

Committees: Streets and Walkways Projects Sub	Dates: 07 July 2020 25 June 2020
Subject: Mark Lane Public Realm and Transportation Enhancements – Phases 2 and 3 Unique Project Identifier: 9583	Gateway 5: Regular Authority to start work
Report of: Director of the Built Environment Report Author: Emmanuel Ojugo	For Decision
<h1>PUBLIC</h1>	

1. Status Update	Project Description: <u>Summary</u> <ol style="list-style-type: none"> 1. In November 2016, Members agreed a phased approach to the delivery of improvements related to the redevelopment of 64-74 Mark Lane, known as 70 Mark Lane. Phase 1 works are complete and the design for Phase 2 is at an advanced stage to initiate works. Planned transportation improvements in the area (Phase 3), are currently being designed and will be delivered in tandem with public realm works in the area. <u>Project Overview</u> <ol style="list-style-type: none"> 2. The Mark Lane public realm enhancement project lies within the Fenchurch and Monument Street Area Enhancement Strategy and seeks to facilitate and enhance north-south pedestrian movement across the area and improve pedestrian experience and access to and from Fenchurch Street Station by: <ul style="list-style-type: none"> • Raising sections of carriageway to footway level, particularly in New London Street, which will also be fully pedestrianised. • Re-instating the Traffic and Environment Zone (Ring of Steel). • Widening footways in Mark Lane and re-introducing greenery surrounding streets, such as Crutched Friars. • Opportunities for planting and seating in surrounding streets such as Crutched Friars. 3. There are also wider aspirational transportation improvements that aim to reduce road danger, improve access and maintain the integrity of the local street network within proximity of Mark Lane. <p>Please see Appendix 1 which identify the Phase 2 works site and the extent of the catchment of streets included in the wider project area for improvement, in the Section 106 Plan (Phase 3).</p>
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RAG Status: Green (as last report to committee)

Risk Status: Low (as last report to committee)

Total Estimated Cost of Project (excluding risk):

£905,746. A more detailed breakdown of this allocation can be seen in Appendix 3, Table 6.

Change in Total Estimated Cost of Project (excluding risk): The revised total project budget increase from £509,914 (2008) to £905,746 (2020), simply combines the public realm (£716,091) and transportation improvements (£189,655) programmes and includes the interest and indexation that was not previously included.

Appendix 3, table 6, shows a detailed breakdown of the funding total and funding sources attributable to this project.

Background to Scope increase and Programme

The two main streets in the project area are New London Street and Mark Lane. Due to plans to improve the local highway network within the S106 catchment it is proposed to widen the project scope to include transportation improvements to add to the suite of public realm improvements already planned in the project area.

Public realm works were previously expected to commence independent of transportation works in the wider area. In part this remains the case, notably New London Street, where works can commence with minimal impact on the transport network.

However, the programme for Mark Lane public realm works can either commence or be deferred to dovetail with the transportation works programme. See Section 6: Programme and Key Dates.

This considered approach is in line with the extent of the Section 106 area and seeks to reduce highways activity fatigue on the local population, businesses and other stakeholders in the area.

The work phases are as follows:

- Phase 2A: New London Street
- Phase 2B: Mark Lane, to be delivered concurrently with
- Phase 3: Wider transportation works within the S106 catchment area.

A separate report will confirm details of the transportation proposals and the timetable for the implementation of Phase 3 proposals.

See Appendix 1, which identifies the Phase 2 works site and the extent of the catchment of streets included in the wider transport area for improvement covered by the S106 plan (Phase 3).

Spend to Date: £197,932

Costed Risk Provision Utilised: N/A.

Slippage: Phase 1 works are complete and the Traffic & Environment Zone (TEZ), commonly referred to as the Ring of Steel has since been reinstated in Mark Lane as part of that phase (2018).

Experimental Closure of New London Street to Vehicles

4. As part of the development of the subsequent Phase 2A design, City officers engaged with local stakeholders, including local Ward Members. Discussions concluded that prior to improvement works the City would carry out an experiment to close New London Street to vehicular traffic.
5. The experimental closure order was initiated in January 2019 and would run for a minimum of six months or a maximum of 18 months; after which time the order would either be made permanent or revoked. Therefore, the programme for Phase 2A works was extended to accommodate the statutory period required for the New London Street experiment.
6. There has been a positive response from local stakeholders to support proposals to reinstate greenery in Mark Lane, New London Street and the wider area. This is reflected in the fact that no objections or complaints have been received during the experimental period of the New London Street closure.
7. It is widely accepted that the closure of New London Street will neither impact nor be impacted by the local street network. It is now proposed to fully pedestrianise New London Street on a permanent basis, under the statutory undertaking of the original experimental order. Proposed improvements will be carried out as part of Phase 2A works.

