

Committee(s): Planning & Transportation Committee Projects Sub-Committee	Date(s): 24/02/2015 23/02/2015	Item no.
Subject: Department of Built Environment Projects Programme		Public
Report of: Director of the Department for the Built Environment		For Decision
<p style="text-align: center;"><u>Summary</u></p> <p>This report and the attached Department of Built Environment Project Programme document at Appendix 1 sets out the current programme for all Department of the Built Environment capital projects. The report seeks approvals for project initiation for five new projects at Gateway 2, which can be considered in the light of the full programme of projected work set out in the document. As well as the full project schedule this document includes Area Strategy project programmes, information on finances and funding, and an assessment of traffic impact of implementing projects.</p> <p>The report aims to provide an overview of all projects to assist Members in decision making. These projects originate in three ways. Firstly, and primarily, they are agreed and prioritised through Planning and Transportation Committee and the Court of Common Council as part of the process of agreeing and adopting Area Environmental Enhancement Strategies ('Area Strategies'). Secondly they may be approved by Members following the direct request of a developer/occupier to enhance an area around their building. These projects would be legally binding through either S106 or s278 agreements. Finally they may be specific environmental enhancement projects funded by Transport for London (TfL), or rarely through City funding. This report also sets out the funding sources for the projects, which are predominantly external to the City's own funds and the estimated delivery and spend on projects over the next three financial years.</p> <p>It is recommended that Members:</p> <ul style="list-style-type: none"> • Note the full programme of projects being undertaken by the Department of Built Environment as set out in the Project Programme Document in Appendix 1. • Approve projects at Gateway 2 for the projects set out in Appendix 2 		

Department of Built Environment Project Programme

1. This report and its appendices set out an overview of current projects, in order to enable Members to keep apprised of the project programme and to control the implementation and co-ordination of projects. This includes those projects that have been completed, those currently being implemented and those that have been approved in principle by the Planning and Transportation Committee and Court of Common Council, and are envisaged will be delivered over the next few years, subject to funding.
2. The Department of Built Environment Project Programme document at Appendix 1, is intended to make project management information more available within and outside the department. As more information is collected and analysis is carried out the information in this document will be added to keep Members apprised of activity, costs and impacts on a comparative basis. For instance, in the document a section has been included on schemes that have been completed since the previous report was put in front of Committees. The table setting out the assessment related to the traffic impact of the implementation of the projects now shows the projected impact by quarter. This is intended to further assists in planning and prioritising the implementation of projects, so as to minimise the impact of projects on City streets and traffic congestion. Officers are using this information to make decisions around the timing of project delivery, where this is possible, and to assess whether actual impact was reduced through planning and coordination.
3. The format and content of the programme document will continue to develop and respond to Member input and collection and analysis of more information. This is with the aim of monitoring performance against estimated programme, budget and time allocations.

Gateway 2 Approvals

4. To give an indication of those projects likely to be brought forward in coming years from all sources, a schedule of 'Project Zeros' is kept on Project Vision and regularly updated. The current schedule is set out in Appendix 1. There are some IT and lighting projects included in the schedule, however this schedule is predominantly made up of:
 - All projects that form part of an approved Environmental Enhancement or Transport Strategy.
 - Projects that are agreed through signed Section.106 Agreements
 - Projects that are agreed through signed Section.278 Agreements
5. As agreed by Members in May 2013, projects will be brought forward from the current Project Vision Schedule of Gateway Zeros in accordance with agreed priority. Occasionally, a project not previously identified may be brought forward where there is an urgent need for the project and where funding is available to implement the project. In considering projects brought forward for initiation Members will be able to assess the priorities being recommended by officers in the context of the whole potential work programme.
6. The following table sets out the projects that gained initiation approval Gateway 2 as part of the approval of the last Department of Built Environment Project Programme report:

MITRE SQUARE (S.106)	A project working Group has been established for this S.106 funded project that includes City officers, the developer of International House, and the Head Master of the Sir John Cass School. The project has progressed and obtained Gateway 3 Approval in January 2015.
ST.BARTHOLOMEWS HOSPITAL (S.106)	This project was initiated on advice that the S.106 funding for the enhancements planned for the streets around the hospital would be imminently received. However this has not been the case and no progress will be made until the S.106 contribution has been paid. Officers are continuing to seek payment of this funding in line with the S.106 Agreement
ST.MARY AT HILL	A project working group has been established that has met three times to date. This group includes a Ward Member, City officers and Parish and Diocesan representatives. Ground & Drainage Surveys and information gathering are underway.

