Public Document Pack

Streets and Walkways Sub (Planning and Transportation) Committee

Date: **MONDAY, 21 MAY 2012**

Time: 11.45 am

Venue: **COMMITTEE ROOM 2 - COMMITTEE ROOMS**

Members:

Jeremy Simons (Chairman)
Archie Galloway (Deputy Chairman)
Deputy John Barker
Martin Farr
Marianne Fredericks
Alderman Robert Hall
Brian Harris
Michael Hudson
Sylvia Moys
Deputy John Owen-Ward
Deputy Michael Welbank
Alderman Alison Gowman

Enquiries: **Katie Odling**
tel. no.: 020 7332 3414
katie.odling@cityoflondon.gov.uk

Lunch will be served in Guildhall Club at 1pm

Chris Duffield
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**

2. **DECLARATIONS BY MEMBERS OF ANY PERSONAL AND PREJUDICIAL INTERESTS IN RESPECT OF ITEMS ON THIS AGENDA**

3. **ELECTION OF CHAIRMAN**

   To elect a Chairman for the ensuing year.

4. **ELECTION OF DEPUTY CHAIRMAN**

   To elect a Deputy Chairman for the ensuing year.

5. **TERMS OF REFERENCE**

   To note the Terms of Reference of the Streets and Walkways Sub Committee, approved by the Planning and Transportation Committee on 25 April 2012 (copy attached).

   For Information
   (Pages 1 - 2)

6. **MINUTES**

   To agree the public minutes and summary of the meeting held on 23 April 2012 (copy attached).

   For Decision
   (Pages 3 - 8)

7. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**

   a) Lime Street and Cullum Street Enhancement Works - Gateway 5 (Pages 9 - 36)

   b) Millennium Bridge Area Environmental Enhancements (Pages 37 - 66)

8. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

9. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

10. **EXCLUSION OF THE PUBLIC**

MOTION – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act as follows:-

Part 2 - Non-public Agenda

11. **NON-PUBLIC MINUTES**

To agree the non-public Minutes of the meeting held on 23 April 2012 (copy attached).

For Decision
(Pages 67 - 68)

12. **EASTERN CITY CLUSTER PHASE ONE**

Report of the Director of the Built Environment (copy attached).

(Pages 69 - 76)

13. **QUESTIONS ON NON-PUBLIC MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

14. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

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Streets and Walkways Sub Committee –Terms of Reference

The Sub Committee is responsible for:-

(a) traffic engineering and management, maintenance of the City's streets, and the agreement of schemes affecting the City's Highways and Walkways (such as street scene enhancement, traffic schemes, pedestrian facilities, and authorising Traffic Orders) in accordance with the policies and strategies of the Grand Committee;

(b) all general matters relating to road safety;

(c) the provision, maintenance and repair of bridges, subways and footbridges, other than the five City river bridges;

(d) public lighting, including street lighting;

(e) day-to-day administration of the Grand Committee's car parks

(f) all matters relating to the Riverside Walkway, except for adjacent open spaces; and

(g) to be responsible for advising the Grand Committee on:-

(i) progress in implementing the Grand Committee's plans, policies and strategies relating to the City's Highways and Walkways; and

(ii) the design of and strategy for providing signposts in the City.

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STREETS AND WALKWAYS SUB COMMITTEE

23 April 2012

Minutes of the meeting of the STREETS AND WALKWAYS SUB COMMITTEE held at Guildhall, EC2 on Monday, 23 April 2012 at 11:15am.

Present

Members:
Jeremy Simons (Chairman)
Archie Galloway (Deputy Chairman)
Deputy John Barker
Martin Farr
Marianne Fredericks
Alderman Alison Gowman
Alderman Bob Hall
Brian Harris
Michael Hudson
Sylvia Moys
Deputy John Owen-Ward

Also in attendance : -
John Tomlinson
Vivienne Littlechild

Officers:

Katie Odling	-	Town Clerk's Department
Esther Sumner	-	Town Clerk's Department
Simon Owen	-	Chamberlain's Department
Iain Simmons	-	Department of the Built Environment
Victor Callister	-	Department of the Built Environment
Bronwyn Claridge	-	Department of the Built Environment
Steve Presland	-	Department of the Built Environment
Ian Hughes	-	Department of the Built Environment
Rob Oakley	-	Department of the Built Environment
Deborah Cluett	-	Comptroller and City Solicitors Department
Patrick Hegarty	-	Open Spaces Department
Alan Rickwood	-	City Police
John Parks	-	Public Relations Office

1. APOLOGIES

There were no apologies for absence.

2. DECLARATIONS BY MEMBERS OF PERSONAL OR PREJUDICIAL INTERESTS IN RESPECT OF ITEMS TO BE CONSIDERED AT THIS MEETING

Sylvia Moys declared a personal interest in respect of Item 4c as Chairman of the Board of Governors of the London School for Girls.

Jeremy Simons, John Tomlinson and Archie Galloway declared a personal interest in respect of Item 4c having been invited to attend the 'Topping out Ceremony' at The Heron, Milton Court.

3. MINUTES

The public minutes and summary of the meeting held on 19 March 2012 were approved subject to the following amendments: -

Item 2

*'Marianne Fredericks declared a personal interest in respect of Item 4e due to being a season ticket holder at Tower **Hill** Car Park.'*

Item 3

*'**Queen Anne Statue** – Members were informed that the cleaning of the statue and repainting of the railings were also a priority ahead of the Queen's visit.'*

MATTERS ARISING

Item 3

Aldersgate Street / Beech Street Junction Review – Members were informed that the Pedestrian Countdown Timers were due to be installed by late September/early October 2012.

Staircase under London Bridge – Members noted that a full report would be presented to the Committee in June 2012.

Drainage outside St. Giles' Church – The Summit Group would be considering a report regarding drainage outside St Giles' Church on 10 May 2012 and the outcome of their discussion would be reported to this Committee on 21 May 2012.

(The Chairman moved item 4C to item 4A on the Agenda).

4. REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT

A. MILTON COURT HIGHWAY WORKS – GATEWAY 4C (DESIGN AND GATEWAY 5) – AUTHORITY TO START WORK

The Committee considered a report of the Director of the Built Environment which sought approval for the detailed design of the Highway Works around the Milton Court Development.

Vivienne Littlechild who was observing the meeting declared a personal interest in respect of this item.

Members discussed issues associated with the safety of the scheme, including perceived versus actual safety of pedestrians, the merits of shared space (likely pedestrian behaviour) and the traffic flows both at present and following completion of the Milton Court development. It was noted that whereas previously bridges had been available to cross the road above street level, now pedestrians of all ages crossed at street level.

Members noted that wide-ranging consultations had taken place on the Milton Court development and associated street-scene works, and that the Guildhall School of Music and Drama had expressed concerns about the lack of zebra crossings for use by Junior Guildhall participants.

It was anticipated that the use of granite at the three road junctions ("roundabouts") would slow traffic by around 5mph and information was provided on a similar granite junction at Shoe Lane. Concern had been expressed at the level of noise caused by traffic on granite setts. The Chairman noted that in his experience setts of the type used around the New Street Square development did not present a noise problem. Members were informed that the joints assembling the granite roundabouts would be filled with "powdered" granite which would ease any reconstruction required following works by utilities.

It was confirmed that a cycle rack in Moor Lane would be relocated so it did not obstruct views of wheelchair users of the Silk Street / Moor Lane junction. It was noted that improvements to the north end of Moor Lane (which was shared with the London Borough of Islington) was outside the scope of the project.

Following a vote:

Members in favour of the proposals without zebra crossings (Appendix 1): 3 votes,
Members in favour of including zebra crossings (Appendix 2): 7 votes,

It was noted that the project cost given in the decision element would include the cost of the two zebra crossings and that the proposals were consistent with the "Review of Materials: Evaluating the City's palette of street construction materials with regard to economic, social and environmental sustainability", agreed in December 2010.

RESOLVED: - That,

i) the previous approval shown in Appendix 2, be confirmed at a total project cost of £1,811,000;
ii) authority to start work be given, subject to the approval of Traffic Management officers (TMOs); and
iii) progress be monitored via regular programme reports to the Projects Sub Committee.

(Deputy John Barker left the meeting at 12:30pm).

B. CHEAPSIDE STAGE 4A – GRESHAM STREET EVALUATION

The Committee considered a report of the Director of Built Environment regarding the Gresham Street evaluation.

Members were informed that two formal objections to the experimental order had been received, and it was unlikely that these would be resolved through discussion. It was therefore likely that the project would come back to this Committee for consideration at a later date to resolve the objections to the Traffic Regulation Orders.

The Chairman referred the Committee to the concerns raised by the Projects Sub Committee who supported the detailed options appraisal for permanent reopening of Gresham Street at their meeting on 17 April, subject to the use of alternative, cheaper, road material than granite setts. Members noted that should the Streets and Walkways Sub Committee not support the use of alternative materials then the Town Clerk would report this back to the Projects Sub Committee.

One Member indicated he was in favour of granite setts but considered there could be a more cost effective material.

The Chairman noted that cycle connectivity between Angel Street and Gresham Street had already been implemented, however he requested that consideration should be given to the use of stencils on the shared use area of the footway on the west side of St Martin's le Grand.

RESOLVED: -That Option 4 be supported with the use of granite setts for the permanent reopening of Gresham Street, in line with the Corporation's Materials Policy.

C. THE TIMES CITIES FOR CYCLING CAMPAIGN

The Committee considered a report of the Director of the Built Environment which outlined the Times Cities Fit for Cycling Campaign.

The Committee welcomed and expressed their support for the campaign and noted the efforts made by the Corporation to support cycling in the City.

Received.

D. PARKING AND ENFORCEMENT PLAN PROGRESS STAGE 3 – CITY WIDE REVIEW OF LOADING RESTRICTIONS AND FUNCTIONAL STREET ENHANCEMENT

The Committee considered a report of the Director of the Built Environment which outlined the Parking and Enforcement Plan - Stage 3.

The Committee commended the work of Officers and would await a final report.

Received.

5. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE

There were no questions.

6. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

European Funding - Approval was sought from the Committee to write a letter of support along with a joint bid led by the London Borough of Merton for funding from the European Union. Members noted that no commitment was being made at this stage; however the bid could be useful in unlocking funds.

AGREED.

7. EXCLUSION OF THE PUBLIC

MOTION – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt as defined in Part 1 of Schedule 12A of the Local Government Act as follows:

Item No.	Paragraph(s) in Schedule 12A
8	3
9	3
10 & 11	-

Part 2 – Non-Public Agenda

8. NON-PUBLIC MINUTES

The non-public minutes of the meeting held on 19 March 2012 were approved.

9. REQUEST FOR DELEGATED AUTHORITY – WINCHESTER HOUSE SECURITY (OLD BROAD STREET)

The Committee considered a report of the Director of the Built Environment.

Received.

10. QUESTIONS ON NON-PUBLIC MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE

There were no questions.

11. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED

There were no urgent items of business.

The meeting closed at 1.10pm.

CHAIRMAN

Contact Officer: Katie Odling
tel. no. 020 7332 3414
e-mail: katie.odling@cityoflondon.gov.uk

Committee(s):	Date(s):	Item no.
Streets & Walkways Sub-Committee **Projects Sub-Committee**	**21st May 2012** **23rd May 2012**	

Subject:	Public
Lime Street & Cullum Street enhancement works - Gateway 5 report	
Report of: **Director of the Built Environment**	**For Decision**

Ward (if appropriate):
Lime Street and Langbourn

Summary

This report sets out the results of detailed design work into enhancements to Lime Street and Cullum Street and incorporates a public consultation into the possible management of traffic on Lime Street, in line with Committee approval of November 2010.

The existing area is already very busy and the streets are especially crowded at peak times. With several tall buildings currently under construction at either end of Lime Street, the area will shortly experience a large increase in working population and in visitors to the Leadenhall Market Principal Shopping Centre. The proposed enhancements will provide an increase in pedestrian space, improved and fully accessible walking routes, and new seating and greenery.

A key element of the enhancement works has been an investigation into ways to manage road safety for the vehicles, cyclists and pedestrians that use Lime Street daily. Officers carried out a public consultation, survey work and traffic and loading analysis, to assess the needs and issues in Lime Street and recommend what measures could make the area safer. This report recommends an experiment to test traffic management measures including loading facilities in surrounding streets, subject to further Member approval in 2013.