Wider Considerations and Mark Lane

8. The previous report to Members proposed a further design appraisal to develop enhancements to Mark Lane and the wider area. Proposals for Mark Lane (Phase 2B) would seek to improve pedestrian movement and reinstate trees and greenery previously removed to facilitate the redevelopment of 64-74 Mark Lane (now 70 Mark Lane).
9. The design of Mark Lane is considerate of wider constraints regarding pedestrian movement, servicing and the local street network that have recently come to the fore. A further transportation appraisal is required to ensure that proposals for Mark Lane are mindful of the aspiration to improve the wider local transport network. This is in light of the emerging Fenchurch Street Station Master Plan developed by the Department of Transport and the possible implications for movement in Fenchurch Place, London Street and Mark Lane.
10. Phase 2B works would ordinarily be implemented independent of transportation works. However, if the works programme for this element is impacted by the timetable for implementing wider transportation considerations, the Phase 2B works will be deferred to align programmes.
11. The nature of the aforementioned transport impacts on Mark Lane and the wider local street network, will be the subject of a separate report

	<p>(Gateway 3/4/5) at a later date covering the transport considerations and improvements in the area. (Phase 3). These proposals will be developed in collaboration with public realm improvements in the area. See Section 6: Programme and Key Dates.</p> <p><u>Unforeseen Impact of COVID-19 Pandemic</u></p> <p>12. Please see Section 6: Programme and Key Dates.</p>
2. Requested decisions	<p>Next Gateway: <i>Gateway 3/4/5 - Phase 3, Mark Lane Transportation Improvements</i></p> <p>Next Steps:</p> <ul style="list-style-type: none"> • Finalise the construction package for implementing improvements to New London Street ahead of a summer 2020 build to tie in with duration of the experimental closure of New London Street. • Carry out a further design appraisal in the Mark Lane area mindful of the potential programme impact on traffic in the Fenchurch area and potential access requirements to facilitate the redevelopment of 50 Fenchurch Street. • Develop Phase 3 design that has been informed by the design appraisal in the Mark Lane area. <p><u>Requested Decisions:</u></p> <ol style="list-style-type: none"> I. Agree authorisation to increase the current approved budget of £69,261 by £2,869 to cover the overspend as per Appendix 3, Table 3. II. Agree to utilise the underspend of £15,651 from the previous works phase towards the completion of public realm works. (Phases 2A and 2B) III. Agree authorisation to initiate public realm works on New London Street and Mark Lane to be fully funded from the Local Community Facilities and Environmental Improvement Contributions from 64-74 Mark Lane Section 106 agreement (£633,168) and Mariner House Section 106 agreement (£82,923), at a total cost of £716,091. (Phases 2A and 2B) IV. Agree authorisation to carry out a design appraisal in the Mark Lane (Phase 3) area to establish the impacts of proposals at Fenchurch Place and the redevelopment of 50 Fenchurch Street on the local street network; at a cost of £25,000, funded by the Public Transport Contribution of £189,655 from the 64-74 Mark Lane Section 106 agreement. V. Approve the revised total project budget increase from £509,914 to £905,746 which combines the public realm (£716,091) and transportation improvements (£189,655) programmes. VI. Delegated authority be granted to the Director of the Built Environment for implementing transportation improvements (Phase 3), provided costs are not exceeded in a subsequent Gateway 3/4/5 Report.

3. Budget	<p>13. Total cost of the project is £905,746, which consists of £822,823 from the 64-74 Mark Lane Section 106 Agreement, and £82,923 from the Mariner House Section 106 Agreement.</p> <p>14. The increase is as a result of indexation and interest accrued, whilst recognising the benefit of running public realm and wider transportation works in parallel.</p> <p>15. Please see Appendix 3 which contains tabulated breakdowns on the project spend to date, and budgets required to reach the next stage of reporting.</p> <p>Costed Risk Provision requested for this Gateway: N/A</p>
4. Design summary	<p>The project is to be delivered in phases and these are as follows. (See Appendix 1)</p> <p><u>Phase 1: 70 Mark Lane Footway Perimeter Improvements (Completed)</u></p> <p>16. Phase 1 works included resurfacing the 70 Mark Lane development perimeter footway in York Stone. As part of this phase of work the Traffic & Environment Zone (TEZ), commonly known as the Ring of Steel was also reinstated, having previously been removed to accommodate access requirements to facilitate the development.</p> <p><u>Phase 2A: New London Street Improvements</u></p> <p>17. New London Street is passage off Hart Street. Flanking footways are narrow, averaging less than a metre in width with most pedestrians utilising the carriageway as a result. It is proposed to raise the carriageway to footway level to improve access and resurface in granite setts, in keeping with the local palette of materials. A tree will also be planted towards the northern end of the street with opportunities for more planting in the local catchment, to the south, such as Crutched Friars. The street will be fully pedestrianised making the current experimental closure on New London Street a permanent arrangement as part of the next step in this statutory undertaking. It is proposed to finalise the traffic order in July 2020, with physical works to follow in October 2020 (allowing for procurement), after the conclusion of the experimental closure.</p> <p><u>Phase 2B and Phase 3: Mark Lane and the wider S106 Catchment</u></p> <p>18. It is proposed to widen the eastern footway on a section of Mark Lane north of Hart Street. Other improvements will include the reinstatement of trees that were removed to accommodate the development of 70 Mark Lane. There will also be opportunities for further planting and seating in the area. (Phase 2B).</p> <p>19. Transportation improvements in the area (Phase 3) will include measures to improve access, mindful of the City's commitment to road danger reduction and other public realm works in the area. A separate report will cover related proposals.</p>

