



Streets and Walkways Sub (Planning and Transportation) Committee

Supplementary Agenda

Date: THURSDAY, 29 APRIL 2021
Time: 11.00 am
Venue: VIRTUAL PUBLIC MEETING (ACCESSIBLE REMOTELY)

17. **ANY OTHER BUSINESS**

- a) **MUSEUM OF LONDON GYRATORY PROJECT**
Report of the Director of the Built Environment

For Decision

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

John Barradell
Town Clerk and Chief Executive

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Committees:	Dates:	
Corporate Projects Board Streets and Walkways Sub-Committee Projects Sub-Committee	Urgency 29/4/21 17/5/21	
Subject: Museum of London Gyratory Project (UPI 11377)	Issue Report: Gateway 2 Complex	Public
Report of: Director of the Built Environment Report Author: George Wright		For Decision

PUBLIC

1. Status update	<p>Project Description: Transformation of the streets and public realm on the gyratory between the Museum of London Rotunda and St. Paul's Underground station; working to coordinate and steer the opportunities for the highway changes around new developments at 81 Newgate Street (former BT site) and Bastion House (London Wall West).</p> <p>RAG Status: Amber (Amber at last report)</p> <p>Risk Status: Medium (Medium at last report)</p> <p>Total Estimated Cost of Project (excluding risk): £13-£17 million</p> <p>Change in Total Estimated Cost of Project (excluding risk): No change</p> <p>Spend to Date: £360,475 of an approved budget of £680,442</p> <p>Costed Risk Provision Utilised: N/A</p> <p>Funding source: TfL, Section 106 contributions from London Wall Place and Austral House and Section 278 contributions from 81 Newgate Street and Bastion House.</p> <p>Slippage: Delay due to 'fundamental review' and associated Centre for Music review.</p>
2. Requested decisions	<p>Next Gateway: Gateway 3 - Outline Options Appraisal (Complex)</p> <p>Requested Decisions:</p> <p>It is recommended that Members approve:</p> <ol style="list-style-type: none"> 1. A restart of the project that remains wholly within currently agreed budget resources to ensure a coordinated highway and public realm design approach with the emerging Section 278 proposals at 81 Newgate Street and Bastion House. 2. A change of project name to "St. Paul's Gyratory Project". 3. The revised budget detailed in Appendix 2.

<p>3. Budget</p>	<p>Total Estimated Project Cost The total estimated cost of the project is between £13-17 million. This cost estimate dates from 2014 and will be reviewed if the project is restarted.</p> <p>The current funding for the project derives from a combination of Transport for London (TfL) and local Section 106 payments that are restricted in their use. Expenditure to date is £360,475 from an approved budget of £680,442, leaving an available balance of £319,967.</p> <p>The current project will be fully funded by the two Section 278 projects to the north and south. If it is necessary to seek additional central funding once the final scope of the project is determined in this next phase of work to deliver wider Transport Strategy outcomes beyond the extent of the development obligations, this will be the subject of a future report and annual capital bid to Members.</p> <p>A key task of the restarted project will be to establish clearer, more robust cost estimates. The availability of central capital funding will be subject to the annual capital bidding process. An Update Report will be prepared for Members when this information is available.</p> <p>The following activities will take place over coming months</p> <ul style="list-style-type: none"> • clarify the extent of the Section 278 contributions from the two developments within the project area • co-ordinate highway design options • work with the respective developers and TfL to model and test the feasibility of various highway options • refine the cost estimates based on above • align project objectives with the Transport Strategy and the Climate Action Strategy <p>The proposed budget is detailed in Appendix 2. It is not expected that the full available budget will be utilised between the project restart and the next Update Report. It is estimated that £52,600 will be spent on traffic modelling and £41,055 on staff costs. These estimates are based on comparative modelling exercises carried out in the City and a project manager working 1.5 days per week between June 2021 and February 2022.</p> <p>Costed Risk Provision requested for this Gateway: No Cost Risk Provision is requested</p>
<p>4. Issue description</p>	<p>1. This project was placed on hold in April 2019 as part the Fundamental Review and whilst a decision was made on the future of the Centre for Music.</p>

