

Committees:	Dates:	Item no.
Streets and Walkways Sub-Committee Projects Sub-Committee	07/04/2014 07/05/2014	
Subject: Museum of London Gyratory	Issue Report	Public
Report of: Director of the Built Environment		For Decision

Summary

Project Status	Project Stage	Total Estimated Cost	Spend to Date	Overall project risk
AMBER	Options Appraisal	£17M	£45,000	AMBER

The Museum of London Gyratory Project Proposal (Gateway 2) report was approved by the Planning & Transportation Committee on 26th November 2013 and the Projects Sub Committee on the 5th December 2013.

A scoping study to identify options (for further evaluation) to introduce two way traffic and improve the streets between St. Paul's Cathedral and the Museum of London has been undertaken with funding from the 2013/14 Local Implementation Plan.

Since the Gateway 2 Report a clearer picture has emerged of the aspirations for the development of the Museum of London Master Plan and Barbican 'cultural hub'. It is proposed that; the Museum of London Gyratory project objectives be widened to include "highway and public realm enhancements required to improve access to the Barbican cultural hub"; and therefore that the scope of the project be expanded to include Aldersgate Street and London Wall (as shown in Appendix 1 and 2).

Expanding the project scope will also allow the significant number of emerging projects in the wider area to be coordinated as part of an integrated and phased programme of works (over several years) to deliver the objectives of the Museum of London Gyratory project.

One of these emerging projects relates to the London Wall Place development which is a distinct Section 278 project that is currently at Options Appraisal stage (Gateway 3). The highway changes on London Wall required by the development will be closely coordinated with the Museum of London Gyratory project and may be merged in future gateway reports.

The increased size of the study area will increase the amount of public highway to be improved with a commensurate increase in cost.

Members should note that the City did not receive Transport for London (TfL) Major Project funding for this project in 2014/15, but officers have been advised that funding may be available through the recently announced TfL Better Junctions programme. It is therefore proposed that funding to progress the project be sought through the TfL Better Junctions programme and that S106 funding be used should sufficient TfL funding not be made available in a timely fashion.

Recommendations

It is recommended that Members approve:

1. The scope of the project be expanded to the north and east to include the Aldersgate Street and London Wall areas and note that the estimated funding required to deliver the project would therefore increase;

2. That delegated authority be granted to the Director of the Built Environment, in consultation with the Chamberlain and Comptroller and City Solicitor to:
 - submit bids to TfL to seek funding to develop the project to Gateway 3;
 - identify suitable S106 funding to develop the project to Gateway 3 (in the event that sufficient TfL funding is not made available).

It is recommended that Members note:

3. Proposals for highway changes to part of London Wall to accommodate the London Wall Place development are progressing in parallel with the gyratory project and the two may be merged at later project gateways if this is deemed expedient.

Main Report

1. Issue description	<p>1. The Museum of London Gyratory Gateway 2 report noted a number of project objectives and expected positive outcomes from removing the gyratory and introducing two-way traffic. Since this report a more detailed picture has emerged of the aspirations for both the Museum of London Master Plan and the Barbican cultural hub. It is therefore recommended that the objectives of the gyratory project be widened to include an objective to deliver the highway and public realm enhancements required to improve access to the Barbican cultural hub. To achieve this objective it is considered necessary to expand the scope of the gyratory project to include London Wall between Moorgate and the Museum, and Aldersgate Street between the Museum and Carthusian Street (see Appendix 1 and 2).</p> <p>Through comprehensive pedestrian modelling for the Barbican area it has been determined that pedestrians predominantly flow around the Barbican Estate at</p>
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ground level rather than through it, by using London Wall, Aldersgate Street and Beech Street. This confirms that London Wall, Aldersgate Street and Beech Street are the main pedestrian routes to access the Museum and Barbican. Each route is likely to have an important role in supporting high quality and convenient pedestrian movement for access to a notional cultural hub. Please note it is not proposed at this stage for Beech Street to be included within the gyratory project as this is already a separate City project.

In the Gateway 2 report it was estimated the budget required would be £8M-£12M. The increased scope is estimated to require a further £5M, so the project has been re-estimated to require £13M-£17M.

