

Committees: Streets and Walkways Sub <i>[for decision]</i> Projects and Procurement Sub <i>[for information]</i>	Dates: 4 February 2025 4 February 2025
Subject: Middlesex Street Area Enhancement Phase 2: Petticoat Lane Market Improvements and Public Realm Unique Project Identifier: 11778	Gateway 6: Outcome Report Light
Report of: Executive Director Environment Report Author: Andrea Moravicova, Transport & Public Realm Projects	For Decision
<h1>PUBLIC</h1>	

Summary

1. Status update	<p>Project Description: The project aimed to improve Petticoat Lane Market and enhance the northern and central sections of Middlesex Street, celebrating the character and history of the area whilst improving the visitor experience.</p> <p>RAG Status: Green (Green at last report to Committee)</p> <p>Risk Status: Low (Low at last report to committee)</p> <p>Costed Risk Provision Utilised: None</p> <p>Final Outturn Cost: £704,108</p>
2. Next steps and requested decisions	<p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. Note the contents of this report. 2. Approve the budget adjustment related to staff costs to be actioned as outlined in Table 2 within section 13 of this report and in the Appendix 2 Table 2. 3. Note the underspend will be reallocated to other project as part of a S106 allocation report in 2025. 4. Agree to close this project.
3. Key conclusions	<p>3.1 The project was delivered within its budget (as at Gateway 5), and in line with its main objectives to:</p> <ul style="list-style-type: none"> • Enhance the public realm at the north-western and central sections of Middlesex Street; • Improve the welcome experience of Petticoat Lane Market; and • Improve the facilities for market traders, by introducing power points at the north-western section of Middlesex Street. <p>3.2 The project was impacted by several internal and external issues affecting construction and requiring changes to scope. These included the Covid-19 pandemic (time), withdrawal of funding from London Borough Tower Hamlets (LBTH) (scope), delay in manufacture of a gate, and obstruction caused by an adjacent construction site (time).</p> <p>3.3 Despite these obstacles, a successful and impactful project was ultimately delivered, in two stages. The first stage involved works to the north-western section of Middlesex Street (solely owned and maintained by the</p>

	<p>City of London Corporation), providing an enhanced arrival point to the Market. The works were undertaken between January and April 2022.</p> <p>3.4 The second stage delivered improvements to the west footway of Middlesex Street outside the Middlesex Street Estate (between Harrow Place and Gravel Lane), providing more space for users of the space including Market traders and local businesses. The works were undertaken between January and July 2024.</p> <p>3.5 Key learning and recommendations for future projects (see Sections 17 and 18 of this report for more detail):</p> <ul style="list-style-type: none"> • Cross-boundary projects require full commitment, including financial guarantees, from all parties, with particulars noted in a binding agreement. • Acknowledgement of potential funding risks and prioritisation of project requirements ensured the project delivered on its main objectives despite these risks materialising. • Seeking external funding and/or collaboration with external stakeholders can help address a deficit in the estimated budget. In this instance, a successful bid to the GLA's Grow Back Greener fund for tree planting enabled this element to be brought back into scope. The funding gap was recognised and reported throughout the project life cycle.
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Main Report

