

Committees: Operational Property and Projects Sub <i>[for decision]</i> Streets and Walkways Sub <i>[for decision]</i>	Dates: 26 January 2023 17 January 2023
Subject: 100 Minorities Phase Two: Public Realm enhancements Unique Project Identifier: 11695	Gateway 4: Detailed Design (Regular)
Report of: Executive Director, Environment Report Author: Leila Ben-Hassel	For Decision
<h1 style="text-align: center;">PUBLIC</h1>	

1. Status update	<p>Project Description: 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>RAG Status: Amber (Amber at last report to Committee – Issues’ Report in October 2021)</p> <p>Risk Status: Medium (Medium at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £900,000 - £1,150,000 excluding Costed Risk Provision.</p> <p>Change in Total Estimated Cost of Project (excluding risk): 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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	Spend to Date: £132,510 Costed Risk Provision Utilised: None Slippage: 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											
2. Next steps and requested decisions	Next Gateway: Gateway 5 Authority to Start Work Next Steps: The next steps are as follows: <ul style="list-style-type: none">• Additional traffic surveys and analysis (Jan - March 2023)• Design finalisation and traffic order statutory consultation (Feb - April 2023)• 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• Gateway 5 (May 2023)• 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). Requested Decisions: <ol style="list-style-type: none">1. Approve the additional budget of £49,500 to reach Gateway 5 – Authority to Start Work, funded from S106 receipts as detailed in Appendix 2.2. 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;3. Delegate approval of Costed Risk Provision to Chief Officer if one is sought at Gateway 5;4. Approve the statutory consultation on proposed traffic management changes as set out in Appendix 6.											
3. Resource requirements to reach next Gateway	<table><tr><th>Item</th><th>Reason</th><th>Source of Funding</th><th>Cost (£)</th></tr><tr><td>Staff costs – P&T and Env Services</td><td>Project Management, Design development to the design to the next gateway, stakeholder engagement, liaison with London Underground, traffic surveys and analysis</td><td>S106</td><td>34,500</td></tr></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
	Total			49,500
<p>Note: monitoring costs are covered by the Cool Streets Greening programme.</p> <p>Costed Risk Provision requested for this Gateway: None. A costed Risk Register will be developed at Gateway 5 if required.</p> <p>Please also refer to finance tables in Appendix 2.</p>				
4. Design summary	<p><u>Background</u></p> <p>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.</p> <p><u>Design</u></p> <p>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.</p> <p>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.</p> <p>In summary, the proposed design will deliver:</p> <ul style="list-style-type: none"> • 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.

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

	One motorcycle bay on Hammett St	Relocation of motorcycle bay in vicinity (location to be confirmed)
5. Confirmation that design solution will meet SMART objectives	<ul style="list-style-type: none"> • Increased sq m of greening; • Biodiversity net gain; • Number of additional trees; • Increased surface of permeable paving; • Increased highway drainage capacity to cope with anticipated adverse weather events; • Increased seating capacity; • Minimisation of project carbon footprint through sourcing materials locally as possible and adapted construction methods; • Increased use of Crescent for a wide range of leisure and cultural activities, supporting the City's post-covid recovery and Destination City <p>The project evaluation will be undertaken under the Cool Streets and Greening Programme Monitoring Framework.</p>	
6. Risks	<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>Works costs exceed budget due to underground utilities and structures: 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>Implementation works estimate exceeds budget available and additional funding isn't secured 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>Archaeology impact on programme 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>	

	<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.</p> <p>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.</p> <p>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.</p> <p>Active stakeholder engagement will continue along with traffic analysis as the design is finalised.</p> <p>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.</p>
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Appendices

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

Contact

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Appendix 1: Project Coversheet

[1] Ownership & Status

UPI: 11695

Core Project Name: 100 Minorities (Phase 2) public realm enhancements in Crescent

Project Manager: Leila Ben-Hassel

Definition of need: The redundant carriageway space is proposed to be transformed into a new green public space that is greatly needed in this area, in line with the City's adopted Climate Action Strategy.

Expected timeframe for the project delivery: The originally reported programme has slipped due to development delays and delays to Phase1. The revised programme is to start on site late 2023 (estimated 5 month works programme)

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

Programme and scope were reset through this issues report approved in October 2021. However due to the Corporate Capital review, 3 months' delay was incurred.

