

<b>Committees:</b>  Streets and Walkways Sub <i>[for decision]</i>	<b>Dates:</b>  26 September 2023
<b>Subject:</b> 100 Minorities: S278 Highway Works (Phase 1), and Public Realm Enhancements (Crescent) (Phase 2) <b>Unique Project Identifier:</b> 11695	<b>Next Gateway:</b> <b>Ph1: Gateway 6</b> <b>Ph2: Gateway 5</b>  Regular <b>Issue Report</b>
<b>Report of:</b> Interim Executive Director Environment <b>Report Author:</b> Leila Ben-Hassel	<b>For Decision</b>
<h1 style="margin: 0;">PUBLIC</h1>	

<b>1. Status update</b>	<p><b>Project Description:</b></p> <p>This project has two Phases. Phase 1 involves S278 funded highway works to integrate the hotel development at 100 Minorities into the City’s highway. This includes levels and kerb adjustments and new surfacing to create traffic calming and a pedestrian priority look and feel.</p> <p>Phase 2 involves public realm enhancements and the landscaping of Crescent to create a new public space in place of carriageway, along with associated seating, greening, climate adaptation and sustainability measures. This Phase also includes traffic management changes and adjustments to parking bays.</p> <p><b>RAG Status:</b> Amber (Amber at last report to Committee)  <b>Risk Status:</b> Medium (Medium at last report to committee)</p> <p><b>Total Estimated Cost of Project (excluding risk):</b>  Phase 1 - £705,525  Phase 2 - £900,000 - £1,228,000</p> <p><b>Change in Total Estimated Cost of Project (excluding risk):</b>  Phase 1: Increase of £160,747 since last report to Committee  Phase 2: Increase of £78,000 since last report to Committee</p>
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	<p><b>Spend to Date:</b> Phase 1 - £124,194 Phase 2 - £168,231</p> <p><b>Costed Risk Provision Utilised:</b> Phase 1 – S278 Highway Works: £68,000 (approved by Committees February 2021) Phase 2 – Public Realm Enhancements: None allocated yet.</p> <p><b>Funding Source:</b> Phase 1 – Highway Works: S278 Phase 2 – Public Realm Enhancements: Mix of TfL, S106 funding and Cool Streets and Greening Programme funding. A detailed funding table is included in Appendix 3.</p> <p><b>Slippage:</b> <b>Phase 1:</b> The programme has been impacted by significant delays in negotiating and finalising the S278 Agreement and receiving payment. The S278 was signed in February 2023. However, due to delays over several years in finalising the agreement with the owner (hotel operator), the project costs have increased as a result of inflation and the new City Highway Term Contract rates. Despite the agreement being signed in February, we are still awaiting final payment without which works cannot progress. If further prolonged, this may result in additional inflationary cost increases. <b>Phase 2</b> has been delayed as a result of on-going delays to Phase 1, along with additional stakeholder engagement which has led to numerous design iterations to accommodate further feedback. This resulted in the development of a new design option for the public space to include more capacity for events and has also incurred additional fees and staff costs. There is a dependency between the two Phases in that Phase 2 cannot easily be constructed without the required highway changes of Phase 1.</p>
<p><b>2. Requested decisions</b></p>	<p><b>Next Gateway:</b> Phase 1: Next Gateway will be Gateway 6 (Project Close Down) as Gateway 5 approval was granted in December 2017. Phase 2: Next gateway is Gateway 5 (regular route).</p> <p><b>Requested Decisions:</b></p> <ol style="list-style-type: none"> <li>1. Note the additional cost of £160,747 for Phase 1 (S278 Highway Works) to be funded in full by the owner and approve the revised total budget for Phase 1 of £705,525 (excluding costed risk).</li> <li>2. That Option 2 is approved for Phase 2 (Public Realm Enhancements to Crescent).</li> <li>3. That an additional budget of £47,000 is approved for Phase 2 to reach Gateway 5;</li> </ol>

