



Streets and Walkways Sub (Planning and Transportation) Committee

Date: MONDAY, 22 APRIL 2013

Time: 11.00am

Venue: COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

Members:	Jeremy Simons (Chairman)	Brian Harris (Ex-Officio Member)
	Deputy John Barker	Michael Hudson
	Marianne Fredericks	Sylvia Moys
	Alderman Alison Gowman (Ex-Officio Member)	Deputy John Owen-Ward
	Alderman Robert Hall (Ex-Officio Member)	Deputy Michael Welbank (Ex-Officio Member)

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Lunch will be served in Guildhall Club at 1pm

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**
To agree the public minutes and summary of the meeting held on 11 February 2013.

For Decision
(Pages 1 - 6)
4. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**
 - a) Holborn Circus Area Enhancement (Pages 7 - 32)
 - b) Special Events on the Public Highway - Beating of the Bounds (Pages 33 - 36)
 - c) Issue Report - Subways Re-Use and Minorities (Pages 37 - 58)
 - d) Issue Report - London Wall / Wood Street junction improvement scheme (Pages 59 - 72)
 - e) Blue Badge Improvement Service (Pages 73 - 78)
 - f) Sculpture in the City–2013 (Year 3)-Progress Report, Gateway 6 (Pages 79 - 100)
5. **DECISIONS TAKEN UNDER DELEGATED AUTHORITY OR URGENCY POWERS**
Report of the Town Clerk.

For Information
(Pages 101 - 102)
6. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
7. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

Agenda Item 3

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Monday, 11 February 2013

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Monday, 11 February 2013 at 11.30 am

Present

Members:

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

Officers:

Katie Odling	- Town Clerk's Department
Esther Sumner	- Town Clerk's Department
Julie Smith	- Chamberlain's Department
Alan Bennetts	- Remembrancer's Office
Nigel Lefton	- Remembrancer's Office
Paul Monaghan	- City Surveyor's Department
Victor Callister	- Department of the Built Environment
Iain Simmons	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Patrick Hegarty	- Open Spaces Department
Alan Rickwood	- City Police

1. APOLOGIES FOR ABSENCE

There were no apologies for absence.

2. MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA

The Chairman, Jeremy Simons declared a pecuniary interest in respect of Item 4C as the owner of a leasehold and part owner of a property on Pemberton Road. He would remain present for the item but would not take part in any discussion or voting.

3. **MINUTES**

RESOLVED – That the Minutes of the meeting held on 14 January 2013, be approved as a correct record subject to the following amendments: -

- 1) Item 3 – Minutes (Riverside Walk Enhancement Strategy) – Members were informed that a report of the Remembrancer *on the COL Various Powers Bill, which included provisions for enforcement on City Walkways* would be submitted to the next meeting on 11 February 2013.
- 2) Item 4 – Order of the Court of Common Council – “~~“The Corporate Asset and Energy and Sustainability Sub Committee be transferred from the Policy and Resources Committee to the Finance Committee and the Planning and Transportation Committee respectively”.~~”

MATTERS ARISING

Special Events on the Public Highway (Item 6) – A letter was tabled at the meeting from the Rt. Hon the Lord Mayor Alderman Roger Gifford to the Worshipful Company of World Traders regarding the ‘Beating of the Bounds festival’. The Director agreed to report any future correspondence to the Committee.

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

4.1 **Outcome Report (Gateway 7) - Heron Tower Highway Works**

Consideration was given to a report of the Director of the Built Environment – Outcome Report (Gateway 7) – Heron Tower Highway Works.

RESOLVED – That,

- i) closure of the project be authorised; and
- ii) the Chamberlain’s department be instructed to return unspent funds to the developer, including any interest accrued, as is required under the conditions of the S278(No.1) agreement.

4.2 **Outcome Report (Gateway 7) - Heron Tower Highway Improvement Works**

Consideration was given to a report of the Director of the Built Environment which provided details regarding the outcome of the Heron Tower Highway Improvements works project.

The Committee congratulated Officers for bringing both this project at Heron Tower Highway Works (Item 4b) in on time and within budget.

RESOLVED – That,

- i) closure of the project be authorised;
- ii) the Chamberlain’s department be instructed to return unspent funds to the developer, including any interest accrued, as is required under the conditions of the S278 (No.2) and related variation agreement; and
- iii) it be noted that as a result of the S.278 (No.2) Variation Agreement, £395, 983 (for the diminution in benefits for the implemented scheme) will be available for other improvement works; the scope of which is still to be determined.

4.3 Road Danger reduction in the Shoe Lane area – Stonecutter Street & Little New Street

The Deputy Chairman, Archie Galloway took the Chair for this item.

Consideration was given to a report of the Director of the Built Environment regarding road danger reduction in the Shoe Lane area (Stonecutter Street and Little New Street).

Following authorisation by the Streets and Walkways and Projects Sub Committees to implement Option 1, a statutory consultation was undertaken and from this one letter of objection was received. Officers had reviewed the objection and considered that the project benefits outweighed the issue of increasing journey time which was raised by the LTDA.

RESOLVED – That,

- i) the making of Traffic Orders under Section 6 of the Road Traffic and Regulation Act 1984, to allow the permanent closure of Stonecutter Street at its eastern end to motorised vehicles be agreed; and
- ii) the objectors be informed of the decision.

4.4 Outline Options Appraisal - Aldgate Highway Changes and Public Realm Improvements Project

Consideration was given to a report of the Director of the Built Environment which provided an outline options appraisal in respect of the Aldgate Highway Changes and Public Realm Improvements Project.

Members received a presentation from the Assistant Director, Environmental Enhancement regarding the project.

Members welcomed the report and during discussion, made reference to the use of Sustainable Drainage System's (SuDS), the connection with International House, the importance of providing public spaces and improving what was currently there and provision of public conveniences.

Members referred specifically to Appendix 3, page 81 of the report. Members were informed that as part of the project, funding would be identified and a report would be submitted with appropriate considerations.

RESOLVED – That,

- i) All options continue to be developed to G4 to ensure that the optimum highway layout was presented;
- ii) Delegated authority be granted to the Director of the Built Environment and Head of Finance to adjust the project budget between staff costs and fees if above the recommended variance providing the overall budget was not exceeded;
- iii) Transport for London funding of £429k be included into the project budget;
- iv) Approval be granted to use the underspend from the delivery of the project to G3 to be used to deliver G4 (approximately £44k at the time of writing);
- v) Approval be granted to utilise the St Botolph House S106 contribution for the "New Public Square" development, if required, to reach G4. (It is anticipated that was likely to be between £2k and £20k); and
- vi) The appointment of WSA Atkins be approved for a sum in the region.

5. **REQUEST FOR DELEGATED AUTHORITY - 72 FORE STREET - OUTLINE OPTIONS APPRAISAL**

RESOLVED – That delegated authority be granted to the Town Clerk in consultation with the Chairmen and Deputy Chairmen of the Streets and Walkways Sub Committee and the Projects Sub Committee to consider the project relative to 72 Fore Street, (Section 106 – Outline Options Appraisal, Gateway 3), in advance of April 2013 if required.

6. **LONDON LOCAL AUTHORITIES AND TRANSPORT FOR LONDON (NO.2) BILL**

Consideration was given to a report of the Remembrancer which informed the Committee of the content and progress of the City of London (Various Powers) Bill and the London Local Authorities and Transport for London (No.2) Bill.

The Remembrancer anticipated there may be opposition to some of the provisions, particularly in relation to enforcement powers.

A brief discussion took place regarding the use of footpaths/walkways by cyclists and how this might be enforced in the future, perhaps by way of issuing fixed penalty notices.

With regards to 'A' Boards, Members were advised that similarly to Croydon Council the Corporation was considering contracting out consideration of applications for the use of 'A' boards as well as the enforcement of unlicensed use. A report would therefore be submitted initially to the Port Health and Environmental Services Committee and afterwards to this Sub-Committee for consideration.

A report by the Comptroller and City Solicitor regarding the status of Riverside Walkway would be submitted to the Committee in the near future.

RECEIVED.

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

Blackfriars Bridge – With regards to the adjustments to the signage at Blackfriars Bridge, Members were informed that before any action was taken, a report needed to be submitted to the Deputy Mayor for consideration, therefore, a progress report would be provided to the next meeting.

Cyclists - A Member made reference to a website which stated that cyclists were claiming credit for high-speeds they were reaching on Embankment. Officers were keen to visit the website to find out more, however advised that unless they were cycling dangerously, there was very little action that could be taken.

Safer Cycling – Members were informed that safer cycling in the City would be looked at as part of the Road Danger Reduction Plan in conjunction with the Police and Road Safety Team.

Finally, briefing paper containing the definitions of the different categories of injuries was requested.

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

- 1) Holborn Circus (Junction layout) – Update – Members were informed that this scheme had been approved by the Deputy Mayor and the Managing Director of Transport for London. A report would be submitted to the Committee in April/May 2013 for Gateway 5 to start works.
- 2) Approval was sought from the Committee to implement planting and seating at St Giles Terrace, in line with a decision previously taken by the Committee.

RESOLVED – That approval be given to implement planting and seating at St Giles.

- 3) Tour De France – Monday, 7 July 2014 - The City has been approached by Transport for London to support the Tour De France 2014 to pass through London. Further information would be provided in due course.

9. **EXCLUSION OF THE PUBLIC**

RESOLVED: 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.

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 items of urgent business.

The meeting ended at 1.05 pm

Chairman

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Gateway 5: Authority to Start Work

Committee(s):	Date(s):	
Streets & Walkways Sub-Committee	22 April 2013	
Projects Sub Committee	19 April 2013	
Subject: Holborn Circus Area Enhancement		Public
Report of: Director of the Department of the Built Environment		For Decision

Overview

Context	<p>Holborn Circus forms a key western gateway to the City. The Circus works as a complex six-armed signalised junction revolving around a central island on which is located the Grade II Listed Prince Albert Statue. The local authority boundary between the City and Camden runs through the junction.</p> <p>As demonstrated in the City of London Road Danger Reduction Plan (2013), Holborn Circus is the worst personal injury accident hotspot in the City. The requirement to address safety at this junction is included as Action Point 6 in the Road Danger Reduction Plan. Through the City's Local Implementation Plan (LIP) officers have, for some time, been seeking to encourage financial support from TfL to fund improvements. A sum of £2.5m was offered to the City by TfL to facilitate an improvement project - £194,000 for design and £2,306,000 for construction. The design funding was subsequently increased by £60,000 to £254,000, as reported to Committee in December '13. This increases the overall TfL contribution to £2.56m. The funding is a fixed sum and subject to the condition that it is spent by the end of the 2013/14 financial year, and that the City meet any shortfall in costs. In order to fully deliver the scheme by the end of the 2013/14 financial year, construction must begin in July 2013. Therefore the decision making and delivery is extremely urgent.</p>
Brief description of project	<p>The Holborn Circus Enhancement Scheme has been in development since 2004, and has been reported to Committee on numerous occasions.</p> <p>At Gateway 4 stage (Detailed Options Appraisal) Members authorised officers to proceed to detailed</p>

	<p>design stage with Option 4. A summary of that report is included as Appendix A. The key features of Option 4 were:</p> <ul style="list-style-type: none"> • Hatton Garden to be converted to one-way working (at its southern end only); • St Andrew Street to be redirected from the junction onto New Fetter Lane; • The creation of a new public space adjacent to St Andrews Church; • Relocation of the Grade 2 Listed Prince Albert Statue; • All footways to be replaced with York stone paving; • Subject to LB Camden funding, the southern carriageway of Hatton Garden to be surfaced using granite setts; and • A new sustainable drainage system (SuDS) to be installed in the new public space area. <p>It should be noted that the above scheme had been subject to a successful public consultation exercise in 2011.</p> <p>Since then, the detailed design of the scheme has progressed. The scheme has also been optimised in a number of ways. Many of these optimisations have improved the functionality for pedestrians and cyclists. Vehicle journey times for motorised modes are also predicted to display a modest improvement as a result of the changes. These changes include:</p> <ul style="list-style-type: none"> • “tightening up” of the geometry of the junction (i.e. bringing stop lines on opposing arms of the junction closer together); • Straightening the alignment between New Fetter Lane and Hatton Garden, to reduce weaving movements; • Generally reducing the length of the stagger on staggered crossings; • A new shared surface arrangement at the southern end of Hatton Garden, allowing cyclists to travel in both directions on Hatton Garden; • New mandatory cycle lanes and extended Advanced Stop Line reservoirs on High Holborn and Holborn Viaduct. In conjunction with this, a
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	<p>new inset loading bay is proposed on the High Holborn approach;</p> <ul style="list-style-type: none"> • Banning of the right turn from Charterhouse Street to Hatton Garden, removing unnecessary rat-running traffic from Hatton Garden. <p>In addition to the above, it has been agreed with LB Camden that the southern end of Hatton Garden will be surfaced in asphalt (as opposed to granite). The asphalt will be treated with a buff-coloured surface treatment. Thus the scheme is now essentially Option 3 from the options appraisal stage.</p> <p>The public space design has also been progressed. The public space has been designed with two rows of trees running roughly along the previous alignment of St Andrew Street, alongside opportunities for seating.</p> <p>It had originally been hoped that the public space would include an innovative Sustainable Drainage System (SuDS) which would harvest rainwater to irrigate the trees. However, consultation with Open Spaces officers revealed that there is a high risk that the types of tree considered suitable for planting in the City are incompatible with the type of irrigation system proposed. Consequently, this could actually compromise the long-term health of the trees. It is therefore not proposed to use a SuDS system to irrigate the trees. However, it is still proposed to employ a SuDS design – instead of irrigating the trees, the SuDS system will channel water into a soakaway, from where it will infiltrate into the soil. Thus the cost implications of the change to the SuDS design have remained largely neutral.</p> <p>A drawing of the proposals is included as Appendix B.</p> <p>It should also be noted that since the Gateway 4 report, Members have received an Issues report in December '12 dealing with funding changes. Members of the Court of Common Council also approved the scheme in March '13.</p>
<p>Success Criteria</p>	<ul style="list-style-type: none"> • Reduced accident rates; • Improved road safety and ease of movement for all modes of transport, particularly for the more vulnerable road user; • Improved sight-lines at the junction; • Reduction in traffic congestion and journey

	<p>times;</p> <ul style="list-style-type: none"> • Improved accessibility and connectivity for pedestrians; • Creation of a more pleasant street environment with the introduction of a new public space, trees and seats; • Preservation and ease of maintenance of the Grade II Listed Prince Albert Statue; and • Improving the existing drainage system in the area as Holborn Circus is an area at risk of flooding.
Notable Exclusions	There are no notable exceptions.
Link to Strategic Aims	<p>A key aim of the City of London's LIP is to reduce road traffic casualties in the City, particularly fatal and serious casualties and casualties among vulnerable road users.</p> <p>The City together Strategy: The Heart of a world class City 2008 – 2014 sets out a priority to 'encourage walking and cycling safety'. It highlights that there are 'competing interests in road usage' and that 'the number of cyclists is likely to grow, which is to be encouraged'. It also states that the City should 'encourage improvements to transport safety, especially road safety'.</p> <p>The options being considered support the Core Strategy Vision of the LDF 'The City's streets will be managed to improve conditions for pedestrians and cyclists, while providing for essential private vehicle movements'.</p> <p>Improvement to Holborn Circus Action Point 6 in the City's Road Danger Reduction Plan (2013), and is consistent with Divisional Objective TPR1 (Reduce Accidents on City Streets) of the Department of the Built Environment Business Plan 2013-2016.</p> <p>The London Borough of Camden Transport Strategy/ Local Implementation Plan sets out the future direction and vision for transport in Camden.</p> <p>It includes the key transport objectives, the policies and measures to deliver them, and the targets and indicators to monitor and measure the success of the Strategy. Camden's objectives include improving road safety and personal security for people travelling in</p>

	Camden. It also includes developing and maintaining high quality, accessible public streets and spaces and recognise that streets are about more than movement.										
Within which category does the project fit	4: Substantially reimbursable; 7a: Asset Enhancement/Improvement										
Resources Expended To Date	<p>The cost to bring the scheme to Gateway 4 was £281,132, all of which was funded by TfL. The full breakdown of this expenditure was presented in the approved Gateway 4 report.</p> <p>The budget for the design stage was originally set at £194,000, all of which was being funded by TfL. However, midway through the design stage, TfL requested that we undertake additional option testing for a range of alternative scheme layouts, with a view to further enhancing cyclist safety. This involved a considerable amount of additional staff cost and fees, and TfL agreed to increase our budget by £60,000 to cover these additional costs. Therefore, the total fee budget available for this stage was £254,000. Of this, our expenditure was as follows (correct as at 31 March '13):</p> <table> <tr> <th>Cost Element</th><th>£</th></tr> <tr> <td>City Transport Staff (Project Management)</td><td>80,000</td></tr> <tr> <td>Highways/Open Spaces Staff</td><td>39,865</td></tr> <tr> <td>Fees</td><td>121,157</td></tr> <tr> <td>Total</td><td>241,022</td></tr> </table> <p>All of the expenditure above has been fully funded by TfL.</p>	Cost Element	£	City Transport Staff (Project Management)	80,000	Highways/Open Spaces Staff	39,865	Fees	121,157	Total	241,022
Cost Element	£										
City Transport Staff (Project Management)	80,000										
Highways/Open Spaces Staff	39,865										
Fees	121,157										
Total	241,022										
Option Selected at Detailed Options Appraisal	Option 4 was selected at the Detailed Options Appraisal stage, with the qualification that if LB Camden did not wish to pay the maintenance costs for granite on Hatton Garden, the scheme would revert to Option 3.										

Authority to Start Work

Design summary	<p>The optimised scheme is shown on the attached drawing (Appendix B). The main features of the scheme are:</p> <ul style="list-style-type: none"> • Southern end of Hatton Garden converted to one-way northbound; • St Andrew Street redirected to join New Fetter
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	<p>Lane;</p> <ul style="list-style-type: none"> • Fully signalised pedestrian crossing facilities on all of the City arms of the junction. Shared footway treatment on the Hatton Garden arm; • Relocated Prince Albert Statue; • New public space adjacent to St Andrews Church; • Mandatory cycle lanes and extended advanced stop line reservoirs on High Holborn and Holborn Viaduct; • Tighter junction geometry, meaning it takes less time to traverse the junction; • Better alignment of entrance and exit arms, leading to fewer potentially dangerous weaving movements; • New contra-flow cycling facility at the southern end of Hatton Garden; • New inset loading bay on High Holborn; and • Banned right turn from Charterhouse Street to Hatton Garden.
Proposals for delivery of the project	<p>The bulk of the works will be delivered by the City's term contractor.</p> <p>As some works will be required within LB Camden, we will be entering into a Section 8 Agreement with the borough to undertake these works.</p> <p>As part of the delivery of the project, it will be necessary for some cycle hire sites to be temporarily suspended. The temporary removal of these will be undertaken by TfL's nominated contractor. Signals works will also be undertaken by TfL's contractor, whilst works on the Grade II Listed Statue will be undertaken by Rupert Harris Conservation, the City's term contractor for statue and conservation works. Removal and reinstatement of the CCTV camera will be done by Tyco, the City Police's contractor, whilst an archaeological survey will be undertaken by MOLAS.</p>
Benefits and details of how they will be achieved	<p>1. Improved Safety</p> <p>This will be achieved through:</p> <ul style="list-style-type: none"> • New signalised pedestrian crossing

	<p>facilities;</p> <ul style="list-style-type: none"> • Simplified junction layout, with Prince Albert statue relocated away from the centre of the junction; • Improved sight-lines through junction, as the statue plinth currently blocks visibility through the junction; • Extended size Advanced Stop Line reservoirs in conjunction with mandatory cycle lanes on the High Holborn and Holborn Viaduct approaches, allowing more cyclists to progress through the junction without competing with traffic; • New, tighter junction alignment – all vehicles will spend less time in the junction; and • Realigned approach roads, reducing potentially dangerous weaving movements. <p>An assessment of the recent accident records for the junction has revealed that in the three years ending 2011, 28 accidents occurred at Holborn Circus. On the basis of a thorough analysis of these accidents, it is hoped that the new scheme will reduce these accidents by half.</p> <p>2. Improved Environment</p> <p>Tightening and simplifying the junction alignment will civilise the area and give it a less traffic-dominated feel.</p> <p>The new public space will significantly improve the local streetscape, and will be particularly popular in an area where public space is at a premium.</p> <p>All of the footways around the junction will be resurfaced using York stone paving (as agreed at Gateway 4).</p> <p>A new shared surface area for pedestrians and cyclists will be created at the southern end of Hatton Garden, to take advantage of the reduced traffic that will use this road.</p> <p>3. Improved Journey Times</p> <p>By tightening and realigning the junction, the</p>
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	<p>junction works more effectively. There is less “inter-green” time (i.e. the time between one signal turning amber and the next turning green), because it is much faster for vehicles to clear the junction.</p> <p>In the context of a signalised junction, inter-green time is wasted time as all traffic signals will display red (and all pedestrians will see a red man). By reducing inter-green time, more capacity is available within the operation of the signals. This has allowed us to introduce significant improvements for vulnerable users (new pedestrian crossings, and extended advanced stop line reservoirs for cyclists), whilst improving journey times for motorised vehicles.</p>
Scope and exclusions	<p>The works will largely take place on City highway, although works will also take place in LB Camden.</p> <p>Signals works will be undertaken by TfL.</p>
Constraints and assumptions	<p>The main constraint on the works is funding availability. The works funding will only be available in the 2013/14 financial year, so it is imperative that works start as soon as possible.</p>
Programme	<p>The immediate programme is as follows:</p> <ul style="list-style-type: none"> • Listed Building Consent – already received; • City G5 Approvals – 17&22 April '13; • TfL Business Case Approval – Mid-April '13; • TfL Traffic Management Act Approval – End April '13; • TfL Gateway 7 (approval to proceed) – 6 May '13; • Section 8 Agreement, May '13; • LB Camden formal approval – 24 May '13; • Traffic Orders – Mid June '13; • Place works/materials orders – 27 May '13; • Start on site – Mid-July '13; and • Complete resurfacing works – March '13.
Risk implications	<p>As will be noted from the programme above, there are a number of consents that will need to be received after we have secured approval from the City Committees. Both LB Camden and TfL are aware of the consequences of not providing</p>

