

Committee(s):	Date(s):	Item no.
Streets and Walkways Sub	17 October 2017	
Projects Sub	08 November 2017	
Subject: City Public Realm projects consolidated outcome report Gateway 7		Public
Report of: The Director of the Built Environment		For Decision
<p><u>Summary</u></p> <p>This report consolidates the outcome reports for seven City Public Realm projects:</p> <ul style="list-style-type: none"> • Silk Street • Southampton Buildings (40-45 Chancery Lane) • Ludgate Hill crossing (30 Old Bailey) • John Carpenter Street Improvements S278 • 20 Fenchurch Street Security S278 • Plough Place enhancements S106 and S278 • 71 Queen Victoria Street S278 <p>These projects have delivered public realm enhancements across the City. Key benefits include:</p> <ul style="list-style-type: none"> • An enhanced pedestrian experience and new public spaces for people to rest and enjoy; • The addition of tree planting and greenery to soften the urban environment and mitigate the impact of pollution; • A more accessible and secure public realm; • Improving the experience of arriving and travelling to destinations, including cultural venues. <p>The projects have been primarily externally funded from Section 106 receipts and Section 278 Agreements with developers. The Silk Street enhancement project was funded from the On-street Parking Reserve. All of the projects have been completed within the approved budgets and it is proposed that the unspent Section 106 funds be used for further improvements in the local area, subject to the agreement of the developers and subsequent Committee approvals.</p> <p>A financial summary is set out in Table1. Individual reports on the projects are provided in Annexes 1-7.</p> <p>Recommendations</p> <p>It is recommended that:</p> <p>(i) The outcome information is received and recommendations on individual reports approved</p>		

Overview

1. Link to Strategic Aims	<p>The various projects support the following strategic aims through the delivery of an enhanced public realm for the benefit of all.</p> <ul style="list-style-type: none">● To provide modern, efficient and high quality local services, including policing, within the Square Mile for workers, residents and visitors● To provide valued services, such as education, employment, culture and leisure, to London and the nation, <p>The projects also support the following ambitions of the DBE business plan:</p> <ul style="list-style-type: none">● To provide the capacity for future resilience and sustainable growth.● To maximise connectivity● To support urban well-being by providing a distinctive, secure and healthy place to work, visit or live.● To shape a relevant physical infrastructure
2. Benefits achieved to date	<p>High quality spaces between buildings and comfortable walking routes are an essential component for a successful City. A well-designed and managed public realm improves the City's liveability, enables it to accommodate future growth and deliver sustainable outcomes.</p> <p>When taken together, the seven individual schemes, represent a major package of improvements that have transformed parts of the City.</p> <p>Benefits include:</p> <ul style="list-style-type: none">● An enhanced pedestrian experience through the creation of more space for pedestrians, new public spaces and seating areas with associated lighting improvements;● The addition of tree planting and greenery which softens the environment, supports climate change mitigation strategies, contributes to improved air quality and supports biodiversity;● A more accessible public realm through raised carriageways improved crossings and widened footways.● A more secure urban environment● A more comfortable and enjoyable experience for visitors arriving at cultural destinations <p>Through the delivery of these projects, officers have worked closely in partnership with developers and other project partners. This successful partnership working has enabled funding to be secured for enhancements and has strengthened relationships with key City occupiers.</p>

3. Within which category does the project fit	Various ranging from advisable to desirable.
4. Resources Expended	Expenditure is summarised in Table1 below. Please also see the appended reports for an outturn assessment of each project.

Outturn Assessment

5. Budget	<p>The projects were largely funded from Section 106 receipts and Section 278 voluntary contributions. The City's on-street parking reserve was also used to fund the Silk Street project. Details of the individual outturn assessments are set out in the appended reports and summarised in Table1below.</p> <p>The Section 106 funded schemes have underspends which will be available to utilise for other projects, subject to the terms of the agreement and subsequent committee approvals. Discussions are ongoing with developers to determine whether any unspent S278 funds can be utilised on other improvements. However, in most cases developers have requested that funds be returned.</p> <p>All project finances have been verified and checked.</p>
6. Outstanding actions	See enclosed reports

Lessons Learnt

7. Key lessons and how they are being used and applied	<p>Key lessons are summarised below and set out in the Annex reports.</p> <ul style="list-style-type: none"> • The importance of close communication with adjacent occupiers: Early engagement with adjacent occupiers ensures that schemes are developed and implemented to take account of local needs whilst minimising disruption. All projects have detailed communication plans and consistent communication processes which the team are continuously improving. For instance, the use of e-bulletins is an effective communication method that has recently been rolled out across all projects. • Effective partnership working: Many of the projects were developed through close partnership working with developers and occupiers. This helped to build support for the project at an early stage and secure necessary funding. • The use of the City's term contractor to carry out the works enabled us to flexibly accommodate development delays without any adverse impact on costs. • Utilities estimates: it is sometimes difficult to accurately estimate the cost of utility adjustments. Therefore, where possible, we are now seeking detailed utilities adjustment
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	cost estimates from utilities companies at an earlier stage in the development of the project.
8. Legal Implications	Included within the reports.

Annexes

Annex 1	Silk Street
Annex 2	Southampton Buildings (40-45 Chancery Lane)
Annex 3	Ludgate Hill crossing (30 Old Bailey)
Annex 4	John Carpenter Street Improvements S278
Annex 5	20 Fenchurch Street Security S278
Annex 6	Plough Place enhancements S106 and S278
Annex 7	71 Queen Victoria Street S278

Contact

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Table 1: Summary of Project Finances

Project	Approved Budget (£)	Expenditure (£)	Balance (£)
Silk Street	781,203	729,998	51,205
Southampton Buildings 40-45 Chancery Lane S106	252,059	217,454	34,605
Ludgate Hill Crossing 30 Old Bailey S106	275,677	264,643	11,034
John Carpenter Street S278	748,000	695,642	52,358
20 Fenchurch Street Security S278	915,106	791,411	123,695
Plough Place S106	407,759	281,171	126,588
Plough Place S278	260,659	155,029	105,630
71 Queen Victoria Street S278	292,500	273,535	18,965
TOTAL	3,932,963	3,408,883	524,080

Annex 1

Project Name: Silk Street (EE017)	
<u>Summary</u>	
<u>Brief description of project</u>	
<p>The junction of Beech Street and Silk Street was remodelled in order to reduce the number of zebra crossings from four to two, and also to facilitate the introduction of wider footways by removing the inadequate pedestrian refuge island and a section of the central reservation in Beech Street. Pedestrians now have greater priority over vehicles, and sightlines have been improved owing to the wider footways. Street furniture was also rationalised to further improve the pedestrian environment.</p> <p>The project also sought to enhance the entrance to the Barbican Centre. This was achieved by creating a raised table bounded by flush granite setts, and a continuation of the footway widening, providing level access across Silk Street at the main entrance to the Barbican Centre.</p> <p>At the southern end of Silk Street, the footway widening continued and incorporated an inset bay that is frequently used by vehicles servicing the Barbican Centre. New street trees were added, and existing street clutter was rationalised.</p>	
<u>Recommendation</u>	
It is recommended that Members:	
<ul style="list-style-type: none"> ● Note the lessons learnt and authorise closure of the project 	

