



## **Streets and Walkways Sub (Planning and Transportation) Committee**

**Date:** MONDAY, 20 OCTOBER 2014  
**Time:** 11.30 am  
**Venue:** COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

8. **FISHMONGER'S RAMP**  
Report of the Director of the Built Environment.

**For Decision**  
(Pages 1 - 22)

Item received too late for circulation in conjunction with the Agenda.

**John Barradell**  
Town Clerk and Chief Executive

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## Gateway 3/4: Options Appraisal

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| <b>Committee(s):</b><br>Streets and Walkways Sub-Committee<br>Project Sub-Committee                    | <b>Date(s):</b><br>20 <sup>th</sup> October 2014<br>5 <sup>th</sup> November 2014 | <b>Item no.</b>     |
| <b>Subject:</b><br>Riverside Walk Enhancement Strategy: Fishmongers' Wharf Access Improvements (EE087) |   | <b>Public</b>       |
| <b>Report of:</b> The Director of the Built Environment  |   | <b>For Decision</b> |

### Summary

#### **Dashboard**

Project Status – Green

Total Estimated Cost – £424,000

Approved budget - £45,000

Spend to Date – £35,754 including commitments comprised of £14,661 of Staff Costs and £21,093 of fees.

Overall project risk – Medium

#### **Background:**

The Riverside Walk forms part of the Thames Path National Trail. The City's Riverside Walk Enhancement Strategy is currently being updated and will be submitted for adoption in autumn 2014. One of the key aims of the strategy is to create an accessible Riverside walkway with connections to the rest of the City. The existing steps at Fishmongers' Wharf, on the west side of London Bridge are the only inaccessible section of the walkway remaining, following the completion of several accessibility improvements as part of the original strategy, including those at Blackfriars and Grants Quay.

The Fishmongers' Company are freeholders of this section of walkway and the City has a lease for public rights of way over the walkway and steps. In the past, the Fishmongers' Company have been reluctant to carry out any significant changes to the steps. However, recent discussions, facilitated by the Ward Deputy, have been very positive and led to the project for a ramp to replace the steps being initiated in 2013. This project is funded by S.106 contributions ring-fenced for Riverside Walkway projects and by Transport for London (TfL) Local Implementation Plan (LIP) funding (2014-15 and 2015-16). The project area is shown in the photos and the location plan in Appendix 1.

There is an approved scheme to construct a new staircase on the eastern side of London Bridge to connect London Bridge to the Riverside Walk scheduled to commence construction in late 2014.

#### **Progress to Date**

Since the Gateway 2 report was approved in July 2013, architects have been appointed and initial design options developed, liaising closely with the Fishmongers' Company and the City's Access officer. A preferred design option was selected by the Company's Grand Committee in July 2014. The detailed design is currently being

finalised and a planning application is to be submitted.

Following delay incurred with the London Bridge Staircase project, there is an opportunity to jointly manage both projects. This would minimise disruption to the business activities of the Fishmongers' Company and local occupiers. It would also potentially bring savings in terms of sharing the work site, infrastructure and permits.

### **Overview of Options**

A variety of options have been developed taking into consideration site constraints and the requirements of the Fishmongers which included:

- Maintaining access around the Hall for vehicles for maintenance reasons;
- Maximising the flat surface in front of the Hall to enable events to take place;
- Developing a suitable design that is in keeping with the listed building.

The Fishmongers' Company have agreed their preferred option and details of this single option are set out in this report. This option also meets the requirements of the City's Access Officer.

The options considered only included the installation of a ramp at the eastern end of Fishmongers' Wharf, adjacent to London Bridge as a disabled access lift in this location would not provide a satisfactory solution in terms of functionality, design and maintenance.

Several design options for the ramp in relation to its width, length and configuration were explored, including a combination of steps with a ramp alongside. These options were presented to the Fishmongers' Grand Committee in July 2014 and a preferred option was selected. Given that the Fishmongers' Company are land-owners, the preferred design negotiated with them is the only option that is considered in this report.

An options study is included in Appendix 2 and drawings of the preferred option are included in Appendix 3.

### **Procurement Approach**

It is not recommended to simply use the Highways Maintenance Term Contract for this project, as the majority of the works fall outside the standard works rates. Indeed, the largest part of the work proposed involves high quality metal work for railings, handrails and gates. This element needs to be executed to a very high standard due to the Fishmonger's requirements as owner and the proximity of the listed Fishmongers' Hall. Therefore a specialist ironmongery company with a reputable and demonstrable record of experience and high quality standards, will need to be appointed either as main or sub-contractor.

Officers have also considered the benefits of jointly delivering and managing these works with the London Bridge Staircase Project, which would potentially bring benefits to the programme, economies of scale and minimise disruption to the business activities of the Fishmongers' Company and its occupiers. However, it is felt that it would be difficult to demonstrate best cost value for this option without there being a clear competitive quotation exercise as per the City's Procurement Regulations which require at least 3 written quotations to be invited for works below £400k. It is therefore proposed to invite at least three companies to submit a written quotation, including:

- The Highways Maintenance Term Contractor (Rineys),



- The London Bridge Staircase Contractor (Littlehampton Welding),
- TfL's Central London London Highways Alliance (LoHAC) Contractor (CVU)

## **Recommendations**

It is recommended that Members:

- I. Approve the recommended option at an estimated implementation cost of £379,000 funded from TfL LIP funding for 2014/15 (£100,000) and 2015/16 (£279,000);
- II. Delegate the approval of the Gateway 5 report (Authority to Start Work) to the Director of the Built Environment as per the Regular Route of the Project Approval Procedure; The underspend (£9,245.71) will be used to finalise the design towards Gateway 5;
- III. Authorise officers to enter into a licence agreement with the Fishmongers' Company to allow construction of the works, subject to obtaining planning permission;
- IV. Approve the procurement approach in accordance with the City of London Procurement Regulations (January 2014).

## **Main Report**

### **Context**

One of the main aims of the City's Riverside Walk enhancement strategy is to create an accessible Riverside Walk. Improving access at Fishmongers' Wharf has been identified in the current and draft strategy as a high priority project, as this is the only inaccessible section of the completed walkway remaining. The existing steps interrupt pedestrian movement along the riverside, particularly for the disabled and buggy users. At present wheelchair users must divert away from the Riverside Walk via Swan Lane and Upper/Lower Thames Street in order to continue their journey along the Riverside Walk. This is a laborious and unpleasant diversion along one of the most polluted streets in the City and many users may be put off of using the walkway as a result.

