

<b>Committee(s):</b>	<b>Date(s):</b>
Streets & Walkways Sub-Committee Projects Sub-Committee	16 September 2013 25 September 2013
<b>Subject:</b> Issue Report – 72 Fore Street	<b>Public</b>
<b>Report of:</b> Director of Built Environment	<b>For Decision</b>
<b><u>Summary</u></b>	
<u>Dashboard</u>	
Project Status – Green	
Total Estimated Cost – £1.07m	
Spend to Date – £10,335	
Overall project risk – Low	
<u>Brief description of project</u>	
<p>As part of the Barbican Area Streets and Walkways Strategy you agreed in 2008 to a programme of works to improve Fore Street. The area around Fore Street is subject to significant change with the 72 Fore Street development (Moorgate Exchange), the Moorgate Crossrail station and the forthcoming redevelopment of the St Alphege House site (London Wall Place). A map showing the extent of the S106 approval is attached at Appendix One.</p> <p>Since the approval, works have started at 72 Fore Street and locally elsewhere for Crossrail which have affected that programme so that if we were to proceed as originally planned, the new works would be at high risk from construction traffic. However the developers of 72 Fore Street would understandably like the area immediately around their site to be improved to coincide with the opening of their new development in 2014. I am therefore now recommending the original programme be split into two phases, the first phase to be the work around the area of 72 Fore Street, with the rest to follow as Phase 2.</p> <p>The total cost of the whole scheme is £1.07m, and the cost around 72 Fore Street is anticipated to be £200k reflecting the minor nature of works to be done in the immediate vicinity of the site.</p>	
<b>Recommendations</b>	
<ul style="list-style-type: none"> <li>- It is recommended that Members approve the phasing of the project to deliver improvements to the footways immediately adjoining the 72 Fore Street development site to coordinate with the building's launch as Phase 1 of the project and evaluation/delivery of wider area improvements at a future date as Phase 2 of the project.</li> </ul>	

## Overview

<p><b>1. Success Criteria</b></p>	<ul style="list-style-type: none"> <li>- Delivery of a priority project of the Barbican Area Streets and Walkways Enhancement Strategy (Fore Street).</li> <li>- Improved access and safety through the area.</li> <li>- Improved appearance/amenity of the S106 area for users of the development and those affected by the development.</li> <li>- Improvement of pedestrian movement from the Moorgate Underground and Crossrail stations to/from the Barbican/London Wall and the development.</li> </ul>
<p><b>2. Project Scope and Exclusions</b></p>	<p>The project scope is limited to public realm works inside the S106 LCEIW area. The S106 restricts works primarily to Moor Lane, Fore Street, Fore Street Avenue and Wood Street as shown Appendix 1. Any works outside this area cannot be included in the project.</p>
<p><b>3. Link to Strategic Aims</b></p>	<p>The project would help to deliver the City's Strategic Aim - <i>To provide modern, efficient and high quality local services within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes</i>, through the provision of an improved public realm which would provide safer, more enjoyable and accessible routes between the existing and proposed offices/residences in the Moor Lane/Fore Street area and the public transport interchanges at Moorgate.</p>
<p><b>4. Within which category does the project fit</b></p>	<ul style="list-style-type: none"> <li>- Fully reimbursable</li> <li>- Asset enhancement/improvement (capital)</li> </ul>
<p><b>5. What is the priority of the project?</b></p>	<ul style="list-style-type: none"> <li>- Essential</li> </ul>
<p><b>6. Governance arrangements</b></p>	<p>Because of the scale and nature of this project a Project Board was not recommended at project initiation but rather regular project team meetings are held with the Senior Responsible Officer, internal multidisciplinary project team consisting of Highways, Lighting, Open Spaces, Access and Cleansing officers as necessary, and the developer.</p>
<p><b>7. Resources Expended To Date</b></p>	<p>£10,335.00 has been expended in staff costs to date. This funding has come from the initial staff costs allocation of £15k approved at Gateway 1 and 2 to progress the project through evaluation.</p>
<p><b>8. Last Gateway Approval</b></p>	<p>Gateway 3 approval was granted on 13<sup>th</sup> March 2013 to</p>