Design & Delivery Review

<p>4. Design into delivery</p>	<p>4.1 The project was initiated to help revitalise Petticoat Lane Market and strengthen its viability for the future. This was to be achieved through public realm enhancements, improvements to Market's facilities, a strategy to bring new visitors into the area, and community and public art programmes.</p> <p>4.2 Consultants were appointed in 2018 to develop a public realm strategy for the area. Through extensive consultation with local stakeholders, including Market traders, residents, local businesses and LBTH, the strategy highlighted opportunities for strengthening the identity of the Market, and improvements to public realm and the Market's amenities.</p> <p>4.3 An 'early win' from the project involved the creation of a cohesive brand for Petticoat Lane Market. The branding strategy has proven popular with local stakeholders, including Market traders, and key elements of the brand are now regularly used throughout the area, including on the recently launched Petticoat Lane Market website. This has contributed to improving the welcome experience and increasing visibility for the Market.</p> <p>4.4 The detailed design for the public realm enhancements, informed by the strategy, was delivered in-house in liaison with the City Markets team and consulted on with LBTH and both the local and internal stakeholders.</p> <p>4.5 The project included two distinct sections of Middlesex Street: the 'gateway' to the Market at the north-western end near the junction with Bishopsgate; and the 'heart of the Market' outside the Middlesex Street Estate. Recognising the street is on a boundary between the City and LBTH, with different ownership and maintenance agreements applicable to different sections, each area of the project was delivered within its own timeframe. This allowed work to areas fully owned and maintained by the City to be undertaken earlier, whilst liaison about the areas owned and / or maintained by both authorities continued with LBTH.</p> <p>4.6 Accordingly, the 'gateway' to the Market was delivered first. These works included the introduction of facilities to improve the function of the Market,</p>
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	<p>such as a gate to restrict vehicle access on Market days and power points to enable more activation. The area was also repaved and a raised table introduced to ensure a more accessible environment at this busy junction. Separately, banners featuring the Market branding were installed from new multipurpose columns, further increasing visibility of the Market.</p> <p>4.7 The ‘heart of the Market’, the section of Middlesex Street between Harrow Place and Gravel Lane, was delivered later, primarily owing to lengthy discussions with LBTH about the scope of works. Initially the full width of the street, including LBTH land, was in scope and would have included a raised carriageway and footway improvements on both sides of the street. However, changing political priorities and turnover of key project staff at LBTH resulted in the scope being reduced to cover the western footway only (i.e., land owned and maintained by the City).</p> <p>4.8 The design of the west pavement outside Middlesex Street Estate involved removing large granite planters from the pavement and replacing these with trees planted in the ground, as well as repaving of the pavement. This delivered an improved environment for people walking and wheeling, whilst also providing increased space for Market traders and other local businesses to operate.</p>
<p>5. Options appraisal</p>	<p>5.1 Three options for the improvement to the public realm were presented to committees at Gateway 4.</p> <ul style="list-style-type: none"> • Minimal changes, with limited public realm improvements to lighting, street furniture and wayfinding but without changes to the street layout, surface or function. • Specific targeted improvements (chosen option), with improvements to lighting, street furniture, wayfinding, greening, strengthening the gateway to and the central section of the market, and introduction of informal wayfinding and creating a stage for potential events in the area of the redundant stairs at the Middlesex Street Estate. • Full scale improvements, including decluttering streetscape, raising of a carriageway throughout the project area, creating a new public space halfway down the street, strengthening gateway to the market by realigning the road at the Bishopsgate end and introducing a permanent ‘welcome’ kiosk, installing a second permanent kiosk at Widegate Street junction; introducing a canopy across a featured area of the market, installing feature lighting, reinstatement shop awnings and building out the pavement and introducing trees at the southern end of Middlesex Street. <p>All options included roll-out of the branding, public website and minor improvements to market operations.</p> <p>5.2 Committees approved the recommendation to progress with specific targeted improvements that would develop and implement priority items as agreed through the project’s Working Party.</p> <p>5.3 The chosen option allowed the project to meet its objective to improve the public realm on Middlesex Street and improve facilities for market traders. The implemented option provides long term value, by implementing:</p> <ul style="list-style-type: none"> • A new Petticoat Lane brand which provides the Market with an identity on street and online (social media and new Petticoat Lane Market website which was delivered by Aldgate Connect). • A Petticoat Lane branded gate at the north-western end of Middlesex Street strengthens the market’s visibility and aids visibility outside its Sunday operation. It also enables the road to be closed to vehicular traffic during the market days.

	<ul style="list-style-type: none"> • A raised carriageway and power points at the north-west entrance to the market, which provides more flexible space for use during market days (e.g. for events).
6. Procurement route	<ul style="list-style-type: none"> • Consultants were appointed through a competitive tender process to prepare the public realm strategy and branding for Petticoat Lane Market. • The construction package was prepared in-house by the Highway Engineer and work on site was undertaken by the City's term contractor. • Planting was designed and delivered by the City Gardens team.
7. Skills base	<ul style="list-style-type: none"> • The project team had the necessary skills, knowledge and experience to manage delivery of this project. • Specialist contractors were used to manufacture the gate installed near the junction of Bishopsgate. • A specialist consultant was appointed to develop the new brand for Petticoat Lane Market.
8. Stakeholders	<p>8.1 The project was governed by a project board. The board was jointly chaired by a City Ward Member and LBTH Councillor, and included representatives of both City and LBTH Market Traders and Officers, Aldgate Connect BID, City Transport and Public Realm officers and LBTH Town Centres officers.</p> <p>8.2 Stakeholder engagement was undertaken throughout the project:</p> <ul style="list-style-type: none"> • Workshops, site visits and 1-2-1 conversations with the Market traders were held during the development of the public realm strategy and branding for the Market. • Separate workshops on design of branded elements, including bunting and banners, were also held with local stakeholders. • The Petticoat Lane engagement platform hosted online polls and surveys. Opportunities to comment on the public realm design, greening and the LBTH run Petticoat Lane Heritage Trail were also provided.

Variation Review

9. Assessment of project against key milestones	<p>9.1 The overall project timeline was affected by the Covid pandemic, obstruction caused by an adjacent construction site, withdrawal of funding from LBTH, and by lack of response to Section 8 agreement from LBTH Highways team.</p> <p>9.2 The implementation of the north-west section of Middlesex Street started in January 2022, approximately six months later than expected at Gateway 5 to align with the programme of adjacent building construction that occupied part of the project site.</p> <p>9.3 The works to the north-west section of Middlesex Street took two months longer to complete than originally anticipated. This was due to issues with manufacturing of the bespoke gate, which was installed two months later than expected.</p> <p>9.4 The implementation of the central section, outside Middlesex Street Estate, was delayed by approximately four months, whilst officers sought agreements from LBTH. The works commenced by removal of granite planters and tree planting in January 2024. The works were completed in July 2024.</p>
10. Assessment of project against Scope	<p>10.1 Middlesex Street forms a boundary with LBTH and to address highlighted issues of the area, officers worked in partnership with their colleagues at LBTH on the development of public realm designs. These considered improvements to the market layout and amenities.</p>