The Fishmongers' Company are freeholders of this section of the walkway and the City has a lease for public right of way over the walkway and the steps. Fishmongers' Hall is also a Grade II\* listed building and so designs must be in keeping with the building and high quality materials are therefore required.

Works are due to start on the construction of the London Bridge staircase at the end of 2014. In order to carry out the works, access will be required across Fishmongers' land and a licence has been agreed to enable this. It is essential that the projects for the ramp and the staircase are coordinated in order to minimise

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|                                     | <p>disruption to the Fishmongers' Company. There are also restrictions on when works can be carried out in order to take account of the Fishmongers' Company events, in particular the annual Doggetts Day boat race in the summer.</p>   |
| <b>Brief description of project</b> | <p>The vision is to create a fully accessible walkway with enhanced lighting, which is in keeping with its surroundings. Design proposals align with the aspirations of the Riverside Walk enhancement strategy to deliver accessible connections throughout the Riverside walk.</p> <p>There are a few modern lighting columns on the river wall in this location that are in a poor condition and will be upgraded as part of this project. The preferred approach is to utilise the listed sturgeon lights that will be relocated as a result of the Thames Tideway Tunnel project and the timescales of this phase of the project are subject to the implementation of the Tunnel works planned for 2016. It is therefore proposed to submit a separate report for these works.</p> |
| <b>Scope and Exclusions</b>         | <p>In scope:</p> <ul style="list-style-type: none"> <li>• Adjustment to existing steps</li> <li>• Slope/Ramp in front of Fishmongers' Hall portico, incl. metal work and minor paving alterations</li> <li>• Lighting on and under London Bridge Northern side</li> </ul> <p>Exclusions:</p> <ul style="list-style-type: none"> <li>• Sturgeon lighting on western side of Fishmongers' Wharf river wall</li> </ul>   |
| <b>Delivery Team</b>                | <ul style="list-style-type: none"> <li>• Project sponsor: Fishmongers' Company</li> <li>• Senior Responsible Officer and Design Lead: DBE Environmental Enhancement Assistant Director</li> <li>• Project Manager: DBE Environmental Enhancement Project Officer</li> <li>• Project Engineer: Senior Engineer – DBE Bridges and Structures</li> <li>• Project Architect: Carden and Godfrey</li> <li>• Contract Manager: tbc, subject to procurement approach</li> <li>• Main contractor: tbc at Gateway 5</li> </ul>   |

| <b>Project Planning</b>            |   |
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| <b>Programme and key dates</b>     | <p>It is proposed that the project will be phased as follows:</p> <ul style="list-style-type: none"> <li>• Completion of detailed design and construction drawings: November 2014 – December 2014</li> <li>• Request quotations – November 2014</li> <li>• Site preparation and off-site construction: January 2015</li> <li>• Construction of ramp, new stairs and lighting works: February to June 2015</li> </ul> <p>The TfL funding allocation for 2014/15 must be spent by the end of March 2015 and the works must be completed before July 2015 as required by the Fishmongers' Company, in time for the 300<sup>th</sup> anniversary Doggett's Day Race on 1<sup>st</sup> August.</p>   |
| <b>Risk implications</b>           | <ul style="list-style-type: none"> <li>• <b>Possible weight restrictions and structural constraints</b> – Mitigate by carrying out surveys and involving a structural engineer in the design. A risk allowance has been included in the cost estimate to cover any additional costs that may arise from design changes to accommodate structural issues. If the risk allowance is not needed the project budget will be reduced accordingly.</li> <li>• <b>Site access restrictions due to riverside location</b> – Mitigate by liaising with contractor to produce construction methodology and include any necessary safety measures.</li> <li>• <b>Timing and noise restrictions adjacent to Fishmongers' Hall</b> – Mitigate by liaising closely with the Fishmongers' Company to agree licence and ensure that the programme takes account of any requirements. Coordinating the works with those for London Bridge staircase will also be beneficial in this regard.</li> </ul> |
| <b>Success Criteria</b>            | <ul style="list-style-type: none"> <li>• Creation of an accessible Riverside Walk</li> <li>• Developing a design solution that is in keeping with the setting of the Grade II* Listed Fishmongers' Hall</li> <li>• Improved lighting within the area</li> <li>• A more comfortable, enhanced pedestrian environment.</li> </ul>   |
| <b>Stakeholders and consultees</b> | <p>The revised Riverside Walk enhancement strategy underwent a detailed public consultation in summer 2014. This generated over 300 responses which overall were extremely positive about the aims of the strategy and the objective of achieving an accessible walkway. Key stakeholders are as follows:</p> <ul style="list-style-type: none"> <li>• Fishmongers' Company - Considerable consultation with the Company throughout the design process has been carried</li> </ul>  |

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|                                 | <p>out. This liaison will be on-going throughout the construction process.</p> <ul style="list-style-type: none"> <li>• City Access Group</li> <li>• English Heritage</li> <li>• Local occupiers</li> <li>• Ward Members</li> </ul>  |
| <b>Preferred option</b>         |  |
| <b>Design summary</b>           | <p>The proposed design includes a 1.8m wide slope adjacent to the River Wall that would replace the steps in this location (the current gate will therefore be replaced to fit the new layout). Please see existing layout and proposed layout drawings in Appendix 3.</p> <p>The slope will be very gentle with a 1:21 gradient to provide a comfortable walking route and this is also the preferred design for wheelchair users. The new slope will incorporate a metal handrail for safety reasons, due to the change in levels. This design meets the requirements of the Equality Act and associated planning requirements. The Fishmongers' Company have requested that this handrail can be removed for special events that they would manage and this design feature has been incorporated.</p> <p>The remaining steps will be re-configured to form a wider staircase alongside the slope that will incorporate the adjacent corner space that is currently under-utilised. Minor alterations, to the river wall, including a wharf balustrade, will be required due to the level changes on the walkway. This is illustrated by the montage included in Appendix 3.</p> |
| <b>Benefits and disbenefits</b> | <p>Benefits of preferred option:</p> <ul style="list-style-type: none"> <li>• It maximises vehicle access space for maintenance</li> <li>• It maximises events space in front of the Hall</li> <li>• new staircase filling in unused north east corner (reducing opportunity for anti-social behaviour)</li> <li>• Design provides a flexible space for events due to the removable handrail.</li> <li>• Design meets all of the Fishmongers' Company's requirements and their design preferences in relation to materials and the relationship with the building.</li> <li>• Recommended option has been accepted by the City's Access Team as affording inclusive access in line with the requirements of the Equality Act and associated planning requirements.</li> </ul> <p>Disbenefits:</p> <ul style="list-style-type: none"> <li>• There is a minor incursion/interruption of the views of the river</li> </ul>  |

