

Committees: Streets and Walkways Sub <i>[for decision]</i> Operational Property and Projects Sub <i>[for decision]</i>	Dates: 5 July 2022 20 July 2022
Subject: Mansion House Station Environs - Little Trinity Lane public realm enhancements Unique Project Identifier: <i>PV Project ID: 11945</i>	Gateway 3 Regular Issue Report
Report of: Executive Director, Environment Report Author: Leila Ben-Hassel	For Decision
<h1>PUBLIC</h1>	

1. Status update	<p>Project Description: This project aims to deliver walking and accessibility improvements and an enhanced public space at Little Trinity Lane to provide a more welcoming and comfortable environment. It is also proposed (through this report) to widen the scope of the project to include more climate resilience measures.</p> <p>RAG Status: Green (Green at last report to Committee)</p> <p>Risk Status: Low (Low at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £418,445 (set at Gateway 3).</p> <p>Funding Strategy: The project funding strategy as approved at Gateway 3 included S106 receipts and TfL (Local Implementation Plan) funds. The funding strategy is proposed to be revised as a result of the impact of the pandemic on TfL's overall financial position, as well as a planned design review following the project being integrated into the Cool Streets and Greening Programme.</p> <p>Change in Total Estimated Cost of Project (excluding risk): Costs will be reassessed as part of the design review and a cost range of £450K - £550K is proposed. This increase from £418,445 is due to a change in scope of the project to incorporate climate resilience measures along with an increase in construction costs since the last Gateway approval. The loss of the TfL funds has also meant that fewer walking and accessibility improvements are affordable within the budget. However, officers will</p>
-------------------------	---

investigate additional funding sources prior to Gateway 4/5 to deliver these measures.

Spend to Date: £81,992 (including fee commitments)

Costed Risk Provision Utilised: None

Slippage: The project has been on hold since 2020 because of the withdrawal of TfL funding as a result of the pandemic. The previous completion date was late 2020. The revised completion date is summer 2023.

- 2. Requested decisions**
- Members are asked to:
1. Approve the amended scope of the project to include climate resilience measures and note that an updated design and cost estimate will be set out at Gateway 4/5.
 2. Approve the revised funding strategy as set out in this report to include funding from the Cool Streets and Greening Programme in addition to previously allocated S106 funds.
 3. Approve the additional budget of £27,000 to reach the next gateway, funded from the S106 for 39-53 Cannon Street – LCE (as previously agreed as part of the Project Prioritisation report).
 4. Note that the wider walking and accessibility improvements are to be brought forward when funding becomes available, with additional funding sources to be investigated prior to Gateway 4/5 to deliver these measures.
 5. Note the revised programme set out in Section 5 of this report.

3. Budget

Table 1: Resources Required to reach the next Gateway			
Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
Pre evaluation: 16800384			
P&T Staff Costs	27,557	-	27,557
P&T Fees	13,950	-	13,950
Total - 16800410	41,507	-	41,507
Post Gateway 3: 16100384			
Env Servs Staff Costs	14,000		14,000
Legal Staff Costs	600		600
Open Spaces Staff Costs	2,500		2,500
P&T Staff Costs	25,000	12,000	37,000
P&T Fees	29,400	15,000	44,400

Total - 16100410	71,500	27,000	98,500
TOTAL	113,007	27,000*	140,007

*Additional fees and staff costs are required for the design of the climate resilience measures and consultation with local occupiers on the revised designs

Costed Risk Provision requested for this Gateway: none at this stage.

<p>4. Issue description</p>	<p>4.1 The project funding strategy included a mix of S106 and TfL funds. However, following the impact of the pandemic on TfL's overall financial position and ongoing uncertainty around future funding, £100k of TfL LIP funding was withdrawn from this project, and the project was subsequently put on hold in 2020.</p> <p>4.2 Officers have identified some project efficiencies, however the loss of the TfL funds and additional costs as a result of inflation, mean that not all of the planned improvements will be affordable, and the original project objectives will not be met.</p> <p>4.3 Since the Gateway 3 approval, the City has adopted the Climate Action Strategy (CAS) which seeks to introduce more climate resilience measures in the public realm through the implementation of the Cool Streets and Greening Programme (CSG). The CSG programme is a £6.8m programme to be implemented over 4 years.</p> <p>4.4 This site has been identified as a priority project of the Cool Streets and Greening programme as it has great potential to incorporate climate resilience measures due to its location, topography and greening capacity. In February 2022, the Cool Streets and Greening Programme report for Year 2 was approved and this included a funding allocation of £165,000 to widen the scope to deliver climate resilience measures as part of this project. This funding is specific to deliver climate resilience measures and is not able to be used to offset the loss of TfL funding to deliver footway widening and accessibility measures.</p>
<p>5. Proposed way forward</p>	<p>Design Review</p> <p>5.1 It is proposed to revise the design to incorporate climate resilience measures. Please refer to Appendix 3 for illustrations of the existing design and an indication of the climate resilience measures that will be developed including:</p> <ul style="list-style-type: none"> • Inclusion of Sustainable Drainage Systems (SuDs) including raingardens, channels and re-profiling footways, • Additional trees and planting to provide more shade and absorb rainwater run-off, • Climate resilient planting, • Inclusion of more elements and planting to support biodiversity.

