

Committees:	Dates:	Item no.
Streets and Walkways Sub-Committee Projects Sub	17/10/2017 08/11/2017	
Subject: Shoe Lane Quarter Public Realm Enhancements – Phase 2	Gateway 5 - Authority to Start Work	Public
Report of: Director of the Built Environment		For Decision

Summary

Dashboard

- Project Status: Green
- Timeline: Gateway 5 – Construction anticipated to commence January 2018
- Project estimated cost: Circa £ 7.6M (s106/278 developer funded)
- Spent to date: £524,407 (as at 19 September 2017)
- Overall project risk: Green

Background

Gateway 4 approved February 2017.

Issues Report approved in July 2017 seeking authority to place an order for security bollards and implement enabling works. Members also approved departures from our standard for some public realm elements, including street lighting columns.

Progress to date

Planning permission for the development of the former Fleet Buildings and Plumtree Court site was granted in October 2013 for the construction of Goldman Sachs new London headquarters. This project relates to the Section 106/278 funded public realm, highway and security improvements in the area around the new development.

The Gateway 4 report was brought to Committee in February 2017 where approval was given for the detailed design of the public realm, highway and security improvements around the new development. Additionally, Members of the Castle Baynard, Farringdon Within and Farringdon Without were briefed on the project proposals in January 2017.

The project involves a wide range of measures on the highway around the new development that enhances the public realm on Stonecutter Street, Shoe Lane and Plumtree Court by: enabling safe access to the new buildings for people and vehicles; enabling and enhancing provision for pedestrians by providing widened footways, trees and raised carriageways; and providing a secure line of building protection measures on the footway.

A public engagement exercise with local residents, businesses and other stakeholders was undertaken in June 2017. The purpose of the public engagement has been to inform stakeholders of the nature and level of change coming to the area and the detail of the highway construction works, including duration of works. A small number of comments were received generally relating to traffic management issues and requests for more green spaces for workers to enjoy. In response, improvements have been made to increase places to sit on Stonecutter Street

where a number of trees will be reinstated; the design of soft planting in the security planters has been prepared by a world renowned landscape designer; and a traffic study into opening Shoe Lane north to exiting servicing vehicles has confirmed parking issues can be resolved with minimal impacts on users.

The public realm, highway and security improvement works have been developed in consultation with key stakeholders and businesses that form the Shoe Lane Quarter Working Party.

At Gateway 4, Members approved the City entering into a Section 8 Legal Agreement with Transport for London for the City to undertake the implementation of the footway widening and security works on Farringdon Street. This legal agreement is still being finalised . These changes link in with Transport for London's cycle superhighway proposals (segregated cycle track) along Farringdon Street and we are currently coordinating construction works with TfL to minimise disruption to traffic.

Proposed way forward

The implementation of the main highway works are programmed to begin in January 2018 on Farringdon Street, with enabling works on Stonecutter Street to facilitate the developer's façade works programmed to begin in November 2017. The phasing of the works is being closely coordinated with the developer and their contractors for the main building and interior fit out works to ensure the completion of the public realm works in time with the expected building occupation in April 2019.

The detailed design and associated cost estimates for the works are substantially advanced with some minor technical issues relating to the various security infrastructure, utility and drainage elements still to be finalised (see main report for detail). It is anticipated that the design of these elements will be complete in the next one to two months, but it's necessary to attain Authority to Start work now to allow for the procurement of bespoke public realm infrastructure (such as the security planters) so that the main construction works can begin on Farringdon Street in January 2018.

At Gateway 4 Members were informed of traffic management proposals to create a new exit point in the Ring of Steel on Shoe Lane (north), underneath Holborn viaduct, to allow servicing vehicles for the development and neighbouring Morley House/City Temple to efficiently exit the area onto Charterhouse Street. Further detailed work has been done and the proposals are supported by the City Police. It is recommended that Members approve the proposal to take forward to statutory consultation and implementation.

Recommendations

It is recommended that Members:

1. Approve the implementation of the public realm, highway and security works with an estimated total cost of £7.6 million as shown in Table 1;
2. Delegate authority to the Director of the Built Environment, in consultation with the Chamberlain to:
 - a) Make any adjustments between elements of the £7.6 million budget
3. Approve the traffic management proposals on Shoe Lane (north) and proceed to advertising of the traffic orders.