5. Delivery team	20. The works are to be carried out by the City of London's Term Contractor and any nominated sub-contractor or utilities provider as necessary, under the supervision of the Department of the Built Environment and Department of Open Spaces. This is a continuation of the existing arrangement having completed Phase 1 of the project.																
6. Programme and key dates	<table border="1" data-bbox="395 412 1481 869"> <thead> <tr> <th>Activity</th><th>Date</th></tr> </thead> <tbody> <tr> <td>Finalise the construction package (New London Street) Phase 2A</td><td>May 2020</td></tr> <tr> <td>Procurement of materials following sign-off of the construction package Phase 2A</td><td>July 2020</td></tr> <tr> <td>Submit traffic management plan/permits Phase 2A</td><td>July 2020</td></tr> <tr> <td>Initiate site construction works</td><td>October – January 2021*</td></tr> <tr> <td>Agree construction programme for Phase 2B and Phase 3</td><td>October 2020</td></tr> <tr> <td>Snagging period Phase 2A</td><td>Feb - March 2021</td></tr> <tr> <td>Gateway 6 Outcome Report</td><td>April 2021</td></tr> </tbody> </table> <p><i>*Subject to possible network disruptions and programme changes as a result of wider COVID-19 pandemic measures and associated restrictions.</i></p>	Activity	Date	Finalise the construction package (New London Street) Phase 2A	May 2020	Procurement of materials following sign-off of the construction package Phase 2A	July 2020	Submit traffic management plan/permits Phase 2A	July 2020	Initiate site construction works	October – January 2021*	Agree construction programme for Phase 2B and Phase 3	October 2020	Snagging period Phase 2A	Feb - March 2021	Gateway 6 Outcome Report	April 2021
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7. Risks	<p>Key Risks</p> <p>A. <u>Access to Mark Lane is restricted due to wider transport and access implications due to development activity</u> Likely to impact the City's ability to access sections of Mark Lane to carry out works. Mitigation: Carry out further transport appraisal to inform the nature of the design on Mark Lane and maintain regular contact with the Developer and local stakeholders to establish the timetable for works on Mark Lane.</p> <p>B. <u>Complaints about noisy works</u> There will be a period of noisy works during the construction phase. Mitigation: Work with the Environmental Health Team and local stakeholders to ensure there is an agreed consensus about when noisy works take place, their duration. Local occupiers are to be notified in good time prior to construction.</p> <p>C. <u>Adverse site conditions impact the design</u> Site conditions may affect the possibility of planting trees Mitigation: Carry out survey work and necessary site appraisals early on to ensure the integrity of the design to maximise opportunities for planting.</p> <p>D. <u>Unforeseen effects of Global Pandemic</u> Possible network disruptions and programme changes as a result of wider COVID-19 pandemic measures and associated restrictions. Mitigation:</p>																

	<p>Agree any revised programme of works with statutory authorities and communicate updates to stakeholders.</p> <p>NB: Further information is available in the Risk Register (Appendix 4).</p>
8. Success criteria	<p>21. Works are carried out in a timely manner in line with Environmental Guidelines to ensure minimal disruption to the local street network, local business and construction activity.</p> <p>22. Reinstating greenery in the area that was removed to facilitate local development.</p> <p>23. Increased provision of opportunities for rest and contemplation with street furniture designed in line with the City's access requirements that incorporates anti-skating measures.</p> <p>24. Provide a more inclusive, inviting environment that improves pedestrian access, particularly where footways are narrow.</p> <p>25. Better pedestrian experience by delivering high quality enhancements that improves wellbeing and legibility given its proximity to a busy transport hub.</p>
9. Progress reporting	<p>26. Monthly updates to be provided via Project Vision and any project changes will be sought by exception via Issue or Update report to Spending and Projects Sub Committees should there be a fundamental change to the project scope.</p>

Appendices

Appendix 1	Site Location Plan, Works Phase Plan, S106 Plan, Indicative Proposals
Appendix 2	Images
Appendix 3	Finance
Appendix 4	Risk Register
Appendix 5	Project Coversheet

Contact

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