Recommendation

It is recommended that Members:

(a) Approve environmental enhancement works in Lime Street and Cullum Street including an experiment on managing traffic access in Lime Street at a cost of £653,963 as set out in this report, subject to obtaining necessary traffic orders and legal agreements;

(b) Approve the implementation of enhancement works in Cullum Street subject to obtaining the necessary traffic orders and any legal agreements;

(c) Approve preparation for a traffic experiment to investigate traffic

management on Lime Street and any facilities required on nearby streets, and seek authority to start the experiment from Members in autumn 2013;

(d) Approve implementation of physical enhancement works to Lime Street subject to obtaining necessary traffic orders and legal agreements only after the experiment has been concluded, if run, and Members have approved any design amendments in light of the experiment results.

Gateway 5: Authority to Start Work

Committee(s):	Date(s):	Item no.
Streets & Walkways Sub-Committee **Projects Sub-Committee**	**21/05/2012** **23/05/2012**	
Subject: **Lime Street & Cullum Street enhancement works - Gateway 5 report**		**Public**
Report of: **Director of the Built Environment**		**For Decision**

Overview

Context	An evaluation report for the enhancement of Lime Street and Cullum Street was approved by Committees in October and November 2010. The approval was conditioned on receipt of the necessary Section 106 monies, a public consultation on the possible management of traffic on Lime Street and a design report. The scheme is fully externally funded through the Section 106 Agreement for 20 Fenchurch Street which provides £1,143,224 (excluding interest and indexation) for environmental enhancement works, with first consideration for enhancement works being adjacent to the site and in Lime Street and Cullum Street. The planning application was implemented in January 2011, and the funds were received in March 2011. A consultation on the possible traffic management was carried out in November 2011 – January 2012. Proposed enhancements include measures to address the existing transport issues in Lime Street. Lime Street currently caters for high numbers of pedestrians during AM, lunchtime and PM peaks. Pedestrian usage is increasing as Lime Street is a key route connecting public transport hubs and the Eastern City Cluster area, where the majority of tall building developments are being located. The footways on Lime Street are too narrow to accommodate the existing pedestrian numbers. The existing unmanaged arrangement of cyclists, vehicles and pedestrians creates road safety issues, restricts cycle and pedestrian connections and routes, and affects the vitality and viability of the Leadenhall Market Principal Shopping Centre.
Brief description of	The project involves public realm enhancements in Lime Street, Cullum Street and Leadenhall Place, including the creation of a

project	new public space at Cullum Street, footway widening and repaving, tree planting and proposed managed access on Lime Street for vehicles. This report recommends a timetable for first delivering enhancements to Cullum Street, then undertaking an experiment to assess the possible management of traffic on Lime Street, then delivering enhancements to Lime Street including any traffic management measures, and lastly enhancing Leadenhall Place if sufficient funds remain.
Success Criteria	• Accommodate increasing numbers of City workers using the public realm as a direct result of the redevelopment • Improve accessibility for all through the area, in particular pedestrian movement along footways and across Lime Street, where the kerbs are high compared to other City streets • Reduce potential vehicle, cyclist and pedestrian conflict in the area • No negative impact on through traffic in the local area • Improve connectivity and safety for cyclists • Ensure loading facilities meet the needs of local businesses • Provide a new public space for the benefit of the City community • Increase greenery and biodiversity • Enhance the Leadenhall Market Conservation Area and Principal Shopping Centre • increase facility for cultural/leisure activities in the public realm
Notable Exclusions	None
Link to Strategic Aims	*Aim 1: To support and promote 'The City' as the world leader in international finance and business services* The project will create a new public space and improve key routes in the Eastern City Cluster – one of the City's focal points for national and international inward investment. *Aim 2: To provide modern, efficient and high quality local services and policing within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes* The City's working population is expected to grow by 89,000 from 2007 to 2026 and many of these workers will be located in the Eastern City Cluster. The improvements will provide more accessible routes from offices to transport links, enhance an existing destination for workers and visitors, and create a new cultural and leisure activity space.
Within which category does the project fit	• Substantially reimbursable • Asset enhancement/ improvement (capital)
Resources Expended To	In line with Member approvals, a total of £77,176 has been spent on the evaluation and design of the scheme (staff costs and

Date	fees). This includes the public consultation on the Lime Street proposals.
Option Selected at Detailed Options Appraisal	The approved option comprised enhancement works to Lime Street, Cullum Street and Leadenhall Place at a cost of £659,126, fully funded from the Section 106 Agreement connected to the development at 20 Fenchurch Street. The outline design was approved subject to: • A detailed design report for future Member approval (which this report now comprises) and the making of any necessary traffic orders • A consultation on better managing vehicle use of Lime Street, the results to be reported to Committee on completion of the design report (included in this report) • Production of the design report only to commence once the development was implemented and all funds were received (now received)

Authority to Start Work

Design summary	The scheme comprises three parts – • physical enhancement works to Cullum Street; • possible traffic management on Lime Street; and • physical enhancement works to Lime Street including the junction with Leadenhall Place **Physical enhancement works to Cullum Street** It is proposed physical works would comprise the following: • Pedestrianisation of the western half of the street to enhance the function of the retail area and create a new public space in line with the objectives of the Open Spaces Strategy, subject to a statutory Traffic Regulation Order; • Minor alterations to the footway in the eastern half of the street to enable manoeuvring of servicing vehicles. Repaving of footways in York stone to enhance the conservation area. **Recommendation:** That the enhancement work in Cullum Street be implemented, subject to the making of necessary Traffic Orders. **Possible traffic management on Lime Street** Lime Street is a busy walking route all day, but is especially well-used in the morning and evening rush hours, when people often walk in the carriageway due to narrow footways. Light and heavy delivery vehicles are using Lime Street, which creates road safety issues and potential conflict

	between pedestrians, cyclists and vehicles. Increasing numbers of people are coming to Leadenhall Market and the surrounding area during the day. Following observation of the way that Lime Street functions and discussions with key users, the following proposal was developed for public consultation on managing vehicular access: • A traffic gate on Lime Street (south of Lime St Passage to manage vehicle access beyond the Marks and Spencer servicing entrance) between 7am and 7pm on weekdays • The gate could be managed by Leadenhall Market staff, subject to confirmation of hours of operation. Alternative arrangements would be explored when developing the experiment • Cyclists to remain able to travel along Lime Street • Vehicles to gain access to Leadenhall Market and Leadenhall Place from the north via Leadenhall Street, with Fenchurch Avenue and part of Lime Street becoming two-way In November 2011 a letter and plan seeking views on this proposal was circulated to the 225 businesses in the local area. 18 responses were received in December 2011 and January 2012. Officers met with local businesses that had questions to discuss the proposal in more detail. Eight of the respondents were in favour of the management of traffic on Lime Street. Two respondents were in favour with slight alteration. Two respondents wanted to see further detail, and six respondents were concerned. A number of questions were raised over the impact on local deliveries and how this would be accommodated in surrounding streets. Please see Appendix B for a copy of the letter and plan and a summary of responses. At the same time, a traffic and loading survey was carried out on Lime Street on a typical Tuesday, Thursday and Saturday. There was very little loading or traffic activity observed on the Saturday. Observations were done on a Tuesday and two Thursdays. On the Tuesday and Thursday surveys, there was loading and servicing observed throughout the day. Analysis indicated activity peaks in the morning, at lunchtime and after 8pm. The table below shows the peak number of vehicles loading and traffic flow numbers.

	AM Peak (hour of peak flow)	Lunch Peak (hour of peak flow)	PM Peak (hour of peak flow)
Vehicle loading activity			
Lime Street (between Fenchurch Street and Lime St Passage)	11 (6-7am)	15 (12-1pm)	13 (8-9pm)
Lime Street (between Lime St Passage and Cullum Street)	11 (10-11am)	11 (12-1pm)	2 (9-10pm)
Lime Street (between Cullum Street and Leadenhall Place)	10 (9-10am)	11 (1-2pm)	6 (4-5pm)
Leadenhall Place	8 (7-8am)	7 (11am-2pm)	4 (8-9pm)
Vehicle traffic flow activity			
Accessing Lime St Passage from Lime Street	23 (7-8am)	2 (12-1pm)	n/a
Accessing Lime Street from Cullum Street	30 (8-9am)	32 (12-1pm)	11 (10-11pm)
Travelling along Lime Street between Cullum Street and Leadenhall Place	359 (8-9am)	170 (11am-12pm)	136 (7-8pm)
Accessing Leadenhall Place from Lime Street	20 (8-9am)	10 (1-2pm)	8 (6-7pm)

The surrounding network in Fenchurch Street, Gracechurch Street and Leadenhall Street would not be significantly affected by the addition of the recorded peak time traffic flow that traffic management of Lime Street would generate.

It is considered that the displacement of loading activities, however, could have an adverse impact on the surrounding traffic network. However, the benefit to be had for other road users from removing this traffic from the narrow street makes it worth undertaking an experiment to see what the impact would be. It is recommended an experimental traffic scheme is undertaken and monitored prior to making any

	final traffic order, and to ensure the scheme objectives outlined within the success criteria would be met. Adjustments could be made during the experiment, such as to the hours of operation of the managed access, to work around needs in the local area. Please see Appendix C for details of Lime Street Traffic Management Analysis, and Traffic Impact Analysis incorporating the approach to the experiment. **Recommendation:** Once Cullum Street has been completed, it is recommended to prepare for an experimental traffic scheme to fully test traffic management on Lime Street and the displacement measures required in surrounding streets. Once the experiment has been designed in detail, a proposal to start the experiment will be submitted to Members for approval. **Physical enhancement works to Lime Street including junction with Leadenhall Place** Design development work included consideration with the Access team of how to provide fully inclusive access between Leadenhall Market and Cullum Street, where there is insufficient space for drop kerbs. It is proposed physical works, subject to the findings of any experimental traffic scheme, would comprise the following: • Footway widening and repaving in York stone between Fenchurch Street and the junction with Leadenhall Place; • Introduction of a raised asphalt or similar material pedestrian table with bollards providing level and fully inclusive access across Lime Street between Beehive Passage and Cullum Street; • Provision of a vehicle loading bay north of Cullum Street, planting of a new street tree. **Recommendation:** Physical enhancement works in Lime Street (and Leadenhall Place subject to sufficient funds remaining from the contingency sum) could be informed by the findings of the traffic experiment. It is proposed works would be implemented only after the experiment has been completed and Members have decided whether to make managed traffic access on Lime Street permanent.
Proposals for delivery of the project	It is proposed to use the City's term contractor to carry out the works. This approach offers greater flexibility for the implementation of a scheme of this scale and nature where there is a need to ensure that access to retail units is maintained and the construction is managed so as to cause

<table>
<tr><td></td><td>minimum disruption.</td></tr>
<tr><td>Benefits and details of how they will be achieved</td><td>The benefits of the enhancement works would be measured through a combination of surveys and possible pedestrian counts (subject to funds remaining).

The benefits of any experiment and subsequent management of traffic on Lime Street would be measured through a combination of on-street filming, interviews with City and external stakeholders, and vehicle survey data taken before and after the experiment/implementation. A presentation or report may be produced for City and external stakeholders.</td></tr>
<tr><td>Scope and exclusions</td><td>For scheme scope please see map in Appendix A. Exclusions are areas outside Lime Street including the end of Lime St Passage, Cullum Street, Leadenhall Place</td></tr>
<tr><td>Constraints and assumptions</td><td>Current cost estimated have been based o the existing City term contractor arrangements (FM Conway and Laing's).</td></tr>
<tr><td>Programme</td><td>
<table>
<tr><th>Date</th><th>Activity</th></tr>
<tr><td>May – Oct 2012</td><td>Commence Traffic Regulation Order (TRO) statutory advertisement period on the pedestrianisation of part of Cullum Street. This is a 3 month process, however if objections are received it becomes a 6 month process and would require a report back to Committee in October/ November 2012.</td></tr>
<tr><td>Nov 2012 – Apr 2013</td><td>Subject to Committee approval being required in October/ November 2012, appoint consultants and complete the construction package for all physical enhancement works.</td></tr>
<tr><td>Apr – Nov 2013</td><td>Procure materials for Cullum Street (16 week process) and implement works.</td></tr>
<tr><td>Aug – Nov 2013</td><td>Plan an experiment to investigate traffic management on Lime Street and necessary support facilities, to be run once the enhancement works are complete, to be fully funded through the 20 Fenchurch Section 106 Agreement.</td></tr>
<tr><td>Nov 2013</td><td>Seek Member authority to start the experiment</td></tr>
<tr><td>Nov 2013 –2014/5</td><td>Commence experiment for a period of 6-18 months.</td></tr>
<tr><td>tbc</td><td>Implement Lime Street works and result of experiment.
Produce an outturn report with filming for evaluation and information purposes.</td></tr>
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<tr><td>Risk implications</td><td>
<table>
<tr><th>Risk</th><th>Risk Category</th><th>Risk Value</th><th>Mitigating Action</th></tr>
<tr><td>Risk of utility</td><td>Cost/</td><td>Medium</td><td>Accept. A</td></tr>
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	works exceeding the £40,000 budget allocated	Scope		contingency sum of £45,000 has been set aside to allow for increased costs.
	Risk of pedestrianisation of Cullum Street not being approved through Traffic Regulation Order statutory process	Scope	Low	Reduce Scheme has been designed to ensure that there will be minimal impact on servicing in the area. Key stakeholders have already been made aware of proposals.
	Risk of experiment on a managed traffic access into Lime Street leading to a conclusion that no traffic management should occur in this area	Scope	Low	Accept The experiment will ensure that this proposal is fully tested
Legal implications				
HR implications	N/A			
Communications strategy	The enhancement works have been developed in consultation with relevant internal City Departments. Officers have kept key local stakeholders including Leadenhall Market, Lloyd's and Willis up to date with developments and will continue to do so. For the enhancement works, officers will continue to manage external and internal communications through existing established relationships. The public consultation completed in November and December 2011 for the possible traffic management on Lime Street involved 225 local businesses. Officers will continue to notify local businesses of further developments.			
Results of consultation carried out to date	Please see Appendix B.			
Quality control arrangements	Progress reports and project management procedures in accordance with approved City of London processes.			
Financial Implications				

