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Committees: Projects Sub <i>[for decision]</i> Planning & Transportation Committee <i>[for decision]</i>	Dates: 23 July 2021 20 July 2021
Subject: Dominant House Footbridge Future Options Unique Project Identifier: 11788	Gateway 3/4: Options Appraisal (Light)
Report of: Director of the Built Environment Report Author: Trina deSilva	For Decision
<h1>PUBLIC</h1>	

1. Status update	<p>Project Description: Repair fault on City Walkway footbridge over highway which has led to spalling on footbridge support.</p> <p>RAG Status: Amber on project vision, due to delays as part of Fundamental Review. RAG status not previously reported at Committee.</p> <p>Risk Status: Green when last reported to committee (G1/G2 report).</p> <p>Total Estimated Cost of Project (excluding risk): £340,864</p> <p>Change in Total Estimated Cost of Project (excluding risk): The agreed capital bid was £1,025,000. The estimated project costs have been reduced by -£684,136. This is because the methods proposed for repair of the footbridge are less intrusive than originally estimated. It is proposed that a lift is not installed at the footbridge.</p> <p>Spend to Date: £45,029</p> <p>Costed Risk Provision Utilised: <i>none requested</i></p> <p>Slippage: <i>Project had been on hold as part of the Fundamental Review.</i></p>
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2. Next steps and requested decisions	<p>Next Gateway: <i>Gateway 5: Authority to Start Work</i></p> <p>Next Steps: <i>Design, specification and tender of works</i></p> <p>Requested Decisions:</p> <ol style="list-style-type: none">1. Option 2 (concrete and joint repairs) is approved2. Approve the revised total estimated cost of the project at £340,864 (excluding risk);3. Approve budget to proceed to the next gateway (£18,000)																
3. Resource requirements to reach next Gateway	<p><i>For recommended option 2:</i></p> <table><tr><th>Item</th><th>Reason</th><th>Funds/ Source of Funding</th><th>Cost (£)</th></tr><tr><td>Consultants Fees</td><td>Prepare specification and tender documents</td><td>Parking reserve</td><td>15,000</td></tr><tr><td>Staff Costs</td><td>Prepare, issue and mark tender</td><td>Parking Reserve</td><td>3,000</td></tr><tr><td>Total</td><td></td><td></td><td>18,000</td></tr></table> <p>Costed Risk Provision requested for this Gateway: none</p>	Item	Reason	Funds/ Source of Funding	Cost (£)	Consultants Fees	Prepare specification and tender documents	Parking reserve	15,000	Staff Costs	Prepare, issue and mark tender	Parking Reserve	3,000	Total			18,000
Item	Reason	Funds/ Source of Funding	Cost (£)														
Consultants Fees	Prepare specification and tender documents	Parking reserve	15,000														
Staff Costs	Prepare, issue and mark tender	Parking Reserve	3,000														
Total			18,000														
4. Overview of project options	<ol style="list-style-type: none">1. <i>Demolish the footbridge</i>2. <i>Localised repair of the fault which is causing the spalling, and repair of bridge movement joints. This would stop the concrete spalling, by allowing better movement between the bridge and its supports and preventing water ingress through the area of the fault. This should be carried out as soon as possible to prevent further spalling from the structure.</i>3. <i>Localised repair as above, to also include installation of a lift to enable step free access. Installing step free access would be a significant project in its own right – almost the same price as just completing the repairs in Option 2, and significantly riskier. The step free option recommended by our consultants would remove the existing staircase –</i>																

	<p><i>so the bridge would need to close whenever the lift is out of use. The lack of a step free option would have adverse impacts for people unable to use stairs. However, this would be outweighed by the adverse impacts arising from introduction of the step free option, including impacts on access to the bridge for people with visual impairments who may be less readily able to use at grade crossing options. Introduction of step-free access would mean the footbridge will need to be closed periodically whenever the lift needs inspection or work, and will also be closed if any incident takes the lift out of service. The bridge is quite long and the south end is not visible from the north end, so it will be quite a long way back for anyone who gets to the south end to find the lift out of service. Alternative designs that preserve the existing staircase may be possible but would require costly alterations to the existing structure and traffic island. Planning permission would be necessary to add the lift shaft/additional walkway needed for step free access. An alternative step free crossing will be provided in the Queensbridge House Hotel development (50m east of Dominant House Footbridge). Adverse impacts of omitting the step free option could also be mitigated by providing signs to the alternative crossings with these works. The designs considered are discussed further and illustrated in the Equalities Analysis in Appendix 3.</i></p>
4. Recommended option	<p><i>Option 2 is recommended (localised repair).</i></p>
5. Risk	<p><i>Risks with the recommended option are:</i></p> <ul style="list-style-type: none"> <i>• Obtaining lane closures as required</i> <i>• Work disturbs nearby residences</i> <p>Further information available in the Risk Register (Appendix 2) and Options Appraisal.</p>
6. Procurement approach	<p><i>It is proposed to use the Highway Structures term consultants, Arcadis, to complete the design. Tenders will then be sought either through the existing Measured Term Contract, an Intermediate Framework or by requesting quotations from three contractors.</i></p>

Appendices

Appendix 1 – Project Coversheet

Appendix 2 – Risk Register

Appendix 3 – Equalities Analysis

Appendix 4 – Budgets

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Contact

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Telephone Number	020 7332 3049

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Options Appraisal Matrix

Option Summary	Option 1	Option 2	Option 3
1. Brief description of option	Demolish the footbridge	Remove and replace concrete with high chloride levels in the area of the spalling. Rebuild stair downstand and joint above crosshead (bridge support). Repair bridge joints to stop leaking.	As option 2, with the addition of a lift (and possibly new length of walkway) for step free access.
2. Scope and exclusions	The scope would be the demolition of the footbridge. Foundations (below 1.2m) could be left in place.	Concrete with high chloride levels in other parts of the bridge would be left in place. There is no suggestion of corrosion in other areas of the bridge, and repair to the bridge joints will prevent further increases in chloride levels.	As with option 2.
Project Planning			
3. Programme and key dates	Estimated duration: 5 weekend closures. Best time for closures is to be confirmed with TfL.	Estimated duration: 9 weeks Best time for closures is to be confirmed with TfL.	Estimated duration: 26 weeks Best time for closures is to be confirmed with TfL.
4. Risk implications	Overall risk: Low Main Risks: Obtaining lane closures Out of hours work will be restricted because of the nearby residences.	Overall Risk: Low Main Risks: Obtaining lane closures Noisy out of hours work unlikely to be permitted because of nearby residences.	Overall Risk: High Main Risks: Planning permission for the new structure (lift shaft, additional walkway etc) required

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Option Summary	Option 1	Option 2	Option 3
	<p>Agreement with Senator House to undertake the work.</p> <p>Objections from local residents or commuters to the plans.</p> <p>The connection between the footbridge and Senator House is not clear, severing this connection may require additional works and making good the building façade.</p>	<p>Sufficient protection for encapsulation/propping from traffic on Upper Thames St.</p> <p>The Risk Register is included in (Appendix 2).</p>	<p>Obtaining lane closures</p> <p>Noisy out of hours work unlikely to be permitted because of nearby residences.</p> <p>Services may need to be relocated around lift pit/new walkway supports</p> <p>Piled foundations shown on the as built drawings may be in the way of the lift pit/new walkway supports.</p> <p>Recommended locations for installation of a lift (options 1 and 1b in the appendix to the Equality Analysis) would mean there would be no stairs to access the south side of the bridge. This worsens access for everyone, as the bridge will be closed whenever the lift is out of service.</p> <p>If the bridge is busy, there will be waits to come down in the lift, as there won't be an option to take the stairs.</p> <p>If the stairs were left in place and a lift provided via a new length of elevated walkway (option 1a on the plan in the appendix), the walkway will need to be designed to resist traffic impact loading. The bridge crosshead may not be strong enough to support these</p>

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Option Summary	Option 1	Option 2	Option 3
			loads. Additional barriers would need to be installed on the traffic island to protect the columns from traffic impact.
5. Stakeholders and consultees	Transport for London St James Properties (managing agents for Globe View Properties) City of London: Traffic Management and Environmental Health teams Local residents and businesses Senator House (particularly for Option 1 as a licence for the work will need to be agreed and the work is likely to include alterations to the building facade)		
6. Benefits of option	No further maintenance obligations. Cheapest option long term.	No further risk of spalling concrete. Transport asset remains in place. Cheaper in the short and long term than option 3.	No further risk of spalling concrete. Step free access.
7. Disbenefits of option	Very disruptive to local community. Removal of an asset to pedestrians locally.	Disruptive to local community.	Disruptive to local community. Risk that bridge closes every time the lift is out of use.
Resource Implications			
8. Total estimated cost	£302,462 excluding risk	£340,864 excluding risk.	£899,634 excluding risk.

