



Streets and Walkways Sub (Planning and Transportation) Committee

Date: TUESDAY, 6 SEPTEMBER 2022
Time: 10.00 am
Venue: COMMITTEE ROOM 2 - 2ND FLOOR WEST WING, GUILDHALL

7. BEECH STREET TRANSPORTATION AND PUBLIC REALM PROJECT

For Decision
(Pages 3 - 4)

11. BANK JUNCTION IMPROVEMENTS - ALL CHANGE AT BANK. G5 ISSUES REPORT

For Decision
(Pages 5 - 40)

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

John Barradell
Town Clerk and Chief Executive

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APPENDIX 4

Receptor name	Scenario 1	Scenario 2		Scenario 3	
	NO2	NO2	Change from Scenario 1	NO2	Change from Scenario 1
Beech Street (AQ monitor West end)	39.4	30.4	-9.0	30.4	-9.0
Beech Street (East of Golden Lane)	38.8	28.6	-10.2	31.0	-7.8
Aldersgate Street/Old Street	33.3	36.1	2.7	36.6	3.3
Old Street/Golden Lane	32.1	34.8	2.8	35.4	3.3
Old Street Roundabout	31.4	31.4	0.1	31.4	0.1
Golden Lane (Roscoe Street)	28.4	28.3	-0.1	28.8	0.4
Golden Lane (Fortune Street)	29.4	28.9	-0.4	30.0	0.6
Fortune Street	27.6	27.6	0.0	27.6	0.0
Richard Cloudesley School	28.0	27.9	-0.1	28.1	0.0
Beech Street/Whitecross Street	31.5	27.7	-3.7	28.6	-2.8
Beech Street/Golden Lane	34.0	28.9	-5.1	30.0	-4.0
Beech Street/Aldersgate Street	35.8	30.6	-5.2	30.6	-5.1
Silk Street (Barbican Centre e	28.1	28.2	0.0	28.2	0.1
London Wall Roundabout	36.6	39.4	2.8	39.4	2.8
Aldersgate Street	36.0	36.6	0.7	36.6	0.7
London Wall	29.2	29.3	0.0	29.3	0.0
London Wall	32.0	34.1	2.1	34.1	2.1
London Wall/Moorgate	32.4	34.7	2.3	34.7	2.3
Moorgate/Ropemaker Street	31.9	34.4	2.5	34.4	2.5
Chiswell Street	34.2	34.2	0.0	34.2	0.0
Fann Street	28.6	28.6	0.0	28.6	0.0
Lauderdale Tower	30.5	29.9	-0.6	29.9	-0.6
Shakespeare Tower	28.9	28.6	-0.3	28.6	-0.3
Cromwell Tower	28.0	27.7	-0.3	27.7	-0.2

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Committees: Streets and Walkways Sub Committee <i>[for decision]</i> Operational Property and Projects Sub <i>[for decision]</i>	Dates: 06 September 2022 26 September 2022
Subject: Bank Junction Improvements: All Change at Bank Unique Project Identifier: 11401	Gateway 5 Complex Issue Report
Report of: Executive Director Environment Choose an item. Report Author: Gillian Howard – Policy and Projects	For Decision
<h1>PUBLIC</h1>	

1. Status update	<p>Project Description: To improve the safety, air quality and pedestrian experience of the area around the Bank junction to reflect the historic and iconic surroundings with the appropriate sense of place.</p> <p>RAG Status: Amber (Red at last report to Committee)</p> <p>Decreased to Amber now that inflation rates and new highways contract rates are better understood and with confirmation of additional capital funding that covers this increase.</p> <p>Risk Status: Medium (High at last report to committee)</p> <p>Total Estimated Cost of Project: £6.17M (Excluding Risk) - £6.8m (max figure includes utilisation of unspent costed risk to deliver public realm enhancements if available, and inclusion of the Cool Streets funding)</p> <p>Change in Total Estimated Cost of Project (excluding risk): Lower end of the cost of the project increased by £588,502 to £6.17m but remains within upper limit previously reported.</p> <p>Spend to Date: £ £2.324M Costed Risk Provision Utilised: £0 has been drawn down since the last report to Committee;</p>
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	<p>Requesting £423,502 to be drawn down in this report</p> <p>Funding Source: TfL/S106/Capital funding (OSPR)</p> <p>Slippage: <i>There has been a delay since the G5 in December 2021 which has affected the programme. Construction completion is now unlikely to be before Spring 2024 whereas this was previously reported as Autumn 2023. There was an issue that arose regarding the review of the objections to the Traffic Management Orders that required further investigation before the report could be finalised and recommendations made. The report was approved on 31 May 2022.</i></p>
2. Requested decisions	<p>Next Gateway: Gateway 6</p> <p>Requested Decisions:</p> <p>Streets and Walkways Sub Committee</p> <ol style="list-style-type: none"> <i>Note that funding is subject to the capital programme review and the final decision on whether to proceed will be dependent on the outcome of that review and approval by the Operational Property and Projects Sub Committee.</i> <p>Both Sub Committees</p> <ol style="list-style-type: none"> That the additional allocation from the Climate Action Strategy 'Cool Streets and Greening' programme of £165,000 (approved in February 2022) is added to the project budget to deliver (and maintain) the street trees and SUDS gardens in Queen Victoria Street and Threadneedle Street; Note the revised Project Budget of £6,842,930 including risk (subject to recommendation 2 being approved) <ol style="list-style-type: none"> This is made up of £6,176,432 excluding risk, and the current risk provision of £666,498, Note the minimum total estimated cost of the project to deliver the base scheme has increased to £6.17m (excluding risk); That the Costed Risk provision is drawn down by £423,502 from risk 16 to cover the estimated uplift in the costed base project. <ol style="list-style-type: none"> The remaining risk provision of £276,498 against risk 16 will remain in the register to protect from any further increase in material or labour cost during the construction that is currently unknown (including for security aspects within the design). That a revised total for the Costed Risk Provision of £666,498 is approved and to be drawn down via delegation to Chief Officer, (of which £562,598 is currently funded (see section 3)

	<ol style="list-style-type: none"> 7. Agree to delegate authority to the Executive Director Environment to accept additional funding into the project (that is outside of the capital funding remit) to deal with the currently unfunded S106 shortfall of £103,900 as it is within the existing agreed overall project total. 8. Agree that in principle (subject to the Chamberlain's agreement of the future staff overhead calculation methodology), that the funding released from this revised calculation should in this instance be retained within the project budget to cover items detailed in paragraph 26. <ol style="list-style-type: none"> a) And that the budget adjustment be delegated to the Executive Director Environment and the Chamberlain, if agreed, to action once the details of the split of funding against the various tasks has been fully identified. 9. That the public realm priorities in Table 2 are approved. 10. Note the change in the estimated construction programme to completion in Spring 2024, with Gateway 6 likely to be Autumn 2025
<p>3. Budget</p>	<p>Costs have been re-calculated with the most up to date information from the new Highways Term Contract and includes a moderate inflationary rise for 2023. Risks remain that some costs may still increase over the length of the programme, and this is, as best it can be, identified in the risk register. The remaining value on risk 16 in the CRP is specifically for further inflationary related increases.</p> <p>The base cost has increased by approximately 15% since the December 2021 calculations. This is below what was anticipated in the Gateway 5 report when a 20-25% increase was anticipated. The Gateway 5 set out a proposed way forward to cover rising costs and deliver the project subject to confirmation of an additional £700k of capital funding that has since been confirmed.</p> <p>The approach to delivery was agreed in the December 2021 report. This set out that the base functional scheme would be delivered first, focused on the first three objectives of the scheme – improved safety, reduction in pedestrian crowding levels and improved air quality in the local area.</p> <p>Any residual funding, including unspent Costed Risk, will then be focused on delivering the prioritised public realm enhancements. This report sets out those priorities for approval in section 5</p> <p>Table 1: Revised total budget allocation</p>