	<p>approvals on the dates that we require. Both authorities have been integral stakeholders throughout the design period and so are fully committed to the scheme. In addition, the scheme has high-level political support in both authorities.</p> <p>There is a risk that bad weather could hamper the implementation programme and force us to work into the 2014/15 financial year. To mitigate this, we intend to operate double shifts during the summer months to complete as much work as possible before winter sets in.</p> <p>In addition, we have structured our funding strategy such that the time-limited TfL funds will be committed first, and the OSPR and S106 funding elements will be held back until later in the construction programme. This will offer us flexibility should there be a time overrun.</p>
Legal implications	An agreement under Section 8 of the Highways Act 1980 will need to be entered into with LB Camden to allow the City to undertake works on Camden's highway.
HR implications	None
Communications strategy	<p>Local stakeholders have already been contacted personally and alerted of the imminence of the works. In conjunction with our term contractor, we will be arranging workshops with each of the key stakeholders to understand their needs and plan the works accordingly.</p> <p>On-site information boards will be regularly updated, providing details of appropriate contact names/numbers.</p> <p>Much of the communications strategy will be achieved through use of e-media. Experience from other projects – in particular the Cannon Street project – has demonstrated this to be a highly effective means of communicating to City stakeholders. We will establish:</p> <ul style="list-style-type: none"> • a dedicated Holborn Circus website, containing information about the background to the scheme, and key milestones in the construction staging; and • weekly email updates, advising stakeholders of progress to date and the works expected

	in the weeks to come.												
Results of consultation carried out to date	<p>The 2011 consultation was well received. A total of 147 responses were received, with the majority expressing support for the scheme. Some cyclists did express concerns regarding the lack of southbound cycling on Hatton Garden, which has since been addressed through redesign of that area.</p> <p>A further consultation took place between 18 February '13 and 28 March '13. This consultation was not about the scheme as a whole, but about i) banning the right turn from Charterhouse Street to Hatton Garden; and ii) introduction of mandatory cycle lanes on the High Holborn and Holborn Viaduct approaches to the junction (with a new inset loading bay on High Holborn). A questionnaire was sent to 1,800 businesses and households in the City and Camden, and 26 responses were received. Only four of these responses disagreed with the banned right turn, compared with 11 that supported the proposal. None of the responses contained objections to the new loading arrangements, whilst five expressed support for the proposal. Given the benefits of both proposals, and the obvious lack of public opposition to them, they will both be included in the scheme. It should be noted that ten of the responses did not directly refer to the right turn ban or the new cycle lanes. The responses to this consultation are included at Appendix C.</p>												
Quality control arrangements	The City will monitor the work on site on a daily basis to ensure that the work being undertaking is as agreed.												
<u>Financial Implications</u>													
Total Cost	<p>The final cost estimates for the scheme are set out below:</p> <table> <tr> <th>Cost Element</th><th>£</th></tr> <tr> <td>Works</td><td>2,715,512</td></tr> <tr> <td>Construction Supervision (Staff)</td><td>120,000</td></tr> <tr> <td>Project Management (Staff)</td><td>79,900</td></tr> <tr> <td>Communications & Events</td><td>72,500</td></tr> <tr> <td>Total:</td><td>2,987,912</td></tr> </table> <p>This compares with a projected construction cost of £2,887,923 at Gateway 4 stage.</p> <p>As can be seen, costs have increased by</p>	Cost Element	£	Works	2,715,512	Construction Supervision (Staff)	120,000	Project Management (Staff)	79,900	Communications & Events	72,500	Total:	2,987,912
Cost Element	£												
Works	2,715,512												
Construction Supervision (Staff)	120,000												
Project Management (Staff)	79,900												
Communications & Events	72,500												
Total:	2,987,912												

	<p>approximately £100,000 over the Gateway 4 estimate. This is explained by two main factors:</p> <ul style="list-style-type: none"> • A significant and unforeseeable increase in the costs associated with statutory utility diversions; <p>Based on experience from the Cannon Street project, we have now included a specific communications budget. Our experience from that project was that a substantial communications effort was required during the works phase to ensure that City businesses were able to function without being disrupted by the works, and that City residents and workers were not unduly inconvenienced. Given the scale and complexity of the Holborn works, considerable resource will need to be committed to minimise impact upon City and Camden stakeholders during the works period.</p>																				
Breakdown of Expenditure	<p>1. Capital Expenditure</p> <p>The bulk of the expenditure on the project will be Capital expenditure associated with the works. A summary breakdown is given below, with a detailed breakdown included at Appendix D:</p> <table> <tr> <th>Works</th><th>£</th></tr> <tr> <td>Civils & Lighting</td><td>1,604,223</td></tr> <tr> <td>Utility Diversions</td><td>495,784</td></tr> <tr> <td>Statue Removal, Restoration & Relocation</td><td>272,080</td></tr> <tr> <td>Cycle Hire Removal & Relocation</td><td>60,000</td></tr> <tr> <td>TfL Signals</td><td>100,000</td></tr> <tr> <td>Misc. Other Costs</td><td>183,425</td></tr> <tr> <td>Construction Supervision (Staff)</td><td>120,000</td></tr> <tr> <td>Project Management (Staff)</td><td>79,900</td></tr> <tr> <td></td><td>£2,915,412</td></tr> </table> <p>The staff costs during the works stage partly reflect the intensity of work rate that will need to be sustained in order to deliver the scheme by the end of the 2013/14 financial year. From late May '13 a team of two project engineers and one project manager will work on the scheme full time until the scheme is delivered.</p> <p>The staff costs also reflect that the scheme will undergo a continual value engineering assessment to identify savings & avoid incurring additional costs where possible.</p> <p>There will then also be a requirement for monitoring surveys and an outcome report roughly 6 months</p>	Works	£	Civils & Lighting	1,604,223	Utility Diversions	495,784	Statue Removal, Restoration & Relocation	272,080	Cycle Hire Removal & Relocation	60,000	TfL Signals	100,000	Misc. Other Costs	183,425	Construction Supervision (Staff)	120,000	Project Management (Staff)	79,900		£2,915,412
Works	£																				
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Misc. Other Costs	183,425																				
Construction Supervision (Staff)	120,000																				
Project Management (Staff)	79,900																				
	£2,915,412																				

	<p>after scheme completion.</p> <p>2. Revenue Expenditure</p> <p>It will also be necessary to set aside a revenue element. This revenue element will be required to cover an extensive communications exercise that will be necessary to ensure continued public support for the scheme during the disruptive works period. Our major stakeholders and funding partners, LB Camden and TfL, have specified that they expect that a scheme of this significance should have both a Commencement Event to celebrate the beginning of construction and heighten awareness of key stakeholders, and a Launch Event to formally open the scheme. The Launch Event will be targeted at key stakeholders and politicians, and is an opportunity to demonstrate the Corporation's capability at delivering major projects (thus giving confidence to funding partners for potential future projects).</p> <p>We would expect both events to be attended by politicians and key stakeholders from the City, LB Camden and TfL.</p> <p>Based on experience from the Cannon Street project, it is also proposed to hold a drop-in event on the run-up to construction to brief potentially affected stakeholders on the works, and to give them the opportunity to ask questions about the phasing and impact of the works.</p> <p>In addition to the above, It is anticipated that officers will undertake regular mailshots, face to face meetings with key stakeholders and regular updating of on-site information boards. Extensive use of e-media will also provide us with an effective means of communicating with large numbers of people very quickly, in the event of any unexpected problems that occur on-site.</p> <p>The nature of these types of expenses requires that a specific revenue budget should be set aside; the proposed budgets are set out below. The Events and Leaflets budgets are based on experience from a number of other projects. The Staff budget is based specifically upon the Communications Management costs from the recent Cannon Street project (which was widely regarded as a success).</p>
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	<table> <tr> <th>Communications & Events</th><th>£</th></tr> <tr> <td>Photomontages/Visualisations</td><td>10,000</td></tr> <tr> <td>Drop-In Session</td><td>12,000</td></tr> <tr> <td>Commencement Event</td><td>5,800</td></tr> <tr> <td>Launch Event</td><td>5,800</td></tr> <tr> <td>Leaflets & Boards</td><td>4,000</td></tr> <tr> <td>Set Up Website</td><td>3,000</td></tr> <tr> <td>Weekly E-Shots</td><td>1,800</td></tr> <tr> <td>Management & Admin (Staff)</td><td>30,100</td></tr> <tr> <td></td><td>£72,500</td></tr> </table>	Communications & Events	£	Photomontages/Visualisations	10,000	Drop-In Session	12,000	Commencement Event	5,800	Launch Event	5,800	Leaflets & Boards	4,000	Set Up Website	3,000	Weekly E-Shots	1,800	Management & Admin (Staff)	30,100		£72,500
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Weekly E-Shots	1,800																				
Management & Admin (Staff)	30,100																				
	£72,500																				
Contingency	No contingency is included in these costs.																				
Source of funding	<p>The funding strategy for Holborn Circus was reported in the Gateway 4 report (although please note that the costings in the Gateway 4 report included £194,000 for design stage costs – these have been excluded from the works costings).</p> <p>The funding strategy remains largely unchanged, other than a requirement to fund the £100,000 increase in the cost estimate.</p> <p>We are currently in discussion with TfL regarding increasing their funding for the scheme in order to cover the shortfall, as experience from other projects has been that owing to cancellation/slippage of other projects in their annual programme, TfL are often able to reallocate funds from other projects midway through the financial year. TfL have indicated that it is likely that the additional funding will be made available.</p> <p>In the event that TfL are unable to provide the additional funding, an issues report will be submitted at Gateway 6 stage (November '13) which will propose an alternative funding strategy for the scheme.</p> <p>The funds will be utilised in the following order:</p> <table> <tr> <th>Funding Source</th><th>£</th></tr> <tr> <td>TfL (incl additional £100k):</td><td>2,406,000</td></tr> <tr> <td>LB Camden:</td><td>20,000</td></tr> <tr> <td>S106 (Fleetway House & New St Square):</td><td>253,000</td></tr> <tr> <td>OSPR: (as approved at Gateway 4)</td><td>308,912</td></tr> <tr> <td>Total</td><td>2,987,912</td></tr> </table>	Funding Source	£	TfL (incl additional £100k):	2,406,000	LB Camden:	20,000	S106 (Fleetway House & New St Square):	253,000	OSPR: (as approved at Gateway 4)	308,912	Total	2,987,912								
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Total	2,987,912																				
Phasing of expenditure	All funds will be spent by April '14.																				

Estimated revenue implications (£)	<p>There will be a £72,500 one-off element of revenue expenditure associated with the communications element of the works.</p> <p>The scheme includes full resurfacing of the junction, and upkeep of trees over five years.</p>
Budgetary control arrangements	<p>The project manager will monitor the budget on a weekly basis and will also meet weekly with the construction manager to assess whether the project is proceeding to schedule and in line with anticipated costs.</p> <p>Due to the extremely tight timescales it is necessary to be able to progress the scheme immediately following LB Camden's Committee approval is received. In order to facilitate this, it is proposed to set up the budgets prior to receipt of LB Camden approval (but following City approval).</p> <p>It is requested that Members delegate authority to vary budgets on this project to the Director of the Department of the Built Environment and the Chamberlain's Head of Finance. This authority should cover movement of funding between alternative cost elements, provided that the Director is confident that this will have no overall implications to the overall costs of the project and does not change the scope of the scheme.</p> <p>Should the project budget be predicted to exceed the available amount, the Director of the Department of the Built Environment will submit an issues report to Committee, with proposals to address the forecast overspend.</p>
<u>Recommendations</u>	<ul style="list-style-type: none"> • That officers be authorised to commence construction on the Holborn Circus Area Enhancement project, subject to the granting of the remaining consents by TfL and LB Camden and to the making of necessary traffic regulation orders which are subject to separate statutory processes; • That officers be authorised to enter into an agreement under Section 8 of the Highways Act 1980 to carry out works on LB Camden highway; • That any necessary approvals to change budgets are delegated to the Director of the Department of the Built Environment and the

	<p>Chamberlain's Head of Finance, subject to this not affecting the overall scheme scope and budget; and</p> <ul style="list-style-type: none"> • That any necessary approvals to change the total scheme budgets are delegated to the Director of the Department of the Built Environment and the Chamberlain's Head of Finance, provided that the external funder agrees to fully fund the additional costs.
Tolerances	Please refer to the final two bullet points from the "Recommendations" section above.
Progress reporting	A Gateway 6 Update Report is programmed for November '13, roughly half way through the works.

Appendix A – Gateway 4 Report Summary

Appendix B – Scheme Drawing

Appendix C – March 2013 Consultation Responses

Appendix D – Detailed Cost Breakdown

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Committee(s):	Date(s):	Item no.
Streets and Walkways	18 June 2012	
Projects Sub	20 June 2012	
Finance	26 June 2012	
Subject:	Public	
Holborn Circus Area Enhancement Scheme		
Report of:	For Decision	
Director of the Built Environment		

Summary

This is a Gateway 4, Detailed Options appraisal report which considers a range of options to deliver an area enhancement scheme at Holborn Circus which is the worst personal injury accident hotspot in the City.

City officers have been working with TfL and the London Borough of Camden for several years to agree how best to redesign this junction and meet construction costs. This report explains that a fixed sum of £2.5m has been made available by TfL to fund the scheme with the condition that money must be spent this financial year. This represents an achievable but very tight timescale for delivery and the scheme must now be moved forward at a much faster pace than hitherto in order to secure the TfL funding.

A number of options for the junction design have been developed in conjunction with TfL and LB Camden. No specific materials were presented to TfL as part of the design work however in discussion with TfL at their 'Design Review Panel', TfL specified that they would want this major junction to deliver a high specification public realm.

The total cost of each option and proposed funding strategies is summarised below. An option (Option 1), 'do nothing' has also been considered in the main report. Members are also asked to consider whether they wish to include or exclude a sustainable urban drainage system (SUDS) from the detailed design of options 2-5. The table below shows the SUDS included within options 2-5.

Description	Option 2 Traffic Measures and Relocation of Statue Mastic Asphalt £	Option 3 Traffic Measures and Relocation of Statue York stone Paving £	Option 4 Traffic Measures and Relocation of Statue York stone Paving / Granite Setts on Hatton Garden £	Option 5 Traffic Measures and Relocation of Statue York stone Paving / Granite Setts on Hatton Garden & St Andrews Street £
Cost before contingency & SUDS	2,291,198	2,748,731	2,758,201	2,849,107
Allowance for potential Utility works	313,192	313,192	313,192	313,192
SUDS	20,000	20,000	20,000	20,000
Total Cost	2,624,390	3,081,923	3,091,393	3,182,299

Funding Strategy				
TfL Major Bid Funding	0	2,500,000	2,500,000	2,500,000
London Borough of Camden	20,000	20,000	29,470	29,470
S106 Contributions	253,000	253,000	253,000	253,000
On Street Parking Reserve	2,351,390	308,923	308,923	399,829
Total Funding Requirement	2,624,390	3,081,923	3,091,393	3,182,299

In none of the options is there any difference to the proposed layout of the new

junction; the options are put forward only to propose changes in the materials used.

Material Options

Option	Main materials	Increase in cost over Option 2	Main risks
2	Footway – Asphalt Street Surface – Asphalt Raised Tables - Asphalt	–	Likely loss of TfL funding as they require a high specification public realm for this junction.
3	Footway – Yorkstone Street Surface – Asphalt Raised Tables - Asphalt	£457,533	<ul style="list-style-type: none"> • LB Camden have stated preference for granite setts in Hatton Gdns. • Expected to be acceptable to TfL.
4	Footway – Yorkstone Street Surface – Asphalt Raised Table (Hatton Gdns) – Granite Setts Raised Table (St Andrew Street) – Asphalt	£467,003	<ul style="list-style-type: none"> • Acceptable to TfL • LB Camden yet to confirm acceptance of construction and maintenance costs.
5	Footway – Yorkstone Street Surface – Asphalt Raised Table (Hatton Gdns) – Granite Setts Raised Table – Granite Setts	£557,909	<ul style="list-style-type: none"> • As 4 above. • Increased maintenance costs likely for granite sett table in St Andrew Street.

Whilst Option 2 is shown as the cheapest option (£2,624,390) officers advise that there is a high risk that this option would not obtain TfL approval and therefore would fail to realise the external funding available. The use of mastic asphalt, as a footway material, is likely to be considered inappropriate by TfL in both the setting of a listed building and for a major junction undergoing significant redesign of the public realm. If TfL funding was not received, progression of the scheme would be dependent on the relevant S.106 receipts (£253,000), Camden funding (£20,000), and on significant underwriting from the On Street Parking Reserve (OSPR) (£2,351,390). With the OSPR being fully committed throughout the planning period to 2015/16, such a significant level of over-commitment would require a considerable amount of scheme reprioritisation. For these reasons, Option 2 is not recommended.

Subject to the London Borough of Camden confirming the acceptance of the conditions set out above (i.e. funding the additional cost of granite setts and ongoing maintenance), option 4 is recommended otherwise option 3 will be recommended at Gateway 5.

The total estimated cost of Option 4 is £3,091,393 including the allowance made for any unforeseen utility works and SUDS, which together total £333,192. This sum is likely to be further reduced given the new Highways Maintenance term contract that is expected to commence on the 1st July 2012. However the extent of any further savings through the new contract will depend upon the agreed works programming and the extent of any out of hours working (which attracts a premium) required.

Financing of option 4 will require a call on the OSPR and this will result in an over commitment of £308,923. The Chamberlain advises this level of over commitment should be manageable over the planning period of the OSPR up to 2015/16, taking into account possible slippage etc in other projects and other possible savings.

Details of the proposed funding strategies covering the options considered is set out in the main report; these have been developed in conjunction with the Chamberlain. This is based on Members prioritising this project and allocating certain funding streams towards its cost in comparison with other potential calls on such funds including, in particular, underwriting from the On street Parking Reserve (OSPR) which is already fully committed throughout the planning period to 2015/16. Therefore, if agreed, there may be the need to reprioritise existing schemes. This report is seeking authority to progress to gateway 4c at which point it is intended that the detailed financial implications will be set out along with any impact on other scheme(s) for Member agreement.

It should be noted that such a call on the OSPR represents the worst case as it includes provision for the contingency and the SUDS system. Therefore, in the case of Option 4, if it transpired that these items (totalling £333,192) were not required then the call on the OSPR would be eliminated. In the meantime, it is proposed to review in further detail the funding of this project alongside all other similar schemes and programmes financed from the OSPR and other related funding streams. This work will be carried out by the reconstituted Highway and Planning Funds Officer Group which is kept by the Town Clerk's department. It is envisaged that a proposed OSPR forecast will be reported to the Resource Allocation Sub-Committee as part of the autumn resource allocation process.

It is proposed that a detailed assessment of costs addressing all of the above issues be presented at Gateway 4c along with funding proposals / options.

This report further seeks approval for the preparation of a design report for the recommended Option 4 at a total estimated cost of £194,000 (as summarised in Appendix A, Table 6) to be fully funded from within the £2.5m Transport for London Major Bid Grant.

It is recommended that Members:-

i) Approve the major junction improvement works (Option 4) at an estimated total cost of £3,091,393 (including SUDS and contingency), subject to further Member approval of the detailed design and authority to start work reports. This is also subject to the London Borough of Camden agreeing to fund the additional costs (£9,470) associated with granite setts in Hatton Garden, and any future maintenance costs.

ii) Consider the option for excluding SUDS from the recommended Option 4 which will reduce the overall cost of the scheme by £20,000 and result in a corresponding reduction in the call on the On-Street Parking Reserve.

iii) Approve the progression of Option 4 to Detailed Design and Authority to Start Work Stages at a cost of £194,000 to be fully funded from within the £2.5m Transport for London Major Bid Grant.

iv) Confirm the overall prioritisation of this project and the Funding Strategy set out in the main report and Appendix A, Table 4, subject to the further confirmation at detailed design stage.

iv) Authorise an application for Listed Building Consent to be submitted in order to relocate the Grade II listed Prince Albert Statue.

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Notes:

1. No dimensions to be scaled from this drawing.
2. All works are to comply with the current City of London Specification for Works.
3. All works to be undertaken on Private Highways are to be to the approval of the relevant land owner.
4. All road markings refer to the "Traffic Signs Regulations and General Directions 2002". Refer to drawing number 77777777.
5. This drawing is to be read in conjunction with all relevant drawings.
6. The Contractor will be held responsible for any damage caused to Private Highways and Privately owned Street Furniture.

CLIENT:

**HIGHWAY DESIGN
AND CONSTRUCTION**

DEPARTMENT OF ENVIRONMENTAL SERVICES

PO BOX 270
LONDON
EC2P 2EU

TEL: 020 7606 3030



**CITY
OF LONDON**

SHEET:

SHEET 1 of 1

DATE:

Feb 2013

DESIGNED BY:

KM

CHECKED BY:

BM

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CITY OF LONDON 10002523 5008.

