

Gateway 4: Detailed Options Appraisal

Committee(s):	Date(s):	
Streets & Walkways Projects Sub Finance	18 June 2012 20 June 2012 26 June 2012	
Subject: Holborn Circus Area Enhancement Scheme	Public	
Report of: Director of the Built Environment	For Decision	

Overview

Context	<p>This is a Gateway 4 report which considers various options and seeks agreement of the preferred option to be taken to detailed design and Gateway 5 stage.</p> <p>The City, in partnership with the London Borough of Camden and Transport for London (TfL) has undertaken extensive feasibility and consultation studies at Holborn Circus to develop options aimed at delivering an appropriate package of measures which will reduce accident rates, ease pedestrian flows and create a high quality public realm, making the area more pleasant, safer and easier to navigate. Between 2004/05 and 2011/12 TfL has provided the City with some £281,132 to fully fund these feasibility studies and related consultation.</p> <p>In September 2011, a bid for £4.4m was made to TfL, via the City's Local Implementation Plan, for major junction improvements at Holborn Circus. In March 2012, TfL confirmed a fixed contribution of £2.5m would be made available subject to TfL's agreement of the final design and the balance of any additional funding required being met by the City.</p> <p>Holborn Circus is the worst personal injury accident hotspot in the City. Through the City's Local Implementation Plan (LIP) officers have for some time been seeking to encourage financial support from TfL to fund improvements. A sum of £2.5m has been offered to the City by TfL to facilitate an</p>
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improvement project. This funding is a fixed sum and subject to the condition that it is spent in 2012/13 and that the City meet any shortfall in costs. Therefore the decision making and delivery is extremely urgent.

Holborn Circus forms a key western gateway to the City. The Circus works as a complex six-armed signalised junction revolving around a central island on which is located the Grade II Listed Prince Albert Statue. The statue blocks sight-lines for road users, causing confusion and accidents particularly for the more vulnerable road user. The local authority border between the City and Camden runs through the junction.

Holborn Circus has an average of 7.6 personal injury accidents per annum over the last 3 years, compared to an annual average of 3.0 for junctions across the City and 2.9 for Camden respectively.

Tables 1 and 2 summarise the accident record at Holborn Circus.

Table 1: Severity by 12-month period

Accidents in 12 Months Ending	Fatal	Serious	Slight	Total
31 Dec 2009	1	0	6	7
31 Dec 2010	0	0	7	7
31 Dec 2011 (To end of November)	0	3	6	9
Total	1	3	19	23

Of the 23 accidents, 16 involved vulnerable road users. These are broken down as follows:-

Table 2: Vulnerable road user

Mode	No. Personal Injury Accidents (PIAs) recorded
Pedal Cycle	12 (52%) *
Pedestrian	1 (5%) *
Motor Cycle	3 (13%) *
Total	16 (70%) *

	<p>* Percentage of the total number of accidents at the junction</p> <p>The junction forms a major barrier to pedestrian movement in the area and pedestrians struggle to cross the junction as there is only one signal controlled crossing point. Despite the high volume of pedestrians, the area is dominated by traffic, with narrow and highly congested footways and a patchwork of materials.</p> <p>There is also a distinct lack of good public spaces, which was highlighted during the recent consultation exercise where more seating and more places to dwell were requested by the public.</p> <p>London Borough of Camden have given political support to improving Holborn Circus and the proposals for this report have been developed in conjunction with London Borough of Camden and TfL.</p>
<p>Brief description of project</p>	<p>Background</p> <p>In July 2004 the Planning & Transportation Committee and Policy & Resources Committees approved a Capital Bid Report for Holborn Circus to evaluate alterations to the layout of Holborn Circus.</p> <p>At the end of the 2005-06 financial year and in conjunction with the City, the London Borough of Camden employed a specialist consultant to undertake a preliminary public consultation that highlighted concerns and perceptions of members of the public living and working in the area.</p> <p>Since approval during the 2006-07 financial year TfL has continued to fund the scheme allowing more feasibility work to be undertaken. Additional areas of investigation have included the potential relocation of the Grade II Listed Prince Albert Statue, continued design and traffic modelling, and structural analysis of the carriageway to help assess the foundation requirements for the Statue at the new location.</p> <p>In July 2009 the Policy & Resources and Finance Committees, alongside the Streets and Walkways Committee, approved the continued evaluation and public consultation on the scheme.</p> <p>After drawn out, but ultimately fruitful discussions</p>

