

Committees: Streets and Walkways Sub-Committee Projects Sub	Dates: 18 May 2015 16 June 2015
Subject: Issue Report: Leadenhall Street Pedestrian Crossing Improvements - Change to Programme and Funding	Public
Report of: Director of the Built Environment	For Decision

Summary

- Dashboard: Amber
- Last Gateway approved: Gateway 3 (November 2012)
- Progress to date including resources expended:
Working towards Gateway 4/5 of which £138,604 of the approved budget of £157,550 has been expended to date. Remaining funding has been reprioritised to the Aldgate scheme as this project cannot be completed until approximately 2017/18. The project is therefore currently on hold.
- Summary of issue:
This project cannot be delivered to the intended **programme** due to the construction impact of the 52-54 Lime Street Development - also known as the Scalpel – which is the new European Headquarters of insurance company WR Berkley. In particular, a section of the southern kerb at Leadenhall Street is being used for servicing by construction vehicles and for the temporary siting of two substations during the construction period.

Consequently, existing s106 **funding** has been reprioritised to the Aldgate scheme and new funding therefore needs to be identified and secured in due course. As part of their s278 Agreement, WR Berkley has made a contribution of £70,000 to compensate the City for additional costs which it will incur from the delay to implementing this project.

In the short term, and to ensure safe and suitable provisions of pedestrian crossing facilities while construction is underway, temporary highway measures have been implemented. This includes the relocation of the existing signalised pedestrian crossing at Leadenhall Street, at its junction with Lime Street, and the introduction of a pedestrian refuge island at Leadenhall Street, west of Billiter Street. (These temporary measures are shown in a briefing note dated May 2014 in Appendix 1.) The measures have been paid for in full by the developer, WR Berkley.

• Proposed way forward :

It is proposed the project be delivered after the completion of the 52-54 Lime Street Development (estimated late 2017) subject to:

- a) Funding from other s106 contributions, future Community Infrastructure Levy (CIL) or the Parking Reserve Fund (to be agreed at Gateways 4/5); and
- b) Approval from Transport for London given Leadenhall Street forms part of the Strategic Road Network (SRN).

Recommendations

It is recommended that Members:

- Note the reasons for the change in programme and funding for the project;
- Approve the proposed way forward described above; and
- Acknowledge the support of WR Berkley for the scheme in addition to their contribution of £70,000 towards inflationary increases and new approvals required by the project resulting from the impact of the 52-54 Lime Street Development.

Main Report

1. Issue description	<p><u>Background</u></p> <p>A combined Gateway 4/5 report for the proposed pedestrian crossing improvements at Leadenhall Street was drafted for submission to relevant Committees in early 2014. The purpose of the report was to seek approval for the scheme (as shown in Appendix 2) to be implemented in the 2014/15 financial year.</p> <p><u>Issue Description – Programme</u></p> <p>The report was however withdrawn when it became apparent the project could not proceed as planned due to the construction impact of the 52-54 Lime Street Development by insurance firm WR Berkley. The Development is now in progress and is due for completion in late 2017.</p> <p>As a result of this delay, the City will need to re-secure approvals for the scheme from Transport for London (TfL). This is necessary as Leadenhall Street forms part of the Strategic Road Network (SRN) under the Traffic Management Act 2004. This will include collecting new traffic data and up-dating the traffic modelling.</p> <p>As with many local stakeholders in the area, WR Berkley firmly supports the proposed pedestrian crossing improvements. To this effect, WR Berkley has made a payment of £70,000 as part of their s278 contribution to (a) Enable necessary third-party approvals to be re-secured upon completion of their Development, and (b) Off-set inflationary increases to construction costs caused by the delay.</p>
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	<p><u>Issue Description – Funding</u></p> <p>Following on from this delay, the existing funding previously allocated for this scheme – being the s106 Transport Improvement contribution of £731,745 (indexed) from the 122 Leadenhall Street (Cheesegrater) Development – has been reallocated to the Aldgate scheme. This was agreed by the Court of Common Council in June 2014.</p> <p>Consequently, the project will also require new funding sources to be identified from other s106 contributions, future Community Infrastructure Levy (CIL) or the Parking Reserve Fund with details to be confirmed at Gateways 4/5.</p>
<p>2. Last approved limit</p>	<p>£157,550 at Gateway 3 (November 2012) of which £138,604 has been expended to-date as shown in Appendix 3. The remaining monies have been reprioritised to the Aldgate project.</p>
<p>3. Options</p>	<p>This project remains an important “Road Danger Reduction” project with strong support from local stakeholders. Although large numbers of pedestrians cross Leadenhall Street, pedestrian crossing facilities are extremely limited. It is considered that this is a major factor in the high proportion of accidents involving pedestrians.</p> <p>The accident analysis of Leadenhall Street shows that 23 personal injury accidents occurred over a 36 month period ending December 2011. Fourteen of these involved pedestrians (60.9%). This is notably higher than the average pedestrian accident ratio for the City of London (25.9%). The Leadenhall Street / St Mary Axe / Lime Street junction is the sixth most dangerous junction on the City’s highway network.</p> <p>Approximately 6,000 pedestrians cross in both directions at the junction of Leadenhall Street / St Mary Axe/ Lime Street during each of the three-hour morning and evening peaks. The situation is anticipated to deteriorate further if no action is taken given the projected growth in the daytime population which will take place when all of the proposed Eastern City Cluster developments are built and occupied. The need for better pedestrian crossing facilities along Leadenhall Street will therefore be more imperative in the future.</p> <p>In the short term, and to ensure safe and suitable provisions of pedestrian crossing facilities while construction is underway, the former signalised pedestrian crossing at Leadenhall Street has been relocated from the east – to the west – of Lime Street. In addition, a temporary pedestrian refuge island has been installed west of Billiter Street. (These temporary measures are shown in a briefing note dated May 2014 in Appendix 1.) These measures have been paid for in full by the Developer, WR Berkley.</p>

<p>4. Recommendation</p>	<p>It is recommended that Members:</p> <p>a) Note the reasons for the change in programme and funding for the project.</p> <p>b) Approve the project to be delivered after the completion of the 52-54 Lime Street Development (estimated late 2017) subject to:</p> <ul style="list-style-type: none"> • Funding from other s106 contributions, future CIL or the Parking Reserve Fund (to be agreed at Gateway 4/5); and • Approval from Transport for London given Leadenhall Street forms part of the Strategic Road Network (SRN). <p>c) Acknowledge the support of WR Berkley for the scheme in addition to their contribution of £70,000 towards inflationary increases and new approvals required by the project resulting from the impact of the 52-54 Lime Street Development.</p>
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Appendices

Appendix 1	Briefing note (dated 2 May 2014) showing temporary highway measures
Appendix 2	Drawing of outline option approved at Gateway 3: Drawing No. COL/LS/003 Drawing No. COL/LS/004
Appendix 3	Breakdown of expenditure to-date

Contact

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