	<p>progress with detailed options appraisal and evaluation of carriageway and footway improvements to area adjacent the 72 Fore Street development site to a maximum total cost of £1.07m as funded from the 72 Fore Street S106.</p>
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**Issue**

<p><b>9. Issue Description</b></p>	<p>It has become apparent whilst progressing the detailed design process that wider environmental enhancements around the 72 Fore Street development site will not be possible in the short-medium term given the on-going vehicle access requirements of Crossrail along Fore Street Avenue (until 2018) and the imminent access requirements for the demolition and construction of St Alphage House/London Wall Place (until 2017) also along Fore Street Avenue and Fore Street.</p> <p>In addition the City will look to coordinate its wider enhancements to the Fore Street Avenue/Fore Street area with the public realm enhancements anticipated around the new Crossrail entrance to Moorgate Station, which are as yet unknown.</p> <p>The 72 Fore Street development site (Moorgate Exchange) requires a suitable footway quality surrounding the site when the building completes and begins occupation (1<sup>st</sup> quarter 2014).</p>
<p><b>10. Last Approved Limit</b></p>	<p>£15k approved at Gateway 1 and 2 to progress the evaluation of public realm improvements to the immediate vicinity of the 72 Fore Street site and the wider area of Fore Street, Fore Street Avenue and Moor Lane with a total maximum cost of £1.07m.</p>
<p><b>11. Tolerance Granted</b></p>	<p>N/A</p>
<p><b>12. Cause</b></p>	<p>The cause of the issue is the significant level of development occurring in the immediate, very confined area of Fore Street Avenue, Fore Street and London Wall (as shown in Appendix 2) and the extensive access requirements of these nearby development sites.</p>
<p><b>13. Consequences</b></p>	<p>The carriageways in the wider Fore Street/Fore Street Avenue area cannot be closed to vehicle access to allow for the delivery of improvement works such as raising and/or resurfacing the carriageway, changing traffic access arrangements etc.</p> <p>In addition, if wider spread enhancements were undertaken ahead of the completion of the construction</p>

	works in the adjoining area they are very likely to be damaged by the construction vehicles and as such would lead to abortive costs.
<b>14. Options</b>	<p>There are two potential options to be considered:</p> <ul style="list-style-type: none"> <li>- Delay all public realm improvement works until nearby developments have been completed, finishing the footways adjoining the 72 Fore Street development site in asphalt and then progressing with the delivery of the enhancement project in future years; or</li> <li>- Phase the public realm works to allow completion of paving improvements to the footways immediately adjoining the 72 Fore Street development site and progress with the evaluation and delivery of wider area improvements as a second phase, potentially being picked up as part of the revised Barbican Area Enhancement Strategy in future years.</li> </ul> <p>The first option would not be well received by the developer of the 72 Fore Street site (Moorgate Exchange) and would not reflect the aspirations for improving the area as contained within the Barbican Area Strategy. The second option to phase the works would provide the building with the best possible streetscene for its launch, which is anticipated for the end of 1<sup>st</sup> quarter 2014. This mitigates against the main risks of damage by construction vehicles from other developments. The much smaller risk of risk of damage close to 72 Fore Street will be managed through the standard contractor reparation procedures.</p>
<b>15. Recommendation</b>	<p>It is recommended that Members approve:</p> <ul style="list-style-type: none"> <li>- the phasing of the project to facilitate footway improvements to the 72 Fore Street development site as Phase 1 of the project and evaluation/delivery of wider area improvements at a later date as Phase 2 of the project.</li> </ul>
<b>16. Lessons</b>	N/A

### Appendices

<b>Appendix 1</b>	S106 Local Community and Environmental Improvement Works Area
<b>Appendix 2</b>	Local Development and Access Plan



## Appendix 2 – Local Development and Access Plan

