

<b>Committee(s):</b>	<b>Date(s):</b>
Street & Walkway Sub Committee Project Sub Committee	14 October 2013 29 October 2013
<b>Subject:</b> Options Appraisal - Middlesex Street Area project	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

### Summary

#### Dashboard

Project Status : Green

Timeline indicating the stage at which the project is: Gateway 3/4

Approved budget : £85,000 for evaluation

Spend to Date : £71,397 for evaluation

Total Estimated Costs :

- Signage: £6,000
- To Gateway 5: £181,571
- Implementation of Option 2: between £850,000 – £932,000

Overall project risk : Low

#### Summary

Middlesex Street Area is identified as a High Priority project within the Liverpool Street Area Enhancement Strategy approved by the Court of Common Council in September 2013.

In response to extensive consultation, this report proposes a phased approach to delivery of enhancements. This takes into account the further work that will need to be done on the cross boundary issues relating to the Petticoat Lane Market, and associated environmental enhancements. It is therefore proposed to have two phases as shown in Appendix 1:

**Phase 1:** Enhancements to the Northern end of Middlesex Street, Widegate Street, Sandy's Row, Fort Street and Rose Alley (Implementation: estimated May to November 2014).

**Phase 2:** Enhancements to the Southern half of Middlesex Street where the City shares a boundary with Tower Hamlets. Members will be presented with a Gateway 4/5 report in 2014 following detailed consultation and analysis of functional improvements to the market.

This report deals with **Phase 1**, and from three options recommends Option 2, which delivers an improved and flexible environment using a palette of materials that provide value for money, whilst also responding to the aspirations of local businesses expressed during the public consultation and the objectives of the Liverpool Street Area Enhancement Strategy.

## Background

Middlesex Street and adjacent streets are on the eastern fringe of the City and lie within Bishopsgate Conservation Area with a number of listed and undesignated heritage assets. The area is well known and visited due to its central London location and Petticoat Lane Market, especially at weekends. It is run down and in need of improvement, particularly when compared to adjacent recently regenerated areas in Tower Hamlets or neighbouring areas in the City. The Liverpool Street Area Enhancement Strategy identifies the Middlesex Street neighbourhood as a key opportunity area. This has the objective of dealing with current issues and creating a series of flexible, pedestrian friendly spaces that both preserve and enhance the character and appearance of the conservation area, and the aspirations of the local residential, retail and business community, informed by the public consultation on the strategy content.

In June 2011, Members of the Streets & Walkway Sub Committee approved the use of remaining 201 Bishopsgate Section 106 funds to be spent on high priority projects within the Middlesex Street Area (as illustrated in Appendix 1) and in April 2012 a project for the Middlesex Street Area was approved by Members.

As a result of the public consultation, a short term urgent need has been identified for wider area signage related to the new Library and Community Centre in Artizan Street to be implemented immediately at a cost of £6,000 funded from 201 Bishopsgate Section 106 Agreement.

The need for an improved setting for the market and retailing has been endorsed through a public consultation exercise carried out with Tower Hamlets, local businesses, residents and visitors. Close consultation with the residents of the Middlesex Street Estate has been particularly useful in shaping the design and options presented in this report.

## Brief description of project

This report explores options for **Phase 1** of the Middlesex Street Area project for environmental and traffic improvements in the northern section of Middlesex Street, Widegate Street, Sandy's Row, Fort Street and Rose Alley (see plan in Appendix 2).

A public consultation for the Middlesex Street Area was undertaken from January to March 2013 and 231 responses were received from local businesses and residents, visitors, representatives and students from the East Anglia University, market traders managers and traders organisations. It should be noted that the project area is on the border with the London Borough of Tower Hamlets, but all the proposed environmental enhancements are to be on City land.

The project will seek to unify the two existing traffic islands in Middlesex Street to create a more attractive and usable public space, and widen footways in Middlesex Street where possible (see Appendix 3 for key images of proposals). Improvements to Rose Alley will be considered to create a safer environment at night and discourage anti-social behaviour, and the option of closure will be explored. The project also includes organising experimental traffic changes and timed closures in Widegate Street, Sandy's Row and Fort Street jointly with Tower Hamlets, also including de-cluttering the area and undertaking a parking review. The results of the experiments will inform the detailed design and will be reported at the next Gateway.

