

Committees: Streets and Walkways Projects Sub	Dates: 22 ^d January 2019 20 th February 2019	
Subject: Greening Cheapside: St. Paul's Tube Station Area Improvements (Phase 1) Sunken Garden competition (Phase 1B) Project UPI: 10991	Gateway 4+5 Detailed Option appraisal + Authority to start work Regular	Public
Report of: Director of the Built Environment Report Author: Na'amah Hagiladi		For Decision
<p style="text-align: center;"><u>Summary</u></p> <p><u>Dashboard:</u></p> <ul style="list-style-type: none"> (i) Project status: Green (ii) Timeline: Gateway 4/5 (iii) Member approved budget: £154,000 (iv) Total estimated cost: £380,154 (£360,154 Phase 1, £20,000 Phase 1B*) (v) Spent to date: £59,493 (vi) Overall project risk: Low (vii) Gateway 1 and 2: Greening Cheapside Project. Committees: Projects Sub, Open Spaces & City Gardens and Streets & Walkways. Approval: April 2016. Gateway 3: Greening Cheapside Project, Committees: Projects Sub, Open Spaces & City Gardens and Streets & Walkways. Approval: October-November 2017 <p>*excludes the implementation cost of phase 1B to be funded from third party contributions.</p> <p><u>Progress to date:</u></p> <p>The Greening Cheapside project was identified as a high priority project within the Cheapside and Guildhall Area Enhancement Strategy (adopted by Members in 2015). A key objective of the strategy is to enhance the local environment and improve air quality particularly through new green spaces and tree planting and by supporting the objectives of the City's joint health and wellbeing strategy as well as pollution reduction initiatives. The project scope has been developed to support and complement adjacent project proposals (such as the St Paul's gyratory project and the Plastic Free City initiative) that support current corporate ambitions. In addition, the project's enhancement works would improve connections to Culture Mile from St Paul's underground station.</p> <p>This project was developed with the active support of the Cheapside Business Alliance (CBA) and the Diocese of London. They have been consulted throughout its development and are in support of the proposal outlined in this report. The CBA has also contributed financially to the project at Gateway 1 and 2 stage, and a further £100,000 contribution approved at Gateway 3 to deliver detailed designs for this stage has been secured. The vision for the project is to redesign the existing planters to help pedestrian movements in this high profile area close to St Paul's Cathedral, introduce more sustainable planting, and support the wellbeing</p>		

of its users by introducing new lighting and new seating (see details in the Project Coversheet in Appendix 1).

The Gateway 3 report, approved in November 2017, proposed public realm enhancements to be delivered in two phases (see location plan in Appendix 2):

- Phase 1 :St. Paul's station area
- Phase 2: St Peter Westcheap churchyard

As part of the "DBE Review of projects" report, approved by Members in December 2018, the total project budget was capped at £380,154. Officers have subsequently amended the project scope and now recommend progressing Phase 1 (St Paul's station area) to implementation. Phase 2 (St Peter Westcheap churchyard) was originally part of the Churchyard Enhancement Programme led by Open Spaces Department and will be progressed within the Churchyard Programme, subject to Open Spaces Department funding being available.

Phase 1 rescope:

Officers have worked with the CBA, and the appointed landscape architect to develop a detailed design scheme which follows the objectives agreed at Gateway 3 (see Appendix 3) in accordance with the new budget.

To minimise ground works and avoid interference with the London Underground station structure, the proposed design is focussed on the footprint of the existing planters. The proposed changes in the design include the re-shaping of the planters to facilitate better pedestrian movement, support intuitive wayfinding and introduce two new trees. The new granite planters will provide additional accessible and informal seating (including measures to reduce the likelihood of skateboarding), the existing planting which requires high maintenance will be replaced by low maintenance and sustainable planting, and a new water refill point, funded through the Plastic Free initiative, will be installed (see design in Appendices 4, 5 and 6).

