- Maxime Tomas

## PROJECT DECISION STRUCTURE

Member's approval

Design and information agreed to be presented to Members for approval

Derive design based on information gathered from working groups to be presented to the board.

Working group updates reported to project delivery team by Project Manager.

## WORKING GROUPS

SARAH WHITEHORN: PROJECT MANAGER / CHAIRMAN FOR ALL GROUPS TO COORDINATE INFORMATION SHARE AND MANAGE ANY PROGRAMME OR BUDGET SLIP / ISSUES

Subways/Structures

Kiosk

Environment

Public Realm:  
Group meet monthly

Developments /  
Planning

TfL Business Case

Construction and  
TM Phasing

Utilities and Development  
Planning

Traffic and  
Environment Zone

Movement: Modelling, Cycling, Pedestrians, Buses

Aldgate Experiments



## Appendix B



## **Further Information on Highway Changes**

### **Existing Highway Situation**

The existing road network in the Aldgate and Tower Hill areas are formed of highly trafficked one way streets between Tower Hill and Liverpool Street. The main gyratory at Aldgate was built in the 1960's in a time where the priority was for the movement of traffic and subways were constructed for pedestrians.

Aldgate is the eastern gateway to the City with the Inner Ring Road running along Mansell Street and Whitechapel High Street. The main streets within the Aldgate Project area are Aldgate High Street, Duke's Place, Houndsditch, Jewry Street, Mansell Street, Middlesex Street, Minories, St. Botolph Street and Whitechapel High Street. The City is the Highway Authority for most of these streets, with the exception of Mansell Street and Whitechapel High Street which are TfL roads.

The highway is used for numerous functions typical of a busy street in the City, with high volumes of vehicles and pedestrians, loading demands, bus stops and shop front activity. Both Aldgate Underground Station and Aldgate Bus Station are located within the gyratory area and Aldgate also serves as a stopping location for morning Commuter Coach Services.

Cycle Superhighway Route 2 starts and ends on Whitechapel High Street at the City boundary.

### **Proposed scheme**

The scheme proposes to change the operation of the Aldgate High Street / St. Botolph Street / Middlesex Street gyratory into a two-way system which will enable the closure of the western side of the gyratory between Sir John Cass's Foundation Primary School and St. Botolph Without Aldgate Church. A new, high quality public space will be created in this location that will greatly enhance the public realm in the Aldgate area. The Highway changes will result in a narrowing of the carriageway width with commensurate increases in footway width.

Aldgate High Street will become a more traditional high street location with two-way traffic flows, bus stops located in the vicinity of the underground station and direct pedestrian crossing points into the public square and station. A double pedestrian crossing (similar to the one on St Paul's Church Yard) will be provided to cross Aldgate High Street between the southern footway and the new square.

Aldgate High Street will be the primary focus for cycling improvements based on the results of innovative trial layouts designed to deliver safe and separated space for cyclists. These trials will be developed to create a more comfortable environment on Aldgate High Street for cyclists, the principles of which are safety, directness, coherence, comfort, attractiveness and adaptability.

St. Botolph Street will become a two way street with one traffic lane in each direction with an additional bus stop and the street realigned to link to Duke's Place around the new public square. Two metre wide advisory cycle lanes are to be provided on both sides of the street.

It is proposed that a section of Middlesex Street to the north of St. Botolph Street will be closed to motorised traffic south of New Goulston Street. Cyclists will still be able

to use this link to provide access to St. Botolph Street. At the junction of Aldgate High Street and Middlesex Street, the Traffic Enforcement Zone (TEZ) control point will be relocated from Duke's Place onto Middlesex Street between Aldgate High Street and St. Botolph Street. A 1.5m segregated cycle lane will be provided for cyclists to bypass the chicane, turning into a 2.0m advisory cycle lane as the road turns into St. Botolph Street.

The traffic signals at the junction of Aldgate High Street with Jewry Street will be maintained and linked with the double crossing on Aldgate High Street. The existing cycle contra-flow on Jewry Street will be retained and improved and a two-way facility will be introduced near the junction for northbound cyclists to cross Aldgate High Street to the square in parallel with the pedestrian crossing.