Members of the association representing the retailers of Widegate Street have also expressed a strong desire for Christmas lighting to be installed. It is therefore proposed

to install Christmas lighting in Widegate Street using the same standard and quality as the lighting successfully installed in Bow Lane as part of the Queen Street project. Maintenance costs for the Christmas lighting have been estimated and included in the project budget and details of the design will be included in the next Gateway report. New signage and way finding are also needed in the project area for the Artizan Street Library and Community Centre that recently opened in the Middlesex Street Estate. It is proposed to carry out urgent signage improvements in the project area as part of this project, more localised signage improvements will be carried out as part of the Middlesex Street Estate ramps project.

### Working Group

Following meetings with Tower Hamlets representatives, local residents and businesses, Market managers and the City Markets & Consumer Protection team, the need for a Working Group has been strongly expressed. The working group will inform the detailed design of Phase 1 and discuss options for Phase 2 including the regeneration of Petticoat Lane Market. It should be noted that the core of the group has already met to discuss the temporary closure of the south end of Middlesex Street as part of Aldgate project.

### Traffic Experiments

It is proposed to organised traffic experiments jointly with Tower Hamlets. Temporary timed closures would be done in Widegate Street and Sandy's Row and traffic changes would be carried out in Fort Street. Outcomes of the experiments will be reported at the next Gateway.

### Options

Three options have been investigated and would include the improvements mentioned above and the following: (all the options are consistent with the Street Scene Manual and for more details see the Options Appraisal Matrix in paragraph 23)

1. Option 1: Would re-lay pavements and carriageways in asphalt in the area and include widened footways and raised carriageways in Widegate Street. Yorkstone paving would be used to create a public space at the Northern end of Middlesex Street.
2. Option 2: Would introduce Yorkstone paving in Middlesex Street, Widegate Street and Sandy's Row, and includes landscaping, movable seating, cycle racks and street lighting improvements, especially around the northern end of Middlesex Street where a flexible public space would be created.
3. Option 3: Would see similar upgrades in materials to option 2 but enable further enhancements with the potential for public artwork or a self-standing structure to be installed at the northern end of Middlesex Street. Sustainably sourced granite setts would be used for carriageway resurfacing in Middlesex and Widegate Streets.

Option 2 is considered as the preferred option for Phase 1. This option delivers an improved and flexible environment using a palette of materials that provide value for money, whilst also responding to the aspirations of local businesses expressed during the public consultation and the objectives of the Liverpool Street Area Enhancement Strategy.

<b>Description</b>	<b>Option 1 £</b>	<b>Option 2 £</b>	<b>Option 3 £</b>
Works Costs	515,000 – 575,500	730,000 – 812,000	870,000 – 975,000
Fees	60,000	60,000	80,000
Staff Costs	50,000	50,000	50,000
<b>Total</b>	<b>625,000-685,500</b>	<b>840,000–922,000</b>	<b>1,000,000–1,105,000</b>
Maintenance for 5 years (for landscaping and Christmas lighting)	5,000	10,000	15,000
<b>Funding Strategy</b>	201 Bishopsgate S106 inclusive of interest and indexation	201 Bishopsgate S106 inclusive of interest and indexation	201 Bishopsgate S106 inclusive of interest and indexation
<b>Total Funding Requirement</b>	<b>630,000–690,500</b>	<b>850,000–932,000</b>	<b>1,015,000–1,120,000</b>

Full details of all of the options are available in paragraph 23.

## **Recommendations**

**It is recommended that Members approve:**

- 1. New signage and way finding in the project area be implemented funded by £6,000 from 201 Bishopsgate Section 106 agreement;**
- 2. Phase 1 of the project proceed to Gateway 5 (Authorisation to start works) funded by £96,571 from 201 Bishopsgate Section 106 agreement;**
- 3. Option 2 be approved at a total cost between £850,000 to £932,000 to be funded by 201 Bishopsgate Section 106 agreement;**
- 4. Temporary traffic experiments be carried out in Widegate Street, Sandy's Row and Fort Street, and outcomes be reported at the next Gateway; and**
- 5. Phase 2 of the project proceed to Gateway 4/5 at a future date.**

## Next Steps

Urgent signage improvement works to be carried out in the project area.  
Traffic experiments to be organised with Tower Hamlets, detailed design (including Christmas lighting for Widegate Street) to be completed.  
Improvements to the Market to be considered through consultation with Market Traders and Tower Hamlets and Gateway 4/5 to be prepared for Phase 2.