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 (as approved February 2016)

Phases One and Two

- Total Estimated Cost (excluding risk): £500k - £2m (Phases One and Two)
- Resources to reach next Gateway (excluding risk): £90k (Phases One and Two)
- Estimated Programme Dates: In accordance with development programme

Scope/Design Change and Impact: N/A

G 3/4 report (as approved by PSC: December 2017)

Phase Two

Total Estimated Cost (excluding risk):

Phase 2 estimated implementation cost: £476,034 - £676,225

- Spend to date: £81,271 (evaluation costs both phases)
 - Costed Risk Against the Project: 0
 - CRP Requested: 0
 - CRP Drawn Down: 0
- Estimated Programme Dates: In accordance with developer programme (estimated as 2019 at the time) but the hotel development and Phase 1 were subsequently delayed

Scope/Design Change and Impact: preferred design option for phase 2

Issues' report approved at October 2021 Committees

Total Estimated Cost (excluding risk):

Phase 2 estimated implementation cost: £828,739

- Spend to date: £95,417 (evaluation costs both phases)
 - Costed Risk Against the Project: 0

- CRP Requested: 0
- CRP Drawn Down: 0
- Estimated Programme Dates: start on site late 2022. Programme has been however delayed due to Phase 1 S278 agreement not yet signed off by 100 Minorities Hotel owner.

Scope/Design Change and Impact: Design change was approved as part of the October 2021 Issues' report. Upon the site being identified as an ideal project to include in the Cool Street and Greening Programme (CSG), Climate Action funding was allocated to the project. The approval of the revised funding strategy (incl. £346,777 of CSG funding) and initiation of a design review to maximise the delivery of environmental measures, were approved at October 2021 committees.

Appendix 2: Finance Tables

Table 1: Expenditure to Date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
16800347: 100 Minorities S106 (SRP)			
P&T Staff Costs	30,000	30,000	-
P&T Fees	21,819	21,819	-
Total 16800347	51,819	51,819	-
16100347: 100 Minorities S106 (CAP)			
Env Servs Staff Cost	16,541	14,302	2,239
Open Spaces Staff Costs	2,500	-	2,500
P&T Staff Costs	43,539	42,453	1,086
P&T Fees	38,115	23,935	14,180
Total 16100347	100,695	80,691	20,005
GRAND TOTAL	152,514	132,510	20,005

Table 2: Resources Required to reach the next Gateway			
Description	Approved Budget (£)	Additional Resources Required (£)	Revised Budget (£)
16800347: 100 Minorities S106 (SRP)			
P&T Staff Costs	30,000	-	30,000
P&T Fees	21,819	-	21,819
Total 16800347	51,819	-	51,819
16100347: 100 Minorities S106 (CAP)			
Env Servs Staff Cost	16,541	16,500	33,041
Open Spaces Staff Costs	2,500	-	2,500
P&T Staff Costs	43,539	18,000	61,539
P&T Fees	38,115	15,000	53,115
Total 16100347	100,695	49,500	150,195
GRAND TOTAL	152,514	49,500	202,014

Table 5: Revised Funding Strategy	
Funding Source	Amount (£)
TfL LIP - FY 2017/18	41,077
TfL LIP - FY 2018/19	7,154
TfL LIP - FY 2019/20	3,242
S106 - 100 Minorities - 12/00263/FULMAJ - LCE	399,619
S106 - 52 Minorities - 08/00738/FULMAJ - LCE	30,870
CAS - Cool Streets & Greening	346,777*
S106 – receipts from developments in the area including interest**	321,261
TOTAL	1,150,000