Scale & Drawing Size:

1:250@A1

Revision:

CoL/16/100172/100

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APPENDIX C - FEBRUARY '13 CONSULTATION RESPONSES

No.	Post /Email	Respondent	Comment
1	Post	Richard Massett, LTDA, Taxi House, Woodfield Road, London W9 2BA richard@ltda.co.uk	Taxis are normally permitted to enter mandatory cycle lanes to stop in order to pick up or set down passengers. We assume that this will be the case with the cycle lanes in High Holborn, Charterhouse St and Holborn Viaduct
2	Post	G Farrow, Geoffreys, 28 Hatton Garden Geoffreys28hg@aol.com	Any measures which reduce the through traffic in Hatton Garden will be welcome
3	Post	Miss FC Cormack, Flat 17, Vesage Court, 8a Leather Lane, London, EC1N 7RE	An excellent plan. Safer for pedestrians as well as for traffic. Also, under the new design, the whole area will look more elegant and in keeping with surrounding buildings.
4	Post	C Woodbyrne, Flat 8, 44 Hatton Garden, EC1N 8ER	Makes sense. Will Hatton Garden be one way all the way to Clerkenwell? No? If yes, does this create long detours?
5	Post	M Hill, 28 Greville Street, London, EC1N 8SU	I don't think it's a good idea to make part of Hatton Garden a one-way system
6	Post	Delva Patman, Delva Patman Redler, Thavies Inn House, 3-4 Holborn Circus, EC1N 2HA	The sequencing of traffic lights and pedestrian crossing lights will be fundamental to the efficiency of the changes. Will this be monitored and adjusted to suit specific times of day ie rush hour and lunch periods? All too often such controls appear as an afterthought.
7	Post	Mrs J Merritt, c/o Bassange, 7 Hatton Garden, London, EC1N 8AD	No right turn is a good idea. I would like to know if once Hatton Gdn is one way will there still be parking bays if a cycle lane is put in? Is Camden going to do more for customer parking?
8	Post	Mrs Reaton, 55 Hatton Garden EC1N 8HP	I back the ban on a right turn into Hatton Garden and a new loading bay. I would like the one way system to extend full length of Hatton Garden due to the chaos that already exists and I feel that as well XXXX gridlock if it is just one-way to Greville Street
9	Post	Michael Bruscini, 40 Vesage Court, Leather Lane, EC1N 7RE	All this will do is make more traffic use Grays Inn Road which is a busy road already. Perhaps its time to think of car owners/drivers rather than cyclists. The Albert Statue has been on that site for many years and I personally think it should stay there.
10	Post	R Robinson, 55 Hatton Gdn, London, EC1N 8HP	I feel that the propositions are good but feel that more attention should be carried through to the whole of Hatton Garden. It should be oneway the full length and there is a real need for more trees in the middle section. This would be more attractive and also a great health improvement due to excess petrol fumes
11	Post	J Allason, 7 High Holborn, Flat 508, WC1V 6DR info@allason.com	The core problem is the complexity of the junction and uncertainty as to vehicle intentions this introduces. Retaining Hatton Garden preserves this. Far safer to close it to vehicle access. Your own figures show it is hardly used other than as a rat run.
12	Post	J Deal, the Heart of Ltd, 32 Hatton Garden, EC1N 8DL jonnydeal@gmail.com	Hello, I have seen the cycling plans. Hatton Garedn is a commercial shopping street, if you place cycling lanes there will be no car parking = less trade for shops = less shops = less rates for you. I pay £84,000 per year in rates for 2 properties in Hatton Garden
13	Post	CMG Ockleton, Flat 7, 6 Greville Str, London, EC1N 8PQ mockelton@gmx.com	1. I am concerned that the plans appear to show the complete removal of all traffic lights. Th danger, in my experience, for cyclists is because the junction is relatively unsignposted. In particular, the turn from Hatton Garden right into Holborn conflicts with oncoming traffic from St Andrews Street. 2. Pavements should be reserved for pedestrians. Shared use with cyclists is dangerous because the latter are fast and silent. If cycles are to be allow2ed on pavements, lanes should be marked. 3. There should be a commitment not to allow these new pavements to be blocked by pavements, signs, etc.
14	Post	Antoni Piccolo, Flat H, 55 Hatton Gdn, London EC1N 8HP toni.piccolo@blueyonder.co.uk	As a resident of Hatton Garden I welcome the move to restrict the volume of motor traffic in the street as it is at times madness out there. However, I do not support shared surface carriageways as I believe from personal observation that some users, especially pedestians pay little or no attention to others using the shared surface wheras negotiation a kerb to cross a road at least partially makes people look where they are going.
15	Post	Wolf Rabston, Flat 10, 87 Hatton Garden, EC1N 8QQ	Looks great get it done asap!
16	Post	Brian Chalfen, County House, 14 Hatton Garden, EC1N 8AT	To have a south bound cycle lane in Hatton Garden in what everyone will believe is a one way street is confusing and could lead to problems. Hatton Garden should remain two way for security reasons and delivery of high value items in large vehicles who will have to do three point turns
17	Email	Stephen Berman (Director), Andrews Diamonds Limited, 11h Hatton Garden sberman@arlington-co.com	Your have requested views on the proposal to ban the 'right turn' from Chapterhouse Street into Hatton Garden. Our view is that traffic should NOT be banned from turning right from Chapterhouse Street into Hatton Garden. Should the ban be implemented the only 'right turn' available would be further along Holborn into Grays Inn Road. This would impose further congestion on an already severely congested junction to no real purpose. As Hatton Garden will now be 'one way', traffic flow onto the Holborn Circus junction will be substantially reduced will be reduced, so the ban will not be necessary.
18	Email	Giles Balleny, Flat 6, 87 Hatton Garden, gballeny@googlemail.com	I wholeheartedly approve of the new scheme but would not want to see a ban on right turns into Hatton Garden from Charterhouse Street. I believe that now Hatton Garden will be one way, a ban on that turn will make access cumbersome for anyone approaching from Blackfriars. It is not clear to me what it would in any event seek to achieve.

- 19 Email Artin Moussabi, Flat 5, 47 Hatton Garden, EC1N 8EX, artinm@mail.com
- I am writing in support of the proposed Area Enhancement Strategy for Holburn Circus. I live on Hatton Garden and believe the works planned to improve the safety of Holburn Circus are urgently needed. The scheme will improve the environment for all road users including pedestrians and cyclists. I am in favour of the proposal to ban the right turn from Charterhouse street to Hatton Garden and to provide a new loading bay on High Holburn.
- 20 Email Peter Storfer, Flat 3, 87 Hatton Garden EC1N 8QQ pbstorfer@gmail.com
- As a resident and disabled driver on Hatton Garden, I have some severe reservations about your proposals. The extended and protracted works on the Crossrail development have highlighted these concerns. 1. As you should be aware the current works on Crossrail, Farringdon Station and surrounding buildings has completely closed access to and from Farringdon Road except accessing Hatton Garden at either end from Charterhouse Street or Theobalds Road. Your road monitoring should make it obvious that traffic often backs up on Theobalds Road past the intersection with Farringdon Road and up Clerkenwell Road. Banning right turn access to Hatton Garden from Charterhouse Street will significantly impact on travel time and may add 10 or 15 minutes onto the return home. 2. The change of use of the Southern end of Hatton Garden from two way traffic into one way traffic northbound will similarly put pressure on an already overburdened section of Theobalds Road. Holborn is a major thruway; Theobalds Road simply is not, and as long as further you bottle up traffic into Theobalds Road, you will only further exacerbate an already difficult problem. Surely there is more traffic using Hatton Garden than New Fetter Lane. It does seem you have not considered the interests of local residents in these proposals.
- 21 Email Kristian Magner kmagner@deloitte.co.uk
- This is generally very welcome, including the additional loading bays and mandatory cycle lanes. Moving the statue of Prince Albert to another traffic island misses the opportunity to move it to be the centre piece of the new open space at the top of St Andrew Street, where it meets Holborn Viaduct. It would be possible for people to see the statue and relief panels much better in this location, which also otherwise lacks a focus.
- 22 Email Steve James Stevejan50@gmail.com Work.Shop@graysinn.org.uk
- Please can you tell me who in their right mind decided to make stonecutter street ec4a a cycle route only. This has always been a sensible route for all traffic users with no accidents. Now you have forced all traffic onto Farringdon road which now is a nightmare. The money way pay for car tax and petrol taxes would be more sense in making our roads with less potholes, which I ride and drive on. I can only think you are cycle riders and hate all other vehicle's which don't pay road tax.
- 23 Email Mr Devon Scente, Flat 32 Rosebery Square West, Rosebery Avenue, EC1R 4PT devon.scente@yahoo.it
- Following on from the previous consultation the proposed banning of right turns from CH Street to HG is a good idea as it will help to reduce conflicts on the junction and also prevent rat running especially by black cabs which is a great annoyance for those living in the streets off Hatton Garden. Regarding the loading bay this would be a necessary evil as there are no realistic alternatives. The biggest problem with the proposal is still that it offers no benefit for pedestrians. Whilst traffic flows will be improved. Pedestrians will be faced with a myriad of staggered crossings which are being phased out in other redesigns of junctions elsewhere in the capital.
- 24 Email William Hall email@williamhall.co.uk
- I am a resident living at the north end of Hatton Garden. I frequently travel along Hatton Garden on foot, by bicycle, and occasionally by car. **Current situation** Hatton Garden is very busy at present and there are often jams at the north end (caused by a lack of passing spaces between St Cross Street and Hatton Wall), and long queues at the south end (caused by the flawed traffic junction at Holborn Circus). Both issues have been substantially exacerbated by the ongoing works on Farringdon Road. **Hatton Garden should not be one way** It is not necessary to make Hatton Garden a one way street at the south end. This will kill the trade and life of Hatton Garden and is unnecessary. It will displace traffic and cause very long round trips to reach Holborn Circus from Hatton Garden due to the preponderance of other one way streets and (the often closed-to-traffic) Leather Lane. **Shared Use were proposed will cause accidents** It doesn't make sense to make a Shared Use area *on a corner* and I suggest this will cause accidents between cyclists and pedestrians. Cyclists can dismount if they want to take this route, or stay on the road. **New Public Space** I think it is a great idea to have new shared public space in front of St Andrews. It would be even better if this were similar to the existing St Andrews garden: sheltered from the road with a wall, and with grassed areas. **Roundabout** I haven't seen the statistics, but I have seen accidents at Holborn Circus. The cause of which seems pretty clear to me: It's a roundabout but doesn't follow all the conventions of roundabouts: cabbies seem pretty confident – you're supposed to give way to traffic coming on to the roundabout. It's very strange and confusing. It seems to me that a more formal roundabout with conventional systems would be the best solution.
- 25 Email Richard Bates, Cycling Tourist Club, rbates@ltbc.co.uk
- This is a good Consultation proposal and I would like to make comments as a cyclist acting on behalf of CTC and working in the area entailed walking through Holborn Circus a lot of times, as well as cycling too. Any improvement has to be welcomed and the Hatton Gardens contra flow for cyclists is a feature that needs closer inspection and in particular the conflict of cyclists joining the pedestrian path with a building screening on a visual approach and then crossing the pavement across lines of people walking and a marked lane maybe better which went round the corner to rejoin on road in Charterhouse Street. This would also encourage cyclists coming from Charterhouse Street to follow a designated route. This junction is set back off the Holborn Viaduct and the proximity of traffic should not be such an issue. Or is it seen that Pedestrians wish to occupy the same 'ground'? In addition the crossing point for both Pedestrians and cyclists in both directions in Charterhouse Street needs to be advanced further forward and the conflict of ASL for cyclists wishing to cross over needs to be moved forward. A Cyclist turn left against the lights needs to be considered and the issue of ASL to stop for pedestrians is an issue but a Give Way sign could be installed. This would be a similar situation on other roads around this junction. One of the biggest issues of this junction has been the distances needed to straddle the junction and Red light 'Mist' creeps in. This scheme recognises this issue and I would plea for further tightening. ASL could be closer to the pedestrian crossing point and not wishing to down grade the lot of the cyclist but could the ASL be reviewed down as well. I do not know the criteria on the length in respect to the number of cyclists that inhabit these could be reviewed. We all know about the 'Taxi in the box' Left turning also flags up the railing issue which has resulted in cyclist deaths due to no escape and being pinned against them with lorries turning left as well. Ironically, I have been reviewing the proposed changes to 7 DIALS in Brighton where I used to live and a junction I still cycle through. It is A traffic congestion hub morning and night but without lights and the key proposals are to
- 26 Email Patricia Frampton patriciaframpton@hotmail.com
- This is coming a bit late but I live in the area for 32+ years where you are surveying the Area Enhancement Strategy. I have been a bit busy and forgot to post so am sending a email. I feel that the Southbound contra flow for cyclists is fine and I see that the Memorial for the Prince Albert needs renovation but not moving. I live in the Greville street area aof Hatton Garden for 32+ years. I am now a Pensioner. and I feel that Holborn circus is at worse qjite a Dangerous experiance and that the Traffic coming from Holborn Circus around and to Hatton Garden is and has always been fairly dangerous. in fact making the suggestion that there should be something done.....

APPENDIX D

Holborn Circus

Breakdown of Works Costs

Description	Total Works Value
Preliminaries	£94,133
Site Clearance	£93,741
Drainage and Service Ducts	£88,950
Earthworks	£205,787
Pavements	£273,035
Kerbs, Footways, Paved Areas	£590,846
Traffic Signs and Road Markings	£23,598
Brickwork, Blockwork and Stonework	£5,994
Landscape and Ecology	£25,850
Street Lighting	£125,897
Inflation on Scheme Costs	£76,392
JB Riney Works Total	£1,604,223
Traffic Order costs	£26,000
TMA 2004 Notification	£2,500
CCTV Relocation	£24,839
Statue Foundation Slab and Pile Construction	£110,000
Statue Removal & Restoration (Rupert Harris)	£162,080
Provisional Cost of Soakaway and Associated Works	£15,000
Statutory Utility Diversions	£495,784
Archeological Survey & Report (MOLAS)	£15,000
TfL Cycle Hire Works	£60,000
Rhino Patch On Existing Carriageway Covers	£55,563
Open Spaces Tree Planting & Grille Supply	£33,721
Tree Grille Granite Surrounds	£2,750
NAL 115 Sockets for Traffic Signal Poles	£8,052
TfL Signals Works	£90,000
Tree Maintenance (5 years)	£10,000
Total	£2,715,512

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Committee(s):	Date(s):	
Streets & Walkways Sub Committee	22 April 2013	
Subject: Special Events on the Public Highway: Beating of the Bounds		Public
Report of: Director of the Built Environment		For Decision
<p style="text-align: center;"><u>Summary</u></p> <p>The City has been approached by the Worshipful Company of Fire Fighters and the Worshipful Company of World Traders to hold a Beating of the Bounds event on Sunday 13 October 2013. The event involves a motorcycle cavalcade through the streets of the City, led by the Lord Mayor and Lady Mayoress who will be riding in motorcycle sidecars. The objective is to raise a large sum of money for the Lord Mayor's Appeal 2012/13 (over £100,000) at the same time as providing a fun spectacle for both riders and the public</p> <p>Whilst the Beating of the Bounds event was detailed in the Special Events on the Highway report that was considered by Members at the Street & Walkway Committee meeting on 14 January 2013, this further report allows Members the opportunity to comment on the specific details of this event taking into account the nature, scale and impact on the City streets.</p> <p>Recommendations</p> <p>Members are recommended to support the Beating of the Bounds event on 13 October 2013, and for officers in the Highways Division to work closely with the organiser to deliver the event safely and successfully, at the same time as minimising the impact it may have on the highway.</p>		

Main Report

Background

1. Beating of the Bounds is an ancient custom with roots that go back to medieval times. There are a number of parish wards within the City, such as All Hallows by the Tower and St Bride's, that have maintained this tradition. These ceremonies usually take place on Ascension Day or at Rogation tide (four days from the 5th Sunday after Easter), the purpose being to strengthen communities and protect the parish.
2. This particular event is being held in October 2013 so as not to conflict with other events taking place in the City, and whilst it is not "Beating of the Bounds" in the traditional meaning, it is still aimed at being a community event, raising funds for charity.

3. The event will be marshalled by a team of volunteers from both livery companies (Worshipful Company of Fire Fighters and the Worshipful Company of World Traders), assisted by their affiliated cadet units and supported by the City of London Police. The event will be open to everyone who rides motorcycles and scooters. In addition to on-line fees payable by the participants to enter the event, the organisers also intend to approach leading motorcycle manufacturers for support such as BMW, Harley Davidson, Triumph and Yamaha.
4. Media attractions are likely to include prominent motorcycle riders such as Charlie Boorman, Ewan McGregor and the "Hairy Bikers".

Impact on City Streets

5. Whilst planning is still in its early stages, the intention is for participants (a maximum 4,000 motorcycles) to assemble in and around Gresham Street from 7am, with the majority expected to arrive between 9am and 11am. The cavalcade will then set off at 11am and travel via Gresham Street, St Martins le Grand, Newgate Street, Old Bailey, Ludgate Hill, St Paul's Churchyard, Cannon Street, New Change, Cheapside, Bank, Threadneedle Street, Old Broad Street, London Wall, Aldersgate Street, St Martins le Grand and back to Gresham Street. A map of the proposed route is detailed in Appendix 1.
6. There will be short term road closures required to facilitate the form up in and around Gresham Street, and on certain parts of the route to ease traffic flow, but the cavalcade will travel in "live" traffic where it is safe to do so. For management purposes, motorcycles will be released in blocks of 500, and the event organiser will actively work with officers in both the Highways and Environmental Health sections to ensure that traffic and noise disruption is kept to a minimum. The event is anticipated to end by no later than 4pm.
7. The organisers are expected to draft a communication strategy to include churches, shops and businesses along the route.

Event Approval Process

8. The Director of the Built Environment has delegated authority to make traffic orders to allow roads to be closed for special events, and as such formal Member approval for each event is not required. However, as the Beating of the Bounds event is different this year from previous events, it is considered appropriate to seek Members' views on this at the earliest opportunity.
9. If Members support the Beating of the Bounds event, officers from the City of London will work closely with organisers to ensure its success and adherence to City of London Corporation standards. Should Members not support this event, then the event organiser and Lord Mayor's office will be notified accordingly.
10. In general, events that are aimed at raising funds for charity are supported, in particular those charities like the Lord Mayor's Appeal as they provide benefits specifically to the City of London. However it is not anticipated that this event will be a regular feature of the annual Beating of the Bounds in future.

City of London Event Guidelines

11. Members are reminded that approval was given to adopt a set of Guidelines for the Planning of Events in the City of London at its Committee meeting in March 2011.

The purpose of the Guidelines is to provide advice to event organisers on the application and approval process for their event.

12. In accordance with the Guidelines, the Beating of the Bounds event will fall into the category of a Community Event i.e. an event organised with the objective of providing a service to the community and/or making a financial gain with the surplus raised being for charitable distribution or for distribution to local community organisations.
13. The City of London's Guidelines stipulates that for community events only physical costs are chargeable. These include road closure advertising, barrier provision, street cleansing, promotion, additional parking enforcement, staff overtime. All others costs relating to this event that are to be met by the City of London can be contained within existing local risk budgets.

Legal Implications

14. The City as traffic authority may temporarily restrict the use of roads for sporting events, social events or entertainments held on a road under section 16A Road Traffic Regulation Act 1984. In carrying out its traffic authority functions the City must also have regard to its duty to secure the expeditious, convenient and safe movement of traffic (section 122 Road Traffic Regulation Act 1984), and its duty to secure the efficient use of the road network avoiding congestion and disruption (section 16 Traffic Management Act 2004).
15. The delivery of safe and successful events is central to the planning process. In line with other local authorities, the City set up a Safety Advisory Group (SAG) comprising of representatives from the emergency, health and transport services with the primary objective of overseeing the detailed operational planning of events and Beating of the Bounds will be subject to the same planning process.

Community Strategy & Other Significant Implications

16. By facilitating special events to take place within the Square Mile, the City can help address its Community Strategy Themes of 'A World Class City' 'A Vibrant and Culturally Rich City' through its encouragement of filming and its management of special events

Consultees

17. The Town Clerk, the Chamberlain, Comptroller and City Solicitor, and the City of London Police have been consulted in the preparation of this report and their comments included.