## Tolerances

The budget estimate is between £850,000 to £932,000 and will be confirmed at the next Gateway report.

## Overview

### **1. Evidence of Need**

Middlesex Street area adjoins the London Borough of Tower Hamlets and has been identified within the Liverpool Street Area Enhancement Strategy as in need of improvements.

A public consultation and a traffic study were carried out from January to March 2013 and highlighted the need to provide an enhanced environment and traffic improvements in the area. A very clear need to revitalise and regenerate Petticoat Lane market was also expressed by the local residents. People are aware of its decline however it is an important part of the local history and through physical improvement and the implementation of a regeneration strategy, the area could become a focal point for the market and help to attract more visitors to the area.

Sandy's Row and Widegate Street are historical streets with very narrow footways and do not provide a pleasant and functional environment for users especially people with mobility restriction as highlighted by the City access team. Paving materials are in poor condition and do not celebrate the historical character of these Huguenot streets, where the Sandy's Row Synagogue is located.

Members of the association representing the retailers of Widegate Street have also expressed a strong desire for Christmas lighting to be installed in Widegate Street. This will enhance the street and provide a better environment for all users during the festive period, and help to attract more people in the local shops during the festive period.

An urgent need for signage improvements related to the recently opened Artizan Street Library and Community Centre has also been expressed by the library manager and the director of the Culture, Libraries and Heritage

	Department.
<b>2. Success Criteria</b>	<ul style="list-style-type: none"> <li>• Creation of a new public space for local residents, occupiers and visitors, providing a flexible space for market activities during the week and a new focal point in the area;</li> <li>• Initiate the regeneration of the Petticoat Lane Market and increase the number of visitors to the Market and in the area;</li> <li>• Improve the accessibility for all street users through the area and especially in Widegate Street and Sandy's Row;</li> <li>• Improve road safety in the area by limiting traffic through timed closures and weight restrictions;</li> <li>• Provide a safer and more pleasant evening environment in the area through improved lighting, and discourage anti-social behaviour especially in Rose Alley where options for closure are to be explored;</li> <li>• Improved capacity for upcoming increased numbers of pedestrians in the area in providing more space for pedestrian</li> <li>• Improve linkages between Liverpool Street station, the eastern border of the City with Tower Hamlets and Aldgate; and</li> <li>• Improve way finding in the wider area.</li> </ul>
<b>3. Project Scope and Exclusions</b>	Design details for Phase 2 will be presented in a Gateway 4/5 report.
<b>4. Link to Strategic Aims</b>	<p>To support and promote the City as the world leader in international finance and business services.</p> <p>To provide modern, efficient and high quality local services and policing within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes.</p>
<b>5. Within which category does the project fit</b>	Fully reimbursable.
<b>6. What is the priority of the project?</b>	Advisable.
<b>7. Governance arrangements</b>	There will be regular meetings with the Senior Responsible Officer. A Working Group with local residents and businesses, representatives from the East Anglia University, shop owners, the Widegate

	Traders Association, The East End Trades Guild, market stall holders and managers from the City and Tower Hamlets, will be organised to support the development of the design and plans for the regeneration of the market.
<b>8. Resources Expended To Date</b>	The estimated final cost to the end of Gateway 2 is £71,397 funded from the Section 106 agreement related to the 201 Bishopsgate development to undertake preliminary evaluation.
<b>9. Results of stakeholder consultation to date</b>	<p>A public consultation was carried out by consultants from January to March 2013 and 231 responses were received via on street and on line questionnaires, a market stall forum and meetings with Ward Members, local residents and businesses, market representatives as well as Managers at Tower Hamlets. Consultation has included presentations to key stakeholders and they are supportive of the project.</p> <p>As a result of the consultation exercise, a vast majority of the respondents are in favour to include more trees and planting in the area, and would welcome the pedestrianisation of the traffic islands to the north of Middlesex Street and of Widegate Street. Members of the association representing the retailers of Widegate Street have been consulted and mentioned festive lighting to be installed in the street during the Christmas period.</p> <p>The majority of the respondents are also supportive of improving the profile of the Petticoat Lane Market, and would welcome more seating in the area, as well as improved paving, better signage, less clutter in the street and less traffic. Respondents also mentioned better lighting although a large number of the on-street questionnaires were conducted during the day and it was therefore difficult for people to comment. More facilities for children have also been mentioned, as well as more public facilities and better cleansing of the streets.</p>
<b>10. Commentary on the options considered</b>	It would also include the delivery of a regeneration strategy for the market in parallel with physical improvements.
<b>11. Consequences if project not approved</b>	The traffic islands on the north of Middlesex Street would remain redundant and continue to dominate the public space, traffic issues in Widegate Street and Sandy's Row would not be solved nor accessibility issues due to the narrow footways and the poor conditions of the current paving materials. There is a high risk for the Petticoat Lane Market to continue to