Phase 1B:

It is proposed to consider enhancements to the sunken garden located at the junction of New Change and Cheapside (see location plan in Appendix 2). This phase would be delivered as Greening Cheapside Phase 1B and takes advantage of the interest by the private sector in funding improvements to this space. This phase would only be realised subject to securing external funding and will be presented to Members as a separate Gateway report in due course. If it proceeds as expected Phase 1B would be implemented by summer 2020. The design proposal would be developed as a result of an architectural competition, which will form part of the London Festival of Architecture Programme in summer 2019.

Proposed way forward:

This report presents detailed design information and costs for Phase 1 of the project, (see Appendices 4, 5 and 6).

The next steps will be:

Phase 1:

- A materials procurement process in February / March 2019

- Approving the construction package with the City's highway term contractor (JB Riney) to prepare for works to start on site in Summer 2019.

Phase 1B:

- Allocating £20,000 to support an architectural design competition to select a design proposal for the sunken garden area at New Change/Cheapside junction, and submit next Gateway report to Committees.

Total Estimated cost:

The total implementation budget for Phase 1 is £380,154 including £20,000 to progress Phase 1B to the next Gateway, funded through: £115,000 from the Cheapside Business Alliance, £45,000 from the 100 Cheapside Section 106; and an additional £220,154 from other Section 106s as mentioned in the DBE review of projects report. It is proposed that any underspend from the implementation of Phase 1 be allocated to Phase 1B or vice versa should phase 1B not go ahead.

Recommendations

It is recommended that Members of Projects Sub and Streets & Walkways Committees:

- Approve the proposed design and the total budget of Phase 1 and total city funding contribution to Phase 1B at an estimated cost of £380,154 funded from the sources described in Appendix 7, table 3 (including any related interest or indexation);
- Note that the £20,000 allocated to Phase 1B will only be utilised subject to the external funding for the implementation of Phase 1B of the project being secured; and
- Authorise delegation of budget adjustments between staff costs, works and fees, and between Phase 1 and Phase 1B to the Chief Officer in consultation with the Chamberlain Department.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Location Plan
Appendix 3	Issues and Objectives / Assessment Criteria
Appendix 4	St. Paul's Tube Station Area: design scheme (general arrangement)
Appendix 5	St. Paul's Tube Station Area: Design details
Appendix 6	St. Paul's Tube Station Area: Planter 3 View
Appendix 7	Finance Tables

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Main Report

<p>1. Design summary</p>	<p>The design aims to respond to the five objectives identified as part of the Gateway 3 (see Appendix 3):</p> <ul style="list-style-type: none"> • poor wayfinding; • poor circulation with current planters obstructing the natural pedestrian flow; • lack of seating; • high maintenance planters; • lack of a ‘sense of place’. <p>The revised scope maintains these principles by redesigning the three existing planters, and replacing them with new granite planters to provide new accessible and informal seating, two new trees, new Yorkstone paving within the boundary of the former planters area, lighting features and a water refill point.</p>
<p>2. Delivery team</p>	<ul style="list-style-type: none"> • Project Management - City Public Realm team • Construction package, lighting and works supervision - City Highways team • Planting - City of London Open Spaces Department • Construction – JB Riney (under the City’s term contract), including sub-contractors for utilities works and any other specialist contractors or sub-contractors as required
<p>3. Programme and key dates</p>	<p>Phase 1:</p> <ul style="list-style-type: none"> • Materials procurement: Jan – June 2019 • Construction on-site: Summer 2019 <p>Phase 1B</p> <ul style="list-style-type: none"> • Design competition: completed Summer 2019 • Onsite works: Starts summer 2020
<p>4. Outstanding risks</p>	<p><i>1. Presence of sub-surface utilities impacts on the delivery of the scheme</i></p> <p>Surveys have been carried out to determine the location of sub-surface utilities, and the design has taken this into consideration.</p> <p><i>2. Presence of underground station within close proximity to the planters impact the design</i></p> <p>The design took into consideration the underground station layout and further consultation with TfL officers is to be continue along side the development of the construction package</p> <p><i>2. Insufficient funding impact the choice of materials and design</i></p> <p>Officers are monitoring closely the available budget and prioritise materials/design elements to meet these constraints</p>
<p>5. Budget</p>	<p>The total estimated cost of the scheme, including resources expended to date, is £360,154 with a further £20,000 allocated</p>

	to the design of Phase 1B. A detailed breakdown of the project finances is contained in Appendix 7.
6. Success criteria	<ol style="list-style-type: none"> 1. Deliver an enhanced public realm around St Paul's station area 2. Reflect the objectives of the scheme as set up at Gateway 3 3. Improve accessibility for all throughout the area.
7. Progress reporting	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