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Option Summary	Option 1	Option 2	Option 3																
	There could be increases to this from the cost of repairs to the façade at Senator House. At the moment, we don't have any information on the connection between the bridge and Senator House.	This doesn't include any provision if lane closures are not obtained in the required timescales. Clarification on risks will be provided in the next report to Members.	Risks not included in this budget are: potential break out of pilecaps and strengthening of the bridge crosshead.																
9. Funding strategy	Parking Reserve. A bid has also been made for funds from Transport for London (through the London Bridge Engineering Group). If successful, this will reduce the funds required from the Parking Reserve. An update will be provided on the bid in the next report to committees.																		
10. Investment appraisal	Not applicable.																		
11. Estimated capital value/return	Not applicable.																		
12. Ongoing revenue implications	No maintenance costs will be incurred.	No increase on current maintenance funds is anticipated from these works. Maintenance costs for the remaining design life of the footbridge are £677,000, at today's prices. <table><tr><td>Item</td><td>Cost (£k)</td></tr><tr><td>Inspections</td><td>82</td></tr><tr><td>Repairs and refurb</td><td>595</td></tr><tr><td>Total</td><td>677</td></tr></table>	Item	Cost (£k)	Inspections	82	Repairs and refurb	595	Total	677	Significant additional maintenance costs will be incurred. Maintenance costs for the remaining design life of the footbridge are £2,559,000, at today's prices. This is the costs from Option 2 plus the additional maintenance costs outlined below: <table><tr><td>Item</td><td>Cost (£k)</td></tr><tr><td>Contract Servicing</td><td>546</td></tr><tr><td>Refurb and renewal</td><td>1,336</td></tr><tr><td>Total</td><td>1,882</td></tr></table>	Item	Cost (£k)	Contract Servicing	546	Refurb and renewal	1,336	Total	1,882
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Option Summary	Option 1	Option 2	Option 3
13. Affordability	Not applicable.		
14. Legal implications	<i>An agreement would need to be made with Senator House for the removal of the footbridge. Work will likely be needed repair the façade of the building once the footbridge is removed.</i>	None	None
15. Corporate property implications	<i>An agreement would need to be made with Senator House for the removal of the footbridge. Work will likely be needed repair the façade of the building once the footbridge is removed.</i>	This project aligns with the Corporate Property Asset Management Strategy 2020-2025 to ensure that operational assets are maintained in good, safe and statutory compliant condition	This project aligns with the Corporate Property Asset Management Strategy 2020-2025 to ensure that operational assets are maintained in good, safe and statutory compliant condition
16. Traffic implications	It is envisaged that the work would be carried out in five stages, with partial closures of the road below for each stage.	A lane closure would be needed for the duration of the work.	A lane closure would be needed for the duration of the work.
17. Sustainability and energy implications	Demolition would remove a transport asset, which is mostly still in good working order.	This option allows for continued use of the structure, the majority of which is still in working order.	This option allows for continued use of the structure, the majority of which is still in working order. There will be more materials and energy used in the work to install the lift.
18. IS implications	N/A	N/A	N/A

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Option Summary	Option 1	Option 2	Option 3
19. Equality Impact Assessment (please see Appendix)	This would remove a transport asset, but Thames Court Footbridge is located just 70m to the east, and there are grade crossings at Queen St Place, 180m to the east.	This option results in no change to the current situation.	This option would improve accessibility by providing step-free access. Drawbacks are that the bridge will need to be closed whenever the lift is not working, and that there will be delays if there is a crowd waiting to descend on the south side of the bridge, as everyone will have to use the lift.
20. Data Protection Impact Assessment	N/A	N/A	N/A
21. Recommendation	Not recommended	Recommended	Not recommended

Appendix 1 – Project Coversheet

[1] Ownership & Status

UPI: 11788

Core Project Name: Dominant House Footbridge Future Options

Programme Affiliation (if applicable): none

Project Manager: Trina deSilva

Definition of need: Repair fault which has led to spalling on footbridge support

Key measures of success: No further spalling of concrete

Expected timeframe for the project delivery: original completion expected January 2019. Project put on hold as part of Fundamental Review. Completion now expected December 2022.

Key Milestones: G3/4 July 2021

July 2021 Gateway 3/4

Dec 2021 Gateway 5

Dec 2022 Completion

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

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

no

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Proposal' G1/2 report (approved by Projects Sub Committee 31/01/2017):

- Total Estimated Cost (excluding risk): £1,078,000
- Resources to reach next Gateway (excluding risk): £33,000
- Spend to date: none
- Costed Risk Against the Project: none
- CRP Requested: none
- CRP Drawn Down: none
- Estimated Programme Dates: completion January 2019

'Issues Report' (as approved by Projects Sub Committee 16/05/2018)

- Total Estimated Cost (excluding risk): no change reported
- Resources to reach next Gateway (excluding risk): £54,257
- Spend to date: £24,410
- Costed Risk Against the Project: none
- CRP Requested: none
- CRP Drawn Down: none

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<ul style="list-style-type: none"> Estimated Programme Dates: no change reported <p>High chloride levels were discovered in the bridge. Further concrete tests were required to determine the extent of the high chloride levels.</p>
<p>Project put on hold due to Fundamental review</p>
<p>'Options Appraisal and Design' G3-4 report (as approved by PSC xx/yy/zz):</p> <ul style="list-style-type: none"> Total Estimated Cost (excluding risk): Resources to reach next Gateway (excluding risk) Spend to date: Costed Risk Against the Project: CRP Requested: CRP Drawn Down: Estimated Programme Dates: <p><i>Scope/Design Change and Impact:</i></p>
<p>'Authority to start Work' G5 report (as approved by PSC xx/yy/zz):</p> <ul style="list-style-type: none"> Total Estimated Cost (excluding risk): Resources to reach next Gateway (excluding risk) Spend to date: Costed Risk Against the Project: CRP Requested: CRP Drawn Down: Estimated Programme Dates: <p><i>Scope/Design Change and Impact:</i></p>
<p>Total anticipated on-going commitment post-delivery [£]:</p>

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Appendix 2 – Risk Register

City of London: Projects Procedure Corporate Risks Register

Project Name:			Dominant House Footbridge Options					PM's overall risk rating:		Medium		CRP requested this gateway		£		-		Average unmitigated risk		8.0			Open Risks		5												
Unique project identifier:			PV12345					Total estimated cost (exc risk):		£		324,664		Total CRP used to date		£		-		Average mitigated		3.4			Closed Risks		0										
General risk classification												Mitigation actions												Ownership & Action													
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed Impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Comment(s)														
R1	5	(1) Compliance/Regulatory	Delay in obtaining lane closures	TfL may restrict when lane closures may be obtained	Possible	Major	12	£20 000 00	N	B – Fairly Confident	Early talks with TfL minimise the road space needed minimise the programme as far as possible	£0 00	Unlikely	Major	£20 000 00	8	£0 00		18/05/2021	DBE	T deSilva																
R2	5	(5) H&S/Wellbeing	Accident affects the works	Possibility of a vehicle hitting part of the works Could cause damage to the driver/passengers as well as to our works/workers	Unlikely	Major	8	£100 000 00	N	C – Uncomfortable	Lane closure adjacent to works contractor to install protection to props/scaffolding used for works	£0 00	Unlikely	Minor	£0 00	2	£0 00		18/05/2021	DBE	T deSilva																
R3	5	(5) H&S/Wellbeing	Works cause injury to passersby	Injury to passersby from the works	Unlikely	Serious	4	£1 000 00	N	C – Uncomfortable	Ensure adequate signage close access to any areas below works at a high level	£0 00	Rare	Minor	£0 00	1	£0 00		18/05/2021	DBE	T deSilva																
R4	5	(3) Reputation	Neighbour objections cause delay to the works	Residences are likely to be disturbed by noisy and dusty works	Likely	Serious	8	£50 000 00	N	C – Uncomfortable	Keep neighbours aware of the works Stick to agreed working hours plan and agree in advance what works can be done out of hours	£0 00	Rare	Serious	£50 000 00	2	£0 00		18/05/2021	DBE	T deSilva																
R5	5	(5) H&S/Wellbeing	Collision between vehicle and bridge columns	Failure of bridge column resulting from impact from vehicle	Unlikely	Major	8	£3 000 000 00	N	D – Very Uncomfortable	The likelihood of this happening is very low Document the factors contributing to this risk look at e.g. installation of barriers	£15 000 00	Unlikely	Serious	£3 000 000 00	4	£0 00		09/06/2021	DBE	T deSilva																
R6								£0 00				£0 00			£0 00		£0 00																				
R7								£0 00				£0 00			£0 00		£0 00																				
R8								£0 00				£0 00			£0 00		£0 00																				
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Appendix 3 – Equalities Analysis

EQUALITY ANALYSIS (EA) TEMPLATE

Decision *Repair or Remove the Dominant House Footbridge? If Repair, then install lift?*

Date 11.05.2021

What is the Public Sector Equality Duty (PSED)? [Double click here for more information / Hide](#)

What is an Equality Analysis (EA)? [Double click here for more information / Hide](#)

How to demonstrate compliance [Double click here for more information / Hide](#)

Deciding what needs to be assessed [Double click here for more information / Hide](#)

Role of the assessor [Double click here for more information / Hide](#)

How to carry out an Equality Analysis (EA) [Double click here for more information / Hide](#)

The Proposal

Assessor name: Trina de Silva
Contact details: 020 7332 3049

1. What is the Proposal?

Dominant House Footbridge:

- Option 1 remove footbridge
- Option 2 repair footbridge
- Option 3 repair footbridge and install lift

2. What are the recommendations?

Option 2: Repair footbridge

3. Who is affected by the Proposal? *Identify the main groups most likely to be directly or indirectly affected by the recommendations.*

Alternatives to the recommended option could affect visually impaired and/or less mobile pedestrians.

Age Double click here to add impact / Hide

Check box if NOT applicable ☒

Disability Double click here to add impact / Hide

Check box if NOT applicable ☐

Key borough statistics:

Day-to-day activities can be limited by disability or long term illness - In the City of London as a whole, 89% of the residents feel they have no limitations in their activities – this is higher than both in England and Wales (82%) and Greater London (86%). In the areas outside the main housing estates, around 95% of the residents responded that their activities were not limited. Extract from summary of the [2011 Census relating to resident population health for the City of London can be found on our website](#).