Total capital cost (£)	The preferred design was approved in 2010 in an evaluation report at an estimated cost of £659,126. This included £27,000 for production of a detailed design report including £6,000 for a consultation on the possible traffic management on Lime Street. The total revised cost is £653,963. Please see Appendix D for a full breakdown and phasing of expenditure. This comprises £27,000 spent on this detailed design report, £419,504 for the capital works to Lime Street and Cullum Street, £82,500 for associated fees and staff costs including any evaluation or reporting work required revised estimate, and £60,000 for a new experiment on managing traffic access in Lime Street, in order to fully explore the issues raised in the public consultation. The works budget has decreased by £4,743 to £419,504. This reflects a combination of the increased cost of the new pedestrian raised table and utilities works, and a reduced project scope due to an amended focus on Lime Street and Cullum Street only. Works to Leadenhall Place would only be implemented if sufficient funds remain after the priority areas (Lime Street and Cullum Street) have been delivered and the contingency was not needed for utilities works. Works to Lime Street north of junction with Leadenhall Place would be transferred to the enhancement project funded by the 51 Lime Street Section 106 Agreement. Fees have increased by £4,800 to £28,000, to cover landscape and civil design work required. Estimated staff costs remain unchanged. Revenue costs have decreased by £366 to £19,959 for 5 years cleansing and maintenance of the proposed tree.
Breakdown of capital expenditure	Please see Appendix D.
Contingency	£40,000 has been allocated within the project budget for utilities works, in particular works to alter utilities covers. However, a contingency element of £45,000 is recommended to cater for any further utilities works costs incurred, as officers have experienced increasing cost of such works in recent years. If not required for utilities works, the contingency will be used to repave Leadenhall Place.
Source of capital funding	The scheme is fully externally funded through the Section 106 Agreement signed with the developer of 20 Fenchurch Street.
Phasing of capital	Please see Appendix D.

expenditure	
Anticipated capital value/return (£)	It is anticipated the improved public realm will have a significant positive impact on the vitality and viability of retail units in the eastern part of Leadenhall Market and on Cullum Street. It is expected pedestrian footfall and rental returns will increase as a direct result of these works.
Fund/budget to be credited with capital return	Any unspent monies will be used for other enhancements works in the area in line with the Section 106 Agreement and the Fenchurch Street Area Strategy.
Estimated revenue implications (£)	Hard landscaping works are expected to be revenue neutral, as public highway is already subject to footway and carriageway cleansing maintenance regimes. Five years revenue funding for cleansing is provided for the extra seating area through the project at a total cost of £18,091. Five years establishment funding of the tree at £1,868 has been included.
Source of revenue funding	The first five years are funded through the Section 106 Agreement signed with the developer of 20 Fenchurch Street at a total cost of £19,959 for the five years. Following this, revenue requirements for the public highways and the tree would be funded from the local risk allocation of Open Space and Built Environment Departments.
Fund/budget to be credited with income/savings	n/a
Anticipated life	n/a
Budgetary control arrangements	Day-to-day project management and supervision of works on site
Recommendation	*It is recommended that Members:* *(a) Approve environmental enhancement works in Lime Street and Cullum Street including an experiment on managing traffic access in Lime Street at a cost of £653,963 as set out in this report, subject to obtaining necessary traffic orders and legal agreements;* *(b) Approve the implementation of enhancement works in Cullum Street subject to obtaining the necessary traffic orders and any legal agreements;* *(c) Approve preparation for a traffic experiment to investigate traffic management on Lime Street and any facilities required on nearby streets, and seek authority to start the experiment from Members in autumn 2013;* *(d) Approve implementation of physical enhancement works to Lime Street subject to obtaining necessary traffic orders*

	and legal agreements only after the experiment has been concluded, if run, and Members have approved any design amendments in light of the experiment results.
Tolerances	A contingency would be retained to cover the risk of significant utility costs associated with the delivery of Lime Street and Cullum Street. If a sufficient sum remains after the priority elements have been delivered, it will be used to deliver repaving on Leadenhall Place, and resurfacing and carriageway resurfacing on Lime Street and on Leadenhall Place, where the kerb height creates access problems.
Progress reporting	Autumn 2012 if a report is required due to the traffic Regulation Order process relating to Cullum Street. If not, a progress report will be submitted in Autumn 2013.

Appendices

Appendix A Scheme area and annotated plan of scheme

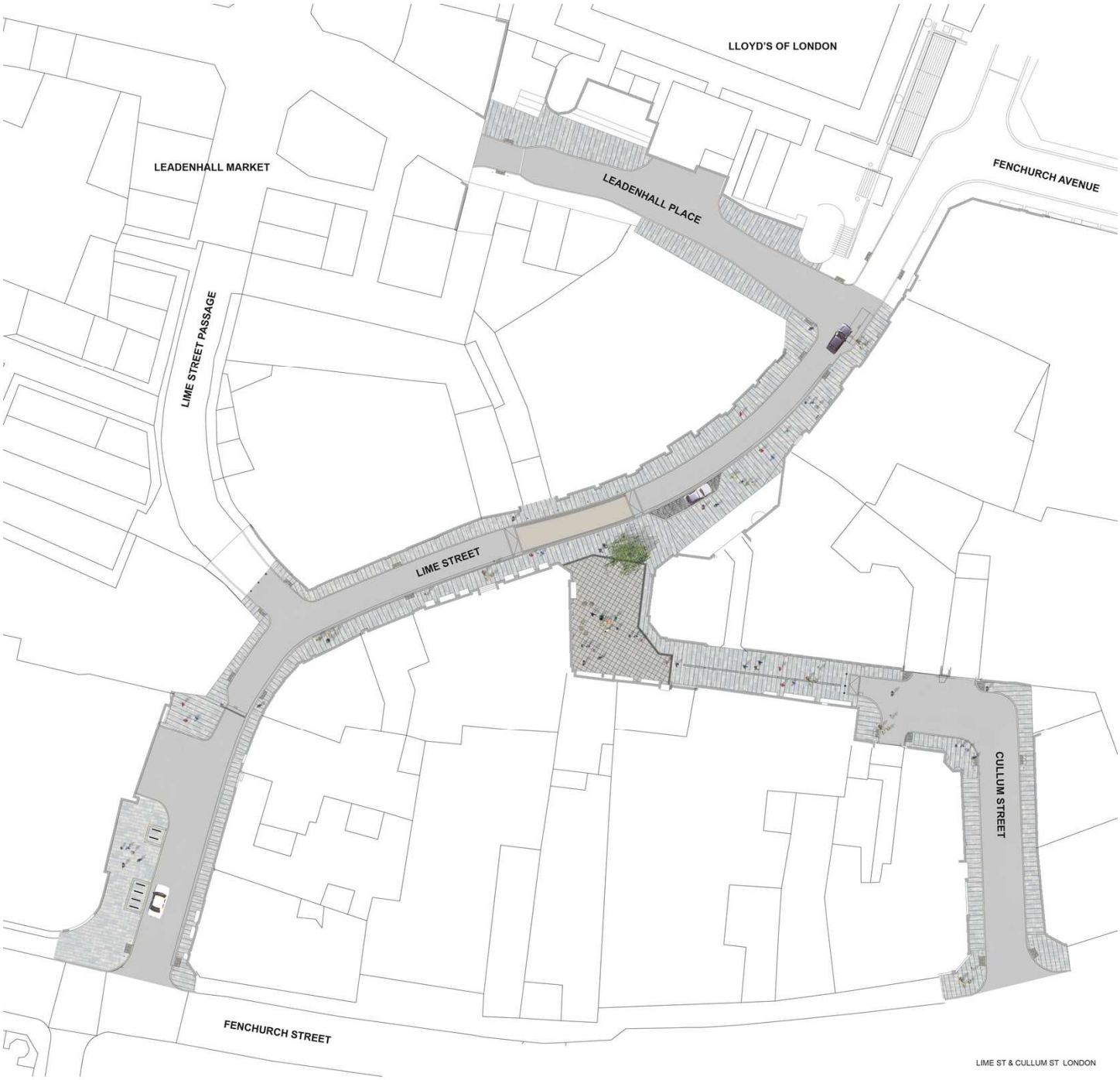
Appendix B Consultation on traffic management in Lime Street – letter, plan and results

Appendix C Lime Street Traffic Management Analysis and Traffic Impact Analysis

Appendix D Cost and phasing breakdown

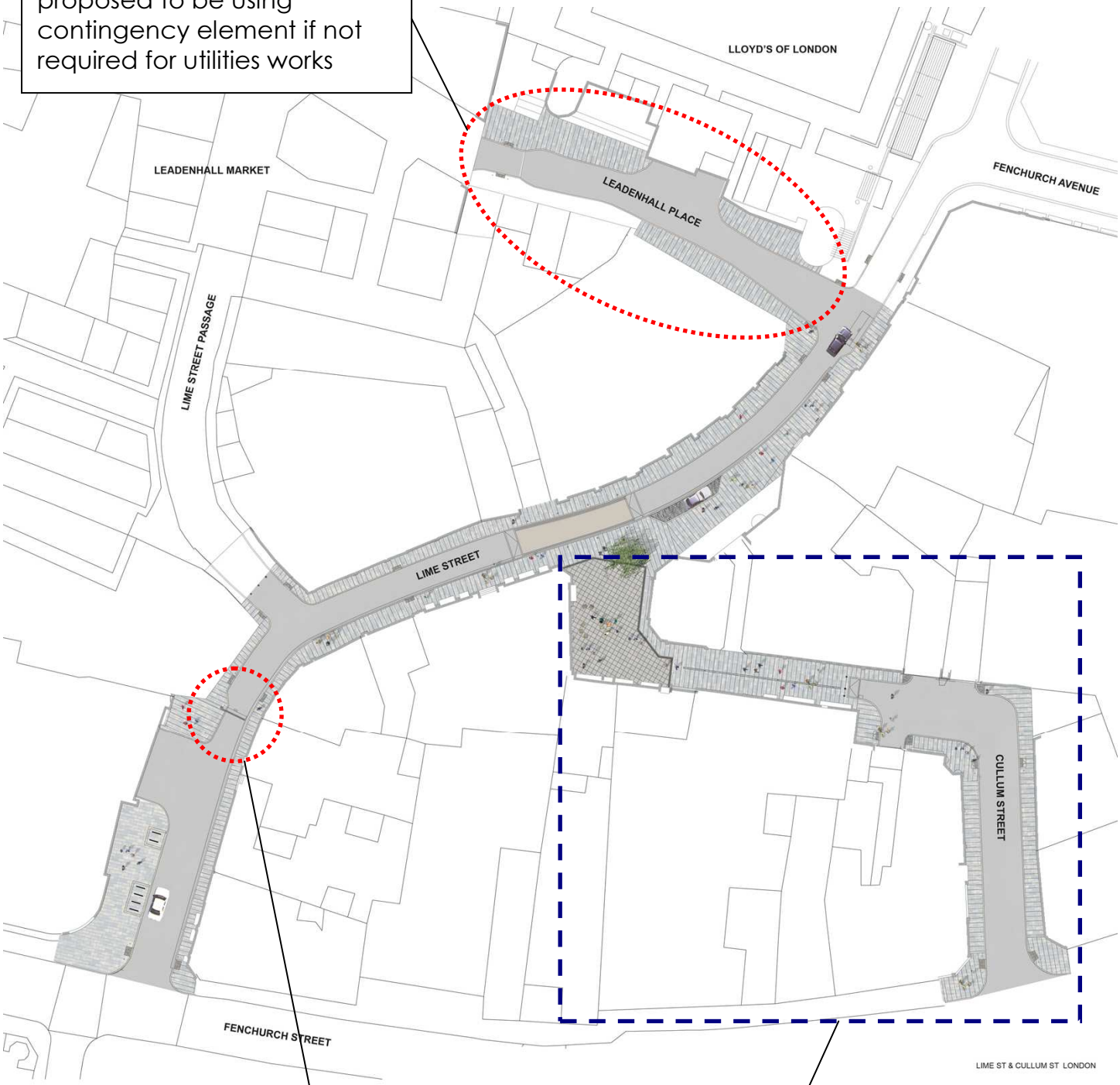
Appendix E Existing and proposed images of Cullum Street

Appendix A Scheme area



North

Annotated plan of scheme



Appendix B Consultation on traffic management in Lime Street – letter, plan and results

Officers sought to investigate the opinion of local businesses on possible measures to better manage vehicle use on Lime Street.