Appendix 1:Project Coversheet

[1] Ownership

Unique Project Identifier: 10991 **Report Date:** 22^d January 2019

Core Project Name: Greening Cheapside

Programme Affiliation (if applicable):

Project Manager: Na'amah Hagiladi

Next Gateway to be passed: Gateway 4+5

[2] Project Brief

Project Mission statement: Enhance the local environment of St Paul's station and improve air quality through new green spaces and tree planting

Definition of need: The environs of St. Paul's Tube station is currently congested with poor wayfinding and movement throughout the site, as well as a lack of seating within close vicinity of St. Paul's conservation area. The proposed changes include the re-shaping of the planters to facilitate an intuitive wayfinding with planters and seating to guide the desire lines of the site and encourage people to walk through. The new granite planters will provide additional accessible and informal seating (including measures to reduce the likelihood of skateboarding), low maintenance planting and two new trees.

Key measures of success:

- 1) Provide a high quality and sustainable public realm whilst complementing the City's heritage assets
- 2) Ease pedestrians' congestion around the site,
- 3) Enhance greening and improve wayfinding

[3] Highlights

Finance:

Total anticipated cost to deliver [£]:£380,154

Total anticipated on-going commitment post-delivery [£]: none

Programme Affiliation [£]: not applicable

[A] Budget Approved to Date*	[B] New Financial Requests	[C] New Budget Total (Post approval)
£154,000	£226,154	£380,154
[D] Previous Total Estimated Cost of Project	[E] New Total Estimated Cost of Project	[F] Variance in Total Estimated Cost of Project (since last rep
£700 - £1,250K ** (* based on former scope)	£380,154	- £319,846 – -£869,846
[G] Spend to Date	[H] Anticipated future budget requests	
£59,492		

Headline Financial changes:**Since 'Project Proposal' (G2) report:**

▲ ◀ ▶ ▼ The estimated cost at Gateway 2 was £300K - £750K. It focused on enhancement works within the St Peter Westcheap churchyard area and replacement to planters around St. Paul's station area.

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

▲ ◀ ▶ ▼ Estimated cost was £700 - £1,250K. It included 2 phases of work (St. Paul's station area and St Peter Westcheap churchyard)

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

▲ ◀ ▶ ▼

Project Status:

Overall RAG rating: Green

Previous RAG rating: Green

[4] Member Decisions and Delegated Authority

Not applicable

[5] Narrative and change

Date and type of last report: October 2017 (Gateway 3)

Key headline updates and change since last report.

The project started in 2015/16 following the adoption of the Cheapside and Guildhall Area Enhancement Strategy. Until GateWay 3 its scope encompassed the area near St Paul's station, including the junction (Phase 1), and the St Peter Westcheap churchyard at Wood street. Due to projects review within the DBE, the project was rescoped. This resulted in a reduced scope of phase 1 (St Paul's tube area), diverting phase 2 to the broader churchyard programme, and introducing a phase 1 B area for development. The rescoped Phase 1 is based on the existing three planters near St Paul's station. The design objectives followed those agreed at Gateway 3, as well as aligned with several other programmes such as the Plastic Free City and the Citywide Wayfinding.

Headline Scope/Design changes, reasons why, impact of change:**Since 'Project Proposal' (G2) report:**

Two options were developed per each area and presented to the members

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

The project changed its focus: Phase 1 reduced to the current 3 planters, and phase 2 moved to the churchyards' enhancement programme. Additional area, phase 1B was identified for development as part of the London Festival of Architecture programme.