The 2011 Census identified that for the City of London's population:

- 4.4% (328) had a disability that limited their day-to-day activities a lot
- 7.1% (520) had a disability that limited their day-to-day activities a little.

Source: 2011 Census: [Long-term health problem or disability, local authorities in England and Wales](#)

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.

[Double click here to show borough wide statistics / hide statistics](#)

Disability

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

No data relating to the usage by visually impaired or less mobile pedestrians is available.

Disability

What is the proposal's impact on the equalities aims? Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact**

Option 1: Removal of the footbridge could negatively impact on visually impaired pedestrians, who may prefer to use a footbridge rather than the at grade crossing.

Option 2: Repair of the fault would not change the situation.

Option 3: Installation of step free access would improve accessibility for pedestrians

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Option 1:

Removal of the footbridge would negatively impact on visually impaired pedestrians, who may prefer to use a footbridge rather than the at grade crossing. However, Thames Court Footbridge is 70m to the east, and an at grade crossing is available at Queen St Place, 180m to the east.

Pedestrian surveys on these three crossings in 2008 found that Dominant House Footbridge carried 9% of the crossings, Thames Court carried 8% and 83% of pedestrians crossed at Queen St Place.

Arcadis updated this survey in 2017. The numbers of pedestrians using the crossings had doubled. Thames Court Footbridge was closed at the time, but the split was 7% of pedestrians using Dominant House Footbridge and 93% using the crossings at Queen St Place. There were 1522 pedestrians in total using Dominant St Footbridge between 0700 and 1900 that day.

It should be noted that Dominant House footbridge doesn't provide any access to the north side of Upper Thames St, but lands at Queen Victoria St. This may be a reason it isn't used as much as the other crossings in the area.

Option 3:

If the bridge is repaired, the opportunity could be taken (if funds are made available) to install a lift at the southern end of the bridge.

Arcadis have explored options to create step free access at Dominant House Footbridge. Drawings of the options are attached to this report. The options are:

1. Elevator:

- 1 Elevator and walkway replace existing stairs
- 1a Walkway installed alongside existing stairs, with elevator at the end
- 1b Elevator replaces existing staircase
- 1c Elevator installed on west side of the bridge

2. Inclined elevator

3. Escalator

4. Inclined moving walkway

Disability

Arcadis recommended design 1 or 1b. Both these options would mean the removal of stairs, so the only access to the bridge from the south side would be by lift. This will worsen access for all bridge users as it will mean occasional (and unexpected) closures of the footbridge, and delays in the event of crowds on the bridge. During any breakdown or maintenance of the lift, the bridge would be unusable. Pedestrians cannot see the far end of the bridge when they start walking on it, it is likely that any closure of the bridge will be cause for letters of complaint from pedestrians from the north side who are nearly across the bridge before they realise they'll have to retrace their steps. In the event of crowds on the bridge (e.g. if there is a race or event on Upper Thames St), there will be delays for people to descend the south side of the bridge, as the only method will be by lift.

Design 1a is possible, but the walkway needed would oversail Upper Thames St. It would need to be designed for vehicle impact loading, and this may also require strengthening to the bridge crosshead which will support the walkway. Vehicle barriers should also be installed between the lift landing point and Upper Thames St carriageway. It is doubtful that there is enough space to install barriers here.

Design 1c would require a new layout of the traffic island and High Timber St, as well as modifications to the bridge landing point above.

The inclined elevator (option 2) has the same disadvantage as the recommended options – if it isn't working the bridge is unusable. In addition, it would require more excavation in the traffic island, bringing a higher risk of service diversions being necessary.

Designs 3 and 4 (the escalator and inclined moving walkway) don't provide DDA compliant access to wheelchair users.

Again, it should be noted that Dominant House Footbridge doesn't provide any access to the north side of Upper Thames St, so a lift in this location will not help pedestrians cross the road. In addition, the planning permission for the new Queensbridge House Hotel (50m to the east of Dominant House Footbridge) requires an accessible crossing of Upper Thames St to be provided within the Hotel.

My recommendation would be not to install a lift in this location, because:

- Dominant House Footbridge is only used lightly in comparison to the other crossing points very close by, its use decreased over the 10 years between the pedestrian studies, even though Thames Court Footbridge was closed at the time of the second survey.

- There will be a step free crossing when the Queensbridge House Hotel is complete (50m away)

- There is currently an at grade crossing nearby at Queen St Place (180m)

- Signs can be provided to the nearby step-free crossing

- Installing a lift would mean removal of the stairs at the south end of the bridge. It is not acceptable to have the bridge only accessible by powered means, as any time the lift is out of use, the bridge would have to close. In the event of crowds on the bridge, having only a lift to access to the south side would result in delays to descend from the footbridge.

- Installing a lift is a significant capital and ongoing expense (whole life costing up to 2100 shows this to be approaching 4 times the cost of repairing the joint without installing a lift)

- Installing a lift would put significant additional risk on the project

I acknowledge that this recommendation will have adverse equality impacts for people who cannot access the walkway without a lift, but this is outweighed by the other public benefits of a more robust crossing (not subject to temporary closures or delays in the event of a crowd), and a solution which can be implemented more quickly.

The adverse impacts are mitigated by other nearby high level and at grade crossings and signs to an alternative crossing can be provided in further mitigation

Pregnancy and Maternity [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#) ☒

Race [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#) ☒

Religion or Belief [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#) ☒

Sex [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#) ☒

Sexual Orientation and Gender Reassignment [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#) ☒

Marriage and Civil Partnership [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#) ☒

Additional Impacts on Advancing Equality & Fostering Good Relations [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#) ☐

This section seeks to identify what additional steps can be taken to promote these aims or to mitigate any adverse impact. Analysis should be based on the data you have collected above for the protected characteristics covered by these aims. In addition to the sources of information highlighted above – you may also want to consider using:

- Equality monitoring data in relation to take-up and satisfaction of the service

- Equality related employment data where relevant
- Generic or targeted consultation results or research that is available locally, London-wide or nationally
- Complaints and feedback from different groups.

[Double click here to show borough wide statistics / hide statistics](#)

Additional Impacts on Advancing Equality & Fostering Good Relations

Additional Equalities Data (Service level or Corporate)

I have not been able to obtain any data on visually impaired or disabled pedestrians in this area. As far as I am aware the City has not had complaints about the lack of step free access in this area.

Are there any additional benefits or risks of the proposals on advancing equality and fostering good relations not considered above?

No.

What actions can be taken to avoid or mitigate any negative impact on advancing equality or fostering good relations not considered above? Provide details of how effective the mitigation will be and how it will be monitored.

No.

Conclusion and Reporting Guidance

Set out your conclusions below using the EA of the protected characteristics and submit to your Director for approval.

If you have identified any negative impacts, please attach your action plan to the EA which addresses any negative impacts identified when submitting for approval.

If you have identified any positive impacts for any equality groups, please explain how these are in line with the equality aims.

Review your EA and action plan as necessary through the development and at the end of your proposal/project and beyond.

Retain your EA as it may be requested by Members or as an FOI request. As a minimum, refer to any completed EA in background papers on reports, but also include any appropriate references to the EA in the body of the report or as an appendix.

This analysis has concluded that...

Option 1

Removal of the footbridge would negatively impact on any visually impaired pedestrians who are used to this footbridge, who may prefer to use a footbridge rather than the at grade crossing. However, the Thames Court footbridge is just 70m away.

Option 2

Results in no change from the current situation. There is no discrimination or adverse impact from these works, although the opportunity to install step free access at Dominant House will be missed.

Option 3

A lift could be installed to enable step free access. However this will mean that the bridge will be closed to all pedestrians when the lift is out of use. There is an at grade crossing at Queen St Place, 180m away, and a step free crossing will be installed at Queensbridge House, 50m from this footbridge. No complaints have been made to the city about the lack of a lift in this location.

Option 2 is recommended.

Outcome of analysis - check the one that applies

☐ **Outcome 1**

No change required where the assessment has not identified any potential for discrimination or adverse impact and all opportunities to advance equality have been taken.

☐ **Outcome 2**

Adjustments to remove barriers identified by the assessment or to better advance equality. Are you satisfied that the proposed adjustments will remove the barriers identified?

☒ **Outcome 3**

Continue despite having identified some potential adverse impacts or missed opportunities to advance equality. In this case, the justification should be included in the assessment and should in line with the duty have 'due regard'. For the most important relevant policies, compelling reasons will be needed.