|  | from the ground floor level of the Fishmongers' Hall. The Livery Company are content that the design keeps this impact to a minimum.   |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
|--|--|-------|----------|---------------------|--|-----------------------------|--------|--------------------|--------|----------------------------|---------|------------------------|--------|---------------|--------|------------------|----------------|--------------------------------|--|-------|-------|---|-------|-----|------|------------------|---------------|-------------------------------|--|-------------------|--|------------------|---------------|--------------|----------------|--|-----------------|--------------------|-----------------|
| <b>Equality Impact Assessment</b>                  | The preferred design option has been accepted by the City's Access Team as affording inclusive access in line with the requirements of the Equality Act and associated planning requirements.  |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
| <b>Resource Implications</b>                       |  |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
| <b>Estimated capital cost (£)</b>                  | £424,000 (inclusive of spend to date on design development and consultation).  |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
| <b>Breakdown of capital expenditure</b>            | <p><b>Table 2: Estimated Costs (Post Gateway 5) - Prices provided by Quantity Surveyor September 2014</b></p> <table> <tr> <th>Items</th><th>Cost (£)</th></tr> <tr> <td colspan="2"><b><u>Works</u></b></td></tr> <tr> <td>Demolitions and alterations</td><td>15,000</td></tr> <tr> <td>New Ramp and Steps</td><td>85,000</td></tr> <tr> <td>New Balustrading and Gates</td><td>130,000</td></tr> <tr> <td>Lighting Modifications</td><td>50,000</td></tr> <tr> <td>Preliminaries</td><td>25,000</td></tr> <tr> <td><b>Sub-total</b></td><td><b>305,000</b></td></tr> <tr> <td colspan="2"><b><u>Fees and permits</u></b></td></tr> <tr> <td>Legal</td><td>5,000</td></tr> <tr> <td>Quantity Surveyor &amp; Contract Administration</td><td>7,000</td></tr> <tr> <td>CDM</td><td>2000</td></tr> <tr> <td><b>Sub-total</b></td><td><b>14,000</b></td></tr> <tr> <td colspan="2"><b><u>DBE Staff Costs</u></b></td></tr> <tr> <td>Approx. 400 hours</td><td></td></tr> <tr> <td><b>Sub-total</b></td><td><b>30,000</b></td></tr> <tr> <td><b>Total</b></td><td><b>349,000</b></td></tr> <tr> <td><b>Risk allowance for structural design issues</b></td><td><b>£30,000*</b></td></tr> <tr> <td><b>Grand Total</b></td><td><b>£379,000</b></td></tr> </table> <p>* Please refer to Risk section above</p> <p>A detailed budget breakdown is included in Appendix 4.</p> | Items | Cost (£) | <b><u>Works</u></b> |  | Demolitions and alterations | 15,000 | New Ramp and Steps | 85,000 | New Balustrading and Gates | 130,000 | Lighting Modifications | 50,000 | Preliminaries | 25,000 | <b>Sub-total</b> | <b>305,000</b> | <b><u>Fees and permits</u></b> |  | Legal | 5,000 | Quantity Surveyor & Contract Administration | 7,000 | CDM | 2000 | <b>Sub-total</b> | <b>14,000</b> | <b><u>DBE Staff Costs</u></b> |  | Approx. 400 hours |  | <b>Sub-total</b> | <b>30,000</b> | <b>Total</b> | <b>349,000</b> | <b>Risk allowance for structural design issues</b> | <b>£30,000*</b> | <b>Grand Total</b> | <b>£379,000</b> |
| Items  | Cost (£)   |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
| <b><u>Works</u></b>                                |  |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
| Demolitions and alterations                        | 15,000   |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
| New Ramp and Steps                                 | 85,000   |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
| New Balustrading and Gates                         | 130,000  |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
| Lighting Modifications                             | 50,000   |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
| Preliminaries                                      | 25,000   |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
| <b>Sub-total</b>                                   | <b>305,000</b>   |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
| <b><u>Fees and permits</u></b>                     |  |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
| Legal  | 5,000  |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
| Quantity Surveyor & Contract Administration        | 7,000  |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
| CDM  | 2000   |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
| <b>Sub-total</b>                                   | <b>14,000</b>  |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
| <b><u>DBE Staff Costs</u></b>                      |  |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
| Approx. 400 hours                                  |  |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
| <b>Sub-total</b>                                   | <b>30,000</b>  |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
| <b>Total</b>                                       | <b>349,000</b>   |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
| <b>Risk allowance for structural design issues</b> | <b>£30,000*</b>  |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
| <b>Grand Total</b>                                 | <b>£379,000</b>  |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |
| <b>Source of capital funding</b>                   | <p>£45,000 – evaluation costs– funded from the Watermark Place (Mondial House) Section106 obligation</p> <p>£100,000 TfL LIP 2014-2015</p> <p>£279,000 TfL LIP 2015-2016</p>   |       |          |                     |  |                             |        |                    |        |                            |         |                        |        |               |        |                  |                |                                |  |       |       |   |       |     |      |                  |               |                               |  |                   |  |                  |               |              |                |  |                 |                    |                 |