Main Report

1. Design summary	<p><u>Public realm and highway improvements</u></p> <p>The public realm and highway improvements are designed to transform the streets around the development and include:</p> <ul style="list-style-type: none">• Widening of the footway on Farringdon Street and Shoe Lane to create greater width to accommodate increased pedestrian flows and a line of bollards and planters;• Repaving the footways around the development in yorkstone;• Raising the carriageway around the development in granite setts (suitable for walking);• An increased number of trees around the development, in various locations, in tree pits and within the planters. <p><i>Stonecutter Street design approach</i></p> <p>Stonecutter Street will be transformed into a place for people to meet and dwell as the public realm will feature more trees, steps and a granite retaining wall (to facilitate the building fire escape doors), more vegetation in planters, feature granite blocks on which to rest and a new raised granite carriageway which gives a sense of priority for pedestrians over vehicles. To achieve a unique sense of place, it is proposed that the granite setts in the carriageway will be blended with the yorkstone paving in the footway.</p> <p>To achieve the blend with the City's standard granite setts, the size of the yorkstone paving slabs will need to be varied from the standard. Officers technical view is that is a variation from the standard, in terms of size but not materiality, can be accommodated for the following reasons:</p> <ul style="list-style-type: none">• the slabs are protected by the security line on the north side and street furniture on the south side• traffic flows will be very low• the slabs are standard yorkstone and the bespoke size can be readily ordered through the Riney's contract• utilities on Stonecutter Street are located in the centre of the street, i.e. under the granite carriageway, as utilities have been relocated out of the footway and away from the development's security line. Therefore it is less likely that the non-standard yorkstone would be excavated by a utility company than a typical footway. <p>This approach will enable Stonecutter Street to achieve a unique sense of place which is an aspiration of the Working Party.</p> <p>For visually impaired pedestrians, the delineation between footway and carriageway will be defined by the security line, in addition the traffic flow on Stonecutter Street is anticipated to be extremely low as access is restricted (via a traffic order created in 2013) to vehicles accessing this development and Stonecutter Court.</p>
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Security design

The building protection measures on the footway within the public realm form an integrated series of features comprising:

- Security rated (City C3) bollards, granite feature blocks and planters on Farringdon Street, Shoe Lane, and Stonecutter Street;
- Rising bollards on Plumtree Court (S106 obligation to be delivered by the developer);
- Security rated lighting columns around the development.

In detail, these consist of:

- 177 PAS 68 rated (City C3) security bollards
- 7 PAS 68 rated security planters
- 15 PAS 68 rated lighting columns
- 15 PAS 68 rated granite feature blocks

The planters (along with additional street trees) will contribute a large amount of additional greenery and colour on Farringdon Street and Shoe Lane as well as providing places for people to sit.

Security design – outstanding technical issues

Under the terms of the Section 106 / 278 Legal Agreement, the developer is responsible for completing the design of the security infrastructure up to RIBA Stage F. In practice the developer and City project teams work together collaboratively in progressing the detailed design and resolving the technical issues.

The design of the foundations for the City C3 security bollards and the security planters has been completed. Design for the security rated lighting column design is still being finalised.

Public Realm and highway design – outstanding design items

The substantial completion of the detailed design of the security elements has enabled completion of various elements of the detailed design for the public realm and highway improvements. Due to a combination of factors, further investigatory works are required around the site to determine the full extent of utility and drainage works required to enable finalisation of the detailed design. As such, the fees requested at Gateway 4 to make payments for utility works have not yet been processed. The likely costs for these design elements have been estimated based on the information that is available and previous experience of similar works and the developer is aware that there is an element of cost risk against these items.

The estimated costs for traffic management may be subject to further change as the co-ordination of the City construction works on Farringdon Street with the TfL Cycle Superhighway construction works is still being agreed.

These outstanding design items will be completed in advance of

works commencing on site in January 2018. However it is necessary for Authority to Start Work to be approved now to ensure sufficient time is allowed for the manufacture of the large amount of bespoke security street furniture to meet the developer's target occupation date.

Traffic management changes

Shoe Lane North

At Gateway 4, Members approved an investigation into the feasibility of allowing servicing traffic on Plumtree Court to exit the area northbound via Shoe Lane north and onto Charterhouse Street. This approach was proposed by the developer to reduce conflict between arriving and departing servicing vehicles and the interaction with pedestrians and cyclists of reversing vehicles on the narrow streets.

The investigation has determined that the journey time benefit for vehicles "rat-running" through the quarter and avoiding Holborn Circus is marginal and occurs only at peak times; therefore it is considered unlikely this will be a significant issue. It is recommended that other general traffic should continue to use St. Andrews Street to exit the area as Shoe Lane north, north of the viaduct, is too narrow for a larger increase in traffic flows.

Traffic will be permitted to exit northbound from Shoe Lane if they have delivered to Plumtree Court or park on Shoe Lane north south of the viaduct. This will be enforced by a traffic order and a traffic enforcement camera to ensure that vehicles using Shoe Lane north have either undertaken parking or loading activity.

The parking and disabled bays on the western side of Shoe Lane, opposite City Temple, will be moved to the eastern side of the street to accommodate the turning circles of servicing vehicles exiting Plumtree Court.

The parking bays on Shoe Lane to the north of Holborn viaduct are proposed to be reduced in number from six to three as surveys have shown the demand for these spaces only requires three bays.

Approval in principle has been received from the City of London Police to relocate the ANPR camera for the Ring of Steel at this location and a City Police CTSA has confirmed they have no objections.

To accommodate the changes, the bollards on Shoe Lane underneath Holborn viaduct are proposed to be removed, with provision made for the bollards to be reinstated at short notice, if required, in the event of a security incident. The parking and disabled bays on Shoe Lane by City Temple will be relocated from the west side to the east.