5.2 The design will also be reviewed to achieve efficiencies, with a simplified lighting scheme and reduced structural works. Some footway widening and accessibility improvements will be able to be delivered within the project budget. However, these will not be as significant due to the loss of TfL funding and cost increases as a result of inflation. Therefore, it is proposed to take a phased approach, and implement the wider walking and accessibility improvements when funding is available. Officers will investigate additional funding sources prior to Gateway 4/5 to deliver these measures.

5.3 The objective is to achieve a layout that responds to the changing needs of the area, including more space for people to walk and sit individually or in small groups, along with space for the adjacent Church to use the area.

Project budget

5.4 Members should note that costs are likely to increase from the previous budget of £418K (which included a capped S106 allocation). This is due to cost increases for materials and labour across the construction sector, as well as additional construction and maintenance costs of the resilience measures that are to be introduced.

5.5 The updated estimated cost range for this phase of the project is £450k–550K with the increase in budget funded from the Cool Streets and Greening Programme to cover the cost of the climate resilience measures. Additional funds will be investigated to cover the cost of the wider walking and accessibility improvements ahead of Gateway 4/5.

Programme

5.6 Due to the project being on hold because of the impact of the pandemic and resultant loss of TfL funding, along with the proposed amendment of the scope, the programme has slipped. The revised project programme is as follows:

- Design development (RIBA stage 3): July – September 2022
- Consultation: September – October 2022
- Design development (RIBA stage 4): October 2022 – February 2023
- Gateway 4/5: February 2023
- Construction: 5 months Spring-Summer 2023 (to be confirmed with the City's Highway Term Contractor). Implementation of the wider walking and accessibility improvements will be subject to securing additional funding.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Finance tables
Appendix 3	Approved design and outline climate resilience measures of revised design

Contact

Report Author	Leila Ben-Hassel
Email Address	Leila.Ben-Hassel@cityoflondon.gov.uk
Telephone Number	020 7332 1569

Appendix 1: Project Cover Sheet

[1] Ownership & Status

UPI: 11945

Core Project Name: Mansion House Station Environs: Little Trinity Lane public realm enhancements

Project Manager: Leila Ben-Hassel

Definition of need: The space is proposed to be transformed into a larger and more attractive green public space that is greatly needed in this area, in line with the Climate Action Strategy and Transport Strategy.

The current space is in need of enhancement to improve the setting of St James Garlickhythe Church, improve accessibility and comfort along one of the key routes to the riverside and create a high-quality space for local occupiers (office workers, visitors and residents) to dwell by mitigating the impact of the pollution from Upper Thames St (one of the most polluted streets in the City).

Expected timeframe for the project delivery: The originally reported programme has slipped due to TfL funding being withdrawn. The revised programme is to start on site early 2023 (estimated 5 month works programme).

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

Programme and scope are being reset through this issues report, following the project being put on hold due to TfL withdrawing project funding.

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' G2 report

The total estimated cost was **£350K-£700K** and a budget of £60,000 was approved to reach Gateway 3.

The following streets and spaces were included in scope to be improved:

- Little Trinity Lane, including the green public space adjacent to St James's Church and the area adjacent to the new Queenhithe hotel development.
- Garlick Hill
- Pedestrian subway signage at Mansion House tube station

The key objectives were defined as follows:

- An accessible and inclusive public realm;
- A more comfortable and pleasant environment (including subways);
- Additional greenery and measures to help mitigate the impact of pollution and noise;
- An enhanced setting for the redevelopments in the area

G3 report (as approved by PSC as part of the Queenitthe and Vintry Area Enhancement Programme December 2018)

- Total Estimated Cost (excluding risk): £418,445, funded from a mix of S106 contributions from local developments (amount capped in S106 Prioritisation Report) and TfL (Local Implementation Plan) funding.
 - Spend to date: £41,507 (including evaluation costs)
 - Costed Risk Against the Project: 0
 - CRP Requested: 0
 - CRP Drawn Down: 0
 - Estimated Programme Dates: To be coordinated with the programme of the neighbouring hotel development (Which was subsequently delayed by the pandemic)
 - January to September 2019: Design development
 - Nov/Dec 2019 Gateway 4/5 – Authority to Start Work;
 - July 2020: start on site – construction works to be phased and coordinated with hotel development programme and connected Globe View Walkway Works.

Through the programme approach, existing City projects in the vicinity and the Queensbridge House Hotel development's timescales would be coordinated with the project. However the hotel development timescales slipped in 2019 and further in 2020 due to the pandemic. The project was subsequently put on hold in 2020 when TfL funding was withdrawn.