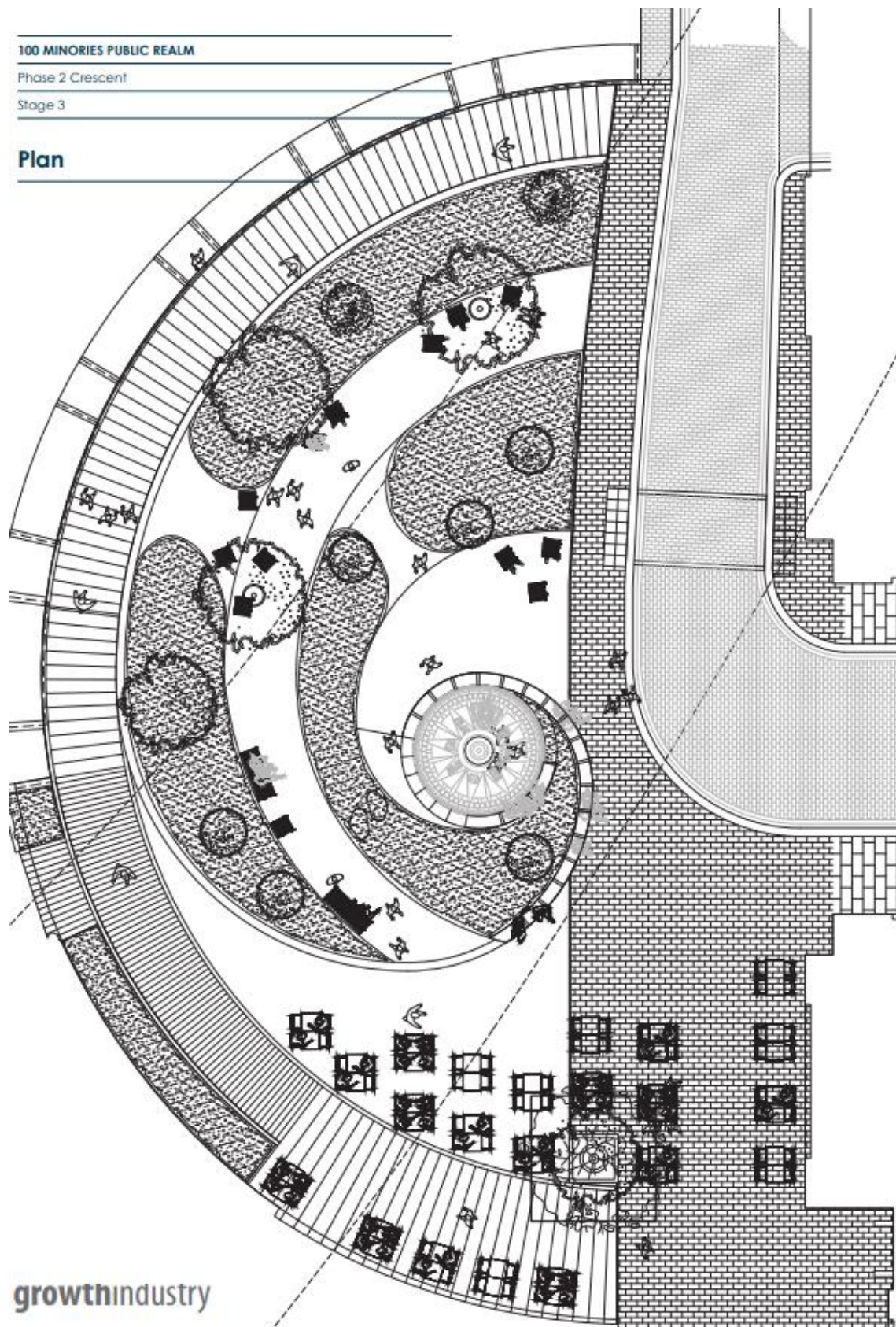
* Approved as part of last Issue Report October 2021

** S106 funds have been identified by the Chamberlain and they will provide confirmation ahead of Gateway 5.

Appendix 3: Risk Register

Please refer to separate document

Appendix 4: General arrangement drawing of revised Crescent design proposal



Appendix 5: Artist impressions of revised Crescent design proposal

- Bird's eye view of Crescent:



- Indication of possible activation in new public space:



Activation

- Post-Covid City Recovery
- Destination City
- Public art
- Aldgate Connect (BID)
- Tower Suite – business events

Appendix 6: Proposed traffic changes along Hammett St and Vine St

The proposed traffic changes are to be undertaken as part of 100 Minorities – Phase 2: Public Realm Works to support the new Aldgate – Tower Hill pedestrian link.