decline if nothing is done to regenerate it.

### **Information Common to All Options**

<b>12. Key benefits</b>	<p>The key benefit will be an improved environment in the Middlesex Street Area for the City community and the key benefits are set out against the Success Criteria above.</p> <p>Signage improvements and better way finding in the project area would help people to find the new Artizan Street Library and Community Centre.</p> <p>The new proposed public space at the northern end of Middlesex Street would become a focal point for the area and for the market. Consultees expressed the desire for a food Market in the area. This new public space could be a suitable location and this will be investigated further.</p> <p>Improvements to Widegate Street and Sandy's Row would provide streets accessible for all and revive the historical character of these Huguenot streets and create consistency with the improvements carried out in Artillery Passage in Tower Hamlets. Christmas lighting in Widegate Street would also help to improve the area and attract more people in the local shops during the festive period.</p> <p>By undertaking these enhancements there would also be the opportunity to regenerate the Petticoat Lane Market and improve its status and reputation as part of Phase 2.</p>
<b>13. Programme and key dates</b>	<p>It is proposed to carry out urgent signage improvement works in the wider area in winter 2013/2014. More localised signage improvements will be carried out as part of the Middlesex Street Estate ramps project.</p> <p>It is proposed to carry out some experimental closures in Widegate Street and Sandy's Row and consult further with local residents and businesses, market managers, shop owners and the London Borough of Tower Hamlets in order to ensure that their views and wishes for the area are taken into consideration. This would be expected to take place in winter 2013.</p> <p>Following the consultation and the completion of the detailed design for Phase 1, a Gateway 5 report would be produced. It is anticipated that this report would be presented to Members in the first quarter of 2014. Works on site would then be sought in 2014/2015.</p> <p>It is anticipated that a Gateway 4/5 report for Phase 2</p>

	will be presented in 2014 following detailed consultation and analysis of functional improvements to the market. Phase 2 is to be developed in close liaison with Tower Hamlets and starts as soon as funding is available.
<b>14. Constraints and assumptions</b>	None.
<b>15. Risk implications</b>	<p>This project is considered to be Low Risk. The main risks relate to the detailed design and cost overrun. Officers have taken the following specific risk mitigation actions:</p> <p><i>1. A detailed design is developed that does not meet the requirements of the local community</i></p> <p>A full public consultation will be undertaken to canvass the views of local stakeholders, and local residents will be kept informed of the progress of the project to ensure support for the scheme.</p> <p><i>2. The cost of the final design exceeds the project budget</i></p> <p>The design development will be informed at all stages by the available budget and a final design will be agreed within the financial constraints.</p> <p><i>3. Structural and / or utility issues impact on the design development</i></p> <p>Surveys will be carried out at the appropriate stage to determine the requirements for structural issues relating to the ramps and the presence of any sub-surface utilities.</p>
<b>16. Stakeholders and consultees</b>	<ul style="list-style-type: none"> <li>• Ward Members;</li> <li>• Local residents and occupiers;</li> <li>• Market Managers;</li> <li>• Developer of 201 Bishopsgate (as provider of funding);</li> <li>• London Borough of Tower Hamlets;</li> <li>• East End Trades Guild;</li> <li>• Widegate Traders Association;</li> <li>• Chamberlain;</li> <li>• Access Team;</li> <li>• City Surveyor Office;</li> <li>• Markets &amp; Consumer Protection team</li> <li>• Planning.</li> </ul>
<b>17. Legal implications</b>	<p>Any traffic orders affecting vehicle movements would be the subject of a separate statutory process and cannot be prejudged.</p> <p>The use of the S.106 funds from the 201 Bishopsgate</p>

