



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

**Date:** MONDAY, 17 JUNE 2013

**Time:** 1.45pm

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

**Members:**

Jeremy Simons (Chairman)	Brian Harris (Ex-Officio Member)
Marianne Fredericks (Deputy Chairman)	Michael Hudson
Randall Anderson	Oliver Lodge
Dennis Cotgrove	Sylvia Moys
Alderman Alison Gowman, Police Committee (Ex-Officio Member)	Deputy John Owen-Ward
Alderman Robert Hall (Ex-Officio Member)	Deputy Michael Welbank

**Enquiries:** Katie Odling  
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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 20 May 2013.  
**For Decision**  
(Pages 1 - 4)
4. **OUTSTANDING ACTIONS**  
To receive the outstanding actions list.  
**For Decision**  
(Pages 5 - 6)
5. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**
  - a) Outcome Report - Road Danger reduction in the Shoe Lane area – Stonecutter Street & Little New Street (Pages 7 - 26)
  - b) Issue Report - Bloomberg Place (Pages 27 - 32)
  - c) Outline Options Appraisal (Gateway 3) - 5 Broadgate (Pages 33 - 52)
  - d) 20 Fenchurch Street - Security Project
6. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
7. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**  
(Pages 53 - 62)
8. **EXCLUSION OF THE PUBLIC**  
MOTION – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act.
9. **WINCHESTER HOUSE**  
Report of the Director of the Built Environment.  
**For Decision**  
(Pages 63 - 74)

10. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
11. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

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# Agenda Item 3

## **STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE**

**Monday, 20 May 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, 20 May 2013 at 11.30 am

### **Present**

#### **Members:**

Jeremy Simons (Chairman)  
Marianne Fredericks (Deputy Chairman)  
Dennis Cotgrove  
Alderman Alison Gowman  
Alderman Robert Hall  
Brian Harris (Ex-Officio Member)  
Oliver Lodge  
Sylvia Moys  
Deputy John Owen-Ward  
Deputy Michael Welbank

#### **Also in attendance:**

George Gillon (Chief Commoner)

#### **Officers:**

Katie Odling	- Town Clerk's Department
Esther Sumner	- Policy Officer, Town Clerk's Department
Anna Simpson	- Comptrollers and City Solicitor's Department
Paul Monaghan	- City Surveyor's Department
Steve Presland	- Department of the Built Environment
Victor Callister	- Department of the Built Environment
Iain Simmons	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Rob Oakley	- Department of the Built Environment
Patrick Hegarty	- Open Spaces Department
Alan Rickwood	- City Police

### **1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Randall Anderson and Michael Hudson.

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

Sylvia Moys, Marianne Fredericks and Alderman Hall declared a non-pecuniary interest in respect of item 10 due to being Governors of the City of London School.

3. **ELECTION OF A CHAIRMAN**

The Sub Committee proceeded to elect a Chairman, and Jeremy Simons, being the only Member expressing a willingness to serve, was declared to be duly elected Chairman of the Sub Committee for the ensuing year, and he took his place.

The Chairman welcomed all those present to the meeting and expressed his thanks to those Members no longer on the Committee.

Further to the appointment of Chairman, one Member made reference to having not received the Agenda for the meeting as their position as an ex-officio Member was officially vacant until the appointing Committee had met, in this case the Police Committee. The Open Spaces & City Gardens Committee also were still to meet to make their appointment to the Sub-Committee. The Members concerned felt they should serve a complete year from their appointment. The Town Clerk agreed to look into the matter and report back to the next meeting of the Sub-Committee. Should Standing Orders not permit ex-officio representation to be without interruption, then Members were minded to seek a change to Standing Orders.

4. **ELECTION OF A DEPUTY CHAIRMAN**

The Sub Committee proceeded to elect a Deputy Chairman, and Marianne Fredericks, being the only Member expressing a willingness to serve, was declared to be duly elected Deputy Chairman of the Sub Committee for the ensuing year, and she took her place.

5. **TERMS OF REFERENCE**

RESOLVED: - That the Terms and Reference of the Streets and Walkways Sub Committee approved by the Planning and Transportation Committee on 14 May 2013 be received.

6. **MINUTES**

The Minutes of the meeting held on 22 April 2013 were approved as a correct record subject to the following amendment to item 4.2. –

“Members also considered that the name of the event should perhaps be changed as it did not reflect the purpose, *and that it be a one-off event.*”

**MATTERS ARISING**

Item 3 – Blackfriars Bridge – The Assistant Director informed Members that he would be meeting with Transport for London (TfL) next week regarding the design of the road layout to the north of Blackfriars Bridge and a further update would be provided to the next meeting.

Item 4.2 – Special Events on the Public Highway – Beating the Bounds – The discussion with the event organisers had been positive in particular with regards to the road safety element. The branding of the event was not a matter for the Sub-Committee.

In order not to lose sight of issues raised at meetings it was suggested and agreed that an actions list be produced for future meetings which would be updated on a regular basis showing the current status of issues.

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

### **7.1 Cheapside Stage 4A - Gresham Street - Detailed Design & Authority to Start Work - Gateway 4c/5**

Consideration was given to a report of the Director of the Built Environment which sought consideration of the detailed design and authority to start work (Cheapside Stage 4A Gresham Street).

During discussion, reference was made to the use of 'silver grey' granite which Members noted had been used in the City for some time and had proven to be effective. Further reference was made to ensuring adequate safety measures were in place at the junction and the need to include signage for the benefit of cyclists crossing into Gresham Street from the shared use area on the west side of St Martin's le Grand. It was also noted that by narrowing the entrance to Gresham Street, southbound traffic turning left from Aldersgate Street into Gresham Street would be slowed, which should improve safety.

RESOLVED – That,

- a) the detailed design be approved;
- b) Officers be authorised to implement the detail design, subject to the City Surveyor approving strengthening works to the pipe subway; and
- c) a trial of the raised crossing be undertaken and Officers be required to report back to Members after 12 months of operation.

### **7.2 Middlesex Street Ramp - Gateway 3**

Consideration was given to a report of the Director of the Built Environment regarding the removal of car park ramps at Middlesex Street Estate.

RESOLVED – That

- a) Option 3 be approved – Removal of 2 ramps at a total cost of between £300,000 to £425,000 with a 25% tolerance to be funded by 100 Bishopsgate S106; and
- b) The project be authorised to proceed to Gateway 4 (detailed options appraisal) funded by £30,000 from 100 Bishopsgate Section 106 agreement.

### **7.3 Millennium Bridge Area**

Consideration was given to a report of the Director of the Built Environment in respect of the Riverside Walk Millennium Bridge.

Members were informed that the Project Sub Committee had considered this report at their recent Meeting and were keen to seek clarification on wider risk issues.

Members were happy to approve Option C on the basis that if there were issues with the test borehole then the matter should be referred back to the Committee. It was suggested to involve students at the City of London School in the recording work at the borehole.

RESOLVED – That,

- a) The additional costs of £18, 200 (fees and staff costs) for Option C to enable the necessary ground investigations to take place on Paul's Walk, to be funded from the approved project budget;
- b) Should there be issues with the boreholes, then the matter should be referred back to the Committee; and
- c) It be noted that the project programme would be extended by nine months.

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

Questions on matters relating to the work of the Committee were asked as follows –

Pedestrian crossing at St Paul's (Millennium Bridge) – One Member raised concern regarding this crossing (which was a single very wide pedestrian crossing) and suggested it may be a safer option to include count down timers. The Assistant Director advised that the crossing itself was safe; however, if it was proven not to be it could be reverted back to being a standard crossing.

Closure of Jewry Street – Concern was expressed regarding the need to improve the diversion signs which had been put in place as a result of the closure of Jewry Street. The Assistant Director confirmed he would investigate and ensure the signage was revised if necessary.

Ludgate Hill – The Assistant Director advised he would report back to the Committee in respect of the timing of the experiment at Ludgate Hill.

Friday Street – Reference was made to the safety of pedestrians and Members were informed that the assessment of the safety of this area up to Cannon Street was being given priority.

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

The Chairman was pleased to inform the Committee that the Corporation had been awarded the Cycle Award for its two-way cycling initiative, by the City by the London Cycling Campaign and congratulated Officers on this achievement.

**The meeting ended at 12.30 pm**

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Chairman

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



## Streets and Walkways Sub Committee Actions

Meeting Date	Action	Officer responsible	Notes/Progress to date	Status
20 May 2013	Item 3 The Town Clerk agreed to look into the matter regarding ex-officio appointments and report back to the next meeting of the Sub-Committee. Should Standing Orders not permit ex-officio representation to be without interruption, then Members were minded to seek a change to Standing Orders.	Town Clerk	The Town Clerk has contacted the Comptroller and City Solicitor's department.	*
20 May 2013	Item 6 <ul style="list-style-type: none"> <li>Blackfriars Bridge – report back on the meeting with Transport for London (TfL) regarding the design of the road layout to the north of Blackfriars Bridge.</li> <li>Beating the Bounds – An update regarding the event would be provided at the next meeting</li> </ul>	Director of the Built Environment		*
20 May 2013	Item 7.1 Cheapside Stage 4A - a trial of the raised crossing be undertaken and Officers be required to report back to Members after 12 months of operation.	Director of the Built Environment		*
20 May 2013	Item 7.3 <ul style="list-style-type: none"> <li>Millennium Bridge Area – option</li> </ul>	Director of the Built		*

Status: Completed ü In hand \* Outstanding X

## Streets and Walkways Sub Committee Actions

Meeting Date	Action	Officer responsible	Notes/Progress to date	Status
	<p>C was approved on the basis that if there were issues with the test borehole then the matter would be referred back to the Committee.</p> <ul style="list-style-type: none"> <li>Officers would actively seek to involve students of the City of London School in the recording work at the borehole.</li> </ul>	Environment		
20 May 2013	<p>Item 8</p> <ul style="list-style-type: none"> <li>Closure of Jewry Street – the Assistant Director would investigate the diversion signs and revise these if necessary.</li> <li>Ludgate Hill – the Assistant Director would report back on the timing of the experiment.</li> </ul>	<p>Assistant Director</p> <p>Assistant Director</p>		

<b>Committee(s):</b> <b>Streets &amp; Walkways Sub-Committee</b> <b>Projects Sub-Committee</b>	<b>Date(s):</b> <b>17 June 2013</b> <b>19 June 2013</b>
<b>Subject:</b> Outcome Report - Road Danger reduction in the Shoe Lane area – Stonecutter Street & Little New Street	<b>Public</b>
<b>Report of:</b> Director of the Department for the Built Environment	<b>For Decision</b>

## Summary

### Dashboard

- Project Status - Green
- Project Stage - Gateway 7 – Outcome Report
- Approved Budget - £157,100
- Spend to date: £111,277
- Estimated Final Cost - £117,927 (\* Accurate as of 4/06/13)
- Overall project risk - Green

### Brief description of project

In July 2012 Members agreed to initiate a project to explore how road safety in the Shoe Lane area could be improved. After the evaluation and design phase for the project Members gave authorisation (December 2012 S&W, and January 2013 Projects Sub) for the project to be implemented (Gateway 3-5) and to agree the recommendations within the report to permanently close Stonecutter Street at its eastern end to motorised vehicles. The closure also required the existing No.46 bus and stand to be relocated to Giltspur Street which in turn necessitated the replacement of three street trees.

### **Recommendations**

That Members:

1. Approve the closure of this project;
2. Subject to the completion of the final accounts, return any unspent funds to Goldman Sachs (GS) as per the conditions of the Stonecutter Street S.278 agreement; and
3. Approve a retention of £6,650 to allow Open Spaces to plant three new trees on Giltspur Street in the new planting season (November-March 2014).

## Overview

### **1. Evidence of Need**

Shoe Lane and Stonecutter Street are designated as local access roads and are expected to cater only for local trips. If Stonecutter Street were to be closed to motorised vehicles this would enforce this designation and reassign through-traffic onto designated London distributor roads such as Farringdon Street, and onto City of London local distributor roads such as New Fetter Lane and Charterhouse Street.

From investigations it can be demonstrated that there is justification for action based on the high numbers of vehicles using Stonecutter Street as a through route to Farringdon Street. Surveys indicate that 60% of traffic using Stonecutter Street is rat-running traffic.

1 fatal, 10 serious and 73 slight accidents have been recorded in the area over the last 36 months. A reduction in vehicular traffic will normally lead to a corresponding reduction in accident occurrence.

In the morning peak hour alone, approximately 200 vehicles using Shoe Lane and Stonecutter Street as a cut through have the potential for conflict with over 550 pedestrians that currently cross informally at the western end of Stonecutter Street and towards the southern end of Shoe Lane.

With pedestrian and cycle growth predicted to rise in the future, accident rates are also predicted to increase should the local environment remain unchanged.

#### **Cycling Environment**

Although St. Bride Street is an attractive route for both pedestrians and cyclists, this does create conflicts within a designated shared area. By improving the facilities at Stonecutter Street for cyclists to enter / exit the Shoe Lane area, a reduction in the numbers of cyclists currently using St. Bride Street can be achieved without affecting journey times or cycle safety.

A Barclays Cycle Hire station operated by Transport for London (TfL) is located on both sides of Stonecutter Street, adjacent to the junction with Farringdon Street. 46 docking stations are provided and generate frequent cycle trips.