Outturn Assessment

1. Assessment of project against success criteria	<ul style="list-style-type: none"> ● <i>A successful balance between pedestrians and other modes of transport in order to enhance the pedestrian experience</i> <ul style="list-style-type: none"> ○ This has been largely achieved through the reconfiguration of the junction, which gave pedestrians greater priority when crossing the street and shorter crossing times; ○ The implementation of wider footways and the raised table have also improved the pedestrian environment. Kerbed areas were incorporated to enable wheelchair access for taxis. ● <i>Introduce more green elements such as street trees</i> <ul style="list-style-type: none"> ○ Three new street trees were planted in Silk Street. ● <i>Improve the quality and consistency of surface materials and street furniture to create an enhanced street scene</i> <ul style="list-style-type: none"> ○ York stone paving was introduced throughout the project area, replacing mastic asphalt to create a consistent street scape; ○ Granite setts were also used where necessary, complementing the existing granite features in Silk Street.
2. Programme	<p>The works were completed in early 2015, within the agreed programme. Following completion of the scheme, there was a period of snagging and assessment to ensure that the Barbican Centre operations team were satisfied with the outcome. Only one issue arose, the solution for which involved replacing a static bollard with a removable one to facilitate easier</p>

	access for large deliveries to the Barbican Centre. It was then necessary to find a suitable window of opportunity to complete these works, which took several months to agree.																								
3. Budget	<p>The project has been completed within the agreed budget.</p> <table border="1"> <thead> <tr> <th colspan="4">Barbican Area Strategy - Silk Street</th> </tr> <tr> <th>Description</th> <th>Approved Budget (£)</th> <th>Expenditure (£)</th> <th>Balance (£)</th> </tr> </thead> <tbody> <tr> <td>Staff Costs</td> <td>93,415</td> <td>88,586</td> <td>4,829</td> </tr> <tr> <td>Fees</td> <td>54,895</td> <td>51,080</td> <td>3,815</td> </tr> <tr> <td>Works</td> <td>632,893</td> <td>590,332</td> <td>42,561</td> </tr> <tr> <td>Total</td> <td>781,203</td> <td>729,998</td> <td>51,205</td> </tr> </tbody> </table> <p>The underspend on the works costs was largely as a result of utility works coming in under budget.</p>	Barbican Area Strategy - Silk Street				Description	Approved Budget (£)	Expenditure (£)	Balance (£)	Staff Costs	93,415	88,586	4,829	Fees	54,895	51,080	3,815	Works	632,893	590,332	42,561	Total	781,203	729,998	51,205
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Final Account Verification	Verified																								
4. Outstanding Actions	The works are complete, with no outstanding actions.																								

Lessons Learnt

5. Key lessons	<ul style="list-style-type: none"> Resurfacing adjacent to car park entrances needs to be carefully planned and coordinated with occupiers, particularly where weekend working is involved; It is vital to have an effective communication plan and ensure that this is adhered to by all project team members, and that the plan is updated throughout the life of the project.
6. Implementation plan for lessons learnt	<ul style="list-style-type: none"> The communication approach of the City Public Realm team was revised following completion of the project, and has been improved to ensure adequate and consistent communication with all project stakeholders throughout the life of all projects.

Appendices

Appendix 1	Site Plan
Appendix 2	Site Images

Contact

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Appendix 1 – plan of completed project



Appendix 2 – before and after photos

Beech Street junction – before



Beech Street junction – after



Barbican Centre entrance – before



Barbican Centre entrance – after



Annex 2

Project Name: Southampton Buildings (40-45 Chancery Lane) (EE074)

Summary

Brief description of project

This project involved the creation of a new public space from an area of underused and largely redundant carriageway. The initial project proposal was contained within the Chancery Lane Area Enhancement Strategy, which was approved in 2009.

The eastern spur of the street was permanently closed to vehicular traffic, raised to footway level and paved with York stone, creating a new pedestrianised 'dwell' space which has improved conditions for pedestrians. New seating, lighting and cycle parking, as well as a street tree, were installed, further improving public amenity. The existing motorcycle parking was relocated to two nearby streets.

Recommendation

It is recommended that Members:

- Note the lessons learnt and authorise closure of the project;
- Note the S106 underspend will be reallocated to other projects, subject to the terms of the agreement and necessary Committee approvals

Outturn Assessment

<p>7. Assessment of project against success criteria</p>	<ul style="list-style-type: none"> • <i>An improved movement function for pedestrians</i> The pedestrianisation of the eastern end of Southampton Buildings has provided a brand new public space, and improved walking connections between Chancery Lane and Holborn. • <i>A more accessible environment</i> The project has provided level access across the space and has also seen the introduction of new accessible seating. • <i>Relocation of motorcycle parking within the local area, without any loss of capacity</i> The existing motorcycle parking was relocated to Chancery Lane and Holborn, both in close proximity, and with no loss of capacity.
<p>8. Programme</p>	<p>The works were completed in 2016, within the agreed programme.</p>
<p>9. Budget</p>	<p>The project was completed within the agreed budget</p> <p>The remaining Section 106 funding is restricted in geography and purpose, to be spent within the Chancery Lane Enhancement Strategy area.</p>

Final Account Verification	40- 45 Chancery Lane s106			
	Description	Approved Budget (£)	Expenditure (£)	Balance (£)
	Pre-Evaluation	37,763	35,594	2,169
	Staff Costs	49,430	49,306	124
	Fees	4,800	3,260	1,540
	Works	160,066	129,295	30,771
	Total	214,296	181,860	32,436
	Drainage and construction works came in under budget.			
Verified				
10. Outstanding Actions	There are no actions outstanding.			

Lessons Learnt

11. Key lessons	<ul style="list-style-type: none"> • Importance of close communication with adjacent occupiers – early engagement with the main occupiers adjacent to the project site, one of which had development running in parallel with the public realm works, ensured that the scheme was delivered with minimal disruption and with support from key local stakeholders. • Coordination of delivery of parking facilities – a delay in marking out new motorcycle parking bays meant that motorcyclists were without a replacement parking space for several days. Closer coordination between the City and the term contractor may have reduced the likelihood of this occurring. • Effective partnership working with a local business representative group – the City’s longstanding relationship with the Chancery Lane Association helped to build support for the project at an early stage, and ensured that the benefits of the project were communicated clearly to local stakeholders.
12. Implementation plan for lessons learnt	The City Public Realm team will continue to communicate at an early stage with local stakeholders. This approach has proven successful in achieving buy-in to projects in the past, and has reduced the risk of receiving negative feedback as projects progress. Liaison between the City and the term

	contractor is also far more effective through the use of regular construction liaison meetings.
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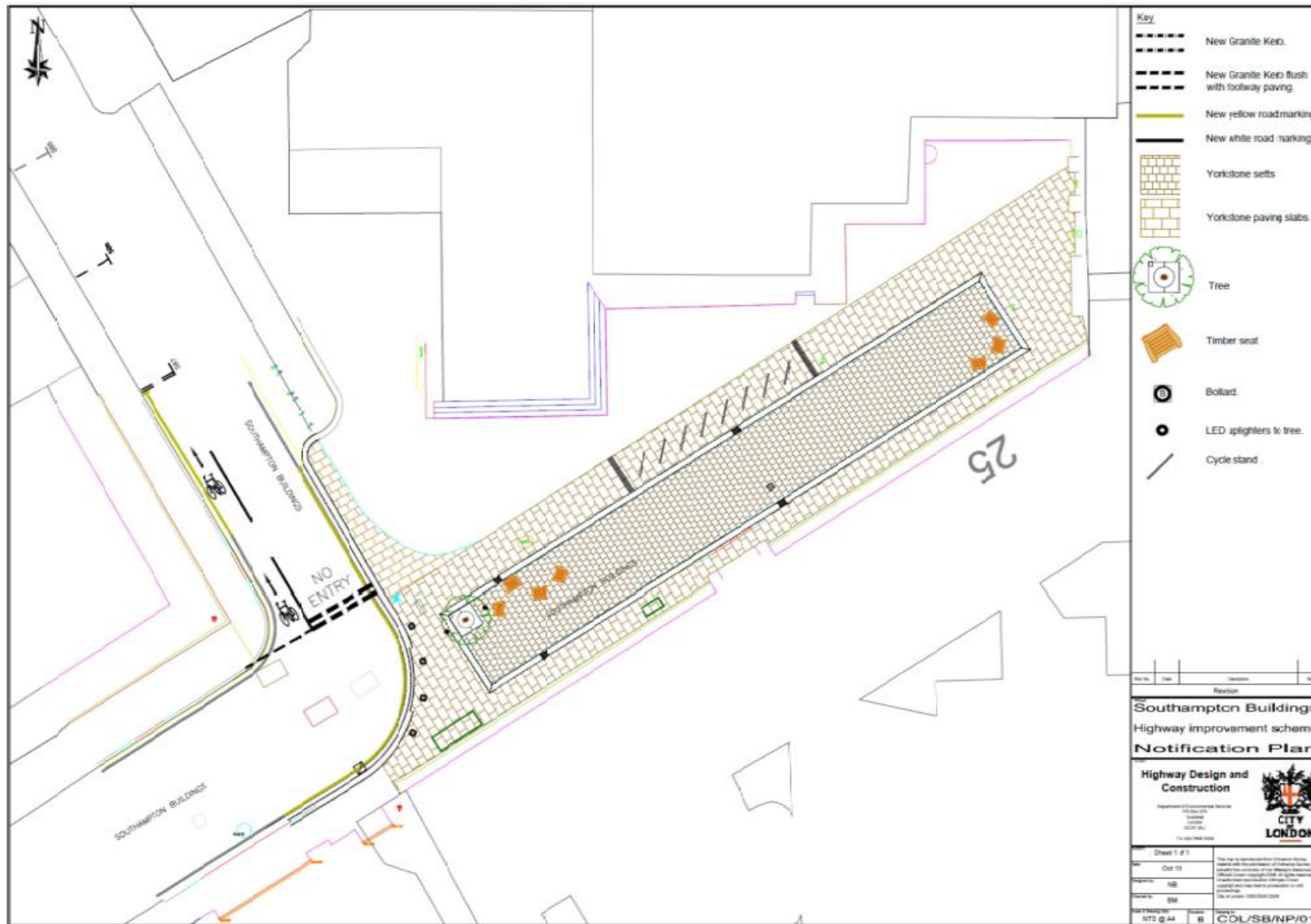
Appendices

