

Committees: Streets & Walkways Sub Committee Projects Sub Committee	Dates: 25 February 2020 24 February 2020
Subject: 55 Moorgate Section 278 Public Realm and Highway Improvements Unique Project Identifier: 12028	Gateway 5: Light Authority to start work
Report of: Director of the Built Environment Report Author: Emmanuel Ojugo	For Decision

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1. Status Update	<p>Project Description: To deliver public realm enhancements to Nun Court and the surrounding footway of the development 55 Moorgate. The enhancements will include the creation of a new pedestrian link between Moorgate and Coleman Street, greening measures, such as tree planting, subject to site conditions, as well as a widening of the footway on Coleman Street outside the development. Please see Appendix 3 for an indicative artistic impression of proposed Improvements on Coleman Street.</p> <p>RAG Status: Green (Project initiated at last report to Committee)</p> <p>Risk Status: Low (Project initiated at last report to committee)</p> <p>*Funding Source: A Section 278 voluntary contribution provision from the developer of 55 Moorgate.</p> <p>Total Estimated Cost of Project: £322,634 (inclusive of £27,500 spend-to-date and £276,136 for implementation and £23,249 for commuted maintenance sum).</p> <p>Change in Total Estimated Cost of Project (excluding risk): Increase of £122,634 against higher estimated capital cost since last report to Committee, however this considers a design specification revision and commuted sums for related maintenance agreed with the developer to be specified in the final Section 278 agreement currently being finalised with the developer.</p> <p>Spend to Date: £27,500</p> <p>Costed Risk Provision Utilised: Not applicable;</p> <p>Slippage: The first phase of the project was expected to start on site in Q4 of 2019, however due to delays in the developer's programme and the impact of other adjacent development activity at 51 Moorgate and 74 Coleman Street affecting common work areas; it was subsequently agreed that the public realm enhancement works would be phased accordingly to coincide with the site being made available to the City.</p> <p>The common work area concerns Nun Court as activity from the developer of 55 Moorgate as well as adjacent developments at 51</p>
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	<p>Moorgate and 74 Coleman Street, that also require Nun Court access to complete their building works; and agree access to a utility service plant on private land that services all concerned.</p> <p>In order to accommodate developer requirements, enhancement works are now expected to be carried out in two phases and are summarised as follows:</p> <p>Phase 1: Resurfacing works to Coleman Street and Moorgate footways inclusive of tree planting are to be initiated in June 2020.</p> <p>Phase 2: Resurfacing works to Nun Court are expected to begin in September 2020 to coincide with building works to adjacent developments.</p> <p>*The funding provision for this project is not to be considered part of the Fundamental Review of projects. The project funding is a voluntary provision that is site specific and therefore, ring fenced, a direct result of the developer's desire to improve the area adjacent to their development at 55 Moorgate that is currently under construction.</p>
2. Requested decisions	<p>Next Gateway: <i>Gateway 6: Outcome Report</i></p> <p>Next Steps:</p> <ul style="list-style-type: none"> • The construction package to be completed and the materials ordered upon the signing of the Section 278 agreement and receipt of funding. • The project will be implemented on site in June 2020 following the development's practical completion in March/April 2020. It is envisaged that the works will take 12-14 weeks to complete and will be phased to coincide with the developers' programmes. • The necessary Traffic Orders will be made to relocate the parking bays on Coleman Street. <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. That additional budget totalling £299,385 is approved to progress with the implementation of the project, funded by a Section 278 Agreement with the developer and to reach the next Gateway. This is inclusive of any underspends from the previous gateway. 2. Authority to start work be granted subject to completion of the Section 278 Agreement and receipt of full funding from the developer; 3. Approval is given for City officers to publish proposals in relation to any necessary traffic orders or other consents to implement the project as described in this report. (Traffic orders will be necessary to relocate parking bays outside the development on Coleman Street); 4. Delegated authority be given to the Director of Transportation and Public Realm to consider any objections to the traffic orders detailed in this report given the minor infraction of relocating existing traffic bays a few metres south of their current location;