Development in this area is likely to be predominantly office based which will encourage a further increase in cyclist numbers.

	<p>The closure of Stonecutter Street to motorised traffic would retain permeability for cyclists and improve safety, and the local environment. This will further encourage sustainable travel options.</p>
<b>2. Project Scope and Exclusions</b>	<p>There are no notable exclusions.</p>
<b>3. Link to Strategic Aims</b>	<p>This project supports delivery of the City's Local Implementation Plan. In particular, the plan includes an objective to reduce road traffic dangers and casualties. This will be delivered by ensuring that the needs of the local community are met fully.</p>
<b>4. Within which category does the project fit</b>	<p>(2) Statutory (a requirement under the RTA 1988 to reduce casualties) and (4) Reimbursable.</p>
<b>5. What is the priority of the project?</b>	<p>(B) advisable</p>
<b>6. Resources Expended</b>	<p>The expected final spend for this project is £117,865.</p> <p>However, it should be noted that as part of the Stonecutter Street Danger Reduction project the No. 46 Bus Route was required to be relocated from Stonecutter Street to Giltspur Street. Resulting from this relocation a situation has arisen whereby double-decker buses would likely clip the 3 existing trees at this location. Transport for London for safety purposes, have asked the City to remove or trim the trees at this location as a matter of urgency. After assessment of the site it was concluded that trimming of the trees would not solve the issues raised. However, replacing the existing trees with a new species of tree would allow the area to accommodate buses in the future. As such the three trees were removed in May 2013 with replacement by more appropriate species being programmed to take place in the next planting season (November-March 2014) at an estimated cost of £6,650.</p> <p>The City is therefore withholding £6,650 of funding for this purpose.</p> <p>See paragraph 9 and appendix A for further financial details.</p>

## Outturn Assessment

<p><b>7. Assessment of project against Success Criteria</b></p>	<p>The success criteria for the project at authority to start works stage and assessment:</p> <ol style="list-style-type: none"> <li>1. Reduction in traffic volumes: Reduction of traffic volumes has been achieved by the closure of Stonecutter Street and the elimination of a through route to Farringdon Street.</li> <li>2. Reduction in personal injury accidents (PIA's) on the local streets: An assessment of PIA's will be reviewed approximately 12 months after the date of practical completion for the scheme and/or at an appropriate time thereafter to take into account local influencing factors such as developments, construction projects etc. To date there have been no recorded accidents.</li> <li>3. Redirection of through traffic on to more appropriate streets with limited impacts on journey times or distances: Redirection of traffic through traffic has been achieved by the closure of Stonecutter Street and the elimination of a through route to Farringdon Street.</li> <li>4. Effective use of the local streets for local needs, without detrimental impact on the operation of the surrounding highway network: There have been no significant adverse effects on residents or businesses within the area and/or any reported impacts on the surrounding highway network. There was however a formal objection to the Section 6 Traffic Regulation Order by the London Taxi Drivers Association. This was addressed and resolved by Members of the Streets and Walkways Committee on 11 February 2013.</li> <li>5. Enhanced pedestrian and cycle environment: The scheme has delivered an enhanced pedestrian and cycle environment by reducing through traffic. Two-way cycle access off Farringdon Street and a dedicated cycle signal phase to exit Stonecutter Street have ensured that cycle permeability remains high.</li> <li>6. Maintain the effectiveness of the 'Traffic and Environment Zone' in the west of the City: The effectiveness of the City's 'Traffic and Environment Zone' has been maintained via the introduction of two</li> </ol>
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	<p>removable bollards at the eastern end of Stonecutter Street. No other exiting measures have been altered.</p> <p>7. The ability to accommodate higher pedestrian and cycle flows, particularly to local public transport hubs where services have recently been or will soon be enhanced.</p> <p>Due to the elimination of through traffic to Farringdon Street the City has created the potential for future environmental improvements and enhancements to take place in the Shoe Lane area i.e. Footway widening, additional cycle hire docking stations, creation of public spaces.</p>
<b>8. Programme</b>	<p>The project was delivered to programme.</p> <p>The only programme variation was an additional Committee report which was sent to Members (S&amp;W Sub- Committee Feb 11, 2013) for consideration to address the one objection received to the Section 6 Traffic Regulation Order (TRO).</p> <p>The key project milestones are set out below.</p> <ol style="list-style-type: none"> <li>1. Local Stakeholder consultation: 27/09/2012 – 26/10/2012;</li> <li>2. S&amp;W Sub Committee: 11/12/2012;</li> <li>3. Projects Sub Committee: 13/01/2013;</li> <li>4. Enter into S.278 agreement with Goldman Sachs: December 2012(30/01/2013);</li> <li>5. Obtain formal approvals from TfL: early 2013 ( 12/02/2013);</li> <li>6. Advertise Section 6 traffic orders: early (Jan 18 2013) 2013;</li> <li>7. TRO objection report - Committee approval to proceed (11 Feb 2013);</li> <li>8. Implementation: early 2013 (February 24, 2013).</li> </ol>
<b>9. Budget</b>	<p>The agreed budget at evaluation approval stage in December 2012 was £100,000.</p> <p>Post evaluation the budget was increased to £157,100, as part of the S.278 negotiations to account for the following:</p>

- Implementation;
- requirements for approvals from TfL;
- preparing and finalising the S.278 agreement with Goldman Sachs;
- ongoing communications with local stakeholders, businesses and residents; and
- due to the requirement for officers to report back to Members after receiving an objection to the Section 6 TRO by the London Taxi Drivers association (LTDA).

The budget and estimated final spend is summarised as:

Description	£
Approved Budget	157,100
Final Estimated Cost	117,927
<b>*Underspend/Budget Remaining</b>	<b>39,173</b>

\*Please see Appendix A for detailed breakdown

The under spend is principally due to:

- £19,173 of cost savings across fees (£8,110), works (£9,286), and staff costs (£1,776) were achieved through negotiation with TfL to reduce the overall scope and costs related to the scheme, by undertaking additional traffic monitoring and design analysis in addition to robust investigations via topographical and radar survey methodologies. This approach enabled officers to drive down final implementation costs by the avoidance of abortive works and/or the need to relocate utilities.
- £20,000 contingency budget which was not required.

Appendix A shows the financial information for this project in greater detail including budget variance and actual spends.

Overall the project was delivered on programme firstly due to careful planning and design particularly in relation to turning vehicles on Shoe Lane, and secondly



	<p>due to our success in negotiating with TfL to reduce overall costs in relation to the relocation of the No.46 bus and stand.</p> <p>Under the terms of the S.278 agreement, unspent funds are to be returned to the developer including any interest that has accrued. This will occur after the Chamberlain has calculated the values.</p>
<b>10. Risk</b>	<p>This project was considered medium risk at Gateway 3-5 with the following risks identified and successfully mitigated:</p> <ol style="list-style-type: none"> <li>1. This project will require formal approval from TfL on traffic and bus matters;</li> </ol> <p>The above risk was mitigated for by the setting up of clear communication lines with TfL officers at the feasibility stage of the project and setting out of key milestones and deliverables for each Gateway stage. This proved to be a successful methodology as works elements on both City streets and the Transport for London Road Network (TLRN) were delivered on programme and within budget.</p> <ol style="list-style-type: none"> <li>2. Objections to the statutory consultation of Section 6 Traffic Orders;</li> </ol> <p>This risk was realised post Member approval for the scheme to be implemented with only one objection being received. The London Taxi Drivers Association (LTDA) formally objected to the Section 6 Traffic Order (TRO) advertised. Due to the objection officers produced a TRO objection report for Members to consider. Due to carrying out robust feasibility studies and undertaking thorough consultation with key stakeholders, businesses, residents and user groups within the area Members were able to clearly assess the objection and weigh up the benefits against the objections raised. As a result members dismissed the objection.</p> <ol style="list-style-type: none"> <li>3. There is a possible risk to corporate reputation, if delays occur during the project process or approval is not granted to proceed with the recommended option;</li> </ol> <p>This risk was included to identify that one of the largest employers in the City (Goldman Sachs) coupled with the results of the formal consultation (50% In favour), had</p>

	<p>identified road safety and the reduction of through traffic in the area as an important issue to be resolved. The results of the consultation allowed Members to clearly assess the proposals recommended against public opinion and in turn approve the project with confidence that the option being implemented would, on balance, provide the greatest possible benefit to all users of the public highway.</p>
<b>11. Communications</b>	<ul style="list-style-type: none"> <li>• A public consultation, regular communication with TfL, the principal funder (Goldman Sachs), and key stakeholders and user groups was an important component in delivering this project efficiently. Approval from TfL and legal agreements with them and the Goldman Sachs were part of the formal communications to allow the project to proceed.</li> <li>• Statutory traffic order consultation also took place as part of this project.</li> </ul>
<b>12. Benefits achieved to date</b>	<p>The closure of Stonecutter Street at its eastern end is has helped in achieving the City's aims to provide a quieter and safer route for pedestrians and cyclists, accommodate existing and predicted cycle flows, and improve to also local cycle access. The closure has also increased the priority given to vulnerable road users, such as pedestrians and cyclist, and has redirected through traffic on to more appropriate roads whilst limiting impacts on journey times and travel distances for local residents and businesses.</p>
<b>13. Strategy for continued achievement of benefits</b>	<p>The strategy for continued achievement of pedestrian and cycling benefits will involve bidding for funding from external bodies (TfL, GLA etc) and negotiation with local developers for improvements to the public highway Stonecutter Street, and Shoe Lane area.</p>
<b>14. Outstanding actions</b>	<p>1. Accident and Traffic Surveys:</p> <p>An assessment of accident statistics and traffic volumes will be reviewed between 6 and 12 months after the date of practical completion for the scheme and/or at an appropriate time thereafter to take into account local influencing factors such as developments, construction projects etc.</p> <p>2. Tree Planting on Giltspur Street:</p>

	Three new trees to be planted in the new planting season (Nov-March 2014) at an estimated cost of £6,650.
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### **Review of Team Performance**

<b>15. Governance arrangements</b>	A formal working group was set up with the external funder at Gateway 1-2 and carried through to Gateway 7. Meetings were held as required to update all parties with regards to the financial requirements for each work stage and progress of the project against agreed milestones and deliverables.
<b>16. Key strengths</b>	<ul style="list-style-type: none"> <li>• The close working relationship with TfL and key stakeholders.</li> <li>• The ability to manage the expectations of those affected by the proposals and ability to clearly communicate the benefits of what is being delivered.</li> <li>• The ability of the project team to work to extremely tight deadlines in relation to City processes and subsequent implementation whilst still maintaining high standards of delivery across the board.</li> <li>• The ability to manage the expectations of both internal and external stakeholders with competing requirements on the public highway.</li> </ul>
<b>17. Areas for improvement</b>	N/A
<b>18. Special recognition</b>	N/A

### **Lessons Learnt**

<b>19. Key lessons and how they will be used and applied</b>	<ol style="list-style-type: none"> <li>1. Early public engagement and a robust communications strategy led to efficiencies in dealing with queries during the project and enabled issues to be resolved prior to implementation;</li> <li>2. Early public engagement and a robust communications strategy led to efficiencies in dealing with queries during the project and enabled issues to be resolved prior to</li> </ol>
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	<p>implementation;</p> <ol style="list-style-type: none"> <li>3. Detailed planning/programming delivered early notice of estimated workloads and enabled delivery without slippage; and</li> <li>4. The importance of a good handover was critical in the success of the project when changing officers during the project.</li> </ol>
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### **Appendices**

<b>Appendix A</b>	Detailed Finance Breakdown
<b>Appendix B</b>	General arrangement drawing for approved Option 1
<b>Appendix C</b>	Before/After Photographs
<b>Appendix D</b>	Evening Standard Article on the Project

### **Contact**

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<b>Telephone Number</b>	Ext: 1723

## APPENDIX A – DETAILED FINANCE BREAKDOWN

	Original Budget £	Final Revised Budget £	Final Estimated Cost £	Variance £
<b>Fees</b>	31,000	27,317	19,207	8,110
<b>Staff Cost</b>	69,000	81,683	79,906	1,776
<b>Works</b>	0	28,100	12,164	15,936
<b>Contingency</b>	0	20,000	0	20,000
	<b>100,000</b>	<b>157,100</b>	<b>111,277</b>	<b>45,823</b>
<b>Tree planting</b>	0	0	6,650.00	(6,650)
<b>Total</b>	<b>100,000</b>	<b>157,100</b>	<b>117,927</b>	<b>39,173</b>

(\* Accurate as of 04/06/2013)

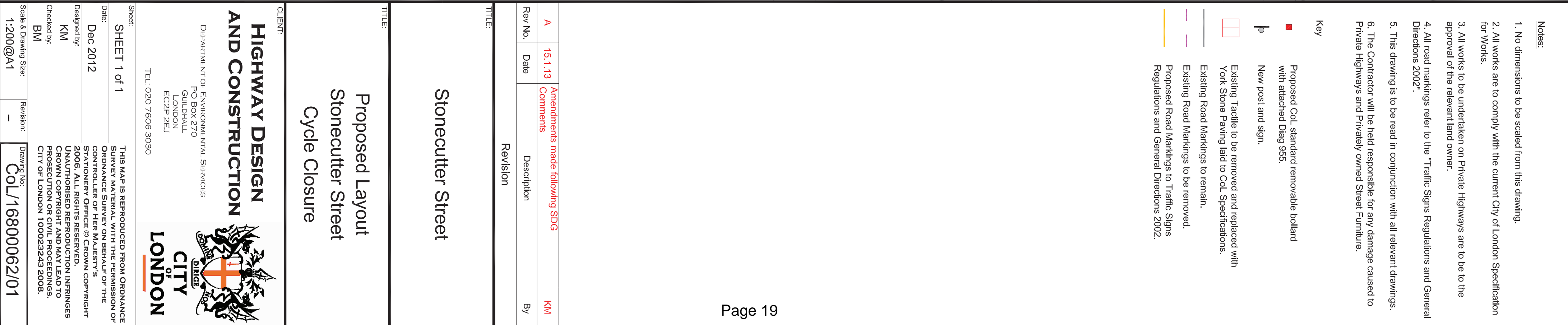
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Notes:

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'.
  5. This drawing is to be read in conjunction with all relevant drawings.
- The Contractor will be held responsible for any damage caused to Private Highways and Privately owned Street Furniture.