Item	Funds/ Source of Funding	Cost (£)
P&T Staff Fees	TfL/S106/Capital	1,126,638
Highways staff Fees	TfL/S106/Capital	314,613
Legal Staff fees	TfL/S106/Capital	5,000
Air Quality Staff Fees	TfL/S106/Capital	17,240
Open Spaces Staff Fees	TfL/S106/Capital	3,000
DBE Structures	TfL/S106/Capital	1,000
Fees	TfL/S106/Capital	1,221,843
Fees Surveys	TfL/S106/Capital	67,363
Works	TfL/S106/Capital	3,244,735
Works (Cool Streets)	Capital	83,000
Maintenance (Cool Streets)	Capital	82,000
Revenue	TfL/S106/Capital	10,000
Total		£6,176,432
<p>Costed Risk Provision requested for this Gateway: £666,498 (funded 562,598 at the moment) (as detailed in the Risk Register – Appendix 2)</p> <p>In the previous gateway 5 report a request for the underspend of £331,284 of the Bloomberg S106 was approved. In actioning this request it was discovered that £103,900 was not available due to a maintenance sum not previously reconciled.</p>		

	<p>Therefore, at this time, the costed risk register is not fully funded. Interest payments on the principal sums are being calculated and will be added to the budget, but it is unlikely to cover the full £103,900.</p> <p>Whilst the funding gap is not ideal, the project is delivered in phases and for the first elements of work, prior to the Lord Mayor's show, the risk of not having all of the Risk register funding is minimal. It would be expected to have the full £103,900 shortfall addressed by the November committee through interest payments and the potential allocation of a separate S106 deposit. Alternatively, as some of the earlier risks are closed, this would reduce the funding gap of the remaining costed risk, but this would result in less public realm being delivered. A verbal update can be given at committee as to how this is being resolved.</p> <p>The current available budget for the project is greater than that approved at Gateway 5 with the inclusion of the additional £165K of Cool Streets and Greening funding. This funding cannot be used to address the shortfall in costed risk.</p>
4. Issue description	<p><u>Summary</u></p> <ol style="list-style-type: none"> 1. The Gateway 5 approvals in December 2021 were subject to two elements being completed before construction could commence. The first was the confirmation of the additional £700k as part of the annual capital bid process, which concluded in March 2022. The funding was to cover an anticipated cost increase due to market rates and inflation. 2. The second element was the completion of the Statutory Traffic Management Order consultation process by considering the objections received. This was originally proposed to be undertaken using delegated powers but due to the nature of the objections received it was agreed that committee approval would be more appropriate. This approval was granted in May by the Streets and Walkways Committee. 3. The revised construction programme is detailed below. With the delay in finalising the statutory consultation objections report, the programmed construction did not start in April as previously indicated in the Gateway 5. There is a programme slippage of five months to the start date. 4. It is intended to undertake some minor work from mid-September to the end of October. Substantial work will not start until after the Lord Mayor's Show in November. This means construction completion is unlikely to finish before Spring 2024. The delay is likely to be greater than the five-month slippage in starting because of the way the programme of works has to work around the Lord Mayor's shows, ensuring that the area for the show is free of works.

5. The Gateway 5 report also set out that a prioritisation exercise of the public realm enhancements, in terms of seating, greening and use of higher quality materials in some of the new spaces, would be prepared. This exercise was to set out what could be delivered as funding was either, additionally found from other sources, or as unspent costed risk provision was released as the risk diminished towards the end of the programme.
6. This report sets out these priorities for Members to endorse in section 5.
7. In addition, an update on the traffic mix and timing review is provided for information.

Cost increases

8. Since the Gateway 5 report, which was received in December 2021, funding was approved at the Court of Common Council to provide an additional £700k to cover an anticipated uplift of between 20-25% due to inflation and anticipated new contract rates. These were not available at the time of writing the Gateway 5. This money was put into the costed risk register (Risk 16).
9. Once the new rates and phasing of the works had been determined, revised cost estimates for implementation have been established. The base scheme cost outlined in the Gateway 5, which is essentially the key functional elements needed to create the approved design (e.g., kerbs, pavement materials, traffic signals, resurfacing etc) has increased by £423,502.
10. It is requested that the £423,502 is drawn from the Costed Risk Provision from risk 16. The remaining risk provision of £276,498 against risk 16 will remain in the register to protect from any further increase in material or labour cost during the construction that is currently unknown (including for security aspects within the design).

Funding shortfall

11. As explained in section 3, there is currently a funding shortfall of £103,900. This is being investigated and is aimed to be resolved by November. A delegation is requested to receive funding into the project to cover this shortfall. Interest payments on the existing principal sums of the S106 is being investigated, as are any further principal sums that could be included.

Programme

12. As has been noted since the project was reinitiated in January 2019, the indicative timeline of substantial completion by the end of 2022 was always challenging. The last two years have been unprecedented with the challenges of the pandemic, but the programme had kept