	<p>with English Heritage and TfL, a scheme has been developed to improve safety and accessibility at this location, as shown in Appendix B. This involves significant carriageway realignment, together with the relocation of the Prince Albert Statue. The scheme has the support of LB Camden, TfL and English Heritage.</p> <p>In March 2011 the City, in partnership with Camden, launched a major public consultation exercise seeking comments on the scheme proposals.</p> <p>In July 2011 an update report was presented to the Streets and Walkways Committee informing members of the results of the public consultation for the Holborn Circus Area Enhancement Scheme.</p> <p>Current Position</p> <p>In September 2011 an application for major bid funding of £4.4m was submitted to TfL. In March 2012, TfL announced that £2.5 has been ring-fenced for the Holborn Circus scheme in the financial year 2012/13.</p> <p>The TfL bid was successful as the scheme meets the criteria for three of the key objectives for TfL major scheme funding;</p> <ul style="list-style-type: none"> - Improving safety; - Making a transformational improvement to the area; and - Creating a more pleasant street environment by creating a high quality public realm. <p>This project is highly complex in nature due to the need to: (a) implement a scheme that not only improves safety, but also enhances Holborn Circus as a whole whilst still being practical for local residents and businesses; (b) relocate Grade II Listed Prince Albert Statue; and (c) agree a joint approach with the London Borough of Camden as the boundary with the City runs through the middle of Holborn Circus.</p>
<p>Success Criteria</p>	<ul style="list-style-type: none"> • Reduced accident rates. • Improved road safety and ease of movement for all modes of transport, particularly for the more vulnerable road

	<p>user.</p> <ul style="list-style-type: none"> • Improved sight-lines at the junction. • Reduction in traffic congestion and journey times. • Improved accessibility and connectivity for pedestrians. • Improved cycle parking throughout the area. • Creation of a more pleasant street environment with the introduction of a new public space, trees and seats. • Preservation, improved public access and ease of maintenance of the Grade II Listed Prince Albert Statue. • Improving the existing drainage system in the area as Holborn Circus is an area at risk of flooding.
<p>Notable Exclusions</p>	<p>There are no notable exclusions.</p>
<p>Link to Strategic Aims</p>	<p>A key aim of the City of London's LIP is to reduce road traffic casualties in the City, particularly fatal and serious casualties and casualties among vulnerable road users.</p> <p>The City together Strategy: The Heart of a world class City 2008 – 2014 sets out a priority to 'encourage walking and cycling safety'. It highlights that there are 'competing interests in road usage' and that 'the number of cyclists is likely to grow, which is to be encouraged'. It also states that the City should 'encourage improvements to transport safety, especially road safety'.</p> <p>The options being considered support the Core Strategy Vision of the LDF 'The City's streets will be managed to improve conditions for pedestrians and cyclists, while providing for essential private vehicle movements'.</p> <p>The London Borough of Camden Transport Strategy/ Local Implementation Plan sets out the future direction and vision for transport in Camden. It includes the key transport objectives, the policies</p>

	and measures to deliver them, and the targets and indicators to monitor and measure the success of the Strategy. Camden's objectives include improving road safety and personal security for people travelling in Camden. It also includes developing and maintaining high quality, accessible public streets and spaces and recognise that streets are about more than movement.
Within which category does the project fit	Category 7a: Asset Enhancement/ Improvement.
Resources Expended To Date	To date the total cost to evaluate the scheme is £281,132 which has been fully funded by TfL. A breakdown of these costs is set out in Appendix A Table 7.

