

Committees:	Dates:	Item no.
Projects Sub-Committee	10/10/2018	
Streets and Walkways Sub-Committee	23/10/2018	
Subject: 52-54 Lime Street S278 highway improvements (Phase 1) / Leadenhall Street pedestrian crossing (Phase 2)	Gateway 5 Authority to Start Work	Public
Report of: Director of the Built Environment		For Decision

Summary

Dashboard

- Project status:
 - Phase 1 – Green
 - Phase 2 – Amber
- Timeline:
 - Phase 1 – construction nearing completion (anticipated finish Nov 2018)
 - Phase 2 – due to start on site Dec 2018
- Spend to date:
 - Pre-evaluation budget: £132,579 of approved of £356,712
 - Phase 1 construction – £203,575 of approved of £248,576
- Estimated cost of construction (Phase 2): £520,284
- Total estimated cost (Phases 1 & 2): £1,125,572
- Overall project risk:
 - Phase 1 – Green
 - Phase 2 – Amber

Progress to date since previous gateway

In July 2017, the Streets and Walkways and Projects Sub-Committees considered an Issue Report and gave approval to combine the 52-54 Lime Street S278 highway works (Phase 1) and the Leadenhall Street pedestrian crossing project (Phase 2), and to delegate Gateway 5 approval to the chief officer.

Due to uncertainties around funding for the pedestrian crossing works and the need to progress the S278 highway works, the Gateway 5 Report for Phase 1 was issued separately, and subsequently approved by the Chief Officer in January 2018. These works are now nearing completion.

A funding source for the implementation has since been identified, with the developer of the 52-54 Lime Street development agreeing that a portion of the Local Community Facilities and Environmental Improvement Works (LCFEIW) payment, paid under the Section 106 agreement, be used for this purpose. Evaluation and design of the pedestrian crossing have now also been completed.

This Gateway 5 report therefore focuses on the pedestrian crossing (Phase 2).

Recommendations

- Approve the use of the underspend and unallocated monies from the Phase 1 & 2 pre-evaluation funds for the purposes of implementing the crossing
- Approve the allocation of a sum of £432,926 from the LCFEIW payment of the Section 106 agreement for 52-54 Lime Street, to the Phase 2 works
- Note that any monies remaining of the LCFEIW payment be allocated towards the provision of local facilities and the environment in accordance with the agreement
- Approve the Phase 2 implementation budget setup, as set out in Table 3 of Appendix 2
- Approve Phase 2 design proposal and grant authority to start work

Main Report

1. Design summary	<p>The design for the pedestrian crossing has been developed in close partnership with Transport for London (TfL). The design is shown in the general arrangement plan included in Appendix 1 and can be summarised as:</p> <ol style="list-style-type: none"> 1. Widening of raised table to form a level crossing surface between Lime Street and St Mary Axe, finished in asphalt 2. Installation of new signals, including associated ducting 3. New kerbs and footway paving in high quality Yorkstone, as well as tactile paving at crossing points 4. Relocation of motorcycle bay on St Mary Axe (further north) to accommodate the enlarged raised table
2. Delivery team	<p>City Transportation will project manage the works. The City's Highways term contractor (JB Riney) will implement the works, with TfL's specialist contractor installing the signals.</p>
3. Programme and key dates	<ul style="list-style-type: none"> • Civils and Utilities construction work – start January 2019 (until June 2019) • Project close-out – August 2019
4. Outstanding risks	<ul style="list-style-type: none"> • Construction start delayed as a result of receiving final designs and estimates from third party (TfL) in a timely manner • Construction start delayed as a result of surrounding developments, e.g. coordination of road closures
5. Budget	<ol style="list-style-type: none"> 1. Appendix 2 provides a breakdown of the project budget, including (total) spend to date as well as the proposed implementation budget for Phase 2. 2. Design and evaluation fees have previously been paid by the developer and a sum of £87,358 remains (i.e. underspend). It is proposed to use this underspend towards implementation of Phase 2 – see Table 4 of Appendix 2. 3. The remaining 'gap' is to be funded through the 52-54 Lime Street S106 LCFEIW payment, an amount of £432,926 – see Table 4 of Appendix 2. <p>Note that through internal consultation, it has been advised that this report does not need to go to Resources Allocation Sub-Committee for approval as the monies paid under the S106 is restricted for use within the immediate area of the building and therefore further approval for its allocation is not required.</p>
6. Success criteria	<ol style="list-style-type: none"> 1. Meeting the City's requirements for appearance and function of the highway. 2. Introduce a scheme that benefits the public by providing a safer crossing for pedestrians. 3. Help contribute to the delivery of a better walking environment in the City's insurance district.
7. Progress reporting	<p>Monthly updates to be provided via Project Vision and any project changes will be sought by exception via Issue Report to Spending and Projects Sub Committees</p>