	<p>relatively on track until the public consultation findings report in the summer of 2021 when more time was needed to analyse the volume of 'free text' comments. This small delay had an impact on the forward-looking construction programme pushing the earliest start date to January 2022, from the previously aimed for November 2021. It was noted in the July 2021 Issues report that this would mean that substantial completion by the end of 2022 was no longer achievable.</p> <p>13. A delay in the advertising of the traffic management orders for the statutory consultation, due to a staff resource issue, meant that this task could not be concluded in time for the Gateway 5 report as originally planned. It was therefore anticipated that the earliest construction start date would be April 2022 subject to the outcome of that consultation with an anticipated end date of Autumn 2023.</p> <p>14. The need for a report to address objections to the traffic management orders led to a further delay that means it is now only possible to undertake fairly minor work before the Lord Mayor's Show of 2022. There will then be an intense construction programme at the junction for the next 12 months before the Lord Mayor's Show of 2023. This will leave, as currently phased, the Threadneedle Street improvements which, depending upon the money available and the agreement of Members on the priorities for the public realm enhancements, have an estimated completion date of spring 2024.</p> <p>15. The delay to the construction means works will not be completed in time for the completion of the Bank Station capacity upgrade which is still planned to be open by the end of 2022. However, with the passenger traffic currently below pre-pandemic levels, conditions for passengers entering and exiting the station are unlikely to be any worse than they would have been if the pandemic had not happened, and we had kept to the original indicative programme.</p> <p>16. Members are asked to note the subsequent change in the construction programme anticipated end date from Autumn 2023 to Spring 2024. This will push the Gateway 6 to the autumn of 2025 at the earliest. This is to ensure that there is enough time to gather casualty information for the completion of the Road Safety Audit stage 4 assessment, before the project can be closed out.</p> <p><u>Public Realm Enhancements</u></p> <p>17. The capped budget that was set when the project was re-initiated in 2019 was acknowledged as potentially limiting the extent of high-quality public realm that could be delivered. At the time, the project team outlined that the focus would need to be on the functional elements of the</p>
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	<p>scheme with some public realm improvements. It was proposed that a public realm framework would be developed with elements delivered as money became available over time. The functional design has been designed around the many constraints of the area, reducing the cost of the build while maximising benefits.</p> <p>18. As explained in the Gateway 5 report, there is currently not enough funding to deliver everything that had been proposed to enhance the new spaces that will be created. The Gateway 5 approved that the focus would be on delivering the key functional change, referred to as the base option (shown in appendix 4)</p> <p>19. It was agreed at Gateway 5 to utilise any remaining funding from the Costed Risk Provision if it is no longer required to deliver the base option, to funding additional public realm enhancements.</p> <p>20. The enhancements have been prioritised based on the feedback from the public consultation, the level of benefit that they provide and their contribution to the place objective of the scheme 'a place to spend time in rather than pass through.'</p> <p>21. Funding from the Cool Streets and Greening programme has been secured to deliver and maintain the 10 street trees across Queen Victoria Street and Threadneedle Street and the SUDS rain garden on Queen Victoria Street. This is funding a higher standard of climate resilient measures than that previously anticipated. The inclusion of this funding has resulted in a higher overall budget than that reported at Gateway 5.</p> <p>22. The proposed prioritisation list of public realm enhancements is explained in detail below (section 5).</p> <p><u>Traffic and Timing mix</u></p> <p>23. A report was received by Streets and Walkways in May and Planning and Transportation Committee in June setting out an approach to undertake the review. Some questions at Court of Common Council were raised in the July session and a briefing note to all Members was issued setting out the approach and the indicative time frame.</p> <p>24. Conversations with TfL continue regarding the traffic modelling approach that should be undertaken, but in the meantime the commissioning of the substantial data collection exercise has been progressed. There is an appropriate slot on the network with minimal disruption in Mid-October when the traffic data will be collected. Due to a closure on Cannon Street to facilitate the new Bank station entrance works, this is the earliest that the data could be collected.</p> <p>25. It is anticipated that a report on progress of the review will be submitted in the new year. Cost implications of the</p>
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	<p>approach outlined are still not fully understood, but as noted in the previous report to Streets and Walkways, if the review is going to cost more than had originally been budgeted to undertake after the construction, that an issues report will be undertaken to explain how this can be balanced within the existing project budget. This is likely to mean a reduction in delivery.</p> <p>26. However, due to a change in the way staff overheads are to be calculated for internally resourced projects, it is requested that the balance previously calculated for staff costs under the old method, be retained within the project. This sum, believed to be in the region of £220k can then be used to cover the increase in cost of the traffic and timing review should it be required and or its implementation. Any remaining funds can contribute to either the delivery of the Public Realm, or to ease future Inflationary cost pressures as appropriate.</p>
<p>5. Options</p>	<p><u>Public Realm Enhancements</u></p> <p>27. As mentioned above, several of the public realm enhancements are funded from specific sources and so are planned to proceed as part of the delivery of the base project. The base design can be found in Appendix 4, and the prioritised public realm elements can be found in Appendix 6.</p> <p>28. There are a number of additional elements described below that were included in the public realm framework to enhance the sense of place at Bank and contribute to making it a destination and place to spend time. These elements were also included the public consultation but noted that they would be subject to funding</p> <p>29. Public realm elements have been prioritised as there is not enough funding within the budget to commit to all of these enhancements at the current time.</p> <p>30. It is proposed than any project underspend, and /or unspent Costed Risk Provision will be used to deliver additional public realm elements (as prioritised) towards the end of the construction programme.</p> <p>Threadneedle Street and the Royal Exchange forecourt:</p> <p>31. The design intention is to create a more pedestrian-focussed place with more space for people to walk and also to spend time, rest and enjoy. The Cool Streets funding will allow for 5 street trees to be planted and maintained on Threadneedle Street. There is also potential for this street to be used for events and activities in the future. The main public realm proposals here include:</p> <ul style="list-style-type: none"> • The yorkstone paving in front of the Bank of England entrance has been designed to include a simple yet elegant paving pattern (400mm square paviors laid in a

	<p>diamond pattern). The existing historic kerbstones will be reused to define the space. This design reflects the grandeur of the building and also creates a wide raised crossing across the cycle lane which signifies pedestrian priority.</p> <ul style="list-style-type: none"> • Granite setts are proposed to be laid on the cycle lane (instead of black asphalt). The design intent here is to lift the quality of the place to reflect its iconic location. The setts proposed are part of the City standard palette of materials. They are smooth with a good grip and so suitable for cyclists. They will also have the added benefit of signifying that this is a special route (different to a standard carriageway) giving a cue to encourage cyclists to slow down. • The raised platform where the Wellington Statue sits on the Royal Exchange forecourt is proposed to be 'opened up' to enable step-free access from the east side via a shallow ramp, as well as the removal of planter walls on the west side. Renewed seating and large clay pots will add extra greenery and space to rest, making it a more inclusive and inviting space. • Seating and planting are also proposed on the widened sections of footway on Threadneedle Street, including space for moveable tables and chairs to support the retail units. This would be subject to review of how the spaces are used following construction, to ensure that there is no conflict with people walking. <p>Mansion House</p> <p>32. The expanded footway space outside Mansion House is proposed to be left largely empty due to the requirement for the stand for the Lord Mayors Show. There is space here to position two large clay planters that will frame the building. It is planned to provide Granite benches as part of the base design, linked with the delivery of some other street furniture.</p> <p>Queen Victoria Street</p> <p>33. The trees and planting beds proposed are funded from the separate Climate Action Strategy budget. In addition to these improvements, it is proposed to introduce seating to provide space to rest in what will become a much quieter area with the absence of traffic. It is also proposed, if funds allow, to use granite setts to pave the raised crossing to coordinate with the existing granite next to Mansion House and Bloomberg.</p> <p>34. Set out below is the priority order of the public realm measures. This is based on the impact of the elements on the project objectives as well as wider corporate policy objectives taking into consideration the feedback from the</p>
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public consultation and the work regarding the equalities analysis and the positive and negative impacts some of these interventions may have for different characteristics.

Table 2

Rank	Public Realm priorities
1	Yorkstone crossing outside BoE on Threadneedle St
2	Accessible ramp outside the Royal Exchange
3	Seating on Threadneedle Street
4	Seating on Queen Victoria Street
5	Two pots near to Wellington Statue (Royal Exchange)
6	Two pots outside Mansion House
7	Granite setts on the remainder of Threadneedle St cycle lane
8	Removal of planter wall outside the Royal Exchange to open up space
9	Two pots outside BoE
10	Three further pots outside Royal Exchange
11	Granite setts on Queen Victoria Street

35. Members are asked to agree the order of the priority list above. This list will then be used to prioritise delivery as and when funding becomes available. If none of the costed risk provision was utilised (outside of risk 16 which is solely for uplift in cost due to inflation/material cost/labour etc), it would be feasible for costs to be covered to deliver items one to nine (including the required maintenance commitment). However, this would be the very best that could be anticipated, and with a complex build, it is unlikely that this would be the case.
36. Regular reviews of costings will be undertaken as the phased work progresses. Other than the upgrade of material for items 1, 7 and 11 the other interventions can be, or need to be implemented after the main construction work has completed in those areas.
37. We will provide a progress report on the work in May 2023, and a review of costs and the risk register to keep Members updated.
38. Detail on the reasoning for the priority order and the costing of the elements can be found in appendix 5. This considers the equalities analysis undertaken for the whole scheme. A link to the equalities analysis previously presented to Members, is in the background papers for reference.

