

Committees: Streets & Walkways Sub Committee - For Decision Projects and Procurement Sub Committee - For Information	Date: 1/10/2024 21/10/2024
Subject: 1 Broadgate S278 G5 Unique Project Identifier: 12235	Gateway 5: Authority to Start Work (Medium)
Report of: Executive Director of Environment Report Author: George Wright, Project Manager, Policy and Projects, City Operations	For decision
<h1>PUBLIC</h1>	

1. Status update	<p>Project Description: Undertake the required Section 278 highway works in the vicinity of the development at 1-2 Broadgate. The proposed works are fully funded by the developer, British Land, and will involve a land exchange using Section 256 of the Highways Act.</p> <p>RAG Status: Green (Green at last report to Committee)</p> <p>Risk Status: Low (Low at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £892,569 (fully funded by the developer)</p> <p>Change in Total Estimated Cost of Project (excluding risk): £0</p> <p>Spend to Date: £47,686</p> <p>Costed Risk Provision Utilised: N/A</p> <p>Slippage: None</p>
2. Requested decisions	<p>Next Gateway: Gateway 6: Outcome Report</p> <p>Next Steps:</p> <ol style="list-style-type: none"> 1. Complete land exchange (October-November 24) 2. Prepare detailed construction design package (October 24-March 25) 3. Undertake construction (July 25-April 26). <p>Requested Decisions:</p> <p>Members of Streets and Walkways Sub-Committee are asked to:</p> <ol style="list-style-type: none"> 1. Approve the General Arrangement design shown in Appendix 2.

	<ol style="list-style-type: none"> 2. Approve an additional budget of £842,569 to fund the detailed design and implementation of the works. 3. Agree that any unspent funds from the existing approved budget of £50,000 are carried forward to this Gateway. 4. Approve a costed risk provision of £5,000 with approval for drawdown delegated to the Director of City Operations. 5. Subject to the outcome of an officer review of the best use of the kerb side along the whole length of Eldon Street, modifications to the design relating to the S278 area are approved by the Director of City Operations (paragraphs 4.6) 6. Authorise undertaking the statutory consultation on the Traffic Orders/Notices connected to the works and, subject to no or minor objections, for the Director of City Operations to make the Orders.
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3. Budget	Item	Reason	Funds/ Source of Funding	Cost (£)
	Highways staff costs	Detailed design, site supervision	S278	96,627
	Transport staff costs	Project management	S278	38,231
	Works	Highways construction	S278	589,772
	Works	Utilities	S278	55,000
	Fees	Traffic Orders, surveys, C4 fees	S278	60,500
	Sub-Total			840,130
	Commuted sum	Maintenance of bollards	S278	2,439
	Total			842,569
	<p>Transport and Public Realm staff allocation – £38,231 Approximately 345 hours of Transportation officer costs including liaison with key stakeholders, project management and all reporting.</p> <p>Highways staff allocation – £96,627</p>			

	<p>Approximately 980 hours of Highways officer costs associated with liaison with utility companies, site supervision, completion of Health & Safety file and snagging.</p> <p>Costed Risk Provision requested for this Gateway: £5,000</p>
<p>4. Design summary</p>	<p>4.1 The Section 278 works area initially focused on parts of Eldon Street and Finsbury Avenue. Both streets comprised a mix of private land owned by British Land (BL) and public highway and the City and BL agreed that a land exchange would be mutually beneficial.</p> <p>4.2 In June 2022, the Planning & Transportation Committee authorised officers to proceed with the statutory process and legal agreements required to progress the highway boundary adjustments pursuant to Section 256 of the Highways Act 1980. No objections were received to the statutory consultation.</p> <p>4.3 As a result of the proposed land exchange the part of Finsbury Avenue that is currently public highway will be transferred to British Land and the section of land on Eldon Street previously owned by BL will be dedicated as public highway (see Appendix 3).</p> <p>4.4 The Section 278 works recommended for approval in this report comprise measures required to facilitate the new development and improve the environment for people who walk, wheel and cycle. These include:</p> <ul style="list-style-type: none"> • A wider pavement on the north side of Eldon Street. • A raised table on Eldon Street at its junction with Finsbury Avenue to provide an improved crossing facility. • A cycle lane on Eldon Street. • Cycle parking on Eldon Street. • The re-surfacing of the carriageway on Eldon Street between Finsbury Avenue and Blomfield Street. <p>4.5 Two existing disabled parking bays on Eldon Street (albeit unavailable for the past four years) will either be re-provided in their current location or in another location in the area.</p> <p>4.6 In addition to the Section 278 work, a piece of work to review the length of street Eldon Street is being undertaken to determine the best use of the kerbside. This will look at whether it would be better to provide an eastbound or westbound cycle facility, and potential for cycle parking (including dockless), disabled parking bays, and/or taxi rank facilities. The outcome of this wider piece of work will determine the requirements for the final signs, lines and Traffic Orders relating to the area covered by the Section 278 project. It is proposed that any modification to the General Arrangement in Appendix 2 in relation to this review is agreed with Director of City Operations.</p>