Appendix 1	Plan of completed project
Appendix 2	Before & after photos

Contact

Report Author	Tom Noble
Email Address	tom.noble@cityoflondon.gov.uk
Telephone Number	020 7332 1057

Appendix 1 – plan of completed project



Appendix 2 – before & after photos



Annex 3

Project Name: Ludgate Hill crossing (30 Old Bailey) – EE070

Summary

Brief description of project

This project centred on the conversion of the zebra crossing on Ludgate Hill, adjacent to the western entrance of St Paul's Cathedral, to a traffic signal controlled crossing. The signalised crossing was initially installed on a temporary basis, and was monitored for a 12 month period to assess the impact on all street users.

In order to accommodate a signalised crossing it was necessary to widen footways in the vicinity of the crossing. These changes improved the pedestrian environment without having any material impact on the operation of the crossing, and so it was agreed that the footway changes be retained regardless of the outcome of the trial.

The results of the trial demonstrated that, whilst traffic flows on Ludgate Hill were largely unchanged, there had been a reduction in vehicle queue lengths directly attributable to the crossing. Bus journey times had also marginally decreased. Whilst it was acknowledged that there was reduced priority for pedestrians when compared to the previous zebra crossing configuration, it was agreed that the other benefits outweighed this aspect and so a decision was taken to retain the crossing on a permanent basis.

Recommendation

It is recommended that Members:

- Note the lessons learnt and authorise closure of the project.
- Note the S106 underspend will be reallocated to other projects, subject to the terms of the agreement and necessary Committee approvals.

Outturn Assessment

13. Assessment of project against success criteria	<ul style="list-style-type: none">● <i>Improved balance between all modes on Ludgate Hill, including pedestrians, cyclists and vehicles</i><ul style="list-style-type: none">○ This has been achieved through the introduction of the signalised crossing, and also through the widening of the footways on both sides of the street.○ Road users, particular London Buses, have benefitted from reductions in waiting times at the crossing owing to the introduction of the signalised crossing.○ Whilst there has been a slight reduction in pedestrian priority arising from the removal of the zebra crossing, overall pedestrian amenity has been improved through the introduction of the widened footways.○ The introduction of new York stone paving, replacing paving that was in poor condition and compliant dropped kerbs have also improved accessibility.● <i>An enhanced environment in the vicinity of St Paul's Cathedral</i><ul style="list-style-type: none">○ The introduction of wider footways, paved in new York stone, and a resurfaced carriageway have combined to improve the public realm environment on this approach to the Cathedral.
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14. Programme	The works were completed in February 2015, and the decision to retain the signalised crossing was taken by Committees in September 2016.																												
15. Budget	The project has been completed within the agreed budget. <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="4" style="background-color: #cccccc;">Old Bailey S106</th> </tr> <tr> <th style="background-color: #cccccc;">Description</th> <th style="background-color: #cccccc;">Approved Budget (£)</th> <th style="background-color: #cccccc;">Expenditure (£)</th> <th style="background-color: #cccccc;">Balance (£)</th> </tr> </thead> <tbody> <tr> <td>Pre-Evaluation</td> <td>11,903</td> <td>11,903</td> <td>-</td> </tr> <tr> <td>Staff Costs</td> <td>55,786</td> <td>51,273</td> <td>4,513</td> </tr> <tr> <td>Fees</td> <td>30,400</td> <td>29,483</td> <td>917</td> </tr> <tr> <td>Works</td> <td>168,702</td> <td>163,097</td> <td>5,605</td> </tr> <tr> <td>Total</td> <td>254,888</td> <td>243,854</td> <td>11,034</td> </tr> </tbody> </table>	Old Bailey S106				Description	Approved Budget (£)	Expenditure (£)	Balance (£)	Pre-Evaluation	11,903	11,903	-	Staff Costs	55,786	51,273	4,513	Fees	30,400	29,483	917	Works	168,702	163,097	5,605	Total	254,888	243,854	11,034
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Final Account Verification	Verified																												
16. Outstanding Actions	There are no actions outstanding.																												

Lessons Learnt

17. Key lessons	<ul style="list-style-type: none"> • Early engagement with representatives of the Cathedral, as a key local stakeholder, was crucial to ensure that the design proposals did not impact negatively on the setting of the Cathedral. • Monitoring of the traffic and pedestrian flows at the crossing, both prior to and following the introduction of the signalised crossing, allowed for an objective decision to be taken, thereby reducing the risk of a potentially contentious project being delivered.
18. Implementation plan for lessons learnt	Lessons learnt to be shared at Team Meetings and through consultation of this Gateway report.