	<p>development for the purpose proposed in this report must first be agreed by the owners of that development.</p> <p>Use of highway amenity space for retail stalls outside the existing market boundary would involve unauthorised street trading (S.6 City of London (Various Powers) Act 1987).</p> <p>All other legal implications are addressed in the body of the report.</p>
<b>18.HR implications</b>	None.
<b>19.Benchmarks or comparative data</b>	None.
<b>20.Funding strategy</b>	The scheme is to be funded through the Section 106 agreement relating to 201 Bishopsgate inclusive of indexation and any interest accrued.
<b>21.Affordability</b>	<p>The project is fully funded from the Local Communities and Environment contribution of 201 Bishopsgate S106.</p> <p>In May 2007, Members of the City's Streets and Walkways Sub-Committee approved the use of 201 Bishopsgate Section 106 (S106) funds to be used in 4 phases of environmental enhancements around the Broadgate Estate. In June 2011, Members approved an extension to the final Phase of works (Phase 4) to cover a much wider area around Liverpool Street station. Included in this approval was the use of £56,743 of S106 funds to develop the Liverpool Street Area Strategy which includes Middlesex Street.</p> <p>As part of the June 2011 Street &amp; Walkway Sub Committee, Members also approved the use of the remaining S106 funds to be spent on high priority projects as part of the Liverpool Street Area Enhancement Strategy.</p>
<b>22.Procurement approach</b>	The project will utilise the City's Term Contractor to implement the works and this represents the best value, as demonstrated with the recent exercise comparing rates with other Transport for London contracts.

**Options Appraisal Matrix**

See below.

## **Appendices**

<b>Appendix 1</b>	Environmental Enhancement Plan: Phasing
<b>Appendix 2</b>	Environmental Enhancement Plan : Phase 1
<b>Appendix 3</b>	Key Images
<b>Appendix 4</b>	Budget estimates tables

## **Contact**

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## Options Appraisal Matrix

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
<b>23. Brief description of options for PHASE 1</b>	<p>This option includes the following improvements:</p> <ul style="list-style-type: none"> <li>• Unify the 2 underused traffic islands located at the Northern section of Middlesex Street and pave the whole new public space with new Yorkstone paving material. This is to create a new public space for local residents and users, and a focal point for the Petticoat Lane Market</li> <li>• Widen footways where possible in Middlesex Street from the junction with Bishopsgate to Sandy's Row, replace damaged paving with new Yorkstone, and redesign the market pitches in asphalt</li> <li>• Raise the carriageway to footway level in Widegate Street and resurface the carriageway with asphalt in Widegate Street, Middlesex Street and Sandy's Row</li> <li>• Retained historic bollards in the area</li> <li>• Provide a safer and more pleasant evening environment in Rose Alley with improved lighting and better paving materials and explore options for a closure.</li> <li>• Organise traffic experiments in</li> </ul>	<p>This option includes the same improvements as detailed for Option 1 and the additional enhancements :</p> <ul style="list-style-type: none"> <li>• Unify the 2 underused traffic islands located at the Northern section of Middlesex Street and install landscaping, cycle racks, movable seating</li> <li>• Remove the motorcycle parking and unnecessary clutter</li> <li>• Upgrade paving materials in Middlesex Street, Widegate Street and Sandy's Row using new Yorkstone paving on footways and new kerbs</li> <li>• Raise the carriageway in Widegate Street to provide better accessibility for all users and pave the carriageway with natural stone to be consistent with Artillery Passage (currently paved with Yorkstone paving)</li> <li>• Carry out lighting improvements in the northern section of Middlesex Street where the new public space is to be created, and in Widegate Street and Sandy's Row</li> <li>• Provide a better signage and way finding in the area</li> <li>• Widen footways where possible in</li> </ul>	<p>This option includes the same improvements as detailed for Option 1 and Option 2 and the additional enhancements:</p> <ul style="list-style-type: none"> <li>• Commission a public art installation or a self-standing structure for the market in the new public space created from the unification of the 2 traffic islands</li> <li>• Install wooden seating and bronze planters in the new public space</li> <li>• Raise the carriageway to footway level in Widegate Street and Sandy's Row, and pave Middlesex Street with granite setts</li> </ul>

