

Committees:	Dates:	Item no.
Streets and Walkways Sub-Committee Projects Sub Committee	04/04/2016 13/04/2016	
Subject: Mitre Square (EE086)	Gateway 4/5 Detailed Options Appraisal & Authority to Start Work	Public
Report of: Director of the Built Environment		For Decision

Summary

Dashboard

Project status: Green

Timeline: Implementation estimated to commence in August 2016

Project estimated cost: £1,392,784

Phase 1 confirmed implementation cost: £440,216

Phase 2 estimated implementation cost: £760,000

Spend to date: £146,610 (as of 4 March 2016)

Overall project risk: Low

Progress to Date

A project Working Party was established following Gateway 2 approval in July 2014, comprising key local stakeholders and with a remit of providing high-level direction for the project design work. The Working Party agreed a Schedule of Issues, which Members received as part of the Gateway 3 report in January 2015. This Schedule has formed the basis for a design brief for the project.

A full public consultation on the public realm design was held at the end of December 2015, which included staffed drop-in sessions at St Botolph with Aldgate church and Sir John Cass's Foundation School. Feedback was largely favourable; a small number of concerns relating to school access and facilities for children were raised by parents at the school, and these have been resolved through the design process.

Proposed Way Forward

In order to meet the practical completion date for the development at Creechurch Place (September 2016), there is a requirement to deliver the works in two phases owing to the staggered removal of development hoardings on the public highway. However, the design work has been coordinated across the entire project area to ensure consistency. This approach has been agreed with the developer.

Phase 1 (July – September 2016)

- Enhanced footways around the new entrance to the development;
- A new vehicle turning circle and incorporated cycle route on Creechurch Lane;
- A realigned and widened toucan crossing on Dukes Place;
- A new footway crossover at the servicing entrance to the development.

Phase 2 (October – December 2016)

- An enhanced public space in Mitre Square, likely to feature new areas of lawn, trees and other green elements;
- Additional seating and improved lighting;

- A retained vehicle access to the school.

This report presents detailed design information and costs for Phase 1 of the project (Appendix 2). A separate report will be presented later in 2016 with detailed design information and costs, including maintenance costs, for Phase 2 of the project; a concept plan of the second phase is shown in Appendix 3.

The Phase 1 works are funded from the Section 278 agreement associated with the Creechurch Place development, and a small contribution from Transport for London (see section 5 of the main report and Appendix 3 for more detailed financial information). The majority of the Phase 2 works will be funded via the associated Section 106 agreement. The full financial details for Phase 2 will be set out in the next report, anticipated to be received by Members in summer 2016.

It should be noted that all S278 and S106 funding identified in this report can only be spent in the immediate vicinity of the development, as stipulated in the relevant legal agreements.

Recommendations

It is recommended that Members of Streets & Walkways Sub Committee:

- Approve the project approach to deliver the works in two phases;
- Approve the design for Phase 1, as shown in Appendix 2 of this report;
- Approve the implementation budget for Phase 1 (£440,216), as set out in section 5 and Appendix 3 of this report, fully funded from the Section 278 agreement and Transport for London;
- Approve the release of £50,000 from the Section 106 contribution to the Fees sub-task in order to continue with the detailed design process for Phase 2.

It is recommended that Members of Projects Sub Committee:

- Approve the implementation budget for Phase 1 (£440,216), as set out in section 5 and Appendix 3 of this report, fully funded from the Section 278 agreement and Transport for London.

Main Report

1. Design summary	<p>It is proposed that the main implementation works are split into two phases, in order to align with practical completion of the development at Creechurch Place, which is the main driver of these works. Despite the phased delivery, the design process has run as one coordinated process, ensuring that the completed scheme has a consistent approach.</p> <p>The project has taken design cues from the Aldgate scheme, sitting as it does immediately west of the new Aldgate Square. However, it is also acknowledged that Mitre Square is of a different character to the Aldgate Square, and the design approach has taken this into account in creating a distinctive public space.</p> <p>The coordinated design for the scheme has been developed through consultation with key project stakeholders, and all major design decisions have been, and continue to be, approved by the Project Working Party. As such, design options are not</p>
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presented in this report, but a single preferred design agreed with local stakeholders is proposed.