2. During that time the redevelopment of the BT site at 81 Newgate Street has obtained planning permission. The developer has an obligation within its Section 106 to enter into a Section 278 with the City to deliver highway and public realm changes around the site. The developer has been in dialogue with officers regarding potentially ambitious highway and public realm changes that could form part of their Section 278 highway works and these would deliver parts of the Cheapside & Guildhall Area Strategy. 81 Newgate Street is currently expected to start in February 2022 and complete in September 2024.
3. More recently, a similar exercise started in relation to the Bastion House site and associated development to replace the Centre for Music proposal. This development is at an early stage, but initial proposals require substantial changes to the operation of the highway around the Rotunda.
4. Both these developments would help deliver the overarching objectives of the gyratory project: improved road safety and air quality; better cycle routes; wider footways; and transformational public realm improvements. These objectives contributed to the project being ranked top in the DBE prioritisation exercise undertaken in July 2019.
5. The two developments sit to the south and north of the St. Paul's gyratory, linked by St. Martin Le Grand on the east and Montague/King Edward Street on the west. There is a need for the City to ensure that the two emerging Section 278 projects complement each other and deliver a coordinated design approach that facilitates removal of the gyratory.
6. If Members approve the project restart, the next steps would include preparing highway design options for whole gyratory, undertaking high level traffic modelling to understand the cumulative implications of the design options for the wider highway network, exploring the relocation of coach parking and bus stops/stands and the preparation of robust cost estimates.
7. It is intended that these changes will be designed and delivered under this one project with multiple funding streams similar to the recent Bloomberg Development at Cannon Street.
8. The project name is no longer applicable as the Museum of London is moving to West Smithfield. An appropriate new project name is the St. Paul's Gyratory Project.

Proposed next steps:

- Set up a working party.
- Work with the developers and stakeholders to coordinate and steer a coherent design for the whole project area and firm up scope of Section 278 agreements (June-December 2021).
- Develop a traffic model and test different highway network layouts to determine feasibility of design options (September 21-January 22).
- Assess the need and availability of central capital funding.
- Prepare outline options and robust cost estimates for Members to consider in an Update Report in February 2022.

5. Options	<p>There are a range of options that will be developed, tested and costed during the next phase of work and these will include:</p> <ul style="list-style-type: none"> • The introduction of two-way working on Newgate Street between King Edward Street and St. Martin Le Grand • The introduction of two-way working on St. Martin Le Grand • The introduction of two-way working on Montague Street and King Edward Street and the part pedestrianisation of Aldersgate Street south of the Rotunda • The closure to motor vehicles of King Edward Street between Newgate Street and Angel Street and the creation of a new public space • The replacement of the Rotunda roundabout with a signalised junction
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Appendices

Appendix 1	Cover sheet
Appendix 2	Project budget
Appendix 3	Risk register
Appendix 4	Plan showing project area

Contact

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Project Coversheet

[1] Ownership & Status

UPI: 11377

Core Project Name: Museum of London gyratory project

Programme Affiliation (if applicable): N/A

Project Manager: George Wright

Definition of need: The project is identified in the Cheapside and Guildhall Area Enhancement Strategy as a key project to deliver. The entire gyratory area is traffic dominated and uninviting, causing significant severance for pedestrians between St. Paul's and the Museum of London. Two significant developments within the project area and their associated s278 works bring renewed momentum to the project.

Key measures of success:

1. Reduction to pedestrian and cycle casualties, working towards Vision Zero.
2. Improved pedestrian comfort levels
3. Meeting the needs of the developer in the coordination and delivery of the Section 278 highway work
4. Delivering outcomes in the Corporate Plan and City Transport Strategy.

Expected timeframe for the project delivery:

Key Milestones:

- September 2022 – Gateway 3
- June 2023 – Gateway 4
- December 2023 – Gateway 5

Are we on track for completing the project against the expected timeframe for project delivery? Yes

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? No.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Proposal' G1/2 report (approved 2014):

- Total Estimated Cost (excluding risk): Cost range £13-17 million
- Resources to reach next Gateway (excluding risk): £680,442
- Spend to date: £319,967
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: March 2014-September 2022 (G3 report)

Scope/Design Change and Impact: No change.