	<p>4. Agree the total estimated cost of Phase 2 at £900,000 - £1,228,000 (excluding risk);</p> <p>5. Agree the funding sources for Phase 2 set out in Appendix 3.</p>																				
<p><b>3. Budget</b></p>	<ul style="list-style-type: none"> <li>• <b>Phase 1</b></li> </ul> <p>Expenditure to Date: £110,305.</p> <p>A breakdown is provided in Appendix 3.</p> <p>Reasons for the Phase 1 cost increase are set out in Section 4 of this report. A breakdown of the revised cost estimate is also included in Appendix 3.</p> <ul style="list-style-type: none"> <li>• <b>Phase 2</b></li> </ul> <p>Expenditure to Date: £168,231.</p> <p>Budget sought to progress to the next Gateway (Authority to Start Works) is below.</p> <table border="1" data-bbox="467 869 1329 1912"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Funds/ Source of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Fees</td> <td>Design finalisation</td> <td>100 Minories S106</td> <td>12,000</td> </tr> <tr> <td>P&amp;T staff costs</td> <td>Project management Engagement and coordination with BIDs and local stakeholders</td> <td>100 Minories S106</td> <td>15,000</td> </tr> <tr> <td>Highways staff costs</td> <td>Production of construction drawings, programme; Coordination with Highway Term Contractor</td> <td>100 Minories S106</td> <td>20,000</td> </tr> <tr> <td><b>Total</b></td> <td></td> <td></td> <td><b>47,000</b></td> </tr> </tbody> </table>	Item	Reason	Funds/ Source of Funding	Cost (£)	Fees	Design finalisation	100 Minories S106	12,000	P&T staff costs	Project management Engagement and coordination with BIDs and local stakeholders	100 Minories S106	15,000	Highways staff costs	Production of construction drawings, programme; Coordination with Highway Term Contractor	100 Minories S106	20,000	<b>Total</b>			<b>47,000</b>
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	<ul style="list-style-type: none"> <li>• <b>Costed Risk Provision requested for this Gateway:</b></li> </ul> <p>Phase 1 – S278 Highway Works: £68,000 (approved by Committees February 2021).</p> <p>Phase 2 – Public Realm Enhancements: None allocated yet. A CRP may be sought at the next gateway and this will be established once officers have finalised the design for Phase 2.</p>
<p><b>4. Issue description</b></p>	<p><b>Phase 1 S278 works: Delay and cost increase</b></p> <p>4.1 The S278 highway works include levels and kerb adjustments and new surfacing to the pavements and the carriageway to integrate the hotel development with the public highway. This work also accommodates the associated increase in activity in the vicinity of the hotel development. The work aims to create a pedestrian priority look and feel as per ambitions set out in the S106 to provide traffic calming. Some of the levels and drainage adjustments are required as a result of the development being built to the wrong threshold levels. Please refer to plans in Appendix 4.</p> <p>4.2 The cost of the S278 Highway Works was first estimated when Gateway 5 was approved in December 2017. Due to significant delays with the negotiation of the S278 agreement and issues around change in hotel ownership, the costs were revised and an updated Phase1 project budget of £510,236 was approved through an Issue's Report approved by committees in February 2021 (cost increase of £57,007).</p> <p>4.3 As reported in the Issues' reports in 2021 and again in January 2023, the finalising of the S278 agreement was delayed due to prolonged negotiations and difficulties reaching agreement. Officers regularly communicated and updated the owner on risks associated with delays in finalisation of the S278 agreement, including the likelihood of significant cost increase as a result of inflation and change of highway term contractor rates. The S278 agreement was signed in February 2023.</p> <p>4.4 Following receipt of the interim payment, an updated cost estimate was prepared by the City's engineers in May 2023. This confirmed an increase in the estimated cost of £160,289 (excluding approved costed risk provision). This estimate is based on the current Highway Term Contractor schedule of rates and on increased cost of materials. The owner was notified of the increased cost in June 2023. Under the terms of the signed Agreement, the Owner is obligated to pay all costs associated with the S278 Highway Works including any excess costs.</p> <p>4.5 The S278 works have been provisionally programmed to start on site in January 2024. However, if payment of the S278 is not received by October 2023, works will be delayed again and costs</p>

for the Owner will increase further due to inflation. The owner has been notified of this.

