

Committees: Streets & Walkways Sub Committee <i>[for decision]</i> Projects and Procurement Sub Committee <i>[for Information]</i>	Dates: 30 January 2024 12 February 2024
Subject: 1 Leadenhall Street Section 278 Highway works Unique Project Identifier: 12256	Gateway 3/4/5: Options Appraisal and Authority to Start Work (Regular)
Report of: Interim Executive Director Environment Report Author: Daniel Laybourn	For Decision
<h1>PUBLIC</h1>	

1. Status updates	<p>Project Description: Section 278 (S278) highway works to facilitate the new development at 1 Leadenhall Street.</p> <p>RAG Status: Green (no status at last report)</p> <p>Risk Status: Low – project is fully reimbursable (low at previous report)</p> <p>Total Estimated Cost (excluding risk and maintenance): £786,777</p> <p>Change in Total Estimated Cost (excluding risk and maintenance): No substantial change as the total estimated project cost is £31,000 over the previous range of £0.55m - £0.8m.</p> <p>Spend to Date (as of 13th November 2023): £86,596</p> <p>Costed Risk Provision utilised: None. CRP has not previously been requested.</p> <p>Funding Source: Section 278 contributions</p> <p>Slippage: +18 months on the previously estimated construction start date. This has occurred due to delays in the developer’s programme.</p>
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<p>2. Next steps and requested decisions</p>	<p>Next Gateway: Gateway 6: Outcome Report</p> <p>Next Steps: Complete the detailed design package and finalise the construction planning, in advance of work commencing on site.</p> <p>Requested Decisions:</p> <p>It is recommended that Members of the Streets and Walkways Sub-Committee:</p> <ol style="list-style-type: none"> 1. Note and approve the associated contents of this report; 2. Approve an increase in the approved budget of £831,006 (an increase of £686,777, excluding costed risk and commuted maintenance) to reach Gateway 6, following receipt of funds from the Developer in late December 2023; 3. Approve the Risk Register in Appendix 3 and the requested Costed Risk Provision of £139,000, and that the Executive Director Environment is delegated to authorise the drawdown of funds from this register; 4. Approve the Commuted Maintenance sum of £5,229; 5. Note the revised total project cost of £931,006 inclusive of costed risk and commuted maintenance as detailed in Appendix 2; 6. Approve the design option shown in Appendix 4 for construction. 7. Agree that the Corporate Programme Management Office, in consultation with the Chairman of the Streets & Walkways Sub Committee and Chief Officer as necessary, is to decide whether any project issues or decisions that falls within the remit of paragraph 45 of the 'City of London Project Procedure – Oct 2023' (Changes to Projects: General), as prescribed in Appendix 8 of this report, is to be delegated to Chief Officer or escalated to committee(s). 															
<p>3. Budget</p>	<table border="1" data-bbox="528 1480 1407 2031"> <thead> <tr> <th data-bbox="528 1480 778 1608">Item</th> <th data-bbox="778 1480 1008 1608">Reason</th> <th data-bbox="1008 1480 1197 1608">Funds/ Source of Funding</th> <th data-bbox="1197 1480 1407 1608">Cost (£)</th> </tr> </thead> <tbody> <tr> <td data-bbox="528 1608 778 1854">Environmental Services (Highways) Staff costs</td> <td data-bbox="778 1608 1008 1854">To enable Highways staff to undertake design and supervision work to reach Gateway 6</td> <td data-bbox="1008 1608 1197 1854">S278 Developer funding</td> <td data-bbox="1197 1608 1407 1854">£48,000</td> </tr> <tr> <td data-bbox="528 1854 778 2031">Planning and Transportation (P&T) Staff costs</td> <td data-bbox="778 1854 1008 2031">To enable P&T staff to project manage the scheme to reach Gateway 6</td> <td data-bbox="1008 1854 1197 2031">S278 Developer funding</td> <td data-bbox="1197 1854 1407 2031">£30,000</td> </tr> </tbody> </table>				Item	Reason	Funds/ Source of Funding	Cost (£)	Environmental Services (Highways) Staff costs	To enable Highways staff to undertake design and supervision work to reach Gateway 6	S278 Developer funding	£48,000	Planning and Transportation (P&T) Staff costs	To enable P&T staff to project manage the scheme to reach Gateway 6	S278 Developer funding	£30,000
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Fees	To fund work by external parties required to reach Gateway 6 such as but not limited to surveys and temporary traffic orders.	S278 Developer funding	£26,173
Works	Funding for construction costs.	S278 Developer funding	£521,982
Utilities	Funding for provisional and confirmed utility alterations	S278 Developer funding	£60,622
Sub-total			£686,777
Risk	S278 Developer funded. Further details can be found in Appendix 2 – Risk Register		£139,000
Commuted Maintenance	S278 Developer funded. A chargeable amount to account for the future maintenance implications of the scheme.		£5,229
Project Total			£831,006

Detailed financial information is shown in **Appendix 2**.