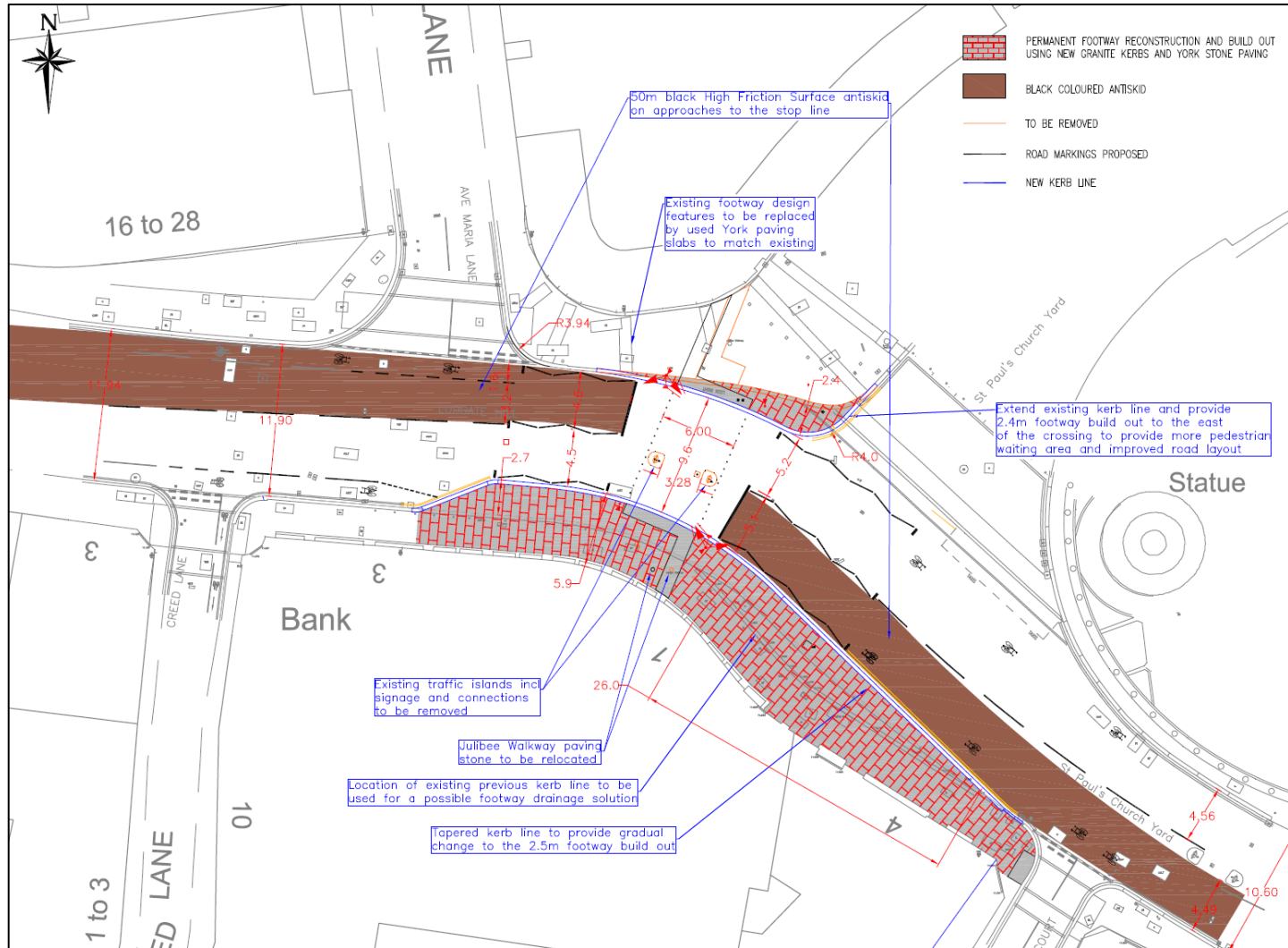
Appendices

Appendix 1	Site plan
Appendix 2	Site photos

Contact

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Email Address	tom.noble@cityoflondon.gov.uk
Telephone Number	020 7332 1057

Appendix 1 – site plan



Appendix 2 – site photos



Annex 4

Project Name: John Carpenter Street Improvements (S278)

Summary

Brief description of project

This project included hard and soft landscaping improvements to the highway at the southern end of John Carpenter Street at its junction with Victoria Embankment to make an attractive and usable public space through the introduction of new seating, paving materials, landscaping and lighting. The project sought to enhance the appearance and usability of the space and create an area to encourage people to spend time, thus activating and invigorating the immediate area. It was fully funded through a voluntary S278 agreement with the developer/occupier of the adjacent building.

Recommendation

It is recommended that Members:

- Note the lessons learnt and authorise closure of the project.
- Note the planned return of the underspend to the developer.

Outturn Assessment

19. Assessment of project against success criteria	<p>Criteria:</p> <ol style="list-style-type: none"> 1. Created a pleasant and attractive environment for residents, workers, visitors and local occupiers by extending the existing road closure at the southern end of John Carpenter Street to create a formal plaza area with hard and soft landscaping elements. 2. Improved safety in the area through appropriate lighting design and use of the space with a new lighting scheme to increase lighting levels and perceived safety of area encouraging greater usage. 3. Provided a comfortable space for people to rest and enjoy the views across the River Thames to the Southbank with the introduction of various types of seating designs including benches and individual accessible Chico chairs. 4. Improved access through the area, particularly for those with disabilities with redesigned layout of street furniture and de-cluttering. 5. Increased greenery/planting/biodiversity with soft landscaping included in the scheme. 6. Demonstrated successful joint working with external client to improve the City environment. The project was delivered under within budget due to a close ongoing relationship with the building owners/ external client.
20. Programme	<p>The works were completed by September 2014 although some additional liaison was required due to utility works which had not been reinstated following completion of works.</p>

21. Budget	The project has been completed within the agreed budget. The allocated contingency was not required and unspent funds are to be returned to the developer																												
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Final Account Verification	Verified																												
22. Outstanding Actions	All works are complete and there are no outstanding actions for this project.																												

Lessons Learnt

23. Key lessons	<ul style="list-style-type: none"> Officers developed a good working relationship with the developer which enabled a high quality space to be created that met the needs of the developer and the public. The developer had very specific requirements for the design which included various bespoke elements. Officers negotiated the inclusion of additional monies from the developer in order to mitigate against the financial risk of the budget.
24. Implementation plan for lessons learnt	Lessons learnt to be shared at Team Meetings and through consultation of this Gateway report.

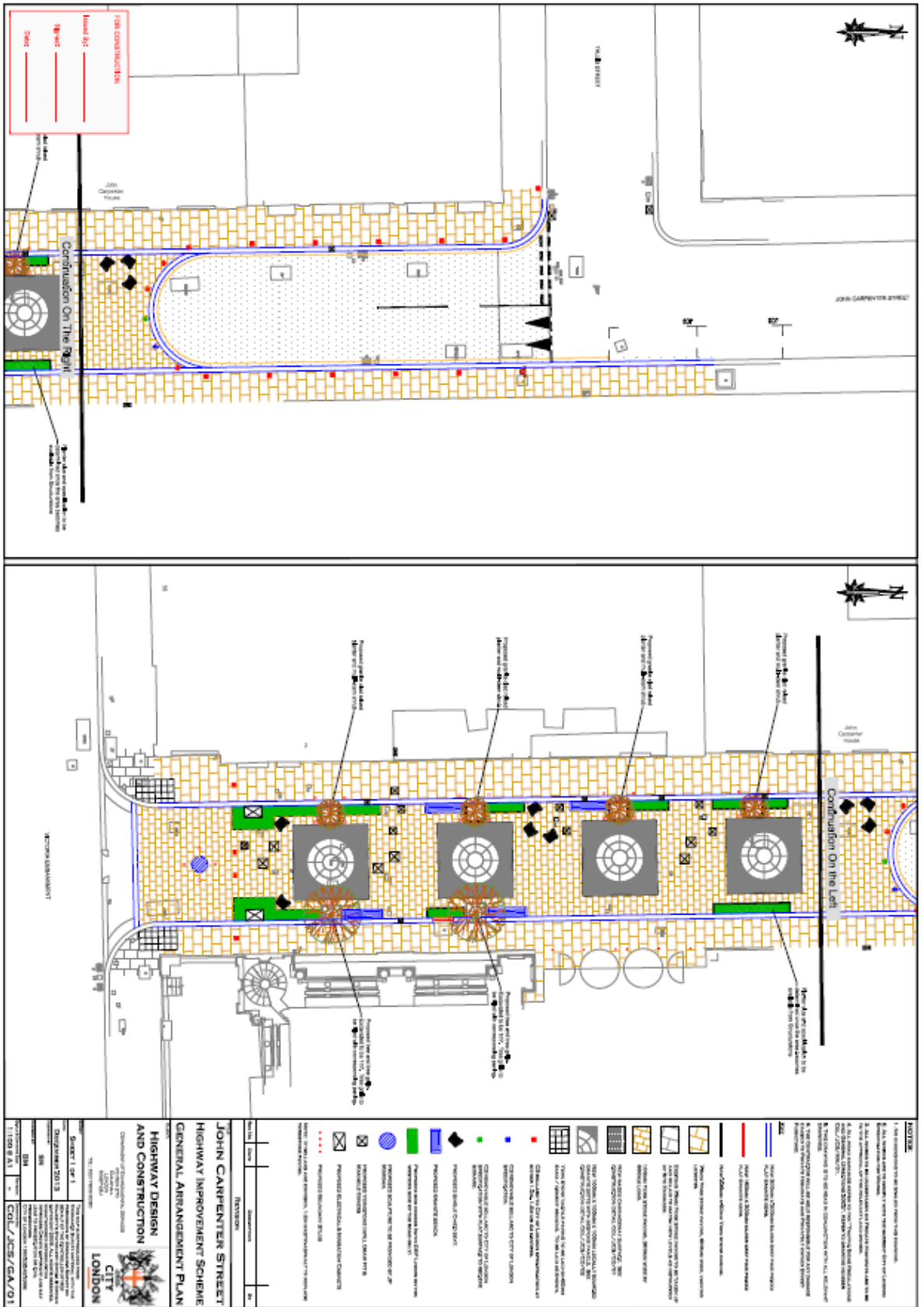
Appendices

Appendix 1	Site Plan
Appendix 2	Site Images

Contact

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Telephone Number	020 7332 3986

Site plan:



NOTES

1. ALL CONSTRUCTION SHALL BE IN ACCORD WITH THE CONSTRUCTION MANAGEMENT PLAN.
2. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
3. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
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LEGEND