4.6 Officers will liaise with the City's legal team to seek further advice if needed. This report seeks the inclusion of £160,289 into the Phase 1 works budget as soon as it is received from the Owner.

**Phase 2 (public realm enhancements to Crescent): Design evolution and cost increase**

4.7 A Gateway 4 report was approved by committees in January 2023. It set out the design approach to the new public space to incorporate trees, planting, seating and climate resilience measures, including SuDS. The approved scheme objectives are as follows:

- Creation of a new public space in place of redundant carriageway;
- 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;

4.8 The project is funded from a mix of S106 funds from developments in the area, the Climate Action Strategy funds (Cool Streets and Greening Programme) and TfL LIP funding. Please refer to funding strategy in Appendix 3.

4.9 Prior to the preparation of the Gateway 4 report, officers consulted local occupiers and the Aldgate Connect BID on the developing design and held a briefing with Ward Members. The designs were well-received. When the hotel operator was consulted again earlier this year, they gave some further feedback on the detail of the design and this was taken on board and the designs were amended. Officers also consulted the TfL infrastructure protection team to ensure that their requirements for sub-station access and the construction over the tube tunnel were taken into consideration.

4.10 In the meantime, the hotel and their partners gained a licence to install a temporary padel tennis court on the highway in Crescent. This was originally intended to remain for 3 months but the licence

has been extended to 6 months (April-Sept 2023). The existing office buildings on the north and west side of Crescent are currently vacant which enabled this installation to be possible.

4.11 The padel tennis court has proven to be popular. It is a private enterprise with a fee charged to use it. The hotel manages the bookings and equipment. The padel court takes up most of the space available in Crescent with the remaining space currently occupied by the hotel's tables and chairs via a licence, also due to expire in September. It is noted that the hotel does not have an active retail frontage onto Crescent (the retail units face onto Minorities and Tower Hill).

4.12 The presence of the padel court has prompted a further shift in the hotel operator's opinion regarding how they would like the Crescent to be used in the future. They are now advocating for an entirely paved space, with no street trees, in-ground planting, or fixed public seating. This approach conflicts with the Committee approved scheme objectives, set out above. Such a scheme would not deliver the wide-ranging public amenity, environmental and climate resilience benefits that the currently approved project encompasses.

4.13 In order to seek a resolution, officers engaged with both the EC BID and the Aldgate Connect BID and local occupiers as well as officers from Destination City, to establish the wider community's aspirations for events and activities in the space. It is recognised that this space offers the opportunity for the public to enjoy in a variety of ways and the project is looking to deliver the best outcomes for the public.

4.14 Following engagement and discussions, officers produced a second design option that incorporates a much larger, hard-paved space in the centre of Crescent. Trees and planting beds are maintained on the perimeter of the space along with public seating and historic interpretation features to celebrate the history of the area and respect the conservation area setting. Climate resilience measures are still incorporated with the trees and planting beds which include SuDs through the installation of rain gardens, as well as climate-resilient planting and elements to enhance biodiversity. However, in this option there is less planting.

4.15 Members should note that additional design work and engagement with both the TfL infrastructure protection team and local stakeholders has led to additional time and costs being incurred (staff costs and fees).

4.16 Officers and the BIDs held a workshop in August 2023 with all relevant parties to share the reviewed designs and discuss future activities in the space. This proved to be very useful and there was a positive response from most attendees, although it is noted that

