

Committees:	Dates:
Streets & Walkways Sub – for decision Natural Environment Board – for decision Projects & Procurement Sub – for Information	09 July 2024 11 July 2024 23 September 2024
Subject: Finsbury Circus Access Improvements	Gateway 2-5 Authority to Start Work Light
Unique Project Identifier: 12455	For Decision
Report of: Executive Director, Environment Report Author: Clive Whittle	
<h1>PUBLIC</h1>	

Recommendations

<p>I. Approval track, next steps and requested decisions</p>	<p>Project Description:</p> <p>In line with the Liverpool Street Area Healthy Streets Plan, this project seeks to implement accessibility improvements and to rearrange parking to enable improvements and to accommodate micromobility (dockless cycles and e-scooter hire) parking.</p> <p>The proposals include creating accessible crossing areas at the entrances to Finsbury Circus Gardens by raising the carriageway and by creating new and widening existing pavements. Kerbside parking provision has been comprehensively reviewed and will be amended to enable these improvements and to accommodate micromobility parking. This parking will serve both visitors to the gardens and surrounding buildings and people travelling to and from Liverpool Street and Moorgate stations.</p> <p>This project is subject to the approval of the Liverpool Street Area Healthy Streets Plan (HSP) by the Planning and Transportation Committee in July, therefore no Gateway 1 Project Briefing is necessary as this project will follow on as part of that approval.</p> <p>Next Gateway: Gateway 6 Outcome Report</p> <p>Next Steps:</p> <ul style="list-style-type: none"> • Complete detailed design and cost estimate.
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- Commence legal processes and consultation required to install the raised carriageways and amend parking bays and the waiting and loading restrictions.

Requested Decisions:

Subject to the July 2024 Planning & Transportation Committee’s approval of the Liverpool Street Area HSP;

For Streets & Walkways Sub Committee

1. Agree to the proposal as detailed in Section 6, and to note that the making of the necessary traffic orders, subject to no objections, or the resolution and consideration of any objections arising from the statutory processes, is delegated to the Director of City Operations under the Scheme of Delegation.
2. That a budget of £556,000 is approved to reach the next Gateway, to be funded from the Liverpool Street Crossrail Urban Integration project (Phase 2).
3. Note the total estimated cost of the project at £556,000 (excluding risk).
4. That a Costed Risk Provision of £304,000 is approved (to be drawn down via delegation to Chief Officer).
5. Delegate to the Executive Director Environment authority and in consultation with the Chamberlain to approve budget adjustments between budget lines and within the approved total project budget, above the existing authority within the project procedures.

For Natural Environment Board

6. Agree to the proposed changes to the pathways at the entrances inside Finsbury Circus Gardens, to align with the adjacent highway measures shown on the plan in Appendix 2.

2. Budget

Item	Reason	Funds/ Source of Funding	Cost (£)
Staff Costs (P&T)	Project management	S106	£15,000
Staff Costs (Highways)	Completion of detailed design	S106	£20,000
Staff Costs (Highways)	works supervision	S106	£35,000

		and coordination		
	Fees	Topographical and radar surveys: site investigations	S106	£36,000
	Fees	Traffic Management Orders and Public Notices	S106	£12,000
	Works Utilities	Works by utility companies	S106	£50,000
	Works	Construction of raised carriageways, footways, tactile paving, drainage, road markings, and signage	S106	£370,000
	Maintenance	Provision for maintenance works for 20 years	S106	£18,000
	Total			£556,000
	<p>Costed Risk Provision requested for this Gateway: £304,000 to be funded from S106 (as detailed in the Risk Register – Appendix 5).</p> <p>The total cost of the project has been estimated at an early stage and can deviate significantly. Therefore, the majority of the costed risk provisions requested is to cover the higher end of estimated cost range to ensure there is sufficient budget for the project.</p>			
3. Governance arrangements	<ul style="list-style-type: none"> a. Service Committee: Streets & Walkways Sub-Committee b. Natural Environment Board (for works inside the Gardens to tie in with levels on the public highway) c. Name of Senior Responsible Officer: Bruce McVean, Assistant Director. 			

	Due to the limited scope of this project, a project board is not considered necessary. All other decisions concerning this project are delegated to the Chief Officer.
4. Progress reporting	Although this is a relatively high-cost project, the proposals and risks are minor and of a routine nature. No progress report would be necessary. Any project changes will be sought by exception via an Issues Report to the Streets & Walkways Sub Committee, Natural Environment Board or delegated to the Chief Officer as appropriate.