	<p>10.2 The enhancements to the north-west section of the street were implemented in full. The improvements to the western footway outside the Middlesex Street Estate (within the City's part of the project area) were implemented as part of this project, but due to LBTH diverting their funding to other initiatives in the area, the improvements to the area maintainable by LBTH were postponed until such time that funding becomes available. See plan in Appendix 3.</p> <p>10.3 Despite this, LBTH continues with delivery of a permanent historic trail along Middlesex Street, which the City Corporation supports. LBTH is also continuing to seek alternative funding to deliver the improvements to Middlesex Street to complement the City of London Corporation's works</p>
<p>11.Risks and issues</p>	<p>Several risks materialised during the project:</p> <p>11.1 Funding Prior to Gateway 5 report for the central area of Middlesex Street, LBTH withdrew their funding as they needed to divert it to the neighbouring streets to support other workstreams within their Middlesex Street area regeneration programme. This meant that only the City's highway was progressed and reduced the overall impact the scheme was anticipated to deliver.</p> <p>11.2 Consents unobtained To complete the City's works as proposed at Gateway 5, a Section 8 agreement from LBTH Highways team was required. This would allow the City to undertake work on LBTH highway. The risk that the consent to the proposals was not obtained did materialise. Although input from LBTH and approval in principle was granted, the formal consent was not granted and therefore, to avoid unnecessary costs and further delay to project completion, the construction package was finalised only for the part of the highway maintainable by the City and implemented.</p> <p>11.3 Delays in supply The bespoke design element for the gate meant that the manufacture process was longer than expected, which delayed practical completion of the north-western area by approximately two months. Main construction, which included raising the carriageway in granite setts, repaving the footway and installing a power bollard and multipurpose columns, was completed within the expected timeframe.</p> <p>11.4 Political changes The changes to the political priorities resulted in delays to the project and revision to the scope implementation. Good working relationships forged with the colleagues at LBTH were unable to mitigate the pressure of changing priorities and diversion of funding to the other parts of the LBTH Middlesex Street area regeneration programme. This meant we were unable to progress with the full implementation of the public realm design outside the Middlesex Street Estate.</p>
<p>12.Transition to BAU</p>	<p>12.1 The operation of the gate has been handed over to the City Markets team, who manage the opening and closing of the gate on Sundays to accommodate the market operation.</p> <p>12.2 The standard palette of materials was used during implementation to ensure the street is easily maintainable, and the renewed areas of the street were transferred to highways operations following standard procedures.</p>

Value Review

<p>13. Budget</p>	<table border="1" data-bbox="379 291 1407 369"> <tr> <td>Estimated Outturn Cost for the City areas (G2)</td> <td>£750,000 to £1,169,455 (excluding risk)</td> </tr> </table> <p>Table 1</p> <table border="1" data-bbox="379 421 1201 734"> <thead> <tr> <th></th> <th>At Authority to Start work (G5) £</th> <th>Final Outturn Cost £</th> </tr> </thead> <tbody> <tr> <td>Pre-evaluation</td> <td>96,783</td> <td>96,783</td> </tr> <tr> <td>Fees</td> <td>72,468</td> <td>43,028</td> </tr> <tr> <td>Staff Costs</td> <td>249,030</td> <td>251,550</td> </tr> <tr> <td>Works</td> <td>354,219</td> <td>293,710</td> </tr> <tr> <td>Trial Works</td> <td>4,239</td> <td>4,239</td> </tr> <tr> <td>Planting maintenance</td> <td>14,798</td> <td>14,798</td> </tr> <tr> <td>Total</td> <td>791,540</td> <td>704,108</td> </tr> </tbody> </table> <p>Table 2</p> <table border="1" data-bbox="379 779 1447 902"> <thead> <tr> <th></th> <th>At Authority to Start work (G5) £</th> <th>Expenditure (£)</th> <th>Balance (£)</th> </tr> </thead> <tbody> <tr> <td>Staff Costs</td> <td>249,030</td> <td>5,224</td> <td>251,550</td> </tr> <tr> <td>Works</td> <td>354,219</td> <td>-2,520</td> <td>51,699</td> </tr> </tbody> </table> <p>13.1 The requested budget adjustment is detailed in Table 2. Please see Appendix 2 Table 2 for more information.</p> <p>13.2 The final accounts for this project are yet to be verified. An existing fees commitment related to Traffic Regulation Order, accounted for in the overall project outturn costs, is yet to be receipted.</p> <p>13.3 The City's elements of the project were funded from Section 106 obligations (Stone House and Staple Hall, and 201 Bishopsgate agreements) and a contribution from GLA's Grow Back Greener fund.</p> <p>13.4 The total cost is approximately £87,000 lower than originally estimated at Gateway 5. Some savings were made during the construction of the north section of Middlesex Street, others due to retaining the existing alignment of the kerbline in the central section.</p>	Estimated Outturn Cost for the City areas (G2)	£750,000 to £1,169,455 (excluding risk)		At Authority to Start work (G5) £	Final Outturn Cost £	Pre-evaluation	96,783	96,783	Fees	72,468	43,028	Staff Costs	249,030	251,550	Works	354,219	293,710	Trial Works	4,239	4,239	Planting maintenance	14,798	14,798	Total	791,540	704,108		At Authority to Start work (G5) £	Expenditure (£)	Balance (£)	Staff Costs	249,030	5,224	251,550	Works	354,219	-2,520	51,699
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<p>14. Assessment of project against SMART objectives</p>	<p>14.1 This project delivered against its main objectives to:</p> <ul style="list-style-type: none"> • Improve the setting for the Petticoat Lane Market which is located on Middlesex Street; • Enhance the public space to improve experience for people walking; and • Provide a more attractive and usable public space through the introduction of new seating, paving materials as well as landscaping and street lighting improvements. <p>14.2 It is acknowledged, that an implementation of the full design to the area outside the Middlesex Street Estate would have been more impactful and would provide a greater benefit to the Market.</p>																																						
<p>15. Key benefits realised</p>	<p>Key benefits outlined in the Gateway 2 report were realised, albeit to a lesser extend as anticipated:</p> <ul style="list-style-type: none"> • The Petticoat Lane brand developed as part of the project helps to enhance the market's visibility when not in operation, but also strengthen its presence during the Market days and online. • The provision of power points, a standard element of a thriving street market, provides opportunities to potentially expand the market offer and hold events at the north-west end of Middlesex Street to invigorate the market and draw more visitors during its Sunday operation. 																																						