	<p>the hotel maintain their recent preference for an entirely hard space. Visuals from the presentation are included in Appendix 5.</p> <p>4.17 Officers have also engaged with the owners and representatives of the currently vacant office buildings in Crescent to seek their views on the proposals. They are very supportive of the landscaping scheme and greening and have a preference for small scale events to occasionally be held in the space. However, they pointed out that larger scale installations such as the padel tennis court would not be supported due to the impact on their buildings and the area.</p> <p>4.18 This report recommends that the second design option (Option 2 - with more paved space for events) is taken forward to the next Gateway. It offers a compromise solution with a greater focus on event space but retaining the core objectives and greening of the project. This balance still meets the requirements of the Cool Streets and Greening funding for the project.</p> <p>4.19 Officers (including Destination City) will continue to work with the BIDs and local stakeholders to refine the details and develop a programme of events and activities, alongside a management plan for Crescent. This is similar to the successful approach implemented for Aldgate Square. It is also noted that the sq.m of paved space available for events in the new design option (Option 2) is similar to that available in Aldgate Square and also similar to the newly emerging design for King Edward Square.</p> <p>4.20 Funding of £47,000 is requested to reach the next Gateway to cover the costs of finalising the design and ongoing engagement with the BIDs and local occupiers.</p>
<p><b>5. Options</b></p>	<p><b>Option 1 – Developed design following extensive engagement with TfL maximising environmental benefits:</b></p> <p>The design was developed and informed by consultation with local occupiers (including Aldgate BID representatives) and engagement with TfL Infrastructure Protection Team.</p> <p>It is based on the Gateway 4 approval received at committees in January 2023 to maximise environmental benefits in Crescent, in line with key aims of the City’s Climate Action Strategy and Cool Streets and Greening Programme objectives, through more square meterage of greening, tree planting and SuDs. The design is articulated across the following points:</p> <ul style="list-style-type: none"> <li>• Extensive greening with 5 trees and 5 planters with biodiverse, drought resistant and low maintenance planting (156 sqm). Trees provide shade, filter pollutants and enrich</li> </ul>

oxygen in the atmosphere. Biodiverse planting enables the protection of declining species and habitats.

- 70 seat capacity (35 formal seating and 35 informal seating) enabling workers and visitors alike to dwell in a tranquil space away from busy Minories and Tower Hill.
- LUL Sub-Station access is enabled and maintained all year round both for emergencies and planned maintenance.
- Access to Crescent office buildings (including for servicing and refurbishment) enabled and maintained all year round.
- Design responds well to the conservation area setting by highlighting the historic Crescent shape (first one designed in London after Bath) with a contrasting kerb line. The northern planter is shaped following the golden ratio principle with a rising edge to be used as informal seating.
- A stage area of 17 sqm is introduced at the heart of the space to accommodate cultural and civic events including an electrical point. The stage design includes an historic compass in-ground detail based on the design by Janet Taylor (an acclaimed astronomer and mathematician) who lived nearby at Hammett Street in the mid-19<sup>th</sup> century. This would be one of the only references in the public realm to an historic female figure in the City.

This option responds well to site constraints, including the site topography, LUL Sub-Station access and the LUL tunnel. It also meets the City's Corporate priorities of Climate Action and would deliver a high Urban Greening Factor scoring as the design delivers a high quantity and quality of new green infrastructure. It would also enhance the City's blue infrastructure through attenuation by increasing the existing highway drainage capacity to better cope with future adverse high precipitation events.

### **Option 2 – Revised design following additional engagement with Destination City and the business community**

The padel tennis court is an indication that unique experiences draw visitors locally and from further afield. There is a consensus amongst the BIDs and Destination City's officers that there is a need for greater flexibility to enable the curation of Crescent as an occasional event space. Following this feedback, officers worked with the project landscape architect, TfL Infrastructure Protection team and City Highway Engineer to achieve an increase of hard surface similar in size to Aldgate Sq and the emerging King Edward Sq design. A workshop was co-organised with the BIDs to discuss activation uses in the new Crescent green space – an extract from the presentation on activation uses is included in Appendix 5. The



majority of attendees also concurred on the need to retain as much greening as possible due to the lack of tranquil green spaces in the area, which would be well received by residents and workers alike, particularly outside of events/installation times.

This has been achieved without compromising too much the environmental benefits of the scheme. Although the surface of greening is reduced by the loss of 2 planters, the same number of trees is achieved. In addition, the southern planter acts as a rain garden and thus further increases the city's blue infrastructure by creating greater drainage capacity to cope with future adverse precipitation events.