In November 2011 a letter with a plan seeking views on a proposal to introduce restricted access to vehicles on Lime Street from 7am to 7pm on weekdays was circulated to the 225 businesses in the local area.

Officers received views in December 2011 and January 2012, and met with local businesses in December and January to get further detail on concerns raised.

A majority of respondents were in favour of the management of traffic on Lime Street. There were key material concerns raised over the impact on local deliveries and how this would be accommodated in surrounding streets. Please find below a summary of the consultation responses received of the consultation were:

Summary of comments in support:

- Very greatly in favour, only issue being deliveries, would like barrier moved to north of Lime St Passage
- The more walking the better
- Current pavements are totally inadequate for the footfall
- Cannot emphasize enough the need to restrict access. Would suggest essential access only. Have nearly been hit by a courier bike and black cab several times
- Agree, as have observed some dangerous near misses over the years
- Would have a positive impact on Leadenhall Market, would like to consider increasing loading bays on Gracechurch Street or Fenchurch Street, concern over crowding on Leadenhall Place
- Brilliant regenerative move, would like to keep barrier south of Lime St Passage to minimise possible road safety issues, would like to investigate whether 7am start is best time given existing 10am barrier on Lime St Passage
- Support stopping of traffic entering Leadenhall Market through Lime St Passage in the mornings as would benefit the Market and prevent large vehicles who currently ignore Leadenhall Market vehicle restriction times

Summary of comments in partial support:

- Support removing large vehicles but would like to retain taxis, cyclists, cars so a barrier would not be the best way
- Would it be better to limit traffic between 7-10am and 4-7pm
- Concerns over possible pinch points in Leadenhall Place, by Lloyd's servicing, and on Lime Street outside Lloyd's main entrance

Summary of comments against:

- It would impede emergency services, deliveries and people with mobility impairments accessing the area
- It would cause problems for businesses with deliveries and collections in Lime St Passage (would be satisfied if barrier was moved to north of Lime St Passage)
- It would cause problems for businesses with deliveries through out the day in Lime St Passage (would be satisfied if barrier was moved to north of Lime St Passage)
- Would like to maintain existing arrangement; often need access to make deliveries to maintain plant displays
- Do not think it is realistic for deliveries to be scheduled before 7am or after 7pm, can foresee chaos in Lime Street by Fenchurch Street and in Leadenhall Place/Lime Street/Fenchurch Avenue area. Cullum St could also be a problem
- Would cause significant issues with deliveries, couriers and taxis having difficulty finding the address or refusing to drive round to access. Possible risk to pedestrians from vehicles turning at junctions of Leadenhall Place-Lime Street, and Fenchurch Street-Lime Street.
- Completely disagree with the proposal, people choose to walk in the road to overtake other pedestrians

Officers sought advice from the Access Team on the comments received. The Access team supported an experiment that tests restricting access through signage only, as well as with a physical barrier.

Appendix C Lime Street Traffic Management Analysis and Traffic Impact Analysis

Lime Street Traffic Management Analysis

Introduction
This is an initial assessment of issues that need to be further assessed in developing the detail of the traffic experiment and the potential permanent traffic order.

Traffic Flow and Composition
A traffic flow survey in December 2011, showed morning peak hour flow of 359 vehicles on Lime Street (between Cullum Street and Leadenhall Place) between the hours of 8.15 am to 9.15 am. (This time period was selected for further analysis as it constitutes the single highest hourly peak flow surveyed.)

These 359 vehicles comprised 181 cycles, 46 motorcycles and 132 motorised vehicles including cars, taxis, light goods vehicles, heavy goods vehicles, refuse vehicles and buses. The number of heavy goods vehicles and refuse vehicles were low at six and two respectively.

In considering the traffic impact, the 181 cycles can be excluded from consideration as they will continue to enjoy the same level of access into Lime Street since pedal cycles will be exempt from the proposed traffic restriction.

Likewise, the impact on queues and waiting times at nearby junctions will be negligible for an additional 46 motorcycles. This leaves the balance of 178 motorised vehicles to be taken into account at the morning peak hour.

The corresponding loading survey for this time period shows a total of 17* of the 178 motorised vehicles (about 10 percent) requiring access to properties at Lime Street or Leadenhall Place. It can therefore be concluded that the remaining 161 motorised vehicles are using Lime Street as a through-fare during the morning peak hour. This traffic should be encouraged onto other more suitable routes in the highway hierarchy.

* Area 1 (5 vehicles loading), Area 2 (0), Area 3 (7), Area 4 (5)

Loading Issues
It is noted that traffic management on Lime Street would alter existing loading activity, as the majority of deliveries currently occur between the hours of 7 am to 7 pm. This loading activity may be displaced to earlier and later in the day. It is possible that there could be an

adverse impact on surrounding streets from loading activities displaced onto these streets.

It is recommended an experiment be prepared that is based on a full analysis of the existing provision of delivery and servicing facilities, expected need for additional loading facilities on nearby streets, and prepared in consultation with local stakeholders including Leadenhall Market, Lloyd's and Willis.

Origin-Destination

The surrounding street network has a number of existing traffic restrictions including one-way operations and turning restrictions. It is noted that vehicles that enter Lime Street (which is one-way northbound) are only able to exit onto Leadenhall Street either (a) via Fenchurch Avenue, Billiter Street then Leadenhall Street, or (b) via Leadenhall Place, Whittington Avenue and Leadenhall Street (before 10 am).

One of the reasons why vehicles undertake this route may be that northbound vehicles along Gracechurch Street are not able to turn right at Leadenhall Street. Similarly, vehicles that continue eastbound down Fenchurch Street are not able to turn left into Leadenhall Street. The destination of vehicles beyond Leadenhall Street is not obvious from the existing traffic survey.

It is further noted that when the survey was conducted in early December 2011, road works / utility works in the immediate vicinity necessitated a southbound restriction along Gracechurch Street (i.e. Gracechurch Street operated one-way northbound only during this period). The traffic diversion along Leadenhall Street, Aldgate Gyratory and Fenchurch Street was lifted in February 2012. This temporary restriction is considered unlikely to have affected the results of the survey.

If Lime Street (from the south of Lime Street Passage) was closed to motor vehicles, and assuming their destination is Leadenhall Street and surrounding areas, the alternative routes for the remaining 161 motorised vehicles would be:

(a) Continuing northbound along Gracechurch Street and Bishopgate, then turning right into Camomile Street

(b) Continuing eastbound along Fenchurch Street, and entering the Aldgate Gyratory.

Highway Hierarchy

The displacement of the 161 motorised vehicles onto the above identified routes will generally result in a wider dispersion of traffic onto

more strategic parts of the network, consistent with our adopted highway hierarchy:

(i) Gracechurch Street being a TLRN / local distributor road;

(ii) Fenchurch Street as a local distributor road;

(iii) Outwich Street and Aldgate Gyratory are borough distributor roads.

Assuming a worse case scenario where all 161 motorised vehicles were to divert onto the same route, this would translate into an additional 2-3 vehicles per minute during the morning peak hour. This increase in traffic can be considered negligible in the overall scheme. It is considered appropriate that through traffic use these streets instead of Lime Street which is a local access road.

Traffic Impact Analysis

Officers recommend a traffic impact analysis study on possible traffic management on Lime Street forms part of the experiment to be prepared, to enable before and after data to be reported back to Members once the experiment has been undertaken.

The traffic impact analysis will incorporate the following subjects:

Element	Relevant 2011 LIP objective	2012 assessment	Experiment monitoring
Pedestrian connectivity	5 – increase permeability, connectivity and accessibility; 8 – plan for a City with operational Crossrail and increased pedestrians and cyclists	Limited connectivity due to high kerbs, lack of drop kerbs, presence of vehicle traffic travelling at varying speeds.	
Pedestrian safety	3 – reduce road traffic dangers and casualties; 8 – plan for a City with operational Crossrail and increased pedestrians and cyclists	Perception of danger from vehicles of varying sizes overriding the kerb, overtaking.	
Cyclist connectivity	5 – increase permeability, connectivity and accessibility; 8 – plan for a City with operational Crossrail and increased pedestrians and cyclists	Partial connectivity, presence of vehicles has an impact.	

Cyclist safety	3 – reduce road traffic dangers and casualties; 8 – plan for a City with operational Crossrail and increased pedestrians and cyclists	Perception of danger from vehicles of varying sizes overriding the kerb, overtaking.	
Local vehicle speed	5 – increase permeability, connectivity and accessibility; 6 – smooth traffic flow and reduce journey-time variability	Varying speeds, anecdotal evidence of vehicles travelling at high speeds at certain times of day.	
Journey waiting times at local junctions	5 – increase permeability, connectivity and accessibility; 6 – smooth traffic flow and reduce journey-time variability	To be assessed as part of preparation for the experiment, if approved.	
Vehicles using appropriate road in adopted highway hierarchy	5 – increase permeability, connectivity and accessibility; 6 – smooth traffic flow and reduce journey-time variability; 8 – plan for a City with operational Crossrail and increased pedestrians and cyclists	Survey data indicates vehicles using Lime Street in an inappropriate manner – as a cut through rather than being a destination.	
Access for emergency services to Lloyd's and vicinity, including in a terror attack	5 – increase permeability, connectivity and accessibility	Emergency vehicles would not be affected. The emergency services hold keys to all managed traffic gates in London. Not having other moving or parked vehicles in the street would be a benefit.	
Access for people with mobility impairments to Lloyd's and vicinity	5 – increase permeability, connectivity and accessibility; 8 – plan for a City with operational Crossrail and increased pedestrians and cyclists	Access arrangements to, or within the Lloyd's building would not be altered.	
Access for people with mobility impairments to	5 – increase permeability, connectivity and accessibility; 8 – plan for a City with	Plans to widen the eastern footway on Lime Street.	

avoid walking on cobbles	operational Crossrail and increased pedestrians and cyclists		
Impact on deliveries and servicing affecting business operation, and a lack of manoeuvring ability for vehicles in Lime Street/ Fenchurch Street area	5 – increase permeability, connectivity and accessibility; 8 – plan for a City with operational Crossrail and increased pedestrians and cyclists	It was confirmed this is the main impact of the proposal and needs careful consideration. The impact would depend on the operating time of any restriction, and would happen in two ways: 1. displacement onto other streets in the vicinity of Lloyd's, or into certain areas in Fenchurch Avenue, Lime Street and Leadenhall Place 2. displacement to parts of the day or week when access is not restricted	
Issues of client drop off/ pick up area for taxis servicing Lloyd's and vicinity	5 – increase permeability, connectivity and accessibility	This issue could be picked up as part of the investigation into the displacement of delivery and servicing vehicles.	
Reduction of unnecessary vehicle journeys	1 – reduce pollution from transport; 2 – reduce contribution of transport to climate change; 4 – reduce adverse effects of transport on health; 6 – smooth traffic flow and reduce journey-time variability; 8 – plan for a City with operational Crossrail and increased pedestrians and cyclists	Survey data indicates vehicles using Lime Street in an inappropriate manner – as a cut through rather than being a destination.	