Detailed Options Appraisal Recommendation

List of options described	<p>There are five potential options for Members to consider. Four of these propose a package of measures aimed at reducing the accident rate, which includes the relocation of the Grade II listed Prince Albert Statue, making the area more pleasant, safer and easier to navigate for workers, residents and visitors, as shown in Appendix B.</p> <p>The options are:-</p> <p>Option 1 – Do nothing;</p> <p>Option 2 – Major junction improvement works in asphalt;</p> <p>Option 3 – As option 2, but with York stone paving to be used on the footways;</p> <p>Option 4 – As option 2, but with York stone paving to be used on the footways, and granite setts to be installed at the raised courtesy crossing in Hatton Garden (LB Camden); and</p> <p>Option 5 - As option 2, but with York stone paving to be used on the footways, and granite setts to be installed at the raised courtesy crossings in both Hatton Garden and St Andrews Street.</p> <p>In addition to the above options, members are also requested to decide whether a Sustainable Urban</p>
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	<p>Drainage system (SUDS) should be included within any of the options 2, 3, 4 or 5.</p> <p>The options above have been presented to the TfL design review panel and their comments have been included within the recommendation sections of this report.</p>
<p>Option recommended to progress to Authority to Start Work stage</p>	<p>Option 4 is recommended to progress to Authority to Start Work Stage at an estimated total cost of £3,091,393 with the proviso that the London Borough of Camden Meet the additional cost of construction of the granite setts table and any associated ongoing revenue costs. Please refer to Appendix A, Table 3 for further details. This option is supported by London Borough of Camden (although funding not yet confirmed) and is expected to also be supported by TfL.</p> <p>Should funding for the granite setts not be agreed by the London Borough of Camden, it is proposed that Option 3 be progressed to Gateway 5.</p>
<p>Funding Strategy</p>	<p>In 2011 a bid for £4.4m was made to Transport for London (TfL), via the City's Local Implementation Plan, for major junction improvements at Holborn Circus. At the time the bid was submitted it was anticipated that the scheme would be fully funded by TfL (£4.1m) and other external funding sources (£0.3m). In March 2012, TfL confirmed a fixed and time limited contribution of £2.5m would be made available for major improvement works at Holborn Circus in 2012/13. This contribution is subject to TfL's agreement of the final design and the balance of any additional funding required being met by the City.</p> <p>The tables in Appendix A provide a breakdown of the estimated costs and corresponding funding strategies for the options being considered. Option 2 is presented as the least expensive option (£2,624,390), however, Officers advise there is a high risk that this option would not obtain TfL approval as TfL have indicated that they would want to see a high quality public realm in this area. If TfL did not support the design option the City would fail to realise the external funding available. Consequently, should Members choose to approve this option and the TfL contribution of £2.5m be</p>

withdrawn, the implementation of this scheme would be dependent on the relevant S.106 receipts (£253,000), Camden funding (£20,000), and on the availability of the On Street Parking Reserve (OSPR) (£2,351,390).

The latest projection of the OSPR indicates that the reserve is fully committed over the financial planning period to 2015/16. Approval of Option 2 would create an over-commitment of the Reserve by some £2.35m. This over-commitment would have to be eliminated over the planning period by either the re-prioritisation of existing schemes presently included in the Reserve Programme or through the identification of alternative funding for such schemes.

Table 3, Appendix A also details three further options: 3, 4 and 5. It is understood that all three of these would be acceptable to TfL, however, Option 4 is preferred. This is because this option includes the specification of works to the Hatton Garden arm of the junction that LB Camden prefer. Given that TfL are not willing to fully fund the scheme the financing of the three remaining options will also require the use of funding from s106 agreements and a call on the OSPR.

At this stage an allowance to meet the cost of possible unforeseen utility works has been provided within each option. This has been based on a tolerance of 20% of the basic option works cost. This is a worst case scenario and it is anticipated that this risk will be more robustly quantified at the detailed design stage, as costs are further refined, with any reduction in the contingency reducing the City's commitment from the OSPR.

The total estimated cost of the recommended Option 4 is £3,091,393 including a works contingency of £313,192 and SUDS £20,000. It is proposed that this scheme is funded via the £2.5m major bid grant from TfL, £308,923 from the OSPR, £253,000 from residual interest on two S.106 agreements and a contribution of £29,470 from the London Borough of Camden. Should members recommend Option 4, it is proposed that LB Camden would fund the use of granite setts on

	<p>Hatton Garden, and enter into an agreement for any future maintenance associated with their use. This would be set out at the detailed design stage.</p> <p>Whilst the financing of Option 4 will require a call on the OSPR (£308,923) this level of over-commitment is deemed “manageable” over the planning period to 2015/16; taking into account likely slippage etc. in other projects and other possible savings.</p> <p>Members are effectively being asked therefore, to approve the allocation of £308,923 from the OSPR, toward Holborn Circus on the basis that this represents a priority use of such funds and that through careful management of the Reserve, this over-commitment can be eliminated over the financial planning period. The funding strategies have been developed in conjunction with the Chamberlain.</p> <p>In the event that potential other relevant S.106 agreements become available, a revised funding strategy will be presented at detailed design stage to reduce the proposed over-commitment of the OSPR.</p> <p>The cost required to complete the design of options 2 to 5 is £194,000 as set out in Appendix A, Table 6. This is in addition to the £281,132 already provided by TfL to facilitate feasibility and options appraisal works at Holborn Circus between 2004/05 and 2011/12. The full cost to evaluate and design the measures will therefore total some £475,132.</p>
<p>Resource requirements to reach Authority to Start Work and source of funding</p>	<p>The resources required to reach authority to start work stage are detailed below.</p> <p><u>Option 1</u></p> <p>There are no further costs associated with this option.</p> <p><u>Options 2 to Option 5</u></p> <p>The estimated cost to develop a detailed design and to reach Authority to Start Work stage is £194,000 as set out in Appendix A, Table 6.</p> <p>The funding required to complete the detail design</p>