'Options Appraisal and Design' G3/4 report (as approved by PSC xx/yy/zz):

- Total Estimated Cost (excluding risk): N/A
- Resources to reach next Gateway (excluding risk): N/A
- Spend to date: N/A

- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: N/A

Scope/Design Change and Impact: N/A

‘Authority to start Work’ G5 report (subject to Chief Officer delegated approval):

- Total Estimated Cost (excluding risk): N/A
- Resources to reach next Gateway (excluding risk): N/A
- Spend to date: N/A
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: N/A

Scope/Design Change and Impact: N/A

Total anticipated on-going commitment post-delivery [£]: N/A
Programme Affiliation [£]: N/A

Table 1: Expenditure to date - Museum of London Gytratory - 16800278			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
PreEv D.SVY Staff Co	4,000	-	4,000
PreEv Env Staff Cost	5,000	-	5,000
PreEv OS Staff Cost	1,000	-	1,000
PreEv P&T Staff Cost	305,000	207,011	97,989
PreEv P&T Fees	345,442	143,980	201,462
Hospitality	5,000	-	5,000
Traffic Modelling	15,000	9,484	5,516
TOTAL	680,442	360,475	319,967

Table 2: Budget Adjustment - Museum of London Gytratory - 16800278			
Description	Approved Budget (£)	Adjustments (£)	Revised Budget (£)
PreEv D.SVY Staff Co	4,000	-	4,000
PreEv Env Staff Cost	5,000	-	5,000
PreEv OS Staff Cost	1,000	-	1,000
PreEv P&T Staff Cost	305,000	60,516	365,516
PreEv P&T Fees	345,442	(50,000)	295,442
Hospitality	5,000	(5,000)	-
Traffic Modelling	15,000	(5,516)	9,484
TOTAL	680,442	-	680,442

Table 3: Funding Source	
Funding Source	Amount (£)
TfL Grant 14/15	65,442
TfL Grant 17/18	50,000
S106 04/00958/FULL Austral House	341,000
S106 10/00832/FULEIA London Wall Place	224,000
TOTAL	680,442

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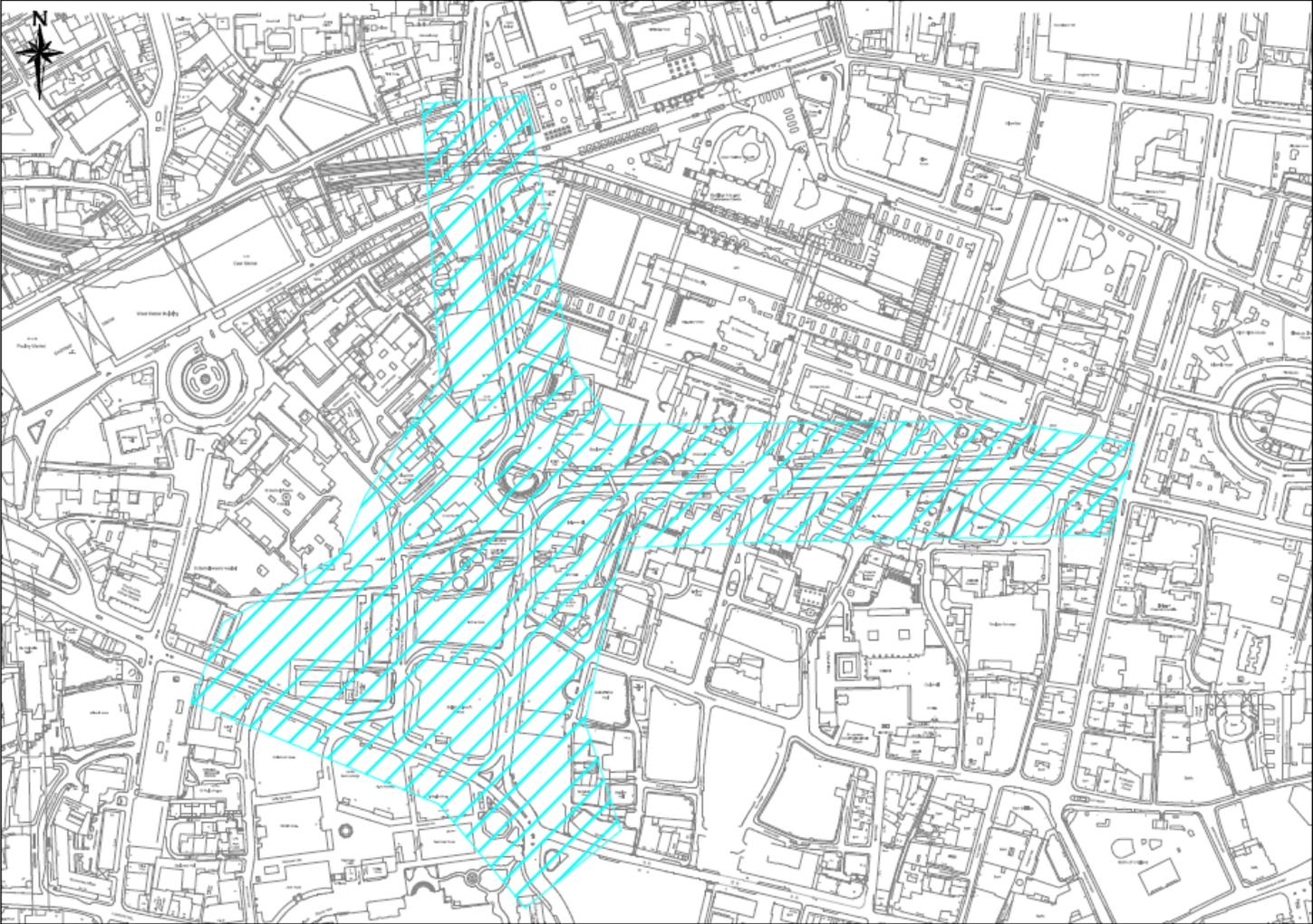
City of London: Projects Procedure Corporate Risks Register