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| <b>On-going revenue implications (£)</b> | This project is revenue neutral.   |
| <b>Affordability</b>                     | There is sufficient funding available through the TfL LIP funding (2014/15 and 2015/16) to cover the costs of the scheme.  |
| <b>Procurement Strategy</b>              | <p>It is not recommended to simply use the Highways Maintenance Term Contract for this project, as the majority of the works fall outside the standard works rates. Indeed, the largest part of the work proposed involves high quality metal work for railings, handrails and gates. This element needs to be executed to a very high standard due to the Fishmonger's requirements as owner and the proximity of the listed Fishmongers' Hall. Therefore a specialist ironmongery company will need to be appointed either as main or sub-contractor.</p> <p>Officers have also considered the benefits of jointly delivering and managing these works with the London Bridge Staircase Project, which would potentially bring benefits to programme, economies of scale and minimise disruption to the business activities of the Fishmongers' Company and its occupiers. However, it is felt that it would be difficult to demonstrate best cost value for this option without there being a clear quotation competitive exercise as per the City's Procurement Regulations, January 2014. According to paragraph 15.4, only works contracts above £400,000 must be advertised. It is therefore proposed to proceed with a Request For Quote (RFQ) as per the City's regulations' guidance in paragraph 18.1 and to invite at least three companies to submit a written quotation, including:</p> <ul style="list-style-type: none"> <li>• The Highways Maintenance Term Contractor (Rineys),</li> <li>• The London Bridge Staircase Contractor (Littlehampton Welding),</li> <li>• TfL's Central London London Highways Alliance (LoHAC) Contractor (CVU).</li> </ul> <p>It is proposed to appoint the contract on the basis of quality and price comparison.</p> <p>Appointing the same contractor as the London Bridge Staircase (Littlehampton Welding Ltd) would allow for timescales to be condensed thereby ensuring that the TfL funding allocation for 2014/15 is spent in time and that the works are completed before the 300<sup>th</sup> anniversary of the Doggetts Day Race in July, as requested by the Fishmongers' Company.</p> <p>Should Littlehampton Welding be successful on price/quality, it is proposed to appoint them to ensure high quality metal work finish, economies of scales and programme efficiencies.</p> |
| <b>Legal</b>                             | A Licence agreement is required to carry out the works on  |

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| <b>implications</b> | <p>Fishmongers' land.</p> <p>Planning permission is required for the works.</p> <p>The re-located sturgeon lights will require listed building consent.</p> |
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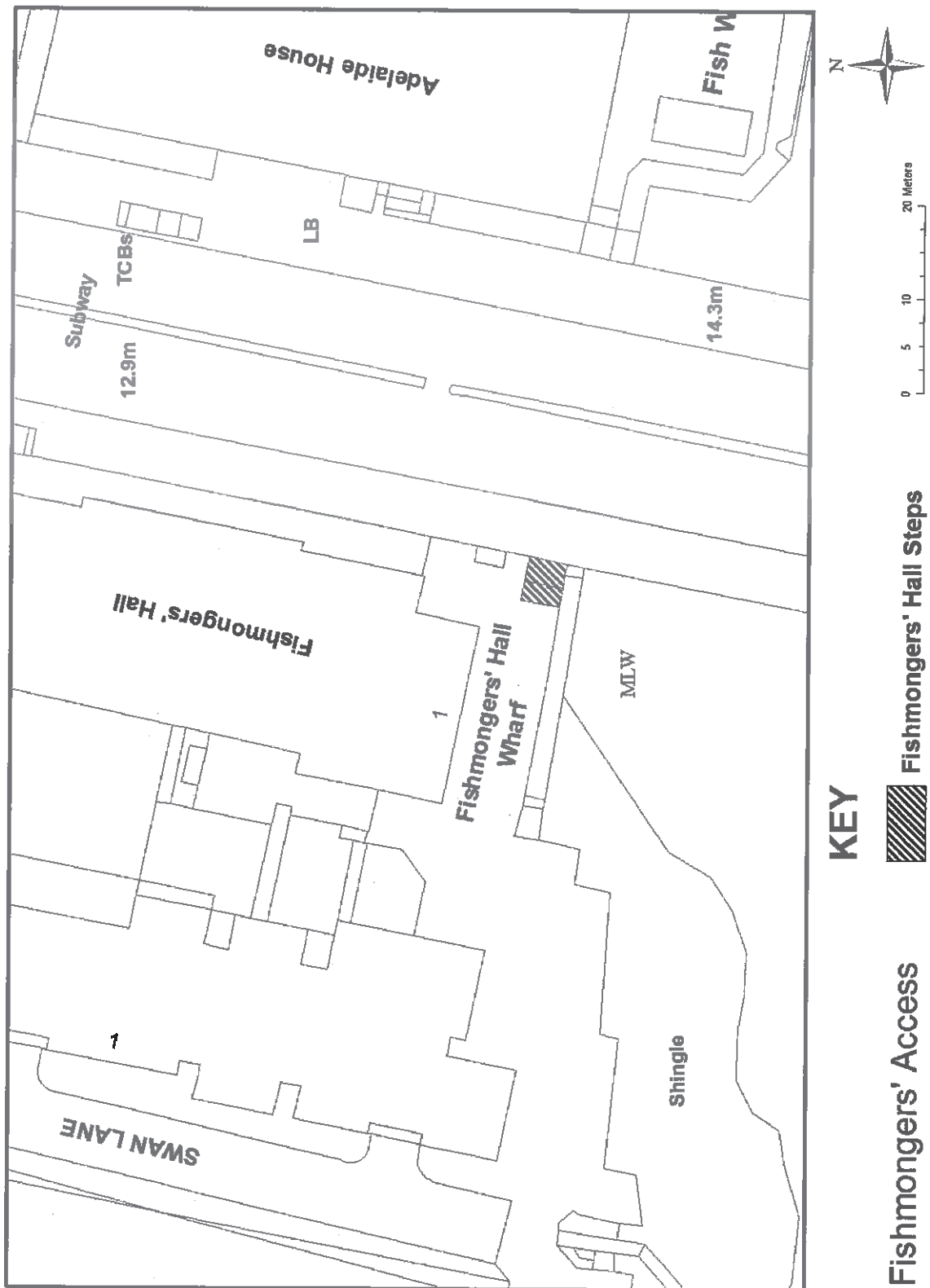
### **Appendices**

|                   |  |
|-------------------|--|
| <b>Appendix 1</b> | <b>Location map</b>  |
| <b>Appendix 2</b> | <b>Site images and Options study</b>                                       |
| <b>Appendix 3</b> | <b>Elevation plan, perspective drawing and montage of preferred option</b> |
| <b>Appendix 4</b> | <b>Finance Implications</b>  |

### **Contact**

|                         |  |
|-------------------------|--|
| <b>Report Author</b>    | <b>Leila Ben-Hassel</b>                    |
| <b>Email Address</b>    | <b>LeilaBen-Hassel@cityoflondon.gov.uk</b> |
| <b>Telephone Number</b> | <b>020 7332 1569</b>                       |

## Appendix 1 - Plan of the existing steps and walkway





## Fishmongers` Wharf Access options study



June 2014

by M. Lorenz for and on behalf of  
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## 1. Site constraints & requirements

This study has been commissioned by the City of London Corporation to redesign the current stairs layout to the south east of the Fishmongers` Hall in favour of a level access along the Thames Riverside Walk.