Environmental Services (Highways) Staff Costs

Approximately 400 hours of additional staff time has been estimated for the team to plan, manage and supervise the construction of the work.

Planning and Transportation Staff Costs

It has been estimated that an additional 250 hours, on top of that already approved, will be required to account for the work to be undertaken by a Project Manager, Principal Project Manager and Project Director to reach the next Gateway. Tasks within their remit are oversight of the construction process, stakeholder engagement and general project management tasks.

Fees

An additional £26,173 is requested to fund work by parties external to the project such as, but not limited to, highway surveys and temporary traffic orders.

Works

City Engineers have estimated that the proposed works will cost £521,982. The works themselves are shown in **Appendix**

	<p>4 and detailed in section 4 of this report.</p> <p><u>Utilities</u> £60,622 is requested to fund for provisional and confirmed alterations to apparatus affected by the S278 work proposals which is owned by statutory undertakers.</p> <p><u>Commuted Maintenance</u> £5,229 is requested to account for the future maintenance implications of the scheme, fully funded by the developer and chargeable at the end of the project. Specifically, these are to cover maintenance uplifts for street furniture, highway areas constructed in setts and where areas which were previously paved in Mastic now being paved in Yorkstone.</p> <p>Costed Risk Provision requested for this Gateway: £139,000 (as detailed in the Risk Register – Appendix 2)</p>
<p>4. Overview of project options</p>	<p>The Section 278 proposals shown in Appendix 4 have been developed in conjunction with the Developer to both accommodate and complement the new building, and to comply with the City’s Public Realm Supplementary Planning Document, Transport Strategy and Climate Action Strategy. As required by the S.278 Agreement the developer has been consulted on the specifications and their comments considered. It also further promotes points 1 and 9 of the City’s Corporate Plan. Broadly the scheme consists of, but is not limited to:</p> <ul style="list-style-type: none"> • A reconstructed Whittington Avenue in granite setts with a flush footway/ carriageway surface. • A reconstructed and widened footway on Leadenhall Street which delivers part of the City Cluster Vision to make the street a more pedestrian-focused environment; • Carriageway resurfacing and reprofiling on all affected streets where required; • Alterations to utilities and drainage in the locality of the Development as required to meet the scope of the section 278 work; • Amended and additional street furniture and signage around the Development. This will include the replacement of the previous gate at the top of Whittington Avenue with removable bollards to improve cycle permeability. <p>In terms of other design options, ‘Do nothing’ would be the single substantial alternative to these proposals, where the footways and carriageways are reinstated as they were previously. This would result in drainage and levels issues</p>

	<p>around the development and would leave these areas sub-standard. Also, the work on Leadenhall Street would not meet the objectives of the City Cluster Vision. Therefore, this option is not recommended.</p> <p>Street lighting is not included with the scope of this project and is instead dealt with separately by the City Highways team in accordance with the City's Lighting Strategy. Also not included are any changes to Gracechurch Street on the western elevation of the development. As this street forms part of the Transport for London Road Network (TLRN), it is subject to a separate agreement between the Developer and Transport for London where they have highways responsibilities. Therefore, this report solely relates to the aspects of the development that sit with the City as the Highway Authority.</p>
<p>5. Recommended option</p>	<p>It is recommended by Officers that the design shown in Appendix 4 and outlined in this report is progressed into construction.</p> <p>Whilst detailed construction planning is on-going, it's currently planned that construction would start in Spring 2024. In total, construction is expected to last approximately 6-8 months. This is longer than usual due to the time it will take to lay the setts in Whittington Avenue, the required drainage works and programming the construction activities around the developer's construction programme. Project closure for all projects would then occur approximately six months after this in 2025.</p> <p>To support these recommendations, Officers have undertaken City of London Streets Accessibility Tool (CoLSAT) and Healthy Streets assessments on the proposed design.</p> <p>The Healthy Streets assessments, shown in Appendix 5, showed an approximately 5 percentage points score increase above the existing street scores. The CoLSAT assessments, summarised overpage and detailed in Appendix 6, indicated in broad terms an improvement in accessibility of a third over the current environment. In some instances, it's not possible to improve on some of the lower scores such as proximity of bus stops, blue badge parking and accessible toilets due to the scope of the project. Also, by virtue of a flush carriageway and footway as proposed for Whittington Avenue, there is a zero-score due to the lack of kerb edge but the benefits of the flush surface are believed to outweigh this.</p>

