

<b>Committees:</b>	<b>Dates:</b>	<b>Item no.</b>
Streets and Walkways Sub-Committee Projects Sub	20/10/2014 05/11/2014	
<b>Subject:</b> 40-45 Chancery Lane (Southampton Buildings) – EE074	<b>Gateway 4 Detailed Options Appraisal</b>	<b>Public</b>
<b>Report of:</b> Director of the Built Environment		<b>For Decision</b>

### **Summary**

#### **Dashboard**

**Project Status:** Green

**Timeline:** Gateway 5 – February 2015

**Total Estimated Cost:** £121,182

**Spend to Date:** £28,143

**Overall Project Risk:** Low

#### **Progress to date**

Southampton Buildings was identified as a potential project as part of the Chancery Lane Area Enhancement Strategy, which was approved in 2009. At present, the street is a dead-end 'spur', containing some motorcycle parking. A Gateway 3 report was approved in October 2013 which gave approval to explore design options for this area, as well as several other smaller-scale projects within the Chancery Lane Enhancement Strategy area. In that report, the various schemes were ranked in order of priority; Southampton Buildings was second priority, following two, small raised crossovers on Chancery Lane itself.

Since the Gateway 3 report, the priority ranking has been revisited, with Southampton Buildings now proposed to be top priority. This proposal follows discussions with local stakeholders, most notably the developers of the adjacent Holborn Gate site which is currently being refurbished; it is anticipated that this enhancement project can be delivered to coincide with the completion of the refurbishment, currently programmed for early summer 2015.

Following the Gateway 3 approval, a design was developed in conjunction with the Chancery Lane Association (CLA), with whom the City of London has established a strong relationship. The emerging design option was then discussed with key local stakeholders, including the owners of properties fronting the street, with the initial written feedback from all stakeholders being favourable.

The current design, which has undergone design development with key stakeholders, is now presented to Members with a view to finalising the proposals and progressing to implementation.

#### **Overview of options**

The concept is based on the design outlined in the Chancery Lane Area Enhancement Strategy, taking into account the changing needs of the area since its adoption in 2009, most notably the refurbishment of Holborn Gate.

The proposed design is relatively simple, with the intention of enhancing the setting of two, contrasting frontages (the Grade II\* listed former Patent Office on the south side of the street, and the 1960s Holborn Gate development to the north). This consideration of the wider 'townscape' has meant a reduction in the number of proposed trees in the design; this also allows the larger, more established tree with Staple Inn to continue to dominate the eastward view, while a new tree at the western end will serve to draw attention to the new public space.

### **Proposed way forward**

It is proposed that Members approve the current design, with a view to refining the detail and cost estimates prior to obtaining Authority to Start Work. Further consultation will be undertaken with local stakeholders to ensure the design works for current and future users of the space. Officers will also pursue the necessary permissions to 'stop-up' the carriageway and to relocate the existing motorcycle parking.

### **Procurement approach**

This project will be managed by officers from the Department of the Built Environment and implemented under the term contract by JB Riney who were appointed via a competitive tender and who have a track record of delivering work of a high standard. Should any specialist contractors be required, the City will appoint these directly to avoid excessive charges and to be assured of the high working standards of these contractors.

### **Financial implications**

<b>Description</b>	<b>Option 1</b>
Works Costs	£96,456
Fees	£6,500
Staff Costs	£13,226
<b>Total</b>	<b>£116,182</b>
Tolerance +/-	£5,000
<b>Funding Strategy</b>	
Source	Section 106 (40-45 Chancery Lane)

### **Recommendations**

It is recommended that Members:

- Approve the design outlined in this report;
- Approve the proposed reprioritisation of projects, with Southampton Buildings now being top priority;
- Authorise officers to pursue the necessary approvals to pedestrianise this small section of carriageway and to relocate existing motorcycle parking;
- Authorise the release of funds necessary to progress to the next Gateway (£15,323), as detailed in Section 17 of this report, and;
- Authorise the Gateway 5 (Authority to Start Work) report to be delegated to the Chief Officer.

**Options Appraisal Matrix**

See attached.

**Appendices**

<b>Appendix 1</b>	Sketch of the developed design option
<b>Appendix 2</b>	Financial tables