### Key

- Proposed CoA standard removable bollard with attached Diag 955.
- New post and sign.
- Existing Tactile to be removed and replaced with York Stone Paving laid to CoA Specifications.
- Existing Road Markings to remain.
- Existing Road Markings to be removed.
- Proposed Road Markings to Traffic Signs Regulations and General Directions 2002.



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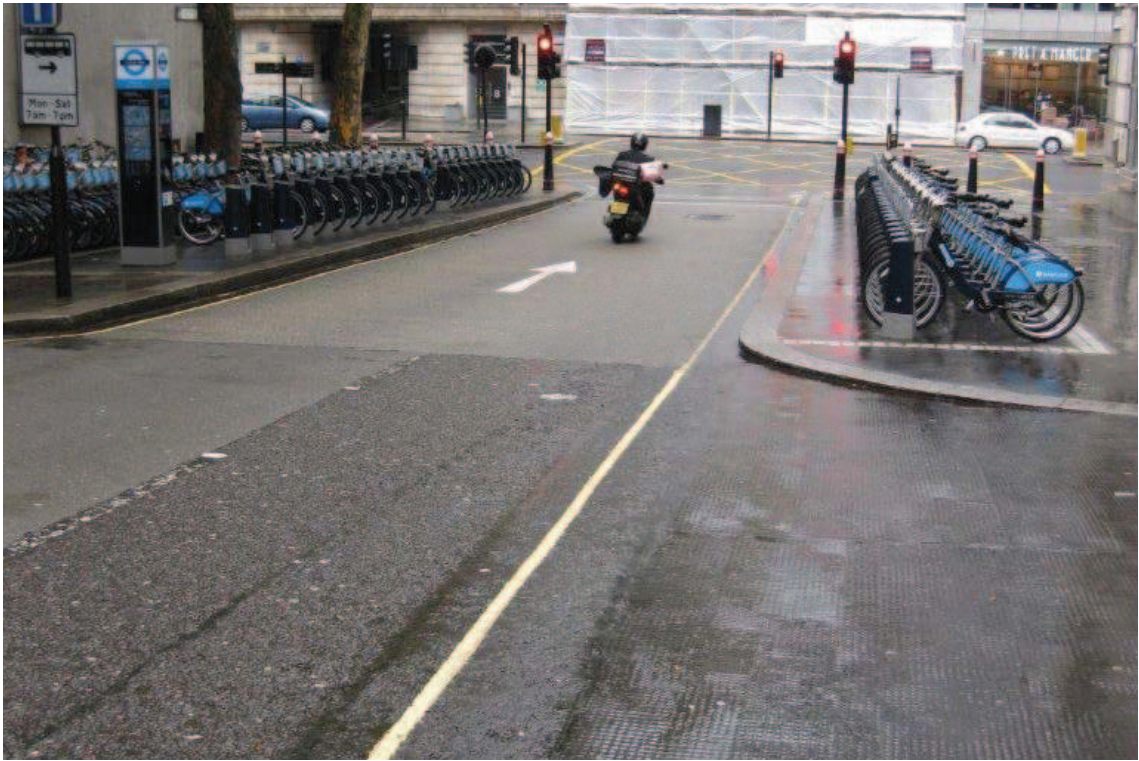


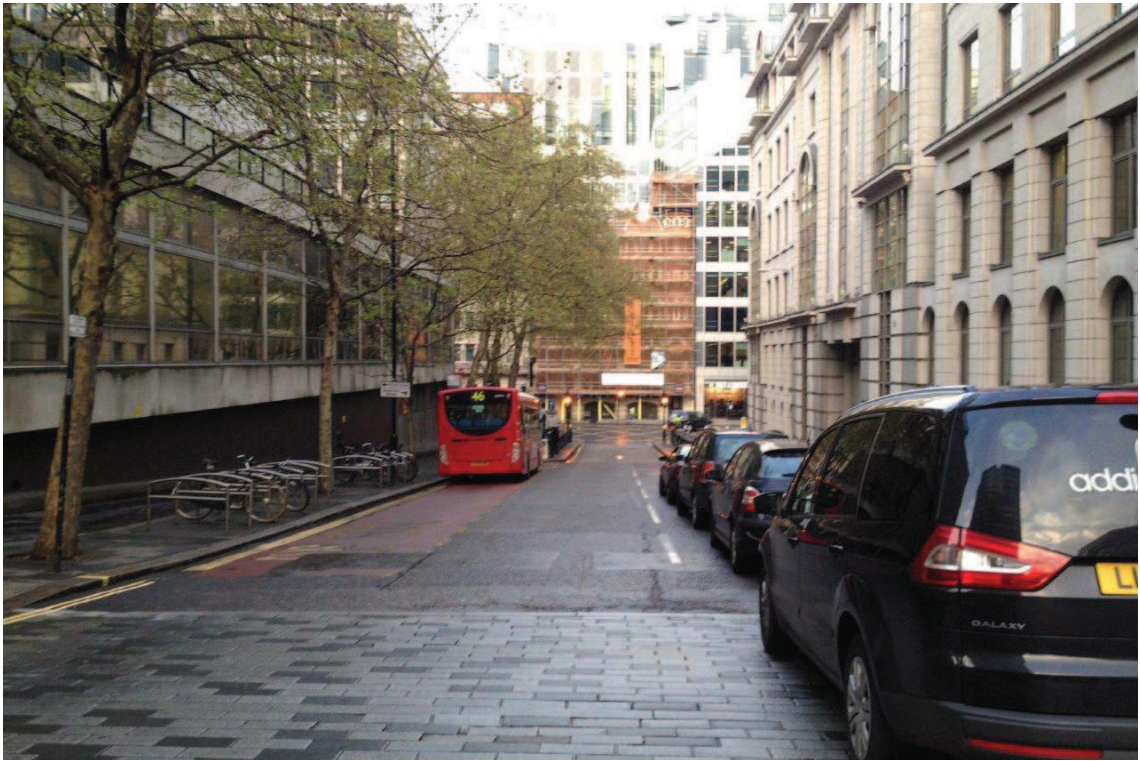














## **EVENING STANDARD ARTICLE – 15 April 2013**

### **Goldman Sachs pays £130,000 for ‘danger road’ to be blocked off**



“Banking giant Goldman Sachs is paying £130,000 for a London street to be closed to traffic after complaining that it was dangerous for staff.

The “accident blackspot” was closed by the City of London Corporation amid an increase in cyclists and pedestrians being injured in the area.

But cab drivers and some residents oppose the closure of Stonecutter Street, a popular cut-through. The authority has blocked off one end of the road, the junction with Farringdon Road, and turned it into a two-way cycle lane.

Documents state that officials decided on the closure following “an approach from Goldman Sachs who expressed concern about the safety of vulnerable road users (including their own staff based at their Shoe Lane campus) and agreed to fund the project”. Goldman Sachs paid “£100,000 of advance funding” towards the works, projected to cost about £130,000.

The Corporation said today that it was common practice for companies to fund public realm works, such as a £300,000 closure of Carter Lane funded by One New Change and the Grange Hotel.

The Stonecutter Street closure is part of improvements incorporating nearby Holborn Circus before the completion of Crossrail, which will put extra pressure on Farringdon station.

The most recent Transport for London data, from 2011, shows that the City saw the biggest increase in serious accidents in London, up by nearly a quarter.

The Venerable Dr Lyle Dennen, vicar of St Andrew Holborn, said roads in the area had become increasingly dangerous and he had administered the last rites to victims of accidents around Holborn Circus. He added that he supported the closure of Stonecutter Street. "The junction was an accident blackspot with young people on bicycles and pedestrians getting hit and it's been ghastly," he said.

"It's really good news that Stonecutter Street has been sorted out for the sake of people's physical safety. It became a rat run with people zooming through."

But Grant Davis, chairman of the London Cab Drivers Club, said: "It's an atrocious situation that a major bank can just do a deal with the Corporation of London and cut main roads in the city, causing traffic jams, increased congestion, increased emissions and increase our cab fares just for the benefit of their staff."

A Goldman Sachs spokeswoman said: "We support the City of London's initiative to prioritise pedestrian safety and to strike a better balance among the interests of pedestrians, cyclists, vehicles making local trips, and through traffic."

A spokesman for the Corporation said: "This is a City Corporation-led initiative with broad support from local employers that is designed to improve road safety and the local environment."

<b>Committee(s):</b> Streets & Walkways Sub Committee  Projects Sub Committee	<b>Date(s):</b> <b>17 June 2013</b>  <b>19 June 2013</b>	<b>Item no.</b>
<b>Subject:</b> Issue Report - Bloomberg Place		<b>Public</b>
<b>Report of:</b> Director of the Built Environment		<b>For Decision</b>
<p style="text-align: center;"><b><u>Summary</u></b></p> <p><b><u>Dashboard</u></b></p> <ul style="list-style-type: none"><li>• Project status: Amber (as requiring approval for further funding)</li><li>• Timeline: Project is in options appraisal stage</li><li>• Total estimated cost: Circa £3 million</li><li>• Spend to date: Of the £50,000 approved to date, £48,000 has been spent (as at 24 May 2013)</li><li>• Overall project risk: Green</li></ul> <p><b><u>Brief description of project</u></b></p> <p>The Bloomberg Place development is the new European Headquarters of Bloomberg L.P. It is located on land bounded by Queen Victoria Street, Bucklersbury, Walbrook, Cannon Street and Queen Street.</p> <p>This project aims to:</p> <p>(a) Evaluate, design and deliver necessary highway improvements to ensure a safe and efficient local highway network; and</p> <p>(b) Design and deliver substantial environmental enhancements in the vicinity of the development to meet the needs of the developer.</p> <p>The project will be fully externally funded through a mixture of Section 278 (s278) and Section 106 (s106) funding. The full funding strategy will be set out in the next Gateway report. The City is currently in receipt of £250,000 from the developer for the purposes of highway evaluation and design of which spend approval of £50,000 has been agreed. The project now needs further funding approval to proceed.</p> <p>This report seeks to extend the scope of the project from highway evaluation and design, as approved by Members in February 2012, to include implementation of highway changes in addition to substantial environmental enhancements at the request of the developer.</p>		

## **Recommendations**

It is recommended that:

- (a) The project scope be extended from solely evaluating highway options and design to include the evaluation, design and implementation of necessary highway improvements and desired environmental enhancements including possible introduction of trees in the public highway.
- (b) The total estimated costs be increased from £250,000, the estimated cost of highway evaluation and design reported to Members in February 2012, to £3 million to include the cost of implementation as described above.
- (c) A further £200,000 be approved from the £250,000 already received to progress the project to Gateway 3/4 as shown in Appendix 1.
- (d) Authority for any further budget adjustments for highway evaluation and design purposes be delegated to the Town Clerk in consultation with the Chairman and Deputy Chairman.
- (e) The project proceeds under the project approval procedure from "Streamlined" to "Standard" as required for projects of a value exceeding £2 million.
- (f) The project progress under a combined Gateway 3/4 due to lack of real options.