	<p>5. Delegated authority be given to the Assistant Director of City Public Realm and Head of Finance to adjust the project budget between staff costs, fees and works providing the overall budget is not exceeded beyond standard tolerances in accordance with the Section 278 agreement.</p>																																		
3. Budget	<p>Budget Increase from previous Gateway</p> <p>The total estimated cost of the project at project initiation (Gateway 1&2) was a broad range of between £100k and £200k. This estimated cost has now been refined as the scheme has developed, to £322,634 less the £27,500 (pre-evaluation stage) spent to reach Gateway 5. Therefore, £299,385 is available for implementation and maintenance now the project detailed design has been developed to an advanced stage and the necessary maintenance considerations have been accounted for. A detailed breakdown of the budget required to implement the scheme is contained in Table 1 below.</p> <p>Implementation Budget and Expected Spend</p> <p>It is expected that most of the funds will be spent in the second quarter of 2020 (subject to the development’s practical completion) and construction is planned to take 12-14 weeks. There will also be some expenditure in the third quarter of 2020 to cover the remaining weeks of implementation in Nun Court, inclusive of staff time needed for supervision, snagging, report writing and monitoring post-implementation.</p> <p>The budget has increased from the initial estimate due to the higher scope option agreed with the developer of 55 Moorgate and the decision to better define greening measures as “street trees” on Coleman Street subject to ground conditions. The project scope is unaltered in accordance the previous Gateway 1&2 and is to be fully funded by the developer of 55 Moorgate through a Section 278 Agreement.</p> <p><u>Table 1: Estimated Implementation costs</u></p> <table><tr><th>Item</th><th>Description</th><th>Cost (£)</th></tr><tr><td rowspan="4">Staff Time</td><td>P&T Staff Costs – Project Management</td><td>18,000</td></tr><tr><td>P&T Staff Costs – Transportation statutory functions to alter the status of public highway</td><td>3,000</td></tr><tr><td>Highways Staff Costs</td><td>26,500</td></tr><tr><td>Open Spaces Staff Costs</td><td>2,039</td></tr><tr><td>Fees</td><td>Surveys and Traffic Orders</td><td>5,350</td></tr><tr><td rowspan="2">Works</td><td>Implementation on Site</td><td>186,247</td></tr><tr><td>Utilities</td><td>35,000</td></tr><tr><td>Sub-total Implementation</td><td></td><td>276,136</td></tr><tr><td rowspan="2">Committed / Maintenance Sum</td><td>Highways</td><td>11,652</td></tr><tr><td>Open Spaces</td><td>11,597</td></tr><tr><td>Sub-total</td><td></td><td>23,249</td></tr><tr><td>TOTAL</td><td>For Implementation Phase & Maintenance</td><td>299,385*</td></tr></table>	Item	Description	Cost (£)	Staff Time	P&T Staff Costs – Project Management	18,000	P&T Staff Costs – Transportation statutory functions to alter the status of public highway	3,000	Highways Staff Costs	26,500	Open Spaces Staff Costs	2,039	Fees	Surveys and Traffic Orders	5,350	Works	Implementation on Site	186,247	Utilities	35,000	Sub-total Implementation		276,136	Committed / Maintenance Sum	Highways	11,652	Open Spaces	11,597	Sub-total		23,249	TOTAL	For Implementation Phase & Maintenance	299,385*
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	<p>* Any unspent funds from the previous gateway will be transferred to the implementation budget.</p> <p>* Following completion of the project any unspent funds will be returned to the developer in accordance with the terms of the Section 278 agreement.</p>
4. Design summary	<ul style="list-style-type: none"> • The project scope includes enhancements to Nun Court to enable an attractive new pedestrian link between Coleman Street and Moorgate, as well as enhancements to Coleman Street outside the development's new entrance. Additionally, the reconstruction of the footways outside the development on Moorgate in high-quality York stone paving to the City's specification. Please see appendix 2 for the project scope. • Nun Court will be paved in small module York setts to create a continuous pedestrian surface from Coleman Street through to the new passageway created by the 55 Moorgate development. The design will be consistent in material through to the private section of the new walkway. • The footway outside the development on Coleman Street will be widened by relocating two parking bays and using the available width. The widened footway will be paved in York stone. • The paving outside the development on Moorgate will be repaved in York stone. • Traffic orders will be necessary as there are two parking bays which require relocation. One of the parking bays is a disabled bay which will be relocated just south of Nun Court by replacing a pay & display bay to maintain its proximity to the area. The resulting two pay & display parking bays needing relocation will be relocated to Basinghall Street. • Two street trees will be planted in the widened footway area on Coleman Street adjacent to the development's main entrance to provide some greening to the scheme. Tree planting is subject to final confirmation of feasibility which will be ascertained through standard site condition appraisals. • Lighting improvements to Nun Court and the frontage of the developments on Coleman Street and Moorgate are a planning condition. The lighting levels will align with the City Lighting Strategy SPD (Supplementary Planning Document) and be adjustable as they will form part of the City's connected lighting system. • Coleman Street is being explored as a Pedestrian Priority Street as part of the delivery of the City of London Transport Strategy (published in May 2019). Although this proposal supports the pedestrian priority aspiration, changes to the layout may be required in the future.