	<ul style="list-style-type: none"> • Removal of the granite planters outside the Middlesex Street Estate provides a better walking environment and increases visibility of the local businesses that occupy the Estate's commercial units. • The renewed surfaces and raised carriageway at the north-western end of Middlesex Street, and the addition of banners from lamp columns, give a sense of arrival to the area which was previously lacking.
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Lessons Learned and Recommendations

16. Positive reflections	<ul style="list-style-type: none"> • Extensive stakeholder engagement from the project's inception allowed for the project requirements to be clearly identified and delivered upon. • Identification and understanding of risks and clearly defined mitigation measures, allowed officers to deliver improvements to the City's scope of the project despite diversion of funding by LBTH from the central part of Middlesex Street to the neighbouring streets to support other workstreams within their Middlesex Street area regeneration programme. • Delivering a new brand and improved public realm for Petticoat Lane ensures the market is visible with a clear sense of arrival.
17. Improvement reflections	<ul style="list-style-type: none"> • Securing financial commitments from the project delivery partners through written agreements would increase the likelihood of the project being realised in full and within agreed timelines. • The Working Party would benefit from including members who have authority to make decisions on behalf of the group they represent. This has a potential to contribute to streamlining the decision-making process and reducing the project's overall timeline. • A streamlined decision process on the bespoke elements, including the brand and gate, would have likely contributed to the project's timeline to be reduced. Empowering project officers to progress the development of the brand, for example, without requiring stage-by-stage approvals from several senior officers would benefit the creative process and expedite project progress. • The long delivery timelines for projects undertaken in partnership or jointly with other local authority may experience issues arising from the changes in administration that lead to revised political priorities. Although this is partly outside the control of the City Corporation, the long delivery times could have been potentially reduced by having consistent 'project champions' at senior officer level from all delivery partners. This could have reduced the risk of changes to the project scope and timeline by driving the project forward despite changing political priorities.
18. Sharing best practice	Information will be disseminated through team and project staff briefings.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Finance tables
Appendix 3	Plan showing areas delivered, and areas not implemented
Appendix 4	Images before and after

Contact

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Project Coversheet

[1] Ownership & Status

UPI: 11778

Core Project Name: Middlesex Street Area enhancement Phase 2: Petticoat Lane Market Improvements and Public Realm

Programme Affiliation (if applicable): n/a

Project Manager: Andrea Moravicova

Definition of need:

Public realm enhancement, along with improvements to the market including publicity and events, are required to attract visitors to the market and ensure that Petticoat Lane Market a viable operation for the future. The need to improve the area and introduce facilities for the market was exacerbated by the potential threats to the market posed by Covid-19.

Key measures of success:

- 1) Enhanced public realm along Middlesex Street including improved surfacing, lighting, additional greening/ planting, and better public facilities
- 2) Increase in stall holders at Petticoat Lane Market
- 3) Implementation of a new Petticoat Lane Market brand
- 4) Number of visitors increases

Expected timeframe for the project delivery:

Area A June 2021 – September 2021, with revised dates of January 2022 – April 2022.

Area B September 2023 – March 2024.

Key Milestones:

- Approval of G5 for Area B (central section of Middlesex Street) – May 2023
- Engage with local stakeholders on planned works & phasing – July 2023
- Start implementation – September 2023
- Complete construction March 2024
- Complete project June 2024

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

Slippage of approximately 12 months due to external factors, which affected delivery of Area A and postponed start of works in Area B, including:

- A need to reprogramme works to align with approvals of another report (outside of this project remit), so the works can be implemented concurrently.
- Delay in manufacture of a gate.
- Obstruction caused by adjacent development site.
- Withdrawal of funding from LBTH, which also affected changes to scope.

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 was initiated before the Coversheet process was implemented as part of overall Middlesex Street Area Enhancements, and reported on accordingly. Middlesex Street Phase 2 was first formally reported on as a separate project at Gateway 3.

This project has been developed in partnership with London Borough of Tower Hamlets (LBTH) as Middlesex Street lies along the boundary line between the two areas; and Petticoat Lane Market is operated by both authorities. The City and LBTH were each to fund enhancements within their boundaries, with the works proposed to be undertaken together where possible, with the relevant agreements to be put in place.

The project scope has been reduced at Gateway 5 for Area B, due to LBTH withdrawal of funding for Middlesex Street; although some improvements to adjoining streets are still being realised and will contribute to the enhancements of Petticoat Lane market area.