The pavement in front of the Grade II\* listed Fishmongers` Hall is private land of which the southern most part is leased to the Col (marked by studs in the pavement). At least once a year this section is closed off for private events via a gate to the east. This requires the entire pavement area in front of the Hall to be as wide and flat as possible to enable the freeholder the arrangement of marquees, seating and such like, appropriate to the individual event.

Maintenance of the building's façade needs to be ensured, so sufficient (turning) space for cherry picker lorries to access the narrow passage to the east of the Hall to carry out individual works needs to be provided.

Furthermore a gate leading down to the River Thames will be in use occasionally, requiring space for a removable staircase in front of it to be kept free.

The current staircase layout has created an unused corner to the north of it which encourages inappropriate behaviour.

With these above constraints in mind the following options have been designed (please see Appendix for plans & elevations).

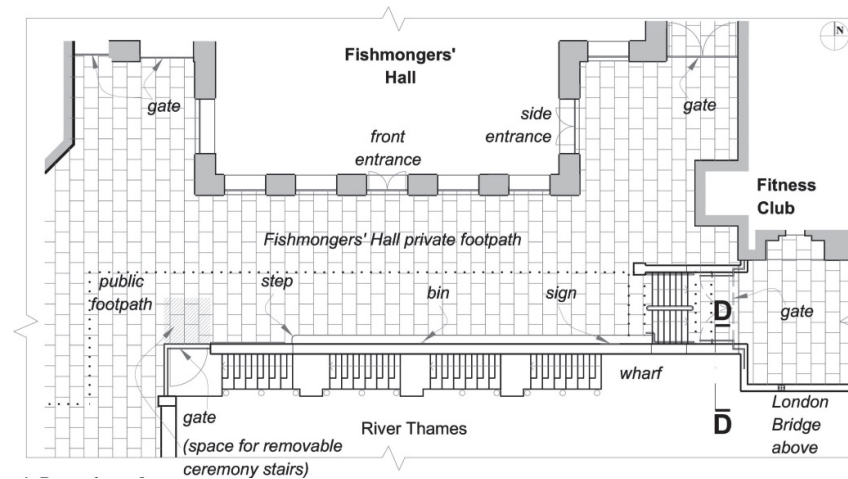


Fig. 1: Location plan



Fig. 2: Top of the staircase, looking west



Fig. 3: Corner to the north of the staircase

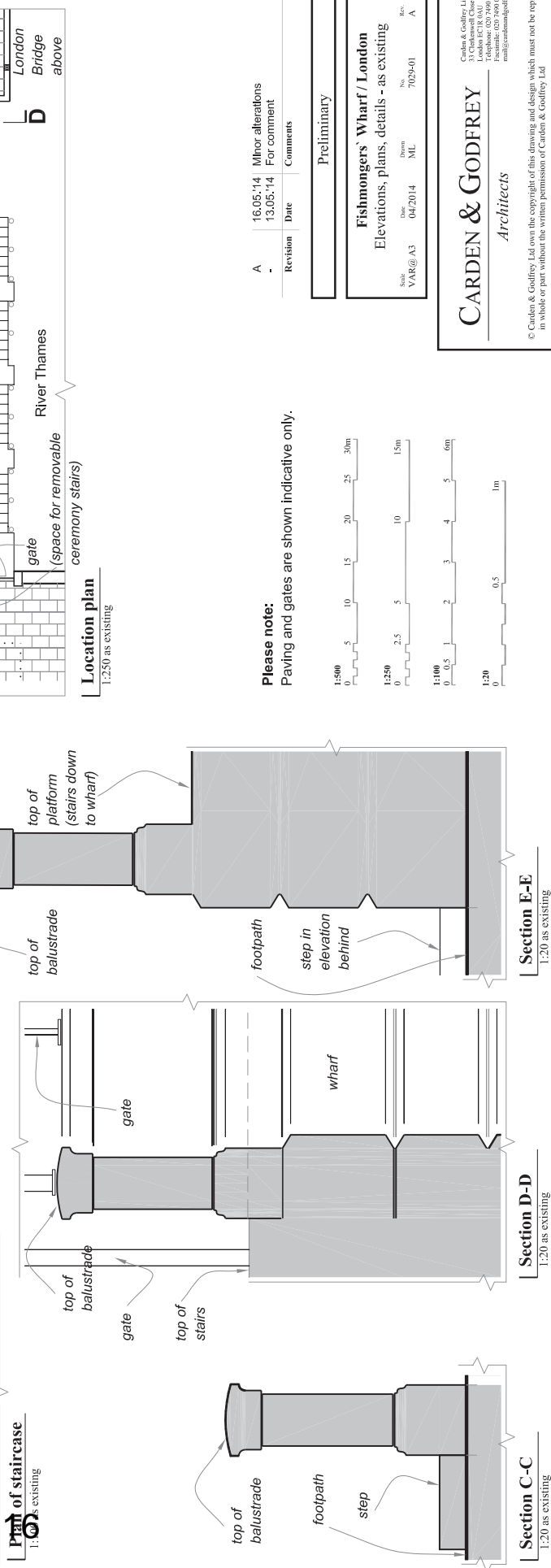
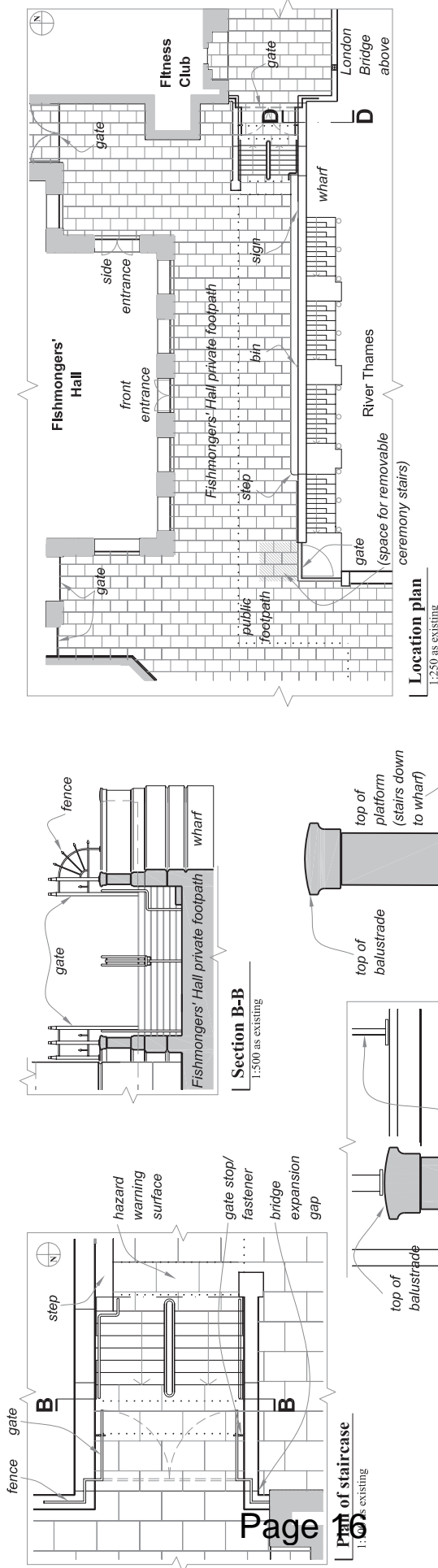
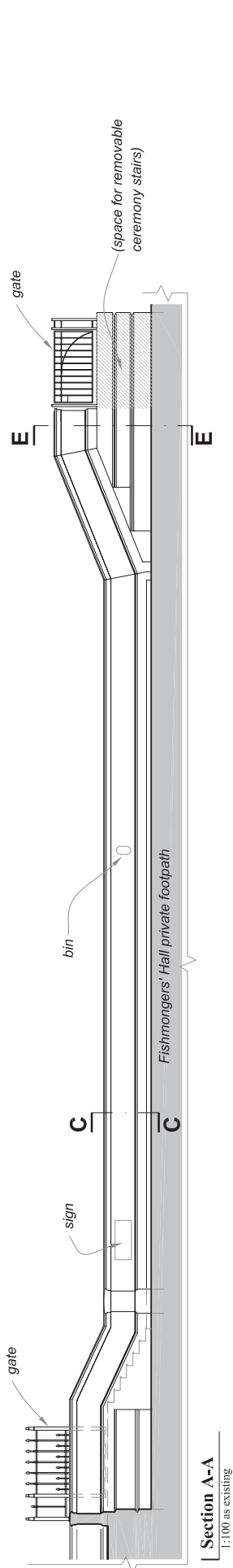
## 2. Comparison table