## **Overview**

<b>1. Success Criteria</b>	<ul style="list-style-type: none"><li>(a) Develop a highway layout that is acceptable to the City of London as Highway Authority;</li><li>(b) Gain Transport for London (TfL) approval to the detailed changes in order to allow the City of London to exercise its powers as Highway Authority because Cannon Street is designated as a Strategic Road under the Traffic Management Act 2004;</li><li>(c) Work with the developer to ensure that the highway proposals suitably accommodate their development on the local highway network and meet their desire for an enhanced public realm; and</li><li>(d) Implement the agreed highway proposal in a timely fashion to facilitate occupation of the premises circa 2015 / 16.</li></ul>
<b>2. Project Scope and Exclusions</b>	<p>The project originally involved the evaluation and design of highway changes to accommodate the development. It is now proposed to also include the implementation of highway changes in addition to substantial environmental enhancements at the request of the developer. There are no notable exclusions.</p>



<b>3. Link to Strategic Aims</b>	To support and promote “The City” as the world leader in international finance and business services through the provision of a safe and efficient local highway network and a world class public realm.
<b>4. Within which category does the project fit</b>	2) Statutory 4) Fully reimbursable 7a) Asset enhancement / improvement (capital)
<b>5. What is the priority of the project?</b>	This project is considered essential for highway layout changes and desirable for environmental enhancements.
<b>6. Governance arrangements</b>	A Working Party was set up and meets on a monthly basis as required. Members consist of key stakeholders in the area including Mansion House, the City of London Magistrate’s Court, St Stephen Walbrook Church, Rothschild, the Walbrook Club, Minerva Ltd, Bloomberg and the City of London. The Working Party is chaired by the Senior Responsible Officer.
<b>7. Resources Expended To Date</b>	Of the £50,000 approved to date, £48,000 has been spent (as at 24 May 2013)
<b>8. Last Gateway Approval</b>	Gateway 2
<b>9. Procurement Approach</b>	<p>Concept and initial design (including traffic modelling) will be undertaken by external consultants engaged in accordance with the City of London Procurement Code. Detail design will be undertaken in-house by the Highways team.</p> <p>The implementation of highway works will be undertaken by the City’s highway term contractor (JB Riney &amp; Co Ltd) in accordance with the Highway Term Contract.</p>

### **Issue**

<b>10. Issue Description</b>	<p>The project scope needs to be increased to reflect:</p> <p>(a) The full extent of highway improvement works now that this is known; and</p> <p>(b) The developer’s desire for substantial environmental enhancement in the immediate vicinity of the development (to be fully funded by them).</p> <p>Consequently, the total project costs and project approval procedure needs to be amended accordingly in line with this extended scope of works.</p>
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<b>11. Last Approved Limit</b>	£50,000
<b>12. Tolerance Granted</b>	None
<b>13. Cause</b>	The Gateway 2 report was written prior to the approval of the planning permission and was solely focused on the option evaluation to reconfigure the highway around the development. The report was instigated at the request and expense of the developer and was phrased in such a way as not to pre-empt the planning process. At that stage, the full extent of the scope of works was unknown. The developer has since made it clear they wish to see and fund substantial environmental enhancement in the immediate vicinity of the development, in addition to the necessary highway changes required to accommodate the development.
<b>14. Consequences</b>	There are no financial impacts on the City as the extended scope of works will be fully externally funded. The full funding strategy will be set out in the next Gateway report. The revised scope of works will deliver substantial environmental enhancements in the immediate vicinity of the development, in addition to the necessary highway changes to accommodate it.
<b>15. Options</b>	Design options will be developed through the established Working Party. As a result, outline options will be restricted and it is recommended that this project progress next to Gateway 3/4.
<b>16. Recommendation</b>	<p>It is recommended that:</p> <ul style="list-style-type: none"> <li>(a) The project scope be extended from solely evaluating highway options and design to include the evaluation, design and implementation of necessary highway improvements and desired environmental enhancements including possible introduction of trees in the public highway.</li> <li>(b) The total estimated costs be increased from £250,000, the estimated cost of highway evaluation and design reported to Members in February 2012, to £3 million to include the cost of implementation as described above.</li> <li>(c) A further £200,000 be approved from the £250,000 already received to progress the project to Gateway 3/4 as shown in Appendix 1.</li> <li>(d) Authority for any further budget adjustments for highway evaluation and design purposes be delegated to the Town Clerk in consultation with the</li> </ul>

	<p>Chairman and Deputy Chairman.</p> <p>(e) The project proceeds under the project approval procedure from “Streamlined” to “Standard” as required for projects of a value exceeding £2 million.</p> <p>(f) The project progress under a combined Gateway 3/4 due to lack of real options.</p>
<b>16.Lessons</b>	<p>This is the first time a Gateway 2 report has been approved prior to the outcome of a planning application (instigated at the request and expense of the developer). The report was phrased in such a way so as not to pre-empt the decision of the planning process.</p> <p>It would be helpful for a scenario based approach to be used for future reports such that the project scope can be extended appropriately upon planning permission being granted or equally for the project to be terminated if planning permission is refused. This decision can be delegated to the Town Clerk in consultation with the Chairman and Deputy Chairman.</p> <p>This approach is particularly suitable for projects that are fully externally funded with a small number of clear permutations as to its possible outcome (i.e. planning permission being granted or not).</p>

## **Appendices**

### Appendix 1 Break-Down of Estimated Budget

## **Contact**

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<b>Telephone Number</b>	020 7332 1511

## **Appendix 1 Break-Down of Estimated Budget**

The estimated budget of £250,000 for evaluation and design be broken down as follows:

- Transportation & Public Realm Staff Costs £125,000;
- Highways Staff Costs £35,000;
- Fees £89,200; and
- Hospitality £800.

<b>Committee(s):</b>	<b>Date(s):</b>
<b>Streets &amp; Walkways Projects Sub</b>	<b>17<sup>th</sup> June 2013 19<sup>th</sup> June 2013</b>
<b>Subject:</b> Outline Options Appraisal (Gateway 3) – 5 Broadgate	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

## Summary

### Dashboard

**Project Status:** Green

**Timeline:** Outline Options Appraisal

**Total Estimated Cost:** £2,064,616 - £2,091,355

**Spend to Date:** £142,922

**Overall Project Risk:** Low

### Context

This report explores options to enhance the environment of the streets and spaces in the vicinity of the redevelopment at 5 Broadgate. The associated Section 278 and Section 106 agreements both relate to works in the vicinity of the development.

A Project Proposal (Gateway 2) was approved by Members on 18<sup>th</sup> September 2012; this Gateway 3 report provides an update on the options which have been developed. It was previously agreed to progress two separate projects under separate reports; however it has become evident that the programme of works coincide and therefore combining the two aspects of the project (highway design and environmental enhancements) is a more efficient process; hence the report is presented as a single project.

### Brief description of project

The primary aim of the project is to deliver a British Standard PAS 69 rated security scheme that will provide the northern perimeter of the 5 Broadgate development (on the south side of Sun Street) with protection from vehicle borne improvised explosive devices. A secondary aim linked to this is to deliver a revised highway layout on Sun Street and Appold Street which incorporates the security measures whilst at the same time ensuring that the street functions safely and efficiently. The highway design incorporates a new pedestrian crossing to meet local desire lines and a raised table to reduce vehicle speeds and improve accessibility; this design has been agreed with project stakeholders and is recommended by the project Steering Group which includes representatives from the London Borough of Hackney, British Land (developer) and UBS (lead tenant).

A further aim of the project is to enhance the public realm on Sun Street and Appold Street, including an improved pedestrian environment and new street trees whilst retaining existing levels of taxi and pay & display parking. Options for the enhancement of the area have been developed and are presented in this report. The combined package of enhancements seeks to improve the key pedestrian routes between the City of London, the London Borough of Hackney and Broadgate estate. Widened footways on Sun Street and Appold Street, incorporating inset parking bays, will cater for current and future pedestrian

movements in the area whilst maintaining a carriageway that will meet the needs of all road users.

#### Options

<b>Description</b>	<b>Option 1 £</b>	<b>Option 2 £</b>	<b>Option 3 £</b>
Total Estimated Cost	£2,064,616	£2,091,355	£2,066,616
Tolerance +/-	2%	2%	2%
Likely Funding Strategy	S278 and S106 agreements related to the 5 Broadgate development	S278 and S106 agreements related to the 5 Broadgate development	S278 and S106 agreements related to the 5 Broadgate development

NB. Full details of all of the options are available in paragraphs 11 to 20. The low tolerance figure is as a result of options development with all key stakeholders involved, through the Steering Group, leading to a high level of confidence in the current estimates.

#### **Recommendations**

##### Option(s) recommended to develop to next Gateway

Option 3 is recommended for progression to the detailed design stage.

#### Next Steps

Should the report be approved the project will progress to the detailed design stage, with the subsequent design and authority to start works presented at the next Gateway. A public consultation on the preferred option will also be carried out concurrent with the early stages of the detailed design based on the preferred option.

##### Resource requirements to reach next Gateway and source of funding

The current total approved budget is £220,000 with an expenditure of £142,922 (as at 23 May 2013). This has included the appointment of separate traffic, security and landscape architecture consultants, and Project Officer and Assistant Director time to lead and manage the project.

Taking into account the transfer of any under spend to the detailed design stage, the additional budgetary requirement to reach the next Gateway is a total of £38,630. This requirement will be fully met through the Section 278 (£20,769) and Section 106 (£17,861) agreements related to the 5 Broadgate development. This will allow for Project Officer time to manage the project and lead the design process, Highways Officer time to produce the detailed design elements, and Assistant Director involvement in his role as Senior Responsible Officer.

This brings the new total budget for the design stage to £258,630 (shown in Appendix 1).

##### Plans for consultation prior to the next Gateway report

It is proposed to undertake a public consultation following approval of the preferred option. This is expected to consist of a display of the proposals at a location convenient for local stakeholders, supplemented by a mail-out and e-shot to various local stakeholders and groups, including those on the Broadgate estate. Any comments or feedback will be considered for inclusion in the detailed design process and will be reported at the next Gateway.

#### Tolerances

It is recommended that the following tolerance be agreed in respect of the detailed design process:

- Cost – a tolerance of 2% is recommended in order to cover potential increases in fees during the detailed design stage.

## **Main Report**

### **Overview**

<p><b>1. Evidence of Need</b></p>	<p>On 19<sup>th</sup> April 2011 the Planning &amp; Transportation Committee approved a planning application for a new 13 storey building at 5 Broadgate, replacing two demolished buildings at 4 Broadgate and 6 Broadgate. The proposals include the removal of an existing pedestrian route between 4 and 6 Broadgate.</p> <p>A Section 106 agreement between the developer and the City of London was signed on 29<sup>th</sup> July 2011. A contribution of £187,235 was allocated for preparatory works including evaluation and design costs which were received in September 2011. The remaining contribution of £1,628,713 for works was received in April 2012. The agreement states that the contributions should be directed towards enhancement works on Sun Street and Appold Street in the first instance, which would be in addition to any required Section 278-funded works (estimated to be in the region of £1-1.5 million) and works not funded by contributions from redevelopment schemes in the London Borough of Hackney.</p> <p>In accordance with the Section 106 Agreement the developer has entered into an agreement under Section 278 of the Highways Act 1980 to regulate and control the construction and meet the cost of the highway works that are necessary to accommodate and mitigate the impact of the development; this agreement was signed on 20<sup>th</sup> March 2012.</p> <p>This project is being delivered in order to: provide security measures along the perimeter of the development; better accommodate pedestrian flows through the area, including the provision of an alternative route following the loss of the former ground</p>
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	level route through the two existing buildings; and enhance the condition of the streetscape in the area.
<b>2. Success Criteria</b>	<ul style="list-style-type: none"> <li>• Deliver a British Standard PAS 69-rated security scheme along the northern perimeter of the development;</li> <li>• Deliver a revised highway layout that accommodates these security measures as well as catering for all users of the street;</li> <li>• Ensure that the security and highway changes are incorporated into a wider environmental enhancement design that improves the appearance and function of the area;</li> <li>• Accommodate the safe and efficient movement of all road users.</li> </ul>
<b>3. Project Scope and Exclusions</b>	<p>The project area is split along the boundary with the London Borough of Hackney (LBH). Subject to the City entering into a Section 8 (Highways Act 1980) Agreement with LBH, it is proposed that the City of London delivers the works on the LBH side of the boundary, subject to obtaining any necessary additional approvals.</p> <p>The project scope does not include proposals to alter the junctions of Sun Street / Wilson Street or Appold Street / Primrose Street.</p> <p>The project will deliver a security scheme for the 5 Broadgate development primary frontage. This security scheme forms part of the wider security plan for the Broadgate estate, although the other elements of this plan are outside the scope of this project.</p> <p>Due to uncertainty around the development of a nearby property (Crown Place) in LBH, the area shown in the hatched box in Appendices 2-4 may not be delivered as part of the scheme, but may be progressed later utilising funding from LBH. This decision will be guided by the project Steering Group.</p>
<b>4. Link to Strategic Aims</b>	<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 improve the public realm in the vicinity of the Broadgate estate, one of the City's primary business clusters.</p> <p><i>Aim 2: To provide modern, efficient and high quality local services and policing within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes</i></p> <p>The City's working population is expected to grow by</p>



	89,000 from 2007 to 2026. The improvements will provide more accessible routes between offices and public transport interchanges (including Crossrail), destinations for workers at lunchtime and cultural and leisure facilities.
<b>5. Within which category does the project fit</b>	Fully reimbursable.
<b>6. What is the priority of the project?</b>	Essential.
<b>7. Governance arrangements</b>	The project is governed by a Steering Group, led by the City of London and including representatives from the London Borough of Hackney, British Land (developer) and UBS (lead tenant). The Steering Group was established under the terms of the Section 106 agreement, “...for the purpose of establishing proposals for the detailed designs and specifications for the Highway Enabling Works and for any Local Environmental Improvement Works related to the highway in the vicinity of the site”.
<b>8. Resources Expended To Date</b>	<p>Fees - £84,820</p> <p>Staff costs - £58,102</p> <p><b>Total - £142,922</b></p> <p>The fees costs incurred to date include consultants to develop the highway and environmental enhancement designs, and a security consultant to advise on the suitability of the proposals.</p> <p>The staff costs incurred to date primarily relate to leading Design Team and Steering Group meetings and progressing with the various aspects of the design.</p> <p>A full breakdown of the resources expended to date is shown in Appendix 1.</p>
<b>9. Procurement Approach</b>	<p>Detailed design will be undertaken in-house by the Highways team in the Department of the Built Environment.</p> <p>The implementation of highway works will be undertaken by the City’s highway term contractor (JB Riney &amp; Co Ltd) in accordance with the Highway Term Contract. The street trees will be implemented by the Open Spaces department.</p>
<b>10. Results of stakeholder consultation to date</b>	Initial contact has been made with local stakeholders via a letter drop to understand the needs of users of the area. This contact also served to establish on-going

