

Heron Plaza S278 Highway Works - Options Appraisal Matrix

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
23. Brief description	Entirely Asphalt	Asphalt / Granite	Entirely Granite
24. Scope and Exclusions (where different to section 3)	N/A		
25. Benefits and strategy for achievement (where different to section 12)	See Appendix 6 Overall rating of 7	See Appendix 6 Overall rating of 8	See Appendix 6 Overall rating of 9
26. Programme (where different to section 13)	N/A		
27. Constraints and assumptions (where different to section 14)	N/A		
28. Risk implications (where different to section 15)	Very low risk of disruption to carriageway. Asphalt is quicker to lay and repair.	Low risk of disruption to carriageway. The one way network of streets mean that only vehicles accessing the adjacent buildings have any reason to use this street. The existence of a pipe subway containing all the utilities equipment under Houndsditch will significantly reduce any potential of utilities companies needing to work on the highway.	Low risk of disruption to carriageway. The one way network of streets mean that only vehicles accessing the adjacent buildings have any reason to use this street. The existence of a pipe subway containing all the utilities equipment under Houndsditch will significantly reduce any potential of utilities companies needing to work on the highway.
29. Stakeholders and consultees (where different to section 16)	N/A		
30. Legal implications (where different to section 17)	N/A		
31. HR implications (where different to section 18)	N/A		
32. Benchmarks or comparative data (where different to section 19)	N/A		

Financial Implications	Option 1 - asphalt	Option 2 – asphalt / granite	Option 3 - granite
33. Total Estimated Cost (£)	£660,718	£720,327	£810,103
34. Anticipated source(s) of project funding (where different to section 20)	N/A		
35. Anticipated phasing of capital expenditure	2012/13 – £73,204 2013/14 – £8,775 2014/15 - £8,775 2015/16 – £207,312 2016/17 – £332,415 2017/18 – £9,835 Total – £640,316	2012/13 – £73,204 2013/14 – £9,171 2014/15 - £9,171 2015/16 – £220,896 2016/17 – £353,253 2017/18 – £10,230 Total – £675,925	2012/13 – £73,204 2013/14 – £9,685 2014/15 - £9,685 2015/16 – £238,549 2016/17 – £380,333 2017/18 – £10,745 Total – £722,201
36. Estimated capital value/return (£)	N/A		
37. Fund/budget to be credited with capital return	N/A		
38. Estimated ongoing revenue implications (£)	Tree maintenance – £20,402	Tree maintenance – £20,402 Granite maintenance – £24,000 Total – £44,402	Tree maintenance – £20,402 Granite maintenance – £67,500 Total – £87,902
39. Source of ongoing revenue funding	The developer	The developer	The developer
40. Fund/budget to be credited with income/savings	n/a		
41. Anticipated life	20+ years	20+ years	20+ years

42. Investment Appraisal	N/A		
43. Affordability (where different to section 21)	N/A		
44. Proposed procurement approach (where different to section 22)	N/A		

45. <u>Recommendation</u>	<i>Not recommended</i>	<i>Not recommended</i>	<i>Recommended</i>
46. Reasons	This option will not be as aesthetically pleasing as option 3.	This option will not be as aesthetically pleasing as option 3.	This option is the best overall when assessed against the social/cultural, environmental and financial sustainability criteria. This provides the design that best enhances the City's cultural/social aspect by utilising the aesthetically pleasing granite on the carriageway. The potential environmental impacts are negated by locally sourcing the granite. This option is also preferred by the developer and is as per the previously agreed design for Heron Tower.