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

Not applicable

Timetable and Milestones:

Expected timeframe for the project delivery: July to October 2019

Milestones:

1) Finalizing Construction Package - March 2019

2) Commence work on site – July/August 2019

3) Completion of work on site – October 2019

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

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

Risks and Issues

Top 3 risks:

<i>Risk description</i>	<i>Delay in procurement process cause delays in receiving materials to site</i>
<i>Risk description</i>	<i>Presence of sub-surface utilities lead to increase in project cost</i>
<i>Risk description</i>	<i>Works on site conflict with TfL maintenance works</i>

See 'risk register template' for full explanation.

Top 3 issues realised

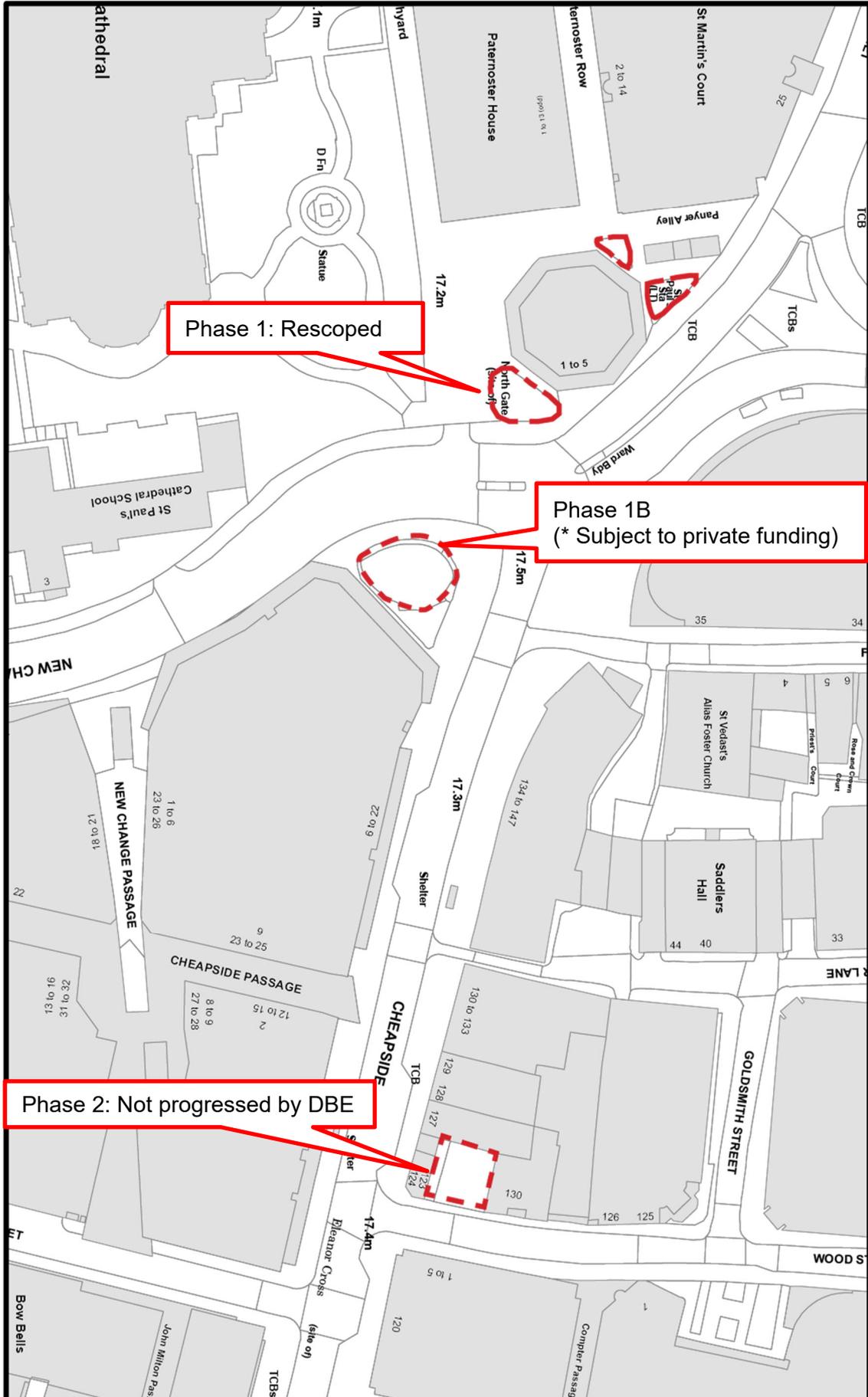
<i>Issue Description</i>	<i>Impact and action taken</i>	<i>Realised Cost</i>
Limited funds	The project was restructured and rescope to meet the budget constrains	Reduced cost
Works at middle planter are above TfL station	An AIP assessment process is taken place to make sure materials are only ordered once the design is approved	No additional cost
Objection from local occupiers	Public consultation process took place from 2016 to 2017 while the scope was still the entire area (phase 1). The present design within its reduced scope follows the public consultation agreed objectives.	No additional costs