Appendices

Appendix 1	General Arrangement Plan
Appendix 2	Finance Table – Project Budget

Contact

Report Author	Aldo Strydom
Email Address	aldo.strydom@cityoflondon.gov.uk
Telephone Number	020 7332 1539

Project Coversheet

[1] Ownership

Unique Project Identifier: 11552 **Report Date:** 17-09-2018
Core Project Name: Leadenhall Street/St Mary Axe junction, pedestrian crossing
Programme Affiliation: Eastern City Cluster (if applicable)
Project Manager: Aldo Strydom
Next Gateway to be passed: Gateway 5

[2] Project Brief

NOTE: While mention of other related projects are made, most notably the highways changes (section 278 works) for 52–54 Lime Street, this Project Coversheet deals primarily with the pedestrian crossing works.

Project Mission statement: The concept of an enlarged pedestrian crossing on Leadenhall Street at its junction with Lime Street and St. Mary Axe was approved by Members in November 2012. However, the introduction of the crossing has been delayed due to the implementation of the development at 52-54 Lime Street (the Scalpel) and a temporary crossing has been in place since 2015 at this junction.

With the Scalpel now approaching completion, the opportunity to progress a large signalised crossing has resurfaced. The crossing is in conformity with the emerging Area Strategy for the Eastern City Cluster and forms the key location for people to cross Leadenhall Street and will require little or no modification as the physical changes contained within the Strategy begin to emerge on street.

Definition of need: Previous to the Scalpel development, a signalised pedestrian crossing was located on Leadenhall Street, east of St. Mary Axe. This was poorly used as it did not support pedestrian desire lines, which resulted in the crossing being ignored and dangerous informal crossing movements occurring along Leadenhall Street. Collision data analysis carried out in 2012 showed that 23 personal injury accidents occurred along Leadenhall Street over a 36-month period to December 2011. 14 of those involved pedestrians and at the time, the Leadenhall Street/St. Mary Axe/Lime Street junction was the sixth most dangerous junction on the City's highway network. The deficiencies of this pedestrian crossing were the second most cited concern in the Eastern City Cluster Area Strategy public consultation exercise conducted in September 2010 and has historically been a regularly raised issue by local businesses and ward members.

Further analysis undertaken in 2012 showed that approximately 6,000 pedestrians crossed in both directions at the intersection during each of the three-hour morning and evening peaks. Since this time the Leadenhall building, at 122 Leadenhall Street, has been completed and as a result the number of pedestrians crossing in this vicinity has significantly increased. These figures are expected to continue to grow upon completion of other developments in the area, notably the Scalpel immediately adjacent to the crossing. In addition, with the opening of Crossrail in 2019, pedestrian movements are set to further increase in the Eastern City Cluster area, including at this junction. As such, a wider crossing is required to accommodate safe movement of people.

Key measures of success:

- 1) Reduction in pedestrian collisions (compared to pre-2012 levels)
- 2) Meeting the expectations and needs of businesses and developers
- 3) Working in partnership with TfL to deliver an upgraded pedestrian facility

[3] Highlights

Finance: – the table below is a snapshot of the combined Phase 1 & 2 project. Please see finance tables in accompanying G5 report for a detailed breakdown.