Appendix D Cost and phasing breakdown

Table 1 below details the design budget approved in November 2010 and actual expenditure:

Table 1 - design budget	Approved/ Actual
Fees:	
Design fees	5,000
Surveys	4,000
Staff Costs:	
Built Environment (Highways) Staff Costs	3,000
Open Spaces Staff Costs	2,000
Built Environment Staff Costs	7,000
Sub-total	**21,000**
Revenue	
Public consultation on timed closure	3,000
Built Environment Staff Consultation Costs	3,000
Sub-total (design)	**27,000**

Table 2 below details the estimated cost of the scheme approved at evaluation on 18th November 2010:

Table 2: Guideline Cost Estimate	**Value (£)**
Design report	
Fees and staff costs	27,000
Capital works	
Works:	
Site preparation and hard landscaping works	305,270
Drainage/ utilities	44,500
Street furniture	33,415
Lighting	10,000
Soft landscaping	9,062
Traffic management	12,000
Timed closure	10,000
Sub-total (Works)	**424,247**
Fees:	
Design fees including CDM Coordinator	13,000
Traffic orders and management	10,200
Staff costs:	
Built Environment (Highways) Staff Costs	25,500
Open Spaces Staff Costs	2,500
Built Environment Staff Costs	26,500

Sub total (Fees and Staff costs)	**77,700**
Revenue	
Open spaces maintenance (5 years)	3,325
Built Environment (Highways) maintenance (5 years)	17,500
Sub-total (Revenue)	**20,325**
Contingency @ 20%	109,854
Overall total	**659,126**

Table 3 below outlines the estimated costs of delivering the designed scheme as at 4th May 2012. Each column shows the total cost of delivering the overall enhancement in the order laid out in the recommendation, namely:

1. Enhancement works to Cullum Street, subject to necessary traffic orders (proposed delivered first),
2. Experiment to assess managed traffic element on Lime Street (proposed delivered second),
3. Enhancement works to Lime Street, subject to necessary traffic orders (proposed delivered third).

Enhancement works to Leadenhall Place will only be taken forward once all works in elements 1-3 above are completed, and officers can confirm there is sufficient money remaining from the contingency element.

Table 3: Estimated cost of the proposed works to Cullum Street, experiment to assess managed traffic on Lime Street, and proposed works to Lime Street	**Cullum Street** **Value (£)**	**Experiment to assess managed traffic on Lime Street estimate** **Value (£)**	**Lime Street** **Value (£)**
Capital works			
Works:			
Site preparation and hard landscaping works	147,970	0	180,853
Drainage/ utilities	28,750	0	28,750
Street furniture	18,581	0	0
Lighting	5,000	0	5,000
Soft landscaping	4,600	0	0
Traffic management	0	0	0

Timed closure	0	11,500	0
Sub-total (Works)	**204,901**	**11,500**	**214,603**
Fees:			
Design fees including CDM Coordinator	15,250	18,000	5,750
Traffic orders and management	3,500	3,500	3,500
Staff costs:			
Built Environment (Highways) Staff Costs	15,300	27,000	10,200
Open Spaces Staff Costs	2,500	0	0
Built Environment Staff Costs	15,900	0	10,600
Sub total (Fees and Staff costs)	**52,450**	**48,500**	**30,050**
Revenue			
Open spaces maintenance (5 years)	1,868	0	0
Built Environment (Highways) maintenance (5 years)	7,236	0	10,855
Sub-total (Revenue)	**9,104**	**0**	**10,855**
Contingency @ 20%	22,500	0	22,500
Overall total	**288,955**	**60,000**	**278,008**

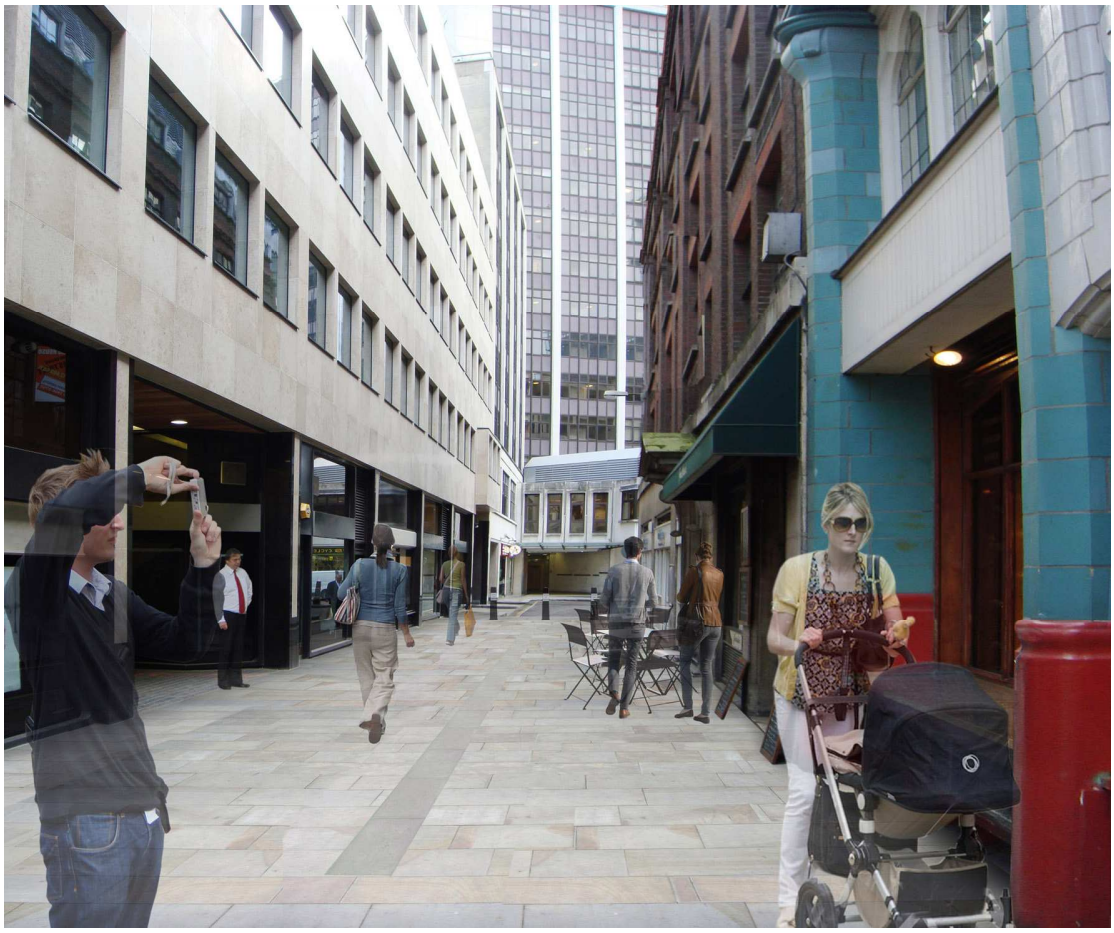
These tables show the total cost of all proposed works including the funds used for the design report, the managed traffic experiment, all fees, staff costs, revenue and the contingency element is now estimated at £653,963. This represents a saving of £5,163 on the estimate in the evaluation report approved on 18th November 2010.

Table 4 below details the estimated phasing of expenditure:

Table 3 phasing of expenditure	**2012/13**	**2013/14**	**Later years**	**Total**
Experiment to assess managed traffic gate on Lime Street				
Fees		9,000	12,500	21,500
Staff costs		12,000	15,000	27,000
Works			11,500	11,500
Capital works				
Fees	15,000	3,750	9,250	28,000
Staff costs	16,000	17,700	20,800	54,500
Works		204,901	214,603	419,504
Revenue		1,821	18,138	19,959
Contingency			45,000	45,000
Total	**31,000**	**249,172**	**346,791**	**626,963**

Appendix E Existing and proposed images of Cullum Street

Cullum Street looking east - existing



Cullum Street looking east - proposed

Cullum Street at junction with Lime Street - existing

Cullum Street at junction with Lime Street - proposed

Committee(s):	Date(s):	Item no.
Streets and Walkways Sub-Committee	21 May 2012	
Projects Sub-Committee	23 May 2012	

Subject:	Public
Riverside Walk: Millennium Bridge Area Enhancements	
Report of: Director of the Built Environment	**For Decision**
Ward: Queenhithe and Castle Baynard	

Summary

This report is a Gateway 3/4 Options appraisal that follows the streamlined process as agreed with the Town Clerks Department. Should approval be granted for this Gateway report, it is proposed to seek Chief Officer approval for detailed design and the Town Clerk's Authority to Start Work.

The report seeks approval for an environmental enhancement scheme in the Millennium Bridge Area. This project is part of the Riverside Walk Enhancement Strategy and combines two key remaining schemes from the strategy;

- for the improvement of the Millennium bridge area and;
- for planting enhancements on the Riverside.

To date, 12 projects from the enhancement strategy have been completed and this project is one of the 3 remaining high priority projects.

The proposals include the Millennium Bridge approach that links the Millennium Bridge with Queen Victoria Street and a 200 metre long section of Riverside walkway that spans the frontage of the City of London School; including the area under the bridge and the Millennium Bridge House frontage.

The scheme involves the renewal of the Millennium Bridge Approach to create a more useable and pleasant gateway for the benefit of the millions of visitors that use this area each year. The removal of the HSBC gates is also recommended, as they have become obstacles to movement and no longer sit comfortably in the space. Members should be aware that options to ascertain the market value of the HSBC gates and their possible relocation are being investigated and will be reported as part of the City Arts Initiative process in a subsequent report.

On the Riverside, it is proposed to create a linear green promenade that will form a green frame around the City of

London school and provide much needed amenity space for the public to rest and enjoy views of the Thames. The recommended option includes measures to contribute to climate change mitigation through sustainably managing rainwater run-off, as well as supporting local wildlife through bio-diverse planting dependant on site conditions.

The proposals have been developed in consultation with the City of London School and will improve the area to meet the needs of its many users. The scheme will also add significant greenery, in line with the core aims of the enhancement strategy.

Recommendations

It is recommended that Members:

(i) Approve the progression of Option 1 to authority to start works stage at a cost of £45,000 (staff costs and fees) to be funded from 20 Fenchurch Street Section 106 contribution.

(ii) Approve the environmental enhancements and sustainable urban drainage system (Option 1) at an estimated total cost of £1,469,805 funded through the 20 Fenchurch Street, Watermark Place and Riverbank House Section 106 contributions (£1,305,305), the London Marathon Charitable Trust (£34,500) and the On-Street Parking Reserve (£130,000); subject to the confirmation of savings on the completed Angel Lane project, approval of the authority to start work and any other statutory consents.

Gateway 3/4: Options Appraisal

Committee(s):	Date(s):	Item no.
Streets and Walkways Sub-Committee	21st May 2012	
Projects Sub-Committee	23rd May 2012	

Subject: Riverside Walk - Millennium Bridge Area Enhancements	**Public**
Report of: The Director of the Built Environment	**For Decision**

Overview

Context

The **Riverside Walk Enhancement Strategy** (approved 2005, revised 2008) aims to improve the Thames Path and adjacent spaces as well as enhance connections with the rest of the City. To date, 12 projects have been completed including major schemes at Grants Quay and Angel Lane. The Millennium Bridge Area project was made a Phase One (High priority) project when the strategy was revised in 2008. The project boundary (See Appendix A for area plan) covers two main areas:

- The southern end of Peter's Hill, between Queen Victoria Street and the Riverside Walk known as the **Millennium Bridge Approach**.
- A length of approximately 200 metres of Riverside Walkway **(Paul's Walk)** which runs from the City of London School to the west and Millennium Bridge House to the east.

Existing situation

The **Millennium Bridge Approach** is a heavily used pedestrian route which connects visitors to major attractions, including St Paul's Cathedral and the Tate Modern. This space includes four steel sculptures known as the HSBC Gates, designed by the artist Sir Anthony Caro, that were installed as part of the Millennium Bridge works. This area has suffered a noticeable decline in the local environment since the Millennium Bridge originally opened, which is due to the unexpected volume of users. This is evidenced by sections of broken and uneven paving. In addition, the HSBC gates suffer from graffiti, being used for urination and other forms of anti-social behaviour. The current impression is not welcoming or comfortable and is not regarded as a fitting gateway to the City.

Paul's Walk is mainly paved in York stone with some areas of concrete paving that is broken in places with a few older timber benches. The space under the Millennium Bridge is under-utilised and drab. There is a stone clad planter opposite Millennium Bridge House that is in a state of disrepair and has steps on the southern side. These steps are a popular seating area, but they also attract anti-social behaviour, with evidence of street drinking, due to their hidden nature. This is particularly undesirable due to the proximity of the nearby City of London school and residential dwellings.

Open Spaces context

A recent survey carried out by the Open Spaces Department revealed that the City's communities are generally satisfied with the City's public gardens and spaces, but want more 'green' areas and trees, an increase in benches, more natural planting to help biodiversity, more play space and activities for young people and better links

between spaces. These findings are part of the evidence reporting contained with the Open Spaces Strategy endorsed by Members.

In order to implement schemes in line with the Open Spaces Strategy Members will need to consider the long term maintenance implications of the City's increasing open space asset beyond scope of the Section 106 contributions. The Department of Open Spaces will seek efficiencies from the current Open Spaces Local Risk Budget for this project and will report the long term maintenance solutions for the City's open spaces to Committee in due course.

Brief description of project

Images of the project area are included in Appendix D.