7. At this time it is recommended that five projects are brought forward for approval at Gateway 2

Monument Street	The redevelopment of 11-19 Monument Street has created an opportunity for improving the public realm around the site, to be funded entirely through Section 106 and Section 278 contributions. The project will principally focus on improvements to Fish Street Hill, Pudding Lane and the area around the Monument to the south of the development.
Breams Buildings	The project will involve public realm enhancements to Breams Buildings, a locally significant east-west pedestrian route. The opportunity to deliver the project has arisen as a result of the redevelopment at 25-32 Chancery Lane. The scheme is fully externally funded through the Section 106 Agreement connected to this development. The City of London has received written confirmation from the developer that, should the total cost of the preferred enhancement option be greater than the above allocation, they would be prepared to make a further financial contribution to cover the shortfall.
Cursitor Street	As part of the process of reinstatement following redevelopment impact on Cursitor Street, an opportunity has arisen to consider a redesign of the western end of the street. The permanent closure and enhancement of the street originally took place in 2010 through a TfL-funded project, delivered as part of the Chancery Lane Area Strategy. However, recent redevelopment on both sides of the street has presented an opportunity to look again at the function and design of the street, in order to determine how

	it can function most appropriately, given the new form and uses of the buildings facing on to it.
60-70 St. Mary Axe	The project will involve public realm enhancement to the area surrounding 60-70 St Mary Axe including improvements to carriageway and footways, fully funded under a Section 106/Section 278 agreement by the developer
1 Angel Court	The project will involve public realm enhancements in the vicinity of Angel Court, a north-south route, which is part of a locally significant pedestrian network. The opportunity to deliver the project has arisen as a result of the redevelopment at 33 Throgmorton Street, 1 Angel Court and 41 Lothbury. The scheme will be fully and externally funded through the Section 106 Agreement connected to this development.

Gateway 2 reports for these three projects are in Appendix two to this report, along with a map of the showing their locations.

Legal Implications

- Projects can require varying degrees of legal input under a potentially wide range of issues such as agreements with third party funders; identifying affected land ownerships and agreements with affected land owners; agreements with neighbouring authorities; statutory processes required to implement highways or traffic changes; procurement; issues arising from implementation such as claims arising from works carried out. This is provided by Comptroller and City Solicitor's staff as far as possible, but the feasibility of this will depend on the number and scope of active projects. Therefore the resource requirements of a project in terms of legal issues should be identified and taken into account in determining project programmes and/or cost. The information contained in the project schedules makes this process easier to determine and manage.

Conclusion

The programme for Department of the Built Environment projects continues to keep pace with the change of built environment in the City, and in the changing pattern and mode of movement in the City's streets. This is providing for the planned growth identified in the Local Plan. There continues to be a projected growth in cycling and an increase in the daytime population, increase in night-time economy, visitor activity and significant improvements to transport links. All of this pressure requires strategy and management, with planned changes through the implementation of projects that align the City's infrastructure with the changing City. The Environmental Enhancement Area Strategy approach has proved to be an effective way of setting out this change, and will remain the main co-ordinating mechanism to ensure proper community consultation and joined up project delivery for enhancement projects.

Officers will continue to develop the collection and analysis of information that will assist Members in governance and decision making related to project control and share this through future versions of the programme document attached in Appendix.1.

