

<b>Committee(s):</b>	<b>Date(s):</b>	<b>Item no.</b>
Streets and Walkways	18 June 2012	
Projects Sub	20 June 2012	
Finance	26 June 2012	
<b>Subject:</b>	<b>Public</b>	
Holborn Circus Area Enhancement Scheme		
<b>Report of:</b>	<b>For Decision</b>	
Director of the Built Environment		

### Summary

This is a Gateway 4, Detailed Options appraisal report which considers a range of options to deliver an area enhancement scheme at Holborn Circus which is the worst personal injury accident hotspot in the City.

City officers have been working with TfL and the London Borough of Camden for several years to agree how best to redesign this junction and meet construction costs. This report explains that a fixed sum of £2.5m has been made available by TfL to fund the scheme with the condition that money must be spent this financial year. This represents an achievable but very tight timescale for delivery and the scheme must now be moved forward at a much faster pace than hitherto in order to secure the TfL funding.

A number of options for the junction design have been developed in conjunction with TfL and LB Camden. No specific materials were presented to TfL as part of the design work however in discussion with TfL at their 'Design Review Panel', TfL specified that they would want this major junction to deliver a high specification public realm.

The total cost of each option and proposed funding strategies is summarised below. An option (Option 1), 'do nothing' has also been considered in the main report. Members are also asked to consider whether they wish to include or exclude a sustainable urban drainage system (SUDS) from the detailed design of options 2-5. The table below shows the SUDS included within options 2-5.

Description	Option 2 Traffic Measures and Relocation of Statue  Mastic Asphalt  £	Option 3 Traffic Measures and Relocation of Statue  York stone Paving  £	Option 4 Traffic Measures and Relocation of Statue  York stone Paving / Granite Setts on Hatton Garden  £	Option 5 Traffic Measures and Relocation of Statue  York stone Paving / Granite Setts on Hatton Garden & St Andrews Street  £
Cost before contingency & SUDS	2,291,198	2,748,731	2,758,201	2,849,107
Allowance for potential Utility works	313,192	313,192	313,192	313,192
SUDS	20,000	20,000	20,000	20,000
<b>Total Cost</b>	<b>2,624,390</b>	<b>3,081,923</b>	<b>3,091,393</b>	<b>3,182,299</b>

Funding Strategy				
TfL Major Bid Funding	0	2,500,000	2,500,000	2,500,000
London Borough of Camden	20,000	20,000	29,470	29,470
S106 Contributions	253,000	253,000	253,000	253,000
On Street Parking Reserve	2,351,390	308,923	308,923	399,829
<b>Total Funding Requirement</b>	<b>2,624,390</b>	<b>3,081,923</b>	<b>3,091,393</b>	<b>3,182,299</b>

In none of the options is there any difference to the proposed layout of the new

junction; the options are put forward only to propose changes in the materials used.

### **Material Options**

<b>Option</b>	<b>Main materials</b>	<b>Increase in cost over Option 2</b>	<b>Main risks</b>
2	Footway – Asphalt Street Surface – Asphalt Raised Tables - Asphalt	–	Likely loss of TfL funding as they require a high specification public realm for this junction.
3	Footway – Yorkstone Street Surface – Asphalt Raised Tables - Asphalt	£457,533	<ul style="list-style-type: none"> <li>• LB Camden have stated preference for granite setts in Hatton Gdns.</li> <li>• Expected to be acceptable to TfL.</li> </ul>
4	Footway – Yorkstone Street Surface – Asphalt Raised Table (Hatton Gdns) – Granite Setts Raised Table (St Andrew Street) – Asphalt	£467,003	<ul style="list-style-type: none"> <li>• Acceptable to TfL</li> <li>• LB Camden yet to confirm acceptance of construction and maintenance costs.</li> </ul>
5	Footway – Yorkstone Street Surface – Asphalt Raised Table (Hatton Gdns) – Granite Setts Raised Table – Granite Setts	£557,909	<ul style="list-style-type: none"> <li>• As 4 above.</li> <li>• Increased maintenance costs likely for granite sett table in St Andrew Street.</li> </ul>