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? No

Appendix 2: Location Plan

00.000006 0.012 0.018 0.024 Miles

Legend



Phase 1: Rescoped

Phase 1B
(* Subject to private funding)

Phase 2: Not progressed by DBE

Appendix 3: Issue and Objectives identified from stakeholders consultation

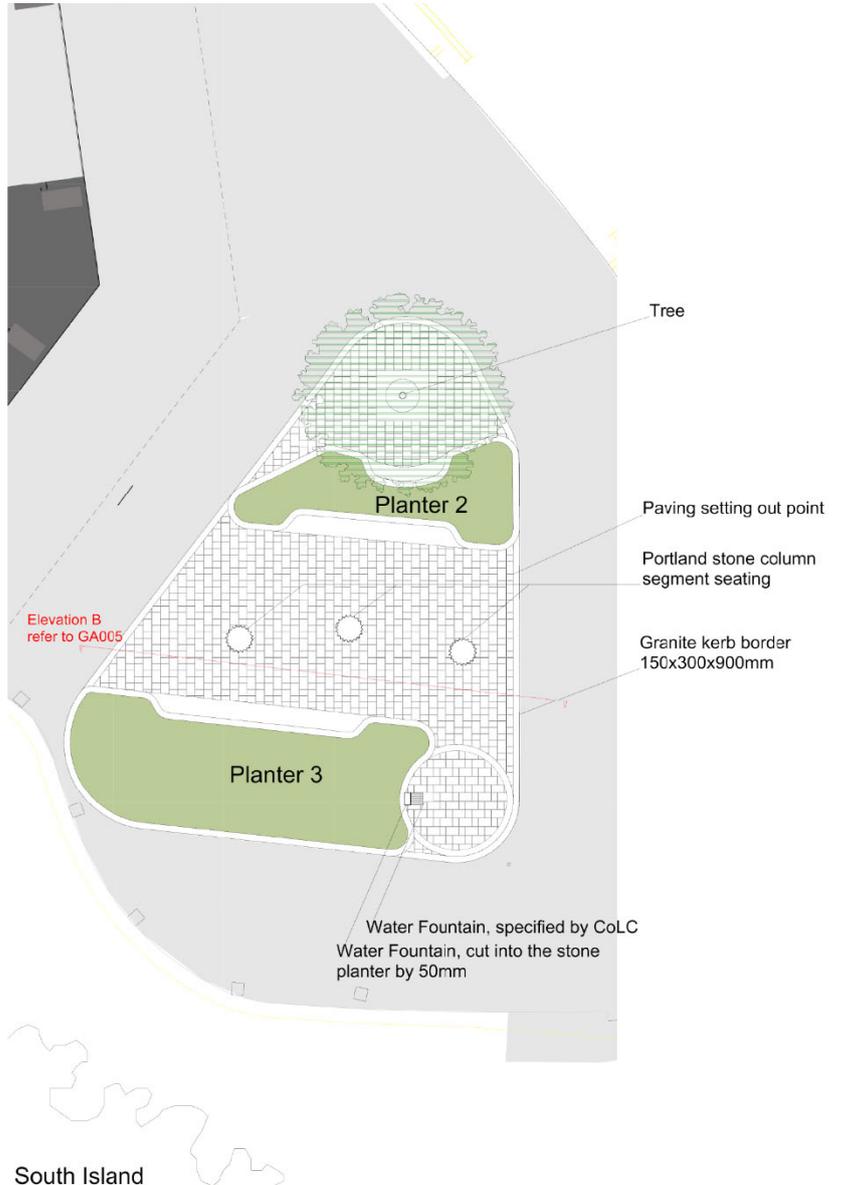
St. Paul's Area Station

Issues		Objectives
Poor Wayfinding	<ul style="list-style-type: none"> • Difficult to navigate to St. Paul's Cathedral upon exiting Tube station • No indication of other landmarks 	<ul style="list-style-type: none"> • Better wayfinding to help orientation • Design intuitive wayfinding with planters and seating to guide the desire lines of the site and encourage people to walk through
Poor Circulation	<ul style="list-style-type: none"> • Bulky planters obstructing what is normally large groups of tourists • Car dominated shared surface - single yellow line • Street furniture impeding pedestrian movement 	<ul style="list-style-type: none"> • Planters to be broken up to improve flow and circulation • Look to make single yellow line double and shared surface • Remove unnecessary street furniture and replace with benches
Lack of Seating	<ul style="list-style-type: none"> • Lack of appropriate seating throughout site • Planter beds that are too low for seating, or unpleasant and exposed brick planter beds • Seating not friendly to larger groups 	<ul style="list-style-type: none"> • Install different types of seating to optimise accessibility in area • Design accessible seating with integrated planters • Design layout to accommodate for large groups to sit, and potentially an amphitheatre style layout to enable a tourist guide to speak in front of them