	<p>communication channels as the project progresses. Stakeholder groups including cyclists have also been consulted on the initial design proposals.</p> <p>The London Borough of Hackney have been involved throughout the design process to date, and officers have made initial contact with Hackney stakeholder groups, including cyclist groups.</p>
<b>11. Consequences if project not approved</b>	<p>Should the project not be approved, security measures will not be provided along the perimeter of the development, leading to the associated Planning Condition not being met. This will in turn delay the practical completion of the development.</p>

### **Outline Options Appraisal**

<b>12. Commentary on the options considered</b>	<p>The design process has been led by a series of project Design Team meetings, with direction given by the project Steering Group. The primary consideration was to provide adequate security around the perimeter of the development in accordance with a requirement under Planning Conditions related to the development.</p> <p>The design of the security scheme has been led by a security consultancy instructed and paid for by the developer. The City engaged its own security consultant on an advisory basis to ensure that the design meets the needs of the City, both aesthetically and practically. The security scheme consists of bollards and planters, both of which comply with British Standard PAS68 (Impact test specifications for vehicle security barriers) and British Standard PAS 69 (Guidelines for the specification and installation of vehicle security barriers). Section 18 below deals with the proposed maintenance terms.</p> <p>The bollards follow the kerb line from the western edge of the zebra crossing up to the security point located on the private land on Broad Lane. A total of six planters are proposed to intersperse with the bollards; the planters will contain trees in order to provide a visual focus at the point where Sun Street and Appold Street meet. Following the development of an appropriate security scheme it was necessary to identify a new carriageway alignment based on the required stand-off distance between the security scheme and the building; this distance had been identified following consultation with the Centre for the Protection of National Infrastructure and the City of London Police.</p> <p>The highway design (explained in more detail below)</p>
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	<p>has been developed by an independent transport consultancy instructed by the City. The highway design is a result of joint working with officers from the City and the London Borough of Hackney, and also with representatives from the developer and the lead tenant. A plan showing the basic highway design is contained in Appendix 2.</p> <p>Extensive surveys were undertaken and included classified traffic counts (including cyclists), pedestrian counts and desire lines, speed surveys and kerbside activity. The decision to introduce a zebra crossing on the proposed alignment is based on assessment of pedestrian flows and desire lines. A zebra crossing gives more pedestrian priority than an uncontrolled crossing, but the pedestrian numbers in this location do not warrant a light controlled crossing. The decision to include a raised table is primarily to act as a traffic calming measure, particularly for southbound vehicles on Appold Street; a raised table in this location also improves accessibility for people using the crossing and allows for more informal pedestrian crossing options.</p> <p>A raised table is also proposed at the junction of Appold Street and Earl Street. This is also primarily to act as a traffic calming measure, but the footway build-out in this location also serves to improve pedestrian sightlines between parked cars; the only serious accident in the area in the last three years was as a result of a pedestrian stepping into the highway between parked cars. The pedestrian movement across Appold Street in this location is also the third highest in the area.</p> <p>A Road Safety Audit (Stage 2) has been undertaken on the highway design and this did not identify any major deficiencies. A further audit will be undertaken to assess the detailed design; any findings which require a change to the design will be reported at the next Gateway.</p> <p>The highway design has also formed the basis for the development of options to enhance the wider environment around the development, namely Sun Street and Appold Street. These options focussed on enhancing the pedestrian environment whilst maintaining the existing functions of the streets, including retaining current levels of taxi and pay &amp; display parking. All three options include the provision of new street trees on the north side of Sun Street; trees are not proposed on Appold Street due to the significant amount of utilities in the footways and associated costs of moving these. All three options also include the provision of inset parking (similar to that installed on</p>
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	<p>Cheapside) on Sun Street and on the western side of Appold Street, and the upgrading of lighting consistently across the area.</p> <p>The main consideration for the three options is the type of parking provision and traffic calming measure on Appold Street; these options are summarised below.</p> <ul style="list-style-type: none"> <li>• <b>Option 1</b> proposes the provision of parking on-street on the eastern side of Appold Street (the same amount of parking as currently exists but slightly reconfigured to remove parking adjacent to Earl Street) and with no traffic calming measures at the junction with Earl Street (a key pedestrian desire line through the area). This option is shown in Appendix 3.</li> <li>• <b>Option 2</b> is as Option 1 but proposes full inset parking on the eastern side of Appold Street, in line with a build-out at Earl Street. This option is shown in Appendix 4.</li> <li>• <b>Option 3</b> is as Option 1 but with the inclusion of a build-out at Earl Street which effectively ‘shelters’ the parking and provides a traffic calming measure. This option is shown in Appendix 5.</li> </ul>
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### **Information Common to All Options**

<b>13.Key benefits</b>	<ul style="list-style-type: none"> <li>• A revised kerb layout that facilitates the inclusion of security measures (i.e., bollards and planters) along the perimeter of the development;</li> <li>• A new pedestrian crossing on Sun Street which meets current pedestrian desire lines and future pedestrian forecasts;</li> <li>• A raised table on the approaches to the crossing which calms traffic and provides options for informal pedestrian crossing movements and improves accessibility;</li> <li>• The introduction of new street trees on Sun Street;</li> <li>• A consistent street scene throughout the area using high quality materials, and;</li> <li>• An accessible environment for all users.</li> </ul>
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<b>14. Estimated programme and key dates</b>	<p>Following approval of the preferred option, detailed design would commence immediately with a view to proceeding to detailed option appraisal and authority to start work in November 2013.</p> <p>A public consultation is also expected to take place following approval of the preferred option, currently scheduled to take place in late July / early August 2013.</p> <p>The current project programme anticipates works commencing in April 2014, with completion expected in advance of the development reaching practical completion in October 2014.</p>
<b>15. Potential risk implications</b>	<p><i>Works fall behind programme due to lack of contingency time allowed</i></p> <p>Regular Design Team and Steering Group meetings have been programmed in order to ensure all parties involved in the project are kept up to date and are aware of their responsibilities and deadlines.</p> <p><i>Utilities infrastructure impacts on the location of security features</i></p> <p>Trial holes will be undertaken, in addition to preliminary survey work already completed, to determine the precise implications of existing utilities infrastructure.</p> <p><i>Construction Logistics Plan (CLP) is not coordinated between developer and local authorities</i></p> <p>Develop the CLP through the design team meetings to ensure a coordinated approach.</p> <p><i>The design does not meet the needs of all stakeholders</i></p> <p>A Stage 2 Road Safety audit has been completed, and a full public consultation will take place as part of the communication strategy for the project.</p>
<b>16. Anticipated stakeholders and consultees</b>	<ul style="list-style-type: none"> <li>• London Borough of Hackney</li> <li>• British Land (developer)</li> <li>• UBS (tenant)</li> <li>• Chamberlain</li> <li>• Access Team</li> <li>• Local businesses</li> <li>• Cyclist groups</li> </ul>
<b>17. Legal implications</b>	<p>Legal implications are outlined in the body of the report.</p> <p>There is a requirement for adequate security measures</p>

	<p>to be provided on the north side of the development in order to meet Planning Condition 6 associated with the 5 Broadgate planning application (10/00904/FULEIA).</p> <p>This is also the key requirement of the Section 278 agreement.</p> <p>The Section 278 agreement also requires the provision of a new pedestrian crossing and associated raised table, and any other measures which are deemed necessary to facilitate the safe and expedient movement of all users of the area.</p>
<b>18.HR implications</b>	None.
<b>19.Anticipated source(s) of funding – capital and revenue</b>	<p>The proposals are fully funded through the Section 278 and Section 106 agreements associated with the development. The funding of the project is split between the two agreements.</p> <p>The aspects which are proposed to be funded through the Section 278 agreement (indicatively shown in Appendix 2) are:</p> <ul style="list-style-type: none"> <li>• Security scheme (bollards and planters);</li> <li>• Trees and associated material within the planters;</li> <li>• Zebra crossing and raised table;</li> <li>• Additional raised table at Earl Street;</li> <li>• Raised entry treatments at Broad Lane;</li> <li>• Additional paving and lighting in the above locations.</li> </ul> <p>The aspects of the project that are proposed to be funded through the Section 106 agreement are:</p> <ul style="list-style-type: none"> <li>• New street trees on Sun Street;</li> <li>• Widened footways and inset parking bays (including standard bollards) on Sun Street;</li> <li>• Inset parking bays on Appold Street;</li> <li>• Alterations to the Cycle Hire docking station on Sun Street;</li> <li>• Additional paving and lighting in the above locations.</li> </ul> <p>It is proposed to provide a sum for maintenance of the new street trees within the City of London, for a period of five years. This will be funded through the Section 106 agreement.</p> <p>It is further proposed to enter into an agreement with</p>

	the developer and tenant of 5 Broadgate relating to the maintenance of the trees within the planters. It is intended that the developer and / or tenant will be responsible for the on-going maintenance of the trees and the planters, including any repairs or replacement. This agreement is intended to exist in perpetuity.
<b>20. Affordability</b>	The proposals are fully funded through the Section 278 and Section 106 agreements associated with the development.
<b>21. Next steps</b>	Commence detailed design and undertake the public consultation, with a view to reporting the detailed option appraisal and authority to start work in November 2013.

### **Outline Options Appraisal Matrix**

See attached.

### **Appendices**

<b>Appendix 1</b>	Financial summary table
<b>Appendix 2</b>	Plan of the highway and security design
<b>Appendix 3</b>	Plan of Option 1
<b>Appendix 4</b>	Plan of Option 2
<b>Appendix 5</b>	Plan of Option 3

### **Contact**

<b>Report Author</b>	Tom Noble
<b>Email Address</b>	tom.noble@cityoflondon.gov.uk
<b>Telephone Number</b>	020 7332 1057

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
<b>22. Brief description</b>	This option consists of the highway layout shown in Appendix 2 and the wider enhancement as shown in Appendix 3. The main consideration for this option is the provision of parking on-street on the eastern side of Appold Street and with no traffic calming measures at the junction with Earl Street	This option consists of the highway layout shown in Appendix 2 and the wider enhancement as shown in Appendix 4. The main consideration for this option is the provision of full inset parking on the eastern side of Appold Street, in line with a build-out at Earl Street.	This option consists of the highway layout shown in Appendix 2 and the wider enhancement as shown in Appendix 5. The main consideration for this option is the provision of on-street parking on the eastern side of Appold Street, but with the inclusion of a build-out at Earl Street which effectively 'shelters' the parking and provides a traffic calming measure.
<b>23. Scope and Exclusions (where different to section 3)</b>	N/A	N/A	N/A
<b>24. Key benefits (where different to section 12)</b>	N/A	An additional raised table at Earl Street which calms traffic and improves pedestrian sightlines.	An additional raised table at Earl Street which calms traffic and improves pedestrian sightlines.
<b>25. Estimated Programme (where different to section 13)</b>	N/A	N/A	N/A
<b>26. Potential risk implications (where different to section 14)</b>	N/A	N/A	N/A
<b>27. Anticipated stakeholders (where different to section 15)</b>	N/A	N/A	N/A
<b>28. Legal implications (where different to section 16)</b>	N/A	N/A	N/A
<b>29. HR implications (where different to</b>	N/A	N/A	N/A



	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
section 17)			

<u>Financial Implications</u>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
30. Total Estimated cost (£)	<p><b>£2,064,616</b></p> <p>These costs are based on the most recent estimates and include provision for utility diversions, which may or may not be fully required.</p> <p>The costs are to be split between the Section 106 and Section 278 as follows:</p> <p>Section 106: £794,287 Section 278: £1,270,329</p>	<p><b>£2,091,355</b></p> <p>These costs are based on the most recent estimates and include provision for utility diversions, which may or may not be fully required.</p> <p>The costs are to be split between the Section 106 and Section 278 as follows:</p> <p>Section 106: £819,026 Section 278: £1,272,329</p>	<p><b>£2,066,616</b></p> <p>These costs are based on the most recent estimates and include provision for utility diversions, which may or may not be fully required.</p> <p>The costs are to be split between the Section 106 and Section 278 as follows:</p> <p>Section 106: £794,287 Section 278: £1,272,329</p>
31. Anticipated source of project funding (where different to section 18)	N/A	N/A	N/A
32. Estimated capital value/return (£)	N/A	N/A	N/A
33. Fund/budget to be credited with capital return	N/A	N/A	N/A
34. Estimated ongoing revenue implications (£)	<p><b>S106 OS - £27,644</b></p> <p>This is a one-off maintenance payment relating to the trees on Sun Street (£17,644) and for additional cleansing in the area (£10,000), for a period of five years.</p>	<p><b>S106 OS - £27,644</b></p> <p>This is a one-off maintenance payment relating to the trees on Sun Street (£17,644) and for additional cleansing in the area (£10,000), for a period of five years.</p>	<p><b>S106 OS - £27,644</b></p> <p>This is a one-off maintenance payment relating to the trees on Sun Street (£17,644) and for additional cleansing in the area (£10,000), for a period of five years.</p>
35. Anticipated source of ongoing revenue	N/A	N/A	N/A

<b>funding (where different to section 18)</b>			
<b>36. Fund/budget to be credited with income/savings</b>	N/A	N/A	N/A
<b>37. Affordability (where different to section 19)</b>	N/A	N/A	N/A

<b>38. <u>Recommendation</u></b>	<i><b><u>This option is not recommended</u> for progression to the next Gateway.</b></i>	<i><b><u>This option is not recommended</u> for progression to the next Gateway.</b></i>	<i><b><u>This option is recommended</u> for progression to the next Gateway.</b></i>
<b>39. Reasons</b>	This option is not recommended as it does not address the road safety concern at the Appold Street / Earl Street junction.	This option is not recommended as the footway layout on the eastern side of Appold Street protrudes out significantly at the northern and southern ends, which is not desirable in terms of vehicle movement.	This option is recommended as it provides a build-out at the Appold Street / Earl Street junction, which addresses an existing road safety concern, and provides a smoother profile for southbound vehicles on Appold Street.