Minories, which is currently one-way southbound, will be made two-way with priority control at the junction with Aldgate High Street. This provides improved access for traffic to Minories, and is in keeping with the rest of the scheme in that it replaces a multi-lane one-way carriageway with a single lane two-way carriageway. It is proposed that there will be no right-turn into or out of the northern end of Minories. A removable traffic island will provide a physical barrier to undertaking these movements. A zebra crossing will be introduced to the north of the bus station entrance.

It is proposed that the length of Minories be treated with a similar public realm approach to that taken for Cheapside with footways widened to cater for increasing pedestrian demands. Due to the location of utilities and the need to provide loading facilities, it is proposed that the western footway is widened and the carriageway narrowed to eight metres with shared use parking/loading bays on the footway on the western side of the road. At peak times parking and loading on the eastern side of the road would be restricted, allowing for free flowing traffic conditions northbound and southbound. Between Aldgate High Street and the bus station entrance it will be necessary to restrict peak time loading activity except for one inset bay that is to be provided on the western footway. The loading restrictions are required so that southbound traffic can progress without blocking back to Aldgate High Street as there will be a traffic queue in the northbound direction in the AM peak preventing southbound traffic from overtaking loading vehicles.

The Minories junction with Goodman's Yard will be altered to allow traffic northbound access to Minories.

Pedestrian crossings will be shortened throughout the scheme where possible and broadened in consideration of expected levels of demand. All of the existing pedestrian subways are to be closed and sealed off with at grade surface crossings provided.

The left-turn for northbound traffic from Mansell Street onto Aldgate High Street will be prohibited. This allows the introduction of a straight across pedestrian crossing on Aldgate High Street. Traffic that currently uses Mansell Street to turn left to access Leadenhall St or Fenchurch St will be able to use Minories northbound.

The layout of the Aldgate High Street / Mansell Street / Middlesex Street / Whitechapel High Street junction has been realigned to account for the new traffic movements. Footways will be widened and it will have a pedestrian crossing on each arm. Straightover crossings will be provided on the Mansell Street and Aldgate High Street arms, with staggered crossings on Middlesex Street and Whitechapel High Street. This is a key junction on the Inner Ring Road.

### **Minories Highway Changes**

Minories is currently a nine metre wide one way street for southbound traffic with parking bays on the western side of the road, bus stops on the eastern side of the road and kerbside loading on both sides of the road.

One of the key requirements of the project is to remove the gyratory whilst at the same time allowing for the existing traffic flows without causing additional traffic congestion. Re-introducing two-way traffic increases the number of turning movements to be accommodated at the Mansell Street junction with Aldgate High Street. There is a finite amount of time in each traffic signal cycle that needs to be attributed to each movement, as well as allowing sufficient time between each stage so that movements are not in conflict. Prohibiting the left turn from Mansell Street reduces the total number of movements and allows the junction to operate smoothly for the existing level of traffic.

As a result it is necessary for roads such as Middlesex Street, St. Botolph Street and Minories to “work harder” to compensate.

In the proposed design, Minories is to be two way for traffic so that traffic entering the City can turn left from Minories into Aldgate High Street. This saves a certain amount of traffic that allows the left turn from Mansell Street onto Aldgate High Street to be removed. As turning traffic generally slows to turn, the resulting “ahead” lane from Mansell Street to Middlesex Street is able to flow at a constant rate.

In the morning (AM) peak the longest traffic queue is in the northbound direction with a maximum queue length of ~70m of vehicles waiting to turn left from Minories into Aldgate High Street. With this queue of traffic, it will be necessary to restrict loading activity between the bus station entrance and Aldgate High Street as any kerbside activity would block northbound traffic and prevent southbound traffic from overtaking and cause traffic to back up back onto Aldgate High Street.

## Appendix C







## **Aldgate Public Realm proposals**

### **Overview and objectives**

The main objective of the project is to deliver transformational change in the Aldgate area and a major part of this change is improvements to the public realm.

The Aldgate area currently has a poor standard public realm, with streets dominated by traffic and very little greenery or public space. Guard railing is prevalent throughout the area and creates barriers to movement. People generally do not use the existing subways under the gyratory which feel enclosed and are perceived to be unsafe and attract rough sleepers, litter and antisocial behaviour. There are an increasing number of pedestrians in this area and it is necessary that the streets and spaces are adapted to accommodate these additional demands.