**Contact**

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## Options Appraisal Matrix

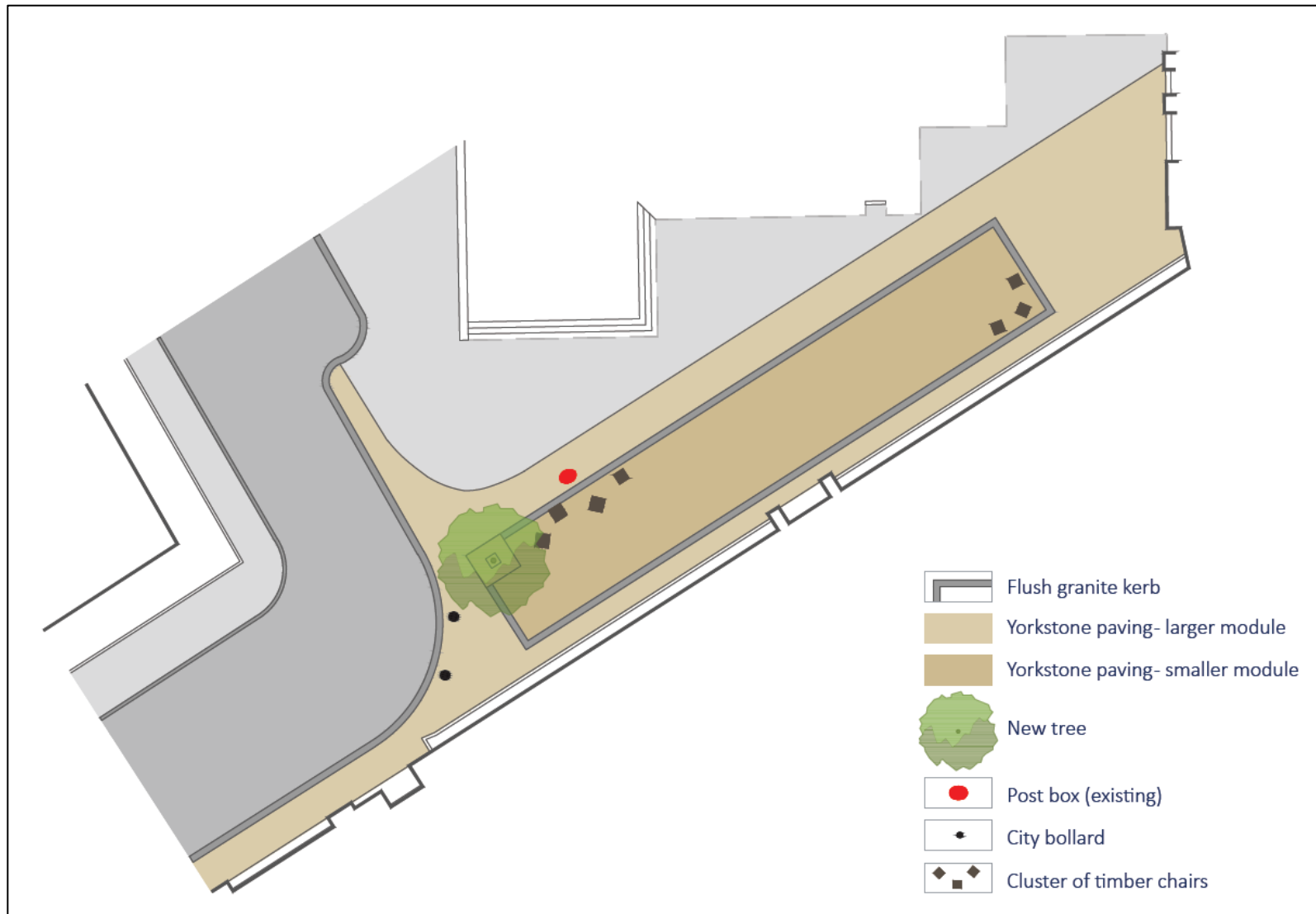
	<b><i>Option 1</i></b>
<b>1. Brief description</b>	<p>The highway 'spur' will be closed to traffic, with the redundant carriageway raised to footway level. A flush granite 'kerb' will be introduced to preserve the historic street character and create a visual sense of the central active space. York stone paving will be used throughout, with smaller modules used in the central area to further define the space.</p> <p>A new street tree will be introduced at the western end of the space to draw people towards the area. Small clusters of timber benches would be added to provide incidental seating. The distinctive red post box will remain in place.</p>
<b>2. Scope and exclusions</b>	This option includes the relocation of motorcycle parking from Southampton Buildings. Alternative locations will be identified prior to obtaining Authority to Start Work.
<b><i>Project Planning</i></b>	
<b>3. Programme and key dates</b>	<p>Finalised design and cost estimates: October 2014 – January 2015</p> <p>Gateway 5 (delegated to Chief Officer): February 2015</p> <p>Implementation: May 2015 – July 2015</p>
<b>4. Risk implications</b>	<p><i>Risk:</i> Presence of sub-surface utilities impact on the design</p> <p><i>Action:</i> Preliminary surveys have already been carried out, and trial holes would be used to further determine the extent of utilities</p> <p><i>Risk:</i> Objections are received to the Stopping Up Order and / or other permissions</p> <p><i>Action:</i> Initial consultation with local stakeholders, with further consultation and alternative motorcycle parking locations, will reduce the likelihood of objections being received</p>