High Maintenance Planters	<ul style="list-style-type: none"> • Planting that requires a reduced level of maintenance 	<ul style="list-style-type: none"> • Look at sustainable planting that would provide better flower coverage all year long
Lack of Place	<ul style="list-style-type: none"> • Lack of sense of arrival 	Create a paving pattern/line to reflect the former gateway and tell the history of the site

**Appendix 4 – Phase 1:
St. Paul's Tube Station Area: design scheme (general arrangement)**



Appendix 5 - Phase 1: St. Paul's Tube Station Area: Design details



**Appendix 6 - Phase 1:
St. Paul's Tube Station Area: Planter 3 View**

St. Paul's Planting Beds
Perch and Sit
English Oak Tree



Appendix 7: Finance Tables:

Table 1: Expenditure to date			
Description	Approved Budget (£)	Spend to Date (£)	Balance (£)
Env Serv Staff Costs	11,000	7,224	3,776
P&T Staff Costs	56,000	25,523	30,477
Open Spaces Staff Costs	6,000	0	6,000
Fees	81,000	29,855 *	51,145
Total	154,000	62,602	91,398

*includes commitments of £1,193

Table 2: Summary table			
Description	Spend to date (£)	Additional Resources required to reach next Gateway (£)	Revised Budget to next Gateway (£)
Env Serv Staff Costs	7,224	43,901	51,125
Open Spaces Staff Costs	-	5000	5,000
P&T Staff Costs	25,523	17,990	43,513
P&T Fees	29,855	12,400	42,255
Highway Works	-	181,761	181,761
Utilities	-	20,500	20,500
Open Spaces Works	-	16,000	16,000
P&T Fees (Phase 1B)	-	20,000	20,000
TOTAL BUDGET	62,602	317,552	380,154

Table 3: Funding Sources	
Funding Source	Amount (£)
Cheapside Business Alliance	15,000
Cheapside Business Alliance	100,000
04/00489/Cheapside 100	45,000
Various s106	220,154
TOTAL	380,154