## Appendix 1 – Finance summary table

5 Broadgate S106	Expenditure (£)*	Current Approved Budget (£)	Budget Required (£)**	Budget Adjustment (£) ***
<b>Section 106</b>				
Fees	5,800	30,000	10,000	(20,000)
Staff Costs (DBE Planning)	17,107	20,000	32,107	12,107
Staff Costs (DBE Highways)	0	0	25,754	25,754
<b>Section 106 TOTAL</b>	<b>22,907</b>	<b>50,000</b>	<b>67,861</b>	<b>17,861</b>
<b>Section 278</b>				
<b>Fees</b>	<b>79,020</b>	<b>110,000</b>	<b>109,020</b>	<b>(980)</b>
Staff Costs (Open Spaces)	40	750	40	(710)
Staff Costs (DBE Highways)	1,468	5,000	27,222	22,222
Staff Costs (DBE Planning)	39,487	54,250	54,487	237
<b>Staff Cost Total:</b>	<b>40,995</b>	<b>60,000</b>	<b>81,749</b>	<b>21,749</b>
<b>Section 278 TOTAL</b>	<b>120,015</b>	<b>170,000</b>	<b>190,769</b>	<b>20,769</b>
<b>Grand Total:</b>	<b>142,922</b>	<b>220,000</b>	<b>258,630</b>	<b>38,630</b>


\* Expenditure as at 23 May 2013


\*\* Budget required to reach next Gateway


\*\*\* Additional budget requirement to reach next Gateway


Appendix 2 – Plan of the highway and security design


**KEY:**














 Proposed zebra crossing.


 Proposed raised table or entry treatment constructed in bituminous material.


 Proposed raised table constructed in bituminous material and surfaced in buff high friction surfacing.


 Proposed ramp to raised table or entry treatment. Maximum gradient of ramp to be 1:20 on Sun Street/Appold Street and 1:32 on Earl Street and both sides of the 5 Broadgate site access. Ramps on Sun Street, Appold Street and Earl Street to be bituminous material. Material used for Broad Lane ramps to be specified.


 Proposed 'inset' parking bay in York Stone paving constructed to accommodate vehicle loadings.

 Proposed beacons for zebra crossing.

 Proposed sign and post.  
Note: All signs and road markings to be in accordance with Traffic Signs Regulations and General Directions (TSRGD) 2002.

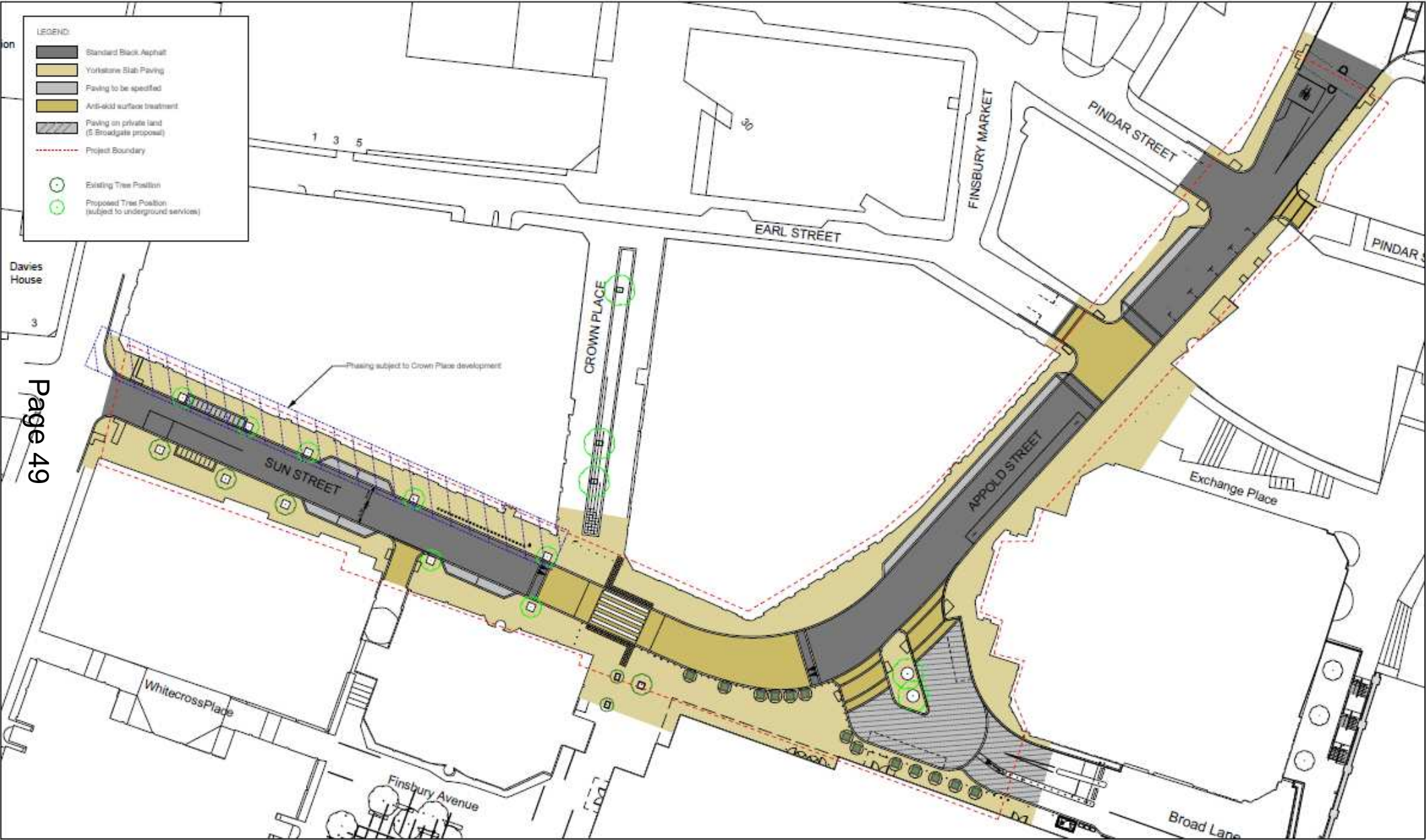
 Proposed street lighting column.

 ATG Access City of London bollard.

 Securiscap Planter.