	<p><u>Legal implications</u></p> <p>39. The City Corporation as local traffic authority is under a duty to manage the City's road network with a view to achieving, so far as may be reasonably practicable having regard to our other obligations, policies and objectives, the following objectives: (a) securing the expeditious movement of traffic on the authority's road network; and (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority (Section 16 of the Traffic Management Act 2004). The action which the City Corporation may take in performing that duty includes any action which the City Corporation consider will contribute to securing the more efficient use of our road network. Traffic is defined by the Act so as to include pedestrians.</p>
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Background papers

- Gateway 5 – [December 2021](#)
- [Equality Analysis](#)

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	Finance tables
Appendix 4	Base design
Appendix 5	Public Realm Priority list
Appendix 6	Public realm plan

Contact

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Project Coversheet

[1] Ownership & Status

UPI: 11401

Core Project Name: Bank Junction Improvements: All Change at Bank

Programme Affiliation (if applicable): Bank on Safety

Project Manager: Gillian Howard

Definition of need: The junction was identified in the Bank area strategy in 2013, as a space that did not work well for anyone. It was seen as dangerous and polluted with a high collision rate. This project was initiated to investigate solutions to these issues, to simplify the movement at the junction to create less conflict, to reallocate space to assist with the growth of pedestrian numbers and to ensure that the 'Place' function for the centre of the Bank conservation area is enhanced

Key measures of success:

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| 1) Reduction in total casualties – specific interest in reducing Killed and Seriously Injured. |
| 2) Reduced NO ₂ emission levels |
| 3) Improved Pedestrian comfort levels |
| 4) Improved perception of Place (as a place to spend time in, and not just pass through) |

Expected timeframe for the project delivery: 3-4 years (following restarting it in January 2019)

Key Milestones:

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| 1) Gateway 4 – September/October 2020 (was March/April 2020) |
| 2) Gateway 4c December 2020/January 2021 (received February 2021) |
| 3) Gateway 5 – September/October 2021 (was March April 2021). (received in December 2021) |
| 4) Construction substantially complete by end 2022. (updated to Summer 2023) (subsequently updated to Spring 2024) |

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

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?

With its close relationship with the Bank on Safety scheme – the longer-term project has had media interest which has been managed by the media team. The public are currently aware that more change is forthcoming at Bank.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes: Update relevant section post report approval. Add multiple entries to relevant box if issues reports are approved. Note this section is to tell the 'project story' of how we reached the current position outlined in the main report.

'Project Proposal' G1/G2 report (as approved by PSC 05/12/2013):

- Total Estimated Cost (excluding risk): 4-6 million
- Resources to reach next Gateway (excluding risk) £532,000
- Spend to date: £434,000

Appendix 1

- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down:
- Estimated Programme Dates: G3 anticipated June 2015 - scheme completion estimated 2019/2020

Scope/Design Change and Impact: some slippage on timeframe for G3 with delays with consultant. Subsequently a fatality at the junction in June 2015 changed the approach to the project

‘Options Appraisal and Design’ G3 report (as approved by PSC 01/12/2015):

- Total Estimated Cost (excluding risk): 4-18 million
- Resources to reach next Gateway (excluding risk) £1,179,000
- Spend to date: £886,791
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: G4 mid 2017; construction start late 2018 complete in 2020

Scope/Design Change and Impact:

The introduction of what became the Bank on Safety Scheme was initiated at the Gateway 3 stage of this project (in the same report). Intention to continue to work on both projects.

This project was formally put on hold in February 2018 in an issues report

An issues report in January 2019 sought to restart the project with changes to the project approach. Members agreed a strategic option to pursue rather than continuing with looking at 4 rigid options following the experience and lessons of delivering the Bank on Safety scheme.

Both Planning and Transportation and Streets and Walkways Sub Committee changed the recommendation in the January 2019 Issues report to read:

“Proceed with feasibility design of Strategic Option 2 (semi pedestrian priority with some vehicle movement) to a Gateway 4 report, on the basis that the proposed timescales for the project be tightened, and that Strategic Option 1 be retained as the Corporation’s longer-term aspiration for the junction. The next phase of work will investigate different options for highways alignment, design of public realm and vehicle mix to inform the Gateway 4 report;”

The April 2019 issues report sought approval to the proposed project approach to achieve the strategic aim agreed in the January 2019 report with a request for further funds.

Due to the introduction of the organisations fundamental review the funding element of the April report was not confirmed until June 2019 following changes being made to the source of funding to be S106 and not OSPR.

Appendix 1

A further Capital Funding Bid as part of the new annual process was submitted and £4m has been allocated from this process in addition to the existing £1.5m of S106 and TFL funding already secured.

A second Gateway 3 was submitted:

'Options Appraisal and Design' G3 report (as approved by PSC 27/05/2020):

- Total Estimated Cost (excluding risk): 5-5.6 million
- Resources to reach next Gateway (excluding risk) £1,583,457
- Spend to date: £1,190,861
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: G4 Sept/Oct 2020; construction start late 2021 complete in 2023

Scope/Design Change and Impact

3 options out of 20 were agreed to proceed for further design.

'Options Appraisal and Design' G4 report: (as approved by Projects Sub 23/10/20)

- Total Estimated Cost (excluding risk): 5-5.6 million
- Resources to reach next Gateway (excluding risk): 541,935
- Spend to date: 1,381,474
- Costed Risk Against the Project: 95,000
- CRP Requested: 95,000
- CRP Drawn Down: 0
- Estimated Programme Dates: G4c December 2020/January 2021

1 option chosen for detailed design to continue

'Options Appraisal and Design' G4b report: (as approved by Court of Common Council 3/12/20)

- Total Estimated Cost (excluding risk): 5-5.6 million
- Resources to reach next Gateway (excluding risk): 541,935
- Spend to date: 1,381,474
- Costed Risk Against the Project: 95,000
- CRP Requested: 95,000
- CRP Drawn Down: 0
- Estimated Programme Dates: G4c December 2020/January 2021

Detailed Design G4c report: (as approved by Projects Sub 23/02/2021)

- Total Estimated Cost (excluding risk): 5-5.6 million
- Resources to reach next Gateway (G5) (excluding risk): 541,935
- Spend to date: 1,475,110
- Costed Risk Against the Project: 95,000
- CRP Requested: 95,000
- CRP Drawn Down: 0
- Estimated Programme Dates: Progress report on consultation findings – June/July 2021 followed by G5 October 2021.

Agreement of the design option to be proceed to Public consultation.

Issues report: (as approved by Projects Sub 23/07/21).

- *Total Estimated Cost (excluding risk): 5-5.6 million*
- *Resources to reach next Gateway (G5) (excluding risk): 693,258*
- *Spend to date: 1,613,003*
- *Costed Risk Against the Project: £253,500*
- *CRP Requested: 93,000*
- *CRP Drawn Down: 0*
- *Estimated Programme Dates: Progress report on consultation findings – September 2021 followed by G5 October 2021.*

Scope/Design Change and Impact: the change to programme following more time needed to fully analyse the consultation results means that we will no longer be able to substantially complete the work by the end of 2022 as planned. It is still possible to complete a large area before the LM show 2022 but a substantial area will need to be completed after LM show.

Issues report – public consultation findings report (As approved by Projects sub 15/09/21)

- *Total Estimated Cost (excluding risk): 5-5.6 million*
- *Resources to reach next Gateway (G5) (excluding risk): 693,258*
- *Spend to date: 1,689,517*
- *Costed Risk Against the Project: £253,500*
- *CRP Requested: 93,000*
- *CRP Drawn Down: 0*
- *Estimated Programme Dates: G5 October 2021.*

‘Authority to start Work’ G5 report (as approved by Projects sub 15/012/22):

- *Total Estimated Cost (excluding risk): £6.7 million (costed risk to be utilised on delivery when no longer needed for Risk – descoping options included in the report)*
- *Resources to reach next Gateway (excluding risk): 3,513,197 (+297k to 997k risk)*
- *Spend to date: £1,945,799*
- *Costed Risk Against the Project: £1,175,000*
- *CRP Requested: 390,000 (confirmed funding) to 1,090,000 (awaiting confirmation of capital bid)*
- *CRP Drawn Down: 0*
- *Estimated Programme Dates: construction completion summer 2023*

Scope/Design Change and Impact:

Due to increasing contract costs, labour and materials, the original project budget of £5.6m was no longer going to deliver the basic functional change as designed. The report discussed how delivery could happen with no extra funding, which would be to not undertake the physical change in Queen Victoria Street or deliver any of the public realm enhancements that had been consulted upon.