There are three distinct functions within the public realm in this area:

- The Millennium Bridge approach works best as a processional route;
- The space beneath the Bridge takes on the characteristics of an amphitheatre and;
- Paul's Walk adjacent to the Thames has the potential of a riverside promenade.

It is proposed to renew the **Millennium Bridge Approach** to create a more useable gateway for the benefit of millions of visitors who pass through this area. Sections of the existing York stone paving will be cut and re-laid in a more aesthetic and robust arrangement. Some areas of new York Stone will be required due to the poor condition of much of the existing paving.

There is also an option to remove the HSBC gates. The Culture, Heritage and Libraries Committee acknowledged that the gates did not work well in their current location and concluded that a separate submission outlining their market value and investigating potential disposal options, including, relocation and resale, be considered further by the City Arts Initiative Advisory Panel and Committee.

The area **beneath the Millennium Bridge** will be enhanced to create a useable seating area with associated lighting.

The design concept for **Paul's Walk** has been developed to create a green border in front of the school and Millennium Bridge House with spaces between the planting areas to accommodate building entrances and exits, together with seating on the edges.

Success Criteria	• An improved gateway and connection to the City, • Increased green coverage and places to rest, • improvement of the condition and function of the City's assets • Enhanced lighting and a safer and more pleasant walking route
Notable Exclusions	This project does not include works to refurbish the faulty Inclinator on the Millennium Bridge Approach down to Paul's Walk which is being implemented by the City Surveyors Department. The Inclinator will remain in situ and will not be affected by this project.

Link to Strategic Aims	This project has links to the following **strategic aim**: • To provide modern, efficient and high quality local services and policing within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes This project will provide much needed amenity space and added asset value to the public realm for the benefit of local occupiers and the millions of visitors who use the area. The 'Thames and the Riverside' has been identified through the City's **Core Strategy** as a 'Key City Place' where the following policies apply: STRATEGIC OBJECTIVE 2 To ensure that the challenges facing the five Key City Places are met, complementing the core business function of the City, contributing to its unique character and distinguishing it from other global financial districts. The Vision: Thames and the Riverside The Thames and its riverside will provide well designed and managed public spaces, ranging from lively and vibrant areas, to areas of relative tranquillity for relaxation and contemplation. Residential, educational, recreational and employment activity will be enhanced by high quality sustainable streetscapes which will address the challenges of climate change. The river will continue to be used for the transport of people and materials, including through the safeguarded Walbrook Wharf. The riverside will be easily accessible from other parts of the City and from the south side of the Thames.
Within which category does the project fit	• Substantially reimbursable • Asset enhancement/improvement (capital)
Resources Expended To Date	£47,000 has been spent to date on the evaluation, design and consultation processes for this project (staff costs and fees). This included surveys, design fees, and staff costs for consultation and engagement with the school, and engineering advice and estimating. The evaluation was funded from the On-Street Parking Reserve (£20,000 inclusive of the Playbuilder element on Peter's Hill - £5,000) as part of the Millennium Bridge Area project and the Watermark Place and Riverbank House Section 106s (£27,000) as part of the Riverside Planters and

	Planting project. The £47,000 expended to date represents approximately 3% of the total project cost to evaluate the project options.

Options Appraisal Recommendation

List of options described	**Option 1 (recommended)** • Reconfigure paving on the Millennium Bridge Approach to create a simple elegant route that is fitting for this important pedestrian gateway. • Ascertain the market value of the HSBC gates and explore potential for their relocation as recommended by the City Arts Initiative. • Create a green promenade space on Pauls walk, which also incorporates improved lighting and seating areas. Enhance lighting. • Incorporate a sustainable urban drainage system (SUDs) on Paul's Walk. (See Appendix C) • Create a seating area under the bridge together with associated lighting **Option 2** As Option 1, but with a conventional drainage system instead of SUDs **Option 3** As Option 1, but with the HSBC Gates retained
Option recommended to progress to Authority to Start Work stage	Option 1. This option accords with the City's Core Strategy which advocates a sustainable approach to design. The benefits of this option are demonstrable and address issues particular to this area of the City, which lies within a flood risk area.
Resource requirements to reach Authority to Start Work and source of funding	£45,000. Comprising £25,000 fees for design works, surveys and engineering assessment and £20,000 staff costs for project management and consultation. To be funded from the 20 Fenchurch Street Section 106. See Appendix B Table 1.
Plans for consultation prior to Authority to Start Work	It is proposed to continue to consult with local occupiers and other relevant parties on the plans prior to authority to start work stage. This will include: • The City of London School, the Salvation Army, Millennium Bridge House • The Environment Agency

	• The Port of London Authority • Internally: the Planning Policy Team (for advice on SUDS), Development Division (for advice on adjacent developments), City Arts Initiative, the City Surveyor, the Highways service, the Access Team and the Open Spaces department
Level of approval for Detailed Design (if required)	• Chief Officer for Detailed Design Approval. • Town Clerk for Authority to Start Work as Streamlined Process
Procurement Strategy	The procurement strategy will be confirmed at Detailed Design stage. It is proposed that the Director of the Built Environment confirm whether the Highways maintenance term contractor carries out the works or if the works are to be tendered.
Tolerances	It is proposed to create a seating area under the Millennium Bridge, towards the end of the project when costs are known. This element is a lower priority and will only be implemented upon completion of the other elements.

Detailed Options Appraisal

Option 1	
Description	**Millennium Bridge Approach** This space is a processional route to St Paul's Cathedral, which promotes movement through the space to other destinations. Therefore, no street furniture or obstacles are proposed here. A simple paving pattern will frame the route. This pattern will reuse areas of the existing York Stone that are in a suitable condition. These would be taken up and re-laid in a more robust and easier to maintain arrangement. It has been confirmed that **the HSBC Gates** are the property of the City of London. As part of the evaluation process officers have consulted with the artist Sir Anthony Caro to ask his thoughts on the problems of graffiti, urination and other problems. Sir Anthony is of the view that the sculptures do not work well in their present location and would have no objections to their removal/relocation, if this was part of a significant enhancement scheme for the wider area. Sir Anthony will be consulted again as part of the decommissioning options assessment. Initial consultations have been carried out with various City departments to find a suitable City location for the sculptures. However, no suitable sites have been found. This includes spaces inside and outside of the City, therefore the options for selling them through the various commercial art markets are the most likely options for disposal. It is understood, however that the market for these sculptures is quite limited. Next steps are to include: • Ascertain market value of the sculptures and explore resale potential

Option 1	

- Further explore relocation of the sculptures to other sites within the City and Open Spaces within the City's remit, or other locations outside of the City's remit
- Explore return of sculptures to the original artist (Anthony Caro)
- Disposal as scrap metal

The design for this area can also work with the Gates retained. Therefore if the removal of the Gates is not viable they can be retained without requiring any design changes. However the problems associated with them will remain.

Area under the Millennium Bridge

The central steps under the bridge are often used as an elevated seating point allowing great views across the Thames. However, this area is quite bleak and uninviting with great potential to become a more useable space.

It is proposed to introduce a formal seating arrangement on the steps beneath the bridge. They will be clad in timber and incorporate raised dividers as arm rests. This arrangement will help to prevent rough sleeping and skate boarding. The enhancements will also include additional lighting hung from the bridge structure and also linear led lighting under the seats. This will make the space feel safer at night and discourage anti-social behaviour. The design of the space beneath the Millennium Bridge will be developed to enable access to the bridge for maintenance purposes.

Paul's Walk

It is proposed to create a green frame around the school and Millennium Bridge House with spaces between the planting to accommodate building entrances and exits. The existing planters adjacent to the school (within the school's demise) are to be replanted with mixed planting to better green the area close to the school frontage and deter people from using the area for loitering. New seating arrangements will mean that timber benches will be located away from the school entrance.

The existing stone clad planter opposite Millennium Bridge House is currently in a poor state of repair. It is proposed to demolish this planter and introduce more appropriate planting in this area together with seating that is accessible. Play and/or exercise equipment is also proposed in this area, utilising specific funding from the London Marathon Charitable Trust.

As part of the landscaping it is proposed to replace the existing concrete slabs with York Stone to match surrounding paving on the remainder of the Riverside Walk. It is also proposed to add uplighters to the planting areas and to install additional festoon lighting on the river wall to enhance the riverside promenade. The lighting would be the latest technology LED which generally requires less maintenance and uses less energy. Further site/structural investigations will be necessary to determine the final planting design in terms of depth and loading. This will be carried out as part of the design development prior to the Authority to Start Work stage.

Drainage

The City's Preliminary Flood Risk Assessment and Climate Change Adaptation Strategy identify this as an area at risk of flooding due to its proximity to the Thames. On Paul's Walk it is proposed to introduce elements of sustainable urban drainage (SUDs) to utilise

Option 1	
excess surface water to mitigate flood risk. Existing gullies will collect surface water and then re-route it into specially designed planters. The viability of introducing a SUDs system will be determined by further site investigations.	
Benefits and strategy for achievement	The main benefits of this option are as follows: • Enhancement of the City's Riverside Walk (Thames Path) in accordance with the City's Strategic aims, Core Strategy and Riverside Walk Enhancement Strategy, • The creation of an enhanced 'gateway' to the City for the benefit of the millions of visitors who use this area each year, • An increase in the coverage of green infrastructure and encouragement of biodiversity, • The addition of more comfortable and accessible seating on the Riverside to provide pleasant places for people to rest, • The introduction of a sustainable approach to drainage and surface water management, • The enhancement of the lighting in the area to improve the environment, safety and discourage anti-social behaviour • The addition of play/exercise equipment to encourage play and well-being. • The encouragement of sustainable modes of transport (walking, as highlighted in the Mayor of London's Transport Strategy 2011)
Scope and exclusions	A plan of the project area is included in Appendix A.
Constraints and assumptions	• A small section of publically accessible planting falls within the private demise of the School and an agreement will be required with the school to carry out the works and maintain a potential increase in planting coverage attributable to the School. This matter has been discussed with the School who are supportive of the need to alter the scope of their current maintenance agreement with Open Spaces. The detailed nature and scope of the agreement will be reported at the Gateway 5 stage. These proposals are in line with the Riverside Walk Enhancement Strategy which advocates a coherent approach to improve local amenities. • The City of London School's planters are adjacent to the Riverside Walkway and their improvement furthers the City's Riverside Walk area based Strategy in line with the purposes of the 20 Fenchurch Street S106. These proposals will improve the local environment by improving local biodiversity and

Option 1	
	increasing overall green coverage. • The existing stone planter opposite Millennium Bridge House also forms part of the flood defence and has access steps to the foreshore. A suitable replacement defence wall and steps will be required. The Environment Agency have been consulted and further agreement with them will be required as part of the statutory consent process. • Further site investigations are needed to determine the depth and loading for the planting areas. • The London Marathon Charitable Trust funding for play related enhancements (remaining £34,500), must be expended by December 2012. • The existing plaques on the Millennium Bridge Approach upper will be retained and liaison with the Lottery commission is required.
Streetworks Impact	Due to the pedestrianised nature of the area, the impact of the street works will primarily affect pedestrian access to the Riverside Walkway and the Millennium Bridge approach. Officers will look to ensure that routes remain open to the public by phasing the works accordingly. Access to buildings will be maintained at all times
Programme	Further detailed design work will be undertaken before the Authority to start works stage. This will involve further site condition investigations to establish the depth of the planting and loading. It is anticipated that Authority to start works will be sought in autumn 2012 when these investigations are concluded. If approved, the works will be phased to enable the location of play equipment to be established on site by the end of the year. The main works will then commence in the new year to accord with the City Surveyor's advice to allow further time to incorporate site condition findings into the final design.

Option 1	

Risk implications

Risk	Risk Category	Risk Value	Mitigating Action
Weight restrictions /underground conditions limit planting proposals	Cost/Scope	High	Ensure weight restrictions and underground conditions are checked and develop fallback design options.
Weight restrictions/Access for vehicles delivering materials to site	Time/Cost/Scope	High	A Weight Tolerance Assessment to be undertaken as part of the development these proposals. An Access and Delivery Plan to be developed as part of the Construction Package.
SUDs scheme is not feasible	Scope	High	Carry out necessary surveys and trial holes and ensure expert input in design team prior to Authority to start works stage.
Development of the River Park (private scheme) may impact upon works timing and scope	Time/Scope	Medium	Should application prove successful develop a dialogue with developer and the Environmental Agency to agree solution for the removal of the planter and the design around the River Defences.
Existing Flood Defence - restricts alterations to existing planter	Scope	Medium	Liaise closely with the Environmental Agency to develop design
Noise Restrictions for Working close to School and Local Businesses	Time	Medium	Establish and agree working times for noisy works to ensure disturbance is minimised.
Water supply for irrigation is not feasible	Cost/Scope	Medium	Discuss the planting plans with Open Spaces and design the necessary water supply requirements as part of the overall design
No suitable offers/location found for HSBC Gates	Scope	Medium	Investigate fall-back options for the sculptures and revise scope of scheme on Millennium Bridge Approach and report to Committee.