Project Summary

5. Context	<p>The Liverpool Street Area Healthy Streets Plan (HSP) covers the area bounded by Bishopsgate to the east, Moorgate to the west, London Wall-Wormwood Street to the south, and the City of London boundary with the London Boroughs of Islington and Hackney at northern edge.</p> <p>The plan provides a framework for improvements to the streets and spaces within the HSP area. It was approved by the Streets & Walkways Sub Committee in May and is due to be considered for adoption by the Planning & Transportation Committee in July 2024. For Finsbury Circus, the plan includes exploring opportunities to:</p> <ul style="list-style-type: none"> • Create new and improved public realm around entrances to the gardens and provide accessible crossings points to access these. • Reduce and break up car and motorcycle parking around the gardens with greening and seating, reallocate some bays to cycle parking and dockless cycle and scooter bays (micromobility). • Relandscape the western arm, introducing climate resilience measures, seating, and planting. • Improve the public realm on the eastern arm of Finsbury Circus and provide a space for cycle parking and micromobility bays. <p>Works are currently being carried out in Finsbury Circus Gardens to transform it into a tranquil and beautiful environment following its occupation by Crossrail. This is due for completion later in 2024. Works are also due to commence in the next few weeks to relandscape the western arm, with completion also expected by the end of 2024. Additionally, routine resurfacing works was programmed for Finsbury Circus but in light of this project, this has been deferred until February 2025.</p> <p>Proposals, in line with the HSP for the rest of the Circus have now been developed and are being advanced at pace to co-ordinate, as far as practical, with the above activities. This would</p>
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	<p>achieve a greater level of improvements, reduce disruption and save on abortive works and costs.</p>
<p>6. Brief description of project</p>	<p>The main proposals include:</p> <ul style="list-style-type: none"> i. Raising of the carriageway at five locations, four of which are at the entrances to the garden and the other at the eastern end by its junction with Blomfield Street. This will improve accessibility by providing levelled-crossing points for people walking or wheeling at the key locations. The raised carriageways will also reduce traffic speeds which should create a safer, calmer and more pleasant environment. ii. New pavements and widening of existing pavements at locations where most people will be crossing. This will provide space for people waiting, improve visibility and access. In conjunction with i. above, it would also improve the public realm around and visibility of the garden. iii. Minor works to raise / adjust the footpath levels inside the entrances to the gardens, with alterations to the gates and drainage, to join on to the new and widened pavements and raised carriageways. This will ensure a step free continuation of the levelled crossing points from the carriageway and pavements into the gardens. iv. Parking around the Circus will be re-arranged to accommodate the measures detailed above (points i and ii), and to provide new and increased provisions for micromobility parking. This will necessitate reductions in other parking provisions and will be apportioned to reflect the various factors including alignment with the Transport Strategy. There is no reduction in pay & display bays. Further details of the existing and proposed kerbside provisions and considerations can be found in Appendix 4. v. Changes to the waiting and loading restrictions including new “at any time’ waiting and loading restrictions at all the raised carriageway locations to keep the junction and crossing areas clear of parked vehicles to reduce obstruction. <p>A plan of the existing and proposed layout can be found appendix 2 and 3.</p> <p>This project is being advanced at pace primarily to co-ordinate, as much as possible, with the works at the Gardens, the public realm works on the western arm and the resurfacing works, to maximise the benefits including reduction in disruption and save</p>

	<p>on abortive works and costs, but it is noted that these projects and activities are well advanced.</p> <p>An Equalities Analysis (EA) Test of Relevance has been carried out on the proposals which has identified that a full EA is not necessary.</p>
<p>7. Consequences if project not approved</p>	<ol style="list-style-type: none"> 1. Accessibility to the Gardens and at key crossing locations would remain sub-optimal. Step free/levelled crossing surfaces are ideal for inclusive mobility. 2. The opportunity would be missed to make the garden entrances more visible and attractive. 3. Safety would not be improved. Parking close to crossing areas can hinder visibility, and crossing distances would remain excessively wide. Traffic speeds would remain unchanged as there are no speed reduction deterrents. 4. The haphazard kerbside arrangements in the Circus won't be improved. Parking and kerbside use would continue as they are which does not make the best use of space available or meet demand in micromobility parking. Although this could be progressed independently, that approach is not optimal or holistic. 5. The opportunity to co-ordinate with the garden and the western arm public realm projects and the resurfacing works would be missed.
<p>8. SMART project objectives</p>	<p>The success criteria are as follows:</p> <ul style="list-style-type: none"> • The streets and accesses to the garden are accessible and free from obstruction. • The accesses to the garden are more visible, attractive and inviting. • Crossing distances are shorter and easier for people walking and wheeling. • Adequate parking provisions are provided for micromobility users, to accommodate increasing demand. Parking for other essential users is retained. • The project is advanced at pace to coordinate with works in the garden, the western arm and the resurfacing works which will reduce disruption and save on abortive works and costs.
<p>9. Key Benefits</p>	<ul style="list-style-type: none"> • Improved public realm, accessibility and visibility to Finsbury Circus Gardens. • Improved safety, shorter and easier crossing areas for people walking and wheeling, and a calmer and more pleasant environment.