A capital top up bid of £700k based on a anticipated 20% uplift in the prices used to estimate for the Gateway 5 had been applied for, but the final decisions on the funding was not going to be taken until the Court of Common Council in March

Appendix 1

2023. If the 700k was granted, the full base design would be achievable, and there would be scope to deliver some of the public realm enhancements by utilising costed risk provision that had not been required during the substantive build.

Issues Report September 2022: update on progress and Public realm priorities.

Total anticipated on-going commitment post-delivery [£]: Value to TBC once the level of greening, seating and enhancement is confirmed following the prioritisation of the enhancements should there be funding to deliver these. The maintenance value is including in the cost estimates of the project and is not an further resource to acquire.

There is a likely change to cleansing and maintenance costs of the area with additional greenery and seating.

Programme Affiliation [£]: with Bank on Safety Scheme up to £8.4 million

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City of London: Projects Procedure Corporate Risks Register

Project name: *All Change at Bank*

Unique project identifier: *11401*

Total est cost (exc risk) *£6842930*

PM's overall risk rating

Medium
11.9
7.9
2
4
2

Avg risk pre-mitigation

Avg risk post-mitigation

Red risks (open)

Amber risks (open)

Green risks (open)

Corporate Risk Matrix score table

	Minor impact	Serious impact	Major impact	Extreme impact
Likely	4	8	16	32
Possible	3	6	12	24
Unlikely	2	4	8	16
Rare	1	2	4	8

Costed risks identified (All)

£1,195,000.00	17%
£1,121,500.00	0%
£636,498.00	0%
£666,498.00	0%

Costed risk as % of total estimated cost of project

" "

" "

Costed risk pre-mitigation (open)

Costed risk post-mitigation (open)

Costed Risk Provision requested

CRP as % of total estimated cost of project

(1) Service Delivery/ Performance

(1) Compliance/Regulatory

(2) Financial

(3) Reputation

(4) Contractual/Partnership

(4) Legal/ Statutory

(5) H&S/Wellbeing

(6) Safeguarding

(7) Innovation

(8) Technology

(9) Environmental

(10) Physical

Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
2	7.0	£55,000.00	0	2	0
2	16.0	£157,000.00	2	0	0
4	7.5	£120,500.00	1	1	2
1	8.0	£8,000.00	0	1	0
1	32.0	£700,000.00	1	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
3	5.0	£81,000.00	0	2	1

Issues (open)

1
1

All Issues

Open Issues

All Issues

Extreme	Major	Serious	Minor
1	0	0	0
1	0	0	0

Cost to resolve all issues
(on completion)

£423,502.00

Total CRP used to date

£423,502.00

City of London: Projects Procedure Corporate Risks Register

Project Name: <i>All Change at Bank</i>			PM's overall risk rating: <i>Medium</i>		CRP requested this gateway		£ <i>666,498</i>		Average unmitigated risk		11.9		Open Risks		11								
Unique project identifier: <i>11401</i>			Total estimated cost (exec risk):		£ <i>6,842,930</i>		Total CRP used to date		£ <i>423,502</i>		Average mitigated risk score		7.9		Closed Risks		5						
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	(2) Financial	Inaccurate or Incomplete project estimates, including baxters/ inflationary issues leads to budget increases	If an estimate is found at a later date to be inaccurate or incomplete, more funding and/or time resource would be needed to rectify the issue or fund/ underwrite the shortfall. More specifically, inflationary amounts predetermined earlier in a project may be found to be insufficient and require extra funding to cover any shortfall.	Likely	Major	16	£7,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Undertake regular cost reviews via the highways team.	£0.00	Likely	Serious	£6,000.00	8	£0.00	staff time	9/14/2020	Leah Coburn	Ben Bishop		passing to gateway 5, revised risks for construction.
R2	Page 24	(4) Contractual/Partnership	TfL buses engagement and their requirements on a project.	Further time and therefore resource may be required if planned engagement work with TfL didn't go as planned.	Unlikely	Serious		£4,500.00		B – Fairly Confident	* Ensure early engagement with TfL buses in the design phases so they can consult internally * Design the measures to help minimise impacts on the bus network	£0.00	Unlikely	Minor			£0.00	Costs to cover TfL staff time and/or costs of their consultants	9/14/2020	Leah Coburn	Neil West	11/22/2021	
R3		(4) Contractual/Partnership	LUL engagement and their requirements on a project.	Further time and therefore resource may be required during construction	Unlikely	Minor	2	£3,000.00		A – Very Confident	* Ensure early engagement with LUL in the design phase to ascertain their requirements for working near their infrastructure.	£0.00	Rare	Minor		1	£0.00	Costs to cover LUL staff time and/or costs of their consultants	9/14/2020	Leah Coburn	Neil West	11/22/2021	
R4		(4) Legal/ Statutory	Issue(s) with external engagement and buy-in	Further time and therefore resource may be required if planned engagement work with local external stakeholders didn't go as planned	Possible	Serious		£7,000.00		A – Very Confident	As restrictions ease make contact with busienseses that have not been engaging these last few months to ensure theyunderstad the proposals	£0.00	Rare	Minor			£0.00	Costs to cover staff time	9/14/2020	Leah Coburn	Gillian Howard	11/22/2021	TO this stage engagement has been contained within the estiamted budget.