Projects currently in development within the Barbican area and on London Wall include the London Wall Place Section 278 Highway Works, Beech Street, the Crossrail Urban Integration programme and the TfL funded Central London Cycling Grid and Better Junctions Programmes. It is recognised that projects such as these in the area should be considered holistically so that a view can be taken of any impacts and opportunities that highway changes in the area will create for the Museum and the emerging Barbican cultural hub. It is therefore proposed that the delivery of these projects and programmes is coordinated with a phased programme of delivering the gyratory project over several years. A proposal for the phased delivery of all of these projects will be reported at the Museum of London Gyratory Gateway 3 report, when more information regarding timelines for the Museum Master Plan, the cultural hub and other projects will be known.

Highway alterations on part of London Wall and at the Wood Street junction to accommodate the London Wall Place development are being progressed through the London Wall Place Section 278 project (currently at Gateway 3 Options Appraisal stage). Due to the developer's timelines (tenant occupation December 2016), approval of these highway changes need to be made in advance of detailed knowledge of the highway and public realm changes required by the Museum Master Plan and Barbican cultural hub. Officers progressing the London Wall Place project will ensure

that any highway changes on London Wall will not reduce its ability to provide sufficient network resilience in the event of strategic changes to City wide traffic flows. Examples of such strategic changes are the TfL Strategic Bus Review which may seek to re-route services along London Wall to Liverpool Street Bus Station, or significant highway changes to Bank junction requiring re-routing of traffic along London Wall.

2. In September 2013 the City submitted a £10.35M bid for funding from the TfL Major Schemes programme to develop the project beginning in 2014/15. In December the City was informed that it had not received funding in 2014/15. However there are opportunities to identify funding through other sources. The gyratory has been included on TfL's Better junctions programme (TfL refer to this as the St. Paul's Gyratory) and funding is likely to be available from this. Officers are in discussions with TfL to determine the likely funding and governance.

To allow the project to progress, it is proposed Members delegate authority to the Director of the Built Environment to bid for available TfL funding to develop the project to Gateway 3, estimated to be a further £600K. This figure has been revised since Gateway 2 due to the expanded project area proposal.

In the event that TfL funding is unavailable or insufficient to reach Gateway 3, it is proposed Members delegate authority to the Director of the Built Environment, in consultation with the Chamberlain and Comptroller and City Solicitor, to utilise suitable S106 funding.

Section 106 funds available to reach Gateway 3 have been identified, below.

<u>Development</u>	<u>Contribution</u>
London Wall Place	~£259K
1 Coleman Street	~£341K*
TOTAL	£600K
*Funding through the 1 Coleman Street S106 is pending project closeout which is currently being finalised.	

2. Last approved limit

The project was estimated at the previous Gateway 2 report as costing £8M-£12M.

<p>3. Options</p>	<p>Option 1 (not recommended): Do not increase the scope of the scheme and allow the Museum of London Gyrotory project to be developed based on the original area. Highway changes will support, as far as possible, any aspirations in the Museum of London Master Plan but the highway changes required on London Wall and Aldersgate Street to support the wider Barbican cultural hub would require another project to be initiated.</p> <p>Option 2 (recommended): Increase the scope of the project so that the implications of highway changes to the wider area can be considered in the context of both the Museum of London Master Plan and the emerging Barbican cultural hub.</p>
<p>4. Recommendation</p>	<p>It is recommended that Members approve:</p> <ol style="list-style-type: none"> 1. The scope of the project be expanded to the north and east to include the Aldersgate Street and London Wall areas and note that the estimated funding required to deliver the project would therefore increase; 2. That delegated authority be granted to the Director of the Built Environment, in consultation with the Chamberlain and Comptroller and City Solicitor to: <ul style="list-style-type: none"> • submit bids to TfL to seek funding to develop the project to Gateway 3; • identify suitable S106 funding to develop the project to Gateway 3 (in the event that sufficient TfL funding is not made available). <p>It is recommended that Members note:</p> <ol style="list-style-type: none"> 3. Proposals for highway changes to part of London Wall to accommodate the London Wall Place development are progressing in parallel with the gyrotory project and the two may be merged at later project gateways if this is deemed expedient.