Total anticipated cost to deliver [£]: 1,038,214

Total anticipated on-going commitment post-delivery [£]: n/a

Programme Affiliation [£]: n/a

[A] Budget Approved to Date*	[B] New Financial Requests	[C] New Budget Total (Post approval)
605,288	432,926	1,038,214
[D] Previous Total Estimated Cost of Project	[E] New Total Estimated Cost of Project	[F] Variance in Total Estimated Cost of Project (since last report)
1,103,886	1,038,214	-65,672
[G] Spend to Date	[H] Anticipated future budget requests	
474,938	0	

Headline Financial changes:

Since 'Project Proposal' (G2) report:

◀▶ n/a – no cost estimates were included at the G2 stage

Since 'Options Appraisal and Design' (G3-4) report:

▼ The estimated construction costs (recommended option) totalled £538,000 as stated in the G3 Report (November 2012). The detailed design has been further refined and cost estimates for implementation has been revised down to £520,284.

Since 'Authority to start Work' (G5) report:

◀▶ n/a – G5 report not yet submitted

Project Status:

Overall RAG rating: Amber

Previous RAG rating: Amber

[4] Member Decisions and Delegated Authority

- November 2012 – Streets & Walkways and Projects Sub-Committees approved Gateway 3 report recommending introduction of large signalised pedestrian crossing on Leadenhall Street at its junction with Lime Street and St. Mary Axe.
- May 2015 – Streets & Walkways Sub-Committee approved Issues Report that discussed delaying the pedestrian crossing as a result of the Scalpel development at 52-54 Lime Street. The developer made a £70,000 compensation payment to the City to meet any additional costs in implementing the crossing as a result from the delay. The Section 106 contribution from the 122 Leadenhall Street development, previously earmarked as a source of funding for the crossing, was reallocated to the Aldgate Gyratory project and it was therefore also noted that the crossing be delivered after completion of the Scalpel subject to further funding being identified.
- July 2017 – Streets & Walkways Sub-Committee approved Issues Report that sought to combine the pedestrian crossing project with the 52-54 Lime Street Section 278 Highway Works.
- Due to a delay in securing funding for the new crossing, and the need to progress the highway works to accommodate the Scalpel, the 52-54 Lime Street Section 278 Highway Works was progressed to Gateway 5 separately and approved by the chief officer, under delegated authority, in January 2018.

[5] Narrative and change

Date and type of last report:

Issues Report, Phase 1 & 2 (July 2017)

Gateway 5 Report, Phase 1 (December 2017)

Key headline updates and change since last report:

The City has identified a funding source for the pedestrian crossing works. At a meeting held in April 2018, the developer of the Scalpel agreed that their Local Community Facilities and Environmental Improvement Works (LCFEIW) payment, paid under the Section 106 agreement, be used for the purposes of constructing the pedestrian crossing with the remaining monies allocated to Aldgate or the Eastern City Cluster area in general, as the City sees fit.

Headline Scope/Design changes, reasons why, impact of change:

Since 'Project Proposal' (G2) report:

G3 Options Report (November 2012) approved, that recommended a large signalised pedestrian crossing on Leadenhall Street at its junction with Lime Street and St Mary Axe.

Since 'Options Appraisal and Design' (G3-4 report):

Issues Report (May 2015) approved that recommended delaying the pedestrian crossing implementation due to the Scalpel development. Original S106 funding earmarked for the crossing reallocated.

Issues Report (July 2017) approved to combine the 52-54 Lime Street S278 highway works and the Leadenhall Street pedestrian crossing project, and also to delegate Gateway 5 approval to the chief officer.

Gateway 5 Report (December 2017) approved to progress implementation of Phase 1 works.

Since 'Authority to Start Work' (G5) report:

Phase 1 – construction nearing completion

Phase 2 – n/a

Timetable and Milestones:

Expected timeframe for the project delivery: Jan 2019 – Jun 2019

Milestones:

1) Gateway 5 approved – October 2018

2) Start construction – January 2019

3) End construction – June 2019

Are we on track for this stage of the project against the plan/major milestones? Y

Are we on track for completing the project against the expected timeframe for project delivery? Y

Risks and Issues

Top 3 risks:

<i>Reputational risk</i>	<i>Damage to the City's reputation in delivering a committed project</i>
<i>Project cancelled</i>	<i>Project not funded and cancelled as a result and £70,000 compensation returned to developer</i>
<i>Inability to cope with future growth</i>	<i>Current crossing unable to cope with pedestrian levels, also resulting in increase in pedestrian collisions</i>

See 'risk register template' for full explanation.