R5	5	(2) Financial	Funding constraint/ conditions implications	Further resources may be required to identify additional funding or make alternative arrangements if constraints/ conditions change.	Unlikely	Serious	4	£3,500.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Track and locate other possible additional funding streams * In co-operation with City Highways staff, strive to make efficiency savings where possible during detailed design phase.	£0.00	Unlikely	Serious	£2,000.00	4	£0.00	Costs to cover staff time	9/14/2020	Leah Coburn	Gillian Howard		
R6	5	(2) Financial	Accessibility and/ or security concerns lead to project change	Further changes to the project's design if necessary may impact on accessibility/ security concerns leading to further changes.	Unlikely	Serious	4	£20,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* On-going dialogue with the accessibility/ security workstreams	£0.00	Rare	Minor	£15,000.00	1	£0.00	Costs to cover staff and/ or fees	9/14/2020	Leah Coburn	Neil West		
R7	5	(1) Service Delivery/ Performance	Unforeseen technical and/ or engineering issues identified	Identification of any engineering or technical issues that disrupt delivery could result in further costs whether they be time, funding or resources.	Unlikely	Major	8	£35,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Work closely with the highways team to help identify any unforeseen technical or engineering issues at an early stage.	£0.00	Unlikely	Serious	£22,000.00	4	£0.00	Costs to cover staff and/ or fees	9/14/2020	Leah Coburn	Ben Bishop/ Neil West		
R9	5	(10) Physical	Trial holes/ utility investigations lead to further information being required and an increase in time.	Delays could occur which result in unplanned costs if utility companies don't engage as expected or additional utility surveys are required.	Possible	Serious	6	£8,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Liaise closely with design engineers to work out an approach to cover utility delays or site discoveries. Trial holes to be undertaken once security measures have been developed further.	£0.00	Rare	Minor	£5,000.00	1	£0.00	staff time	9/14/2020	Leah Coburn	Ben/ Bishop/ Neil West		reworded to extend into construction given the risk around cost inflation and possible need to make alterations.
R10	5	(3) Reputation	Expectation of the look and feel of the scheme is higher than what can be achieved with the budget available.	It is possible that we lose support for the proposed changes whilst still having a need to make functional change to support the growth in pedestrian numbers.	Likely	Serious	8	£8,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Liaise closely with design engineers to maximise public realm opportunities that can be included, subject to site and budget constraints.	£0.00	Possible	Serious	£7,000.00	6	£0.00	cost to cover staff time	9/14/2020	Leah Coburn	Ben/ Bishop/ Neil West		
R11	5	(1) Service Delivery/ Performance	Additional investigations or surveys may be required by internal/ external parties to further validate the design.	Delays could occur to the programme if validation of the design is delayed.	Unlikely	Serious	6	£20,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Liaise with internal/ external parties at an early stage to agree the scope of any additional investigations/ surveys.	£0.00	Rare	Minor	£11,000.00	1	£0.00	Costs to cover staff time and/ or consultants time/fee	9/14/2020	Leah Coburn	Neil West		reworded to extend into construction given the risk around cost inflation and possible need to make alterations.
R12	4	(1) Service Delivery/ Performance	We may need to cover more of the costs for TfL/ consultants fees for the Eastern Cluster project.	Delays could occur to the programme if funding isn't available to cover costs associated with the Eastern Cluster project.	Possible	Serious	6	£40,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Ongoing dialogue with Eastern Cluster Team to understand budget constraints.	£0.00	Rare	Minor	£30,000.00	1	£0.00	Costs to cover TfL staff time and/or costs of their consultants	9/14/2020	Leah Coburn	Gillian Howard/ Neil West	29/07/22	closed out by ECC team
R13	Page 25	(1) Service Delivery/ Performance	Some of the temporary schemes implemented as part of the City Transportation's and TfL's response to COVID-19 may be made permanent and could impact on the proposals at Bank Junction.	Making some of the temporary measures permanent could impact on the viability of proceeding with the project.	Possible	Serious		£15,000.00		B – Fairly Confident	Ongoing monitoring and further sensitivity testing will be undertaken to help identify which temporary schemes could be made permanent.	£0.00	Rare	Minor			£0.00	Costs to cover staff time and/ or fees	9/14/2020	Leah Coburn	Gillian Howard/ Neil West	11/21/2022	
R14		(1) Compliance/Regulatory	legal challenge regarding the decision to proceed with an agreed scheme	significant staff cost and legal fees in defending any legal challenge as well as no longer able to meet the project timeframe	Likely	Major	16	£150,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	ensure a transparent considered scheme, linked to policy and that all processes are followed accordingly	£0.00	Possible	Major	£140,000.00	12	£0.00	Staff costs, counsel costs, fees	2/1/2021	Leah Coburn	GillianHoward		
R15		(1) Service Delivery/ Performance	Delay to the TfL statutory bus consultation, delays the G5 submission	delay to programme - cannot guarantee progression of the scheme without the bus reroutings being approved by TfL.	Possible	Serious	6	£4,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	continue working with TfL to ensure they have all the information they need to progress the consultation in good time	£0.00	Unlikely	Serious		4	£0.00	Costs to cover staff time	5/24/2021	Leah Coburn	Gillian Howard/ Neil West	11/15/2021	bus routings are agreed (but traffic o

[illegible]

Appendix 3: Financial Tables

Table 1: Spend to Date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Bank Junction Improvements (SRP) - 16800287			
PreEv Env Serv Staff Costs	21,922	21,921	1
PreEv P&T Fees	764,434	764,434	0
PreEv P&T Staff Costs	575,526	575,524	2
PreEv Surveys	67,363	67,363	-
Total - 16800287	1,429,245	1,429,242	3
Bank Junction Improvements (CAP) - 16100287			
Air Quality Staff Costs	17,240	1,400	15,840
DBE Structure Staff Costs	1,000	-	1,000
Env Servs Staff Costs	292,691	150,692	141,999
Legal Staff Costs	5,000	288	4,712
Open Spaces Staff Costs	3,000	1,804	1,196
P&T Staff Costs	551,112	323,028	228,084
P&T Fees	457,409	305,581	151,828
Works	2,821,233	105,053	2,716,180
Cost Risk Provision	1,090,000	-	1,090,000
Total - 16100287	5,238,685	887,846	4,350,839
Revenue	10,000	7,091	2,909
GRAND TOTAL	6,677,930	2,324,179	4,353,751






Table 2: Resources required to reach the next Gateway			
Description	Approved Budget (£)	Additional Resources Required (£)	Revised Budget (£)
Bank Junction Improvements (SRP) - 16800287			
PreEv Env Serv Staff Costs	21,922	-	21,922
PreEv P&T Fees	764,434	-	764,434
PreEv P&T Staff Costs	575,526	-	575,526
PreEv Surveys	67,363	-	67,363
Total - 16800287	1,429,245	-	1,429,245
Bank Junction Improvements (CAP) - 16100287			
Air Quality Staff Costs	17,240	-	17,240
DBE Structure Staff Costs	1,000	-	1,000
Env Servs Staff Costs	292,691	-	292,691
Legal Staff Costs	5,000	-	5,000
Open Spaces Staff Costs	3,000	-	3,000
P&T Staff Costs	551,112	-	551,112
P&T Fees	457,409	-	457,409
Works	2,821,233	423,502	3,244,735
works - (Cool Streets)	-	83,000	83,000
maintenance (Cool Streets)	-	82,000	82,000
Cost Risk Provision	1,090,000	(423,502)	666,498
Total - 16100287	5,238,685	165,000	5,403,685
Revenue	10,000	-	10,000
GRAND TOTAL	6,677,930	165,000	6,842,930