	<ul style="list-style-type: none"> • Parking reapportioned to create provisions for micromobility users which in turn reduces the impact of these vehicles left outside of designated bays.
10. Project category	4a. Fully reimbursable
11. Project priority	B. Advisable
12. Notable exclusions	None

Options Appraisal

13. Overview of options	<p>The scope of this project is defined by the Liverpool Street Area HSP. Therefore, only one option has been taken forward. However, variations to the option have been considered. These include raising the entire carriageway or more sections of the carriageway being raised, seating, greening and construction in different materials such as in granite setts are all possible but would not be cost effective and require more time to progress so it would not be possible to co-ordinate with the existing projects/planned resurfacing works.</p> <p>Variations to the positioning and apportionment of parking bays has also been considered but the option proposed is considered the most optimal as it aligns closest to the Transport Strategy, retains space for essential parking, servicing and enables new provisions to meet demand for micromobility parking, including for people accessing Liverpool Street and Moorgate stations.</p>
14. Risk	<p>Overall project risk: Low</p> <p>The estimated cost of the project has been provided at an early stage and may deviate significantly. To mitigate against this risk, an appropriate sum has been included in the Costed Risk Provisions. Furthermore, should additional budget be necessary, minor alterations to the proposals could be explored or an increase in the budget (from available funds) would be requested.</p> <p><u>Traffic Implications</u></p> <p>The City is under a duty to “secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)” so far as practicable (S.122 Road Traffic Regulation Act 1984). Traffic impact during construction will be minimised as far as possible but will require some pavement and lane closures to enable the works to be undertaken.</p> <p><u>Legal Implications</u></p>

	<p>Statutory processes will be followed to undertake the Traffic Management Order changes for the rearranged parking and waiting and loading restrictions, and for the public notices for the raised carriageways.</p> <p>Once the consultation has closed officers will need to consider whether a public inquiry should be held and must consider all objections duly made and not withdrawn, although it may be possible to manage this through dialogue with the objector or through minor amendments that do not affect the overall project. Consideration or resolution of any objections to the advertising of Traffic Orders before making them is delegated to the Director of City Operations under the scheme of delegation.</p> <p>There could be objections to the proposals, especially in relation to the reduction in motorcycle parking provisions. However, surveys carried out by officers, have shown that with the existing motorcycle spaces currently available (51 meters suspended since January 2024 for the Garden works), which is a similar amount proposed, spaces were still available. Should demand exceed the proposed on-street provisions, users can park in the London Wall car park, which is just a short walk to Finsbury Circus, free of charge.</p> <p>Further information is available within the Risk Register (Appendix 5).</p>
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Resource Implications

15. Total estimated cost	<p>For recommended option</p> <p>Total estimated cost (excluding risk): £556,000.</p> <p>Total estimated cost (including risk): £860,000</p>									
16. Funding strategy	<p>Is the funding confirmed:</p> <p>All funding fully guaranteed</p>	<p>Who is providing funding:</p> <p>External - Funded wholly by contributions from external third parties</p> <p>Recommended option</p> <table border="1" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Funds/Sources of Funding</th> <th style="text-align: right;">Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Liverpool Street Crossrail Phase 2 S106</td> <td style="text-align: right;">£860,000</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td style="text-align: right;">Total</td> <td style="text-align: right;">£860,000</td> </tr> </tbody> </table> <p>The Liverpool Street Area HSP identified a variety of funding sources that could be used. The Liverpool Street Crossrail</p>	Funds/Sources of Funding	Cost (£)	Liverpool Street Crossrail Phase 2 S106	£860,000			Total	£860,000
Funds/Sources of Funding	Cost (£)									
Liverpool Street Crossrail Phase 2 S106	£860,000									
Total	£860,000									

	Phase 2 S106 (with £1.64M available) is considered the most appropriate and suitable funding to be used for this project.
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Appendices

Appendix 1	Project Cover Sheet
Appendix 2	Plan of proposal
Appendix 3	Plan of Existing Layout
Appendix 4	Table of changes to parking places
Appendix 5	Risk Register

Contact

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Options appraisal table.

