

<b>Committees:</b> Operational Property and Projects Sub <i>[for decision]</i> Streets and Walkways Sub <i>[for decision]</i>	<b>Dates:</b> 16 January 2023 17 January 2023
<b>Subject:</b> 100 Minorities Phase Two: Public Realm enhancements  <b>Unique Project Identifier:</b> 11695	<b>Gateway 4:</b> <b>Detailed Design</b> <b>(Regular)</b>
<b>Report of:</b> Executive Director, Environment  <b>Report Author:</b> Leila Ben-Hassel	<b>For Decision</b>
<h1>PUBLIC</h1>	

<b>1. Status update</b>	<p><b>Project Description:</b> This project (100 Minorities Phase 2) involves public realm enhancements and the landscaping of Crescent to create a new green public space in place of carriageway, along with associated seating, lighting, climate adaptation and sustainability measures. This Phase also includes traffic management changes and adjustments to parking bays.</p> <p>There is a separate project (Phase 1) that involves S278 funded highway works around the new hotel development at 100 Minorities. This includes levels and kerb adjustments and new paving to create pedestrian priority look and feel. This project has Gateway 5 approval and works are scheduled to commence in summer 2023, following completion of the construction drawings and receipt of developer payment.</p> <p><b>RAG Status:</b> Amber (Amber at last report to Committee – Issues’ Report in October 2021)</p> <p><b>Risk Status:</b> Medium (Medium at last report to committee)</p> <p><b>Total Estimated Cost of Project (excluding risk):</b> £900,000 - £1,150,000 excluding Costed Risk Provision.</p> <p><b>Change in Total Estimated Cost of Project (excluding risk):</b> Increase of £71,261 - £321,260 since last report to Committee in October 2021 (which was £828,739). The cost increase is as a result of inflation (materials and labour costs) and an increased allowance for maintenance costs. The cost increase will be funded from S106 receipts (including interest) from developments in the area.</p>
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	<p><b>Spend to Date:</b> £132,510</p> <p><b>Costed Risk Provision Utilised:</b> None</p> <p><b>Slippage:</b> The project has been delayed by approximately 6 months as a result of on-going negotiations with the developer in relation to Phase 1 and delays in getting responses to the design from the TfL structures team</p>											
<p><b>2. Next steps and requested decisions</b></p>	<p><b>Next Gateway:</b> Gateway 5 Authority to Start Work</p> <p><b>Next Steps:</b></p> <p>The next steps are as follows:</p> <ul style="list-style-type: none"> <li>• Additional traffic surveys and analysis (Jan - March 2023)</li> <li>• Design finalisation and traffic order statutory consultation (Feb - April 2023)</li> <li>• Ongoing local consultation, including liaison with Aldgate Connect BID in relation to progression of art, historic interpretation, activation and lighting design elements that are to be coordinated with the project</li> <li>• Gateway 5 (May 2023)</li> <li>• Start on site summer 2023 (Ph1- S278 works, Ph2- Public Realm) with April 2024 anticipated completion date on site (construction programme to be agreed with Term Contractor ahead of Gateway 5).</li> </ul> <p><b>Requested Decisions:</b></p> <ol style="list-style-type: none"> <li>1. Approve the additional budget of £49,500 to reach Gateway 5 – Authority to Start Work, funded from S106 receipts as detailed in Appendix 2.</li> <li>2. Approve the revised total estimated cost range (excluding risk) of £900,00 - £1,150,000, with the additional costs to be funded from S106 receipts, as detailed in Appendix 2;</li> <li>3. Delegate approval of Costed Risk Provision to Chief Officer if one is sought at Gateway 5;</li> <li>4. Approve the statutory consultation on proposed traffic management changes as set out in Appendix 6.</li> </ol>											
<p><b>3. Resource requirements to reach next Gateway</b></p>	<table border="1" data-bbox="528 1536 1422 2154"> <thead> <tr> <th data-bbox="528 1536 810 1641">Item</th> <th data-bbox="810 1536 1075 1641">Reason</th> <th data-bbox="1075 1536 1267 1641">Source of Funding</th> <th data-bbox="1267 1536 1422 1641">Cost (£)</th> </tr> </thead> <tbody> <tr> <td data-bbox="528 1641 810 2154">Staff costs – P&amp;T and Env Services</td> <td data-bbox="810 1641 1075 2154">Project Management, Design development to the design to the next gateway, stakeholder engagement, liaison with London Underground, traffic surveys and analysis</td> <td data-bbox="1075 1641 1267 2154">S106</td> <td data-bbox="1267 1641 1422 2154">34,500</td> </tr> </tbody> </table>				Item	Reason	Source of Funding	Cost (£)	Staff costs – P&T and Env Services	Project Management, Design development to the design to the next gateway, stakeholder engagement, liaison with London Underground, traffic surveys and analysis	S106	34,500
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P&T fees	Landscape, lighting, and historic interpretation design services; Structural and environmental engineering services; Traffic surveys	S106	15,000
<b>Total</b>			49,500