Legal implications	The School already pay the Open spaces Department to maintain the planters in front of their building. An agreement is required with the School to undertake the works and amend the maintenance agreement. This would include funding the first 5 years of establishment costs of the planting from the Section 106. Consent from the Environment Agency under the Flood and Water management Act 2010 will be required to carry out works to the flood defence.

Option 1	
HR implications	N/A
Anticipated stakeholders and Consultees	Consultations are on-going with the City of London School, The Salvation Army, Millennium Bridge House, the Environment Agency and Port of London Authority.
Results of consultation carried out to date	As part of the development of the project, officers have consulted with the City of London School, Sir Anthony Caro (the artist who designed the HSBC gates), HSBC and St Paul's Cathedral. Officers met with the City of London School Second Master and his team on three separate occasions, which provided an insight into the needs of the school. The proposals were presented to the School's senior staff on 25th November 2011. At this meeting the school expressed support for the scheme. The City of London School Board of Governors met on 27th February 2012 and the proposals to improve the Millennium Bridge Area were well received as they represented a marked improvement on the appearance of the existing area. St Paul's Cathedral have been consulted and expressed support for the scheme.
Financial Implications	
Estimated capital cost (£)	**£1,469,805 (See Appendix B Table 2)**

Source of capital funding

The project is estimated at a total of £1,514,805 (inclusive of £45,000 to reach authority to start work) funded through the 20 Fenchurch Street, Watermark Place and Riverbank House Section 106 contributions (£1,350,305), the London Marathon Charitable Trust (£34,500) and the On-Street Parking Reserve (£130,000). See Appendix B Tables 1 and 2 for detailed breakdown.

The proposed S106 funding is dependent on the confirmation of firm savings from the Angel Lane Project. A provision of £1,014,370 has been made available from the Watermark Place (£632,995) and Riverbank House (£381,375) Section 106 contributions for delivering the Angel Lane scheme. Current estimates suggest that there will be an underspend of some **£428,537** (inclusive of the Contingency of **£155,060)** on this scheme which can then be released for further enhancement works.

Cost estimates will be refined and funding sources are to be confirmed in detail at the authority to start work stage following the completion of Angel Lane. The 20 Fenchurch Street S106 contribution will fund the works and maintenance costs of the small sections of private planting on the City of London School land adjacent to the Riverside. This accords with the Riverside Walk Enhancement Strategy which advocates a coherent

Option 1	
approach to improving local amenities. In previous Riverside Update reports Transport for London (TfL) grants were cited as a possible source of funding for this project and these funds have been investigated. However, there are specific Section 106 funds available for the Riverside Walk that cannot be spent on any other area and therefore these are considered to be a more appropriate funding source for this project.	
Anticipated phasing of capital expenditure	Please see Appendix B Table 4 for anticipated phasing of capital expenditure.
Estimated capital value/return (£)	N/A
Fund/budget to be credited with capital return	N/A
Estimated revenue implications (£)	It is anticipated that there will be some initial revenue benefits through the enhancement of the City's assets in the public realm. The scheme includes the addition of more planting areas in line with the approved Riverside strategy. The first 5 years establishment costs for this planting (estimated at £12,061 per year) will be covered by the Section 106 funding, after which on-going maintenance costs would be borne by the Department of Open Spaces and the City of London School. It is proposed that the drainage and cleansing maintenance (estimated at £3,000 per year) will be funded from Section 106s for five years after which the on-going maintenance costs would be contained within the Department of the Built Environment.
Source of revenue funding	Section 106 funds will cover the establishment of the planting for 5 years. The Open Spaces Department will identify efficiencies within the City's Open Spaces local risk budget, to resource the longer term open space maintenance costs of this project and the City's open space assets. Officers are also considering more effective long term maintenance solutions for the City's open spaces, which will be the subject of a report to the appropriate Committees in due course.
Fund/budget to be credited with income/savings	N/A

Option 1	
Anticipated life	N/A
Investment Appraisal	N/A
Benchmarks or comparative data	The City has implemented numerous similar enhancement schemes over the last 8 years, including completed schemes nearby at Paul's Walk, Angel Lane and Grant's Quay.
Proposed procurement approach	At the Authority to Start Work Stage, the Director of the Built Environment will confirm whether the Highways maintenance term contractor carries out the works or if the works are to be tendered.
Affordability	The project is to be primarily funded (91%) from existing Section 106 receipts and the London Marathon Charitable Trust which have been specifically allocated to the enhancement of the Riverside Walk and play in the area. Approximately 9% of the project costs are to be funded from the City's On-Street Parking Reserve which has been allocated to the project.
Recommendation	It is recommended that Members:: (i) Approve the progression of Option 1 to authority to start works stage at a cost of £45,000 (staff costs and fees) to be funded from 20 Fenchurch Street Section 106 contribution. (ii) Approve the environmental enhancements and sustainable urban drainage system (Option 1) at an estimated total cost of £1,469,805 funded through the 20 Fenchurch Street, Watermark Place and Riverbank House Section 106 contributions (£1,305,305), the London Marathon Charitable Trust (£34,500) and the On-Street Parking Reserve (£130,000); subject to the confirmation of savings on the completed Angel Lane project, approval of the authority to start work and any other statutory consents.
Reasons	The Millennium Bridge Area is a major gateway to the City. The area currently does not respond to the needs of the public and is not a fitting environment for such an important location. These proposals address the needs of the public and local occupiers to improve the function and appearance of the area whilst also establishing a mechanism for mitigating the potential for flooding. The continued improvement to the Riverside Walk aims to fulfil the City's duty to maintain and enhance the Thames Path National Trail and is in line with the City's Strategic Aims and Core Strategy
Next Steps	Development of the detailed design and further consultation with local occupiers.

Option 2	
Description	**<u>Option 2</u>** As Option 1, but with a conventional drainage system instead of SUDs.
Benefits and strategy for achievement	As Option 1, but with a conventional drainage system instead of SUDs and so the introduction of a more sustainable approach to drainage and surface water management will not be realised with this option.
Scope and exclusions	See Option 1 Note: This option does not include the sustainable urban drainage system (SUDS) and retains the existing drainage arrangement.
Constraints and assumptions	As option 1. There will be a reduced requirement for structural investigations with this option.
Programme	As Option 1
Risk Implications	As Option 1 except Risk relating to effectiveness of SUDs no longer applies.
Legal implications	As option 1
HR implications	N/A
Anticipated stakeholders and consultees	As Option 1
Results of consultation carried out to date	As Option 1
<u>Financial Implications</u>	
Estimated capital cost (£)	**£1,321,805 (See Appendix B Table 1)**
Source of capital funding	Similar to Option 1, See Appendix B Table 3
Anticipated phasing of capital expenditure	Project phasing will be similar to Option 1 projection. Please see Appendix B Table 4.

Option 2	
Estimated capital value/return (£)	N/A
Fund/budget to be credited with capital return	N/A
Estimated revenue implications (£)	Maintenance is £3,000 less than option 1 – which relates to less maintenance required for drainage.
Source of revenue funding	As Option 1
Fund/budget to be credited with income/savings	N/A
Anticipated life	N/A
Investment Appraisal	N/A
Benchmarks or comparative data	As Option 1
Proposed procurement approach	As Option 1
Affordability	As Option 1
Recommendation	Not Recommended
Reasons	As Option 1, except there would not be any added benefits of the Suds system.
Next Steps	As Option 1

Option 3	
Description	**Option 3** As Option 1, but with the HSBC Gates retained.
Benefits and strategy for achievement	See Option 1 This option would retain the HSBC Gates in situ and so the gateway to the City will not be enhanced in the same manner

Option 3	
	and barriers to movement would remain.
Scope and exclusions	As Option 1 Note This option would retain the HSBC Gates in situ.
Constraints and assumptions	As Option 1
Risk implications	As Option 1 The risk associated with the HSBC gates removal would no longer apply.
Legal implications	As Option 1
HR implications	N/A
Anticipated stakeholders and consultees	As Option 1
Results of consultation carried out to date	As Option 1
Financial Implications	
Estimated capital cost (£)	**£1,425,805 (See Appendix B Table 2)**
Source of capital funding	Similar to Option 1. Please see Appendix B Table 3.
Anticipated phasing of capital expenditure	Project phasing will be similar to Option 1 projection. Please see Appendix B Table 4.
Estimated capital value/return (£)	N/A
Fund/budget to be credited with capital return	N/A
Estimated revenue implications (£)	As Option 1

Option 3	
Source of revenue funding	See Option 1
Fund/budget to be credited with income/savings	N/A
Anticipated life	N/A
Investment Appraisal	N/A
Benchmarks or comparative data	As Option 1
Proposed procurement approach	As Option 1
Affordability	As Option 1
Recommendation	Not Recommended
Reasons	As Option 1except the HSBC gates would be retained and the Millennium Bridge Approach would not be able to be opened up as an enhanced gateway to the same standard as proposed with Option 1 and 2.
Next Steps	As Option 1

Site Location Plan

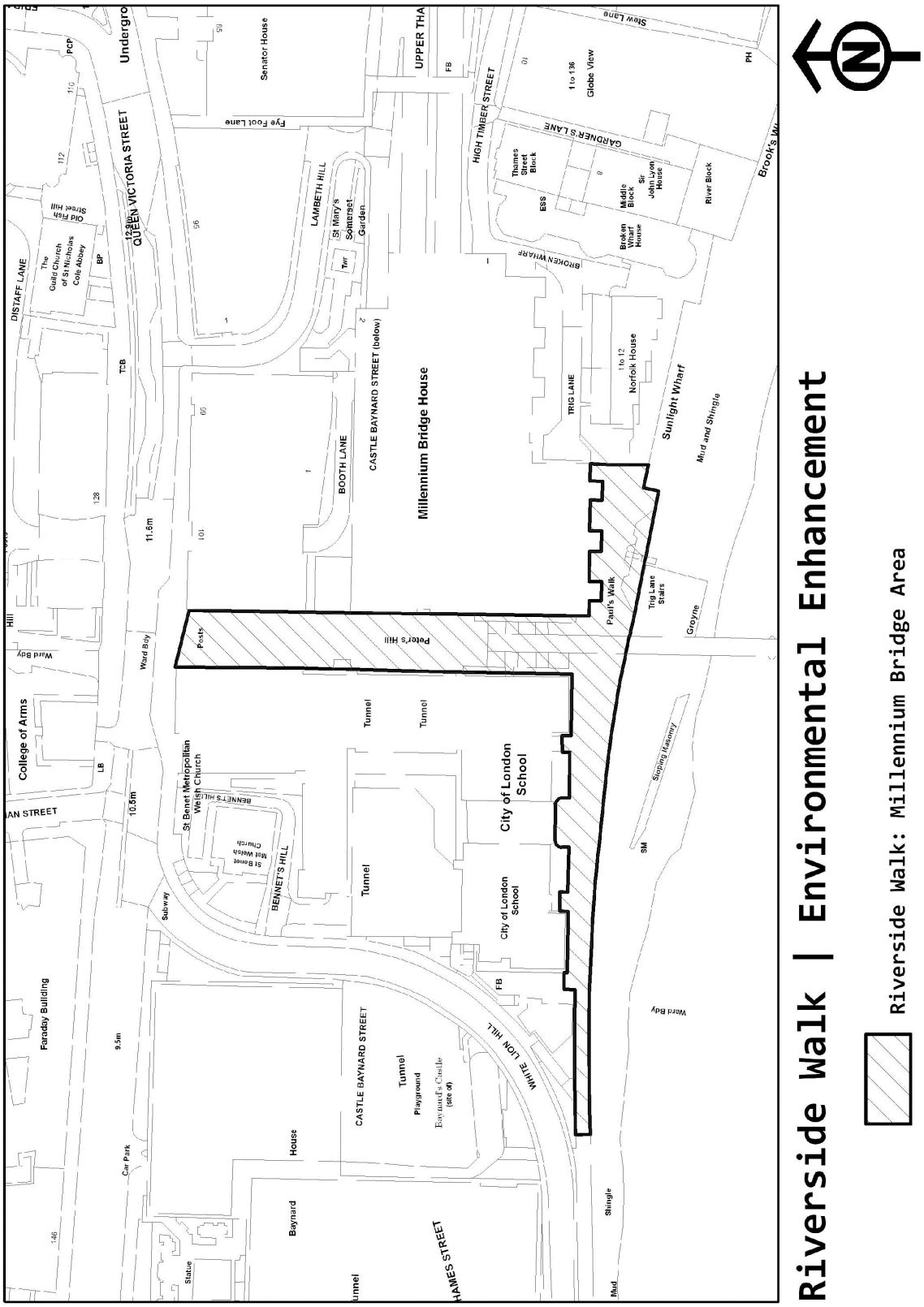


Table 1: Post Evaluation Design Costs

Post Evaluation Design Costs	£
Fees	25,000
Staff Costs Open Spaces	2,000
Staff Costs DBE Planning	14,000
Staff Costs DBE Highways	4,000
TOTAL	**45,000**