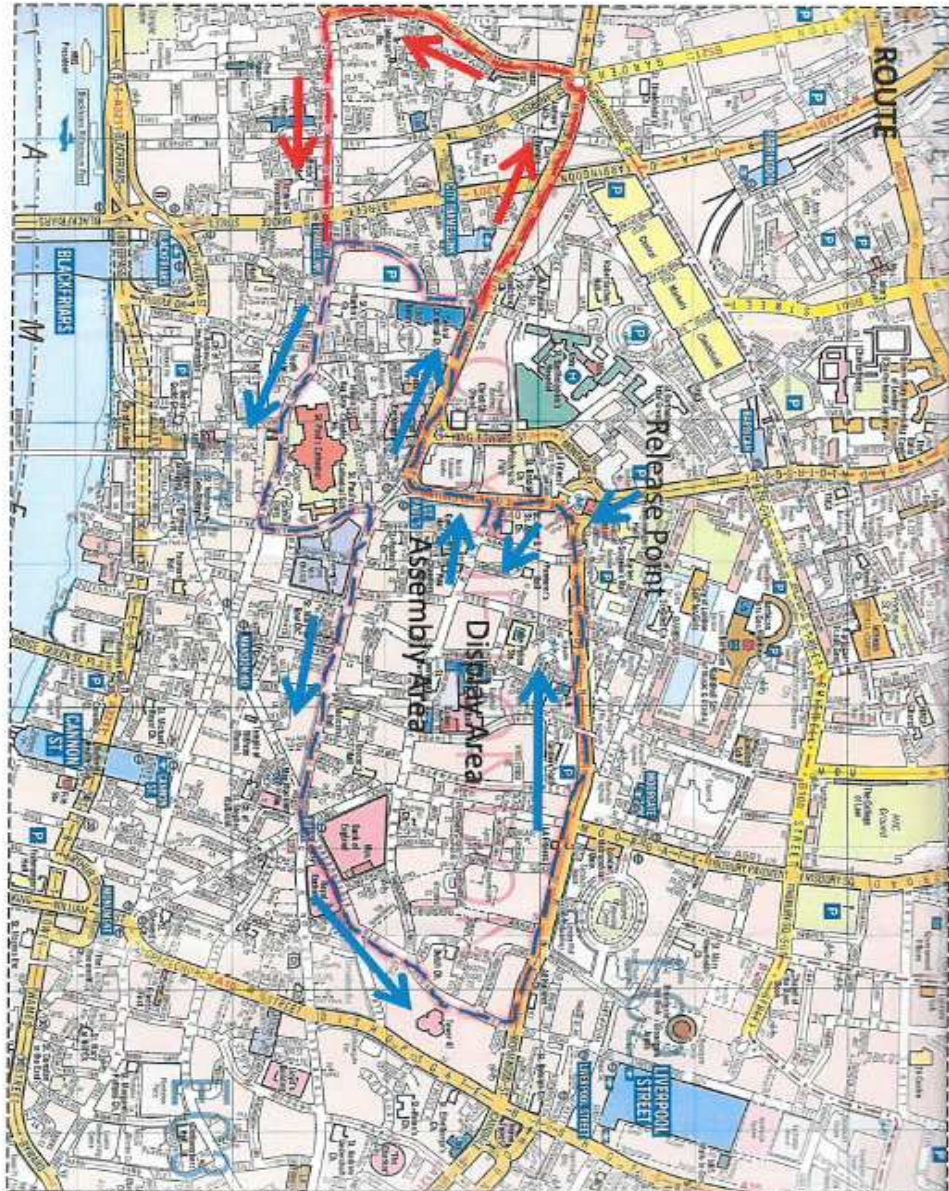
Conclusion

18. The City seeks to support charitable, cultural and fund-raising organisations where they are considered to contribute to the vision and objectives of the Community Strategy, by facilitating special events on its road network, and accommodating similar events on Transport for London's Road Network.

Contact:
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APPENDIX 1

Note: the route outlined in red will only be used if required.



Committee(s):	Date(s):
Streets and Walkway Sub Committee	22 nd April 2013
Projects Sub Committee	17 th April 2013
Port Health Committee	30 th April 2013
Subject: Issue Report – Subways Re-Use and Minorities	Public
Report of: Director of the Built Environment	For Decision

Summary

Dashboard

- Project status: Green.
- Timeline: Gateway 3
- Total Estimated Cost: £7-12m.
- Spend to Date: £589,338 (as at 31 March 2013) where £579,000 is funded by Transport for London (TfL) and £10,338 funded by St Botolph Building S106.
- Overall Project Risk: Green.
- Alderman Bear has agreed to be the lead Ward representative for the Project.

Brief description of project

The main aim of this project is to introduce two-way working on Aldgate High Street and St Botolph Street and create two new public spaces within the area. The project extent includes possible improvements to Whitechapel High Street.

Reason for this report

There are two issues being raised in this report; the closure of pedestrian subways and a required extension to the scope of the project to include Minorities.

In Gateway One, Two and Three reports it was presented to Members as one of the essential elements of the scheme that the subways would be closed to public use and pedestrian access, but that the opportunity for an alternative use would be investigated to provide greater benefit to the area. In the Gateway three (G3) report officers stated that they would submit a further report on the subways.

The subway access points are obstructions to movement and negatively impact the public realm amenity; the transformational change sought by the project would be best achieved by the closure of the pedestrian subways. The use of the subways is currently low and the project proposes to have all pedestrian crossing provision at grade. The public realm design work has progressed to the point that it is necessary to set out how the consequences of subway closure will be dealt with and how re-use options have been and will be progressed.

The highway layout and associated traffic modelling has identified that Minorities is required to operate with two-way traffic movement to reduce the demand on the

Mansell Street junction with Aldgate High Street.

Pedestrian Subways

At the time of the G3 report there was an expectation that a number of the subways could be connected, at a substantial capital cost, and re-used as a pipe subway, in line with the City's wider desire to expand the pipe subway network. It has been resolved through consequent liaison with the utility companies, and consideration of the associated costs of structural work required, that this is no longer a viable option.

Therefore, this report seeks to update Members on the progress that has been made on investigating other re-use options. The report also identifies the associated issues that will continue to be resolved which will possibly have an additional impact on the cost of the project, although the scope of this cost is unknown at this time.

Minories Two-way

During the on-going design and traffic modelling work it has emerged that reducing traffic demand at the Mansell Street junction with Whitechapel High Street is desirable. This could be achieved by making Minories two-way for traffic.

This fits well with the Aldgate and Tower Area Strategy which proposed making Minories two-way for traffic. It has the benefit of improving permeability, reassigning the current 'rat-run' traffic (off of Vine Street) onto Minories, and it also ensures that the remodelled gyratory can provide for existing levels of traffic.

This report seeks to make explicit that the pedestrian subways will be closed which will provide certainty to the project design as it develops. In addition this report seeks to secure agreement that the project scope should be extended to include the improvements to Minories.

Recommendations

It is recommended that Members agree that:

- **The position with the pedestrian subways is noted; and**
- **The project scope be extended to include improvements to Minories.**

Overview

1. Success Criteria	<ul style="list-style-type: none">- Creation of the public square and improvement of the appearance/amenity of the area- Improvement of mobility (for all modes) through the area- Improved rentable values and development of disused sites
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	<p>- Improved satisfaction rates for all users of the streets and spaces.</p>
<p>2. Project Scope and Exclusions</p>	<p>Replace the Aldgate gyratory with two-way working on Aldgate High Street and St Botolph Street and create a public space between Sir John Cass School and St Botolph Without Aldgate Church. Pedestrian subways will also be removed with other highway uses being investigated.</p> <p>The project aims to:</p> <ul style="list-style-type: none"> • make it easier for people to find their way around, • improve the appearance of the area using a consistent material palette, • improve links between public transport provision in the area, • green the area, • enhance the environment while maintaining traffic journey times and cycle provision, • reduce antisocial behaviour by the removal of the pedestrian subway access, and • improve road safety. <p>Improvements will be made to Whitechapel High Street to enhance traffic flow and reduce conflicts for vulnerable road users.</p>
<p>3. Link to Strategic Aims</p>	<p>City of London's Core Strategy Policy CS8 is to replace the Aldgate gyratory with two-way streets and create a public open space between Sir John Cass School and St Botolph Church.</p> <p>This project also cuts across all of the five themes in the Community Strategy.</p>
<p>4. Within which category does the project fit</p>	<p>Substantially reimbursable.</p>
<p>5. What is the priority of the project?</p>	<p>Advisable.</p>
<p>6. Governance arrangements</p>	<p>Project Board.</p> <p>A project of this scale has many key stakeholders and so the Aldgate project board has been set up. The board includes officers of the City of London, TfL, an officer from the LBTH and a developer representative from Minerva (with a key interest in the development of the public space).</p> <p>The project board has already met five times and the</p>

	<p>strength of the board is encouraging the buy in and timely actions from the many facets of TfL which is helping us to achieve good partnership working. It also meant that the TfL Borough Programme team agreed the 2013/14 funding of £360k without the formal submission of evidence given their overview of the project's issues and risks from being part of the project board, and on 20 March 2013 offered that additional 2013/14 funding would be available if required to help support the increased pace of the project and design of the extending scope, namely improvements to Whitechapel High Street and Minories.</p> <p>The project board agreed the Terms of Reference that will be used to guide the board in delivering the project objective of transformational change in the Aldgate area.</p>
7. Resources Expended To Date	<p>Staff costs: £204,893</p> <p>Fees: £384,445</p> <p>Total: £589,338</p> <p>The approved budget at G3 was £919k funded by TfL and St Botolph Building S106, with £7 - £12 million required overall to make core highway changes plus a high quality public realm throughout the project area. At G3 TfL approved a further £360,000 for design development which included consideration of changes to Whitechapel High Street.</p> <p>This has been drawn down against to define the feasible highway layout options which are being tested through detailed modelling work. This should define the optimum solution for the highway layout.</p> <p>A revision to the project estimate will be undertaken once further work has been undertaken and dependant on Members approval that Minories will be included in to the project.</p>
8. Last Gateway Approval	Gateway 3.

Issue

9. Issue Description	<p><u>Pedestrian Subways</u></p> <p>The project needs agreement from Members on the consequences of closure of pedestrian subways, in order to decide what the access points will look like on the surface to build into the urban design.</p> <p>Officers have undertaken a desk top evaluation of the suggested reuse options for each section of the subway and present a table (in Appendix Three) of ranked preferences based on professional opinion for</p>
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	<p>consideration. Some of the design drivers being considered include, but are not limited to:</p> <ul style="list-style-type: none"> • the concept for the new square; • minimising maintenance and disruption to the network in the future; • aiding the function and drive to enliven the new square and public realm; • reducing (even if in a small way) the pressure that rainfall events put on the combined sewer that the City utilises; • keeping the area green, improving biodiversity; and • reducing maintenance costs. <p>Associated issues, without consideration of costs or legal implications, include the interface with:</p> <ul style="list-style-type: none"> • International House where it could be that the re-use option will not require an access within the building. The building has development approval, and perhaps the cost to remove the access and block off the subway would be subsumed by the new development; • Beaufort House, where it appears that air vents open out onto the access to the subways; • St Botolph Building where the existing access point would look to be retained and upgraded to a goods lift; • The London Underground tunnel where the subway between exit 9 and 10 is cradled or sits within the tunnel structure; and • The RBS building on the corner of Mansell Street and Whitechapel High Street within London Borough of Tower Hamlets (LBTH). <p>There is also an issue with the closure of the subway between exits 11 and 12, that the public toilet facilities will be closed. They are opened only on Sundays to service Petticoat Lane market. The cost per user is judged to be around £5 to £6 (see Appendix 2 for assumptions). The toilet facilities in the subway are not step free. The usage is trending down and it seems appropriate to suggest that the facilities are closed. Alternative or replacement provision will be covered in an update of the Public Convenience Strategy to be submitted to Port Health</p>
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	<p>Committee for decision later this year.</p> <p>In Appendix One there are photos showing the existing subways.</p> <p>Appendix Two summarises the re-use options that have been investigated across the area and provides the data and assumptions made with regard to the current cost of the toilet provision in the subway between exit 11 and 12.</p> <p>Appendix Three summarises the desk top study of subway re-use and discussions with LBTH and Transport for London regarding subway structures within their boundary.</p> <p><u>Minories</u></p> <p>In addition the traffic modelling indicates that Minories will need to be made two-way and the project needs agreement from Members to develop up options for this extended project scope.</p> <p>This will shift the traffic hierarchy of Minories from a Local Street to a Town Street. It will improve the accessibility of local residents and provide improved routes for cyclists. It will require the junctions with Crosswall and that of Goodman's Yard to be remodelled. Subject to Members' approval this design process will begin in April at weekly joint design meetings between officers from TfL, LBTH, the City and City Police. The designs, and implications of the designs, for Minories will be brought back to Members in the Autumn of 2013. This will include a revision to the project estimate once further work has been undertaken.</p>
<p>10. Last Approved Limit</p>	<p>It was mentioned in Gateway 1, 2 and 3 reports that all subways would be closed.</p> <p>Gateway 1 & 2 reports stated that "Subways will be removed."</p> <p>Gateway 3 report stated that "Certain aspects of this project are considered essential to meet regulation and policy requirements and external funding and approval mechanisms. Therefore the following will be a requirement of each option: closure of all the pedestrian subway accesses. These closures will provide substantial additional public space and improve the urban realm. Antisocial behaviour is also likely to be reduced." And that "A cost and benefit comparison will be carried out on the different options for consideration at G4 to help Members make a decision as to whether the subways are</p>

	permanently decommissioned or retained for a specific future use.”
11. Tolerance Granted	Not covered.
12. Cause	At the Gateway 3 report, the urban and landscape designers had not been commissioned. The input from the designers, and in particular their SUDS specialist and structural engineers were required to inform the preferences outlined in this Issues Report. There had also not yet been a resolution of whether the subways should be future proofed to allow for a substantial pipe subway.
13. Consequences	Requirement to present this issues report outside of the Gateway 3 Report to inform the design process ahead of Gateway 4.
14. Options	Re-use options are within the tables in Appendix 3 of this Issues Report. The options for Minorities with two-way traffic are yet to be drawn up.
15. Recommendation	It is recommended that Members agree that: <ul style="list-style-type: none"> • the position with the pedestrian subways is noted; and • the project scope be extended to include improvements to Minorities.
16. Lessons	A highway and public realm project of this size has many complexities in the design development and Issues Reports are a required tool in reporting to Members within the programme and budgets set at each Gateway.

Appendices

Appendix 1: Photographs of the subways with corresponding exit locations indicated in figure 1 of Appendix 2.

Appendix 2: Subways re-use progress update.

Appendix 3: Summary of re-use options considered viable by officers.

Contact

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Telephone Number	020 7332 7564

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Appendix 1



Exit 1



Connecting route between exits 1&2



Connecting route between exits 2&3



Exit 3/4



Connecting route between exits 2&3/4



Connecting route between exits 2&6/7



Appendix 1



Connecting route between exits 3&4/5



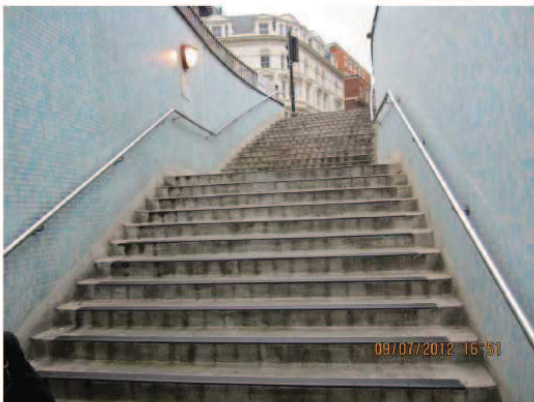
Exit 3/4



Exit 5



Connecting route between exits 6&7



Exit 6



Connecting route between exits 6&7



Appendix 1



Exit 7



Exit 8



Exit 9



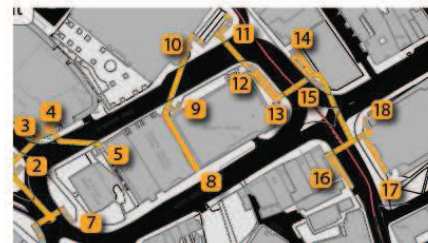
Exit 9



Exit 10



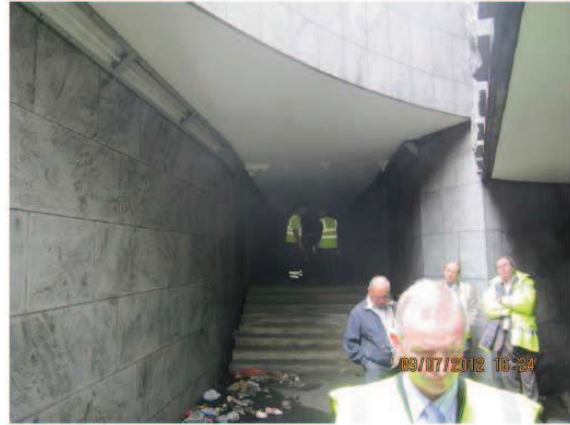
Exit 10



Appendix 1



Exit 10



Exit 10



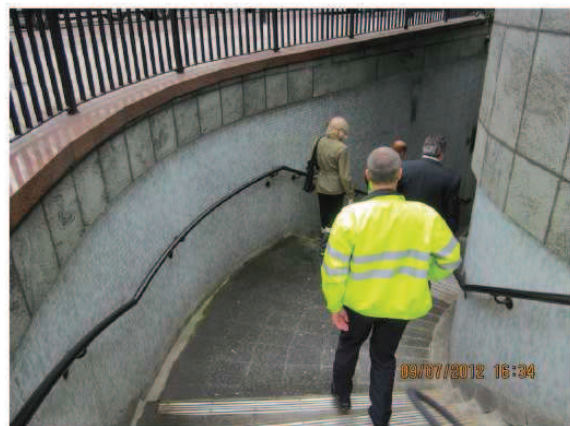
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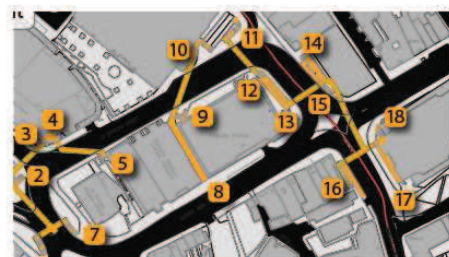
Exit 10



Exit 10



Exit 11



Appendix 1



Connecting route between exits 11&12



Exit 11



Connecting route between exits 13&15



Exit 12



Exit 12 & 13



Connecting route between exits 15&18



Appendix 1



Connecting route between exits 15&18



Exit 14



Connecting route between exits 16&18



Exit 17



Connecting route between exits 16&18



Appendix 2

Several sections of the current subway network is currently temporarily closed and the remaining subways are not now, nor recently have been, well used. Detailed preliminary investigations have been undertaken and this report sets out the feasible options for the way forward.

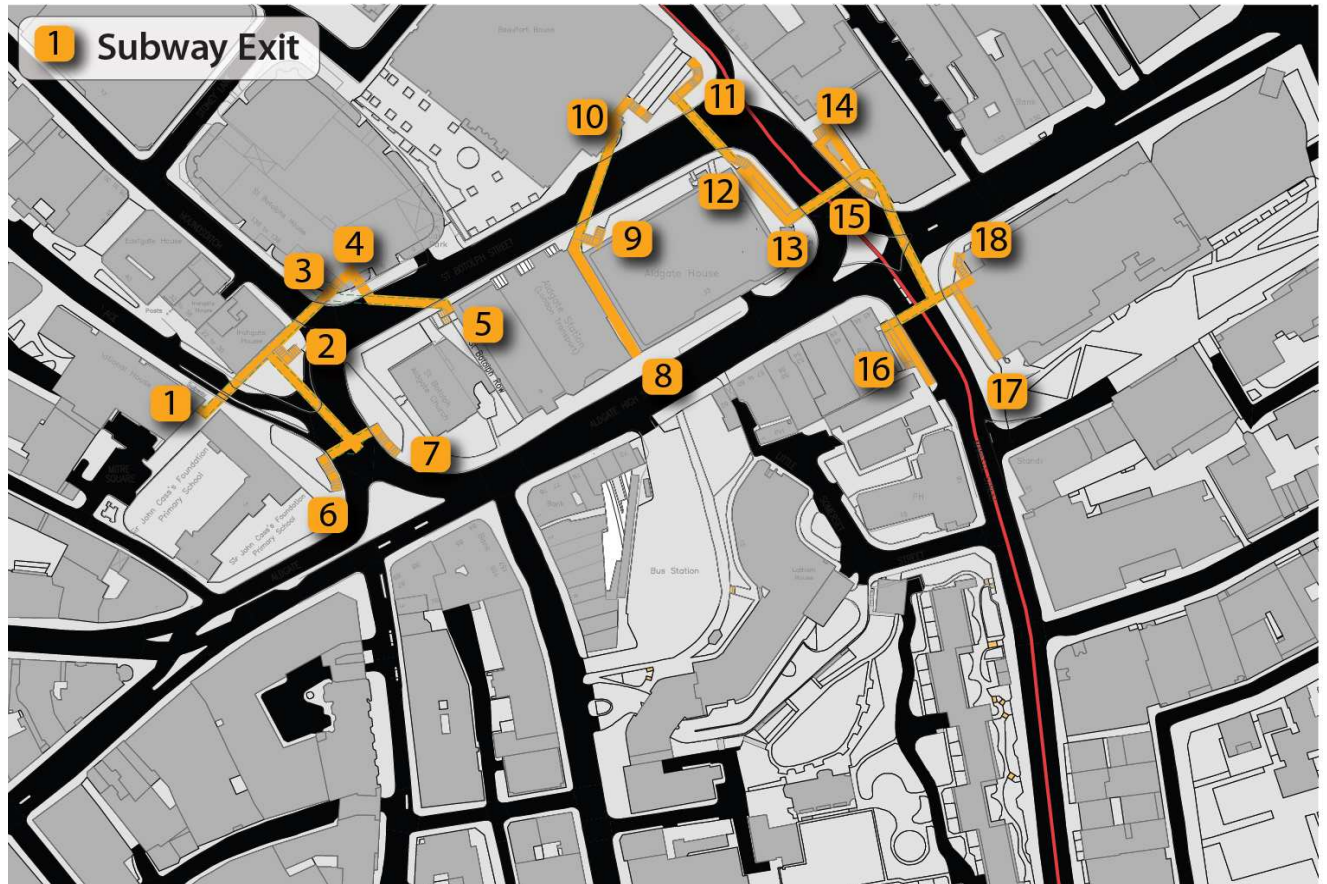


Figure 1: Map of Subways at Aldgate Gyratory (labelled)

Some of the subways around the Aldgate Gyratory are already closed temporarily due to frequent vandalism, anti-social behaviour and frequent rough sleeping. Photographs of the subway system are appended for information in Appendix 1.

The subways are owned and maintained by three Highway Authorities following the GLA boundary: the City of London; London Borough of Tower Hamlets; and Transport for London. Maintenance and service level agreements blur the ownership boundary lines in a practical sense between the authorities.