Note: monitoring costs are covered by the Cool Streets Greening programme.

Costed Risk Provision requested for this Gateway: None. A costed Risk Register will be developed at Gateway 5 if required.

Please also refer to finance tables in Appendix 2.

#### 4. Design summary

##### **Background**

This project already has Gateway 3/4 approval, but due to the change in scope agreed in October 2021 to include more climate resilient measures, the design has been reviewed and is presented as a revised Gateway 4. This report provides further detail of the proposals rather than assessing the options for the overall project.

##### **Design**

The project will create a substantial new green public space in place of existing carriageway. This is greatly needed in this area of public space and greening deficiency.

In October 2021, Members approved a change in scope of the project to include climate resilience measures, funded from the Cool Streets and Greening Programme (part of the Climate Action Strategy). In order to maximise environmental benefits, it is proposed to plant climate resilient species that will provide interest all year round, require minimal irrigation and deliver a significant biodiversity net gain. Several trees are proposed and designs for an innovative Sustainable Urban Drainage system (SUDs) have been developed.

In summary, the proposed design will deliver:

- An enhanced public realm and walking routes in accordance with the aims of the Transport Strategy and in keeping with the character of the conservation area;
- A well-functioning and pedestrian priority street environment;
- Improved accessibility for all, particularly for those with mobility difficulties.

- Climate resilient, biodiverse planting that requires less maintenance;
- Additional trees to provide more shade and absorb rainwater run off;
- Inclusion of Sustainable Urban Drainage system (SuDs) and permeable paving where feasible to provide rainwater drainage attenuation;
- Existing York stone paving will be retained or reused. Consideration of carbon impact through locally sourced materials and adapted construction methods where possible.

The design has been reviewed to achieve a layout that responds to the changing needs of the area and supports post-covid recovery (please refer to the proposed General Arrangement Drawing in Appendix 4). It provides more flexible seating arrangements for people to sit individually or in small groups and an area for tables and chairs for businesses (subject to licensing). The design further delivers a layout that is versatile to accommodate a wide range of activities/events including public art and cultural events – please refer to Appendix 5 for visuals.

There are several associated elements that are being taken forward separately which are subject to funding being confirmed. This includes art and/or historic interpretation, feature lighting under the rail bridge at Vine Street and area activation. Officers are working with the Aldgate Connect BID to progress these elements, including providing advice on design and costs.

**Proposed traffic management changes**

It is proposed to introduce the below traffic management changes as part of 100 Minorities – Phase 2: Public Realm enhancements to support the north-south pedestrian route from Aldgate to Tower Gardens and contribute to the delivery of the City’s Transport Strategy aims to improve conditions for people cycling. Please also refer to the traffic management plan in Appendix 6.

