

<b>Committees:</b> Corporate Projects Board - for decision Operational Property and Projects Sub - for decision Streets & Walkways Sub – for decision	<b>Dates:</b> 11 May 2022 30 May 2022 31 May 2022
<b>Subject:</b> Wood Street Police Station s278  <b>Unique Project Identifier:</b> 12347	<b>Gateway 2:</b> <b>Project Proposal</b> Regular
<b>Report of:</b> Executive Director – Environment <b>Report Author:</b> Nick Howdle-Smith	<b>For Decision</b>
<b>PUBLIC</b>	

### Recommendations

<b>1. Next steps and requested decisions</b>	<p>Project Description: Highway and Public Realm improvement works in the vicinity of the development at 37 Wood Street, the site of the former Police Station.</p> <p>Next Gateway: Gateway 3/4 - Options Appraisal (Regular)</p> <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Entering into the S.278 agreement with the developer.</li> <li>• Design development and stakeholder engagement prior to the options appraisal and GW 3/4</li> </ul> <p>Requested Decisions:</p> <ol style="list-style-type: none"> <li>1. That a budget of £100,000 is approved to reach the next Gateway, fully funded from the relevant Section 106 agreement;</li> <li>2. Note the total estimated cost of the project at £1,200,000 (excluding risk);</li> <li>3. Authorise officers to enter into a Section 278 agreement with the developer.</li> </ol>								
<b>2. Resource requirements to reach next Gateway</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 25%;">Item</th> <th style="width: 25%;">Reason</th> <th style="width: 25%;">Funds/ Source of Funding</th> <th style="width: 25%;">Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Staff costs</td> <td>Project Management, and</td> <td>S.278 (Design &amp; Developm</td> <td>£55,000</td> </tr> </tbody> </table>	Item	Reason	Funds/ Source of Funding	Cost (£)	Staff costs	Project Management, and	S.278 (Design & Developm	£55,000
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		Stakeholder Engagement	ent Fee (receipted)	
	Staff costs	City of London Highways Engineer	S.278 (Design & Development Fee (receipted))	£35,000
	Fees	Topographical survey, GPR survey, site investigations, highways permits	S.278 Design & Development Fee	£10,000
	<b>Total</b>			£100,000
<p><b>Costed Risk Provision requested for this Gateway: £0</b> (as detailed in the Risk Register – Appendix 2)</p>				
<b>3. Governance arrangements</b>	<ul style="list-style-type: none"> <li>• Service Committee: Streets and Walkways Committee</li> <li>• Senior Responsible Officer: Tom Noble, Group Manager, Policy &amp; Projects Team, City Operations</li> <li>• The project has low reputational risk. Additional project governance not required</li> </ul>			

### Project Summary

<b>4. Context</b>	<ol style="list-style-type: none"> <li>1. A planning decision to redevelop the Police Station at 37 Wood Street (20/00773/FULL) was made on 30th September 2021 with accompanying Section 106 agreement. The new pedestrian activities attracted to the development necessitates improvements to the street environment ensuring enhanced safety and attractiveness for road users as well as reparations to existing highway resulting from the construction works.</li> <li>2. The proposed site fronts the old City of London Police building which forms historical interest alongside the medieval period St. Alban's Tower. The former Police Station building is Grade II Listed.</li> </ol>
<b>5. Brief description of project</b>	<p>Deliver public realm enhancement to the area surrounding the new development at 37 Wood Street (Police Station). The enhancements (specified in the S106 agreement) may include but are not limited to:-</p> <ol style="list-style-type: none"> <li>1. Carriageway redesign including maintaining the existing cycle route on Wood Street;</li> </ol>

	<ol style="list-style-type: none"> <li>2. Consultation, removal and/or relocation of current kerbside activity including taxi rank and police bay (including the full length of Wood Street and Love Lane)</li> <li>3. Repaving the footway</li> <li>4. Crossover removal on Love Lane</li> <li>5. Landscaping works including trees and other greenery, seating, lighting and cycle parking</li> <li>6. Redesign of the priority junction between Love Lane and Wood Street</li> <li>7. Appropriate safety/security measures for road users</li> <li>8. Access ramp extension including stopping up; and</li> <li>9. Any other works required to tie into the existing street network.</li> </ol>
<b>6. Consequences if project not approved</b>	<ol style="list-style-type: none"> <li>1. There would be no mechanism through which the highway changes required to accommodate the development can be delivered and the developer will be in breach of their Section 106 covenant if they are unable to enter into a Section 278 agreement providing for the highway improvement works.</li> <li>2. Insufficient access requirements to new commercial activities provided by the new development would disadvantage road users with mobility impairments.</li> <li>3. The public realm / materials surrounding the new development would not meet the requirements of the CoL Local Plan and supplementary planning documents</li> <li>4. Lack of cycling/pedestrian upgrades would not encourage shift to sustainable transport modes</li> <li>5. Highways that are not maintainable to agreed CoL standards</li> </ol>
<b>7. SMART project objectives</b>	<ol style="list-style-type: none"> <li>1) Improvements for walking and cycling in the proximity of the development</li> <li>2) Improvements to the attractiveness of the public realm in the proximity of the development in line with the CPR Supplementary Planning document</li> <li>3) Improved safety for all road users</li> </ol>
<b>8. Key benefits</b>	<p>Public realm improvements will increase walkability and encourage shifts to more sustainable modes of transport.</p> <p>Public realm improvements will increase visitors to the area and promote the new commercial activities at the new development.</p> <p>Disabled users will have better access to the building from the public highway thus enhancing accessibility factors.</p> <p>Improved lighting will make pedestrians feel safer on the streets and walkways surrounding the development.</p>
<b>9. Project category</b>	4a. Fully reimbursable
<b>10. Project priority</b>	B. Advisable