'Project Briefing' G1 report (as approved by Chief Officer 2012):

This project was originally reported on as part of the Middlesex Street area project.

Scope/Design Change and Impact:

The Middlesex Street area project aimed to improve the entire length from Bishopsgate to St Botolph's Street, as well as the entire length of adjacent Widegate Street. Although the area is on the border with the LBTH, the enhancements were proposed to be undertaken on City land.

'Project Proposal' G2 report (as approved by Streets & Walkway Sub-Committee 13/03/2012):

- Total Estimated Cost (excluding risk): £750,000 to £1,169,455
- Resources to reach next Gateway (excluding risk)
- Spend to date:
- Costed Risk Against the Project: N/A
- Estimated Programme Dates:
 - Options appraisal – Spring 2012
 - Detailed design and implementation – Winter 2012 / 2013

'Options Appraisal and Design' G3/4 report (as approved by PSC 29/10/2013):

- Total Estimated Cost (excluding risk): £187,571 to G5 + £850,000 – £932,000 to implement Phase 1.
- Resources to reach next Gateway (excluding risks):
- Spend to date: £71,397
- Costed Risk Against the Project: N/A
- Estimated Programme Dates:

Scope/Design Change and Impact:

In response to the consultation, this report proposed a phased approach to delivery of enhancements to enable projects to be delivered in an appropriate time

frame. This takes into account the further work that will need to be done on the cross-boundary issues relating to the Market and associated environmental enhancements. Implementation was split to two phases:

Phase 1: Enhancements to the Northern end of Middlesex Street, Widgate Street, Sandy's Row, Fort Street and Rose Alley (Implementation: estimated May to November 2014).

Phase 2: Enhancements to the Southern half of Middlesex Street where the City shares a boundary with LBTH. Members will be presented with a Gateway 4/5 report in 2014 following detailed consultation and analysis of functional improvements to the market.

'Options Appraisal' G3 update report (as approved by PSC 22/11/2016):

- Total Estimated Cost (excluding risk): c.£2m-4m cost range for Phase 2 public realm enhancements and market improvements on both the City's and LBTH sides.
- Resources to reach next Gateway (excluding risks): £50,000
- Spend to date: £0
- Costed Risk Against the Project: N/A
- Estimated Programme Dates: not provided within the report

Scope/Design Change and Impact:

Increasing scope of the project to include enhancements to the public realm on LBTH land and improvements to the market. Increase in costs, creation of a partnership with LBTH to prepare comprehensive package of enhancements and deliver the changes.

'Options Appraisal' G3 report (as approved by PSC 18/07/2017):

- Total Estimated Cost (excluding risk): c.£2m-4m cost range for Phase 2 public realm enhancements and market improvements on both the City's and LBTH sides.
- Resources to reach next Gateway (excluding risks): £110,000
- Spend to date: £8,000
- Costed Risk Against the Project: N/A
- Estimated Programme Dates: not provided within the report.

'Detailed Options Appraisal' G4 report (as approved by PSC 19/07/2019):

- Total Estimated Cost (excluding risk): £916,274 is the current given total cost of the City's funded element of the public realm project. c.£2m-4m cost range for Phase 2 public realm enhancements and market improvements on both the City's and LBTH combined.
- Resources to reach next Gateway (excluding risks): £205,000
- Spend to date: £97,146
- Costed Risk Against the Project: N/A
- Estimated Programme Dates: not provided within the report.

'Authority to start Work' G5 report for Area A (as approved under delegation 2019):

- Total Estimated Cost (excluding risk): £916,274 is the current given total cost of the City's funded element of the public realm project.

c.£2m-4m cost range for Phase 2 public realm enhancements and market improvements on both the City's and LBTH combined.

- Resources to reach next Gateway (excluding risk)
- Spend to date: £218,458.50
- Costed Risk Against the Project: N/A
- Estimated Programme Dates:
There has been some delay relating to the appointment of a market operations and layout consultant by LBTH. The progress was also affected by Covid pandemic.
 - Gateway 5 authority to start work – March 2021
 - Complete construction package and consult on traffic orders – April 2021
 - Engage with local occupiers on planned works – March – April 2021
 - Construction – June-September 2021.

Scope/Design Change and Impact:

The works for the 'Middlesex Street Area Enhancement Phase 2' project are proposed to be split into two areas:

- Area A is the area at the northern end of Middlesex Street, by the junction with Bishopsgate, and works in this area were the subject of this report.
- Area B is the central section of Middlesex Street by the Middlesex Street Estate (see plan at Appendix 2). The design work for this area will continue and a separate Gateway 5 will be presented later in the year relating to this area.

'Authority to start Work' G5 report for Area B (as approved under delegation in May 2023):

- Total Estimated Cost (excluding risk): £791,540 is the current given total cost of the City's funded element of the public realm project; with a total cost of area B estimated at £381,798.
- Resources to reach next Gateway (excluding risk): £120,958
- Spend to date: £409,742
- Costed Risk Against the Project: N/A
- Estimated Programme Dates:
 - Gateway 5 authority to start works (Area B) - May 2023
 - Completion of construction package – June 2023
 - Engagement with local stakeholders and occupiers on planned works and phasing – July 2023
 - Construction & tree planting – September 2023 – March 2024
 - Snagging – March – May 2024
 - Gateway 6 report – June 2024.