<b>Existing</b>	<b>Proposed</b>
<p>Two-way traffic along Hammett St and Vine St and pinch point on Vine St making it difficult for 2 vehicles to pass</p> <p>2 disabled parking bays in Crescent</p>	<p>One-way North bound traffic and contra-flow cycling South bound on Vine Street</p> <p>Relocation of 2 disabled parking bays from Crescent – 1 bay on Hammett St, 2<sup>nd</sup> bay in vicinity (location to be confirmed)</p>

	One motorcycle bay on Hammett St	Relocation of motorcycle bay in vicinity (location to be confirmed)
<p><b>5. Confirmation that design solution will meet SMART objectives</b></p>	<ul style="list-style-type: none"> <li>• Increased sq m of greening;</li> <li>• Biodiversity net gain;</li> <li>• Number of additional trees;</li> <li>• Increased surface of permeable paving;</li> <li>• Increased highway drainage capacity to cope with anticipated adverse weather events;</li> <li>• Increased seating capacity;</li> <li>• Minimisation of project carbon footprint through sourcing materials locally as possible and adapted construction methods;</li> <li>• Increased use of Crescent for a wide range of leisure and cultural activities, supporting the City's post-covid recovery and Destination City</li> </ul> <p>The project evaluation will be undertaken under the Cool Streets and Greening Programme Monitoring Framework.</p>	
<p><b>6. Risks</b></p>	<p>The overall risk level is medium and key risks are outlined below. The risk register included in Appendix 3 will be updated and fully costed ahead of Gateway 5.</p> <p><b>Works costs exceed budget due to underground utilities and structures:</b>  The circle line runs under Crescent approximately 1.5m beneath the surface. Site investigations including surveys and trial holes have been undertaken and liaison with TfL has been positive. Utilities' fees and implementation costs have increased significantly over the past year. These have informed the design development and cost estimation.  The project manager will monitor costs closely in liaison with the construction manager and design changes would be considered if required to ensure the project stays within the approved budget.</p> <p><b>Implementation works estimate exceeds budget available and additional funding isn't secured</b>  Considering the current volatile economic context, materials and labour costs may increase. If this occurs, officers will in the first instance undertake a value engineering exercise to design to the available budget whilst ensuring the delivery of key benefits isn't compromised. If such an approach is not sufficient, officers would draw from a specific allocation in the costed risk provision to be approved at the next gateway.</p> <p><b>Archaeology impact on programme</b>  The site area is identified in the Local Plan as an area of archaeological significance.  Significant excavation has been undertaken during the construction of the hotel and archaeological finds have been appropriately documented. Officers therefore anticipate the risk of archaeological finds to be low.</p>	

The cost of an archaeology watching brief will be included in the Implementation Fees Budget. Should any find be uncovered during excavation works lead to a cost increase, further funding may be needed. These costs will be met by a costed risk provision to be established at the next gateway.

**Programme delays due to sourcing of materials**

This is out of the City’s control. However, the project team will identify and engage with suppliers as early as possible as well as ensuring multiple quotes are explored to ensure value for money.

**Programme delays due to objections to proposed traffic changes**

Consultation with local occupiers is ongoing and Ward Members have been engaged. The initial feedback shows support for the proposals, particularly the new green space which brings wide-ranging benefits to the area.

Active stakeholder engagement will continue along with traffic analysis as the design is finalised.

**Programme delays due to TfL Structures Team**

Officers have liaised with TfL Structures Team and will continue to throughout the design development. Regular meetings will be set up to ensure they stay engaged in the project.

**Appendices**

<b>Appendix 1</b>	Project Coversheet
<b>Appendix 2</b>	Finance Tables
<b>Appendix 3</b>	Risk Register
<b>Appendix 4</b>	General Arrangement Drawing
<b>Appendix 5</b>	Artist impressions of revised Crescent design proposal
<b>Appendix 6</b>	Plan of proposed traffic management changes

**Contact**

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