	<p>for options 3, 4 and 5 is fully recoverable from the £2.5m TfL major bid grant, with no expected contribution from the City. The cost to develop the detailed design for option 2, however, is likely to need to be met from OSPR as TfL are unlikely to support this option; with the OSPR being fully committed throughout the planning period to 2015/16, this level of over-commitment would have to be eliminated over the planning period.</p>
<p>Plans for consultation prior to Authority to Start Work</p>	<p>Extensive consultation has been undertaken as part of the evaluation of this scheme. During March and April 2011, the City, in partnership with the London Borough of Camden, undertook a public consultation on the principles of the proposals. A consultation leaflet seeking comments on the proposal was distributed to 5,500 local businesses and residents in the vicinity of Holborn Circus including those in the administrative boundaries of the London Boroughs of Camden and Islington.</p> <p>The consultation was formally launched by the (then) Deputy Chairman of Streets and Walkways alongside Councillor Sue Vincent, Cabinet Member for Environment at Camden. Both fully supported the proposals and highlighted the significant benefits that the scheme would bring to the local community.</p> <p>The formal launch took place on 3rd March 2011 at St. Andrews Holborn Church. This was followed by a six week consultation/ exhibition at the Church.</p> <p>The consultation and exhibition were advertised on the City's website, in E-Leader and City Resident as well as by Camden using their Change Act Share newsletter to businesses. The consultation material was available to download from the City's website and comments could be submitted electronically to a dedicated email address.</p> <p>A total of 147 responses have been received and officers have also received valued feedback on the proposals through the launch event and exhibition held at St Andrews Church.</p> <p>The results of this consultation were overwhelmingly positive, as was reported to the Streets and Walkways Committee in July 2011.</p>

	A number of views were expressed over the impact on cycling permeability of making Hatton Garden one way under the scheme proposals. This issue has been resolved by allowing 2 way cycling for cyclists at the Hatton Garden junction of Holborn.
Level of approval for Detailed Design (if required)	A Gateway 4C detail design report will need to be submitted to Committee for decision.
Procurement Strategy	It is proposed that the City's highways term contractor will be used. Procurement will be in line with term contract procedure.
Tolerances	Any significant deviation from the project programme would delay the start of construction and prevent the expenditure of TfL funding in 2012/2013.

Detailed Options Appraisal

Option	Option 1 – Do Nothing
Description	<p>Selecting the Do Nothing option would mean that Holborn Circus would continue to be one of the most dangerous junctions in the City of London and the London Borough of Camden.</p> <p>The junction will continue to form a major barrier to pedestrian movement in the area, and there will continue to be a lack of public space in the vicinity of the junction.</p>

Option	Option 2 – Traffic measures and relocation of statue, environmental enhancements, mastic asphalt footways and asphalt courtesy crossings.
Description	<ul style="list-style-type: none"> • Simplify junction operation, making it much clearer to drivers, cyclists and pedestrians to see how the junction works; • Move the Prince Albert Statue west onto High Holborn to help improve sight-lines; • A reduction in carriageway space and increase in pedestrian space, opening up