- PROPOSED TREE (MATURE)
- PROPOSED TREE (IMMATURE)
- PROPOSED STREET LIGHT
- PROPOSED BUS STOP
- PROPOSED CONSTRUCTION BOUNDARY
- PROPOSED ROADWAY
- PROPOSED FOOTWAY
- PROPOSED CYCLEWAY
- PROPOSED VERGE
- PROPOSED DRAINAGE
- PROPOSED SIGNAGE
- PROPOSED FURNITURE
- PROPOSED LANDSCAPING
- PROPOSED UTILITIES
- PROPOSED EXISTING BUILDING
- PROPOSED EXISTING ROADWAY
- PROPOSED EXISTING FOOTWAY
- PROPOSED EXISTING CYCLEWAY
- PROPOSED EXISTING VERGE
- PROPOSED EXISTING DRAINAGE
- PROPOSED EXISTING SIGNAGE
- PROPOSED EXISTING FURNITURE
- PROPOSED EXISTING LANDSCAPING
- PROPOSED EXISTING UTILITIES

PROJECT INFORMATION

Client: City of London
Project Name: John Carpenter Street Highway Improvement Scheme
Drawing Title: General Arrangement Plan
Drawing No.: GA/01
Scale: 1:500
Date: 11/09/2013
Author: COL/JCS/GA/01

Site Photos:

John Carpenter Street Before:



John Carpenter Street After:



Annex 5

Project Name: 20 Fenchurch Street Security S278

Summary

Brief description of project

The project delivered security measures and public realm enhancements to the forecourt of 20 Fenchurch Street, providing increased protection to the building via the introduction of security rated bollards and granite seat cladding. The public realm enhancements included the introduction of trees, seating and paving to create an appealing and functional public space in a busy pedestrian environment. The project was fully funded from developer contributions via a voluntary S278 agreement with the developer.

Recommendation

It is recommended that Members:

- Note the lessons learnt and authorise closure of the project.
- Note the planned return of the underspend to the developer.

Outturn Assessment

25. Assessment of project against success criteria	The project met the agreed success criteria 1. Improved security for the building in the event of terrorist threats. With the introduction of security bollards and furniture around the perimeter of building. 2. Created a pleasant and attractive environment for residents, workers, visitors and the local occupier with the introduction of soft and hard landscaping elements such as planting, trees and seating. 3. Increased greenery/planting/biodiversity with the introduction of trees around the building.
26. Programme	The works were completed in 2015.

<p>27. Budget</p> <p>Final Account Verification</p>	<p>The project has been completed within the agreed budget. The unspent funds will be returned to the developer.</p> <table border="1" data-bbox="435 349 1398 837"> <thead> <tr> <th colspan="4">20 Fenchurch St Security S278 (16100270 & 16100123)</th> </tr> <tr> <th>Description</th> <th>Approved Budget (£)</th> <th>Expenditure (£)</th> <th>Balance (£)</th> </tr> </thead> <tbody> <tr> <td>Pre Evaluation</td> <td>128,722</td> <td>114,172</td> <td>14,550</td> </tr> <tr> <td>Staff Costs</td> <td>129,954</td> <td>121,487</td> <td>8,467</td> </tr> <tr> <td>Fees</td> <td>20,574</td> <td>14,557</td> <td>6,017</td> </tr> <tr> <td>Works</td> <td>635,856</td> <td>541,196</td> <td>94,660</td> </tr> <tr> <td>TOTAL</td> <td>915,106</td> <td>791,411</td> <td>123,695</td> </tr> </tbody> </table> <p>Verified</p>	20 Fenchurch St Security S278 (16100270 & 16100123)				Description	Approved Budget (£)	Expenditure (£)	Balance (£)	Pre Evaluation	128,722	114,172	14,550	Staff Costs	129,954	121,487	8,467	Fees	20,574	14,557	6,017	Works	635,856	541,196	94,660	TOTAL	915,106	791,411	123,695
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TOTAL	915,106	791,411	123,695																										
<p>28. Outstanding Actions</p>	<p>All works are complete and there are no outstanding actions for this project.</p>																												

Lessons Learnt

<p>29. Key lessons</p>	<ul style="list-style-type: none"> • It would have been preferable to integrate security into the design of the building and the public realm at an earlier stage in order to avoid add-ons and delays.
<p>30. Implementation plan for lessons learnt</p>	<p>Lessons learnt to be shared with planning colleagues and at Team Meetings and through consultation of this Gateway report.</p>

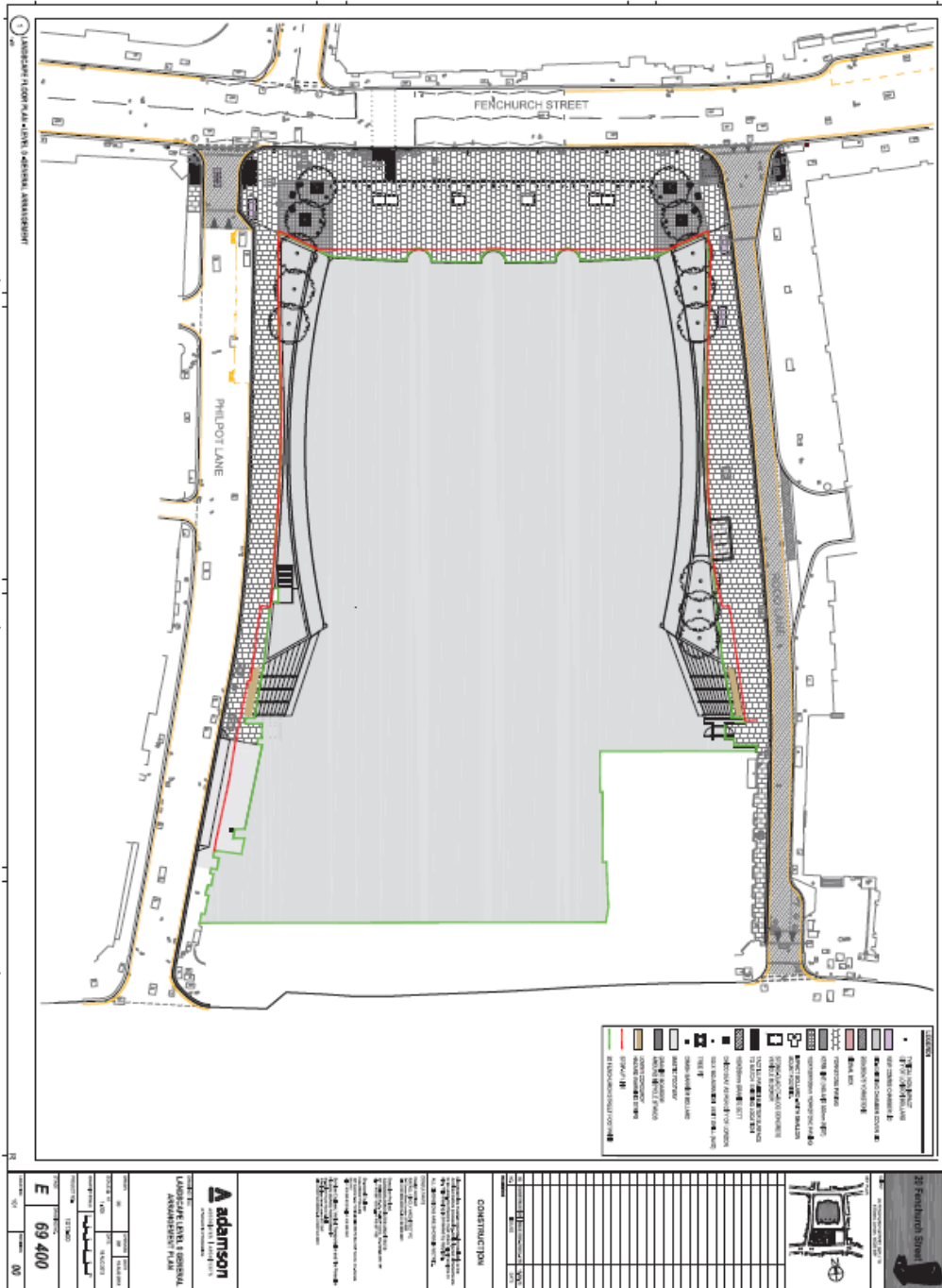
Appendices

<p>Appendix 1</p>	<p>Site Plan</p>
<p>Appendix 2</p>	<p>Site Images</p>

Contact

<p>Report Author</p>	<p>Kam Dale</p>
<p>Email Address</p>	<p>kam.dale@cityoflondon.gov.uk</p>
<p>Telephone Number</p>	<p>020 7332 3986</p>