Appendices

Appendix 1	Department of Built Environment Project Programme
Appendix 2	Gateway 2 Short Form Reports

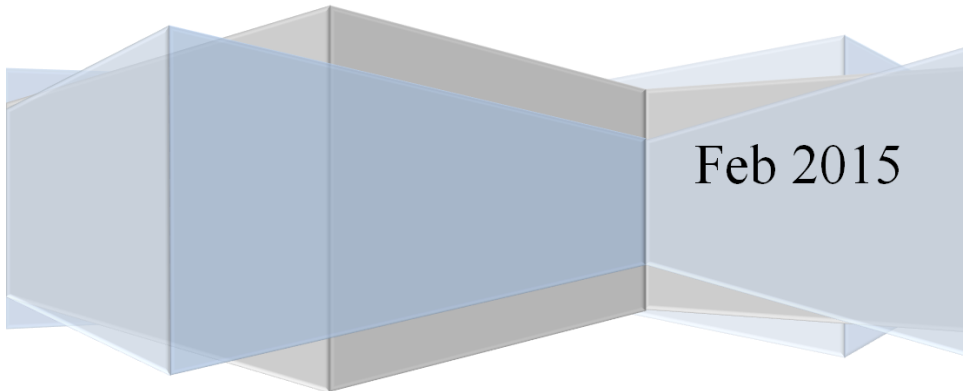
Contact

Report Author	Victor Callister
Email Address	victor.callister@cityoflondon.gov.uk
Telephone Number	0207 332 3468

Appendix.1

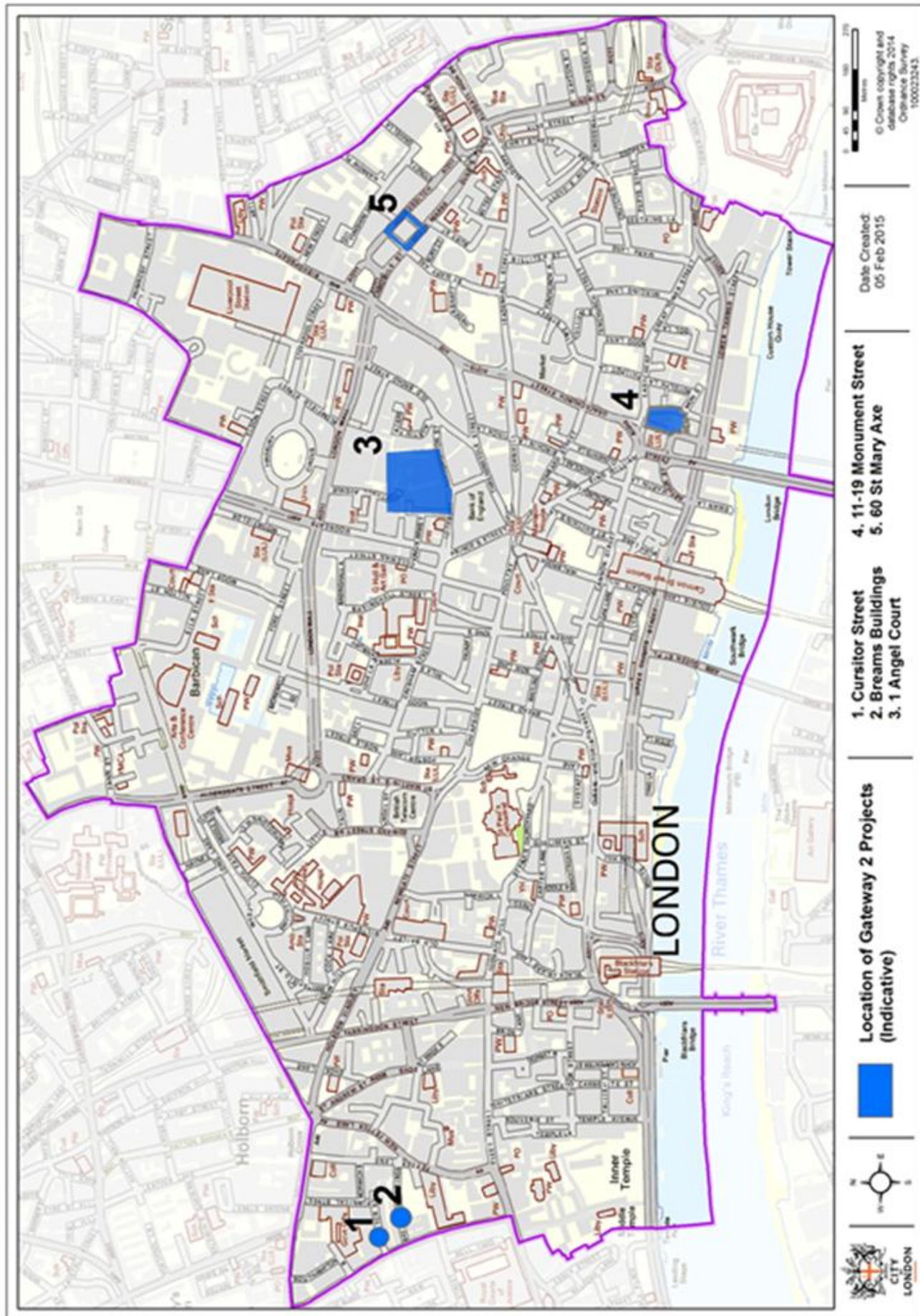
Department of Built Environment Project Programme Information Document