The design is summarised below:

- 5 trees, one within a raingarden (acting as a SUDs pit)
- Reduced greening from 5 planters to 3 with biodiverse, drought-resistant and low maintenance planting (total 54 sqm – a 26% reduction of greening surface).
- Greater drainage attenuation would be provided across the central area of Crescent using the topography of the site to drain the wider event space area into the southern planter now acting as a rain garden (area of surface water drainage covered: 102 sqm).
- The capacity of permanent seating will remain the same. Both BIDs support a scheme of removable tables and chairs for public use – this will be managed through a Management Plan between the BIDs and the City.
- Access to LUL Sub-Station both for emergencies and planned maintenance is maintained.
- Access to Crescent office buildings (including for servicing and refurbishment) enabled and maintained all year round.
- The revised design follows the same historic interpretation approach to integrate well within the conservation area setting. The only change in the revised design is that the 'Compass stage' stays the same in dimension (17 sqm) but is made fully flush to improve accessibility whilst enhancing flexibility in activation uses such as art and leisure installations, concerts and business/community events (please see visuals of possible uses in Appendix 5). An electricity supply point for events is also incorporated.
- Wayfinding to more effectively draw visitors from Aldgate, Minories and Tower Hill.

	<p>This option includes greater flexibility for activation and potential for officers and the BIDs to work together with the wider community to curate Crescent as a space that delivers benefits for all.</p> <p>As well as the additional staff costs and fees of £47,000 as a result of engagement and design changes mentioned earlier, this option has additional cost implications due to the inclusion of the event management plan. Therefore, the estimated cost range of the project is proposed to be increased by a total of £78,000 to £900,000 - £1,228,000 if this option is approved.</p> <p>Members should note that if neither option is approved, officers would have to start the design process again. The implications would be additional design and consultation costs, the risk of losing the climate action funding which is specific and time limited and higher prices as a result of inflation. This would significantly impact the potential to transform the space and deliver against key corporate priorities (Climate Action Strategy and Destination City)</p>
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## Appendices

<b>Appendix 1</b>	Project Coversheet
<b>Appendix 2</b>	Risk Registers – Phases 1 and 2
<b>Appendix 3</b>	Finance tables
<b>Appendix 4</b>	Designs for Phase 1 and 2
<b>Appendix 5</b>	Activation - visuals of possible types of events and installations

## Contact

<b>Report Author</b>	Leila Ben-Hassel
<b>Email Address</b>	<a href="mailto:Leila.ben-hassel@cityoflondon.gov.uk">Leila.ben-hassel@cityoflondon.gov.uk</a>
<b>Telephone Number</b>	0207 332 1569

## Appendix 1 – Project Coversheet

### Phase 1:

<b>[1] Ownership &amp; Status</b>
<p><b>UPI:</b> 11695</p> <p><b>Core Project Name:</b> 100 Minorities (Phase One) 278 highway works</p> <p><b>Programme Affiliation</b> (if applicable): Phase Two S106 enhancement works</p> <p><b>Project Manager:</b> Leila Ben-Hassel</p> <p><b>Definition of need:</b> highway works are necessary to enable the successful integration of the new development into the highway</p>

**Expected timeframe for the project delivery:** Start on site spring 2021.  
 Approx 3 month works programme  
**Are we on track for completing the project against the expected timeframe for project delivery?** Y  
 Programme and cost including costed risk to be reset by Issues Report February 2021  
**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)
- Spend to date: N/A
- Estimated Programme Dates: In accordance with development programme

*Scope/Design Change and Impact: N/A*

#### 'Authority to start Work' G5 report (as approved by PSC: December 2017)

##### Phase One

Total Estimated Cost (excluding risk): £486,319

- Costed Risk Against the Project: 0
- CRP Requested: 0
- CRP Drawn Down: 0
- Estimated Programme Dates: In accordance with developer programme (estimated as 2018 at the time)

*Scope/Design Change and Impact: None*

#### Issues Report – February 2021 (as approved by S&W and PSC committees)

Total Estimated Cost (excluding risk): £510,236 (increase of £57,007)

- CRP Requested: £68,000
- CRP Drawn Down: 0
- Estimated Programme Dates: In accordance with developer programme

*Scope/Design Change and Impact: Minor design changes following further site investigations to address levels issues (new development was not built to meet City highway levels) and vehicular movement from approved servicing plan.*

## Phase 2:

## [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 Phase 1. The revised programme is to start on site in spring/summer 2024 (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 the last report (Gateway 4) approved in January 2023. However further delays with Phase 1 could delay Phase 2 works delivery.