<p>Option</p>	<p>Option 2 – Traffic measures and relocation of statue, environmental enhancements, mastic asphalt footways and asphalt courtesy crossings.</p>
	<p>opportunities for public realm improvements, particularly adjacent to the western gardens of St Andrews Church;</p> <ul style="list-style-type: none"> • Redirection of St Andrew Street into New Fetter Lane; • New controlled pedestrian crossing points on all arms except Hatton Garden; • Provide raised courtesy crossings at Hatton Garden and St Andrew Street; • Provide cyclists with advanced stop lines and lead in-lanes on Hatton Garden making the junction safer and easier to use for them; • Hatton Garden to operate as one-way northbound, with a 2 way cycle facility at the junction of Holborn; and • The raised courtesy crossings to be constructed using tarmac, and the footway areas to be paved using mastic asphalt. <p>It has been identified that the Grade II Listed Prince Albert Statue that lies in the centre of the Circus is a significant contributor towards the accident rate at the junction. The position of the statue creates confusion and sight line problems, particularly for the more vulnerable road user who account for 70% of the total number of personal injury accidents at the junction.</p> <p>Reducing the number of arms entering the junction and relocating the Prince Albert Statue will simplify traffic movements whilst improving forward visibility which should result in a significant reduction in personal injury accidents. In its revised location, the Prince Albert Statue will be located to the west of Holborn Circus, set within a central reserve, allowing the Statue to be appreciated at close quarters. This will also allow for much easier maintenance of the statue, and reduced vehicle damage.</p>

Option	Option 2 – Traffic measures and relocation of statue, environmental enhancements, mastic asphalt footways and asphalt courtesy crossings.
	<p>In terms of traffic management, the junction capacity would be increased since the number of arms entering the junction would be reduced from six to four arms. This enables the installation of staggered pedestrian crossings on all arms of the junction, except Hatton Garden where an uncontrolled crossing is proposed. The right turn from St Andrew Street will be prohibited to all vehicles, except cyclists, and a 2 way cycling facility will be installed on Hatton Garden. The changes to traffic operations at Holborn Circus will require rerouting of traffic operations and further traffic modelling will be undertaken during detail design to ensure that the junction is fully optimised and that any safety issues regarding the proposed signal layout have been removed.</p> <p>Softening the street environment with trees will provide shade in the summer months and enhance biodiversity. The newly created public space area adjacent to St Andrews Church will provide space for trees and seating, although the number, type and positions of the trees would be restricted by the location of the piped subway and underground cables and services.</p> <p>The option will address the spatial balance and relationship between footway and carriageway at Holborn Circus to create a more inclusive environment, one that recognises the need for enhanced pedestrian movement. The improvements around Holborn Circus would mitigate the access and connectivity issues associated with the junction.</p>
Advantages/ Disadvantages and strategy for achievement	Refer to the recommendation section below.
Scope and exclusions	No notable exclusions.
Constraints and assumptions	It is assumed that listed building consent approval to relocate the Prince Albert Statute will be

Option	Option 2 – Traffic measures and relocation of statue, environmental enhancements, mastic asphalt footways and asphalt courtesy crossings.										
	<p>received within 3 months of submitting the application.</p> <p>Assumptions have been made regarding the costs for diverting underground utilities within the vicinity of the junction and are to be met from the 20% contingency identified.</p> <p>Assumptions have been made regarding the costs of installing a Sustainable Drainage System within the newly created area of open space adjacent to St Andrews church.</p> <p>The above will be confirmed in the Gateway 4C report (detail design).</p>										
Programme	<p>The project programme is detailed below in table 8.</p> <p>Table 8: Outline programme</p> <table border="1" data-bbox="663 1037 1468 1809"> <thead> <tr> <th data-bbox="663 1037 1066 1111"><u>Task</u></th> <th data-bbox="1066 1037 1468 1111"><u>Date</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="663 1111 1066 1339">Detailed design, traffic modelling, safety audit, traffic management plans and revised cost estimate</td> <td data-bbox="1066 1111 1468 1339">June - Sep 2012</td> </tr> <tr> <td data-bbox="663 1339 1066 1529">Gateway 4C “Detailed Design” report and Gateway 5 “Authority to Start Work” report</td> <td data-bbox="1066 1339 1468 1529">Sep/ Oct 2012</td> </tr> <tr> <td data-bbox="663 1529 1066 1603">Enabling works</td> <td data-bbox="1066 1529 1468 1603">Nov - Dec 2012</td> </tr> <tr> <td data-bbox="663 1603 1066 1809">Implementation</td> <td data-bbox="1066 1603 1468 1809">Jan- May 2013 NB TfL-funded elements must be completed by 31st March 2013.</td> </tr> </tbody> </table>	<u>Task</u>	<u>Date</u>	Detailed design, traffic modelling, safety audit, traffic management plans and revised cost estimate	June - Sep 2012	Gateway 4C “Detailed Design” report and Gateway 5 “Authority to Start Work” report	Sep/ Oct 2012	Enabling works	Nov - Dec 2012	Implementation	Jan- May 2013 NB TfL-funded elements must be completed by 31 st March 2013.
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Risk implications	See Appendix D										
Legal implications	The City has general powers to improve highways in section 62 of the Highways Act 1980 as well as more specific improvement powers (e.g. to vary the widths of footway and carriageway (s.75), alter the level of highway (s.77) and plant trees (s.96)).										