5. Delivery team	<ul style="list-style-type: none"> • Project owner/Project Management: CoL City Public Realm team • Detailed design: CoL Highways, City Transportation • Construction Management: CoL Highways • CoL's Highways term contractor: JB Riney • Principal Designer: CoL Highways • Principal Contractor: JB Riney
6. Programme and key dates	<ul style="list-style-type: none"> • Complete Section 278 agreement: February 2020 • Committee Approval – February 2020 • Order Materials: March 2020 • Construction pack: March 2020 • Development's practical completion: March/April 2020 • Implementation (phased/staggered 12-14 week programme) *. <u>Phase 1</u>: June 2020 – August 2020. <u>Phase 2</u>: September – December 2020 • Monitoring: January 2021 – February 2021 • Gateway 6: March 2021 <p>*Please note the implementation programme is subject to the development's practical completion in March/April 2020 and receipt of funding. Also, subject to site conditions, trees will likely be planted in the final quarter of 2020 to coincide with the Open Spaces planting season.</p>
7. Risks	<p>Overall project risk: Low</p> <ul style="list-style-type: none"> • Project not delivered to programme <i>Risk response: reduce</i> The developer requires the public realm works to be completed as soon as possible following the development's practical completion. Therefore, the works are programmed to be implemented accordingly. Officers are coordinating with the developer's contractor on a frequent basis to ensure their works are to programme. • Trees cannot be planted due to the lack of underground space <i>Risk response: fallback</i> Trial holes will be carried out to confirm the feasibility of trees once the hoarding of the development has been removed. If there is not enough space for the trees due to utilities underground, the same scheme can be delivered without the trees. However, alternative greening measures will be considered in consultation with the developer and Department of Open Spaces. Relocating the trees is possible, whilst providing planters, though less desirable in this location, may be a viable alternative which require less depth. • Delays to works adjacent to the site mean that implementation must be done in separate phases, incurring costs and timescale increases <i>Risk response: reduce</i> The developer's work programme and the programme of adjacent developments will be coordinated through ongoing communication. The works will not start until after the practical completion of the 55

	Moorgate development, and the requirements of 74 Coleman Street will be ascertained early so the Section 278 works are phased to minimise the risk of having to postpone implementation phases.
8. Success criteria	<p>1) The creation of a new pedestrian walkway which enables improved pedestrian movement in the City.</p> <p>2) Improved lighting and high-quality materials which increases public perceptions of safety when using the new passageway.</p> <p>3) The meeting of the developer's aspirations and requirements by ensuring the surrounding highways work is completed in accordance with the agreed revised public realm enhancement specification.</p> <p>4) The meeting of the developer's aspirations and requirements by ensuring the surrounding highway work is completed prior to occupation of the development.</p>
9. Progress reporting	Progress will be reported through Project Vision on a monthly basis. Should an issue arise that requires a decision this will be communicated with an Issue Report.

Appendices

Appendix 1	Location Plan
Appendix 2	General Arrangement Plan
Appendix 3	Indicative Artistic Impression of Proposed Improvements on Coleman Street
Appendix 4	Project Cover Sheet
Appendix 5	Risk Register

Contact

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