☐ **Outcome 4**

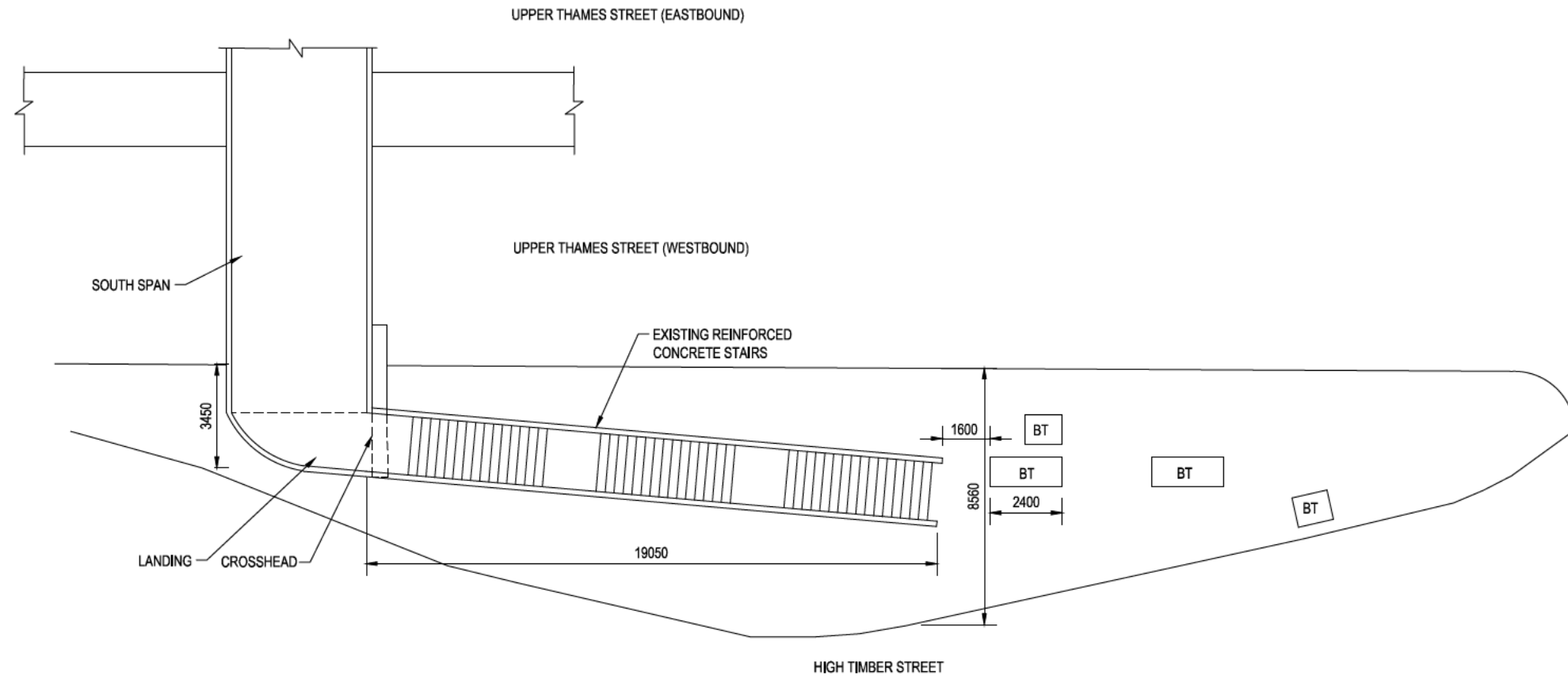
Stop and rethink when an assessment shows actual or potential unlawful discrimination.

Signed off by Director:

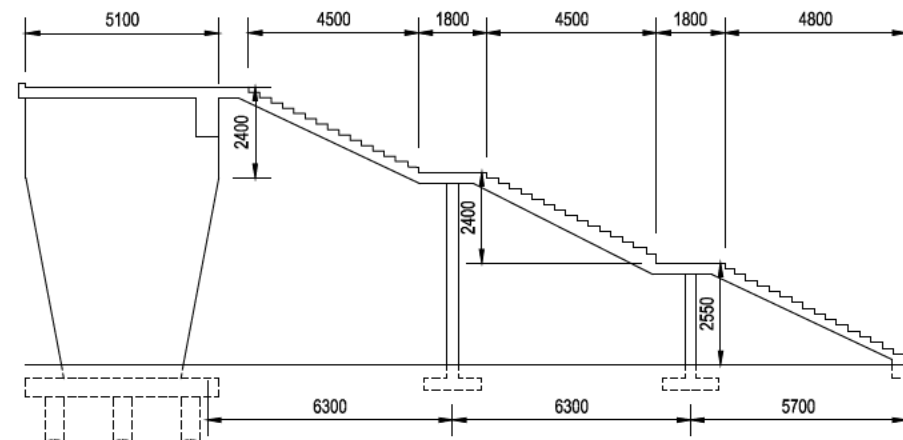


Name: Gordon Roy

Date: 6.07.201



PLAN OF FOOTBRIDGE
SCALE - 200



ELEVATION
SCALE - 200

Rev	Date	Description	Drawn	Check	Approv
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NOTES:

Client



CITY SURVEYOR'S DEPARTMENT
P.G. Bennett, MA (Cantab) FRICS
City Surveyor

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Suitability Description:

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Drawn	P.NAGENDRA	Date	17/08/2017	Signed	
Checked	R. WILLIAMS	Date	17/08/2017	Signed	
Approved	G. LAMBERT	Date	17/08/2017	Signed	
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Original Size:	A3	Grid:	-		
Suitability Code:	S2	Project Number:	UA006406		

PROJECT:

DOMINANT HOUSE
FOOTBRIDGE

TITLE:

GENERAL ARRANGEMENT OF
EXISTING STRUCTURE



Registered office:
Arcadis House
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London
N1 9AB

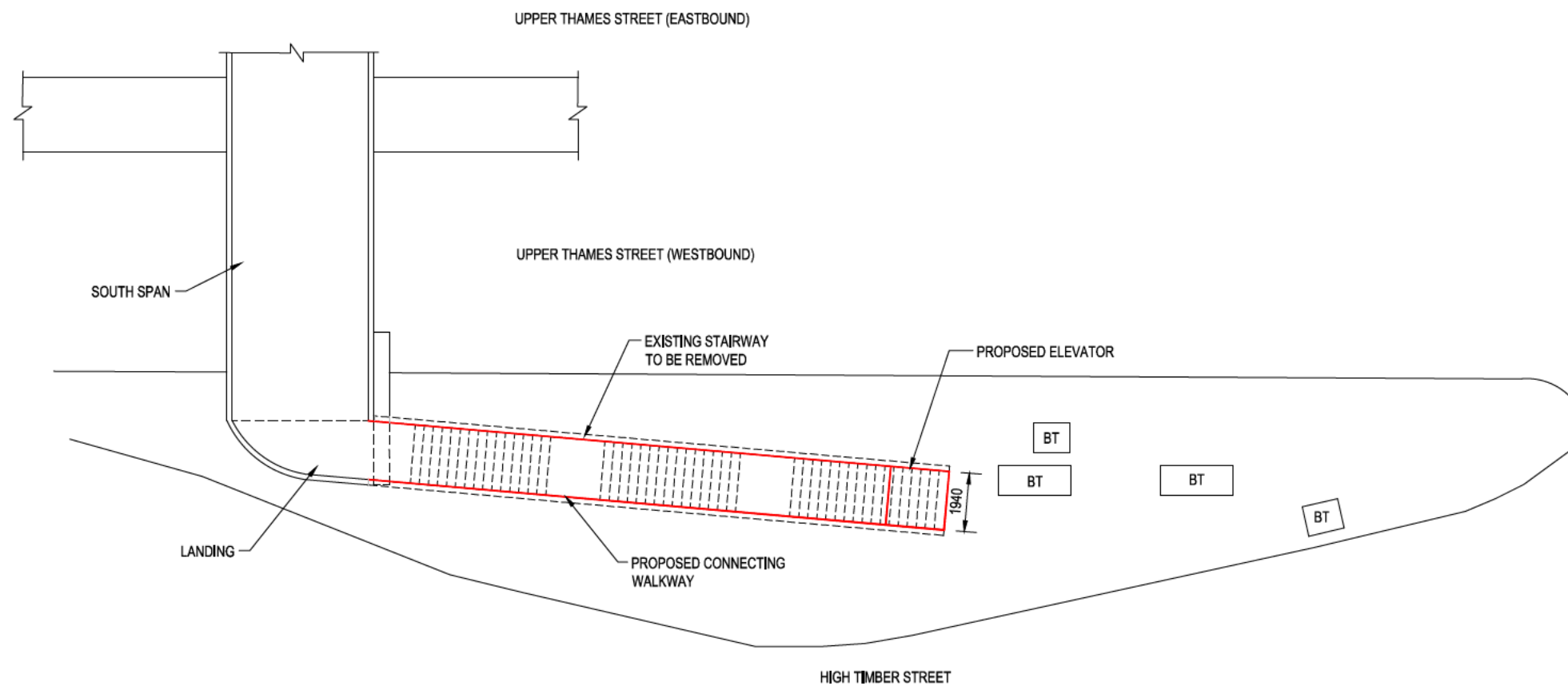
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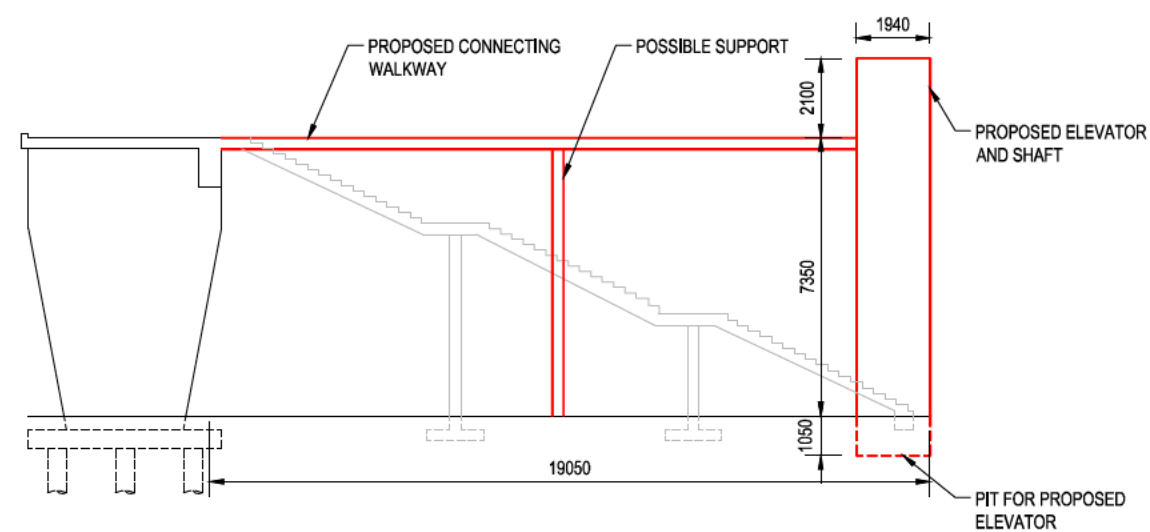
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PROPOSED LAYOUT