Often subways are viewed as a liability for a Highway Authority, hence demolition is usually considered to be beneficial as it removes the liability. However, if the subways are seen as assets, their reuse could bring benefits to the area.

The subway network at Aldgate provides the opportunity for a combination of reuses with different sections being suitable for different potential uses. The reuse options that have been investigated for the subways include:

Table 1: Types of Re-Use Considered

Type	Description
Sustainable Urban Drainage System (SUDS)	<p>SUDS could:</p> <ul style="list-style-type: none"> ○ Mitigate runoff impacts on the combined sewer system (which is prone to flooding, particularly at high tide on the Thames, along Farringdon Street up to Ludgate Circus, Paul's Walk and Riverside Walk, Walbrook Wharf and Bell Wharf Lane); and ○ Promote re-use of rainwater.
Fill	Filling the subway structure (for example with foam concrete) does not remove the City's liability to continue to maintain the structure.
Utility routes or localised pipe subways (option now discounted)	The subways could be converted to provide a route for utilities. If, under the City of London (Various Powers) Act 1900, the converted subway is deemed a Pipe Subway then utility companies are required to utilise the facility through that space. If the surface level remains designated as Highway and a Pipe Subway not made, utilities are within their rights to lay equipment anywhere within the Highway boundary. It is not the only way to protect the surface space (or new Square), it could also be designated as a 'Street of Special Engineering Difficulty' – this would require certain procedures are undertaken by utility companies and their work would be heavily supervised by the City. The pipe subway option has now been discounted.
Demolition	Removes the City's liability for the maintenance of the structure. It would likely include breaking the top half of the subway and using this rubble as in fill, in addition to graded granular fill material to reinstate the void removed. The bottom half of the structure would be perforated to allow for drainage through the demolished structure.
Storage	<p>Subways could be reused for storage by CoL Cleansing, or TfL.</p> <p>Points of access will be necessary, dependent on what is to be stored, in order to make this a viable proposition (e.g. ramp access, manhole, lift, steps).</p>
Retail	Supporting retail on the surface level with storage or 'back of house' requirements. Stand alone retail would require ventilation and emergency exit provision etc which could take the form of maintaining obstructions on surface that the public realm improvements are hoping to remove.
Arts / Play	The existing subways offer opportunities for temporary art shows and installations or play facilities.
Retain	Officers do not consider this appropriate as access points form obstructions on surface. Retaining them restricts urban and landscape improvements that could otherwise be introduced.

Trees	Planting trees in the access ramps and stairwells require demolition of the structure prior to in fill for planting to ensure adequate drainage. These locations offer relatively large areas without utilities, which is a rare opportunity within the City for planting.
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Officers have undertaken a desk top evaluation of the suggested reuse options for each section of the subway and present a table of ranked preferences based on professional opinion for consideration. Some of the design drivers being considered include, but are not limited to:

- the concept for the new square;
- minimising maintenance and disruption to the network in the future;
- aiding the function and drive to enliven the new square and public realm;
- reducing (even if in a small way) the pressure that rainfall events put on the combined sewer that the City utilises;
- keeping the area green, improving biodiversity; and
- reducing maintenance costs.

In developing detailed options it should be noted that public toilet provision is currently available for men and women in the subway between exits 11 and 12. These toilets are opened on Sundays only to support London Borough Tower Hamlet's (LBTH's) Petticoat Lane Markets, which utilise Middlesex Street on a Sunday. It should be noted that these toilets are accessed by steps only therefore provision of an accessible toilet elsewhere, if viable, would be beneficial. Use of the toilets on a Sunday in September 2012 is in Figure 2 below.

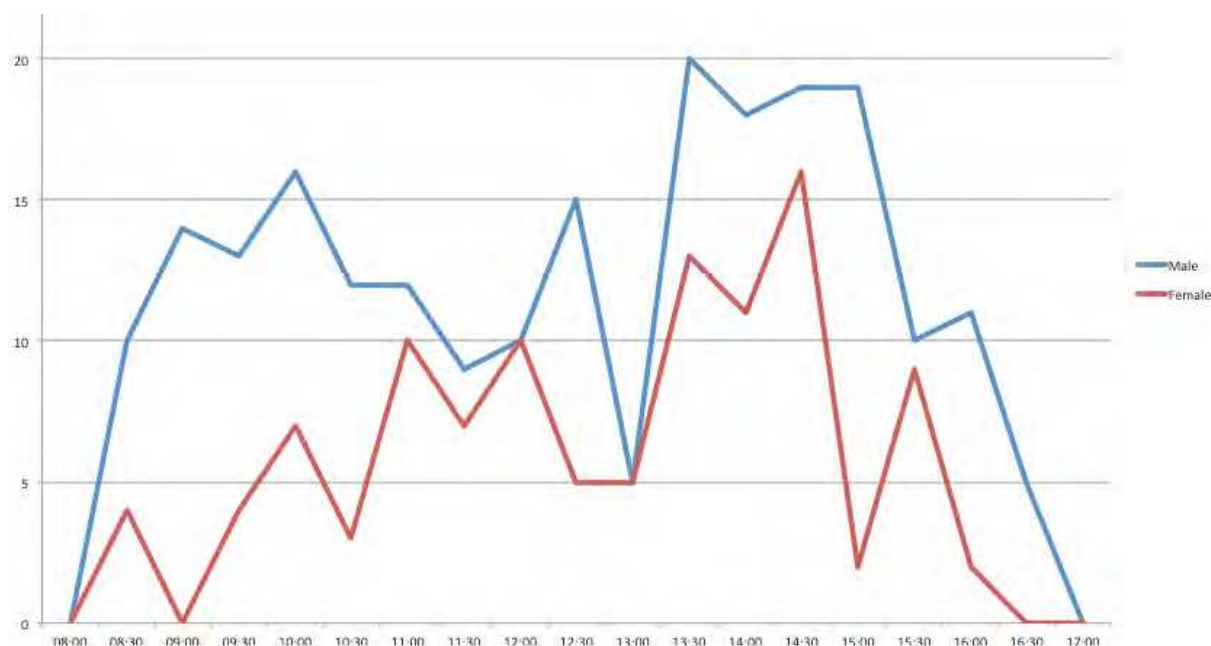


Figure 2: Number of WC users between 8:00 & 16:30 on a Sunday in September 2012

The graph in figure 3 shows the use of the toilets opened on Sundays at the northern end of Middlesex Street, on Bishopsgate. It identifies a downward trend of use. The toilets at the southern end have historically been used less than those in the north.

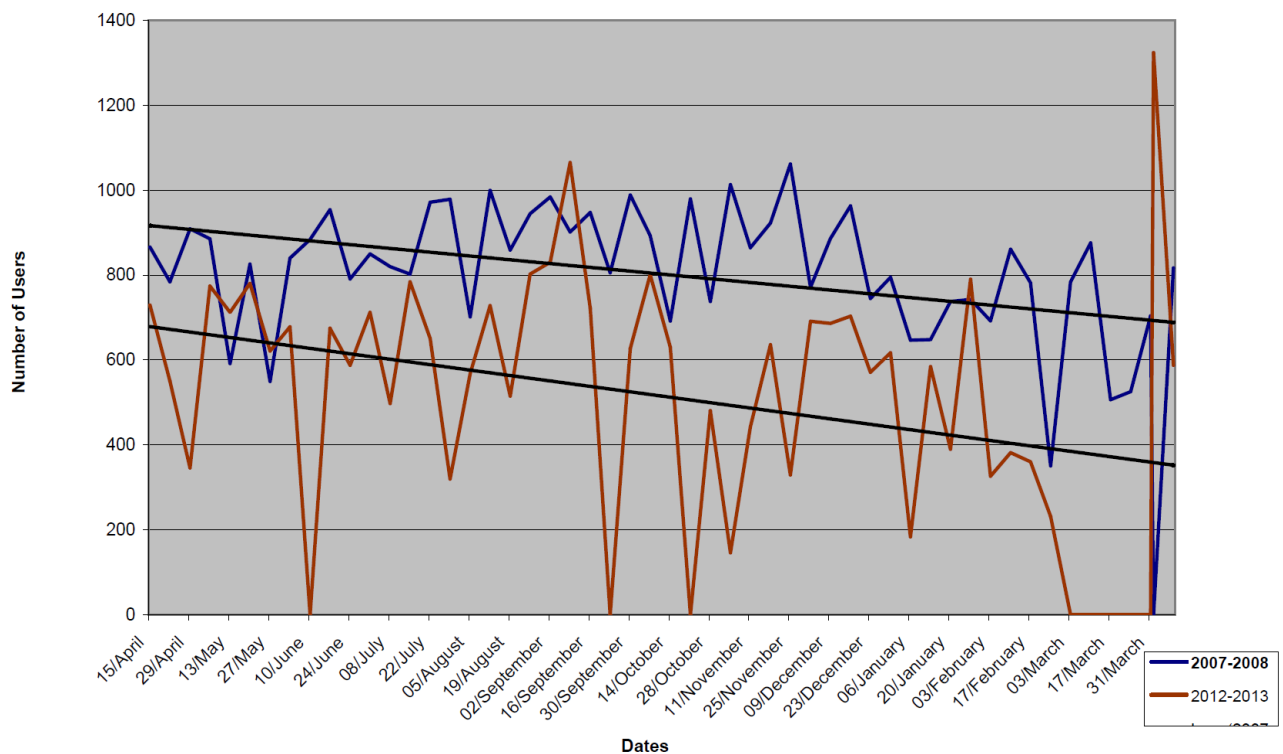


Figure 3: Bishopsgate Toilets Sunday Usage Comparison 2007-08 and 2012-13 showing trends

In considering the cost per user of the toilets in the subway a downward trend approximate number of 250 users per day for 52 weeks is 13,000. This was compared to costs of £70,000, where £40,000 is an average cost for the subway maintenance per year and £30,000 to run the toilets. If the subway were able to be left open just because of the toilets then an approximate user cost is thus placed at £5 to £6 per user.

Officers are investigating a combined alternative solution, including discussions with LBTH officers regarding reopening Leyden Street toilets for Sunday market users. The consideration of an alternative solution to the current toilet provision will be mindful of the current levels of use, the likely increase of users in the area, the accessibility of alternative provision and location. Alternative or replacement provision will be covered in an update of the Public Convenience Strategy to be submitted to Port Health Committee for decision later this year.

The costs of the various options are within the current estimates for the project except for interfaces with private land owners where the requirements have not been investigated, either in a legal sense or in a practical sense. This includes the interface with:

- International House where it could be that the re-use option will not require an access within the building. The building has development approval, and perhaps the cost to remove the access and block off the subway would be subsumed by the new development;
- Beaufort House where it appears that air vents open out onto the access to the subways;

- The London Underground tunnel where the subway between exit 9 and 10 is cradled or sits within the tunnel structure; and
- The RBS building on the corner of Mansell Street and Whitechapel High Street within London Borough of Tower Hamlets (LBTH).

The re-use preferences in Table 2 above indicate the potential for a combination of uses within a single length of subway or within the access ramps and steps.

As the governance structure of this project illustrates, there are many work streams operating concurrently. On the one hand this is to ensure the project is running at a high pace, as well though that the output from various groups is interdependent with work being completed by others. The subway re-use is a dynamic design process that links intrinsically to the design of the public realm.

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Appendix 3

As a result of the Subway Working Group's careful consideration of need and the potential of each location, preferences of reuse options for the various exits and lengths of subway are shown in Table 1 below. The lengths of subway and exits referenced in the table are as per the map in Figure 1 of Appendix 2.

Subway Section	Types of Re-Use								
	SUDs	Fill	Utility routes	Demolition	Storage	Retail	Arts/Play	Retain	Trees
Exit 1 – Exit 2 Under carriageway & footway	Medium	Low	Low-Med	Medium	Low	Low	Low	Nil	Medium
Exit 2 in carriageway Exit 1 – Exit 2	Low-Med	Low	Medium	Low	Medium	Low	Low	Nil	Medium
Exit 2 – 3	Low-Med	Low	Med – High		Med-High	Low	Low	Nil	Medium
Exit 4 – 5	Low-Med	Low	Low	Low	High	Low	High	Nil	High
Exit 2 - Exits 6 & 7	Medium	Nil	High	Low	High	Medium	High	Nil	High
Exit 9 – 10			Low	High			Nil		
Exit 11 – 12	High	Nil	Medium	Low	Nil	Nil	Low	Nil	High
Exit 12 – 13	High	Nil	Nil	Nil	Nil	Nil	High	Nil	High
Exit 13 – 15	Low-Med	Low	Medium	Nil	Nil	Nil	Nil	Nil	
TfL Exit 15 - 18	Interested in reusing subway; open to potential different solutions. Fallback is infill with spare ducts inside foam concrete.								

Nil	
Low	
Low – Med.	
Med.	
Med. – High	
High	

Table 1: Preferences for Re-use at Different Locations

Where types of reuse have been left blank or Nil in the table below, this could have been because Officers deemed the option as either:

- unfeasible for that section of the subway; or
- not in keeping with the design drivers for the public realm in that area.

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Committee(s): Streets & Walkways Sub-Committee Projects Sub-Committee	Date(s): 22/04/2013 17/04/2013	
Subject: Issue Report – London Wall / Wood Street junction improvement scheme	Public	
Report of: The Director of the Built Environment	For Decision	

Summary

Dashboard

Project Status	Project Stage	Total Estimated Cost	Spend to Date	Overall project risk
RED	Options Appraisal	£300,000	£46,945	RED

Brief description of project

The London Wall / Wood Street project originally began as a junction improvement and footway widening scheme in 2004 and is identified by the Barbican Area Strategy as a location requiring improvement. The junction is a location of limited amenity for pedestrians and therefore the scheme aims to:

- widen the footway on the northern side of London Wall to the east of the junction;
- provide a signal controlled pedestrian crossing on the eastern arm of the junction;
- enhance the public realm in the vicinity of the junction.

The above measures will improve safety at the junction by reducing road danger and help deter pedestrians from walking in the carriageway.

The scheme is currently at the Options Appraisal stage, with draft proposals completed to date.

A budget of £201,300 was approved for the scheme by the Planning & Transportation, Finance and Policy & Resources Committees in November 2007. This is funded by the S106 contribution from the 1 Coleman Street development. In addition there is £33,400 of accrued interest available, giving a total available budget of £234,700. There are no time limitations on this S106 funding.

Issues

Project Risk

1. London Wall – Crossrail Works Holding Area

The offside lane of the London Wall eastbound carriageway (see Appendix 2) will continue to be used as a holding area for Crossrail construction vehicles accessing

the Moorgate and Bloomfield Street sites until approximately 2017/18. Unless the traffic management for the Crossrail holding area can be altered or temporarily relocated, the footway widening and pedestrian crossing elements of the scheme cannot be implemented prior to 2017/18.

It is proposed that the project continues to advance to Gateway 3/4 whilst further discussions with Crossrail take place to establish whether a suitable period can be agreed to implement the works. The outcome of these discussions is to be reported at Gateway 3/4.

2. London Wall Place Development (St. Alphage House)

Adjacent to the junction, the redevelopment of the St. Alphage House site (London Wall Place) is likely to require the closure of the northern footway on London Wall between Fore Street and Wood Street for a number of years. This will prevent the widening of the footway on London Wall until the development nears completion. This element of the scheme can be deferred and delivered with the developer of London Wall Place through a Section 278 Agreement, with the costs to be met by the developer. Although this agreement has not yet been drafted, the footway widening is part of the approved planning application and the Section 106 Agreement states that a Section 278 Agreement is required to deliver this. These works would occur as the development nears completion and Crossrail have departed from the area. The saving made by delivering the footway widening element through the S278 could be fully utilised in delivering the remainder of the scheme improvements.

It is proposed that the remaining elements of the scheme, as set out in the project description section above, be delivered by 2014 as this will facilitate the pedestrian diversion route that will be required due to the temporary footway closure. This is dependent on the discussions with Crossrail, detailed above.

Project Scope

3. JP Morgan Financial Contribution

Representatives of JP Morgan at 125 London Wall have approached the City, requesting that the scope of the junction improvement scheme be widened to include additional streetscape elements, which JP Morgan are willing to fund. JP Morgan request that these works be completed by mid 2014 to coincide with the re-letting of their premises.

4. Structural Constraints

The London Wall / Wood Street junction is located directly above the London Wall Car Park. As part of the options appraisal, several technical issues relating to increased loading on the structure have emerged and require resolution, for which a structural assessment of the car park roof will be required. This is estimated to cost £30,000.

5. Financial

The remaining pre-evaluation budget of £5,415 is insufficient to cover the car park structural assessment and staff costs necessary to progress the scheme through Gateway 3/4. To complete this stage it is estimated that the pre-evaluation budget will need to be increased by £55,205 to £107,565 (from £52,360). No overall increase in the overall project funding is being sought as sufficient funds have been identified from the available budget.

Therefore it is proposed that a budget adjustment be made to increase the pre-evaluation budget by drawing down on part of the £234,700 available for this project.

Recommendations

It is recommended that Members approve:

1. The footway widening element of the scheme on London Wall be deferred and delivered through the Section 278 Agreement for the London Wall Place Development;
2. The principle of an agreement between the City of London and JP Morgan to extend the scope of the project to include additional streetscape enhancements, to be fully funded by JP Morgan;
3. The undertaking of a structural assessment of the London Wall Car Park roof;
4. An increase in the pre-evaluation budget to the sum of £107,565.

Overview

1. Success Criteria	<ol style="list-style-type: none">a. New pedestrian crossing on the eastern arm of the junction;b. Improved cycling provisions;c. Improved safety resulting in reduced road danger;d. Enhanced public realm in the vicinity at the junction.
2. Project Scope and Exclusions	<p>The aim of the project is to provide a comprehensive junction improvement scheme to address the following issues:</p> <ul style="list-style-type: none">• Limited amenity for pedestrians;• Limited facilities for cyclists;• Road danger, particularly for vulnerable road users;• Poor quality public realm. <p>The scope of the project is to provide improved facilities</p>

	<p>for pedestrians by providing straight crossings to replace the existing staggered crossings and a new crossing on the eastern arm of the junction. These measures are expected to significantly improve pedestrian amenity and safety.</p> <p>In addition the project seeks to enhance cycle facilities to improve safety and convenience for cyclists.</p> <p>Specific interventions to reduce road danger at the junction, particularly for vulnerable road users, will be incorporated into the design.</p> <p>Measures to enhance the quality of the public realm include the use of high quality materials such as yorkstone, the removal of street clutter such as pedestrian guardrail and improving street lighting.</p> <p>Adjacent to the junction is the forthcoming redevelopment of the St. Alphage House site (London Wall Place), for which negotiations of the Section 278 agreement are yet to begin. However, the highway works required by the development prior to its opening include the widening of the footway on the northern side of London Wall between Fore Street and Wood Street. The widening of the footway is part of the approved planning application and referred to in the Section 106 Agreement (Annexure 10 – Public Realm Plan).</p> <p>These works will link directly with the junction improvement scheme, therefore the design of the scheme is to be managed with the Section 278 Agreement to ensure the two projects link together.</p> <p>Please refer to Appendix 1 for Location Map.</p>
3. Link to Strategic Aims	<p><i>Aim 1: To support and promote 'The City' as the world leader in international finance and business services</i></p> <p>The project will enhance the streetscape amenity at the junction by:</p> <ul style="list-style-type: none"> • improving facilities for the growing numbers of pedestrians and cyclists and promoting the City as a desirable location for new and existing businesses; • Improving safety at the junction in accordance with the City's Road Danger Reduction Plan.