The main objectives for the public realm changes were set out in the Gateway 3 report and are summarised as follows:

- i. To create attractive, inviting and comfortable spaces that are destinations in their own right. The spaces must feel public with a consistent, joined-up feel that lifts the quality of the area. Account must be taken of the needs of the variety of users from the community, including children and parents, workers, residents and visitors that will be using the spaces at different times of the day;
- ii. To add greenery to the spaces with a variety of planting including trees, planting beds and lawn areas. There is a strong desire for greenery to be introduced in order to promote biodiversity, improve local air quality and mitigate the urban heat island effect;
- iii. To incorporate sustainable urban drainage (SUDs) into the design as appropriate. There is considerable potential in this area for SUDs which will 'future-proof' the area against flood risk and promote the re-use of rainwater;
- iv. To enliven and activate the spaces. This could include several aspects including a retail kiosk or suitable use to encourage activity and draw people in, encouraging play or providing space for events, art or cultural activities;
- v. To ensure that users of the area feel safe and it is designed to limit opportunities for anti-social behaviour, taking into account the evening and night-time use of the area and the impact of the night-time economy which is increasingly active;

- vi. To better connect the spaces and ensure that walking routes and desire lines are taken into account, particularly routes to and from the school, stations and building entrances and the route between Mansell Street and Middlesex Street estates. The design must also respond appropriately to its surroundings, taking account of listed buildings, archaeology and uses;
- vii. To have regard to road safety, limit conflict between pedestrians and cyclists and take account of cyclists' movement through the spaces;
- viii. To ensure that the streets and spaces are accessible for all users. Walking routes should be comfortable and easy to navigate and steps should be avoided. Seating areas will include seats with backs and arm-rests that are suitable for disabled people;
- ix. To consider the re-use of the redundant subways. These have great potential for re-use for a variety of functions including SUDs, storage or other activities; and
- x. To ensure that the design is developed with maintenance in mind in terms of materials and longevity, and accords with the City's street scene manual.

### **New Public Square proposals**

The main public realm enhancement involves the creation of a new square between St Botolph without Aldgate and Sir John Cass's Foundation Primary School, facilitated by the removal of the gyratory.

The square will include a central oval space, with trees, planting and seating around it. The boundary with the church has been softened to form a church garden with delicate planting and small scale play equipment aimed at younger children. It has been designed as a series of 'rooms', separated by low hedges, lawns and winding paths. This church garden space is proposed to be enclosed by railings with lockable gates that prevent it being used at night by rough sleepers or for antisocial behaviour which has been highlighted through the consultation as an issue in the wider area.

On the western side of the square, a wide footway with trees has been provided adjacent to the school. The paving design has been developed to reflect the façade of the listed school building and link it with the square. There is also a desire for some informal play equipment and seating to be installed in this area.

A two-way cycle route is proposed north-south through the square. It will be adjacent to the wide western footway and will be segregated by kerbs with planting and seats providing further separation from the footways. Three mini zebra crossings are proposed at intervals across the cycle lane to ensure that

pedestrians can cross it comfortably and safely, which is particularly important given its proximity to the school. It is proposed that the larger central zebra crossing will be patrolled by a school crossing patrol officer during the school start and finish times until the project embeds or for as long as required.

Following comments received during the public consultation, the design has been adapted to include a lawn in the centre of the square instead of the previously proposed fully paved space. This means that the planned water feature, which was also a popular feature during the consultation, has been adapted to make it smaller and it has been relocated to the northern paved section of the central space.

A kiosk is planned to enliven the space and provide surveillance. This will house a café, possibly with a social enterprise element and will incorporate publically accessible toilets (including a disabled access toilet) that will be operated by the café as part of the community toilet scheme. The café will be open 7 days a week and will also manage the moveable tables and chairs that are to be positioned in the square.

### **Public Realm proposals across the wider area**

The proposals for the wider area have been developed to create a consistent and easy to navigate street environment that is attractive and accessible for all.

#### ***Middlesex Street***

Middlesex Street forms the eastern edge of the improvement works. There is significant potential here to introduce trees and planting, particularly in the redundant subway ramps. Some seating is also planned along with lighting improvements. The design and materials of this area reflect the design of the main new space to the west of the church, to create a consistent public realm.