|  | Advantages   | Disadvantages   | Plan |
|--|--|---|------|
| <b>Continuous slope (1:21), few steps</b>                                    | <ul style="list-style-type: none"> <li>- enabling view from the Hall across the Thames</li> <li>- metal balustrade on wharf &amp; alongside slope unify new design with existing metalwork</li> <li>- minimal amount of handrails</li> </ul>   | <ul style="list-style-type: none"> <li>- minimal lorry access space for maintenance</li> <li>- reduced events space in front of the Hall</li> <li>- retaining unused north east corner encouraging inappropriate behaviour</li> <li>- potential seating opportunity on steps</li> </ul> |      |
| <b>Continuous slope (1:21) with steps and staircase in north east corner</b> | <ul style="list-style-type: none"> <li>- maximised lorry access space for maintenance</li> <li>- maximised events space in front of the Hall</li> <li>- new staircase filling in unused north east corner (removing opportunity for inappropriate behaviour)</li> <li>- minimal amount of handrails</li> </ul> | <ul style="list-style-type: none"> <li>- potential seating opportunity on steps</li> <li>- variety of handrails &amp; balustrades</li> <li>- stone balustrade blocking view across the Thames</li> <li>- strong visual impact of stone balustrade</li> </ul>                            |      |

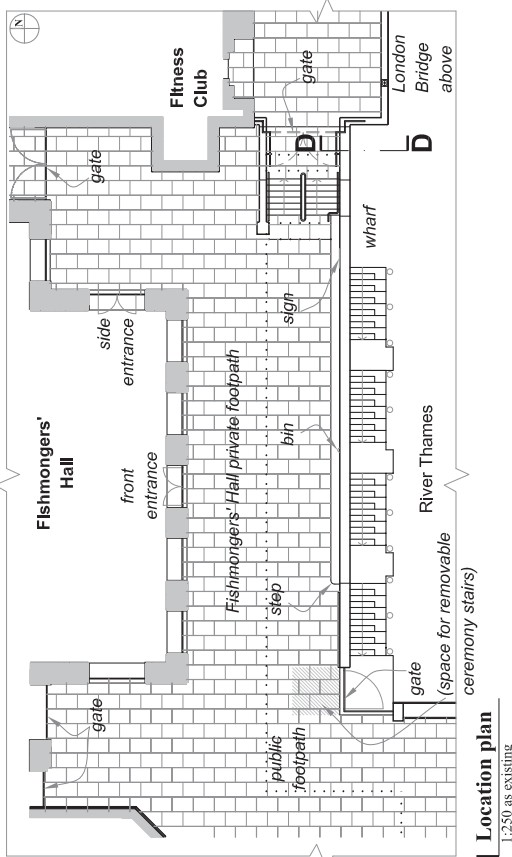
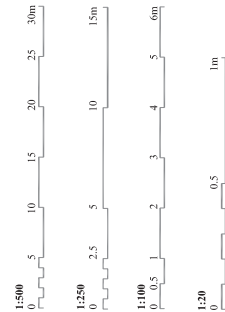
|   | Advantages   | Disadvantages   | Plan |
|---|--|---|------|
| <b>Continuous slope with connected steps &amp; staircase in north east corner</b> | <ul style="list-style-type: none"> <li>- open feel of entire space, enabling view from the Hall across the Thames</li> <li>- sufficient lorry access space for maintenance</li> <li>- new staircase filling in unused north east corner (removing opportunity for inappropriate behaviour)</li> <li>- minimal amount of handrails, reducing visual impact &amp; impact on listed building</li> </ul> | <ul style="list-style-type: none"> <li>- reduced events space in front of the Hall</li> <li>- narrower ramp width might encourage more people to use stairs causing foot traffic to be closer to Hall</li> <li>- increased seating opportunity on longer steps</li> </ul> |      |
| <b>Continuous slope (1:21) with staircase filling north east corner</b>           | <ul style="list-style-type: none"> <li>- maximised lorry access space for maintenance</li> <li>- maximised events space in front of the Hall</li> <li>- new staircase filling in unused north east corner (removing opportunity for inappropriate behaviour)</li> </ul>  | <ul style="list-style-type: none"> <li>- stone balustrade blocking view across Thames</li> <li>- stone balustrade could provide seating opportunity</li> <li>- variety of wharf balustrade &amp; slope balustrade</li> </ul>  |      |