	<p>This is not expected to impact the kerb lines or pavement enhancement.</p> <p>4.7 BL will introduce public realm improvements on Finsbury Avenue including the section that will be transferred to them.</p> <p>4.8 A Healthy Streets Assessment Design Check has been undertaken and the overall Healthy Streets score has increased from 30 to 39 as a result of measures being introduced as part of the Section 278 works. The assessment was carried out from the Wilson Street junction on Eldon Street to the London Wall junction on Blomfield Street. A sub-optimal street environment at the Wilson Street, Finsbury Circus and London Wall junctions impacted on the overall scoring and falls outside the scope of this particular Section 278. Subject to funding, further improvements to these streets will be delivered in the future as part of the wider delivery of the Liverpool Street Area Healthy Streets Plan. The full Healthy Streets Assessment can be viewed by contacting the report author. The summary table can be found in Appendix 6.</p>
5. Delivery team	<ol style="list-style-type: none"> 1. Transport – project management 2. Highways – detailed design and supervision 3. FM Conway – construction 4. Developer – members of the 1 Broadgate development team.
6. Programme and key dates	<p>October-November 24: Complete the land exchange legal documentation.</p> <p>October 24-March 25: Prepare detailed construction package; undertake statutory consultation for traffic order notices.</p> <p>July 25-April 26: Construction phase</p> <p>Summer 26: Gateway 6 report</p>
7. Risks	<p>Risk: Delays to the highway construction works due to late release of highway by contractors working at the site. Mitigation: On-going and regular dialogue between all parties.</p> <p>Risk: Overall project delays due to unforeseen events lead on an extended programme and additional staff costs. Mitigation: A costed risk provision of £5,000 has been included. Further information is contained in Risk Register (Appendix 4).</p>
8. Success criteria	<ul style="list-style-type: none"> • Improvements for people who walk and wheel. • An improved public realm making the City a more attractive place. • Meeting the needs of developer and ensuring the S278 works are delivered to meet the practical completion date.
9. Progress reporting	<p>Updates on Project Vision with any issues requiring a decision being dealt with in an Issue Report.</p>
10. Legal and equality implications	<p>10.1 In exercising functions as traffic authority, the City Corporation are required to comply with the duty in Section 122</p>

of the Road Traffic Regulation Act 1984 which requires the traffic authority in exercising its functions, to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians), so far as practicable having regard to:

- (a) the desirability of securing and maintaining reasonable access to premises
- (b) the effect of amenities of any locality
- (c) national air quality strategy
- (d) public service vehicles
- (e) any other relevant matters

10.2 The City Corporation also have a network management duty as the local traffic authority to secure the expeditious movement of traffic and in performing that duty may take any action which the City Corporation consider will contribute to securing the more efficient use of the road network or the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic (S.16 Traffic Management Act 2004).

Regard has also to be had to the relevant statutory guidance.

10.3 Under Section 149 of the Equality Act 2010 the public sector equality duty requires public authorities to have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation
- Advance equality of opportunity and
- Foster good relations between those who share a protected characteristic (i.e. race, sex, disability, age, sexual orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment) and those who do not.

10.4 An Equality Analysis Test of Relevance (Appendix 7) template has been completed and this has determined that a full Equality Analysis is not required for this project.

10.5 The 1 Broadgate Section 278 design has been evaluated using the City of London Street Accessibility Tool (CoLSAT) and is expected to deliver positive benefits for various groups of disabled people.

10.6 Key features of the design include improved footway conditions and more accessible crossing facilities. These design modifications are expected to facilitate easier and safer navigation through the area, thereby promoting greater independence and participation in public life for disabled people.

10.7 CoLSAT has identified some negative impacts (scores of 1 or 0) with the proposed design. These include: the introduction of the cycle lane on Eldon Street, which removes line markings at the road edge; a bus stop without a shelter/seating due to a lack of pavement space (although this is an alighting stop only); and bollards restricting pavement width on part of Eldon Street.

The assessment has generated one score of 0. This relates to a short section of pavement without any tactile paving that is flush with the raised table in the road. This is on the vehicle crossover at the junction with Finsbury Avenue where it is not appropriate to install tactile paving.

10.8 Overall, the 1 Broadgate Section 278 design represents a positive step towards creating a more inclusive and accessible urban environment, reflecting the City of London's policy and statutory commitment to improving accessibility and quality of life for all residents and visitors.

CoLSAT Summary Results Table				
	Total 0 scores* – severe accessibility issue		Total 1 scores**- significant accessibility issues	
	Before	After	Before	After
Electric Wheelchair user			1	
Manual Wheelchair user			1	
Mobility Scooter user				
Walking Aid user				
Person with a walking impairment			5	3
Long cane user	2	1	1	2
Guide Dog user			4	4
Residual Sight user			1	
Deaf or Hearing impairment			2	1
Acquired neurological impairment				
Autism/Sensory-processing diversity				
Developmental Impairment	1		4	2
Total	3	1	19	12

* This score means most people in this segment would be excluded by the street characteristic in the selected configuration.

** This score means some people in this segment may be able to negotiate the street characteristic in the selected configuration, but it would significantly deplete their levels of confidence and energy, and they would be likely to give up on the journey if they had to negotiate it more than once or twice.

	The full CoLSAT assessment can be viewed by contacting the report author.
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Appendices

Appendix 1	Project coversheet
Appendix 2	General arrangement drawing
Appendix 3	Land exchange plan
Appendix 4	Risk register
Appendix 5	Project finances
Appendix 6	Healthy Streets summary assessment
Appendix 7	Equality Analysis Test of Relevance

Background papers

CoLSAT Assessment
Healthy Streets Assessment Design Check

Contact

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