Option	Option 2 – Traffic measures and relocation of statue, environmental enhancements, mastic asphalt footways and asphalt courtesy crossings.
	As the City will be carrying out works in the area of the London Borough of Camden, it will need to enter into agreement under s.8 of the Highways Act 1980 prior to doing so.
HR implications	N/A
Anticipated stakeholders and consultees	Key stakeholders will be kept informed during the detail design process. Notices will also be installed around Holborn Circus to keep local residents/businesses updated on scheme progress.
Results of consultation carried out to date	See consultation prior to authority to start work section.
<u>Financial Implications</u>	
Estimated capital cost (£)	The total estimated costs of the Highway improvement works is £2,624,390, as set out in Appendix A, Table 3.
Source of capital funding	Please refer to funding strategy above and Appendix A, Table 4. The progression of this option would require significant underwriting from the On-Street Parking reserve and lead to the over-commitment of the Reserve by some £2.35m over the planning period to 2016/17. This over-commitment would have to be eliminated by either the re-prioritisation of existing schemes presently included in the Reserve Programme or through the identification of alternative funding for such schemes.
Anticipated phasing of capital expenditure	The anticipated phasing of capital expenditure is as follows: 2012/13 £2,510,828 2013/14 £102,562 Later years £11,000
Estimated capital value/return (£)	N/A

Option	Option 2 – Traffic measures and relocation of statue, environmental enhancements, mastic asphalt footways and asphalt courtesy crossings.
Fund/budget to be credited with capital return	N/A
Estimated revenue implications (£)	<p>Although the City's geographical boundary runs through the middle of Holborn junction, the City's maintenance boundary includes the whole of the junction and therefore extends into the London Borough of Camden. Consequently any future maintenance works required at Holborn Circus fall under the responsibility of the City. At this stage, however, it is not anticipated that there will be any additional cleansing and maintenance costs as a result of the proposed area enhancements. This will be further refined at detailed design stage.</p> <p>The scheme also includes the installation of 6 new trees. It is expected that the first five years maintenance and establishment costs for these trees (estimated at £2,200 per year) will be met from the relevant S.106 deposits, after which the ongoing maintenance costs would be met by the Department of Open Spaces.</p>
Source of revenue funding	N/A
Fund/budget to be credited with income/savings	N/A
Anticipated life	N/A
Investment Appraisal	N/A
Benchmarks or comparative data	N/A
Proposed procurement approach	The City's Highways term contractor would be used to deliver the chosen option.
Affordability	See proposed funding strategy above and Appendix A, table 4.
<u>Recommendation</u>	Not Recommended
Reasons	Whilst this option will help to achieve most of the success criteria as set out in this report, the proposal to pave the footways in mastic asphalt is

Option	Option 2 – Traffic measures and relocation of statue, environmental enhancements, mastic asphalt footways and asphalt courtesy crossings.
	<p>not considered appropriate in a setting adjacent to a listed building and in an area of major change, as set out in the review of materials report which was approved by Committees in December 2010.</p> <p>Furthermore, the proposal to construct the raised courtesy crossings in Hatton Garden and St Andrew Street using tarmac will not provide the same visual contrast and therefore safety benefits as would be achieved by using granite setts.</p> <p>The use of mastic asphalt for the footways would also fail to meet one of the key objectives for TfL major scheme funding, which is to create a more pleasant street environment by creating a high quality public realm. Consequently there is a high risk that this option would not obtain TfL approval and therefore would fail to realise the external funding available.</p>
Next Steps	<p>Should members approve this option, detail design will be undertaken and an application for listed building consent approval will be submitted.</p> <p>Costs will be refined and a Gateway 4C and 5 reports will be prepared prior to implementation.</p>

Option	Option 3 – Traffic measures and relocation of statue, environmental enhancements, York stone footways and asphalt mastic courtesy crossings.
Description	This option is the same as option 2 but it is proposed to pave the footways in York stone paving.
Advantages/ Disadvantages and strategy for achievement	Refer to the “Recommendation” section below.
Scope and exclusions	No notable exclusions.
Constraints and assumptions	As option 2.
Programme	As option 2.