	<b><i>Option 1</i></b>
<b>5. Benefits and disbenefits</b>	<p>Benefits:</p> <ul style="list-style-type: none"> <li>• New pedestrian space, enhancing a key pedestrian link between Chancery Lane and High Holborn;</li> <li>• Improved accessibility;</li> <li>• New street tree and seating, improving the amenity of the area;</li> <li>• Further progress in the delivery of the Chancery Lane Area Enhancement Strategy.</li> </ul> <p>Disbenefits:</p> <ul style="list-style-type: none"> <li>• Potential reduction in amount of motorcycle parking.</li> </ul>
<b>6. Stakeholders and consultees</b>	<ul style="list-style-type: none"> <li>• Chancery Lane Association;</li> <li>• Local businesses and stakeholders;</li> <li>• London Fire Brigade (discussions ongoing).</li> </ul>
<b><i>Resource Implications</i></b>	
<b>7. Total Estimated cost</b>	<p>£121,182</p> <p>This figure is currently an estimate, based on the latest design, and will be refined prior to the next Gateway report.</p> <p>A tolerance of £5,000 has been included in the proposed budget at this stage. This figure is related to the utilities task, the costs for which are currently estimated subject to receiving more detailed estimates from the various utility companies. These estimated costs will be included in the next Gateway report.</p>
<b>8. Funding strategy</b>	<ul style="list-style-type: none"> <li>• Fully funded through the Section 106 agreement relating to the development at 40-45 Chancery Lane;</li> </ul>

	<b><i>Option 1</i></b>
	<ul style="list-style-type: none"> <li>Any maintenance costs will be confirmed at the next stage of design, with a sum allocated through the same Section 106 agreement (see Section 9 below).</li> </ul>
<b>9. Ongoing revenue implications</b>	<p>£5,968</p> <p>This will provide for the establishment of the street tree for a period of five years, in line with the Section 106 agreement. This figure is currently an estimate, and will be refined prior to the next Gateway report.</p>
<b>10. Affordability</b>	This option is affordable within the funds allocated via the Section 106 agreement.
<b>11. Procurement strategy</b>	It is proposed to undertake the remaining design work 'in-house', and for the project to be implemented by JB Riney under the term contract for highways schemes. The City of London Procurement Service will be consulted where necessary.
<b>12. Traffic implications</b>	<ul style="list-style-type: none"> <li>Minor implication of Stopping Up the highway – vehicles will no longer be able to use this section of the street. There are no significant loading implications.</li> <li>The existing motorcycle parking will need to be relocated, to a location yet to be determined.</li> </ul>
<b>13. Sustainability and energy implications</b>	It is anticipated that all materials will be sustainably sourced in accordance with the City's agreed palette of materials.
<b>14. Equality Impact Assessment</b>	There are small positive improvements for most user groups, with the exception of motorcyclists whose parking will be relocated.
<b>15. <u>Recommendation</u></b>	Recommended
<b>16. Next Gateway</b>	Gateway 5 - Authority to Start Work

	<i>Option 1</i>			
<b>17. Resource requirements to reach next Gateway</b>				
		<b>Item</b>	<b>Reason</b>	<b>Cost (£)</b>
				<b>Funding Source</b>
		Design work (in house)	Develop the detailed design; circulate utilities notifications	£3,500
		Fees	Surveys, traffic orders	£6,823
		Staff time (approx. 60 hours)	Manage the design process, undertake further consultation with stakeholders	£5,000
				S106

## Appendix 1 – Sketch of the developed design option





## Appendix 2 – Financial tables

**Table 1 – Spend to date**

<b>Southampton Buildings (40-45 Chancery Lane S106)</b>	<b>Budget</b>	<b>Spend &amp; Commitments to Date</b>	<b>Remaining</b>
Pre-Evaluation P&T Fees	£15,300.00	£8,122.50	£7,177.50
Pre-Evaluation P&T Staff Costs	£20,500.00	£20,020.20	£479.80
Pre-Evaluation Env Serv Staff Costs	£1,500.00	£0.00	£1,500.00
<b>Pre-Evaluation (16800077) Total</b>	<b>£37,300.00</b>	<b>£28,142.70</b>	<b>£9,157.30</b>

**Table 2 – Resources required to reach Gateway 5**

<b>Southampton Buildings (40-45 Chancery Lane S106)</b>	<b>Current Budget</b>	<b>Adjustment</b>	<b>Proposed Revised Budget (to reach Gateway 5)</b>
Pre-Evaluation P&T Fees	£15,300.00	£6,823.00	<b>£22,123.00</b>
Pre-Evaluation P&T Staff Costs	£20,500.00	£5,000.00	<b>£25,500.00</b>
Pre-Evaluation Env Serv Staff Costs	£1,500.00	£3,500.00	<b>£5,000.00</b>
<b>Pre-Evaluation (16800077) Total</b>	<b>£37,300.00</b>	<b>£15,323.00</b>	<b>£52,623.00</b>