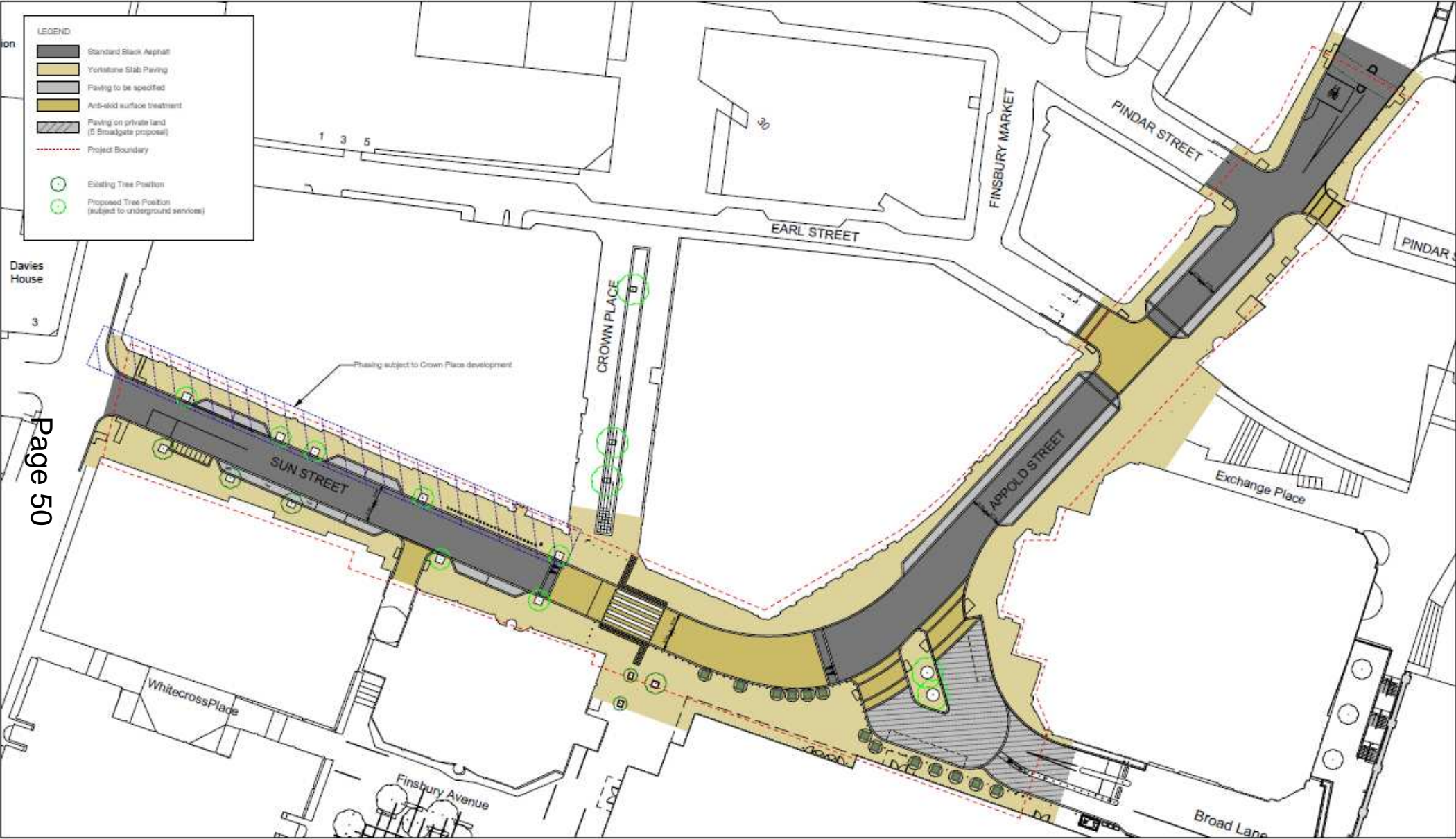


Appendix 3 – Plan of Option 1

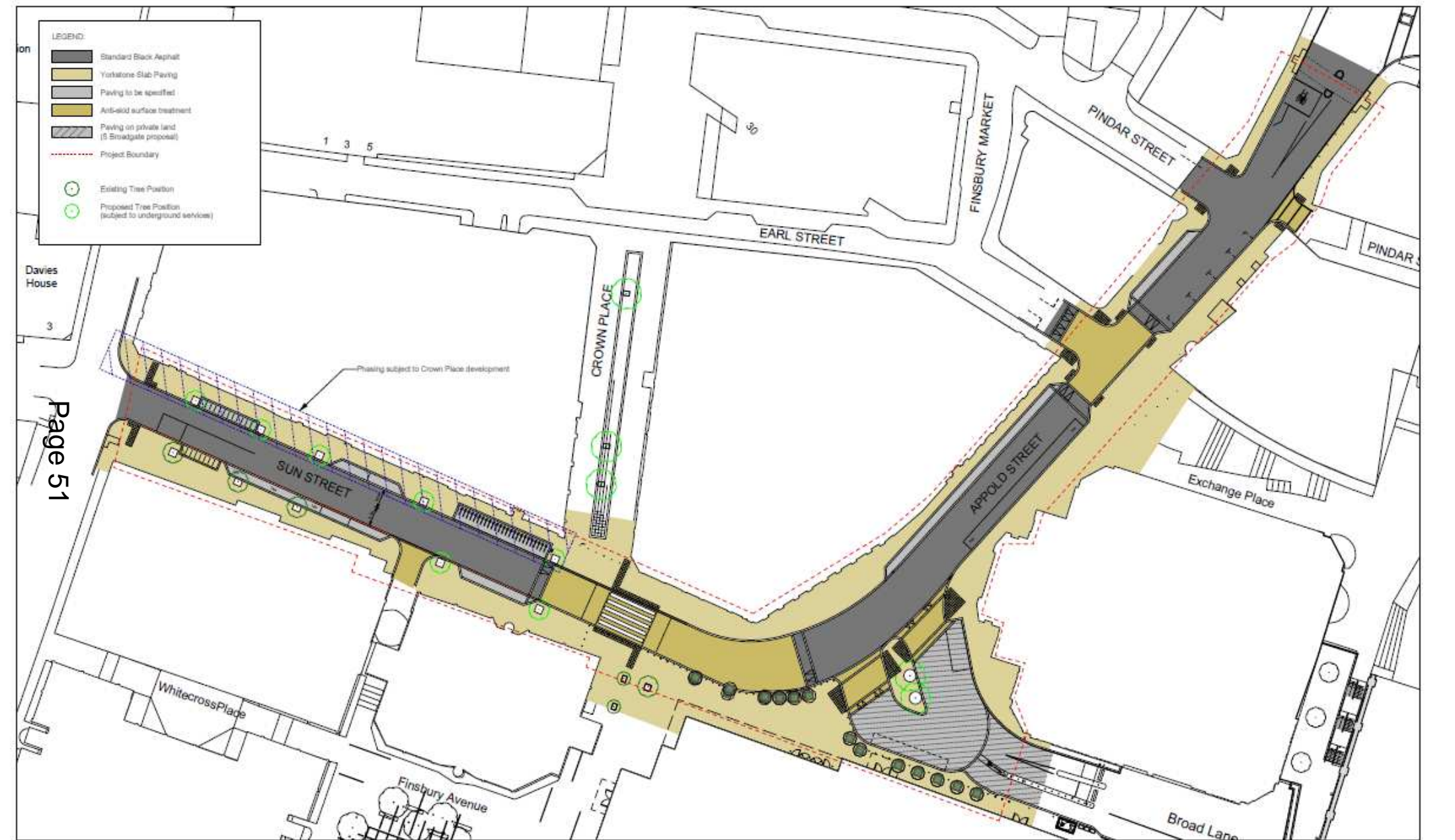




Appendix 4 – Plan of Option 2



Appendix 5 – Plan of Option 3



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# Agenda Item 7

Committee(s):	Date(s):	Item no.
Streets & Walkways Sub-Committee (For Information) Projects Sub-Committee	17 <sup>th</sup> June 2013 19 <sup>th</sup> June 2013	
Subject: Gateway 3/4 Issue Report – Riverside Walk Millennium Bridge Area: Further Information	Public	
Report of: Director of the Built Environment	For Decision	

## **Summary**

On 16<sup>th</sup> May 2013 Members received an Issue Report which proposed that further ground investigation works were needed to ensure the integrity of detailed designs for planters, drainage infra-structure and the ability of the area to accommodate additional loading tolerances on Paul's Walk.

Members concluded that further information was required before they could take an informed decision and officers were asked to submit further information to Committee in consultation with the City Surveyor and the Comptroller and City Solicitor.

This current report provides further information requested by Members regarding proposals to carry out further ground investigations on Paul's Walk.

## **Recommendation**

It is recommended that Members:

- (i) Approve the additional costs of £18,895 (fees = £17,895 and staff costs = £1,000) to enable the necessary ground investigations to take place for Option C on Paul's Walk, to be funded from the approved project budget of £1,123,305.

## **Main Report**

### **Background**

1. On 16<sup>th</sup> May 2013, Members of the Projects Sub-Committee received a report of the Director of the Built Environment which proposed that further ground condition investigations be carried out to Paul's Walk as advised by the Senior Drainage Engineer and the City Surveyor's Assistant Director of Engineering. The City Engineers advised that ground condition investigations are essential to ensure the integrity of the final planter design and associated drainage design on Paul's Walk. Therefore, no further design development can continue until further ground condition surveys have been completed.
2. This area of the Riverside is reclaimed land and there is a pipe subway (housing utilities) beneath the walkway. The design includes planting beds and therefore

structural investigations are required to determine the depth, loading and drainage of these to ensure that there are no adverse impacts on the pipe subway and increased flood risk.

3. Weight/depth restrictions have been identified as a project risk from an early stage and these ground investigations are designed to enable: A robust design that safeguards the wall of pipe subway, structural loading and accords with the City's approved Flood Risk Assessment (2012) regarding Paul's Walk; which sits in an area identified as susceptible to flooding.
4. In May 2013 Members agreed that further information was required before they could take an informed decision. Officers were asked to report back to Committee having first consulted with the City Surveyor and the Comptroller and City Solicitor to respond to 4 main areas of concern. Please see Table 1 below which contains responses to Members' queries:

**Table 1: Further information Request**

No.	Member Queries	Officer Response
(i)	The number of hours required for the soil inspection and the cost of the equipment;	<ul style="list-style-type: none"> <li>• The site set up and implementation of the borehole is likely to take up to 5 days.</li> <li>• Following site set up and implementation of borehole the consultant will undertake at least 12 site inspections over a period of 3 months (approximately 1 inspection a week) to download data from probe within borehole.</li> <li>• The cheapest quote received was £20,695. However, please note that because 1 borehole rather than 2 are proposed the quote is less by £2,800. £20,695 - £2,800 = £17,895.</li> <li>• The cost of the equipment is prohibitively high and would be excessive to purchase and provide appropriate management.</li> <li>• The quote of £17,895 represents hiring the services equipment and the expertise and resources to carry out the investigations.</li> </ul>
(ii)	Whether all the water could be discharged into the river;	<ul style="list-style-type: none"> <li>• It is technically feasible to discharge to the river provided the Environmental Agency and Thames Water body are in agreement. However, it would be necessary to address water/sewage ingress and egress at high-tide when the river level is higher (at times) than the walkway.</li> <li>• The system would require that it included a non-return valve and an alternative method of dealing with the surface water during this time. This could be addressed by retention or draining to the combined sewer which would put additional pressure on sewers that are already at risk of flooding.</li> <li>• However, site investigations will need to be undertaken to establish capacity on the system</li> </ul>
(iii)	The implications of contravening the	<ul style="list-style-type: none"> <li>• Option B proposes draining the planters directly into the Sewer</li> </ul>

	2010 Act (Option B)	<p>rather than into the ground (soak-away) (Option C) which is a form of SuDS (Sustainable urban drainage). By not managing flood risk in an area susceptible to flooding; there is a real danger that continuous loading of the combined sewer will cause flooding on the City Walkway and threaten the integrity of the pipe subway wall.</p> <ul style="list-style-type: none"> <li>• By the time this scheme is ready for implementation it is likely to need SuDS approval from the City's SuDS Approval Body as part of the 2010 Act (as will all schemes that have an impact on drainage). If SuDS are not incorporated into the scheme it could potentially fail to gain the SuDS approval, which will be required before the project can commence.</li> </ul> <p><u>Contravention of the Act could result in:</u></p> <ul style="list-style-type: none"> <li>• Enforcement Action which would run in parallel with the planning approval process – where there would be a requirement to reverse the implementation at considerable cost.</li> </ul>
(iv)	A detailed risk analysis of each option.	<b>See Appendix B</b>

5. The proposed investigations recommended by the Senior Drainage Engineer and the City Surveyor's Assistant Director of Engineering will inform the final design of the planters, associated drainage design and ensure the integrity of their construction in an area that is also susceptible to flooding.

## Proposal

6. It is proposed to take to forward proposals to enable the necessary ground investigations to take place for Option C on Paul's Walk, to be funded from the approved project budget of £1,123,305 at a cost of £18,895 (1.68% of budget).

## Background Papers:

*Millennium Bridge Area enhancements Options Appraisal report to:*

- *Streets and Walkways Sub Committee 17<sup>th</sup> September 2012 and;*
- *Projects Sub Committee 18<sup>th</sup> September 2012.*

*Issue Report – Riverside Walk Millennium Bridge Area*

- *Projects Sub Committee 16<sup>th</sup> May 2013 and;*
- *Streets and Walkways Sub Committee 20<sup>th</sup> May 2013*

**Contact:**

[emmanuel.ojugo@cityoflondon.gov.uk](mailto:emmanuel.ojugo@cityoflondon.gov.uk)

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Riverside Walk Enhancement Strategy - Millennium Bridge Area Landscaping & Greening Issue Report Further Information_June 2013											
OPTIONS		Option B (NOT RECOMMENDED)	Option C (RECOMMENDED)	<div>Known constraints and assumptions</div> <ul style="list-style-type: none"><li>Paul's Walk sits below the level of the River Thames at high tide and is within the City's Strategic Flood Risk Assessment area and critical sewer flooding zone.</li><li>Discharging surface water directly into the River Thames would only be viable at periods of low tide because Paul's Walk is already within an area susceptible to flooding. Further infra-structure will be required to consider this and is likely to incur considerable cost.</li><li>Environment Agency and Thames Water approval would be required to drain direct to the Thames due to the potential for contamination, interaction with the tidal river flow. Technically feasible to discharge to the river. However, it would be necessary to address water/sewage ingress and egress at high-tide when the river level is higher (at times) than the walkway. The system would require that it included a non-return valve and an alternative method of dealing with the surface water during this time. This could be addressed by retention or draining to the combined sewer which would put additional pressure on sewers that are already at risk of flooding.</li><li>This area is reclaimed land and has unknown ground conditions. Senior City Drainage Engineer and City Surveyors have advised that ground conditions surveys are undertaken ahead of any further design development to reduce the risk of structural damage to this section of Paul's Walk, and the wall of the pipe subway as a result of additional loading.</li></ul>							
OPTIONS DESCRIPTIONS		Planting in sunken planting beds (sealed beds that would drain directly into the sewer)	Planting in sunken planting beds (free-draining – soak-away)								
ID	Description	Option B or C	Related Task	Target Date	Linked to (where relevant)	Current actions to manage risk	Impact Description	Impact	Likelihood	Risk Score	Status
1	Members do not approve the Issue Report (Streets and Walkways Sub Committee)	OPTION B	Projects Sub-Committee Approval	19 Jun 2013	Construction Design Financial Organisation Reputation Statutory & Approval Time	Respond to Committee queries in consultation with the City Surveyor and Legal as instructed. Report is currently being prepared. Suggest Project manager attends Committee to assist with background material and queries	The City's Engineers and the Consultant Structural Engineer have advised that further ground conditions investigations are required before any further design development to ensure that no structural damage occurs on Paul's Walk as a result of additional loading. Not obtaining approval would impact on the project programme because the investigations are site specific and would need to be programmed to coincide with the seasonal tide and school holiday	Catastrophic	Possible	22	Open
		OPTION C	Streets and Walkways Sub-Committee Approval	17 Jun 2013	Construction Design Financial Organisation Reputation Statutory & Approval Time	Members have already approved the Issue report on 20th May 2013 (16th May 2013-Projects Sub-Committee deferred decision for officers to provide further information) - Therefore current report being prepared will be for information purposes only to S&W Committee.	The City's Engineers and the Consultant Structural Engineer have advised that further ground conditions investigations are required before any further design development to ensure that no structural damage occurs on Paul's Walk as a result of additional loading. Not obtaining approval would impact on the project programme because the investigations are site specific and would need to be programmed to coincide with the seasonal tide and school holiday	Catastrophic	Rare	14	Open

Riverside Walk Enhancement Strategy - Millennium Bridge Area Landscaping & Greening Issue Report Further Information_June 2013											
OPTIONS		Option B (NOT RECOMMENDED)	Option C (RECOMMENDED)	<div>Known constraints and assumptions</div> <ul style="list-style-type: none"><li>Paul's Walk sits below the level of the River Thames at high tide and is within the City's Strategic Flood Risk Assessment area and critical sewer flooding zone.</li><li>Discharging surface water directly into the River Thames would only be viable at periods of low tide because Paul's Walk is already within an area susceptible to flooding. Further infra-structure will be required to consider this and is likely to incur considerable cost.</li><li>Environment Agency and Thames Water approval would be required to drain direct to the Thames due to the potential for contamination, interaction with the tidal river flow. Technically feasible to discharge to the river. However, it would be necessary to address water/sewage ingress and egress at high-tide when the river level is higher (at times) than the walkway. The system would require that it included a non-return valve and an alternative method of dealing with the surface water during this time. This could be addressed by retention or draining to the combined sewer which would put additional pressure on sewers that are already at risk of flooding.</li><li>This area is reclaimed land and has unknown ground conditions. Senior City Drainage Engineer and City Surveyors have advised that ground conditions surveys are undertaken ahead of any further design development to reduce the risk of structural damage to this section of Paul's Walk, and the wall of the pipe subway as a result of additional loading.</li></ul>							
OPTIONS DESCRIPTIONS		Planting in sunken planting beds (sealed beds that would drain directly into the sewer)	Planting in sunken planting beds (free-draining – soak-away)								
ID	Description	Option B or C	Related Task	Target Date	Linked to (where relevant)	Current actions to manage risk	Impact Description	Impact	Likelihood	Risk Score	Status
2	Non-Compliance with Flood & Water Management Act (2010) -	OPTION B	Projects Sub-Committee Approval	19 Jun 2013	Construction Design Financial Organisation Reputation Statutory & Approval	Present further information requested by projects Sub-Committee for decision	Option B - Does not comply with Flood & Water Management Act (2010). Legal Implications of non Compliance: The regulations regarding enforcement of the act are not yet in place but are planned to be introduced ahead of construction and are likely to impact on the compliance of Option B. As part of the Act the City will have established a SUDs approval body to enforce the act and assess the compliance of schemes which impact on drainage. .Policy have advised that: Contravention of the Act could result in: Enforcement Action by the SUDs approval body which would run in parallel with the planning approval process. There is a possibility that there would be a requirement to reverse the implementation of non-compliant designs.	Major	Possible	18	Open
		OPTION C	Projects Sub-Committee Approval	19 Jun 2013	Construction Design Financial Operational Reputation Statutory & Approval Time	Prepare report of further information to Projects sub-Committee for decision.	OPTION C complies with the Flood & Water Management Act (2010) and is recommended by City Officers.	Insignificant	Rare	1	Open
3	Non-Compliance with the City of London Corporation Strategic Flood Risk Assessment (approved July 2012)	OPTION B	Projects Sub-Committee Approval	19 Jun 2013	Construction Design Financial Organisation Reputation Statutory & Approval	Present report of further information requested by Projects Sub-Committee for decision	OPTION B - Represents a departure from the City's approved Flood Risk Assessment (July 2012)	Major	Almost Certain	23	Open
		OPTION C	Projects Sub-Committee Approval	19 Jun 2013	Construction Design Financial Reputation Statutory & Approval Time	Present report on further information as requested to Projects Sub Committee for decision	OPTION C - Is in keeping with the City's approved Flood Risk Assessment (July 2012)	Insignificant	Rare	1	Open