Option	Option 3 – Traffic measures and relocation of statue, environmental enhancements, York stone footways and asphalt mastic courtesy crossings.
Risk implications	See Appendix D .
Legal implications	As option 2.
HR implications	N/A
Anticipated stakeholders and consultees	As option 2.
Results of consultation carried out to date	As option 2.
<u>Financial Implications</u>	
Estimated capital cost (£)	The total estimated costs of the Highway improvement works is £3,081,923, as set out in Appendix A table 3.
Source of capital funding	Please refer to funding strategy above and Appendix A, Table 4.
Anticipated phasing of capital expenditure	The anticipated phasing of capital expenditure is as follows: 2012/13 £2,510,828 2013/14 £560,095 Later years £11,000
Estimated capital value/return (£)	N/A
Fund/budget to be credited with capital return	N/A
Estimated revenue implications (£)	As option 2.
Source of revenue funding	N/A
Fund/budget to be credited with income/savings	N/A

Option	Option 3 – Traffic measures and relocation of statue, environmental enhancements, York stone footways and asphalt mastic courtesy crossings.
Anticipated life	N/A
Investment Appraisal	N/A
Benchmarks or comparative data	N/A
Proposed procurement approach	As option 2.
Affordability	See proposed funding strategy above and Appendix A, table 4.
<u>Recommendation</u>	Not Recommended
Reasons	<p>Although the use of York stone meets one of the key objectives for TfL major scheme funding, to create a more pleasant street environment by creating a high quality public realm, the proposal to construct the raised courtesy crossings in Hatton Garden and St Andrew Street using tarmac will not provide the same visual contrast and therefore safety benefits as using granite setts.</p> <p>In addition, the TfL design review panel recommended that the raised courtesy crossing at Hatton Garden should be constructed in granite setts, as this area is very different in scale and character to St Andrew Street.</p>
Next Steps	<p>Should members approve this option, detail design will be undertaken and an application for listed building consent approval will be submitted.</p> <p>Costs will be refined and a Gateway 4C and 5 reports will be prepared prior to implementation.</p>

Option	Option 4 – Traffic measures and relocation of statue, environmental enhancements, York stone footways and a granite sett courtesy crossing in Hatton Garden.
Description	This option is the same as option 2 but it is proposed to pave the footways in York stone paving, construct the raised courtesy crossing in Hatton

Option	Option 4 – Traffic measures and relocation of statue, environmental enhancements, York stone footways and a granite sett courtesy crossing in Hatton Garden.
	Garden in granite setts, and construct the raised courtesy crossing in St Andrew Street in tarmac.
Advantages/ Disadvantages and strategy for achievement	Refer to the “Recommendation” section below.
Scope and exclusions	No notable exclusions.
Constraints and assumptions	As option 2.
Programme	As option 2.
Risk implications	See Appendix D .
Legal implications	As option 2.
HR implications	N/A
Anticipated stakeholders and consultees	As option 2.
Results of consultation carried out to date	As option 2.
<u>Financial Implications</u>	
Estimated capital cost (£)	The total estimated costs of the Highway improvement works is £3,091,393, as set out in Appendix A, Table 3.
Source of capital funding	Please refer to funding strategy above and Appendix A, Table 4
Anticipated phasing of capital expenditure	The anticipated phasing of capital expenditure as detailed in Appendix A, Table 5 is as follows: 2012/13 £2,510,828 2013/14 £569,565 Later years £11,000
Estimated capital value/return (£)	N/A

Option	Option 4 – Traffic measures and relocation of statue, environmental enhancements, York stone footways and a granite sett courtesy crossing in Hatton Garden.
Fund/budget to be credited with capital return	N/A
Estimated revenue implications (£)	As option 2.
Source of revenue funding	N/A
Fund/budget to be credited with income/savings	N/A
Anticipated life	N/A
Investment Appraisal	N/A
Benchmarks or comparative data	N/A
Proposed procurement approach	As option 2.
Affordability	See proposed funding strategy above and Appendix A, table 4.
<u>Recommendation</u>	Recommended
Reasons	<p>This option will help to achieve all of the success criteria as set out in this report. The proposals aim to reduce the accidents at the junction whilst creating a high quality public realm making the area safer, more pleasant and easier to navigate.</p> <p>It is proposed to construct the raised courtesy crossing in St Andrew Street using tarmac. Although this will not provide the same visual contrast and safety benefits as using granite setts, due to the high axle loading and turning movements of buses into St Andrews Street, tarmac is considered the most suitable material to use at this location.</p> <p>As part of the landscaping it is proposed to replace the existing concrete slabs and mastic asphalt with</p>