Scope/Design Change and Impact:

The proposed designs for the central section of Middlesex Street will only be implemented to highway maintained by the City of London Corporation, as LBTH needed to divert funding planned for Area B to the neighbouring streets to support other workstreams within their Middlesex Street area regeneration programme.

Total anticipated on-going commitment post-delivery [£]:N/A

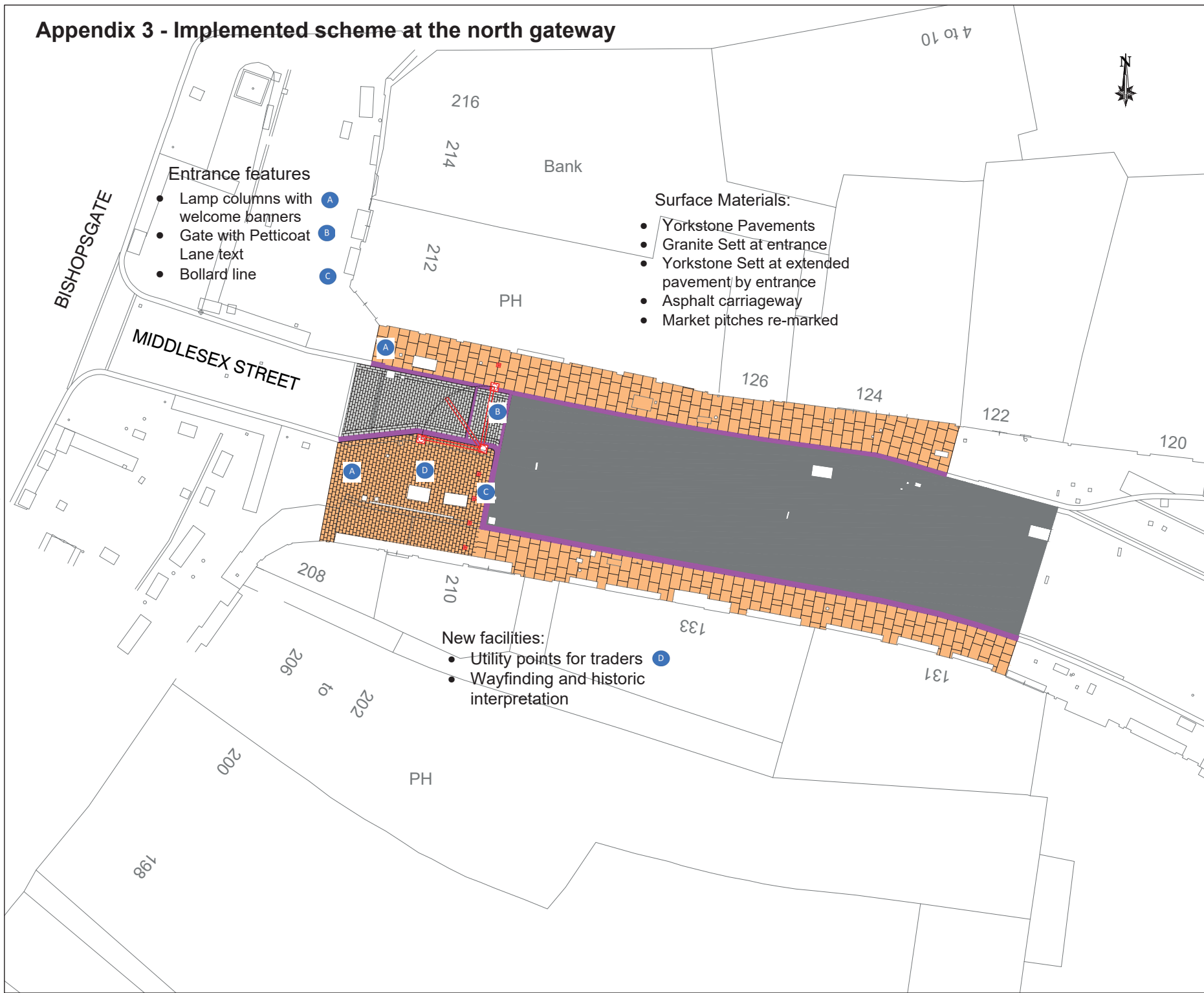
Programme Affiliation [£]: Liverpool Street area strategy

Appendix 2

Table 1: Expenditure to Date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
16800365: Middlesex Street Area Enhancement Phase 2 (SRP)			
P&T Staff Costs	58,551	58,549	2
P&T Fees	38,235	38,234	1
Total 16800365	96,786	96,783	3
16100365: Middlesex Street Area Enhancement Phase 2 (CAP)			
Env Servs Staff Costs	118,998	120,832	(1,834)
Open Spaces Saff Costs	3,000	296	2,704
P&T Staff Costs	127,032	130,422	(3,390)
P&T Fees	72,468	43,028	29,440
Env Servs Works	354,219	293,710	60,509
Trial Works	4,239	4,239	-
Planting maintenance	14,798	14,798	-
Total 16100365	694,754	607,325	87,430
GRAND TOTAL	791,540	704,108	87,432