**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 a good 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.

**'Gateway 4 – January 2023' (as approved by S&W and PSC committees)**

Total Estimated Cost (excluding risk): £900,000 - £1,150,000

- Costed Risk Against the Project: 0
- CRP Requested: 0
- CRP Drawn Down: 0
- Estimated Programme Dates: 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).

## **Appendix 2 – Risk Registers**

- Risk register for Phase 1 incl. CRP of £68,000 – see separate document.
- Risk register for Phase 2 (no CRP)– see separate document.

## **Appendix 3 – Finance Tables**

- **Table 1 - Spend to date Phase 1 (S278 Highway Works):**

<b>Table 1: Expenditure to Date</b>			
<b>Description</b>	<b>Approved Budget (£)</b>	<b>Expenditure (£)</b>	<b>Balance (£)</b>
<b>16800350: 100 Minorities S278 (SRP)</b>			
Env Servs Staff Costs	10,000	10,000	-
Legal Staff Costs	1,780	1,779	1
P&T Staff Costs	10,000	10,000	-
P&T Fees	12,762	12,762	-
<b>Total 16800347</b>	<b>34,542</b>	<b>34,541</b>	<b>1</b>
<b>16100350: 100 Minorities S278 (CAP)</b>			
Env Servs Staff Cost	45,000	24,675	20,325
P&T Staff Costs	31,463	13,320	18,143
P&T Fees	41,458	13,338	28,120
Env Servs Works	82,037	24,430	57,607
<b>Total 16100347</b>	<b>199,958</b>	<b>75,764</b>	<b>124,194</b>
<b>GRAND TOTAL</b>	<b>234,500</b>	<b>110,305</b>	<b>124,195</b>

*The City has not yet received the full payment of £510,236 (2 payments of £10,000 and £189,500 have been made thus far by the owner).*

- **Table 2 - Revised Implementation Budget Breakdown and Variances:**

<b>Table 2: Revised Implementation Budget Breakdown and Variances</b>			
<b>Description</b>	<b>Current Approved Budget at Gateway 5 February 2021 (£)</b>	<b>Revised Budget (£)</b>	<b>Variance (£)</b>
Env Servs Works	362,918	501,525	138,607
P&T Fees	34,500	44,205	9,705
Highways Staff Costs	61,560	70,000	8,440
P&T Staff Costs	31,463	35,458	3,995
Maintenance total	19,795	19,795	-
<b>Total S278 Works implementation costs</b>	<b>510,236</b>	<b>670,983</b>	<b>160,747</b>

- **Table 3: Phase 1 - Resources Required to reach the next Gateway**

<b>Table 3: Resources Required to reach the next Gateway</b>			
<b>Description</b>	<b>Approved Budget (£)*</b>	<b>Additional Resources Required (£)</b>	<b>Revised Budget (£)</b>
<b>16800350: 100 Minorities S278 (SRP)</b>			
Env Servs Staff Costs	10,000	-	10,000
Legal Staff Costs	1,780	-	1,780
P&T Staff Costs	10,000	-	10,000
P&T Fees	12,762	-	12,762
<b>Total 16800347</b>	<b>34,542</b>	<b>-</b>	<b>34,542</b>
<b>16100350: 100 Minorities S278 (CAP)</b>			
Env Servs Staff Cost	45,000	25,000	70,000
P&T Staff Costs	31,463	3,995	35,458
P&T Fees	41,458	2,747	44,205
Env Servs Works	82,037	419,488	501,525
Highways Maintenance	-	19,795	19,795
<b>Total 16100347</b>	<b>199,958</b>	<b>471,025</b>	<b>670,983</b>
<b>GRAND TOTAL</b>	<b>234,500</b>	<b>471,025</b>	<b>705,525</b>