|                                    | Advantages  | Disadvantages   | Plan   |
|------------------------------------|---|---|--|
| <b>Ramp in comparison to slope</b> | <ul style="list-style-type: none"> <li>- continuous slope (shown blue, 1:21): <ul style="list-style-type: none"> <li>- no handrails required either side reducing visual impact</li> <li>- easier to negotiate for disabled people</li> </ul> </li> <li>- ramp (shown red, 1:15): <ul style="list-style-type: none"> <li>- slightly shorter (approx. 2.6m) in comparison to continuous slope</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>- continuous slope (shown blue, 1:21): <ul style="list-style-type: none"> <li>- slightly longer than ramp</li> </ul> </li> <li>- ramp (shown red, 1:15): <ul style="list-style-type: none"> <li>- requires handrails either (in addition to required wharf balustrade) side increasing visual impact</li> <li>- requires intermediate landings (at least 1.5m wide) with continuous handrails alongside</li> <li>- attractive for skateboarding</li> </ul> </li> </ul> | <p>Architectural plan diagram showing the proposed ramp and slope at Fishmongers' Wharf. The diagram illustrates the layout of the ramp (red) and the continuous slope (blue) relative to the wharf structure. The ramp includes intermediate landings and handrails, while the continuous slope does not. A note indicates a 2.6m length difference between the 1:15 ramp and the 1:21 slope.</p> |

Appendix 3 - elevation plan, perspective drawing and montage of preferred option



**Please note:**  
Paving and gates are shown indicative only.



| Revision | Date     | Comments          |
|----------|----------|-------------------|
| A        | 16.05.14 | Minor alterations |
| -        | 13.05.14 | For comment       |

Preliminary

**Fishmongers' Wharf / London**  
Elevations, plans, details - as existing

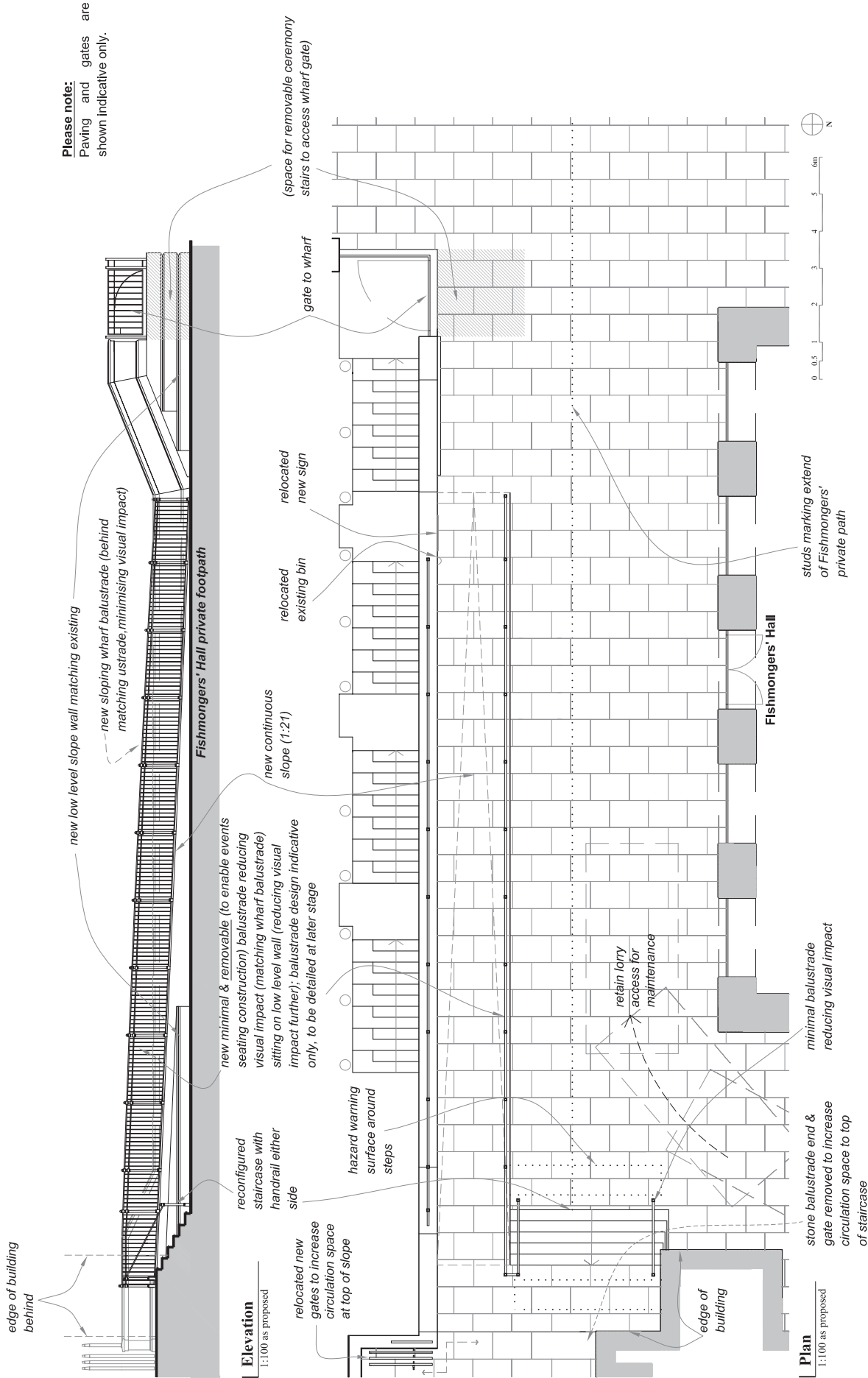
Scale: VARS@ A3  
Date: 04/2014  
Drawn: ML  
No: 7029-01  
Rev: A

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**Please note:**  
Paving and gates are shown indicative only.



| Revision | Date     | Comments                 |
|----------|----------|--------------------------|
| C        | 02.07.14 | Sloping wharf balustrade |
| B        | 27.06.14 | Sloping wharf balustrade |
| A        | 05.06.14 | Sloping wharf balustrade |
| -        | 04.06.14 | For comment              |

