

<b>Committees:</b>	<b>Dates:</b>	
Streets and Walkways Sub-Committee	23/03/2015	
Projects Sub	25/03/2015	
<b>Subject:</b> London Wall / Wood Street	<b>Gateway 7 Outcome Report</b>	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>	

### Summary

#### Dashboard

**Project status:** Green

**Timeline:** Gateway 7 – project closedown

**Total estimated cost:** £234,739

**Source(s) of funding:** S106

**Spend to date:** £69,229

**Estimated final outturn:** ~ £72,564

**Overall project risk:** Low

#### Summary of project

This project relates to the Section 106 Agreement for the development at 1 Coleman Street (Planning Reference 04/00958/FULL)

The objective of the project was to widen part of the footway on the northern side of London Wall in the vicinity of Wood Street to enable improvements to the London Wall / Wood Street junction. These improvements were to include various pedestrian measures to improve safety and accessibility including:

- the provision of a new crossing on the eastern arm of the junction;
- replacement of the staggered pedestrian crossing on the western arm of the junction with a straight crossing.

Investigations and traffic studies have been carried out and an outline design prepared in 2013 as part of the Gateway 3 stage of the project. The project has since been superseded by the London Wall Place Section 278 Highway and Public Realm project and it is through this that the scheme objectives will be delivered and funded.

#### Recommendations

It is recommended that Members:

- Note that the objectives of this project will be delivered through the S278 works for London Wall Place;
- Note the lessons learnt and authorise closure of this project;
- Agree the remaining funding be returned to the S106 deposit;
- Agree that the sum of £161,935 available from the S106 deposit is allocated to the Museum of London Gyrotory project, as approved by the Streets & Walkways and Projects sub Committees in May 2014.

## Main Report

<p><b>1. Brief description of project</b></p>	<p>The 1 Coleman Street project was initiated in 2007 to deliver a number of local improvements in the vicinity of the new development. This included:</p> <ul style="list-style-type: none"> <li>• the widening of the footway on the northern side of London Wall in the vicinity of Wood Street to enable improvements to the London Wall / Wood Street junction;</li> <li>• provision of a new crossing on the eastern arm of the junction where there is currently no crossing but a desire by pedestrians to cross there;</li> <li>• replacing the staggered pedestrian crossing on the western arm of the junction with a straight across crossing to match the pedestrian desire lines.</li> </ul> <p>The project is currently at Gateway 3. Traffic studies for a number of options have been carried out and traffic modelling of the junction undertaken to determine any traffic impacts of changes to the crossings.</p> <p>The junction is directly adjacent to the London Wall Place development. The objectives of the London Wall / Wood Street project will be delivered by the London Wall Place Section 278 project (currently at Gateway 3), which is fully funded by the developer.</p> <p>Therefore this project can be closed and the funding reallocated to the Museum of London Gyrotory project, as approved by the Streets &amp; Walkways and Project sub Committees in May 2014.</p>																																
<p><b>2. Assessment of project against success criteria</b></p>	<p>The project reached Gateway 3 and the traffic studies, traffic modelling and outline design will be utilised for the London Wall Place Section 278 project.</p>																																
<p><b>Programme</b></p>	<p>The project has been superseded by the London Wall Place S278 Highway and Public Realm project</p>																																
<p><b>3. Budget</b></p>	<p>The project expended the following:</p> <table border="1" data-bbox="418 1603 1457 1982"> <thead> <tr> <th>Description</th> <th>Approved Budget (£)</th> <th>Expenditure (£)</th> <th>Variance (£)</th> </tr> </thead> <tbody> <tr> <td>Evaluation</td> <td style="text-align: right;">50,390</td> <td style="text-align: right;">49,094</td> <td style="text-align: right;">1,296</td> </tr> <tr> <td>Fees</td> <td style="text-align: right;">30,000</td> <td style="text-align: right;">1,659</td> <td style="text-align: right;">28,341</td> </tr> <tr> <td>CoL Staff Costs</td> <td style="text-align: right;">27,178</td> <td style="text-align: right;">18,476</td> <td style="text-align: right;">8,702</td> </tr> <tr> <td>Works</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Contingency</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Maintenance</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td><b>GRAND TOTAL</b></td> <td style="text-align: right;"><b>107,568</b></td> <td style="text-align: right;"><b>69,229</b></td> <td style="text-align: right;"><b>38,339*</b></td> </tr> </tbody> </table> <p>*Estimated final accounts as of 13<sup>th</sup> January 2015, excludes interest.</p>	Description	Approved Budget (£)	Expenditure (£)	Variance (£)	Evaluation	50,390	49,094	1,296	Fees	30,000	1,659	28,341	CoL Staff Costs	27,178	18,476	8,702	Works	0	0	0	Contingency	0	0	0	Maintenance	0	0	0	<b>GRAND TOTAL</b>	<b>107,568</b>	<b>69,229</b>	<b>38,339*</b>
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	Note: The closing down of the London Wall / Wood Street and 1 Coleman Street project's will enable a combined total of £341,000 of the S106 funding to be allocated towards the Museum of London Gyrotory project, as approved by Members via an Issues Report for that project in May 2014.
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### **Review of Team Performance**

<b>4. Key strengths</b>	The close working relationship with TfL and key stakeholders. The close working between the City Transportation and City Structures teams.
<b>5. Areas for improvement</b>	The records available for the London Wall Car Park highways structure are limited and should be improved to inform future projects.

### **Lessons Learnt**

<b>6. Key lessons</b>	It should be noted for future reference that any works on London Wall affecting the London Wall Car Park structure are very complicated and sufficient time should be left in programmes to allow for this level of complexity.
<b>7. Implementation plan for lessons learnt</b>	Lessons learnt to be shared at Team and Divisional meetings and through consultation of this Gateway report.

### **Appendices**

None

### **Contact**

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