#### ***Aldgate High Street***

The aim is for Aldgate High Street to become a smart High Street with York stone paving on the footways and large street trees where underground conditions allow. The street will also be better connected to Whitechapel High Street to the east which will create a more joined up feel. Unnecessary street clutter will be removed and street furniture rationalised to create an attractive City Street. Footways will be widened to create more space for the increasing number of pedestrians that use this area. Footways will also have to cater for pedestrians waiting to cross or board buses and loading activities

### ***St Botolph Street***

St Botolph Street will be better connected with fewer barriers to movement. The footways will be primarily paved in York stone to create a consistent feel with the wider area, except for a small section over the bridge deck that will be finished in mastic asphalt. Street trees will be planted where feasible and lighting will be enhanced.

### ***Minories***

Minories lies above a shallow tube tunnel and so there is no scope for tree planting in this street. The footways here are already predominantly paved in York stone which will be renewed where necessary. Unnecessary street clutter will also be removed to create a simple streetscape.

### ***Connecting Routes/Lighting***

Connecting routes such as St Botolph Row, the subway ramp between Aldgate Station and Aldgate House and the northern section of Little Somerset Street, will be enhanced to ensure that consistent, accessible and better connected routes are created. A lighting strategy has been developed for the area that includes the installation of new building-mounted led light fittings, with occasional columns of a matching style where building-mounted units are not feasible. Feature lighting will also be introduced in the form of uplighters to trees and within alleyways.

## Appendix D

## APPENDIX D

### Capital and Revenue

Note that all capital costs exclude contingencies, KPIs etc.

Cleansing		
	Capital	Revenue pa
Urilifts	£140,000	£16,000
Big Belly Bin	£24,000	£1,000
Green Machine Sweeper	£14,500	£3,500
Staff	-	£38,000
<b>Cleansing Subtotal</b>	<b>£178,500</b>	<b>£58,500</b>
	<i>Less Existing</i>	-
		£10,000
<b>Cleansing Cost increase</b>	<b>£178,500</b>	<b>£48,500</b>
Soft Landscaping		
	Capital	Revenue pa
Proposed Landscaping Costs	£253,771	£103,347
	<i>Less Existing</i>	-
		£34,174
<b>Landscaping Cost</b>	<b>£253,771</b>	<b>£69,174</b>
Public Realm		
	Capital	Revenue pa
Kiosk	£500,000-	unknown
£1,200,000		
Feature Seating	£44,000	-
SUDS	£20,000	-
Planter Wall and Cladding	£120,000	-
Church railings, gate and fountain	£300,000	-
Feature Lighting	£45,000	
Water Feature	£300,000	£22,400
Drinking Fountains	£22,500	£200
Play Equipment	£50,000	
Art and Interpretation	£75,000	-
<b>Public Realm Total</b>		<b>£22,600</b>
Civils Works		
	Capital	Revenue pa
Highways Works	£5,554,216	£19,690
	<i>Less Existing</i>	-
		£10,000
<b>Civils Cost</b>	<b>£5,554,216</b>	<b>£9,690</b>
Street Lighting		
	Capital	Revenue pa
Highways	£121,310	
Landscaping & Feature Lighting	£427,840	
Cost pa		£13,388
	<i>Less Existing</i>	-
		£9,000
<b>Street Lighting Cost</b>	<b>£121,310</b>	<b>£4,388</b>
<b>Grand Total</b>		<b>£154,352</b>

## Appendix E

## APPENDIX E

### Capital Costs & Funding Summary

Table 1. Forecast Costs to September '13

Fees	996,000
Staff	453,000
Experiments	54,000
<b>Total</b>	<b>1,503,000</b>

Table 2. Forecast Cost to Gateway 5

Fees	1,080,986
Staff (DBE)	444,000
Staff Open Spaces	11,000
<b>Total</b>	<b>1,535,986</b>

Table 3. Forecast Construction and Total Cost

	Option 1	
	Low Estimate	High Estimate
Works	10,046,283	10,746,283
Contingency	2,493,634	2,563,634
Management (staff)	450,000	450,000
Supervision (staff)	289,000	289,000
<b>Total To Build</b>	<b>13,278,917</b>	<b>14,048,917</b>
Expenditure to G5	3,038,986	3,038,986
<b>Overall Project Cost</b>	<b>16,317,903</b>	<b>17,087,903</b>