<b>11. Notable exclusions</b>	<i>None</i>
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### Options Appraisal

<b>12. Overview of options</b>	<p>12.1 Complete project as per the outline design specification listed in the s106 agreement.</p> <p>12.2 Vary design specification following further consultation with City of London officers, stakeholders and agreement with the developer to enhance delivery of aims and objectives (subject to funds being available).</p>
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### Project Planning

<b>13. Delivery period and key dates</b>	<p><b>Overall project:</b> (Lower estimate) Completion in March 2024 subject to developer programme</p> <p><b>Key dates:</b></p> <ul style="list-style-type: none"> <li>• October 2022 – development works begin</li> <li>• April 2023 - highway design finalised following options appraisal (Gateway 3 and 4)</li> <li>• June 2023 – Gateway 5 report to be finalised and submitted for delegated approval</li> <li>• October 2023 – development works finish and public realm construction works to start on site</li> <li>• March 2024 – completion of public realm works</li> </ul> <p><b>Other works dates to coordinate:</b> TBC with highways/transport works programme</p>
<b>14. Risk implications</b>	<p><b>Overall project risk:</b> Low</p> <ul style="list-style-type: none"> <li>• Delays to the developer programme owing to changing market forces or engineering difficulties during construction</li> <li>• Rising cost of materials could mean that the project is descoped and will not deliver all aims and objectives (For now the risk is mitigated by the new highways contract although contract performance will be monitored over the next year to ascertain likelihood of rate variations.)</li> </ul>
<b>15. Stakeholders and consultees</b>	<ol style="list-style-type: none"> <li>1. Local Ward Members</li> <li>2. Owners/occupiers of adjacent buildings (including the development site)</li> <li>3. Statutory consultees</li> </ol>

	An equality impact assessment will be undertaken prior to Gateway 5. The results will be reported at the next Gateway.
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**Resource Implications**

<b>16. Total estimated cost</b>	<b>Likely cost range (excluding risk):</b> £1,200,000 <b>Likely cost range (including risk):</b> £1,285,000														
<b>17. Funding strategy</b>	Choose 1: All funding fully guaranteed	Choose 1: External - Funded wholly by contributions from external third parties													
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<b>Total</b>	<b>£850k-£1.2m</b>														
<b>18. Investment appraisal</b>	Not applicable.														
<b>19. Procurement strategy/route to market</b>	The design and construction drawings are to be undertaken by City of London officers and CoL framework consultants The construction work is to be carried out by the City of London's Term Highways Contractor														
<b>20. Legal implications</b>	Where the City Corporation are satisfied it will be of benefit to the public, Section 278 of the Highways Act 1980 allows the City Corporation as highway authority to enter into an agreement with any person for the execution of works by the authority on terms that that person pays the whole or such part of the costs of the works as may be specified. The proposed works are considered to be of benefit to the public. The Section 106 agreement requires the developer to enter into a Section 278 agreement with the City, prior to Implementing (as defined in the Section 106 agreement) the planning permission. The S 278 agreement will be finalised before the Gateway 5 report is submitted for approval.														

<b>21. Corporate property implications</b>	<i>None</i>
<b>22. Traffic implications</b>	Possible road closures and disruption to vehicle traffic during the construction phase. Pedestrian access on the public highway will be maintained at all times.
<b>23. Sustainability and energy implications</b>	The materials and working practises will be as per the sustainability criterion of the City of London's Term Highways Contract. The design will seek to integrate greening and SuDS in line with the Climate Action Strategy.
<b>24. IS implications</b>	<i>None</i>
<b>25. Equality Impact Assessment</b>	An equality impact assessment will be undertaken prior to Gateway 5
<b>26. Data Protection Impact Assessment</b>	<i>The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken</i>

### Appendices

<b>Appendix 1</b>	Project Briefing
<b>Appendix 2</b>	Risk Register
<b>Appendix 3</b>	Site location plan

### Contact

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