\*Current Approved Budget in CBIS, based on funds received from developer

- **Table 4 – Phase 1 Revised Funding Allocation**

<b>Table 4: Revised Funding Allocation</b>			
<b>Funding Source</b>	<b>Current Funding Allocation (£)</b>	<b>Funding Adjustments (£)</b>	<b>Revised Funding Allocation (£)</b>
S278	234,500	471,025	705,525
<b>Total Funding Drawdown</b>	<b>234,500</b>	<b>471,025</b>	<b>705,525</b>

- **Table 5: Phase 2 Public Realm Enhancements spend-to-date:**

<b>Table 5: Expenditure to Date</b>			
<b>Description</b>	<b>Approved Budget (£)</b>	<b>Expenditure (£)</b>	<b>Balance (£)</b>
<b>16800347: 100 Minorities S106 (SRP)</b>			
P&T Staff Costs	30,000	30,000	-
P&T Fees	21,819	21,819	-
<b>Total 16800347</b>	<b>51,819</b>	<b>51,819</b>	<b>-</b>
<b>16100347: 100 Minorities S106 (CAP)</b>			
Env Servs Staff Cost	33,041	28,748	4,293
P&T Staff Costs	61,539	53,616	7,923
Open Spaces Staff Costs	2,500	-	2,500
P&T Fees	53,115	34,048	19,068
<b>Total 16100347</b>	<b>150,195</b>	<b>116,412</b>	<b>33,783</b>
<b>GRAND TOTAL</b>	<b>202,014</b>	<b>168,231</b>	<b>33,783</b>

- **Table 6 – Phase 2 Public Realm Enhancements Resources to reach Gateway 5:**

<b>Table 6: Resources Required to reach the next Gateway</b>			
<b>Description</b>	<b>Approved Budget (£)</b>	<b>Additional Resources Required (£)</b>	<b>Revised Budget (£)</b>
<b>16800347: 100 Minorities S106 (SRP)</b>			
P&T Staff Costs	30,000	-	30,000
P&T Fees	21,819	-	21,819
<b>Total 16800347</b>	<b>51,819</b>	<b>-</b>	<b>51,819</b>
<b>16100347: 100 Minorities S106 (CAP)</b>			
Env Servs Staff Cost	33,041	20,000	53,041
P&T Staff Costs	61,539	15,000	76,539
Open Spaces Staff Costs	2,500	-	2,500
P&T Fees	53,115	12,000	65,115
<b>Total 16100347</b>	<b>150,195</b>	<b>47,000</b>	<b>197,195</b>
<b>GRAND TOTAL</b>	<b>202,014</b>	<b>47,000</b>	<b>249,014</b>



- **Table 7 – Phase 2 Public Realm Enhancements Revised Funding Allocation:**

<b>Table 7: Revised Funding Allocation</b>			
<b>Funding Source</b>	<b>Current Funding Allocation (£)</b>	<b>Funding Adjustments (£)</b>	<b>Revised Funding Allocation (£)</b>
TfL LIP - FY 2017/18	41,077	-	41,077
TfL LIP - FY 2018/19	7,154	-	7,154
TfL LIP - FY 2019/20	3,242	-	3,242
S106 - 100 Minorities - 12/00263/FULMAJ - LCE	150,541	47,000	197,541
<b>Total Funding Drawdown</b>	<b>202,014</b>	<b>47,000</b>	<b>249,014</b>

- **Table 8 – Phase 2 Public Realm Enhancements Revised Funding Strategy:**

<b>Table 4: Revised Funding Strategy</b>	
<b>Funding Source</b>	<b>Amount (£)</b>
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 - Transport	7,986
S106 - 100 Minorities - 12/00263/FULMAJ - LCE	399,619
S106 - Minorities 15-16 - 13/01055/FULMAJ - LCE	192,110
S106 - Minorities 15-16 - 13/01055/FULMAJ - Transport	191,818
S106 - St Botolphs 07/00387/FULL - Transport	38,217
CAS - Cool Streets & Greening	346,777
<b>TOTAL</b>	<b>1,228,000</b>

## Appendix 4 – Design illustrations

- Options 1 and 2 comparison in plan:





- Options 1 and 2 – bird's eye view illustrative comparison



Option 1



Option 2