Top 3 issues realised

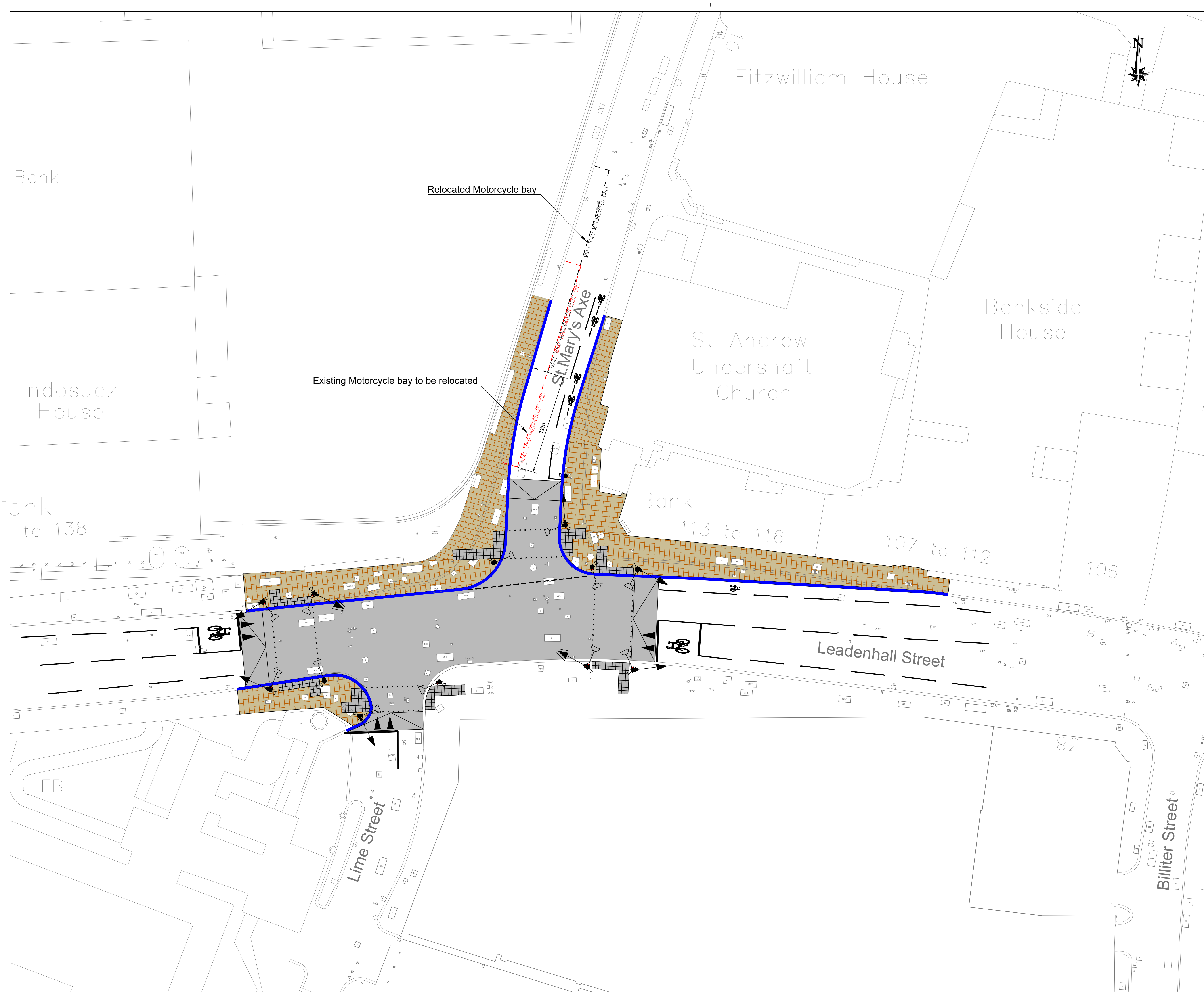
<i>Issue Description</i>	<i>Impact and action taken</i>	<i>Realised Cost</i>
<i>Reallocation of earmarked funding</i>	<i>Risk of project being cancelled. Alternative funding source identified and being addressed through this Issue Report</i>	<i>As described in finance tables</i>
<i>Implementation delayed (due to Scalpel development)</i>	<i>Pedestrians impacted negatively. Compensation payment of £70,000 received from developer, to be used towards designing and implementing crossing</i>	<i>As described in finance tables</i>
<i>Complex programme (coordination of other construction activities)</i>	<i>Further delays to realising pedestrian improvements. Programme updated to accommodate other works in the area.</i>	<i>n/a</i>

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?