Option	Option 4 – Traffic measures and relocation of statue, environmental enhancements, York stone footways and a granite sett courtesy crossing in Hatton Garden.
	<p>York stone paving, which is the appropriate material to use adjacent to a listed building, and in an area of major change.</p> <p>This option also meets one of the key objectives for TfL major scheme funding, which is the creation of a more pleasant street environment by creating a high quality public realm.</p> <p>The TfL design review panel recommended that the raised courtesy crossing at Hatton Garden should be constructed in granite setts, as it is very different in scale and character to St Andrew Street.</p>
Next Steps	<p>Should members approve this option, detail design will be undertaken and an application for listed building consent approval will be submitted.</p> <p>Costs will be refined and a Gateway 4C and 5 reports will be prepared prior to implementation.</p>

Option	Option 5 – Traffic measures and relocation of statue, environmental enhancements, York stone footways and granite sett courtesy crossings in Hatton Garden and St Andrew Street.
Description	This option is the same as option 2 but it is proposed to pave the footways in York stone paving, and construct the raised courtesy crossings in Hatton Garden and St Andrews Street in granite setts.
Advantages/ Disadvantages and strategy for achievement	Refer to the “Recommendation” section below.
Scope and exclusions	No notable exclusions.
Constraints and assumptions	As option 2
Programme	As option 2.
Risk implications	See Appendix D.

Option	Option 5 – Traffic measures and relocation of statue, environmental enhancements, York stone footways and granite sett courtesy crossings in Hatton Garden and St Andrew Street.
Legal implications	As option 2.
HR implications	N/A
Anticipated stakeholders and consultees	As option 2.
Results of consultation carried out to date	As option 2.
<u>Financial Implications</u>	
Estimated capital cost (£)	The total estimated costs of the Highway improvement works is £3,182,299, as set out in Appendix A, table 3.
Source of capital funding	Please refer to funding strategy above and Appendix A, Table 4.
Anticipated phasing of capital expenditure	The anticipated phasing of capital expenditure is as follows: 2012/13 £2,510,828 2013/14 £660,471 Later years £11,000
Estimated capital value/return (£)	N/A
Fund/budget to be credited with capital return	N/A
Estimated revenue implications (£)	As option 2.
Source of revenue funding	N/A
Fund/budget to be credited with income/savings	N/A
Anticipated life	N/A

Option	Option 5 – Traffic measures and relocation of statue, environmental enhancements, York stone footways and granite sett courtesy crossings in Hatton Garden and St Andrew Street.
Investment Appraisal	N/A
Benchmarks or comparative data	N/A
Proposed procurement approach	As option 2.
Affordability	As option 2.
<u>Recommendation</u>	Not Recommended
Reasons	<p>This option will help to achieve all of the success criteria as set out in this report. The proposals aim to reduce the accidents at the junction whilst creating a high quality public realm making the area safer, more pleasant and easier to navigate. However, due to the high axle loading and turning movements of buses into St Andrews Street, there could be additional costs associated with the maintenance of a granite sett courtesy crossing in this location. Consequently, the use of tarmac is considered to be the most suitable material in this instance.</p> <p>As part of the landscaping it is proposed to replace the existing concrete slabs and mastic asphalt with York stone paving, which is the appropriate material to use adjacent to a listed building, and in an area of major change.</p> <p>This option meets one of the key objectives for TfL major scheme funding, which is the creation of a more pleasant street environment by creating a high quality public realm.</p> <p>It is proposed to construct the raised courtesy crossings in Hatton Garden and St Andrew Street using granite setts which will provide safety and accessibility benefits to pedestrians.</p>
Next Steps	<p>Should members approve the option, detail design will be undertaken and an application for listed building consent approval will be submitted.</p> <p>Costs will be refined and a Gateway 4C and 5</p>

Option	Option 5 – Traffic measures and relocation of statue, environmental enhancements, York stone footways and granite sett courtesy crossings in Hatton Garden and St Andrew Street.
	reports will be prepared prior to implementation.