SCALE - 200



ELEVATION

SCALE - 200



TYPICAL EXAMPLE OF ELEVATOR AND CONNECTING WALKWAY

NOTES:

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PROJECT:

DOMINANT HOUSE FOOTBRIDGE

TITLE:

OPTION 1 ELEVATOR



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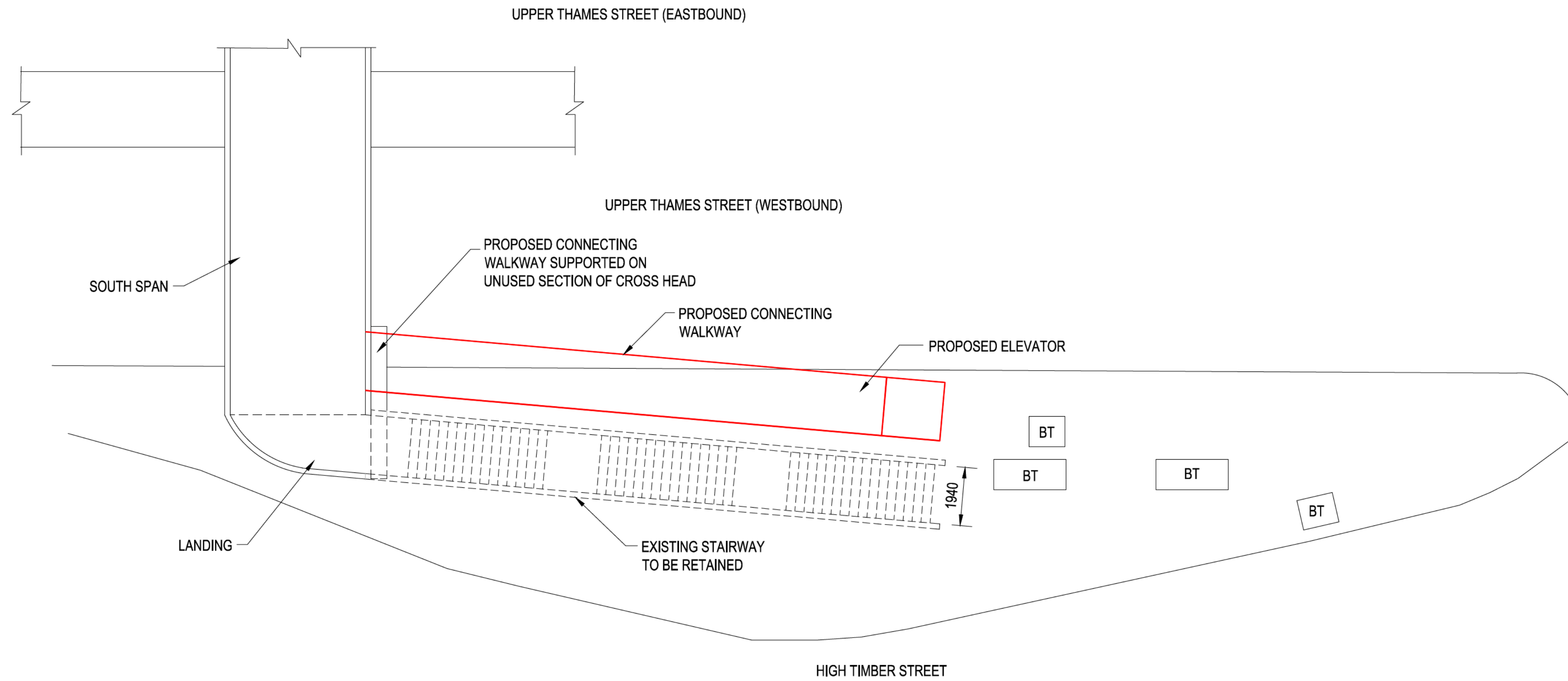
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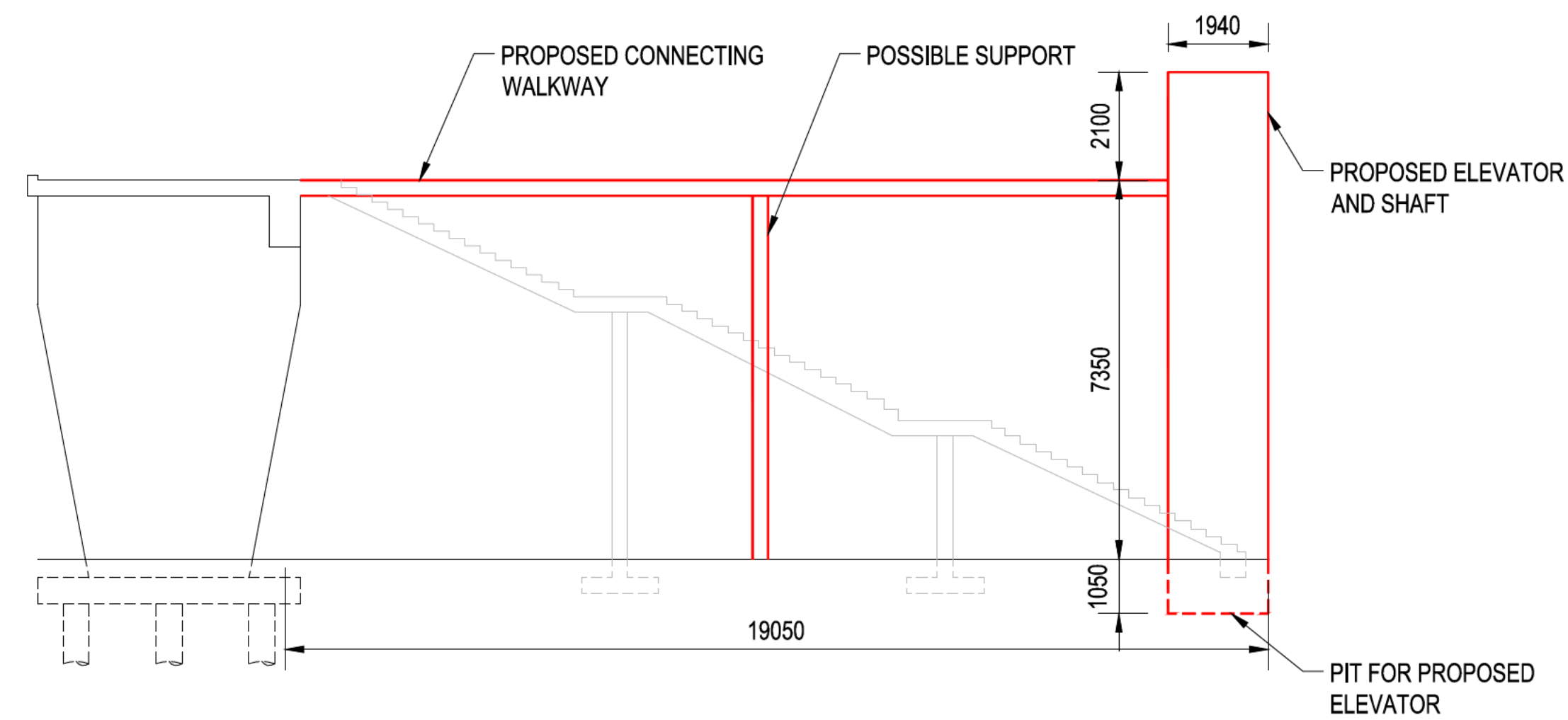
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ELEVATION
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TYPICAL EXAMPLE OF ELEVATOR AND
CONNECTING WALKWAY

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PROJECT:

DOMINANT HOUSE
FOOTBRIDGE

TITLE:
OPTION 1A
ELEVATOR WITH WALK WAY
(EXISTING STAIRS RETAINED)