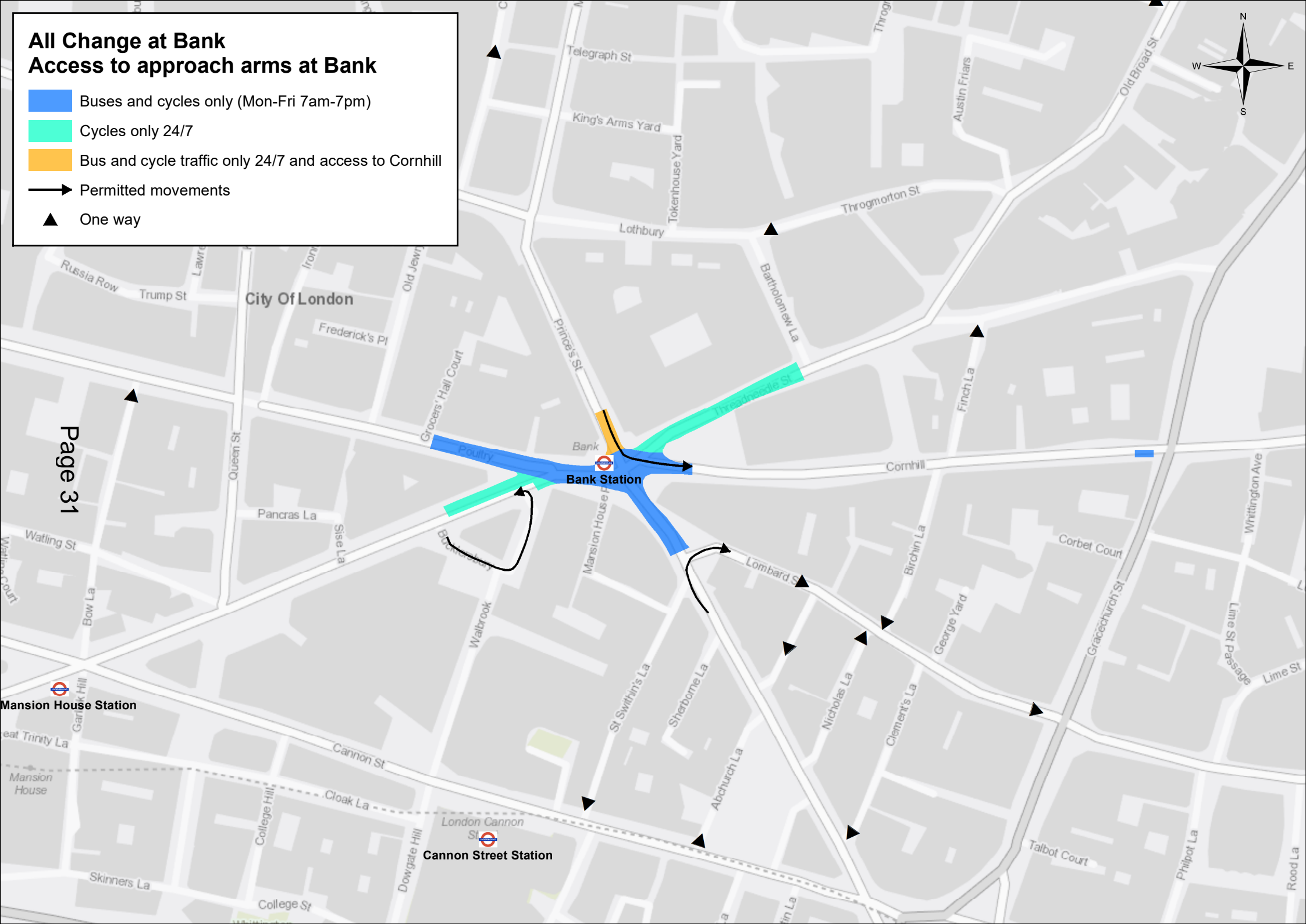
Table 3: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
TfL LIP FY 2014/15	250,909	-	250,909
TfL LIP FY 2015/16	154,000	-	154,000
TfL LIP FY 2016/17	200,000	-	200,000
TfL LIP FY 2017/18	114,268	-	114,268
S106 - 04/01005/FULEIA - 125 Old Broad Street - Transport	150,000	-	150,000
S106 - 05/00653/FULEIA - Mondial House - Transport	156,835	-	156,835

S106 - 06/00500/FULL - 1 Lothbury - Transport	34,410	-	34,410
S106 - 06/00500/FULL - 1 Lothbury - LCEIW	17,695		17,695
S106 - 06/01123/FULEIA - The Pinnacle - Transport	60,755	-	60,755
S106 - 04/01005/FULEIA - 125 Old Broad Street - Transport	10,000	-	10,000
S106 - Cheapside underspend	20,000	-	20,000
S106 - 11/00935/FULEIA - Bucklersbury House - LCE	75,138	-	75,138
S106 - 14/00860/FULMAJ - King William Street - LCE	264,929	-	264,929
S106 - 14/00860/FULMAJ - King William Street - Transport	92,213	-	92,213
S106 - 06/00903/FULL - New Court - Transport	498		498
S106 - 04/00633/FULEIA - Cannon Street Station - Transportation	17,785		17,785
S106 - 06/00692/FULL - Walbrook - LCEIW	22,887		22,887
S106 - 06/00692/FULL - Walbrook - Transportation	4,175		4,175
S106 - 05/00929/FULL - Old Jewry 26 - Transportation	148		148
S106 - 11/00935/FULEIA - Bucklersbury House - LCE (Bloomberg underspend)	134,784		134,784
S106 - 11/00935/FULEIA - Bucklersbury House - Transport (Bloomberg underspend)	92,600		92,600
Capital Funding - OSPR	4,700,000		4,700,000
CAS - Cool Streets and Greening	-	165,000	165,000
TOTAL	6,574,030	165,000	6,739,030

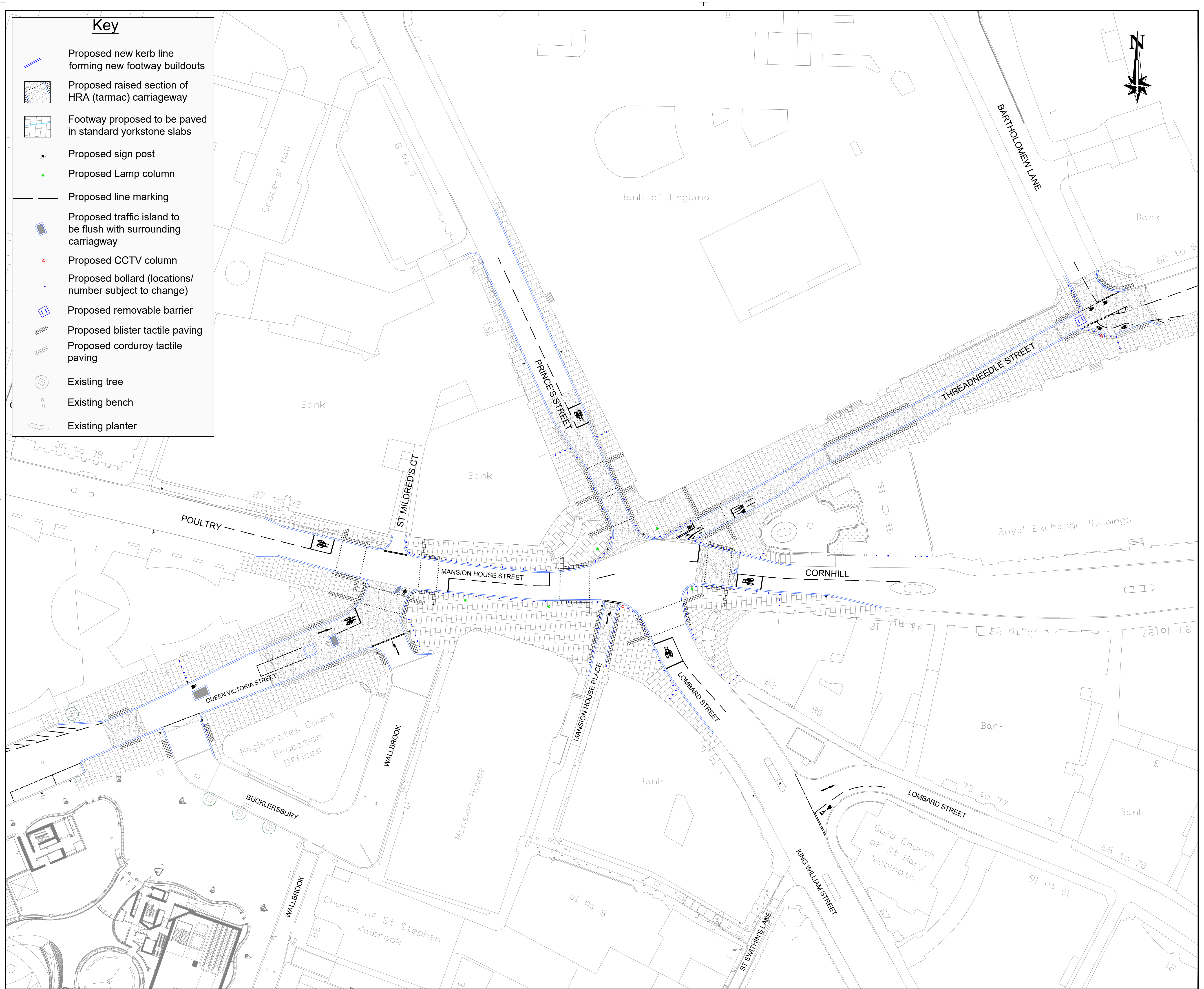
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All Change at Bank Access to approach arms at Bank

