

Project Coversheet

[1] Ownership & Status

UPI: 11733

Core Project Name: Puddle Dock Improvement Measures

Programme Affiliation: N/A

Project Manager: Albert Cheung

Definition of need: In 2016, the Thames Tideway Project relocated Blackfriars Pier from the western side of Blackfriars Bridge to its current location, opposite Puddle Dock. Pedestrian routes to and from the pier are limited to east-west movements only with no direct access into the City. This project would therefore introduce a new pedestrian route between the riverside walk and Queen Victoria Street.

Key measures of success:

1. A pedestrian crossing is provided over Upper Thames Street;
2. A footway is implemented along Puddle Dock;
3. A ramp/pedestrian opening to and from the riverside walk is implemented;
4. Measures are implemented to improve road safety;
5. Improve the public realm.

Expected timeframe for the project delivery: June 2020 at G5.

The original delivery date was March 2018. However, prior to November 2017, the project has been on hold mainly because it was reliant on TfL delivering the crossing over Upper Thames Street and the ramp/opening to the wall to access the riverside walk.

A key milestone was for the works to be completed in June 2020. This was on track with works commencing in January 2020. However, due to Covid-19 lockdown, works were paused soon after. TfL funding to complete the scheme was also delayed but was made available in December 2020. Works on site resumed in January 2021 and was completed by 31 March 2021.

As Upper Thames Street is a Transport for London road, TfL agreed to deliver the crossing and the ramp as an independent project but in tandem with the City's. However, due to the impact of Covid-19 on TfL's finances, they have so far been unable to deliver this but have made commitments to do so as soon as possible.

Key Milestones: Deliver works and complete G6 Outcome Report. Delivery of the works were revised to 31 March 2021 and outcome report in February 2022

Are we on track for completing the project against the expected timeframe for project delivery? Yes (as per G6 report)

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? No

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[2] Finance and Costed Risk	
Headline Financial, Scope and Design Changes:	
Since Project Briefing G1 report: <ul style="list-style-type: none"> Total Estimated Cost (excluding risk) Costed Risk Against Project 	£425 - £1.4M N/A (Pre CRP requirement)
Scope/Design Change and Impact	None
Since Project Proposal G2 report (PSC Approval 20 July 2016): <ul style="list-style-type: none"> Total Estimated Cost (excluding risk) Resources to reach next Gateway (excluding risk) Spend to date Costed Risk Against Project CRP Requested CRP Drawn Down Estimated Delivery 	£425K - £1.4M £175K £160K N/A (Pre CRP requirement) N/A (Pre CRP requirement) N/A (Pre CRP requirement) Early 2018
Scope/Design Change and Impact	None
Since Authority to Start Work G345 report (PSC Approval 16 Oct 2019) <ul style="list-style-type: none"> Total Estimated Cost (excluding risk) Resources to reach next Gateway (excluding risk) Spend to date Costed Risk Against Project CRP Requested CRP Drawn Down Estimated Delivery 	£509K £361K £148K N/A (Pre CRP requirement) N/A (Pre CRP requirement) N/A (Pre CRP requirement) June 2020
Scope/Design Change and Impact	The original project scope included road safety improvements to Puddle Dock / Queen Victoria Street junction. This was removed from the scope in 2019 as the data showed collisions levels have significantly reduced since the initial review. Also the junction is likely to change in the short/medium term as part of a cycle network as detailed in the Transport Strategy.
Total anticipated on-going commitment post-delivery [£]:£0 Programme Affiliation [£]:N/A	