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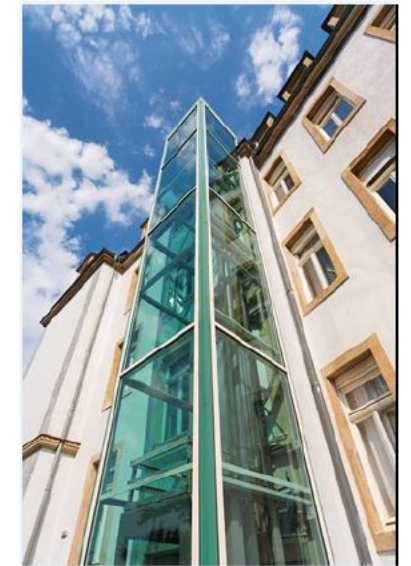
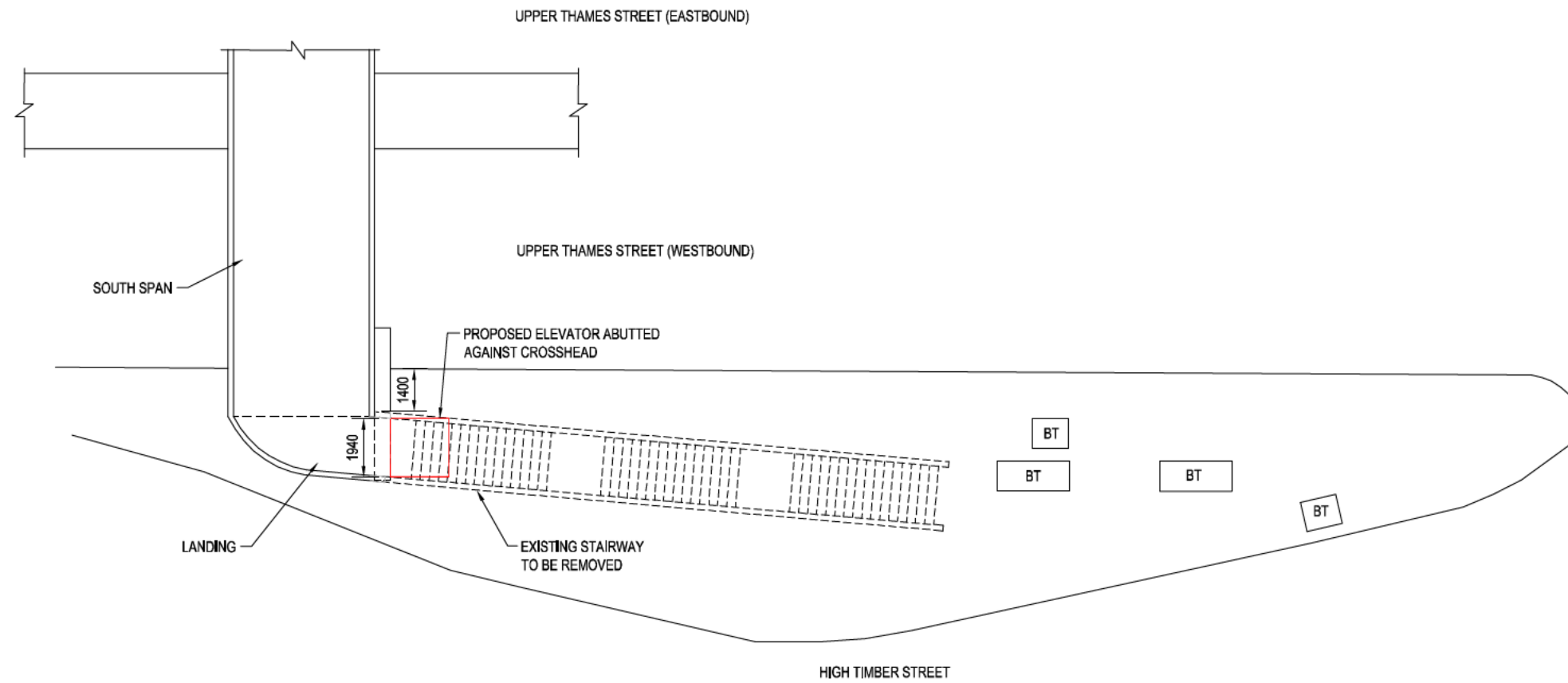
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Revision:
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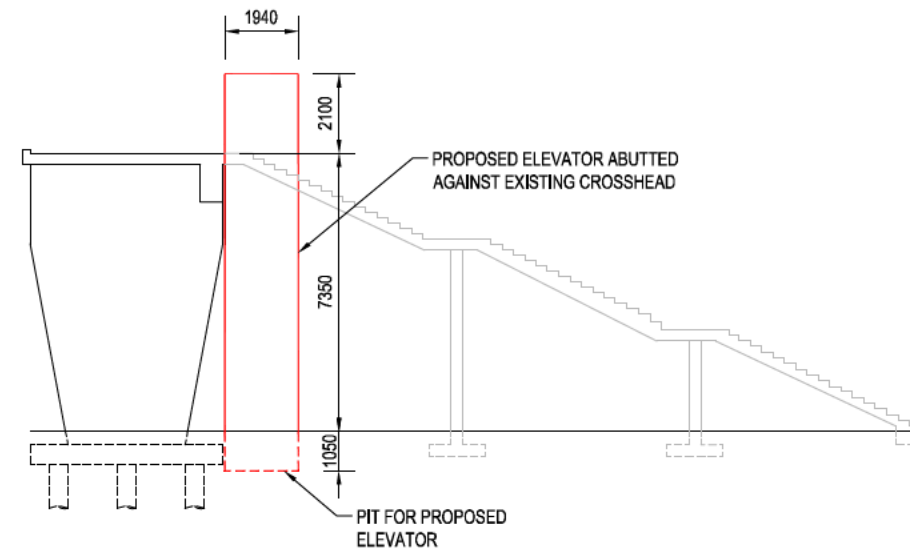
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TYPICAL EXAMPLE OF ELEVATOR

PROPOSED LAYOUT

SCALE - 200



ELEVATION

SCALE - 200

NOTES:

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P01	17/08/2017	ISSUED FOR INFORMATION	PN	RW	GL

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Original Size:	A3	Grid:	-		
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PROJECT:

DOMINANT HOUSE
FOOTBRIDGE

TITLE:

OPTION 1B
ELEVATOR ONLY
(STAIRS REMOVED)



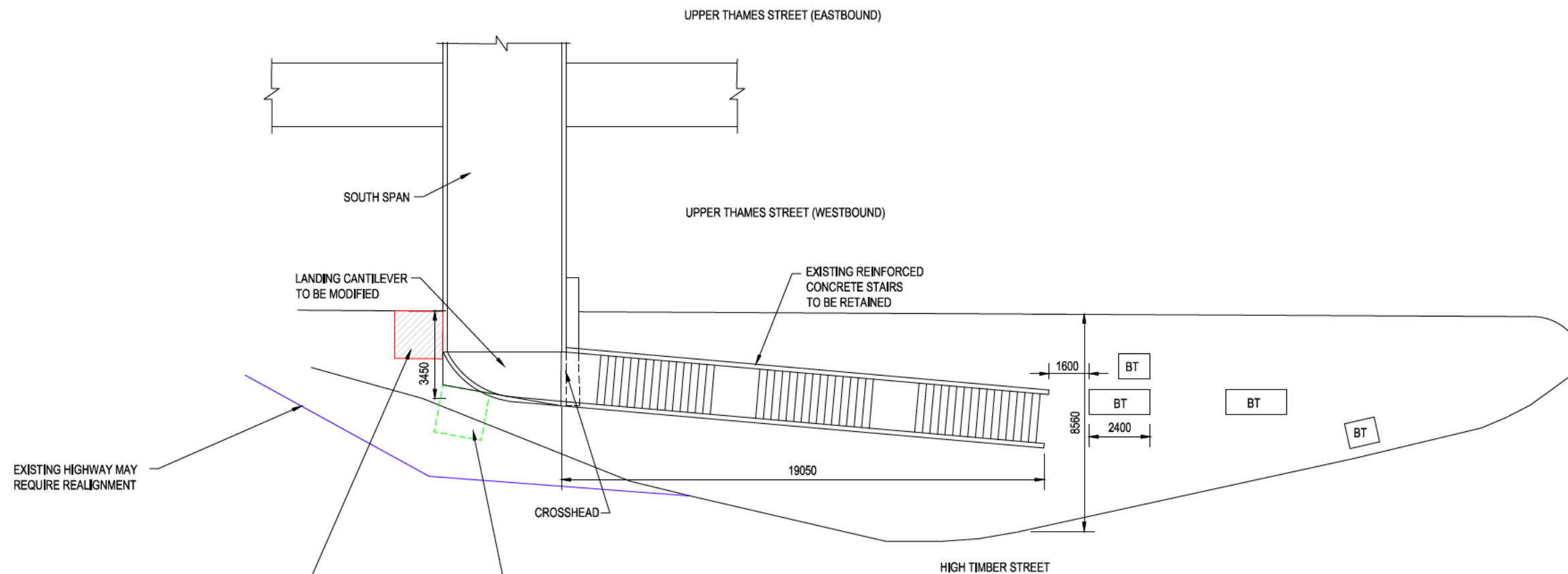
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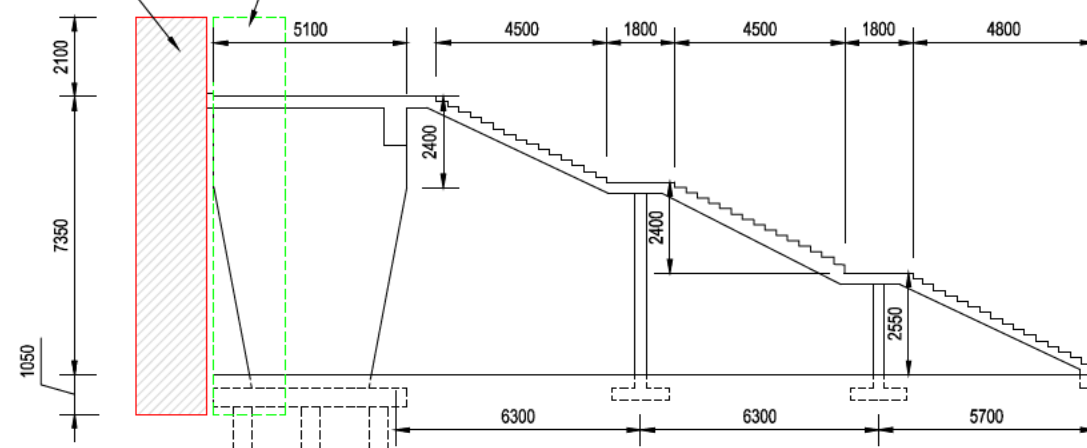
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POSSIBLE ELEVATOR LOCATION