Phase 1 – Creechurch Lane, Dukes Place, Mitre Passage, Mitre Street

The first phase will deliver new footways around the northern and western edges of the development, adjacent to the new main entrance. The design has been kept purposely simple, to provide a clear approach to the new entrance whilst maintaining pedestrian routes through the area. The existing dead-end of Creechurch Lane will be raised to footway level, increasing effective footway widths and further improving conditions for pedestrians and cyclists. An improved walkway in Mitre Passage will also be included in this phase, providing a connection to the new public space in Mitre Square that will be delivered in Phase 2.

The main deliverables of Phase 1 include:

- York stone paving on all footways, including through Mitre Passage which is an improved public route through the new development;
- Two low-level planters adjacent to Mitre Passage;
- A vehicle turning circle on Creechurch Lane, constructed of granite setts raised to footway level, with bollards to prevent vehicle overrun;
- A retained cycle route from Creechurch Lane to Dukes Place;
- A realigned and widened 'toucan' crossing, improving north-south cycle movement;
- A new footway crossover adjacent to the new servicing entrance on Mitre Street;
- Relocated motorcycle parking bay in Creechurch Lane;
- Relocation of one disabled parking bay from Mitre Square to Creechurch Lane.

A plan of the Phase 1 works is shown in Appendix 2.

Phase 2 – Mitre Square, St James's Passage

Although the detailed design for Phase 2 is yet to be finalised, an outline proposal was developed for the public consultation, and it is this that will form the basis for the final design. The design aims to create a calm, quiet public space, introducing substantial amounts of new lawned areas, trees and other green elements. New seating and improved lighting will be provided, and vehicle access to the school from Mitre Street will be retained via a small area of hard landscaping at the southern edge of the space.

A number of parents of children at the school currently use Mitre Square to wait temporarily to pick up their children. Although the school is actively working to reduce the number of parents driving to the school, it is acknowledged that this activity still needs to be accommodated. Therefore, a number of locations

	<p>on-street have been identified where this activity can take place, and the current permit system for parents will be updated in order to be more compliant with the City's wider parking management approach. More detail on these changes will be included in the next report.</p> <p>Although the design has not yet been finalised, it is anticipated that Phase 2 will include:</p> <ul style="list-style-type: none"> • York stone paving on all footways; • Two raised 'green' areas, incorporating sections of accessible lawn, mixed shrubbery and small trees; • Low-level perimeter planting to 'soften' the hard edges of the space, including the existing school wall; • A mixture of seating types, including stone benches and wooden seats; • An area of small module York stone paving adjacent to the school gates, maintaining vehicular access whilst retaining a visual connection to the main space. <p>The design will be cognisant of the need to reduce the likelihood of skateboarding. The green areas are proposed to be raised above ground level for two reasons; records show that substantial archaeological remains exist beneath Mitre Square, and so this approach reduces the risk of disturbance. Also, there are significant level changes across the square, and the use of raised planters assists with creating footways that are compliant with the Disability Discrimination Act. This approach has been agreed with the Open Spaces Department.</p> <p>A concept plan of Phase 2 is shown in Appendix 3.</p>
<p>2. Delivery team</p>	<ul style="list-style-type: none"> • Project Management – Environmental Enhancement team • Detailed design – Highways Division & Townshend Landscape Architects • Construction – JB Riney (under the City's term contract) • Green infrastructure – City Gardens Team
<p>3. Programme and key dates</p>	<p>Implementation Phase 1: July – September 2016</p> <p>Creechurch Place practical completion: 28 September 2016</p> <p>Implementation Phase 2: October – December 2016</p> <p>Gateway 7 report : Spring 2017</p>
<p>4. Outstanding risks</p>	<p><i>1. Delay in finalising design and construction package leads to not completing works to agreed programme for Phase 1</i></p> <p>Officers are working closely with the developer and their contractors to ensure that the respective programmes will be coordinated to achieve successful delivery.</p> <p><i>2. Land occupied by the developer is not released to allow works to be completed to programme</i></p> <p>Discussions are ongoing with the developer to ensure that land is released to allow sufficient time for the City's works to be</p>