Riverside Walk Enhancement Strategy - Millennium Bridge Area Landscaping & Greening Issue Report Further Information_June 2013											
OPTIONS		Option B (NOT RECOMMENDED)	Option C (RECOMMENDED)	<div>Known constraints and assumptions</div> <div><ul style="list-style-type: none"><li>Paul's Walk sits below the level of the River Thames at high tide and is within the City's Strategic Flood Risk Assessment area and critical sewer flooding zone.</li><li>Discharging surface water directly into the River Thames would only be viable at periods of low tide because Paul's Walk is already within an area susceptible to flooding. Further infra-structure will be required to consider this and is likely to incur considerable cost.</li><li>Environment Agency and Thames Water approval would be required to drain direct to the Thames due to the potential for contamination, interaction with the tidal river flow. Technically feasible to discharge to the river. However, it would be necessary to address water/sewage ingress and egress at high-tide when the river level is higher (at times) than the walkway. The system would require that it included a non-return valve and an alternative method of dealing with the surface water during this time. This could be addressed by retention or draining to the combined sewer which would put additional pressure on sewers that are already at risk of flooding.</li><li>This area is reclaimed land and has unknown ground conditions. Senior City Drainage Engineer and City Surveyors have advised that ground conditions surveys are undertaken ahead of any further design development to reduce the risk of structural damage to this section of Paul's Walk, and the wall of the pipe subway as a result of additional loading.</li></ul></div>							
OPTIONS DESCRIPTIONS		Planting in sunken planting beds (sealed beds that would drain directly into the sewer)	Planting in sunken planting beds (free-draining – soak-away)								
ID	Description	Option B or C	Related Task	Target Date	Linked to (where relevant)	Current actions to manage risk	Impact Description	Impact	Likelihood	Risk Score	Status
4	Investigative works extend the work Programme	OPTION B	Projects Sub-Committee Approval	19 Jun 2013	Construction Design Financial Reputation Statutory & Approval Time	A report on further information as requested to projects sub Committee for decision. Inform local stakeholders (notably the City of London School) of potential change to programme to limit disruption to the School curriculum.	OPTION B - would have enabled the construction to proceed in the summer of 2013 (no longer the case due to delay in approval process) which would coincide with the school's summer holidays and limit disruption to the school. A trial hole would be required to determine the condition of the sub-surface which would inform the design.	Moderate	Likely	16	Open
		OPTION C	Projects Sub-Committee Approval	19 Jun 2013	Construction Design Financial Reputation Statutory & Approval Time	A report on further information as requested to projects sub Committee for decision. Inform local stakeholders (notably the City of London School) of potential change to programme to limit disruption to the School curriculum.	OPTION C: High tides fall in March and September. Earliest date that these tests would be carried out is from August to November 2013. City Engineers advise that ahead of any further design development borehole tests are carried out to assess water levels before, during and after the high tide period. Construction likely to begin the summer 2014 to obtain approvals/permits, enable design / construction package and procurement of materials. The summer recess also represents the least disruptive period for the City of London School	Major	Likely	21	Open
5	Impact of design on structural integrity of pipe subway	OPTION B	Projects Sub-Committee Approval	31 Dec 2013	Construction Design Financial Operational Organisation Reputation Statutory & Approval Time	Report with further information as requested to Project sub-Committee for decision.	OPTION B - Ground Condition survey recommended by City Surveyor and Senior Drainage Engineer to ensure that the design does not significantly increase loading on the pipe subway wall which contains utilities services.	Catastrophic	Possible	22	Open
		OPTION C	Projects Sub-Committee Approval	31 Dec 2013	Construction Design Financial Operational Organisation Reputation Statutory & Approval Time	Report with further information as requested to Project sub-Committee for decision.	OPTION C - Ground Condition survey recommended by City Surveyor and Senior Drainage Engineer to ensure that the design does not significantly increase loading on the pipe subway wall which contains utilities services.	Catastrophic	Unlikely	20	Open
	Irrigation implications on	OPTION B	Projects Sub-Committee Approval	31 Dec 2013	Construction Design Operational Organisation Reputation	Report to Projects Sub-Committee with further information for decision. Consultation has also taken place with Open Spaces officers to determine irrigation requirements.	Upsizing of irrigation infra-structure possible as advised by Senior Drainage Engineer Ground Condition Survey required as recommended by City Engineers and Consultant Structural Engineers	Major	Likely	21	Open

Riverside Walk Enhancement Strategy - Millennium Bridge Area Landscaping & Greening Issue Report Further Information_June 2013											
OPTIONS		Option B (NOT RECOMMENDED)	Option C (RECOMMENDED)	<div>Known constraints and assumptions</div> <ul style="list-style-type: none"><li>Paul's Walk sits below the level of the River Thames at high tide and is within the City's Strategic Flood Risk Assessment area and critical sewer flooding zone.</li><li>Discharging surface water directly into the River Thames would only be viable at periods of low tide because Paul's Walk is already within an area susceptible to flooding. Further infra-structure will be required to consider this and is likely to incur considerable cost.</li><li>Environment Agency and Thames Water approval would be required to drain direct to the Thames due to the potential for contamination, interaction with the tidal river flow. Technically feasible to discharge to the river. However, it would be necessary to address water/sewage ingress and egress at high-tide when the river level is higher (at times) than the walkway. The system would require that it included a non-return valve and an alternative method of dealing with the surface water during this time. This could be addressed by retention or draining to the combined sewer which would put additional pressure on sewers that are already at risk of flooding.</li><li>This area is reclaimed land and has unknown ground conditions. Senior City Drainage Engineer and City Surveyors have advised that ground conditions surveys are undertaken ahead of any further design development to reduce the risk of structural damage to this section of Paul's Walk, and the wall of the pipe subway as a result of additional loading.</li></ul>							
OPTIONS DESCRIPTIONS		Planting in sunken planting beds (sealed beds that would drain directly into the sewer)	Planting in sunken planting beds (free-draining – soak-away)								
ID	Description	Option B or C	Related Task	Target Date	Linked to (where relevant)	Current actions to manage risk	Impact Description	Impact	Likelihood	Risk Score	Status
6	Implications on design options	OPTION C	Projects Sub-Committee Approval	31 Dec 2013	Construction Design Operational Organisation Reputation	Report to Projects Sub-Committee with further information for decision. Consultation has also taken place with Open Spaces officers to determine irrigation requirements.	Upsizing of irrigation infra-structure possible as advised by Senior Drainage Engineer Ground Condition Survey required as recommended by City Engineers and Consultant Structural Engineers	Major	Likely	21	Open
7	Weight restrictions / underground conditions limitations to Paul's Walk	OPTION B	Projects Sub-Committee Approval	31 Dec 2013	Construction Design Financial Operational Reputation Statutory & Approval Time	Report to Project Sub-Committee for decision	OPTION B - Ground Condition survey recommended by City Surveyor and Senior Drainage Engineer - due to the possibility of additional loading to Paul's Walk. Design does not enable full optimisation of loading impact on Paul's Walk	Catastrophic	Possible	22	Open
		OPTION C	Projects Sub-Committee Approval	31 Dec 2013	Construction Design Financial Operational Reputation Statutory & Approval Time	Report to Projects Sub Committee for decision	OPTION C - Ground Condition survey recommended by City Surveyor and Senior Drainage Engineer. Design enables a full loading study to be carried out at Paul's Walk	Catastrophic	Unlikely	20	Open
8	Effect of not carrying out investigative works	OPTION B	Projects Sub-Committee Approval	31 Dec 2013	Construction Design Financial Operational Organisation Reputation Statutory & Approval Time	Report to Projects Sub Committee for decision. Report to Streets and Walkways Committee for Information	OPTION B - City Surveyor will not endorse any further design development on Paul's Walk without ground conditions investigation.	Catastrophic	Possible	22	Open
		OPTION C	Projects Sub-Committee Approval	31 Dec 2013	Construction Design Financial Operational Organisation Reputation Statutory & Approval Time	Report to Projects Sub Committee for decision. Report to Streets and Walkways Committee for Information	OPTION C - City Surveyor will not endorse any further design development on Paul's Walk without ground conditions investigation.	Catastrophic	Possible	22	Open

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Risk Analysis Report

Date: 05 Jun 2013 14:57

Programme/Project: Riverside Walk Enhancement Strategy - Millennium Bridge Area Landscaping & Greening

Risks for All Dates

Level: 1 to 25 (All)

Project Status: Amber, Green, Not Set, Not Set, Red

Owned By: All

Impact Areas: Time, Financial, Operational , Design, Construction, Statutory & Approval, Organisation, Reputation



Risk Analysis Report

Date: 05 Jun 2013 14:57

Programme/Project: Riverside Walk Enhancement Strategy - Millennium Bridge Area Landscaping & Greening

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Level: 1 to 25 (All)

Project Status: Amber, Green, Not Set, Not Set, Red

Owned By: All

Impact Areas: Time, Financial, Operational , Design, Construction, Statutory & Approval, Organisation, Reputation

Description													
Riverside Walk Enhancement Strategy - Millennium Bridge Area Landscaping & Greening													
ID	Description		Related Task	Lead Risk Owner	Target Date	Linked to (where relevant)	Current actions to manage risk	Impact Description	Impact	Likelihood	Risk Score	Status	Documents
1	weight/depth restrictions restrict planting proposals		Not Task Related	Emmanuel Ojugo	31 Dec 2013	Design Reputation Time	Assistant Director of Engineering (City Surveyor), Senior Drainage Engineer and City's consultant engineers have advised that further ground testing is necessary. Next step is to agree Method of assessment and complete appraisal of structural elements with Design Team. Piezometer tests to be conducted during the Easter break or May Half term Holidays to reduce impact on school and local offices. All dependant upon Committee approval should cost of investigative works exceed current funds available.	Risk of catastrophic failure of the pipe subway wall. Risk of overburden of the existing sewer infra structure as a result of increased loading	Major	Likely	21	Open	0
2	Committee do not approve scheme		Not Task Related	Emmanuel Ojugo	18 Sep 2012	Financial Organisation Statutory & Approval Time	Re-draft report as instructed by Director (S&W 17th September 2012   Project Sub ask for additional information to be re-submitted to committee 18th September 2012) - Closed Risk	Delay to overall project programme	Catastrophic	Possible	22	Closed	0
3	Members do not agree that the HSBC gates can be removed		Not Task Related	Emmanuel Ojugo	30 May 2013	Design Financial Time	Prepare report to City Arts Initiative on removal options and prepare update report to Committee Members (CHL) - Closed Risk	Minor	Minor	Possible	8	Closed	0
4	Unable to install Play Equipment on time (17th December 2012 deadline)		Not Task Related	Emmanuel Ojugo	17 Dec 2012	Construction Design Financial Organisation Reputation Time	Approach Marathon Charitable Commission for Extension to agreement deadline by 1st week of November 2012 if programme is being delayed. - Closed Risk		Catastrophic	Unlikely	20	Closed	0
5	Cost of Necessary investigative works exceeds current approved funding tolerance for this Gateway (3/4)		Not Task Related	Emmanuel Ojugo	19 Jun 2013	Design Financial Statutory & Approval Time	Notify Management and prepare an urgent issue report should the necessary investigative works exceed funding tolerance and impact on work programme	Piezometer test required to ascertain the integrity of underlying soils to take weight of planters. Estimate for works is beyond approved funding arrangement at this Gateway. Without these investigations will be unable to make an informed decision about the design going forward	Major	Almost Certain	23	Open	0

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# Agenda Item 9

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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