CoLSAT Summary Results Table				
	Total 0 scores* – severe accessibility issue		Total 1 scores** - significant accessibility issues	
	Before	After	Before	After
Electric Wheelchair user	1			
Manual Wheelchair user	1			
Mobility Scooter user	1			
Walking Aid user			3	2
Person with a walking impairment			7	4
Long cane user	4	2		1
Guide Dog user	1	1	4	3
Residual Sight user			4	2
Deaf or Hearing impairment			4	2
Acquired neurological impairment			3	2
Autism/Sensory-processing diversity				
Developmental Impairment	3	1	7	5
Total	11	4	32	21

* This score means most people in this segment would be excluded by the street characteristic in the selected configuration.

** This score means some people in this segment may be able to negotiate the street characteristic in the selected configuration, but it would significantly deplete their levels of confidence and energy, and they would be likely to give up on the journey if they had to negotiate it more than once or twice.

Pedestrian Comfort Level assessments, undertaken as part of the separate City Cluster Vision Leadenhall Street project indicate a slight improvement from 'B' to 'A' scores. Similar assessments have not been undertaken on Whittington Avenue as there is no pedestrian count data available.

6. Risk

The overall risk level of this project is estimated to be low due to the standard nature of the construction activities involved. The project is fully funded by the Developer and any reasonable costs will be met by them under the terms of the S278 agreement. The aforementioned delays in their programme, whilst unfortunate, have not had any substantive impact on the City. The Costed Risk Register submitted for approval can be seen in **Appendix 3**.

Traffic Implications

In exercising its traffic authority functions, the City is under a duty to “secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)” so far as practicable (S.122 Road Traffic Regulation Act 1984). Temporary traffic orders will be required, and regard will be had to this duty in making them. The scheme proposals have no impact on the current access arrangements for vehicles and

	<p>will deliver improvements for people walking and cycling.</p> <p><u>Legal Implications</u> A section 278 Agreement in respect of the works was entered into with the associated developer on 18 November 2021. It provides for reasonable payment to be made for the Section 278 Works after consultation regarding the specifications for these works. An invoice for the work was to be issued to the developer within six months of the construction start date, payable within 28 days of the invoice date. The invoice was subsequently issued, and payment received in December 2023. All other legal implications are included in the body of the report.</p> <p><u>Equalities</u> As a Public Authority, the City must have due regard to equality considerations when exercising its functions (section 149 Equality Act 2010). Therefore, an independent Equalities Impact Assessment (EqIA) has been undertaken by WSP on the proposed overall design. This and responses to it can be seen in Appendix 7. These issues have been mitigated during the design.</p>
7. Procurement approach	Highway construction works will be delivered by the City's Highway Term Contractor, FM Conway.
8. Design summary	<ol style="list-style-type: none"> 1. Reconstructed footway and carriageway in Whittington Avenue; 2. A reconstructed and widened footway on Leadenhall Street; 3. Carriageway resurfacing and reprofiling where required; 4. Alterations to utilities and drainage in the locality of the Development; and 5. Amended and additional street furniture and signage around the Development, including the replacement of the previous gate at the top of Whittington Avenue with removable bollards.
9. Delivery team	Project management will be provided by the project team within the Transport and Public Realm Projects Team. Highway construction works will be delivered by the City's Highway Term Contractor, FM Conway, with construction supervision undertaken in-house by City Highway Engineers.
10. Success criteria	<ol style="list-style-type: none"> 1. To create additional space for people to walk safely 2. To increase the extent of pedestrian-priority streets, in line with the aims of the Transport Strategy. 3. To ensure the street environment can accommodate the predicted increase in footfall as a result of the new development.

11. Progress reporting	Officers will report via monthly Project Vision updates. Should it be required, issues requiring further decisions by Members will be brought back as an Issue Report. Any delegated decisions taken will be reported back to Committee.
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Appendices

Appendix 1	Project Coversheet
Appendix 2	Financial Information
Appendix 3	Risk Register
Appendix 4	Scheme Design
Appendix 5	Healthy Streets Assessments
Appendix 6	CoLSAT Assessments
Appendix 7	Equalities Impact Assessment
Appendix 8	Paragraph 45 from Project Procedures

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