4. Within which category does the project fit	(4) Reimbursable and 7a) Asset enhancement / improvement (capital).												
5. What is the priority of the project?	B: Advisable												
6. Governance arrangements	Regular meetings with the senior responsible officer.												
7. Resources Expended To Date	<p>To date the following resources have been expended on the evaluation of the scheme:</p> <p>Table 1:</p> <table><tr><td>London Wall / Wood Street</td><td>Original Budget</td><td>Spend to date</td><td>Remaining</td></tr><tr><td></td><td>£</td><td>£</td><td>£</td></tr><tr><td>Pre-Evaluation</td><td>52,360</td><td>46,945</td><td>5,414</td></tr></table> <p>From the table above, it can be seen that there is £5,415 remaining within the original budget (£52,360).</p> <p>Of the £46,945 spent to date, £11,100 is for external fees to undertake the feasibility study and £35,845 is for staff costs. These costs are high due to the extra costs incurred because of the complex technical nature of the project, delays due to staff turnover and the subsequent need to revisit the feasibility study and traffic modelling as the length of time that has elapsed has made previous data redundant.</p> <p>It is anticipated that the pre-evaluation costs for future projects will be better controlled as a result of more efficient project management procedures now introduced including the use of Project Vision and improved case officer handover arrangements.</p>	London Wall / Wood Street	Original Budget	Spend to date	Remaining		£	£	£	Pre-Evaluation	52,360	46,945	5,414
London Wall / Wood Street	Original Budget	Spend to date	Remaining										
	£	£	£										
Pre-Evaluation	52,360	46,945	5,414										
8. Last Gateway Approval	<p>This project commenced prior to the introduction of the current project approval procedures and Project Vision. The <i>1 Coleman Street- S106 Variation and Various Improvements Evaluation Report</i> was considered and approved by the Planning & Transportation, Finance and Policy & Resources Committees in November 2007.</p>												

Issue

1. Issue Description	<p>1. The eastbound offside lane on London Wall is being used as a holding area for Crossrail construction vehicles until 2017/18. Crossrail have specific permission to use this part of the carriageway through the Crossrail Act. This means that it may not be possible to implement the footway widening and pedestrian crossing elements of the scheme prior to 2017/18.</p> <p>However, the demand for lorries in the holding area varies depending on activity at the Moorgate and Bloomfield Street sites. It may be possible, during periods of lower demand, to shorten the holding area so that the junction improvement works can be undertaken. This is dependent upon discussions with Crossrail, the results of which are to be reported to Members at Gateway 3/4.</p> <p>Please refer to Appendix 2 for a map of the Crossrail holding area.</p> <p>2. The London Wall Place development (St. Alphage House site) is likely to begin in the first half of this year. The traffic management plans for the demolition phase have been submitted by the Developer and are currently under discussion.</p> <p>The demolition and construction phases are likely to require the closure of the northern footway on London Wall between Fore Street and Wood Street for a number of years. This will prevent the widening of the footway on London Wall until the development nears completion. This element of the scheme can be deferred and delivered with the developer through a Section 278 Agreement, with the costs to be met by the developer. Although this agreement has not yet been drafted, the footway widening is part of the approved planning application and is referenced in the Section 106 Agreement.</p> <p>The closure of the northern footway is likely to require a temporary surface level diversion route for pedestrians along the south side of London Wall. It is proposed that the pedestrian crossing and other elements of the junction scheme be delivered in 2014 to facilitate this pedestrian</p>
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	<p>diversion route. This is dependent upon the discussion with Crossrail, detailed above.</p> <p>3. A further issue is that the agent acting on behalf of JP Morgan at 125 London Wall met with City officers in October 2012 and expressed an aspiration for improvements to the public realm in the immediate area of 125 London Wall. A letter has been received from JP Morgan's agent, TP Bennet, to the effect that their client is willing to pay for the following improvements:</p> <ul style="list-style-type: none"> • Renew areas of footway paving; • Improvements to lighting levels and quality; • Remove pedestrian guardrail on the northwest corner of the junction; • Upgrade tactile paving at the main entrance to 125 London Wall. <p>JP Morgan's aspiration is that these improvements be implemented by mid 2014 to coincide with the refurbishment of the building and re-letting of the premises by July 2014.</p> <p>The cost for these streetscape improvements have not yet been estimated but would be in addition to the £300,000 for the core junction improvement scheme as they are outside the original scope of the project. The cost for these additional elements will be defined in the Gateway 3/4 Report following the completion of the feasibility study.</p> <p>An agreement between the City of London and JP Morgan can be formalised by either entering into a Section 278 agreement, or by the exchange of letters (which is JP Morgan's preference). JP Morgan has also agreed to pay the City the £10,000-£15,000 required to formalise an agreement and this will be confirmed at Gateway 3/4.</p> <p>In the event that the core junction improvement scheme cannot be implemented until after 2017/18 due to one or more of the constraints detailed in this report, a streetscape enhancement focussed scheme that encompass JP Morgan's aspirations could be developed and implemented by mid 2014. This is to be confirmed at Gateway 3/4.</p> <p>4. The London Wall / Wood Street junction is located</p>
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	<p>directly above the London Wall Car Park. The evaluation work carried out to date has established that there are several technical challenges to overcome. This relates to the strength of the structure and the installation of traffic signal infrastructure. A structural assessment will therefore be required. Colleagues in the City Surveyor's Department have estimated that the structural assessment can be undertaken for £30,000. This is a cost that was not originally identified when the original pre-evaluation budget was set.</p> <p>Please refer to Appendix 3 for more detailed information on the structural issues.</p> <p>5. The remaining pre-evaluation budget balance of £5,415 is insufficient to cover the structural assessment and staff costs necessary to progress the scheme through Gateway 3/4. To complete this stage the pre-evaluation budget will need to be increased by £55,205 to £107,565 (from £52,360). This will cover the following tasks:</p> <ul style="list-style-type: none"> • £30,000 – structural assessment • £25,205 – staff costs <p>The funding for this increase has been identified and can be met from the available budget. It is anticipated that sufficient funds remain to implement the scheme.</p> <p>Please refer to Appendix 4 for more detailed information.</p>
2. Last Approved Limit	N/A
3. Tolerance Granted	N/A
4. Cause	<p>Issues described above are due to:</p> <ol style="list-style-type: none"> 1. The Crossrail holding area for the Moorgate and Bloomfield Street sites being located on London Wall until 2017/18. 2. The temporary footway closure required by the London Wall Place development; 3. City of London being approached by JP Morgan; 4. The London Wall Car Park structural issue identified as part of the pre-evaluation

	<p>investigation;</p> <p>5. Increase in pre-evaluation budget required to progress the project.</p>
5. Consequences	<p>The risks associated with not approving the recommended actions are:</p> <ul style="list-style-type: none"> • The scheme cannot progress to Gateway 3/4; • Facilities at the junction will continue to be limited in an area where pedestrian numbers are expected to grow; • Safety at the junction will not be improved; • Not meeting the needs of City businesses.
6. Options	<p>Option 1 (Recommended) – Proceed with the scheme by approving:</p> <ul style="list-style-type: none"> • deferring the footway widening element of the scheme; • a financial contribution from JP Morgan to fund the change in scope of the project; • undertaking a structural assessment; • the necessary financial changes to budgets. <p>Option 2 - Identify alternative uses for the funding. There are no time limitations on the allocated funding but an alternative scheme would require a renegotiation of the S106 agreement with the 1 Coleman Street developer. This option is not recommended as:</p> <ul style="list-style-type: none"> • JP Morgan have requested, and offered to fund, streetscape improvements at the junction; • London Wall / Wood Street has been identified by the City as an area requiring improvement.
7. Recommendation	Option 1 – Proceed with scheme
8. Lessons	<p>Earlier recognition of the underlying structural issues would have allowed a more appropriate pre-evaluation budget to be set.</p>

Appendices

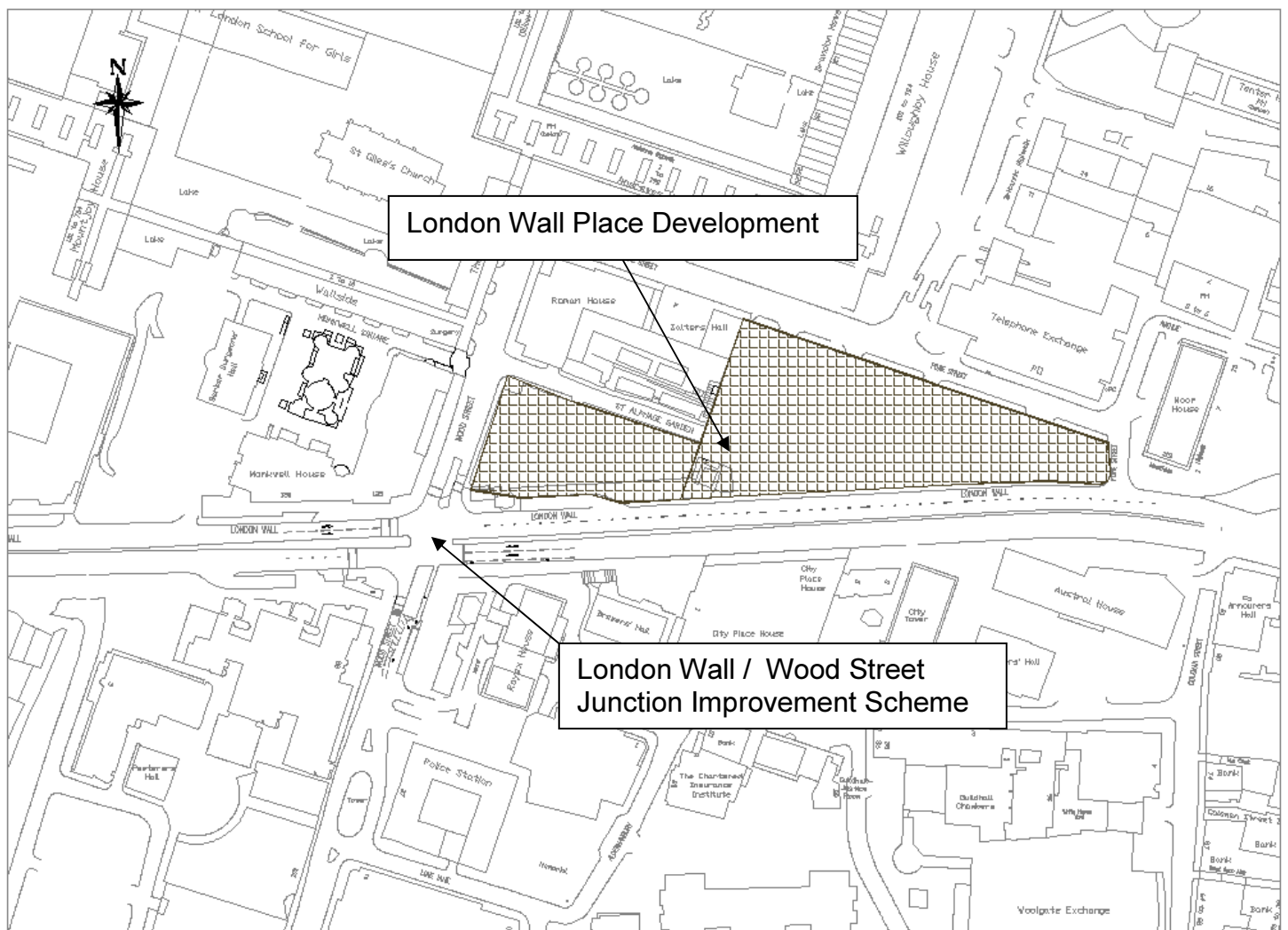
Appendix 1	Scheme Location Map
Appendix 2	Crossrail Holding Area Location Map
Appendix 3	Structural Issues in further detail
Appendix 4	Financial Tables

Contact

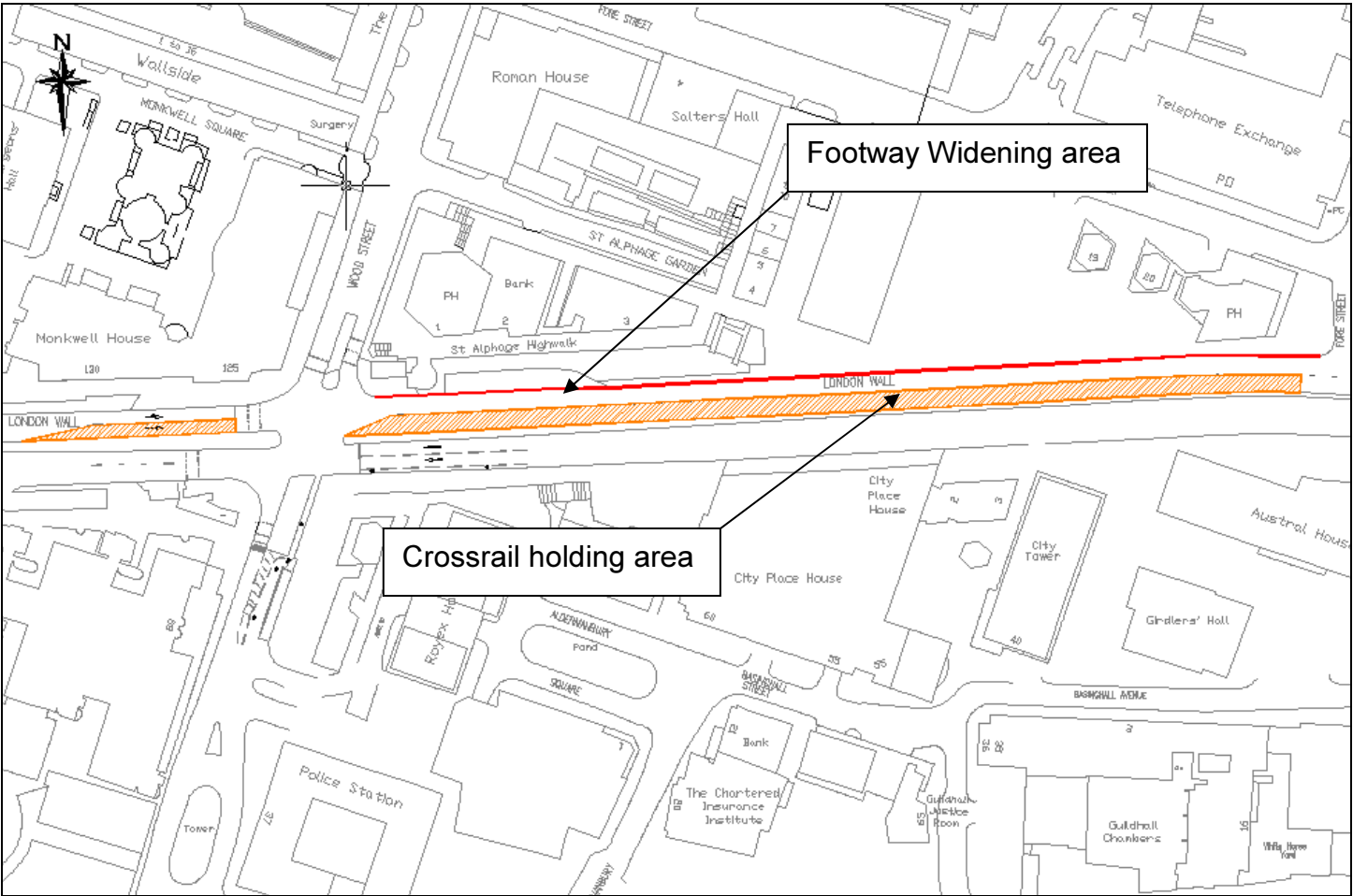
Report Author	Kristian Turner
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Appendix 1

Scheme Location Map



Appendix 2
Crossrail Holding Area Location Map – Eastbound Carriageway



Appendix 3

Structural Issues in further detail

The London Wall / Wood Street junction is located directly above the London Wall Car Park. This adds a level of structural complexity to the scheme due to the concrete slabs of the car park roof being just 60-80mm below the carriageway surface. This poses several technical challenges to be overcome with regards the strength of the structure and the modernisation of the traffic signals infrastructure for which a structural assessment will be required:

i. The widening of the footway at the junction is required to enable a footpath to be created. This involves narrowing the carriageway and moving the centre lane marking further into the middle of the road. Therefore vehicles and their loading would now be pushed towards the centre of the structure. This would change the load bearing characteristics of the structure. A structural assessment is therefore necessary to determine if the structure is capable of carrying the new load characteristics or what works would be required.

ii. The traffic signals at this junction have not been modernised since 1992. Traffic signals are normally connected together via a circuit of cables housed in plastic ducting linking the traffic signal posts to a central control box.

The cables here are believed to be “slot cut” into the road beneath the carriageway surface without any ducting. This allows the signals to operate, but presents difficulties with maintenance, correcting defects and allowing for the uptake of new technology.

The introduction of a new pedestrian crossing point will require the full modernisation of the traffic signals equipment. There is insufficient depth of coverage to the car park concrete slab to install the traffic signal cables in ducts to the current specifications.

It is therefore proposed to investigate the feasibility of passing the cable and ducting through the concrete slab, attached to the underside of the roof of the London Wall Car Park. Whilst this is a more expensive and challenging option, it will provide a more reliable set of traffic signals and allow future improvements to be made without this same issue recurring.

The alternative to this option would be to slot cut the cables into the carriageway surface as they currently are.

Appendix 4

Financial Tables

Funding for the various scheme elements as detailed in the 1 Coleman Street S106 Deed of Variation is summarised below. Two separate project codes were originally created, with one scheme to be delivered by the DES and the other by P&T.

Table 2: Existing and Proposed Schedule of Scheme Elements

Scheme Elements (1 Coleman Street S106)	DES Project Elements (16100202)	P&T Project Elements (16100127)	Current	
			Proposed P&T Project Elements (16100127)	
Upgrade to the car park barrier system	£130,000			
On-street signage for the car park	£10,000			
Minor highway re-alignment to car park approach	£20,000			
Widening Coleman Street / London Wall pedestrian crossing		£25,000*		£0
Widening north-side footway at London Wall / Wood Street junction including additional controlled crossing		£118,000		£118,000
Upgrade cycle facilities within London Wall	£10,000			
Cross-over to service yard	£76,700			
Works Subtotal	£246,700	£143,000		£118,000
Staff Costs	£10,500	£29,500		£54,705
Structural Survey				£30,000
Contingency (e.g. utilities)	£47,500	£28,800		£28,800
Available Accrued Interest		£33,439		£3,234
Totals	£304,700	£234,739		£234,739**
Grand Total		£539,439		

* Delivered with funding from Transport for London (London Cycle Hire Complimentary Measures programme)

** No overall change in budget

Table 3: Existing and Proposed Pre-Evaluation budget

Pre-Evaluation (16100127)	Current Budget	Proposed Budget	Variance
Pre-Evaluation Staff Costs (Planning)	£41,260	£66,465	£25,205
Pre-Evaluation Fees	£11,100	£41,100	£30,000*
Totals	£52,360	£107,565	£55,205

* Car Park Roof Structural Assessment

Committee(s):	Date(s):	
Street and Walkways Committee	22 April 2013	
Subject: Blue Badge Improvement Service	Public	
Report of: Director of the Built Environment	For Decision	
<p style="text-align: center;"><u>Summary</u></p> <p>The Blue Badge Scheme provides a range of parking concessions for people with severe mobility problems who have difficulty using public transport. The badge entitles holders to park close to where they need to be. The Scheme operates throughout the UK and is administered by local authorities who are responsible for determining eligibility and issue of a Blue Badge.</p> <p>The report updates Members on the Blue Badge Improvement Service that was introduced on 3 January 2012, and further recommends that a Blue Badge continues to be issued free of charge to applicants.</p> <p>Recommendations</p> <p>The Committee is recommended to note:-</p> <ul style="list-style-type: none">• The changes to the Blue Badge Scheme, and agree• That Blue Badges continue to be issued free of charge to applicants and the costs absorbed within the Director’s local risk budget.		

Main Report

Background

1. The Town Clerks Department (Contact Centre) is responsible for the administration of the Blue Badge Scheme in the City. This includes making decisions on who should be given a badge, carrying out residency

and identity checks, and dealing with applications and telephone enquiries from applicants.

2. Whilst the Contact Centre is responsible for the administration of the scheme, officers in the Department of the Built Environment provide technical support and undertake enforcement through the issue of a Penalty Charge Notice for misuse or abuse of the Blue Badge concessions.
3. In February 2011, the Department for Transport (DfT) announced reforms to modernise the UK's disabled parking badge system (the Blue Badge Improvement Scheme). The primary aim of the changes was to prevent badge fraud and create a uniform system across the country.
4. The Blue Badge Improvement Service was introduced on 3 January 2012 and became available to all local authorities in England, Scotland and Wales. North Gate Public Services were contracted by the DfT to deliver the improvements under the new Scheme.
5. The Blue Badge Improvement Service includes a:-
 - Better high quality secure badge
 - National data base to help combat fraud
 - User-friendly and easy badge request system, with on-line form and payment facilities
 - National helpline for customers
 - Secure network for applications
6. In parallel, the City administers its own Red Badge scheme, which is aimed at residents and workers in the City who require accessible parking. Approximately 200 badges are issued under this scheme, which remains unaffected by the Blue Badge Improvement Service.

Current Position

7. The Contact Centre receives around 45 Blue Badges applications every year. Each badge is valid for three years and there are currently 133 valid permits on issue.
8. The old-style badges will continue to be valid until they expire, which might be up until 2014 for badges issued in 2011. However all new applicants and those renewing and replacing their badges are now issued with a new style badge through the Blue Badge Improvement Service.

9. At present the new badges issued to City applicants are free of charge. However since the introduction of the Blue Badge Improvement Service, local authorities are now charged a standard fee by the agents who issue the badge (Northgate) of £4.60 +VAT plus postage for every badge issued.

Options

10. Under the Blue Badge Improvement Scheme, local authorities are eligible to charge up to £10 for the issue of each badge to cover administration and the charge levied by Northgate. Many authorities in London including London Borough of Camden, Islington and Lambeth have opted to take this approach to off-set some of the costs associated with the Scheme.
12. There is the option to continue to issue the Blue Badge free of charge. Alternatively a fee less than the maximum £10 permitted under the Scheme rules can be applied. However, as the costs of administration are minimal it is not recommended to introduce a fee for the issue of a Blue Badge.

Financial and Risk Implications

- 13 At the moment the City issues new badges under the Blue Badge Improvement Scheme free of charge. However in addition to those charges levied (£4.60 +VAT) by the agents Northgate, there are costs associated with the consideration of applications, and verifying applicant details to determine eligibility. The cost of each application is therefore greater than £10 taking into account all related costs.
15. The introduction of a £10 fee for each badge issued would generate an income of approximately £450 per annum and could be used to offset the cost of issuing the new badge, which amounts to around £750 per annum. However, the Director has confirmed that his local risk budget can continue to absorb this minimal charge per annum if numbers remain at their current levels.

Legal Implications

16. Changes to the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000 allows local authorities to introduce a charge to cover the cost of administration associated with Blue Badge issue. The Blue Badge Scheme Local Authority Guidance (England) 29 February 2012 provides guidelines on the administration of the new Blue Badge Improvement Service.

17. Under the Blue Badge Improvement Service, the cost of a badge is £4.60 +VAT and postage. However local authorities are permitted to charge applicants up to £10 per badge to cover associated administration costs.

Strategic Implications

18. A Blue Badge provides specific benefits to those with a mobility impairment in terms of providing access to services. These benefits far outweigh the minimal cost associated with the cost of administration under the Blue Badge Improvement Service.

Equality Impact Assessment

19. Providing concessions for disabled drivers through the issue of a Blue Badge and the City's Red Badge is aimed at providing accessible parking. As it is not recommended to introduce a fee to cover in part the costs associated with the issue of a Blue Badge, there is no anticipated impact on those with mobility impairments.