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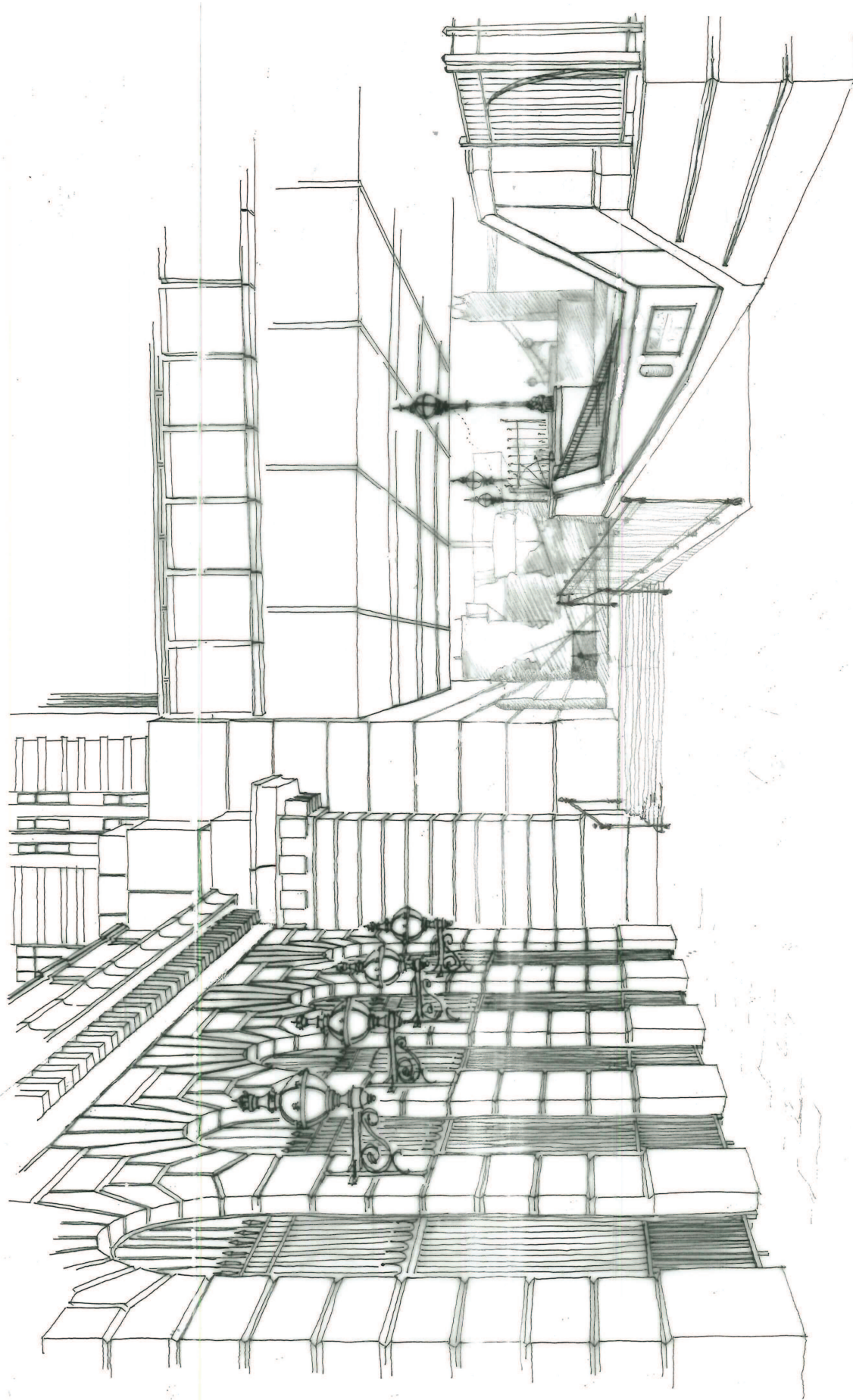
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**Preliminary**

**Fishmongers' Wharf / London**  
**Plan & elevation - as proposed**

|        |         |       |         |
|--------|---------|-------|---------|
| Scale  | Drawn   | Check | Rev     |
| VAR@A3 | 05/2014 | ML    | 7029-13 |
|        |         |       | C       |









Riverside Walk Access Improvements

BURNS + NICE

## **APPENDIX 4 - BUDGET BREAKDOWN FISHMONGERS' WHARF ACCESS IMPROVEMENTS**

**Table 1: Spend to Date**

| <b>RWE: Fishmongers Wharf</b>          | <b>Budget</b>     | <b>Spend &amp; Commitments to Date</b> | <b>Remaining</b> |
|--|-------------------|--|------------------|
| <b>Project Number - 16800265</b>       |                   |  |                  |
| Pre-Evaluation P&T Fees                | £25,000.00        | £21,093.00                             | £3,907.00        |
| Pre-Evaluation P&T Staff Costs         | £18,000.00        | £14,661.29                             | £3,338.71        |
| Pre-Evaluation Env Serv Staff Costs    | £2,000.00         | £0.00                                  | £2,000.00        |
| <b>Pre-Evaluation (16800265) Total</b> | <b>£45,000.00</b> | <b>£35,754.29</b>                      | <b>£9,245.71</b> |

**Table 2: Estimated Implementation Costs**

|  |                    |
|--|--------------------|
| <b>Staff Costs</b>   | <b>£30,000.00</b>  |
| Highways   | £14,500.00         |
| Environmental Enhancement  | £15,500.00         |
| <b>Fees</b>  | <b>£14,000.00</b>  |
| Legal  | £5,000.00          |
| Quantity Surveyor & Contract Administration                      | £7,000.00          |
| CDM  | £2,000.00          |
| <b>Works Costs</b>   | <b>£305,000.00</b> |
| Demolitions and alterations                                      | £15,000.00         |
| New Ramp and Steps   | £85,000.00         |
| New Balustrading and Gates                                       | £130,000.00        |
| Lighting Modifications   | £50,000.00         |
| Preliminaries  | £25,000.00         |
| <b>Contingency / Risk allowance for structural design issues</b> | <b>£30,000.00</b>  |
| <b>GRAND TOTAL</b>   | <b>£379,000.00</b> |

**Table 3: Funding Strategy**

| <b>Funding Source</b>              | <b>(£)</b>      |
|------------------------------------|-----------------|
| Watermark Place S106 (Evaluation)  | <b>45,000</b>   |
| Transport for London LIP 2014-2015 | <b>100,000</b>  |
| Transport for London LIP 2015-2016 | <b>279,000</b>  |
| <b>TOTAL</b>                       | <b>£424,000</b> |

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