N – n/a

Appendix 1

General Arrangement Plan



- NOTES**
1. DRAWING BASED ON TOPOGRAPHICAL SURVEY RECEIVED FROM TOPO CREW DRAWING NO. LS-TOPO-100.
 2. NO INFORMATION TO BE SCALED FROM THIS DRAWING.
 3. YORKSTONE PAVING TO BE LAID PERPENDICULAR TO ADJACENT KERB.
 4. WORKS SHALL COMPLY WITH THE CURRENT CITY OF LONDON SPECIFICATION FOR HIGHWAY WORKS.
 5. ALL HARD MATERIAL BROKEN OUT UNDER THE CONTRACT IS TO BE DISPOSED OF TO CONTRACTOR'S TIP.
 6. ACCESS TO BUSINESSES TO BE MAINTAINED AT ALL TIMES.
 7. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY DAMAGE CAUSED TO PRIVATE HIGHWAYS AND PRIVATELY OWNED STREET FURNITURE.

- KEY**
- NEW YORKSTONE PAVING 600MM WIDE, RANDOM LENGTHS, 63MM DEEP
 - NEW RAISED JUNCTION IN HRA
 - NEW TACTILE PAVING
 - EXISTING KERBLINE
 - NEW 300 x 200 x 900MM PORTUGUESE FLAMED TEXTURED SILVER GREY GRANITE KERB

Rev No.	Date	Description	By

Revision			
TITLE:			
LEADENHALL CROSSING			

TITLE:			
GENERAL ARRANGEMENT			

CLIENT:

**HIGHWAY DESIGN
AND CONSTRUCTION**

DEPARTMENT OF THE BUILT ENVIRONMENT
PO Box 270
GUILDHALL
LONDON
EC2P 2EJ

TEL: 020 7606 3030



**CITY
OF
LONDON**

Sheet:	SHEET 1 of 1	THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. © CROWN COPYRIGHT 2014. ALL RIGHTS RESERVED. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. CITY OF LONDON 100023243 2014.
Date:	Aug 2018	
Designed by:	IR	
Checked by:	BM	
Scale & Drawing Size:	1:200 @ A1	
Revision:	--	Drawing No:
		100-16800324-GA

Appendix 2

Project Budget

Table 1: Expenditure to date (Pre-evaluation budget)

Phase 1 & 2			
Pre-evaluation: Expenditure to date			
Description	Approved budget (£)	Expenditure (£)	Balance remaining (£)
Env Serv Staff Costs	49,136	37,063	12,073
P&T Staff Costs	41,132	42,900	-1,768
Fees	127,840	52,616	75,224
Sub-total	218,108	132,579	85,529
Design costs: staff + fees (pre-2015)	138,604	138,604	0
TOTAL	356,712	271,183	85,529

Table 2: Expenditure to date (Phase 1 implementation)

Phase 1 (S278 Highway Changes)			
Construction phase: Expenditure to date			
Description	Approved budget (£)	Expenditure (£)	Balance remaining (£)
Env Servs Staff Cost	31,421	27,397	4,024
P&T Staff Costs	9,320	5,608	3,712
Fees	1,500	750	750
Highways works	150,000	120,000	30,000
Utilities	56,335	50,000	6,335
TOTAL	248,576	203,755	44,821

Table 3: Required funds (Phase 2 implementation)

Phase 2 (Leadenhall St pedestrian crossing)	
Construction phase: Required funds	
Description	Required (£)
Env Servs Staff Cost	17,610
P&T Staff Costs	35,700
Fees (incl. TfL signals works)	128,400
Highways works	188,574
Utilities	150,000
TOTAL	520,284

Table 4: Funding sources (Phase 2 implementation)

<u>Phase 2 (Leadenhall St pedestrian crossing)</u>	
Funding sources	
Description	Required/ available (£)
52-54 Lime St: Pre-evaluation underspend + unallocated	87,358
52-54 Lime St S106 (LCFEIW payment)	432,926
TOTAL	520,284