	<p>completed</p> <p><i>3. Archaeological remains or other sub-surface utilities / structures cause issues during construction</i></p> <p>Surveys have been undertaken to determine the extent of sub-surface elements as far as possible. The design work has taken this into account, but this risk will be closely monitored during the implementation phase, and avoided where possible.</p>
5. Budget	<p>The total estimated cost of the project at the last Gateway (January 2015) was between £1m and £1.5m. This cost estimate has now been refined as more detail has emerged, and is now revised to £1,392,784. A summary of the Phase 1 funding is shown in Table 1 below. A detailed breakdown of the project finances is contained in Appendix 3.</p> <p>Both phases of the project are fully funded through the Creechurch Place development, via a Section 278 and a Section 106 agreement, save for a small contribution from Transport for London (see below). The Phase 1 works are funded through the Section 278 agreement, being as they are changes that are required to mitigate the impact of the new development and provide an improved environment for all users. The cost of relocating the traffic signals for the improved pedestrian crossing will be met by Transport for London as part of their ongoing signal modernisation programme.</p> <p>The majority of the funding for Phase 2 will be provided from the Section 106 agreement, as this is classified as enhancement works. A full breakdown of the funding for Phase 2 will be presented in a second Gateway 4/5 report.</p>
6. Success criteria	<ul style="list-style-type: none"> • A new, high quality public space in Mitre Square; • A simple, well-functioning space outside the new entrance to the Creechurch Place development; • An overall increase in green space in the area; • Improved, accessible routes for pedestrians across the space; • An increase in the number seats, including accessible seating; • A reduction in noise and anti-social behaviour in the vicinity of Mitre Square.
7. Progress reporting	<p>Monthly updates to be provided via Project Vision and any project changes will be sought by exception via Issue Report to Spending and Projects Sub Committees.</p>

Appendices

Appendix 1	Plan showing the two phases of delivery
Appendix 2	Plan of the Phase 1 works
Appendix 3	Concept plan of the Phase 2 works
Appendix 4	Financial tables