Table 2: Estimated Costs

Task	Option 1 Recommended SUDS Plus remove HSBC gates	Option 2 Conventional Drainage, no SUDS, plus remove HSBC gates	Option 3 HSBC gates retained Plus SUDS
Works (site clearance, paving & planters, play equipment)	764,500	764,500	734,500
Lighting	70,000	70,000	70,000
Drainage/Irrigation system	167,000	47,000	167,000
Planting	112,000	112,000	112,000
SUBTOTAL (works)	**1,113,500**	**993,500**	**1,083,500**
Fees	60,000	50,000	55,000
Staff Costs Open Spaces	41,000	41,000	41,000
Staff Costs DBE	120,000	105,000	111,000
SUBTOTAL (Fees and staff)	**221,000**	**196,000**	**207,000**
SUBTOTAL	**1,334,500**	**1,189,500**	**1,290,500**
Open Spaces Maintenance (5 years)	60,305	60,305	60,305
DBE Maintenance (irrigation, drainage and cleansing, 5 years)	15,000	12,000	15,000
SUBTOTAL (maintenance)	**75,305**	**72,305**	**75,305**
SUBTOTAL	**1,409,805**	**1,261,805**	**1,365,805**
Retained Element for Risk Management (Area under the Millennium Bridge)	60,000	60,000	60,000
TOTAL	**1,469,805**	**1,321,805**	**1,425,805**

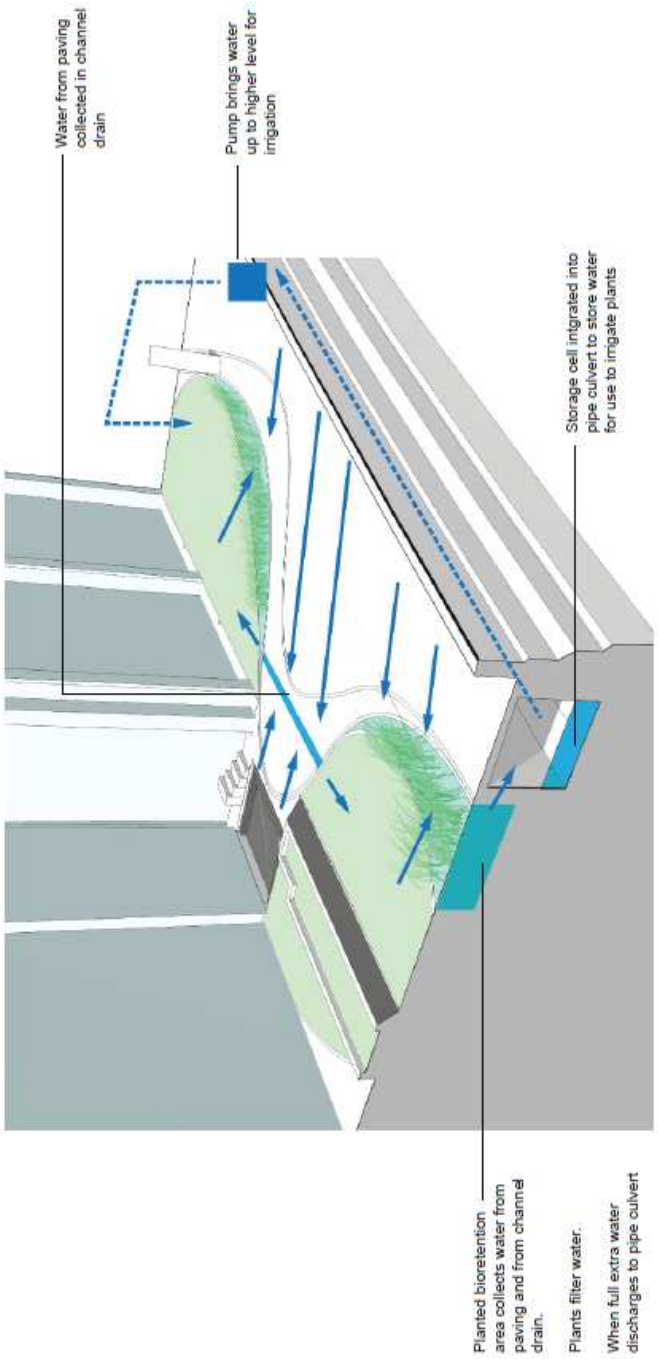
Table 3: Proposed Funding Sources breakdown (Inclusive of £45,000 for Authority to Start Work)

Funding Source	Available Funds (£'s)
20 Fenchurch Street S106 (Riverside Walk – Inclusive of Interest)	**701,066**
On Street Parking Reserve (Millennium Bridge Area)	**130,000**
Watermark Place S106 (Inclusive of Authority to Start Work and accrued Interest)	**251,397**
Estimated underspend from Angel Lane Scheme (Riverbank House & Watermark Place S106s)	**397,842**
London Marathon Charitable Trust	**34,500**
TOTAL	**1,514,805**

Table 4: Option 1 - Anticipated Phasing

	2012/13 (£)	2013/2014 (£)	Later Years (£)	Total (£)
Post Evaluation Design Fees / Staff Costs	45,000			**45,000**
Fees	30,000	30,000		**60,000**
Staff Costs	40,000	121,000		**161,000**
Works	200,000	913,500		**1,113,500**
Provision held back		60,000		**60,000**
Maintenance (revenue)		15,061	60,244	**75,305**
Totals:	**315,000**	**1,139,561**	60,244	**1,514,805**

Sustainable Urban Drainage Plan



TYPICAL SECTION THROUGH BIO RETENTION PLANTING AREA

Photos

Anthony Caro sculptures looking north

Anthony Caro sculptures looking south

Space under the Millennium Bridge

Existing Planter adjacent to the Riverside Wall

The area adjacent the City of London School

The City of London Open Space Strategy 2008

Executive Summary

1. Introduction

This section introduces the City of London by describing the place, explaining its uniqueness and outlining the type of open spaces that exist today. It then goes on to set out the need for and purpose of the Strategy, the importance of open space and the key issues that need to be addressed within the 'Square Mile'.

2. Policy Framework

This section establishes the relevant policy framework which provides the context for the Strategy and helps inform its content.

3. Assessment of Need

This section summarises the City's characteristics relating them to three distinct character areas (West, Central and East). It goes on to describe the 'supply' and 'demand' side of open space provision.

In terms of supply, the main findings are:

• There are 277 open spaces within the City;

• This totals approximately 32.18 hectares, of which 23.31 hectares is publicly accessible;

• Over half of the sites are less than 0.2 hectares in size;

• The existing ratio of publicly accessible open space to the weekday day - time population (workers, students, visitors and residents) is about 0.062 hectares per 1000 (0.094 in the West, 0.097 in the Central Area and 0.024 in the East;

• The best comparison is Westminster which has a ratio of 0.54ha per 1,000 weekday daytime population.

• There are approximately 2,820 trees across the City;

• There are a variety of public and commercial sports, health and fitness facilities and play areas in and around the City; and

• 10 of the open spaces are Sites of Importance for Nature Conservation.

In terms of demand, the main findings area:

• The existing weekday day - time population is approximately 370,000;

• The worker population (which accounts for about 92% of the day - time population) is mainly male (ratio of 59:41), relatively young and largely white;

• The resident population is more varied in its characteristics, being generally relatively affluent, but with Golden Lane and Portsoken Wards falling within areas that are amongst the 25% most deprived areas in England;

• The weekday day - time population is expected to grow by around 89,000 by 2026;

• The City's communities are generally satisfied with the City's public gardens and spaces, but want more 'green' areas and trees, an increase in benches, more natural planting to help biodiversity, more play space and activities for young people and better links between spaces.

This section then outlines an assessment of need, based on the above supply and demand factors. In summary:

• The existing level of publicly accessible open space is low in both absolute and relative terms;

• The quality of publicly accessible open space is generally high, but there are a number of challenges to maintaining these high standards;

• The whole of the City can be described as deficient in open space and there is the need for all types of open space throughout the City;

• There is a particular need for publicly accessible open space in the Eastern part of the City; and

• In the context of a growing week - day population it is considered that the most appropriate local standard is the maintenance of the existing City - wide ratio of publicly accessible open space per 1000 weekday day - time population at 0.062 hectares.

4. Vision, Strategy and Delivery

This section sets out a vision for open space provision in the City and establishes a longterm strategy. It then sets out how the Strategy will be delivered and monitored, including a five year Action Plan (Appendix 3).

The vision for open space in the City is as follows:

"The creation of a network of high quality and inspiring open spaces which helps ensure an attractive, healthy, sustainable and socially cohesive place for all the City's communities and visitors."

The Strategy comprises the following 10 Strategic Objectives:

1. To maintain and increase public access to existing open spaces and enhance the quality of these spaces, in terms of both design and management.
2. Increase the amount of high quality publicly accessible open space in order to maintain the existing City‐wide ratio of 0.062ha per 1000 week day day‐time population and focus efforts on creating additional publicly accessible open space in the Eastern Area of the City.
3. Ensure that all open spaces are designed and managed to be safe and accessible to all and, where appropriate, provide opportunities for different activities at different times of the day and year.

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4. Provide additional play facilities (including equipped play areas) in existing and new spaces in accordance with the City Corporation's Play Strategy (2007‐2010).
5. Maximise the provision of additional open spaces and trees to ensure that existing and new spaces make a positive contribution to the biodiversity value of the City.
6. Ensure that enhanced and additional open spaces accord with high standards of sustainable design, construction and management and take account of the potential changes to the City climate.
7. Maximise the provision of private and communal residential amenity space (balconies and roof terraces) and communal amenity space for office workers (including gardens and 'sky gardens') in appropriate locations.
8. Effectively manage the temporary loss of any open space during construction projects and ensure that high quality open space of equivalent or greater size is established as soon as possible following the necessary works.
9. Improve physical access to and use of open spaces in neighbouring Boroughs.
10. Increase public awareness and understanding of the different types of open space in and around the City and encourage the City's communities to make the most of open spaces and to help improve them.

The delivery of this strategy is to be achieved by:

- Enhancing existing open spaces – developing a delivery strategy setting out priorities for different parts of the City;
- Enhancing the street scene – continuing to use the Streetscene Programme to deliver enhanced and additional open spaces (informed by area‐based Public Realm Enhancement Strategies);
- Securing public access to private spaces through Access Agreements;
- Developing Planning Policy and using the development management process to secure additional open space as part of new developments;
- Continuing to work in partnership with others; and
- Increasing volunteering;
- Production of a Marketing/Promotion Strategy;
- Production of a Tree Strategy.

Key Issues for the Strategy

The Audit of open spaces and the key messages from local stakeholders highlight a number of recurring core issues that must be addressed in this Strategy, and in all future open space creation and improvement schemes, in order to ensure long‐term sustainable open spaces. These include:

• Maximising opportunities to address deficiencies of open space where possible, consistent with other City Corporation objectives;
• Ensuring that all existing and new open spaces are varied, of high quality, and relevant to the needs of the local area including, where appropriate, access to play for all;
• Considering the implications of increased demand for open space through new developments and increases in the day time population in the City;
• Ensuring that any inappropriate use of sites is 'designed out';
• Considering the long term maintenance costs of new open space, and identifying sources of funding at the design and negotiation stages;
• Ensuring that, where appropriate, all new schemes incorporate automatic irrigation and that where possible, simple irrigation systems are 'retro‐fitted' into existing open spaces areas;
• Ensuring the careful choice of more drought‐resistant plants to maximise water efficiency, but balancing this with the requirement for native species in order to encourage diversity of wildlife;
• Ensuring that when planting street trees in new schemes, both species and size are appropriate to the location, and that species choice and size is in accordance with the City Tree Strategy (also in development), particularly with regards to deficiencies of certain species or a lack of succession in certain areas of the City;
• Developing and agreeing formal maintenance agreements for churchyards maintained by the City Gardens team; and
• Improving the planned maintenance and refurbishment of hard landscape features within City Corporation maintained open spaces, including liaising with the City Corporation's Access Officer to satisfactorily address accessibility issues.

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