ALTERNATIVE ELEVATOR LOCATION

PLAN OF FOOTBRIDGE
SCALE - 200



ELEVATION
SCALE - 200

NOTES:

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Original Size:	A3	Grid:	-		
Suitability Code:	S2	Project Number:	UA006406		

PROJECT:

DOMINANT HOUSE
FOOTBRIDGE

TITLE:
OPTION 1C
ELEVATOR LOCATED ON WEST SIDE
(EXISTING STAIRS RETAINED)



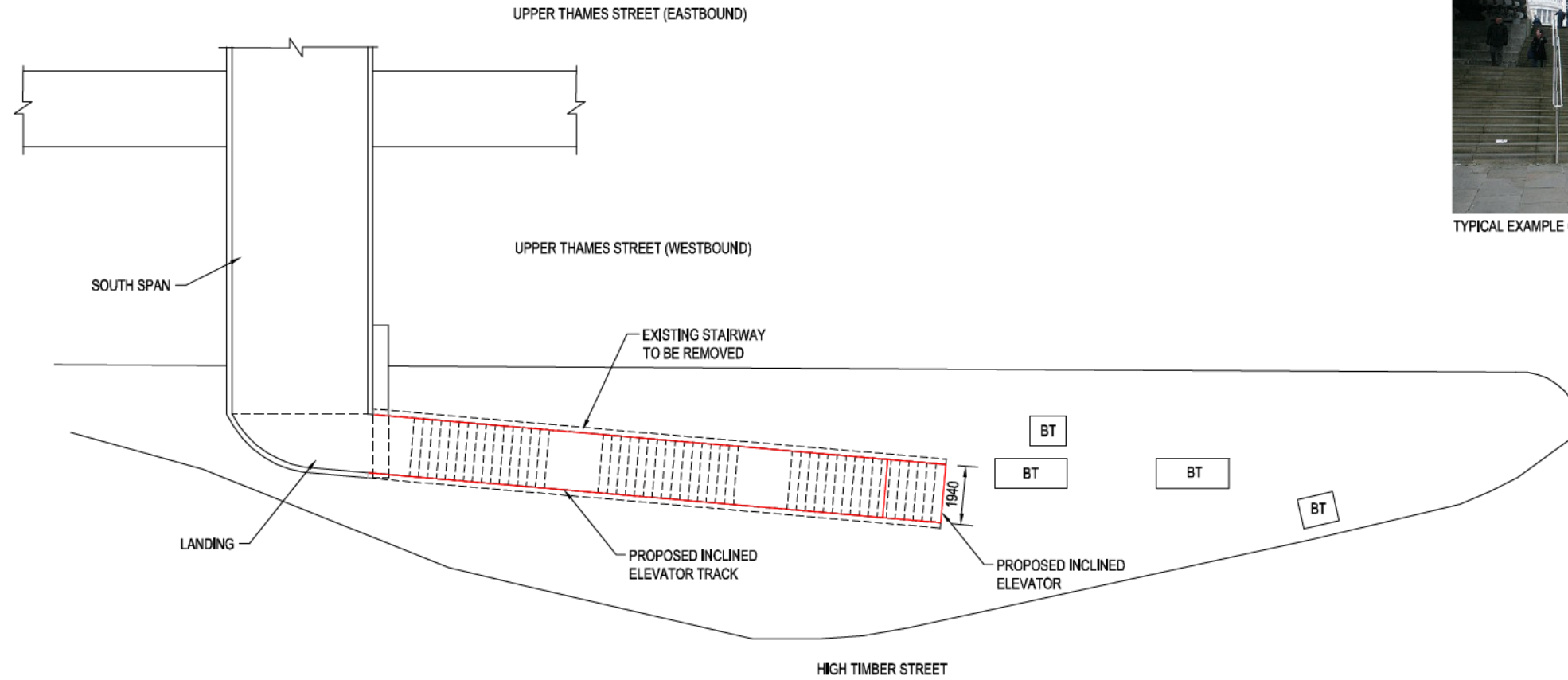
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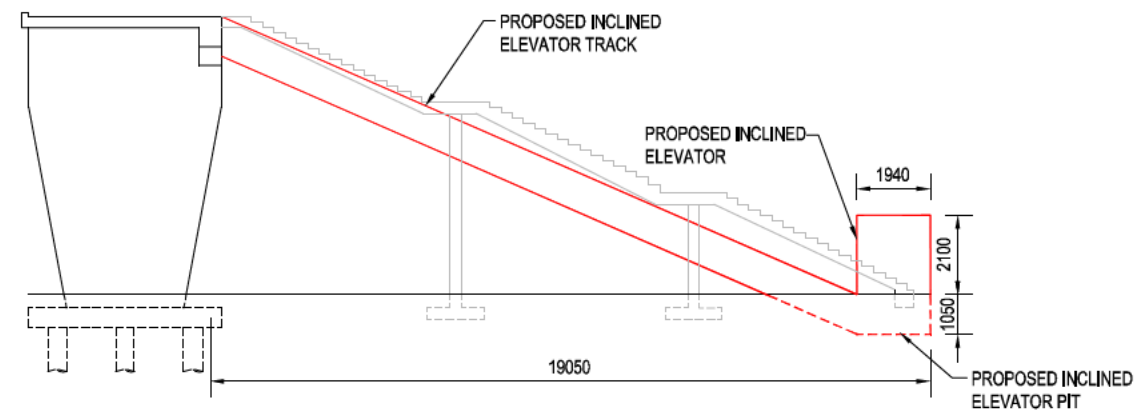
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TYPICAL EXAMPLE OF AN INCLINED ELEVATOR



PROPOSED LAYOUT
SCALE - 200



ELEVATION
SCALE - 200

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PROJECT:

DOMINANT HOUSE
FOOTBRIDGE

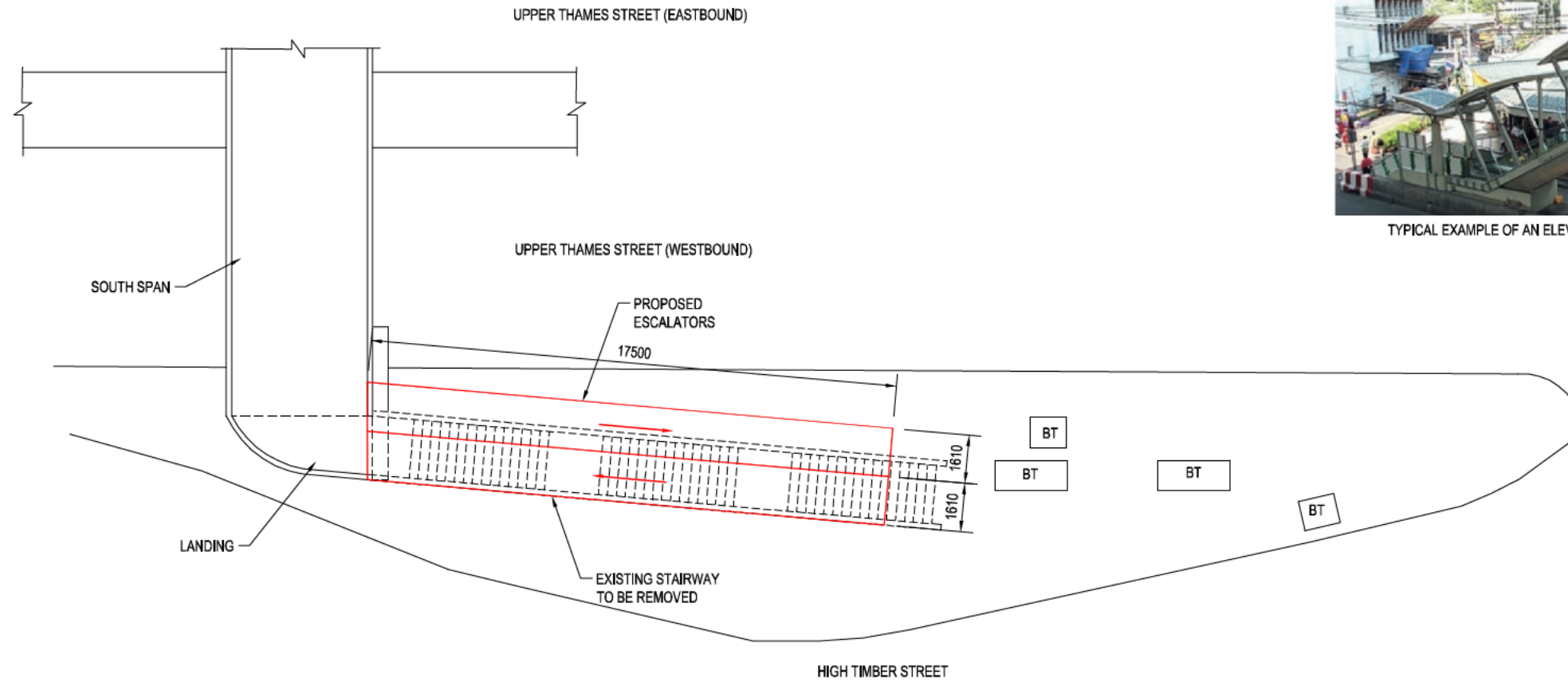
TITLE:

OPTION 2
INCLINED ELEVATOR



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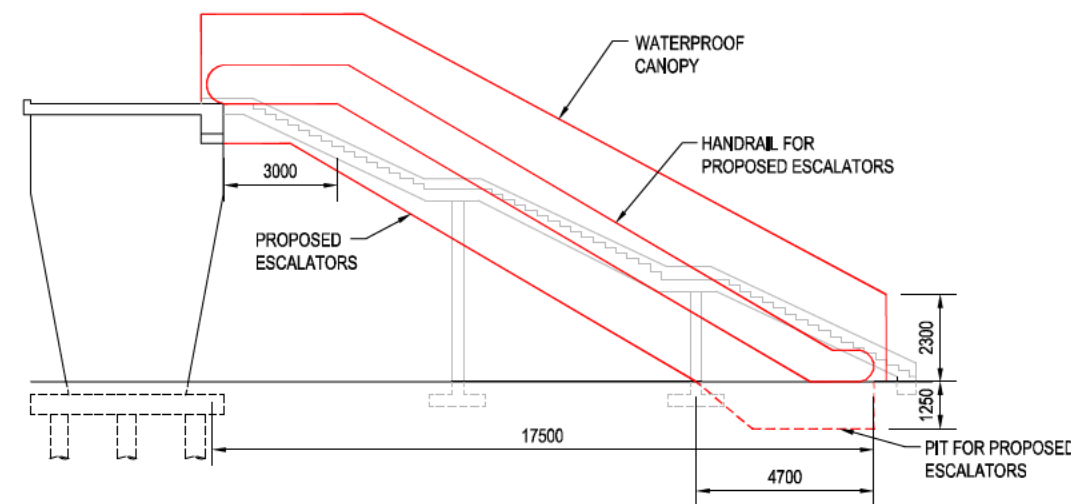
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TYPICAL EXAMPLE OF AN ELEVATOR

PROPOSED LAYOUT

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ELEVATION

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PROJECT:

DOMINANT HOUSE FOOTBRIDGE

TITLE:

OPTION 3 ESCALATOR



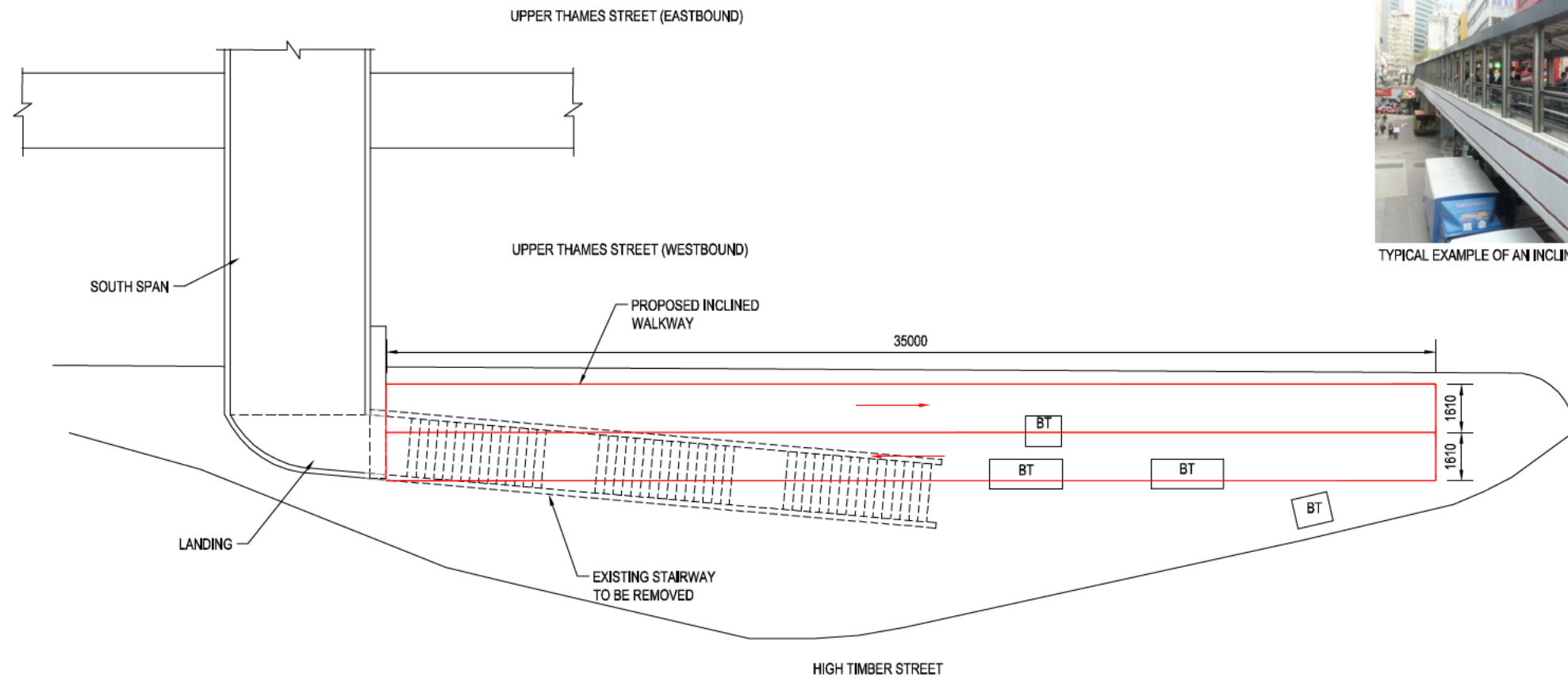
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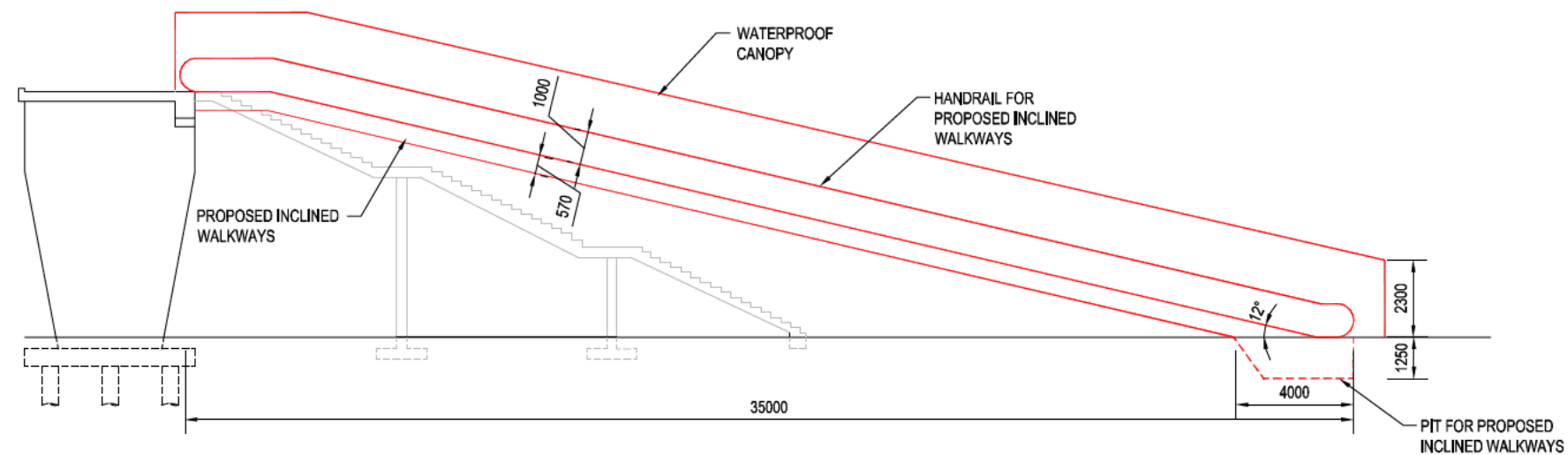
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Revision:
P02



PROPOSED LAYOUT
SCALE - 200



ELEVATION
SCALE - 200



TYPICAL EXAMPLE OF AN INCLINED WALKWAY

Rev	Date	Description	Drawn	Check	Approv
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Approved	G. LAMBERT	Date	17/08/2017	Signed	
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PROJECT:

DOMINANT HOUSE
FOOTBRIDGE

TITLE:

OPTION 4
INCLINED WALKWAY

ARCADIS Design & Consultancy
for natural and built assets

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Revision:
P02

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Appendix 4 – Budgets

Table 1: Expenditure to date - Dominant Hse Footbridge Future - 16800370			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
DBE Structures Staff	3,500	3,500	-
Consultant Fees	25,000	23,590	1,410
Structural Fees	9,757	7,185	2,572
Traffic Management	16,000	10,754	5,246
TOTAL	54,257	45,029	9,228

Table 2: Revised Budget to reach next Gateway			
Description	Approved Budget (£)	Resources required to reach next Gateway (£)	Revised Budget to next Gateway (£)
DBE Structures Staff	3,500	3,000	6,500
Consultant Fees	25,000	15,000	40,000
Structural Fees	9,757	-	9,757
Traffic Management	16,000	-	16,000
TOTAL	54,257	18,000	72,257

Table 3: Funding Source	
Funding Source	Amount (£)
OSPR	72,257
TOTAL	72,257