- Scope/Design Change and Impact:

The project aims to deliver an enhanced and enlarged public space at Little Trinity Lane to provide a more welcoming and comfortable environment to transform this currently unattractive and under-utilised public space.

The concept design seeks to exploit and celebrate the most striking components of the space such as the mature trees and church façade as well as introducing more seating and a strongly planted edge to increase greenery and encourage longer dwell time.

Two options were explored and included the same hard landscaping elements with widened footways (incl. relocation of doctor's parking bay), a granite-setted carriageway cutting through a York stone paved pedestrian space and additional seating. The options explored offered different treatments to the southern edge of the space. Option 2 was approved by committees.

The landscape design Option two proposed the introduction of:

- a feature pergola structure to the southern edge of the space providing a framework for climbing plants and creating a semi-perforated wall of greenery and canopy. This would act as a screen

and buffer from the adjacent road noise and add important leaf cover to filter air particulates. The planting would also provide seasonal colour as well as shade for the seating.

- integrated feature lighting making the lower level hedging and planting beds would become a more prominent focal point in the space.
- Seating centred around the feature trees and new planting

This design is proposed to be reviewed as part of this Issues' Report to refocus the benefits of the project to align with the City's Climate Action Strategy objectives and the Cool Streets and Greening Programme's requirements.

Appendix 2 – Finance Tables

Table 1: Expenditure to Date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Mansion House Station (SRP) – 16800384			
P&T Staff Costs	27,557	27,557	0
P&T Fees	13,950	13,950	0
Total - 16800410	41,507	41,507	0
Mansion House Station (CAP) – 16100384			
Env Servs Staff Costs	14,000	-	14,000
Legal Staff Costs	600	524	76
Open Spaces Staff Costs	2,500	-	2,500
P&T Staff Costs	25,000	21,760	3,240
P&T Fees	29,400	19,776	9,624
Total - 16100410	71,500	42,059	29,441
TOTAL	113,007	83,566	29,441

Table 2: Resources Required to reach the next Gateway			
Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
Mansion House Station (SRP) - 16800384			
P&T Staff Costs	27,557	-	27,557
P&T Fees	13,950	-	13,950
Total - 16800410	41,507	-	41,507
Mansion House Station (CAP) - 16100384			
Env Servs Staff Costs	14,000	-	14,000
Legal Staff Costs	600	-	600
Open Spaces Staff Costs	2,500	-	2,500
P&T Staff Costs	25,000	12,000	37,000
P&T Fees	29,400	15,000	44,400
Total - 16100410	71,500	27,000	98,500
TOTAL	113,007	27,000	140,007

Table 3: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
TfL LIP - FY 2017/18	14,424		14,424
TfL LIP - FY 2018/19	45,053		45,053
TfL LIP - FY 2019/20	7,487		7,487
S106 - 39-53 Cannon Street - 13/00339/FULMAJ - LCE	46,042	27,000	73,042
Total Funding Drawdown	113,007	27,000	140,007

Table 4: Funding Strategy	
Funding Source	Amount (£)
TfL LIP - FY 2017/18	14,424
TfL LIP - FY 2018/19	45,053
TfL LIP - FY 2019/20	7,487
S106 - 39-53 Cannon Street - 13/00339/FULMAJ - LCE	121,090
S106 - 39-53 Cannon Street - 13/00339/FULMAJ - Transportation	36,455
S106 - Bucklersbury House - 11/00935/FULEIA - LCE	100,900
CAS - Cool Streets and Greening Programme	165,000*
TOTAL	490,410

*CSG funding allocation agreed by Committees in February 2022 (additional maintenance and monitoring costs will be confirmed at the next gateway)

Appendix 3 – proposed redesign

- Current design proposal (approved by committees GW3 in December 2018)



Bird's eye view



Illustrative overview



Illustrative view looking east towards St James Garlickhythe Church

- **Design review**

This design is proposed to be reviewed as part of this Issues' Report to refocus the benefits of the project to align with the City's Climate Action Strategy objectives and the Cool Streets and Greening Programmes requirements



Extent of redesign

- Revised project boundary
- * may include exploration of improved raised crossover at the end of Skinner Lane
- Area of s278 repaving works associated with Hotel (outside of project)

The proposed revised scope includes some footway widening but these works are not as significant as proposed at Gateway 3 due to the loss of TfL funding. The scope of the architectural lighting is also proposed to be reduced.

The proposed revised scope excludes any significant alterations to the southern boundary retention wall along Upper Thames St. The design review will focus on delivering environmental benefits aligned with the City's Climate Action Strategy and the Cool Streets and Greening Programme. The following will be explored for inclusion in scope:

- SuDS including raingardens, channels and re-profiling of footway,
- Retention of mature trees and enhancement of their setting,
- Increasing greening including climate resilient planting and species that help mitigate pollution,
- Pollution mitigation green screen hedge or planted pergola and biodiversity enhancements.