Table 4. Funding Requirement

Source	Total Available £'000	Funding Requirement £'000			
		To September '13	Gateway 5	Construction	TOTAL
<b>Received Funds</b>					
TfL LIP Major Scheme allocation 2011/12 & 2012/13	579	579			579
TfL LIP Major Scheme allocation 2013/14	320	320			320
TfL LIP Major Scheme bid Step 2 Submission	7,101			7,101	7,101
S106 – Heron Transportation Improvements Payment & Uplift	138	138			138
S278 – Heron Tower	350	350			350
S106 – St Botolphs House Minerva Transport	28	20	8		28
S106 – St Botolphs House Minerva LCE	1,148	96	1,052		1,148
S106 – 6 Bevis Marks Transport 09/00450/FULMAJ	102		102		102
S106 – 122 Leadenhall	50		50		50
<b>Triggered Funds (invoice raised but not received yet)</b>					
S278 – Heron Tower Highway works (S&W Feb 2013)	396		232	164	396
S106 Mitre Square LCE 10/00371/FULMAJ	92		92		92
<b>Received Funds - Amendment to S106 Required</b>					
S106 – St Botolphs House Minerva LCE	200			200	200
S106 - Pinnacle	651			651	651
S106 - 5 Broadgate	900			900	900
<b>Potential Funds, Awaiting Building Commencement</b>					
S106 – 120 Fenchurch Transportation 11/00854/FULEIA	387			387	387
S106 – 100 Bishopsgate Transportation 11/00332/FULEIA	2,502			2,502	2,502
S106 Mitre Square Transport 10/00371/FULMAJ	260			260	260
S106 – 60-70 St Mary Axe Transportation 08/00739/FULEIA	318			318	318
S106 – 60-70 St Mary Axe LCEIW 08/00739/FULEIA	663			663	663
S106 – 52 Lime Street etc Transport 12/00870/FULEIA	399			399	399
S278 – Heron Plaza deferred improvement works	320			320	320
<b>Potential Funds, Awaiting Building Commencement &amp; Amendment to S106</b>					
S106 – 120 Fenchurch LCEIW 11/00854/FULEIA	1,290			1,290	1,290
S106 – 60-70 St Mary Axe LCEIW 08/00739/FULEIA	230			230	230
S106 – 52 Lime Street etc LCE 12/00870/FULEIA	1,330			1,330	1,330
S106 Mitre Square LCE 10/00371/FULMAJ	729			729	729
<b>Total Available</b>		<b>1,503</b>	<b>1,536</b>	<b>17,444</b>	<b>20,483</b>
<b>Funding Required By Stage (Low Estimate)</b>		<b>1,503</b>	<b>1,536</b>	<b>13,279</b>	<b>16,318</b>
<b>Funding Required By Stage (High Estimate)</b>		<b>1,503</b>	<b>1,536</b>	<b>14,049</b>	<b>17,088</b>



**Table 5. Status of Potential Developments**

Agreement	Comment from CPAT
S106 – 120 Fenchurch Transportation 11/00854/FULEIA	Consented, but not commenced
S106 – 120 Fenchurch LCEIW 11/00854/FULEIA	
S106 – 100 Bishopsgate Transportation 11/00332/FULEIA	Site cleared, awaiting pre-let.
S106 – 100 Bishopsgate LCE 11/00332/FULEIA	
S106 – 60-70 St Mary Axe Transportation 08/00739/FULEIA	Consented but not commenced
S106 – 60-70 St Mary Axe LCEIW 08/00739/FULEIA	
S106 – 52 Lime Street etc Transport 12/00870/FULEIA	About to start site clearance. Occupier-led scheme, likely to go to construction soon.
S106 – 52 Lime Street etc LCE 12/00870/FULEIA	
S278 – Heron Plaza deferred improvement works (£80K pa * assumed 4 years worth) (S&W Feb 2013)	Site cleared, awaiting pre-let.
S106 Mitre Square LCE 10/00371/FULMAJ	
S106 Mitre Square Transport 10/00371/FULMAJ	Site clearance underway.

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