The space between buildings
Department of Built Environment Project Programming



Appendix.2

Projects for Initiation Gateway 2 Reports



Project Gateway 1 & 2	
Project: 11-19 Monument Street: Street Enhancements (EE105)	Public
Report of: Director of the Built Environment	For Decision

Overview

<p>1. Spending Committee Streets & Walkways Sub-Committee.</p>
<p>2. Project Board A Project Board is not recommended given the scale and nature of this project. However, it is proposed to establish a Working Party comprising representatives of the Developer (Skanska), City Corporation, and other relevant local stakeholders. Ward Members will be made aware of the details of the Working Party meetings.</p>
<p>3. Area Strategy Authorising Committee and date of Authorisation The project area sits within the Fenchurch & Monument Area Enhancement Strategy (approved by Court of Common Council in 2013).</p>
<p>4. Brief description of project The redevelopment of 11-19 Monument Street has created an opportunity for improving the public realm around the site, to be funded entirely through Section 106 and Section 278 contributions. The project will principally focus on improvements to Fish Street Hill, Pudding Lane and the area around the Monument to the south of the development. A map of the proposed project area is shown in Appendix 1. The project is not considered to have an impact on the resilience of the highway network. There is no anticipated impact on the cycle superhighway project, however any potential impacts will be carefully monitored.</p> <p>The project objectives are:</p> <ul style="list-style-type: none"> - To enhance Fish Street Hill as a key arrival point from Monument Underground Station and facilitate increased pedestrian numbers associated with the growing Eastern City Cluster and tourists visiting the Monument; - To deliver an enhanced public realm on Pudding Lane; - To secure public realm improvements to the south of the development that are commensurate with the historic setting and significance of this location adjacent to the Monument; - To deliver public realm enhancements to a timetable that enables the possible staging of a public event to commemorate the 350th anniversary of the Great Fire of London in September 2016 (the feasibility of which is currently being assessed by the Department of Culture, Heritage and Libraries); - To ensure that the required functions of the street are maintained, and; - To improve accessibility for all throughout the area. <p>The project scope (derived from the Fenchurch & Monument Area Enhancement Strategy) will include:</p> <ul style="list-style-type: none"> - Facilitating ease of movement for pedestrians using Monument Underground Station;

- Preserving or enhancing the special character of the area by utilising a materials palette of York stone and walkable granite setts, where appropriate;
- Exploring opportunities for both permanent and managed seating around the Monument;
- Reviewing the requirement for parking on Fish Street Hill;
- Identifying opportunities for street trees and planting where feasible, and;
- Providing cycle parking provisions where possible.

5. Do materials used comply with 'material review' approved use?

Yes.