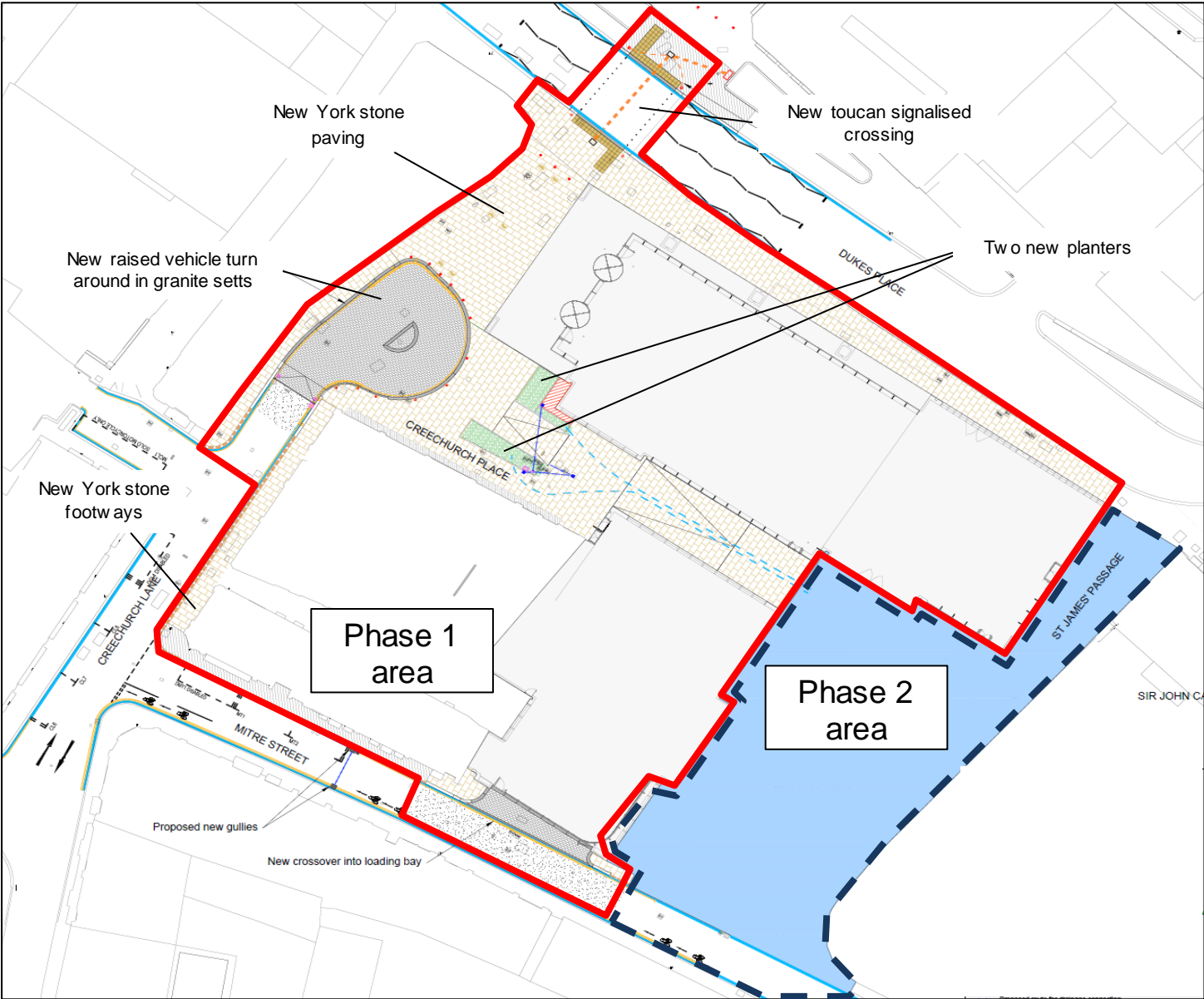
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Appendix 1 – plan showing the two phases of delivery



Appendix 2 - plan of the Phase 1 works



Appendix 3 – concept plan of Phase 2 works



Appendix 4 – financial tables

Table 1: Spend to date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Phase 1- Mitre Square S278			
PreEv Env Servs Staff Costs	47,000	29,882	17,118
PreEv P&T Staff Costs	59,000	51,458	7,542
PreEv P&T Fees	34,000	25,608	8,392
TOTAL S278	140,000	106,949	33,051
Phase 2 - Mitre Square S106			
PreEv P&T Staff Costs	42,568	38,660	3,908
PreEv P&T Fees	10,000	1,002	8,998
TOTAL S106	52,568	39,662	12,906
GRAND TOTAL	192,568	146,610	45,958

Table 2: Total estimated cost (inc. spend to date)			
Description	Phase 1 (S278)	Phase 2 (S106)	Total Estimated Cost
Evaluation	140,000	52,568	192,568
Fees	-	48,998	48,998
Staff Costs	45,000	25,000	70,000
Works	395,216	661,002	1,056,218
Maintenance	-	25,000	25,000
TOTAL	580,216	812,568	1,392,784

Table 3: Funding Sources	
Funding Source	Amount (£)
S278 (Creechurch Place)	550,216
S106 (Creechurch Place)	812,568
TfL (Signals Programme)	30,000
TOTAL	1,392,784