Site Plan:



21 Featherbed Street
 1:1000
 21 Featherbed Street



CONSTRUCTION

NO.	DESCRIPTION
1	EXISTING BUILDING
2	PROPOSED BUILDING
3	PROPOSED WALL
4	PROPOSED WINDOW
5	PROPOSED DOOR
6	PROPOSED ROOF
7	PROPOSED TERRACE
8	PROPOSED DRIVEWAY
9	PROPOSED PARKING
10	PROPOSED FENCE
11	PROPOSED GARDEN
12	PROPOSED PLANTING
13	PROPOSED LIGHTING
14	PROPOSED SIGNAGE
15	PROPOSED UTILITIES
16	PROPOSED DRAINAGE
17	PROPOSED FURNITURE
18	PROPOSED ACCESS
19	PROPOSED ESCAPE ROUTE
20	PROPOSED FIRE EXIT
21	PROPOSED STAIRS
22	PROPOSED LIFT
23	PROPOSED ELEVATOR
24	PROPOSED RAMP
25	PROPOSED CURB CUT
26	PROPOSED CROSSING
27	PROPOSED JUNCTION
28	PROPOSED ROUNDABOUT
29	PROPOSED TRAFFIC LIGHTS
30	PROPOSED SIGNPOST
31	PROPOSED ROAD MARKINGS
32	PROPOSED CYCLE LANE
33	PROPOSED FOOTPATH
34	PROPOSED BRIDGE
35	PROPOSED TUNNEL
36	PROPOSED UNDERPASS
37	PROPOSED OVERPASS
38	PROPOSED CANAL
39	PROPOSED RIVER
40	PROPOSED LAKE
41	PROPOSED POND
42	PROPOSED STREAM
43	PROPOSED DITCH
44	PROPOSED FLOOD WALL
45	PROPOSED FLOOD GATE
46	PROPOSED FLOOD VALVE
47	PROPOSED FLOOD LIGHT
48	PROPOSED FLOOD SIGN
49	PROPOSED FLOOD MAP
50	PROPOSED FLOOD PLAN

adamson
 CONSULTANTS
 ARCHITECTS, ENGINEERS, PLANNERS, INTERIORS, LANDSCAPE ARCHITECTS, ENVIRONMENTAL DESIGNERS, SURVEYORS, PROJECT MANAGERS, COST CONSULTANTS, SPECIALISTS, HISTORIC BUILDINGS EXPERTS, SUSTAINABILITY EXPERTS, WELLBEING EXPERTS, ACCESSIBILITY EXPERTS, HEALTH AND SAFETY EXPERTS, LEGAL EXPERTS, POLICE EXPERTS, FIRE EXPERTS, SECURITY EXPERTS, INVESTIGATION EXPERTS, FORENSIC EXPERTS, EXPERT WITNESSES, EXPERT REPORTS, EXPERT TESTIMONY, EXPERT EVIDENCE, EXPERT OPINIONS, EXPERT CONCLUSIONS, EXPERT RECOMMENDATIONS, EXPERT SOLUTIONS, EXPERT SERVICES, EXPERT SUPPORT, EXPERT ASSISTANCE, EXPERT GUIDANCE, EXPERT ADVICE, EXPERT HELP, EXPERT SUPPORT, EXPERT ASSISTANCE, EXPERT GUIDANCE, EXPERT ADVICE, EXPERT HELP

E 69 400
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Site Photos:

20 Fenchurch Street Security after



Annex 6

Project Name: Plough Place Enhancements S106 and S278

Summary

Brief description of project

The redevelopment of 12-14 New Fetter Lane with new access and servicing arrangements meant that the previous vehicular access from Plough Place into a surface level car park became redundant. This created an opportunity to significantly enhance the pedestrian environment through the pedestrianisation of Plough Place and new York stone footways around the development.

The preferred design for Plough Place as was developed as a response to the outcomes agreed by the Working Party and approved by Members. The key elements of the design are:

Section 106 Works

- Pedestrianisation of the street by removing the carriageway and creating a continuous, level surface in York stone;
- A central area containing hedge planting and accessible timber benches, paved with smaller module York stone, providing a series of 'dwell' spaces;
- Clusters of individual, accessible timber benches below existing trees at the eastern end of the space;
- Introduction of a new street tree at the western end of the space, acting as a focal point for people approaching from Chancery Lane;
- Replacement and relocation of cycle stands to the central area to facilitate greater pedestrian movement;
- New strip lighting under hedges and uplighters under the existing and new trees;
- To design out opportunities for skateboarding.

Section 278 Works

- Footways around the development on Fetter Lane and New Fetter Lane were upgraded from asphalt to York stone;
- Relocation of the motorcycle parking on Plough Place to the central reservation on Holborn;
- New street lighting on façade of building to Plough Place;
- Road markings to Fetter Lane and New Fetter Lane.

The construction works took place in two phases. The works were completed in 2016 following a slight delay in the programme caused by delays to the completion of the building.

Recommendation

It is recommended that Members:

- Note the lessons learnt and authorise closure of the project;
- Note that the unspent S106 funds will be used to fund other projects in the Chancery Lane strategy area in accordance with the terms of the S106,

subject to relevant committee approvals;

- Note that officers will contact the developer to discuss utilising the underspend from the S278 works on further public realm improvements in the locality, subject to relevant committee approvals and legal agreements.

Outturn Assessment

31. Assessment of project against success criteria	<p>The project has been completed and has met the success criteria as follows</p> <ul style="list-style-type: none">• An improved movement function for pedestrians through the pedestrianisation of the street;• A more accessible environment, through the provision of level surfaces and new seating;• A more attractive environment through the creation of a new public space with associated planting, seating and lighting;• Relocation of motorcycle parking within the local area, without any loss of capacity.
32. Programme	<p>The works were carried out in phases to tie in with the redevelopment and were completed in 2016</p>
33. Budget	<p>The project was completed significantly under the agreed budget. The main reasons for the underspend were:</p> <ul style="list-style-type: none">• The developer excavated a large amount of the concrete in the highway as part of their redevelopment works which generated a cost saving• Some existing kerbs were able to be re-used• The planters required less stone than originally estimated which generated a cost saving• Utility works costs were lower than anticipated <p>The remaining Section 106 funding is restricted in geography and scope, to be spent within the Chancery Lane Enhancement Strategy area, subject to committee approvals. Officers will also liaise with the developer in relation to the possibility of using the unspent S278 funding on other improvements in the area.</p>

	Project Name: Plough Place s106			
	Description	Approved Budget (£)	Expenditure (£)	Balance (£)
	Pre-Evaluation	75,358	59,585	15,773
	Staff Costs	31,487	30,032	1,455
	Works	300,914	191,554	109,360
	Total	407,759	281,171	126,588
	Project Name: Plough Place s278			
	Description	Approved Budget (£)	Expenditure (£)	Balance (£)
	Pre-Evaluation	27,964	27,923	41
	Staff Costs	37,636	30,806	6,830
	Fees	1,500	1,440	60
	Works	193,559	94,860	98,699
	Total	260,659	155,029	105,630
Final Account Verification	Verified			
34. Outstanding Actions	None			

Lessons Learnt

35. Key lessons	<ul style="list-style-type: none"> The start on site was delayed due to delays to the development, meaning that the site was not accessible. The use of the City's term contractor to carry out the works enabled us to flexibly accommodate these delays without any adverse impact on the budget.
36. Implementation plan for lessons learnt	Lessons learnt to be shared at Team Meetings and through consultation of this Gateway report.

Appendices

Appendix 1	Site Plan
Appendix 2	Before and After Photographs

Contact

Report Author	Melanie Charalambous
Email Address	Melanie.charalambous@cityoflondon.gov.uk
Telephone Number	020 7332 3155

Appendix 1 - Site Plan





Plough Place – Before works



Plough Place - After

Annex 7

Project Name: 71 Queen Victoria Street Enhancement Scheme (S278)

Summary

Brief description of project

The scheme included hard and soft landscaping improvements to the space in front of 71 Queen Victoria Street. The space in front of the development included a large raised planter that was in poor condition and included dense and obtrusive evergreen plants. In addition, surrounding footways are narrow with accessibility constraints.