	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
	<p>Widegate Street, Sandy's Row and Fort Street to provide a safer environment for pedestrian as already successfully done in Carter Lane.</p> <ul style="list-style-type: none"> <li>Carry out urgent signage improvements for the Artizan Street Library and Community Centre that recently opened in the Middlesex Street Estate.</li> </ul>	<p>Middlesex Street from the junction with Bishopsgate to Sandy's Row, pave the footways with new Yorkstone, and redesign the market pitches using natural stone as successfully done for the Whitecross Street market located in Islington.</p>	
<b>24. Scope and Exclusions (where different to section 3)</b>	As section 3.	As section 3.	As section 3.
<b>25. Benefits and strategy for achievement (where different to section 10)</b>	As section 10.	As section 10.	As section 10.
<b>26. Programme (where different to section 11)</b>	As section 11.	As section 11.	As section 11.
<b>27. Constraints and assumptions (where different to section 12)</b>	As section 12.	As section 12.	As section 12.
<b>28. Risk implications (where different to section 13)</b>	As section 13.	As section 13.	Additional financial and structural risks will be linked to the construction of a self-standing structure and the installation of Public Art.
<b>29. Stakeholders and consultees (where different to section 14)</b>	As section 14.	As section 14.	As section 14.
<b>30. Legal implications (where different to section 15)</b>	As section 15.	As section 15.	The installation of a self-standing structure or Public Art in the new public space may require Planning Permission.

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
<b>31. HR implications (where different to section 16)</b>	N/A	N/A	N/A
<b>32. Benchmarks or comparative data (where different to section 17)</b>	N/A	N/A	N/A