-  Buses and cycles only (Mon-Fri 7am-7pm)
-  Cycles only 24/7
-  Bus and cycle traffic only 24/7 and access to Cornhill
-  Permitted movements
-  One way



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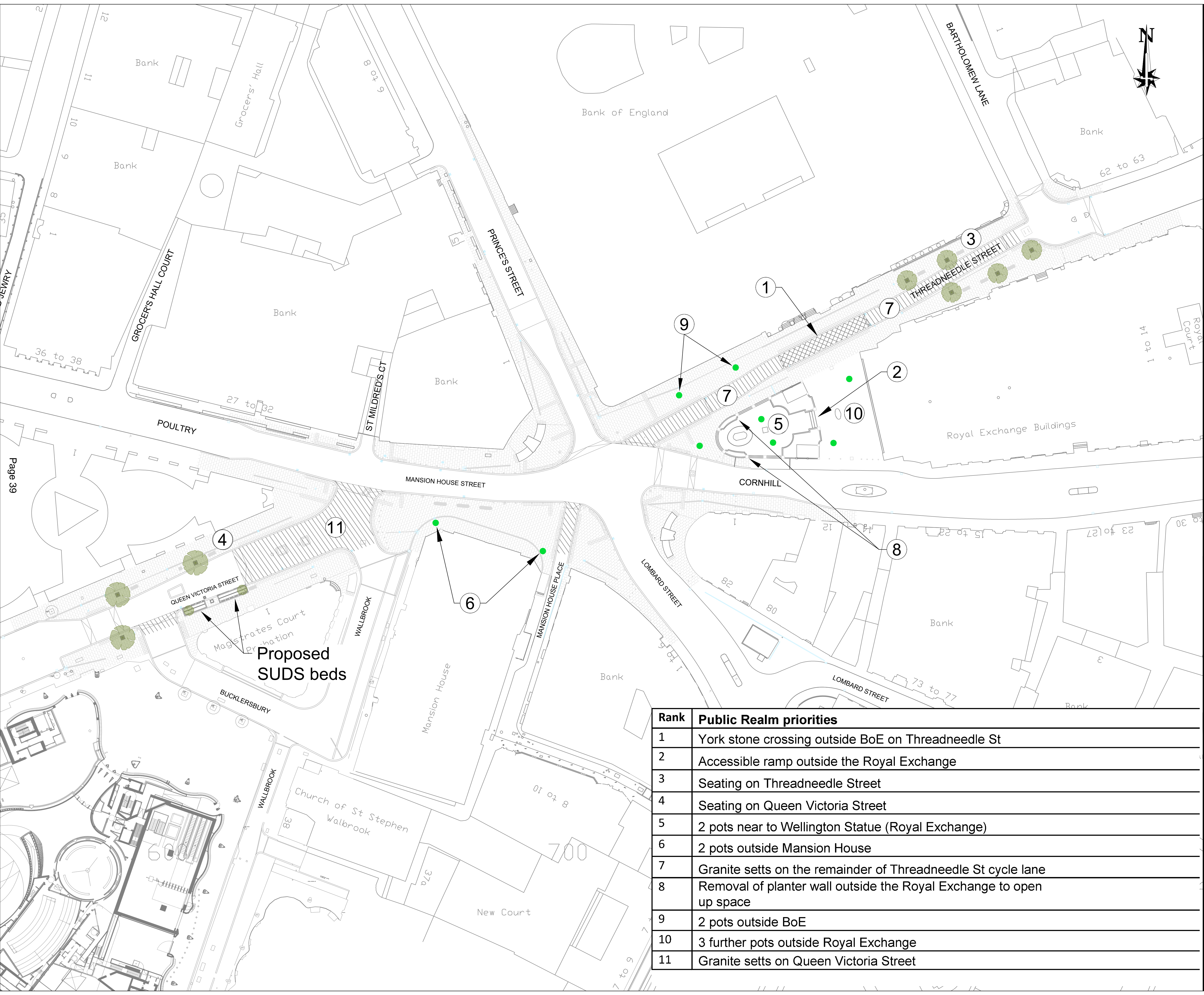
Appendix 5 – Public realm priority list

	Public realm priority list	Cost	Comments
1	York stone crossing outside BoE on Threadneedle Street.	£13,500	This crossing aligns with the BoE entrance (Grade I Listed) and therefore a high standard finish is essential to accentuate the historic and listed buildings in this location. The change in material will also signal to cyclists that this an area where people walking are likely to cross and encourage them to slow in this area. The raised surface will signal this, but the change in colour of the material will reinforce this.
2	Accessible ramp outside the Royal Exchange.	£50,000	This ramp would ensure step-free access to the area where the Wellington statue sits and would allow full access to existing seating areas making the space more inclusive.
3	Seating on Threadneedle Street.	£6,500	There is a high demand for seating in this area and it is necessary to provide seats for people to rest. This has a positive impact for some protected characteristics under the Equalities review. The placement of seating would be undertaken to minimise any potential negative impact for people with a visual impairment and undertaken in spaces that have sufficient room without degrading the pedestrian comfort level.
4	Seating on Queen Victoria Street.	£5,500	
5	2 pots near to Wellington Statue. Includes maintenance over 20yrs.	£54,000	These large pots would contain trees and other planting and would provide much needed

Appendix 5 – Public realm priority list

6	2 pots outside Mansion House. Includes maintenance over 20yrs.	£54,000	greenery and shade in this very hard street environment. They would also complement adjacent seating areas creating attractive spaces
7	Granite setts on the remainder of Threadneedle Street cycle lane.	£52,000	This is a high quality and historically significant townscape. Providing a suitably high standard public realm is therefore appropriate and will enhance the sense of place and complement the setting of the surrounding listed buildings. The granite being proposed will be smooth with a good grip and is suitable for cyclists.
8	Removal of planter walls outside the Royal Exchange to open up space.	£40,000	This proposal will open up additional routes through the space and also provide additional informal seating areas. There were mixed feelings
9	2 pots outside BoE. Includes maintenance over 20yrs.	£54,000	These large pots would contain trees and other planting and would provide much needed greenery and shade in this very hard street environment. They would also complement adjacent seating areas creating attractive spaces
10	3 pots outside Royal Exchange. Includes maintenance over 20yrs.	£81,000	
11	Granite setts on Queen Victoria Street.	£65,000	These setts would tie in with the recent improvements outside Mansion House and Bloomberg to provide a consistent and attractive public realm. The granite being proposed will be smooth with a good grip and is suitable for cyclists.
	Total	£475,500	
	* costs include maintenance where required		

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- Key
- Potential 'large' tree in tree pit/trench
- Potential 'standard' tree in tree pit.
- Planting in SUDs beds
- Large earthenware pot planter.
- Montseny Seat - single/double
- Granite Bench
- Crossing paved with 'diamond' pattern yorkstone pavers
- Granite setts

Rev No.	Date	Description	By
Revision			
PROJECT: ALL CHANGE AT BANK			
TITLE: PROPOSED PUBLIC REALM PLAN			
CLIENT: HIGHWAY DESIGN AND CONSTRUCTION DRAFT CITY OF LONDON TEL: 020 7606 3030			
Sheet: SHEET 1 of 1		THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © CROWN COPYRIGHT 2016. ALL RIGHTS RESERVED. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. CITY OF LONDON 100023243 2016.	
Date: July 22			
Designed by:			
Checked by:			
Scale & Drawing Size: NTS	Revision: --	Drawing No: 100/16100287/ACB/PRP	

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