In order to make it a more attractive and usable area by the local community of businesses, workers and visitors, the scheme aimed to:

- Replace the existing planter with a new granite planter set within an improved street layout in order to maximise the space available for pedestrians, open up views across the area and introduce new seating areas;
- Enhance pedestrian movement through the space and improve accessibility through the raising of the carriageways adjacent to the local planter and businesses to footway level;
- Pedestrianise a short section of carriageway between the planter and 63 Queen Victoria Street to enable the delivery of a new public space; this was informed by vehicle tracking modelling which confirmed that this could be achieved without impacting upon vehicle movement and access.

Recommendation

It is recommended that Members:

- Note the lessons learnt and authorise closure of the project following completion of the outstanding works.
- Note the planned return of any unspent funds to the developer of 71 Queen Victoria Street

Outturn Assessment

37. Assessment of project against success criteria

- Improvement of the appearance and amenity of the public space whilst retaining some green planting

The closure of the section of Little Trinity Lane off Queen Victoria Street and the informal seating provided by the new granite planter enabled the creation of the new public space which is attractive and popular with workers and visitors (See appendix 2).

- Improved visibility of reception areas of refurbished office buildings at 71 and 77 Queen Victoria Street

The new planter layout and design together with the new planting design have significantly improved visibility of the office buildings at 71 and 77 Queen Victoria Street.

- Improvement of access through the area with wider footways and level access across carriageways where appropriate to reduce road danger risk for vulnerable road users

	<p>The raised carriageway has improved accessibility particularly for wheelchair and pushchair users and people with mobility impairments.</p> <p>The raised carriageway surfaced in granite setts has provided an enhanced pedestrian feel of the area calming down traffic and enabling pedestrian informal crossing contributing to an enhanced pedestrian experience.</p> <p>The contra-flow cycling introduced provides a safer cycling route away from heavy traffic and pollution.</p>																												
<p>38. Programme</p>	<p>The works were primarily completed in 2015. Post-implementation monitoring of vehicle and pedestrian use of the space was undertaken thereafter in order to identify where best to install street furniture (benches, bollards) and assess signage requirements. This led to the installation of additional bollards to prevent vehicular overrun as well as an upgraded sign to the Painters' Hall in 2016.</p> <p>In regards to the seating – the new planter and granite seats are well used as informal seating and it was therefore decided in liaison with the developer to reduce the number and sizes of the timber benches – 2 x 2-seater benches and 2 x 3-seater benches instead of 6 x 3-seater benches. These have been procured and are programmed to be installed at the end of 2017.</p>																												
<p>39. Budget</p>	<p>The project has been completed within the agreed budget inclusive of any minor outstanding items noted above – total project costs below, inclusive of evaluation:</p> <table border="1" data-bbox="379 1093 1337 1429"> <thead> <tr> <th colspan="4" data-bbox="379 1093 1337 1137">71 Queen Victoria Street S278 (16800272 & 16100272)</th> </tr> <tr> <th data-bbox="379 1137 624 1216">Description</th> <th data-bbox="624 1137 863 1216">Approved Budget (£)</th> <th data-bbox="863 1137 1118 1216">Expenditure (£)</th> <th data-bbox="1118 1137 1337 1216">Balance (£)</th> </tr> </thead> <tbody> <tr> <td data-bbox="379 1216 624 1261">Pre-Evaluation</td> <td data-bbox="624 1216 863 1261">20,000</td> <td data-bbox="863 1216 1118 1261">15,701</td> <td data-bbox="1118 1216 1337 1261">4,299</td> </tr> <tr> <td data-bbox="379 1261 624 1305">Staff Costs</td> <td data-bbox="624 1261 863 1305">41,000</td> <td data-bbox="863 1261 1118 1305">37,771</td> <td data-bbox="1118 1261 1337 1305">3,229</td> </tr> <tr> <td data-bbox="379 1305 624 1350">Fees</td> <td data-bbox="624 1305 863 1350">15,000</td> <td data-bbox="863 1305 1118 1350">14,642</td> <td data-bbox="1118 1305 1337 1350">358</td> </tr> <tr> <td data-bbox="379 1350 624 1395">Works</td> <td data-bbox="624 1350 863 1395">216,500</td> <td data-bbox="863 1350 1118 1395">205,421</td> <td data-bbox="1118 1350 1337 1395">11,079</td> </tr> <tr> <td data-bbox="379 1395 624 1429">TOTAL</td> <td data-bbox="624 1395 863 1429">292,500</td> <td data-bbox="863 1395 1118 1429">274,536</td> <td data-bbox="1118 1395 1337 1429">18,965</td> </tr> </tbody> </table> <p>Final Account Verification</p> <p>Verification to be undertaken upon completion of outstanding works (additional seating installation and additional paving planned in autumn/winter 2017).</p>	71 Queen Victoria Street S278 (16800272 & 16100272)				Description	Approved Budget (£)	Expenditure (£)	Balance (£)	Pre-Evaluation	20,000	15,701	4,299	Staff Costs	41,000	37,771	3,229	Fees	15,000	14,642	358	Works	216,500	205,421	11,079	TOTAL	292,500	274,536	18,965
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TOTAL	292,500	274,536	18,965																										
<p>40. Outstanding Actions</p>	<p>The following works were postponed in agreement with the developer at the start of construction due to budget constraints following an increase of utilities costs. Following completion of snagging works, the outstanding works (originally in project scope) were agreed with the developer and are planned to be completed in late 2017:</p> <ul style="list-style-type: none"> • Installation of street furniture (4 benches and bins) • Additional paving upgrade to create a consistent surface appearance along northern side of the planter on Queen Victoria Street. 																												

Lessons Learnt

<p>41. Key lessons</p>	<ul style="list-style-type: none"> • Good relationship with developer This was key throughout the project from design, start on site, completion and post-implementation. The good working relationship enabled the programme of the project to adapt to the development's programme and coordinate works very well maximising programme. The positive relationship established also enabled the project team to report issues in a timely manners and to jointly identify solutions and agree ways forward such as the utilities cost increase causing a budget constraint which lead to agreeing with the developer on a reduced project scope. • Appropriate fees budget ahead of Gateway 5 to enable more detailed utilities adjustment estimate An early utilities estimate was produced based on outline utilities assessments and not on detailed investigations to minimise fees costs in regards to the developer. At Gateway 5, actual utilities costs were confirmed and were significantly higher than initially indicated by utility companies. We have learned from this project and in areas where there is a concentration of utilities to adjust, we are now seeking detailed utilities adjustment cost estimates from utilities companies at an earlier stage. • Draw in-house expertise as best as possible (re pipe subway and structural engineering re redesigning and using some of the existing planter)
<p>42. Implementation plan for lessons learnt</p>	<p>Lessons learnt have been shared at Team Meetings and with the Highways team in regards to utilities investigation and estimate as well as through consultation of this Gateway report.</p>