Whilst Option 2 is shown as the cheapest option (£2,624,390) officers advise that there is a high risk that this option would not obtain TfL approval and therefore would fail to realise the external funding available. The use of mastic asphalt, as a footway material, is likely to be considered inappropriate by TfL in both the setting of a listed building and for a major junction undergoing significant redesign of the public realm. If TfL funding was not received, progression of the scheme would be dependent on the relevant S.106 receipts (£253,000), Camden funding (£20,000), and on significant underwriting from the On Street Parking Reserve (OSPR) (£2,351,390). With the OSPR being fully committed throughout the planning period to 2015/16, such a significant level of over-commitment would require a considerable amount of scheme reprioritisation. For these reasons, Option 2 is not recommended.

Subject to the London Borough of Camden confirming the acceptance of the conditions set out above (i.e. funding the additional cost of granite setts and ongoing maintenance), option 4 is recommended otherwise option 3 will be recommended at Gateway 5.

The total estimated cost of Option 4 is £3,091,393 including the allowance made for any unforeseen utility works and SUDS, which together total £333,192. This sum is likely to be further reduced given the new Highways Maintenance term contract that is expected to commence on the 1st July 2012. However the extent of any further savings through the new contract will depend upon the agreed works programming and the extent of any out of hours working (which attracts a premium) required.

Financing of option 4 will require a call on the OSPR and this will result in an over commitment of £308,923. The Chamberlain advises this level of over commitment should be manageable over the planning period of the OSPR up to 2015/16, taking into account possible slippage etc in other projects and other possible savings.

Details of the proposed funding strategies covering the options considered is set out in the main report; these have been developed in conjunction with the Chamberlain. This is based on Members prioritising this project and allocating certain funding streams towards its cost in comparison with other potential calls on such funds including, in particular, underwriting from the On street Parking Reserve (OSPR) which is already fully committed throughout the planning period to 2015/16. Therefore, if agreed, there may be the need to reprioritise existing schemes. This report is seeking authority to progress to gateway 4c at which point it is intended that the detailed financial implications will be set out along with any impact on other scheme(s) for Member agreement.

It should be noted that such a call on the OSPR represents the worst case as it includes provision for the contingency and the SUDS system. Therefore, in the case of Option 4, if it transpired that these items (totalling £333,192) were not required then the call on the OSPR would be eliminated. In the meantime, it is proposed to review in further detail the funding of this project alongside all other similar schemes and programmes financed from the OSPR and other related funding streams. This work will be carried out by the reconstituted Highway and Planning Funds Officer Group which is kept by the Town Clerk's department. It is envisaged that a proposed OSPR forecast will be reported to the Resource Allocation Sub-Committee as part of the autumn resource allocation process.

It is proposed that a detailed assessment of costs addressing all of the above issues be presented at Gateway 4c along with funding proposals / options.

This report further seeks approval for the preparation of a design report for the recommended Option 4 at a total estimated cost of £194,000 (as summarised in Appendix A, Table 6) to be fully funded from within the £2.5m Transport for London Major Bid Grant.

It is recommended that Members:-

**i) Approve the major junction improvement works (Option 4) at an estimated total cost of £3,091,393 (including SUDS and contingency), subject to further Member approval of the detailed design and authority to start work reports. This is also subject to the London Borough of Camden agreeing to fund the additional costs (£9,470) associated with granite setts in Hatton Garden, and any future maintenance costs.**

**ii) Consider the option for excluding SUDS from the recommended Option 4 which will reduce the overall cost of the scheme by £20,000 and result in a corresponding reduction in the call on the On-Street Parking Reserve.**

**iii) Approve the progression of Option 4 to Detailed Design and Authority to Start Work Stages at a cost of £194,000 to be fully funded from within the £2.5m Transport for London Major Bid Grant.**

**iv) Confirm the overall prioritisation of this project and the Funding Strategy set out in the main report and Appendix A, Table 4, subject to the further confirmation at detailed design stage.**

**iv) Authorise an application for Listed Building Consent to be submitted in order to relocate the Grade II listed Prince Albert Statue.**