Table 2: Budget Adjustment Required			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
16800365: Middlesex Street Area Enhancement Phase 2 (SRP)			
P&T Staff Costs	58,551	-	58,551
P&T Fees	38,235	-	38,235
Total 16800365	96,786	-	96,786
16100365: Middlesex Street Area Enhancement Phase 2 (CAP)			
Env Servs Staff Costs	118,998	1,834	120,832
Open Spaces Saff Costs	3,000	(2,704)	296
P&T Staff Costs	127,032	3,390	130,422
P&T Fees	72,468	-	72,468
Env Servs Works	354,219	(2,520)	351,699
Trial Works	4,239	-	4,239
Planting maintenance	14,798	-	14,798
Total 16100365	694,754	-	694,754
GRAND TOTAL	791,540	-	791,540

Appendix 3 - Implemented scheme at the north gateway



Rev No.	Date	Description	By

PROJECT: MIDDLESEX STREET AREA ENHANCEMENT PHASE 2

TITLE: NORTHERN GATEWAY GENERAL ARRANGEMENT

CLIENT: **Highway Design AND CONSTRUCTION**

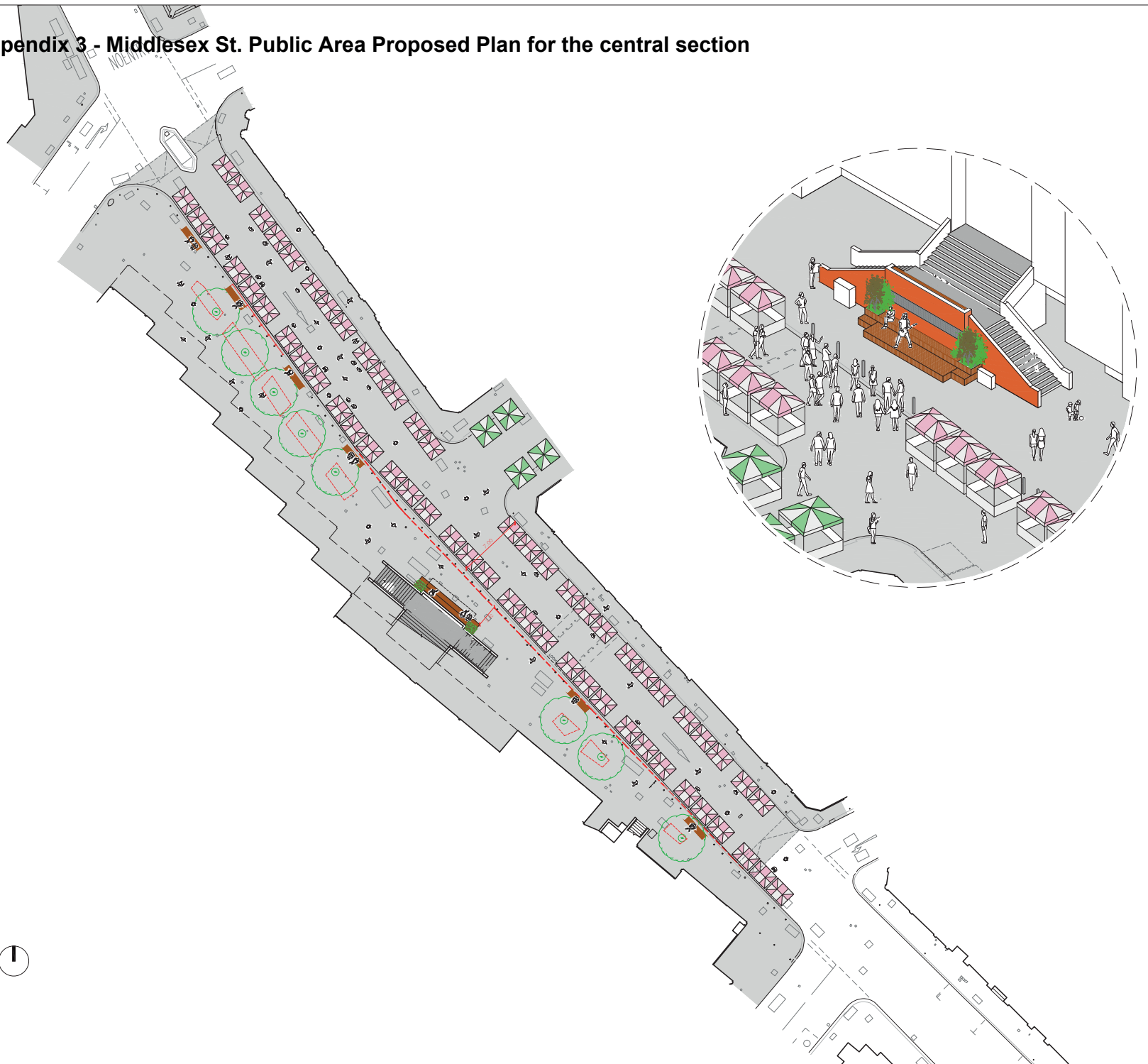
DEPARTMENT OF THE BUILT ENVIRONMENT
PO Box 270
CITYHALL
LONDON
EC2P 2EJ
TEL: 020 7606 3030



CITY OF LONDON

SHEET 1 of 1		<small>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office © Crown copyright 2018. All rights reserved. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. City of London 10002345 2018</small>
Date:	SEP 20	
Designed by:	KEW	
Drawn by:	BM	
Scale & Drawing Size:	1:100@A1	
Revision:		Drawing No: CoL/16100365/NG/GA