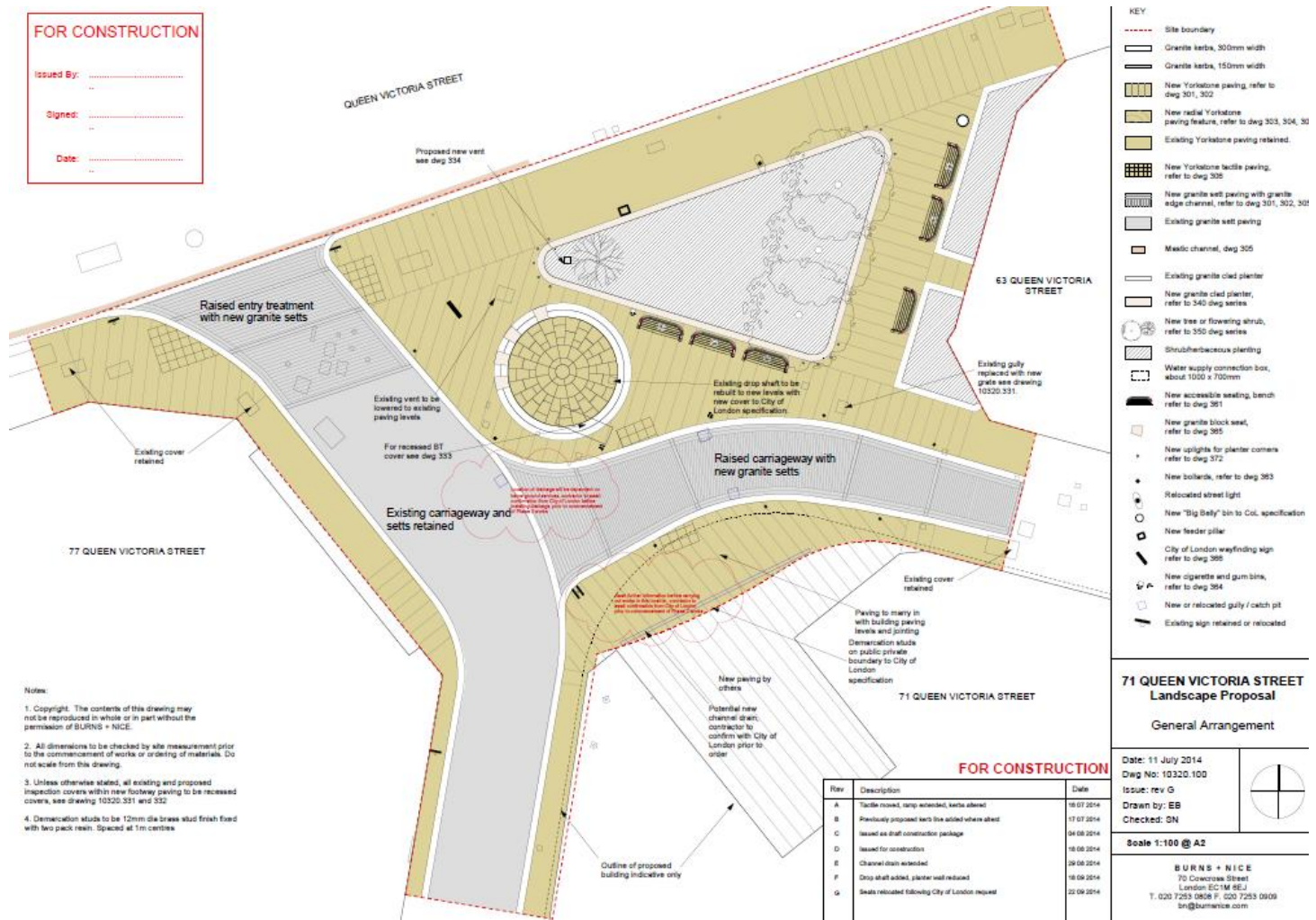
Appendices

<p>Appendix 1</p>	<p>Site plan – General arrangement drawing</p>
<p>Appendix 2</p>	<p>Site Images – before and after</p>

Contact

<p>Report Author</p>	<p>Leila Ben-Hassel</p>
<p>Email Address</p>	<p>Leila.Ben-Hassel@cityoflondon.gov.uk</p>
<p>Telephone Number</p>	<p>0207 332 1569</p>

Appendix 1: Site plan – general arrangement drawing



FOR CONSTRUCTION

Issued By: _____

Signed: _____

Date: _____

- KEY**
- Site boundary
 - ▭ Granite kerbs, 300mm width
 - ▭ Granite kerbs, 150mm width
 - ▭ New Yorkstone paving, refer to dwg 301, 302
 - ▭ New radial Yorkstone paving feature, refer to dwg 303, 304, 30
 - ▭ Existing Yorkstone paving retained.
 - ▭ New Yorkstone tactile paving, refer to dwg 306
 - ▭ New granite sett paving with granite edge channel, refer to dwg 301, 302, 30
 - ▭ Existing granite sett paving
 - ▭ Mastic channel, dwg 305
 - ▭ Existing granite clad planter
 - ▭ New granite clad planter, refer to 340 dwg series
 - ▭ New tree or flowering shrub, refer to 350 dwg series
 - ▭ Shrub/herbaceous planting
 - ▭ Water supply connection box, about 1030 x 700mm
 - ▭ New accessible seating, bench refer to dwg 361
 - ▭ New granite block seat, refer to dwg 365
 - ▭ New uplights for planter corners refer to dwg 372
 - ▭ New bollards, refer to dwg 383
 - ▭ Relocated street light
 - ▭ New "Big Belly" bin to Col. specification
 - ▭ New feeder pillar
 - ▭ City of London wayfinding sign refer to dwg 388
 - ▭ New cigarette and gum bins, refer to dwg 384
 - ▭ New or relocated gully / catch pit
 - ▭ Existing sign retained or relocated

- Notes:**
1. Copyright. The contents of this drawing may not be reproduced in whole or in part without the permission of BURNS + NICE.
 2. All dimensions to be checked by site measurement prior to the commencement of works or ordering of materials. Do not scale from this drawing.
 3. Unless otherwise stated, all existing and proposed inspection covers with new footway paving to be recessed covers, see drawing 10320.331 and 332
 4. Demarcation studs to be 12mm dia brass stud finish fixed with two pack resin. Spaced at 1m centres

71 QUEEN VICTORIA STREET
Landscape Proposal
 General Arrangement

Date: 11 July 2014
 Dwg No: 10320.100
 Issue: rev G
 Drawn by: EB
 Checked: DN



Scale 1:100 @ A2

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 info@burnsni.com

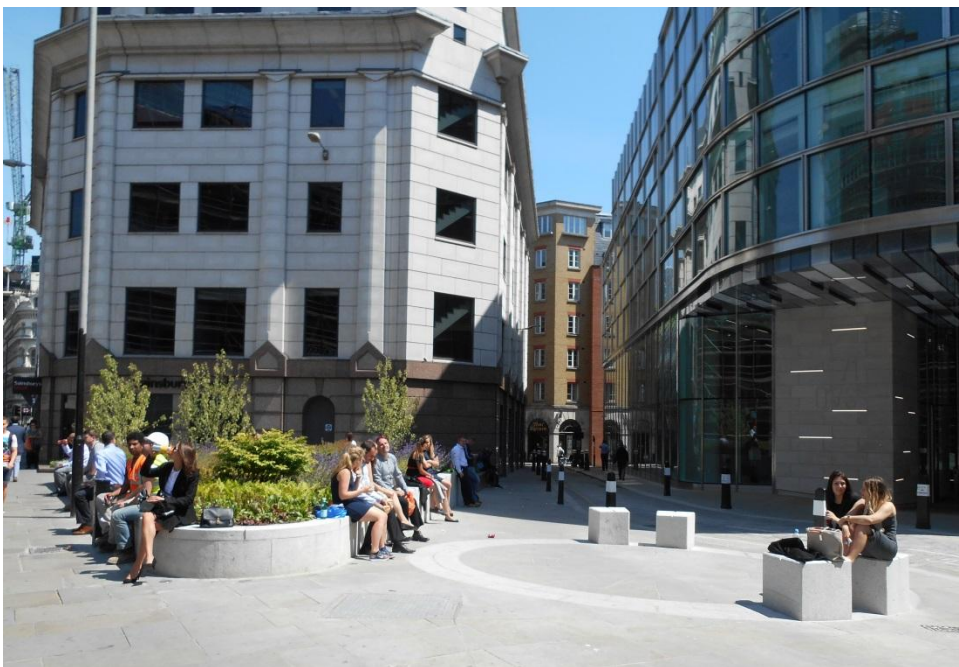
FOR CONSTRUCTION

Rev	Description	Date
A	Tactile raised, ramp extended, kerbs added	16.07.2014
B	Previously proposed kerbs to be added where absent	17.07.2014
C	Issued as draft construction package	04.08.2014
D	Issued for construction	16.08.2014
E	Channel drain extended	29.08.2014
F	Drop shaft added, planter wall reduced	16.09.2014
G	Seats relocated following City of London request	22.09.2014

Appendix 2: Site Images – before and after



1/ Before



2/ After: new public space in front of 71 Queen Victoria Street building



3/ After: section of highway that was pedestrianised to deliver new public space