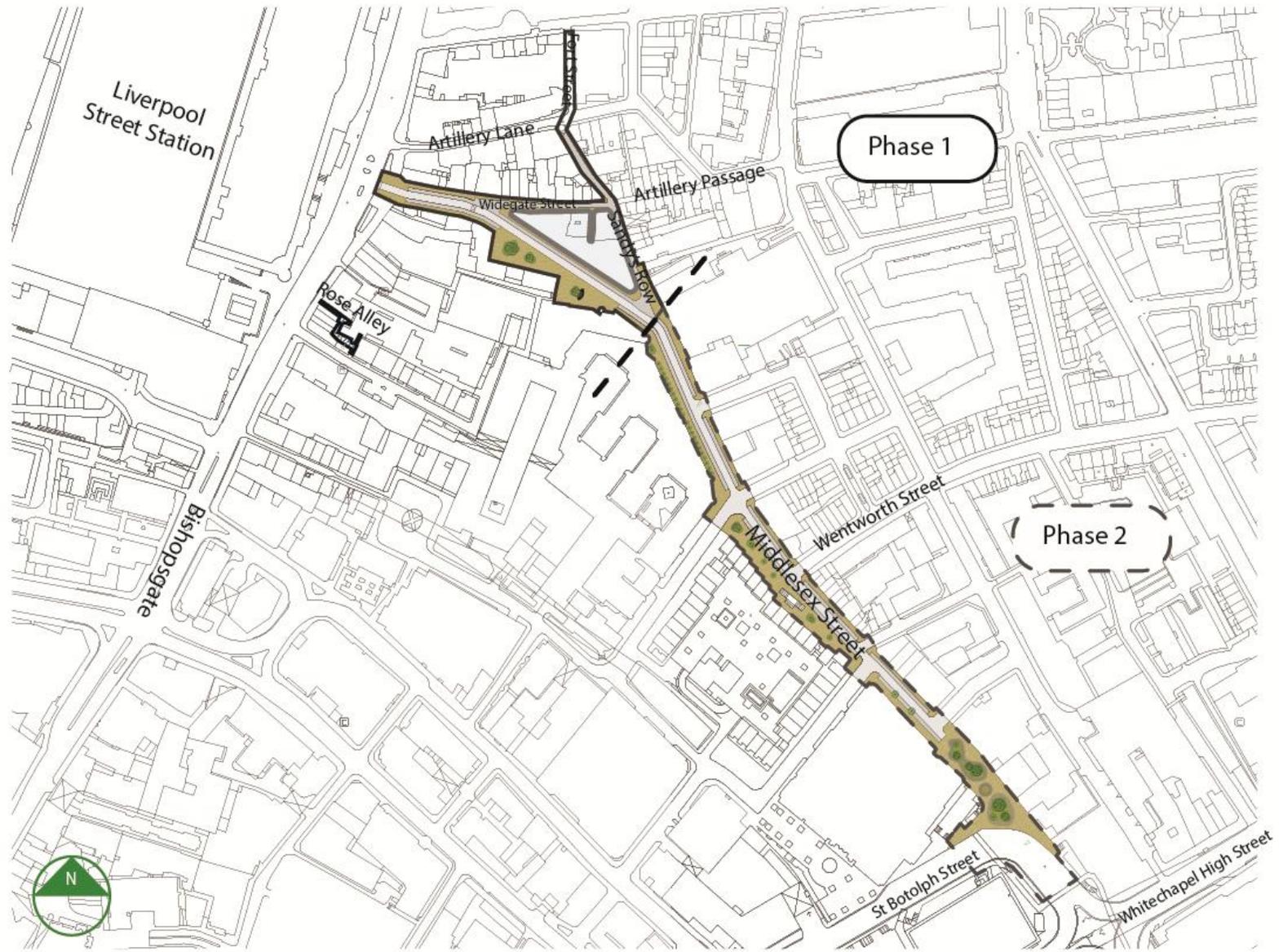
<b>Financial Implications</b>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
<b>33. Total Estimated Cost (£)</b>	£630,000 – £690,500	£850,000 – £932,000	£1,015,000 – £1,120,000
<b>34. Anticipated source(s) of project funding (where different to section 18)</b>	As section 18.	As section 18.	As section 18.
<b>35. Anticipated phasing of capital expenditure</b>	2014/15: £430,00 – £450,500 2015/16: £200,000 - £240,000	2014/15: £450,000-£502,500 2015/16: £400,000 - £430,000	2014/15:£515,000 - £600,000 2015/16: £500,000 - £520,000
<b>36. Estimated capital value/return (£)</b>	N/A	N/A	N/A
<b>37. Fund/budget to be credited with capital return</b>	N/A	N/A	N/A
<b>38. Estimated ongoing revenue implications (£)</b>	The first five years maintenance costs (£5,000) for the new planting and the Christmas lighting are included in the project budget. After these five years the ongoing maintenance costs will be borne by the Department of Open Spaces.	The first five years maintenance costs (£10,000) for the new planting and the Christmas lighting are included in the project budget. After these five years the ongoing maintenance costs will be borne by the Department of Open Spaces.	The first five years maintenance costs (£815,000) for the new planting, the public art installation and the Christmas lighting are included in the project budget. After these five years the ongoing maintenance costs will be borne by the Department of Open Spaces.

<b>39. Source of ongoing revenue funding</b>	201 Bishopsgate S106.	201 Bishopsgate S106.	201 Bishopsgate S106.
<b>40. Fund/budget to be credited with income/savings</b>	N/A	N/A	N/A
<b>41. Anticipated life</b>	N/A	N/A	N/A
<b>42. Investment Appraisal</b>	N/A	N/A	N/A
<b>43. Affordability (where different to section 19)</b>	As section 19.	As section 19.	As section 19.
<b>44. Proposed procurement approach (where different to section 20)</b>	As section 20.	As section 20.	As section 20.

<b>45. Recommendation</b>	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
<b>46. Reasons</b>	<p>The unification of the 2 traffic islands at the northern end of Middlesex Street will provide a new public space for the local residents and users in the area.</p> <p>Replacing the damaged paving in the area with new paving materials in Widegate Street and Sandy's Row would provide a better environment however there would be no significant upgrade of paving or carriageway materials in the area with asphalt used throughout. This option would also not improve accessibility for all users, especially in the narrow historical streets where existing kerbs are high and the footways very narrow making the access difficult for people with mobility impairment.</p>	<p>The creation of a new public space at the northern end of Middlesex Street will provide a flexible space for the local residents and users in the area and a focal point where a food Market could be installed during the week.</p> <p>Environmental enhancements, traffic and lighting improvements in Middlesex Street, Widegate Street and Sandy's Row would provide streets that are more pleasant and accessible for all users and safer at night. Using high quality materials will help to strengthen the historical character of the area and that provides value for money.</p> <p>Initiating the regeneration of the Petticoat Lane Market would also help to</p>	<p>Environmental enhancements, traffic and lighting improvements in Middlesex Street, Widegate Street and Sandy's Row would provide streets that are more pleasant and accessible for all users.</p> <p>The construction of a self-standing structure and the installation of public art in the new public space created at the northern end of Middlesex Street would create a new focal point from Bishopsgate. However this would not allow for a flexible space that could accommodate events in relation to the Market.</p> <p>This option proposes the use of high</p>