Appendix 3 - Middlesex St. Public Area Proposed Plan for the central section



NOTES:
 This drawing should not be scaled.
 The contractor is to verify all dimensions and conditions on site and report any discrepancies to the Architect immediately.
 This drawing is to be read in conjunction with all relevant documents and drawings
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REV	DATE	DESCRIPTION	DRN	CHKD

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DRAWING STATUS:
FOR INFORMATION

CLIENT:
CITY OF LONDON

PROJECT:
MIDDLESEX STREET AREA

DATE: April '22 SCALE: As Indicated@A3 DRAWN BY: AS CHECKED BY: NT

DRAWING TITLE:
PUBLIC REALM IMPROVEMENTS*

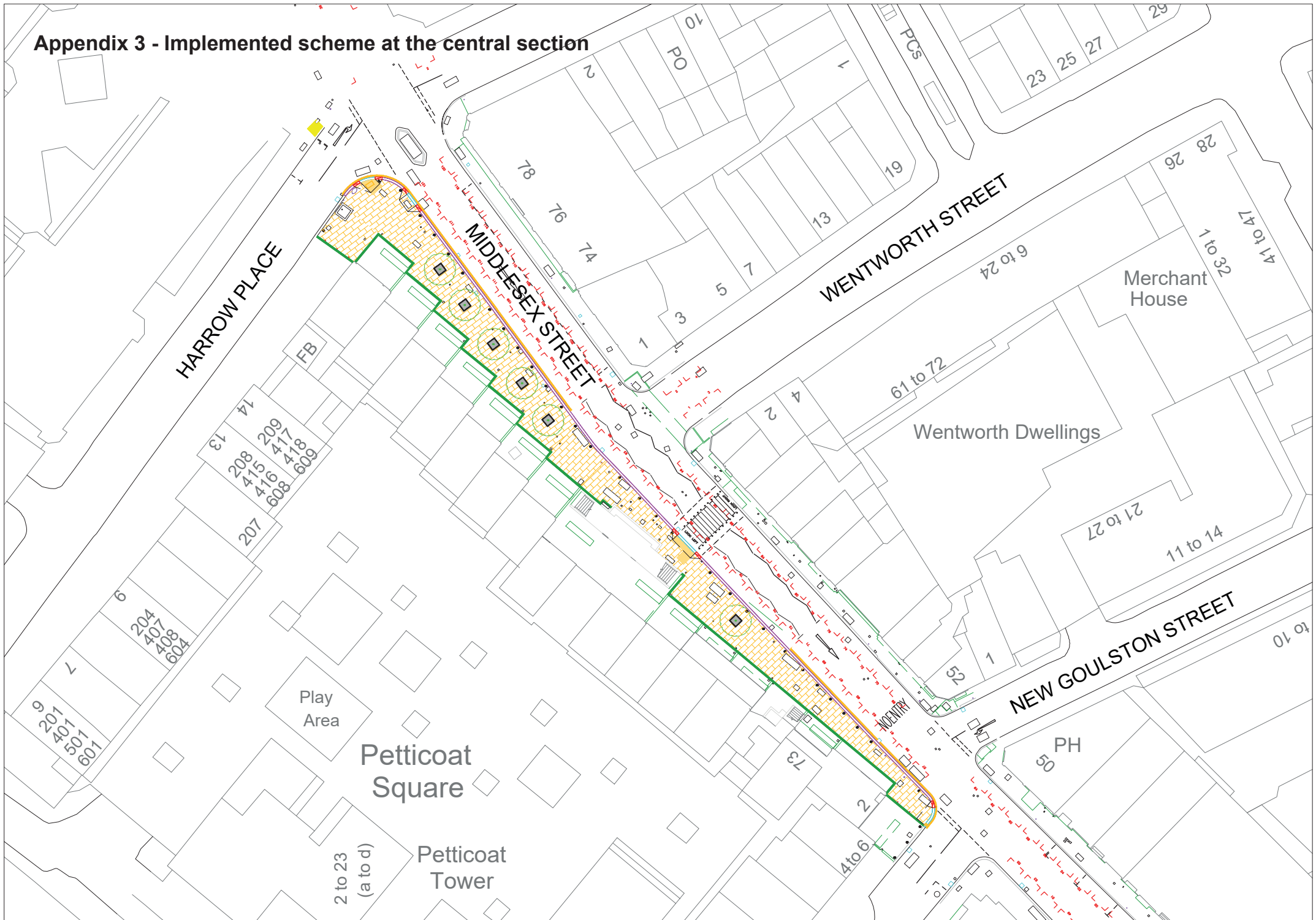
CONFIDENTIAL

DRAWING NUMBER: REVISION:
A



(*includes LB of Tower Hamlets areas and market stall arrangements on Sundays)

Appendix 3 - Implemented scheme at the central section



Appendix 4



Middlesex Street central area – the path outside the Estate was predominated by the large granite planters



Middlesex Street central area – street trees and seating replaced the concrete planters, creating more space for people walking and wheeling and opportunities to rest. The function of the street remains unchanged.



Banners, introduced as part of the quick wins, and a permanent gate at the northern gateway of Middlesex Street and on Bishopsgate (evening)