Project Name:	Museum of London gyratory	PM's overall risk rating:	Medium	CRP requested this gateway		Average unmitigated risk	10.0	Open Risks	4
Unique project identifier:	11377	Total estimated cost (exc risk):	£ 17,000,000	Total CRP used to date	£ -	Average mitigated risk score	6.8	Closed Risks	0

General risk classification											Mitigation actions							Ownership & Action					
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification on post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/Realised & moved to Issues	Comment(s)
R1	5	(1) Compliance/Regulatory	Successful challenge to a permanent traffic order	Challenge on procedural or other grounds relating to the traffic order	Possible	Major	12	£0.00	N		Ensure that best practice is followed to mitigate against a successful challenge.	£0.00	Possible	Serious	£0.00	6	£0.00		23/03/21	Leah Coburn	George Wright		Robust and extensive engagement will take place during scheme development. Initial discussions with developers indicate they share the project's ambitions. However, recent successful legal challenges mean the risk of challenge remains possible.
R2	5	(1) Compliance/Regulatory	Delays to TfL approving the TMAN for the permanent traffic order	There may be delays to the TMAN approval if TfL have any concerns relating to the impact of a permanent scheme on the network	Possible	Major	12	£0.00	N		Regular and ongoing liaison with TfL teams	£0.00	Possible	Serious	£0.00	6	£0.00		23/03/21	Leah Coburn	George Wright		In theory TfL have 28 days to approve or reject a TMAN but it is the extensive preliminary engagement with TfL teams that is crucial to its approval.
R3	5	(8) Technology	Additional data and monitoring is required	Post COVID, traffic flows have changed significantly. Stakeholders and Members may want more data to prove the impacts of the scheme	Likely	Minor	4	£0.00	N		Interrogate the data already collected or programmed as far as possible to draw reasonable conclusions	£0.00	Possible	Minor	£0.00	3	£0.00		23/03/21	Leah Coburn	George Wright		The data currently held is robust and adjustments for COVID could be made to reflect current conditions. However, it is possible that TfL will require updated traffic survey data.
	5	(2) Financial	Capital funding for construction is not yet in place	The project cannot proceed until capital funding is secured	Possible	Major	12	£0.00	N		The purpose of the next phase of the project is to work with the two development sites in the project area to establish the scope and financial contribution of the respective s278 agreements. Work will also take place to assess the feasibility of an internal capital bid.	£0.00	Possible	Major		12	£0.00		23/03/21	Leah Coburn	George Wright		Both developers share the project's ambitions for the area and can contribute via s278 agreements. Internally, the project was ranked first in the 2019 DBE project prioritisation exercise.

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Appendix 4 – Project area



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