		<p><b>revive the whole area and connect to the very dynamic Spitalfields and Brick Lane markets.</b></p> <p><b>These improvements would also meet all the needs expressed during the public consultation exercise and these proposals are in line with the Liverpool Street Area Enhancement Strategy.</b></p>	<p><b>quality materials in Middlesex Street, Widegate Street and Sandy's Row however this could be better rationalise to provide a better value for money scheme.</b></p>
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## Appendix 1 – Environmental Enhancements Plan: Phasing



## Appendix 2 – Environmental Enhancements Plan: Phase 1



Experimental traffic changes and timed closures to be organised

Raise the carriageway to footway level, pave the carriageway with small Yorkstone modules and introduce new Yorkstone paving on footways and new kerbs

Introduce new Yorkstone paving on footways, new kerbs, and resurface the carriageway with asphalt

Widen footways where possible in Middlesex Street using new Yorkstone paving, and redesign the market stalls with setts

Unify the two existing traffic islands and create a new public space with Yorkstone paving, landscaping, movable seating, cycle racks and lighting improvements

Create a better and safer environment at night and discouraging anti-social behaviour

— Environmental Enhancement Area

### Appendix 3 – Key Images of Proposals



After photomontage



Existing picture

Unified traffic islands to create a new public space at the northern end of Middlesex Street.



After photomontage



Existing picture

Raised carriageways along Widegate Street will provide a more pedestrian friendly environment and a special setting for the historic buildings.



After photomontage



Existing picture

Initial proposals for the market and the southern end of Middlesex Street include enhanced footways and improvements to market stall pitches.

## Appendix 4 - Budget estimates tables

Table 1: Gateway 1 to 5 estimates

Task	Approved Budget	Estimated final cost to Gateway 2	Revised budget to include estimate to reach Gateway 5	Additional funding required for detailed options appraisal and design
<b>Fees</b>	<b>£50,000</b>	<b>£43,071</b>	<b>£103,071</b>	<b>£53,071</b>
Open Spaces Staff Costs	£2,000	£0	£8,000	£6,000
Highways Staff Costs	£5,000	£88	£15,500	£10,500
P&T Staff Costs	£28,000	£28,238	£55,000	£27,000
<b>Staff Cost Sub-Total</b>	<b>£35,000</b>	<b>£28,326</b>	<b>£78,500</b>	<b>£43,500</b>
<b>Totals</b>	<b>£85,000</b>	<b>£71,397</b>	<b>£181,571</b>	<b>£96,571</b>

Table 2 : Implementation budget estimates for Phase 1

<b>Description</b>	<b>Option 1 £</b>	<b>Option 2 £</b>	<b>Option 3 £</b>
Highway + drainage works	450,000 - 510,000	600,000 – 682,000	530,000 – 635,000
landscaping	10,000	20,000	20,000
Lighting, signage, street furniture (incl. Christmas Lighting in Widegate Street and Public Art)	55,000	110,000	320,000
<b>Sub-total Works Costs</b>	<b>515,000 – 575,500</b>	<b>730,000 –812,000</b>	<b>870,000 – 975,000</b>
Design + public consultation	45,000	45,000	60,000
Surveys	15,000	15,000	20,000
<b>Sub-total fees</b>	<b>60,000</b>	<b>60,000</b>	<b>80,000</b>
Staff Costs	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>
<b>Sub-total Total</b>	<b>625,000-685,500</b>	<b>840,000 – 922,000</b>	<b>1,000,000 – 1,105,000</b>
Maintenance for 5 years (Landscaping and Christmas lighting)	5,000	10,000	15,000
<b>TOTAL</b>	<b>630,000 – 690,500</b>	<b>850,000 – 932,000</b>	<b>1,015,000 – 1,120,000</b>