	<i>Option 1</i>
1. Design Summary	The project aims to create accessible crossing areas at the entrances to Finsbury Circus Gardens by raising the carriageway and by creating new and widening existing pavements. Kerbside parking provision has been comprehensively reviewed and will be amended to enable these improvements and to accommodate micromobility parking. This parking will serve both visitors to the gardens and surrounding buildings and people travelling to and from Liverpool Street and Moorgate stations.
2. Scope and exclusions	<ul style="list-style-type: none"> • Installing raised carriageways on Finsbury Circus • Reallocated parking and changes to waiting and loading restrictions • Installing new and widened pavements • Raising gates and paths, and alterations to drainage inside the gardens at the entrance points
<i>Project Planning</i>	
3. Programme and key dates	<p>It is anticipated that construction would start around November 2024 for a duration of four months.</p> <p>There will be coordination with:</p> <p>The City of London Policy and Projects, and Highways teams for the improvement works on the western arm of Finsbury Circus, from August 2024</p> <p>City of London City Gardens and City Surveyor's for the improvement works in Finsbury Circus Gardens, currently underway, with completion due in November 2024.</p>
4. Delivery Team	City of London Policy and Projects, and Highways teams
5. Risk implications	<p>Overall project option risk: Low</p> <p>The main risks are set out in the report, which are:</p> <p>Project costs increase due to issues identified with utilities apparatus during detailed design stage, which could increase costs and cause delays.</p> <p>Objections resulting from objections to the TMOs for changes to parking arrangements and to the Public</p>

	Option 1
	<p>Notices for the raised carriageways. This could cause delays and increase costs to address or overrule.</p> <p>Project costs increase due to unforeseen issues that the arise during the detailed design.</p> <p>Further information available within the Risk Register (Appendix 5).</p>
6. Benefits	<ul style="list-style-type: none"> • Improved accessibility • Improved safety • Improved public realm • More visible entrances to the gardens • Increased micromobility parking
7. Disbenefits	Reduced motorcycle parking
8. Stakeholders and consultees	<ol style="list-style-type: none"> 1. City Gardens 2. Access team 3. Statutory Traffic Management Order consultees, including the emergency services, disability, cyclist and motorcycle rider organisations. <p>An EA test of relevance has been undertaken. This indicates a full EA is not required.</p>
Resource Implications	
9. Total estimated cost	<p>Total estimated cost (excluding risk): £556,000 (moderately confident)</p> <p>Total estimated cost: £860,000 (including risk):</p>
10. Funding strategy	This is to be fully funded from the Liverpool Street Crossrail Phase 2 S106 budget, and is fully affordable.
11. Estimated capital value/return	N/A
12. Ongoing revenue implications	None
13. Investment appraisal	None. Only one visible option is available.
14. Affordability	Fully affordable
15. Procurement strategy/route to market	This work will be carried out using the Highways Term Contractor, with an agreed schedule of rates.

	Option 1
	Minor work within the gardens may be procured using City Gardens contractors.
16. Legal implications	Statutory consultation is necessary for public notices for the introduction of raised carriageways, and for traffic orders for the introduction, relocation and removal of parking bays, and for changes to waiting and loading restrictions. Once the consultation has closed officers will need to consider whether a public inquiry should be held and must consider all objections duly made and not withdrawn, although it may be possible to manage this through dialogue with the objector or through minor amendments that do not affect the overall project. Consideration or resolution of any objections to the advertising of Traffic Orders before making them is delegated to the Director of City Operations under the scheme of delegation.
17. Corporate property implications	None.
18. Traffic implications	<p>The City is under a duty to “secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)” so far as practicable (S.122 Road Traffic Regulation Act 1984). Traffic impact during construction will be minimised as far as possible but will require some pavement and lane closures to enable the works to be undertaken.</p> <p>There will be a reduction in space for motorcycle parking, however, this will be about the same space that has been lost for the past few months for suspensions while works are taking place in the gardens. There is still a significant amount of space available, and many users will have found alternative parking or made other travel arrangements. There is also spare capacity available nearby in London Wall carpark.</p> <p>There will also be a reduction in disabled parking bays from 10 to 9, however, surveys have shown there is an oversupply of these bays in Finsbury Circus.</p>
19. Sustainability and energy implications	None.
20. IS implications	None.

	<i>Option 1</i>
21. Equality Impact Assessment	<ul style="list-style-type: none"> An equality impact assessment will not be undertaken. The project will deliver a more accessible environment, and an EA test of relevance has been undertaken, which indicates a full EA is not required.
22. Data Protection Impact Assessment	<ul style="list-style-type: none"> N/A. The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken
23. Recommendation	Recommended