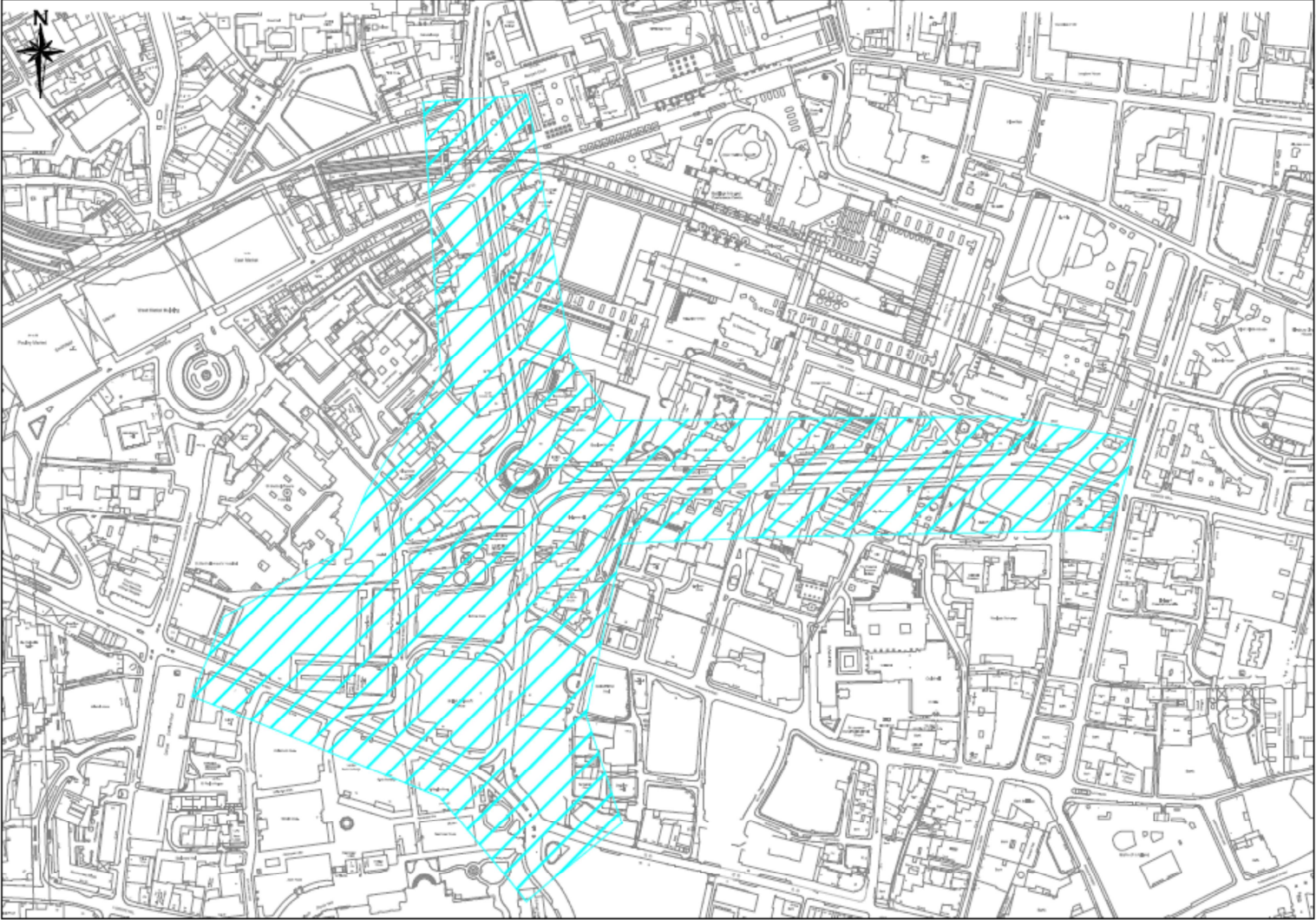
Appendices

<p>Appendix 1</p>	<p>Revised Project Area</p>
<p>Appendix 2</p>	<p>Original Project Area</p>
<p>Appendix 3</p>	<p>Museum of London Gyrotory Project Proposal (Gateway 2) report – AVAILABLE ON REQUEST</p>

Contact

<p>Report Author</p>	<p>Kristian Turner</p>
<p>Email Address</p>	<p>Kristian.turner@cityoflondon.gov.uk</p>
<p>Telephone Number</p>	<p>020 7332 1745</p>

Appendix 1 – Revised Project Area



Appendix 2 – Original Project Area