	<p><i>Shoe Lane</i> Outside the development on Shoe Lane (i.e. the eastern side of the street), it is proposed to extend waiting and loading restrictions on the carriageway between Shoe Lane north and Stonecutter Street. Loading and parking is proposed to be restricted at any time, as all deliveries to the development take place from Plumtree Court, and as the road is being narrowed providing parking would inhibit traffic flows and pedestrians crossing the street between the security features.</p> <p>These parking adjustments were consulted upon as part of the public consultation and one objection was received concerning the reduction in parking bays on Shoe Lane (north). A traffic study has been undertaken and determined the reduction would still meet demand.</p> <p><i>Stonecutter Street and Plumtree Court</i> Traffic orders for Stonecutter Street and Plumtree Court were enacted in 2013 restricting access to vehicles other than those accessing the London Development, Morley House and Stonecutter Court. As these streets are no through roads, only servicing vehicles require access.</p> <p><u>Procurement approach</u> As approved at Gateway 4, the initial order for the security bollards has been made through the Term Highways Contract as the supplier advised of lengthy lead in times due to the volume of orders it is receiving. The majority of the highways works consist of standard materials that are procured and installed through the Term Highways Contract with JB Riney.</p>
<p>2. Delivery team</p>	<p>Project management, stakeholder engagement and communication services will be provided by the project team within City Transportation.</p> <p>Highway construction works will be delivered by the City's Highway Term Contractor (J.B.Riney & Co. Limited) with construction supervision undertaken in-house by City Highway Engineers.</p>
<p>3. Programme and key dates</p>	<p>Authority to Start Work – October 2017 Enabling works – October to December 2017 Main construction works – January 2018 to April 2019</p>
<p>4. Outstanding risks</p>	<p>Overall project risk: Low</p> <p>a) Traffic orders and other licenses and consents (such as planning permission for the relocated cycle hire site which could receive public objections) cannot be predetermined, and will need to be applied for and processed;</p>

- b) Programme of works along Farringdon St will need to coordinate with Transport for London. Any delays on either side will impact the programme;
- c) Procurement of specialist items is delayed which will impact the completion date;
- d) Reputational risk if the occupation of the development is delayed due to the highway worknot being completed on time.
- e) Unanticipated construction costs overrun. Risk mitigated by provision for excess payments from the developer for the Section 278 element of the works (which is the majority).

5. Budget

The Shoe Lane Quarter Phase 2 works are fully funded by the developer through a Section 106/278 Agreement between the City and the developer.

Table 1 below shows the estimated total costs of the approved design:

Item	Description	Estimated Cost
Works Costs	Highways Construction (including utility works and TfL Cycle Hire docking station)	6,062,250
	Total	6,062,250
Staff Costs	City Transportation: Project Management, Stakeholder Engagement & Communications	376,212
	Highways: Design, quantity surveying and construction supervision	488,073
	Open Spaces	31,497
	DBE Structures: design, technical advice and construction supervision	5,196
	Total	900,978
Professional Fees	Surveys, utility surveys/designs, further structural design, traffic consultant, traffic order advertisements	386,314
	Total	386,314
Section 106/278 Estimated Total Costs		
	Highway maintenance commuted sum (S278 developer funded for 5 years)*	102,459
	Highways maintenance commuted sum for Stonecutter Street (S106)	16,000
	Highway maintenance commuted sum (S106 funded for 20 years)*	140,547
	Estimated Total Costs including Maintenance	7,608,548

* The costs for the maintenance of highway surface materials are covered by the commuted maintenance sums above, split over the S278 and S106 works areas. All of the costs for other items on the City's streets; which include the security bollards, lighting columns, feature lighting, planters (including vegetation and irrigation), granite features, steps and retaining wall on Stonecutter Street and trees is covered by an annual maintenance payment (which is not time limited)

	paid by the developer.
6. Success criteria	<ul style="list-style-type: none"> a) Work with the developer to ensure timely delivery of high quality public realm and highway improvements which successfully integrate the development into the local highway network; b) Work with the Working Party to meet their desire for an enhanced public realm; c) The delivery of integrated security measures around the development; d) Improved facilities for pedestrians and cyclists; e) Reduced Road Danger on local streets; f) Timely delivery of works to enable the developer to occupy the building to their timeline.
7. Progress reporting	Six monthly progress reports to Spending Committee and any project changes will be sought by exception via Issue Report to Spending and Projects Sub Committees

Appendices

Appendix 1	Expenditure incurred to date
Appendix 2	Recommended public realm, highway and security improvements (Landscape Drawing) – Available Electronically
Appendix 3	Estimated cost to complete works
Appendix 4	Before and after visuals - – Available Electronically
Appendix 5	Stonecutter Street Public Realm Approach (proposed layout) – Available Electronically
Appendix 6	Stonecutter Street Public Realm Approach (standard layout) - – Available Electronically

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