Consultees

20. The Town Clerk, the Chamberlain, the Comptroller & City Solicitor and the Officers in the Department of Built Environment have been consulted in the preparation of this report and their comments are included.
21. In addition the Head of Access was consulted, who has indicated a preference for no charge to be introduced. Specifically his comments are: *"The majority of Blue badges are issued to people with mobility impairment and who are deemed Disabled under the Equality Act 2010. It is well documented that disabled people are often worse off financially than other people in society and even a small loss of income can tip people with a disability into greater dependence on health and social services or family and friends. So whilst I fully appreciate there are cost implications in the issuing of Blue Badges I would like consideration be given for the current system (i.e. free of charge) to continue."*
22. The Blue Badge Improvement Service is aimed at protecting parking space for those with mobility impairments ensuring where possible reasonable access to services is maintained. Some authorities have already introduced a fee of £10, and have indicated that this has had no effect on the number of applications received. However as the costs of Blue Badge administration is minimal it is suggested that badges continue to be issued to applicants free of charge.

Conclusion

23. The Blue Badge Improvement Scheme has provided additional benefits to those with mobility impairments by reducing fraud and misuse. As the cost of issuing a Blue Badge is minimal, it is not proposed to pass on the costs to applicants in the way of a small fee as permitted under the new Scheme rules.

Contact:

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Committee(s):	Date(s):
Streets & Walkways Sub-Committee	22/04/2013
Culture, Heritage & Libraries Committee	29/04/2013
Subject: Sculpture in the City–2013 (Year 3)-Progress Report, Gateway 6	Public
Report of: Director of the Built Environment	For Decision

Summary

The east of the City is home to the City's programme of temporary artwork. Now entering its third consecutive year, the project has been developed as part of a long-term vision to enhance the public realm and forms part of the *Eastern City Cluster* and *Fenchurch & Monument Area Enhancement Strategies*. The project creates interest and promotes interaction for visitors, tourists and office workers. It helps to deliver the objectives of the *Cultural Strategy* and the *City Together Strategy*, particularly: *Theme 4: "is vibrant and culturally rich"*.

The project includes community events and on-site school workshops. The temporary nature of the artworks ensures it remains dynamic, responding to the constantly changing urban environment of this part of the City.

The project is funded through financial and *in kind* support from external partners including Hiscox, British Land, Aviva, Aon, Brookfield and 30 St. Mary Axe (IVG-Europe) and a capped contribution (£50k) from the Pinnacle Section 106 agreement.

Year 1 (2011) was considered a success with 4 artworks installed on-site, and over 1,800 people attending 8 on-site school workshops and free community events in July 2011. Year 2 (2012) saw an expansion of the scheme with twice the number of artworks being displayed, 8 in total. An Advisory Board to direct the strategy and selection of artworks was set up comprising CoL Members, and senior representatives from project partners. 16 on-site school workshops were delivered.

Preparations for Year Three (2013) are currently underway. For this year it is proposed to match the standards of the previous years' artworks and school workshops and community events. Officers have secured £115k in total of external funding from the project partners. In addition, the following in kind contributions have been confirmed:

- Artwork loans from galleries, equivalent to an additional £360k in value. The actual commercial value of the artworks on loan is between £6m to £7m.
- A 20% discount for the artwork installation costs, i.e. an additional 5% discount when compared to the previous year's discount (15%).
- Insurance costs (£35k) provided by Hiscox for all the artwork installed.

The various commitments above mean that the City will fund only 9% of the total value of the project.

The increased funds, compared to previous years, will enable more school workshops to be held with primary and secondary schools; totalling 24 events for 6 schools, in addition to community events linked with the *'Open-House London'* weekend.

A shortlist of artworks and artists including Richard Wentworth, Robert Indiana, Dinos & Jake Chapman, has been agreed by the City Arts Initiative (25th March 2013) and is included in *Appendix D*.

Recommendation

- i) It is recommended that Members note the contents of this progress report.
- ii) Members from the Culture, Heritage & Libraries Committee agree the shortlist of artworks included in *Appendix D*.

Gateway 6: Progress Report

Committee(s):	Date(s):	Item no.
Streets & Walkways Sub-Committee Culture, Heritage & Libraries Committee	22/04/2013 29/04/2013	
Subject: Sculpture in the City–2013 (Year 3)- Progress Report, Gateway 6		Public
Report of: Director of the Built Environment		For Information

Overview

<p>Brief description of project</p>	<p>The project provides a space for the display of artworks by globally recognised artists sourced through leading galleries, and provides a focus for school workshops and community events that promote the City's cultural offer. The project, at the heart of the Square Mile's insurance quarter, aims to enliven the area's public spaces with world class artworks to be enjoyed by workers, residents and visitors.</p> <p>The project helps to deliver the objectives of the City's <i>Cultural Strategy</i> and the <i>City Together Strategy</i>, and the <i>Core Strategy</i> objectives and policies (Policy CS11-Visitors, Arts and Culture and CS7-Eastern Cluster).</p> <p>The project forms part of the environmental enhancement works of the <i>Eastern City Cluster Area Enhancement Strategy</i> (adopted in 2005 and reviewed in 2007) and the <i>Fenchurch & Monument Area Enhancement Strategy</i> (to be adopted in April 2013).</p> <p>On 19th April 2011 Members approved the establishing of a sculpture space for the temporary display of public artworks and linked community events, in partnership with local businesses.</p> <p>The first installation of sculptures took place in July 2011. Four sculptures by world-renowned artists including Anish Kapoor and Kenneth Armitage were installed for 6-12 months. 219 children from six City fringe schools took part in 4 artist-led on-site workshops aimed at celebrating the artworks and the built environment, and approximately 1,800 people attended free events.</p> <p>In June 2012, the second installation of sculptures took place and the project delivered eight sculptures by globally established artists including Tracey Emin, Yayoi Kusama, and Julian Opie. 120 children from four City fringe schools have each taken part in 4 artist-led on-site workshops. In addition, 1020 children and adults took direct part in the sculpture space public events on Cheapside and in Leadenhall Market.</p> <p>An Advisory Board was established in Year 2 in order to help improve the efficiency of the selection process and</p>
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	<p>ensuring a constant quality of artwork is achieved. The Board is chaired by Deputy Michael Cassidy, and comprises Mr Scott and Mrs Littlechild as Chairman and Deputy of the Culture, Heritage & Libraries Committee respectively, Robert Hiscox from Hiscox, and senior representatives from British Land, Aviva, Aon, Brookfield and IVG-Europe.</p> <p>In July 2012, Committees gave approval for the project to continue to be managed as a two year rolling programme. This approval has enabled the City of London to strengthen business partnerships, expanding the project further and bringing on board other art institutions.</p> <p>For Year Three (2013), officers are seeking to install more artworks (8-12) of a similar quality to those displayed in previous years and provide additional school workshops and community events. This year, the project will also seek to extend the exhibition area and install pieces closer to public transport hubs (refer to Appendix A).</p> <p>Building upon the success of last year's panel discussion event held as part of the Frieze International Art Fair; this event will be repeated this year involving high profile panel members, and sponsored by one of the project partners (IVG Europe).</p> <p>This report contains the shortlist of artworks for 2013 (refer to Appendix D), agreed by the City Arts Initiative Advisory Board (25th March).</p>
Success Criteria	<ul style="list-style-type: none"> • Help to deliver the <i>Cultural Strategy</i> and the <i>City Together Strategy</i>; particularly theme no.4, "is vibrant and culturally rich". • Continue to deliver school workshops in partnership with local businesses supporting the <i>Cultural Strategy</i> and <i>Visitor Destination Strategy</i>. • Continue to develop and strengthen partnerships with key local businesses in the area. • Enhance the City's reputation as a centre of excellence for the display of high profile public art. • Enhance the streets and public spaces in line with Corporate Objectives.
Link to Strategic Aims	<ul style="list-style-type: none"> • <i>Aim 1:</i> To support and promote the City as the world leader in international finance and business services. • <i>City's Cultural Strategy:</i> <i>Theme 4: "is vibrant and culturally rich"</i> To support and promote the City as a cultural asset and to encourage greater vibrancy and diversity in cultural and leisure activities. • <i>Core Strategy- Policy CS 11: Visitors, Arts and Culture</i>
Within which category does the project fit	Substantially reimbursable; Funded through Section 106 contributions from the Pinnacle development and financial and 'in kind' contributions from external project partners.
Resources Expended To	Total expenditure on Year 3 to date is £17,367.26, from the Pinnacle Section 106 Contribution.

Date	<ul style="list-style-type: none"> • £5,367.26 on staff costs. • £12,000.00 on fees
Tolerances	None is included.

Progress

Reporting Period	September 2012 – March 2013
Summary of progress since last report	<p>The second year (2012) of the project has been widely commended by Members, business partners, the public and the art world. In particular, the innovative nature of the partnership has been recognised, along with the partners' ability to secure high quality artworks, and the range of related events that connect the City to schoolchildren and the local community.</p> <p>Since its inception, the Advisory Board has met on a regular basis, providing clear guidance during the decision making process which helped to improve the efficiency of the selection process and to ensure a consistent quality of artwork is maintained.</p> <p>A public debate was organised as part of the <i>Frieze International Art Fair</i> in October 2012. The panel of speakers included Michael Craig-Martin (artist), Robert Hiscox (Hiscox), Libby Purves (journalist) and Richard Shone (editor). The panel discussion "<i>Less is more: the current state of public sculpture</i>" was hosted by Aviva (project partner), and proved to be well received by fine art professionals and the general public. The attendees (totalling 80 people) included City members. <i>(Please refer to the press release of the event attached in Appendix B).</i></p> <p>The loan agreements for all the sculptures featured in Year 2 have been extended by differing amounts. One artwork was removed in December 2012. The remaining seven pieces are still on-site, and will be de-installed in May 2013.</p> <p>Preparations for Year Three are currently underway. Business partnerships with the City's external partners have been strengthened. This year, Brookfield; the developer and owner of the sites at 99 and 100 Bishopsgate, has also confirmed that they will support the project financially.</p> <p>Overall, confirmed <u>financial contributions</u> from the 6 project partners amount to £115k.</p> <p>In addition the following <u>in kind contributions</u> have been confirmed:</p> <ul style="list-style-type: none"> - Artwork loans from galleries, equivalent to £360k in value. The actual commercial value of the artworks on loan is between £6m to £7m. - A 20% discount for the artwork installation costs; an additional 5% discount when compared to the previous year discount (15%). - Insurance costs provided by Hiscox for all the artwork.

For Year 3, the project Advisory Board members have agreed the following:

- To connect the project to local attractions like Leadenhall Market and public transport hubs (Liverpool Street station), therefore extending the geographical area of the project.
- To focus on maintaining the high quality and critical mass of artworks, despite the increase in project size.
- To work with a range of galleries, and to feature both established and emerging artists.
- To maintain and improve the social benefits of the project through the provision of additional school workshops. *Open-City* (external consultant), will continue to deliver the events; 6 schools will be participating this year and a total of 24 on-site school workshops will be delivered; 8 more than in the previous year.
- To deliver higher-profile community events through the *Open-House Weekend*, helping to attract the public into the City.
- To organize a launch event in June to capitalise upon the momentum of the project just after the installation, to generate further interest and to continue linking the project with other events in the City's cultural diary and the City's Cultural Strategy.
- To hold another public art debate as part of the Frieze International Art Fair in October, this time hosted by IVG-Europe (project partner) at 30 St. Mary Axe.
- To continue to deliver a successful PR campaign and communication strategy in line with the City's corporate objectives and which promotes the City as a cultural centre. The brief has been set by the City, and this year PR consultants, *FourColmanGetty*, have been appointed to deliver the communications strategy.
- To create a Communications Sub-Group within the project structure, with the aim of helping to deliver a broader and more successful communications strategy. The group comprises members from the project partner organisations, and will help to develop a link between the various Communications and PR departments.

This report contains the shortlist of artwork (8-12) and artists under consideration (*please refer to Appendix D*), including Richard Wentworth, Robert Indiana, Ryan Gander, Jim Lambie, Joan Miro and Dinos & Jake Chapman, this list has been agreed with the City Arts Initiative Advisory Board.

Programme	<p>The key dates are as follows:</p> <ul style="list-style-type: none"> • 22nd April – submit planning applications for artworks • 8th - 9th June– installation of artworks • 20th June – official launch event, “Sculpture in the City” • 10th October – public art debate, Frieze Art Fair.
Budget	<p>Please refer to Appendix C for budget table.</p> <p>The external contributions mean the City will fund only 9% (£50k, from the Pinnacle S106 Agreement) of the total value of the project; with external partners providing 91% of the project value.</p> <p>Overall, confirmed financial contributions from the project partners amount to £115k in total.</p> <ul style="list-style-type: none"> ○ Hiscox ○ Aviva ○ Aon ○ British Land ○ IVG-Europe ○ Brookfield
Risk	<ol style="list-style-type: none"> 1. <i>Risk: planning approval not being granted for the artworks selected.</i> Avoid. All works will be discussed with Planning Officers, ahead of submitting the planning application. 2. <i>Risk: lack of partnership working with leading art galleries, leading to a lower quality of artworks offered.</i> Reduce. Continue dialogue with galleries to ensure they remain aware of the benefits of exhibiting artworks in this area. 3. <i>Risk: maintenance costs exceeding available budget.</i> Avoid. Liaise with galleries to ensure all costs are at least planned for, and budgets take into account artwork-specific maintenance regimes.
Communications	<p>Officers consult on a regular basis with the Advisory Board, project partners, and local stakeholders.</p> <p>An external PR consultant, <i>FourColmanGetty</i> has been appointed in order to continue delivering a communications strategy in line with the City’s corporate objectives. The brief has been set by the City, and a <i>Communications Sub-group</i> has been setup within the project structure with representation from the project partners. The purpose of this group is to provide a steer to the press and marketing campaign and will help to develop a link between the various Communications and PR departments from the various partners.</p> <p>Internally, all installations will be planned in consultation with the relevant departments.</p>
Benefits achievement	<ul style="list-style-type: none"> • The streets and spaces have been enhanced with public art and art-related activities in line with Corporate Strategic and Cultural objectives (CoL Cultural Strategy, Destination Strategy and Core Strategy objectives). • Strong partnerships have been created with key private businesses and stakeholders in the area.

	<ul style="list-style-type: none"> • The reputation of the City of London as a Cultural centre has been promoted. • Public art makes the City a more attractive place to live work and rest, contributing to the reasons why businesses would wish to remain or locate in the City. • The economic, social & cultural benefits and impacts of the project have been highlighted in the recent report, <i>"The Economic, Social and Cultural Impact of the City Arts and Culture Cluster"</i> published in January 2013 by BOP Consulting. The study also demonstrates that the arts and culture cluster not only contributes [...to the bringing vibrancy and diversity to the City by shaping the identity of the area, and providing learning and active citizenship opportunities...].
Lessons	Appoint a PR consultant with specific experience managing and delivering a communications strategy and PR campaign.
Recommendation	<ul style="list-style-type: none"> i) It is recommended that Members note the contents of this progress report. ii) Members from the Culture, Heritage & Libraries Committee agree the shortlist of artworks included in <i>Appendix D</i>.
Next Progress Report	Spring 2014

Report author:

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Appendices

Appendix A	Map of sculpture space, Year 3.
Appendix B	Frieze panel discussion; press release
Appendix C	Budget breakdown
Appendix D	Shortlist of artwork

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Map of sculpture space, Year 3.



Less is more: the current state of public sculpture

Great St Helen's: Sculpture Space Panel discussion

*10 October 2012, London – Yesterday the panel discussion **Less is more: the current state of public sculpture** was held in the City of London, home to the Great St Helen's: Sculpture Space. Eight sculptures in London's Square Mile by internationally renowned artists Michael Craig-Martin, Tracey Emin, Angus Fairhurst, Dan Graham, Thomas Houseago, Julian Opie and Yayoi Kusama transform Great St Helen's in the City of London into a free, open-air curated exhibition, showing until January 2013.*



The discussion was moderated by The Burlington Magazine's Editor, **Richard Shone** (centre left) and guest-speakers featured Hiscox Chairman **Robert Hiscox** (centre right), radio presenter and journalist **Libby Purves** (right) and artist **Michael Craig-Martin** (left).

Moderator, Richard Shone, said the following on the debate...

'I was really delighted at the level of knowledge and engagement shown by members of the audience and their often passionate and persuasive comments on the state of public sculpture in London. It was generally agreed that much commemorative sculpture was poorly conceived and ill-sited, that developers were often woefully lacking in advice and expertise over the inclusion of sculpture at new buildings and that some regulatory body should be instigated to help control the quality both of temporary and permanent sculptures in London, particularly in Westminster. Many there agreed that Britain has an unprecedented number of talented and individual sculptors working here as never before, and that it was a shame that so little of such high achievement was commissioned from them for public spaces.'

Robert Hiscox, Chairman Hiscox, said...

'We are living in one of the most vibrant periods of contemporary art. It is amazing the interest and yet we seem to put up these old fashioned monuments. We need an overriding solution for who allows these things to happen. We are doing things at Great St Helen's: Sculpture Space where, very kindly, The City of London Corporation has enabled us to put art around this area which has been soulless for so long. I have been campaigning for 30 years to get the Aviva piazza to have some art on it and it fantastic that we now do.'

Victor Callister, Assistant Director Environmental Enhancements, City of London Corporation said, *'What we will take away from this discussion is the difference in being a good steward of art and a good curator of it.'*

~Ends~

For more information visit www.cityoflondon.gov.uk/publicart

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Notes to Editors

Great St Helen's: Sculpture Space

Great St Helen's: Sculpture Space aims to enhance its urban surroundings with cutting-edge contemporary sculpture. One of the central concepts of the curated show, which is in its second year, is the site-specific response by the artists. Set amongst London's iconic architectural landmarks, including The Gherkin by Norman Foster and the Lloyd's building by Richard Rogers, the works, which can be viewed at all times will draw visitors into The City and encourage them to engage with bold and striking art.

Great St Helen's: Sculpture Space is a unique collaboration between the City of London Corporation, the elected body which looks after the Square Mile global business district around St Paul's, locally based businesses Hiscox, Aviva, British Land, Aon and IVG UK. It provides the opportunity to engage new audiences with established and emerging contemporary artists in a unique setting. The project uses expertise from the art world, artists, galleries and specialist art handlers MTEC.

The City of London Corporation and its Arts Policy

The City of London Corporation is the elected body that looks after the Square Mile global business district around St Paul's and it adopted a City of London Arts and Culture policy in 2010. (For more about the City of London Corporation, see www.cityoflondon.gov.uk) The theme of Great St Helen's New Public Art space project ties into the Animation of Public Space and to ensure delivery the City of London Corporation has changed the way it commissions and maintains public art to be more aligned with 'curating' the City. The City of London Corporation, in recognition of the new economy is looking to partner with businesses and art institutions to deliver exciting dynamic projects both temporary and permanent and build a high quality permanent collection.

Artworks and Artists

- Michael Craig-Martin, *Hammer, (blue)*, 2011
- Tracey Emin, *Roman Standard*, 2005
- Angus Fairhurst, *A Couple of Differences Between Thinking and Feeling*, 2000
- Dan Graham, *City of London Rococo*, 2012
- Thomas Houseago, *Bottle II*, 2010
- Julian Opie, *Caterina dancing naked 02.*, *Caterina dancing naked 03.*, *Caterina dancing naked 04.* 2009/10
- Yayoi Kusama, *Flowers That Bloom Tomorrow (L)*, 2010

Speakers

Richard Shone, The Burlington Magazine, Editor

Writer and exhibition curator; and editor of The Burlington Magazine 2003- (assoc ed 1979-2003);

Selected and catalogued: Portraits by Duncan Grant 1969, Portraits by Walter Sickert 1990, co-selector Sickert exhb'n Royal Acad 1992-93, purchaser Arts Cncl Collection 1994-96, selector New Contemporaries exhb'n Liverpool and London 1996; curator: Head First (Arts Cncl tour) 1998-99, The Art of Bloomsbury (Tate and US tour) 1999-2000; contrib numerous articles on modern Br art and Bloomsbury to: The Spectator, The Observer, Artforum, The Burlington Magazine; closely involved in restoration and opening of Charleston Farmhouse Sussex (home of Vanessa Bell and Duncan Grant) 1980-; memb: Jury Turner Prize 1988, Advsy Ctee Govt Art Collection 1990-94

Richard Shone, Esq's Publications Books and Publications

Bloomsbury Portraits: Vanessa Bell, Duncan Grant and their Circle (1976, new edn 1993), The Century of Change: British Art Since 1900 (1977), Sisley (1979), Augustus John (1979), The Post Impressionists (1980), Walter Sickert (1988), Rodrigo Moynihan (1988), Alfred Sisley (1992), Damien Hirst (2001)

Robert Hiscox, Chairman, Hiscox Ltd

Robert studied economics and law at Corpus Christi College, Cambridge. He joined Roberts & Hiscox, the Lloyd's managing and members' agent in which his father, Ralph Hiscox, was a partner, in 1965. He started as a trainee underwriter, eventually specialising in fine art and personal accident insurance. Robert took control of the business in 1970 following the death of his father and has been Chairman of the Group since it incorporated in 1973. He was Deputy Chairman of Lloyd's between 1993 and 1995 and was heavily involved in its Reconstruction and Renewal programme to help bring Lloyd's into profitability following the large losses incurred by the market in 1992 and prior years. He is an avid collector of contemporary art both personally and for the company which has over 500 works displayed in Hiscox offices around the world. He is involved in charitable work, and chairs the Hiscox Foundation, the charity funded by Hiscox Ltd.

Michael Craig-Martin

Michael Craig-Martin was born in Dublin in 1941. He grew up in the United States and studied Fine Art at the Yale School of Art and Architecture, where he received his BA in 1963 and his MFA in 1966. His first solo exhibition was at the Rowan Gallery, London in 1969. His best known works include An oak tree (1973), in which he claimed to have changed a glass of water into an oak tree; his large-scale black and white wall drawings; and his more recent intensely coloured paintings, sculptures, installations, and public commissions, including the DLR station at Woolwich Arsenal, the Laban Dance Centre in Deptford, the Radcliffe Childrens Hospital in Oxford. He was a professor at Goldsmith's College from 1974-1988 and 1994-2000, and a significant influence on the emerging British artists. Solo exhibitions include "Michael Craig Martin: A retrospective", Whitechapel (1989); "Signs of Life", Kunsthau Bregenz, Austria (2006); "Michael Craig Martin", Irish Museum of Modern Art (2006-2007); "Michael Craig Martin", NewArtCentre, Roche Court, Wiltshire (2011); together with site specific installations; "Private space, public space" Centre Georges Pompidou, Paris; "Always Now," Kunstverein Hannover; "ModernStarts: Things, Museum of Modern Art, New York. Craig-Martin lives and works in London.

Libby Purves, Radio presenter and journalist

As the daughter of a travelling diplomat, Libby comes from an international background. Libby graduated with a First Class Honours from Oxford University and embarked on a career in media. Libby later became the youngest and first ever woman presenter of the Today Programme at the BBC, as well as the recipient of columnist of the year in 1999, the same year she received an OBE for services to journalism. She currently presents Midweek on BBC Radio 4 and is the Chief theatre critic at The Times. As an author Libby has written a series of books on childcare and family life, as well as twelve well regard.

SCULPTURE IN THE CITY - YEAR 3 - 2013 -14

Description	Year 3 2013-14 <i>estimated costs</i>	Year 3 2013-14 <i>confirmed costs</i>	Difference
Funding - In Kind contributions			
In kind notional value of artwork loans from Gallery Partners	288,000	360,000	72,000
In kind contributions from Sculpture Space Partners	26,654	35,000	8,346
In kind sub-total	314,654	395,000	80,346
Financial contributions			
Actual financial contributions from Sculpture Space Partners	123,346	115,000	-8,346
Actual financial contributions from the City	50,000	50,000	0
Actual financial sub-total	173,346	165,000	-8,346
Total funding	488,000	560,000	72,000
Costs			
Notional Commercial Rental Value of display of artworks	288,000	360,000	72,000
Notional cost sub-total	288,000	360,000	72,000
Install, display, de-install, maintenance of artworks for 6-12 months	78,318	79,027	709
Planning and delivery of community events	49,200	40,000	-9,200
Works sub-total	127,518	119,027	-8,491
Reporting, dvd, brochure	12,500	16,742	4,242
Targeted PR and marketing campaign	15,950	16,950	1,000
Other fees	24,000	38,500	14,500
Fees sub-total	52,450	72,192	19,742
City of London Project management	8,000	8,000	0
Year 3 cost increase assuming inflation at 3%	4,599		-4,599
Total costs	480,567	559,219	78,652
City financial contribution as percentage of total project funding	10.40%	9.42%	

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Appendix D
Sculpture in the City - 2013

SHORTLIST

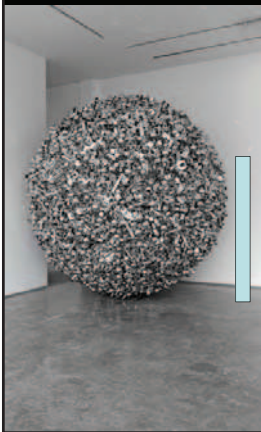
1. LISSON GALLERY (2)
2. SADIE COLES (2)
3. WHITE CUBE GALLERY (3)
4. MARK TITCHNER (1)
5. MORGAN ART FOUNDATION (2)
6. VICTORIA MIRO (1)
7. DAVID ZWIRNER (1)
8. HAUSER & WIRTH (1)
9. YORKSHIRE SCULPTURE (1)
10. JANE & LOUISE WILSON (1)

**GREAT ST HELEN'S
SCULPTURE SPACE 2013**

LISSON GALLERY LONGLIST

LISSON GALLERY

RYAN GANDER



Title| More really shiny things that don't mean anything

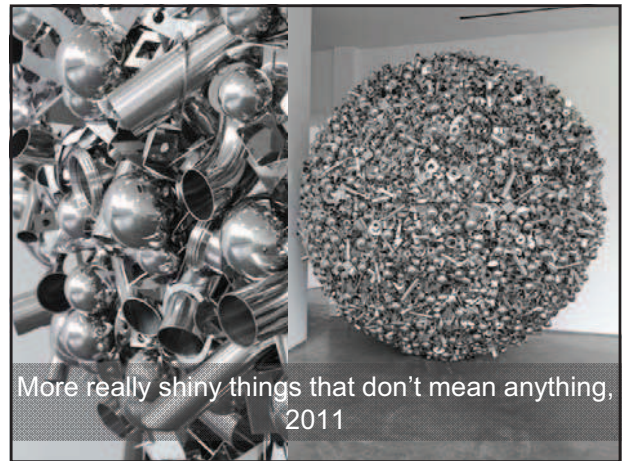
Date| 2011

Material| Stainless steel

Dimensions| 275 cm diameter

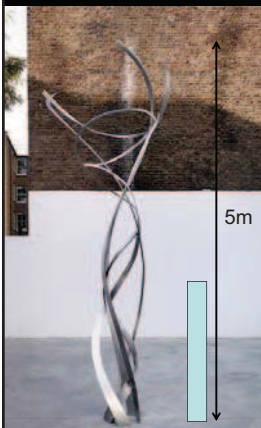
Description| A ball measuring 275 cm across made up of thousands of shiny, stainless steel components of various sizes and shapes.

Human scale (for reference)



More really shiny things that don't mean anything, 2011

SHIRAZEY HOUSHIARY



Title| String Quintet

Date| 2011

Material| Cast stainless steel

Dimensions| Height 5 m

Description| *String Quintet* consists of five ascending stainless steel spiraling ribbons that unravel from the ground. Each ribbon rises at a different wavelength, intertwining and weaving gently upwards. The changing daylight will simultaneously animate and dissolve its rise and fall.



String Quartet, 2011

RICHARD WENTWORTH



Title| Twenty-Four Hour Flag

Date| 1992

Material| Steel and laminate

Dimensions| variable

Description| Red and white kitchen chair installed on the rooftop of TAPKO-THE PLACE, Denmark.

Working with ready-mades and often incongruous found items, Wentworth transforms, juxtaposes and manipulates them into arrangements that subvert their intended use and undermine their supposedly routine and 'fixed' nature. These displaced everyday objects are brought to the viewer's attention casting a light on the surrealistic quality of the mundane.



Twenty-Four Hour Flag, 1992

go

**GREAT ST HELEN'S
SCULPTURE SPACE 2013**

SADIE COLES GALLERY

Sadie Coles

JIM LAMBIE



Title| Secret Affair (silver)

Date| 2007

Material| Stainless steel

Dimensions| 84 5/8 x 44 5/8 x 3 1/8 inches
215 x 113.4 x 8 cm

UGO RONDINONE



* Please note that only *one* piece will be installed

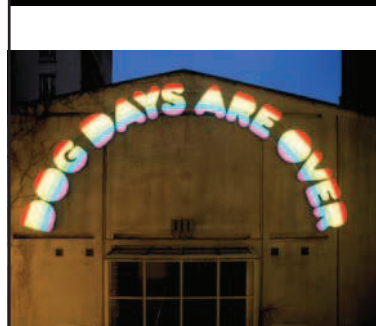
Title| Guided By Voices

Date| 1999

Material| Neon, acrylic glass, translucent foil, aluminium

Dimensions| 330 x 785 x 10 cm / 129 7/8 x 309 x 3 7/8 inches
Text height 80 cm / 31 1/2 inches

UGO RONDINONE



Title| Dog Days are Over

Date| 1998

Material| Neon, acrylic glass, translucent foil, aluminium

Dimensions| 330 x 770 x 10 cm / 129 7/8 x 303 1/8 x 3 7/8 inches
Text height 80 cm / 31 1/2 inches

UGO RONDINONE



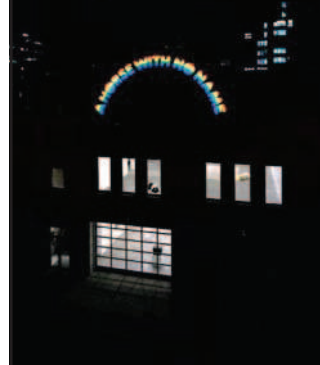
Title| Dreams And Dramas

Date| 2001

Material| Neon, acrylic glass, translucent foil, aluminium

Dimensions| 390 x 950 x 10 cm / 153 1/2 x 374 x 3 7/8 inches
Text height 80 cm / 31 1/2 inches

UGO RONDINONE



Title| A Horse With No Name

Date| 2002

Material| Neon, acrylic glass, translucent foil, aluminium

Dimensions| 395 x 917 x 10 cm / 155 1/2 x 361 x 3 7/8 inches
Text height: 80 cm

UGO RONDINONE



Title| Our Magic Hour

Date| 2003

Material| Neon, acrylic glass, translucent foil, aluminium

Dimensions| Approx. 495 x 1081 x 15 cm / 194 7/8 x 425 5/8 x 5 7/8 inches
Height of letters: 120 cm

UGO RONDINONE



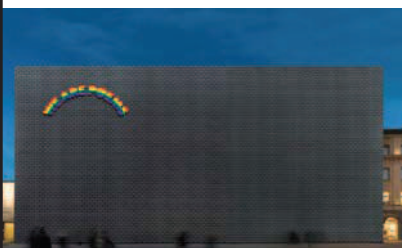
Title| Big Mind Sky

Date| 2007

Material| Neon, acrylic glass, translucent foil, aluminium

Dimensions| 330.7 x 920.7 x 12.5 cm / 130 1/4 x 362 1/2 x 4 7/8 inches
Text height 120 cm

UGO RONDINONE



Title| WE ARE POEMS

Date| 2011

Material| Neon, acrylic glass, translucent foil, aluminium

Dimensions| 370.3 x 1000 x 14.6 cm / 145 3/4 x 393 3/4 x 5 3/4 inches
Height of letters 120 cm / 47 1/4 inches

go
**GREAT ST HELEN'S
SCULPTURE SPACE 2013
WHITE CUBE GALLERY**

Dinos and Jake Chapman



Title| The Good the Bad and the Ugly
Date| 2011
Material| steel
Dimensions| Dimensions variable



GREAT ST HELEN'S
 SCULPTURE SPACE 2013

Mark Titchner

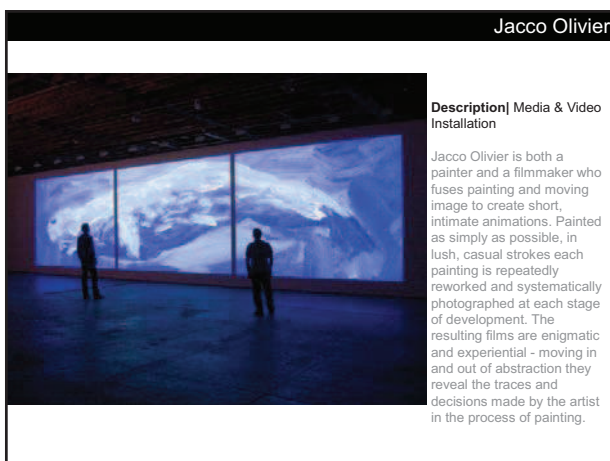
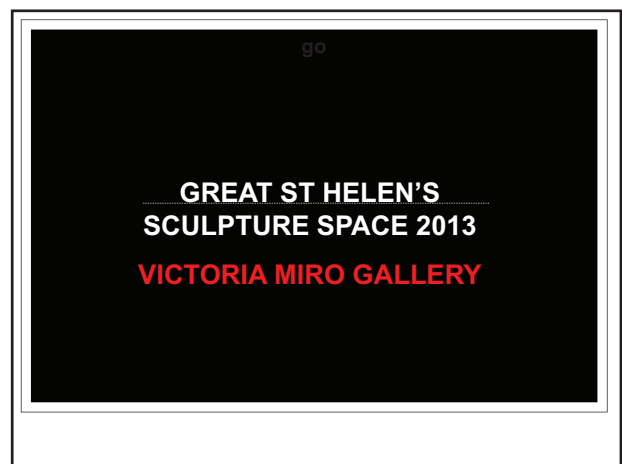
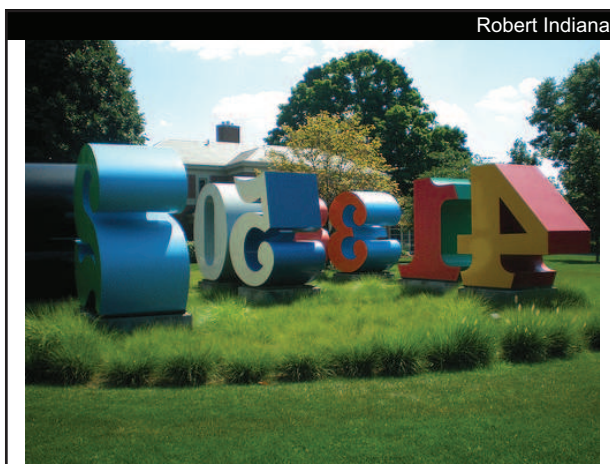
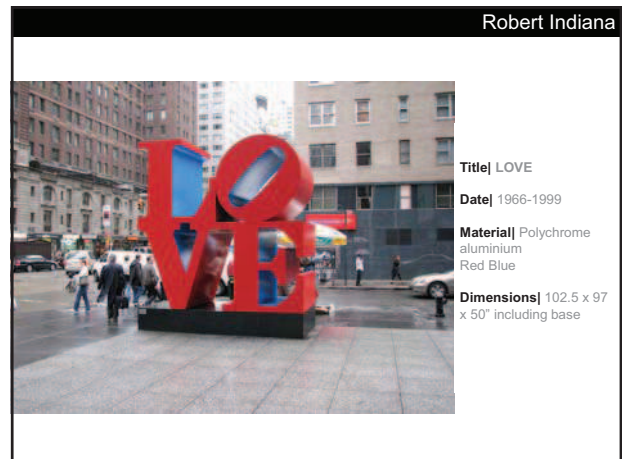
Titchener, Mark

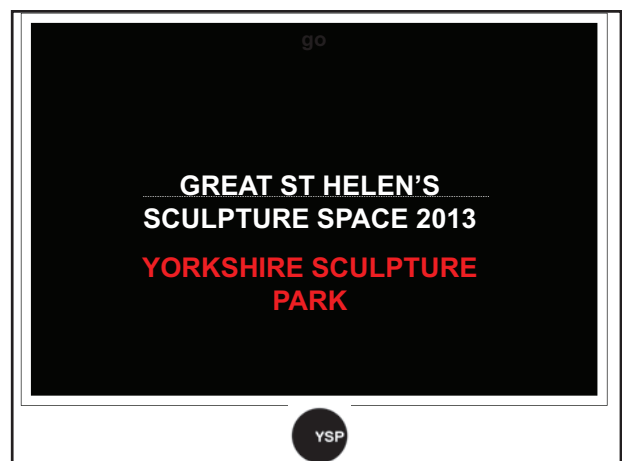
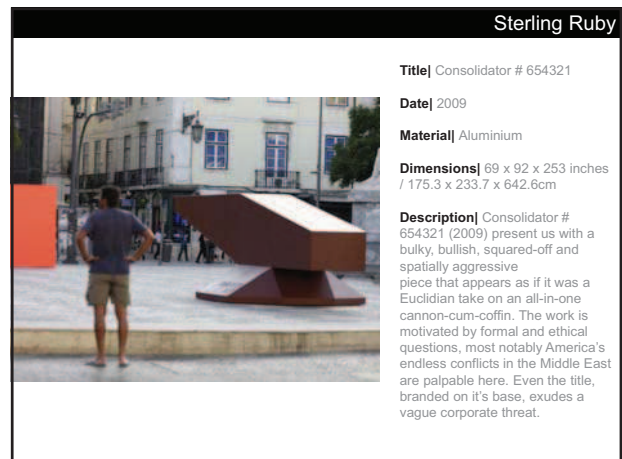
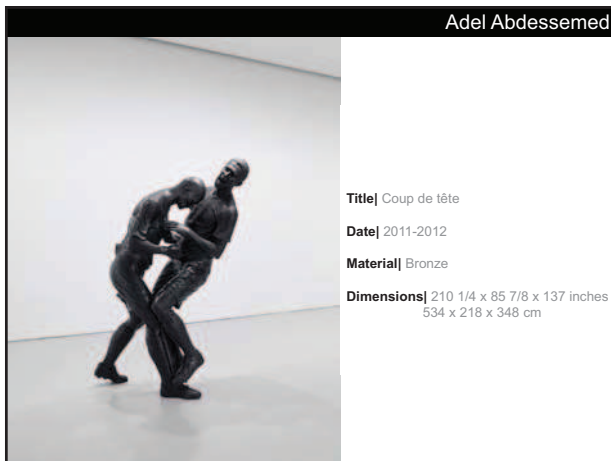


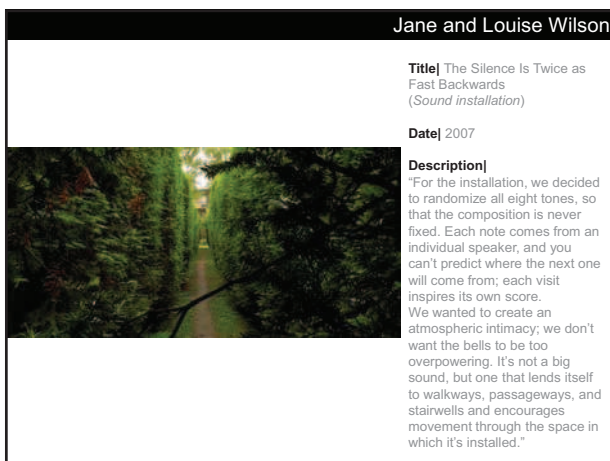
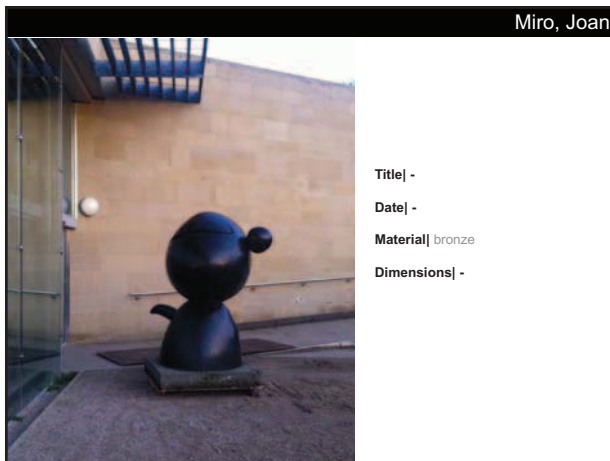
Title| A point suspended in
 nothingness
Date|
Material| printed mesh
Dimensions| variable

Titchener, Mark









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Committee:	Date:
Streets and Walkways Sub Committee	22 April 2013
Subject: Decisions taken under delegated authority or urgency powers	Public
Report of: Town Clerk	For Information
<p><u>Summary</u></p> <p>This report provides details of action taken by the Town Clerk in consultation with the Chairman and Deputy Chairman of the Streets and Walkways Sub (Planning and Transportation) Committee, in accordance with Standing Order Nos. 41(a) and 41 (b).</p> <p>Recommendations:-</p> <p>That the action taken be noted.</p>	

Main Report

Background

1. Standing Order Nos. 41(a) and 41(b) provide mechanisms for decisions to be taken between scheduled meetings of the Planning and Transportation Committee, either where it is urgently necessary that a decision be made or where the Committee has delegated power for a decision to be taken.

Decisions Taken under Urgency Procedures

2. The following action has been taken under **Delegated Authority**, Standing Order No. 41 (b) : -

72 Fore Street – Outline Options Appraisal (Gateway 3)

3. In line with the approval to take action under Delegated Authority in respect of 72 Fore Street granted by the Streets and Walkways Sub Committee at their meeting held on 14 February 2013, the Town Clerk in consultation with the Chairmen and Deputy Chairmen of the Streets and Walkways Sub Committee took action in respect of the public realm and transportation improvements to the footways and carriageways surrounding the former Moorgate Telephone Exchange site at 72 Fore Street. This site was bounded by Moor Lane, Fore Street and Fore Street Avenue. The project would deliver one of the priorities of the Barbican Area Streets and Walkways Enhancement Strategy as approved by Members in 2008, by reviewing and enhancing Fore Street.
4. The funding of the project would come from the Section 106 – Local Community Facilities and Environmental Improvement Works (LCEIW)

contribution from the 72 Fore Street redevelopment, which equates to £1,073, 154.60 with indexation. The payment for this sum has already been received in full from the developer.

Action agreed under urgency: -

5. Option 1 – Carriageway and footway improvements adjacent to 72 Fore Street and allocation of £300k of the S106 to the previously approved Moor Lane Scheme was approved.

This option would focus the public realm improvements on the immediate vicinity of the 72 Fore Street site including Fore Street, Fore Street Avenue and Moor Lane (see Appendix 3). In addition to physical improvements in these locations this option would allocate £300k of the S106 funding to replace the On-street Parking Reserve (OSPR) funding element of the previously approved Moor Lane enhancement scheme. This would release the OSPR funding back to the £1.5m OSPR allocation for the implementation of the Barbican Area Strategy. This option would allow utilisation of the full S106 funds within the very limited S106 area.

Conclusion

6. Members are asked to note to contents of this report.

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