6. Success Criteria

- A safe, attractive and welcoming street environment;
- An enhanced public realm, with opportunities to dwell around the Monument whilst maintaining the movement functions of adjacent streets;
- Improved quality and consistency of surface materials in the local area with the introduction / extension / retention of appropriate paving treatments;
- A clear design link with previous improvements around the Monument;
- Improved accessibility for all people and particularly those with mobility impairment, and;
- Increased sense of health and wellbeing for people using the area.

7. Key options to be considered

The key options to be considered will include:

- Raising the carriageway at the southern end of Fish Street Hill;
- Increasing vehicle restrictions or pedestrianisation of Fish Street Hill;
- Exploring the most appropriate surface treatments for Pudding Lane;
- Providing permanent and/or managed seating to the south of the development;
- Introducing street trees or other greenery, and;
- Providing cycle parking in the locality.

These options and their prioritisation will be developed at the options appraisal stage and will be in accordance with the Fenchurch & Monument Area Enhancement Strategy.

8. Links to other existing strategies, programmes and/or projects

The project will link with the Fenchurch & Monument Area Enhancement Strategy as noted above, taking into consideration the design aspirations set out in the Strategy document. The design will also need to fully consider the environmental enhancement project completed in 2007 surrounding the Monument.

The department of Culture Heritage & Libraries is currently exploring the feasibility of staging of a public event to commemorate the 350th anniversary of the Great Fire of London in September 2016. Given the project location and its significance for the Great Fire, the programme for the works will need to be fully integrated into the planning and delivery of this event should the decision be taken to proceed.

An external visual screen, displaying live images from the top of the Monument on the ground, is proposed in Monument Yard as part of making the building more accessible, which is a separate project currently at G5 stage being implemented by the City Surveyor for the client department Culture Heritage & Libraries.

9. Within which category does this project fit?

Fully reimbursable.

Asset enhancement/improvement (capital).

10. What is the priority of the project

Advisable.

Financial Implications

11. Likely capital/supplementary revenue cost range

£250k - £500k (estimated project cost of between £300k - £350k)

12. Potential source (s) of funding

The project will be fully funded through the Section 106 and Section 278 agreements associated with 11-19 Monument Street, including any interest accrued.

Any highway works that may reasonably be required as a result of the development at 11-19 Monument Street will be funded from a s278 agreement. The scope of the Section 278 works is currently being determined but is currently estimated to be in the order of £125,000 to £175,000.

For the enhancement of the project area a total of £177,387 is available through the s106 agreement at 11-19 Monument Street comprising:

- Local Community & Environmental Improvement Works (LCEIW) contribution of £136,452.
- Transport Improvements Works (TIW) contribution of £40,935.

The full LCEIW and TIW contributions have now been received.

It is intended that these works are fully co-ordinated with the proposed Section 106 works in delivering a single design solution for this location.

13. On-going revenue requirements and departmental local risk budget (s) affected

The majority of the area is currently maintained as City highway, there is a small area to the south of the development that falls within the ownership of 11-19 Monument Street. The design options are unlikely to result in an increase in maintenance costs, however any potential increases will be carefully assessed, steps taken to minimise these increases where possible and funding sought within the project to cover these additional costs, particularly in relation to Highways, Open Spaces and Cleansing. Any specific additional revenue costs will be identified and considered at the options appraisal stage and built into the project implementation budget.

14. Indicative Procurement Approach

It is anticipated that all works will be undertaken by the City's term contractor, J.B. Riney. The use of J.B. Riney will be confirmed in future Gateway reports.

15. Major risks

Overall Project - Low Risk

Risk breakdown:

1. Full cost of works unknown

As the design options are identified the likely cost of the scheme will be established. The scope of the project will be tailored to ensure delivery within the available funding.

2. Project exceeds budget

Monitor costs closely and phase expenditure based on essential and optional elements of the scheme to ensure the budget is not exceeded.

3. Key stakeholders oppose the proposed enhancement works

Officers will provide detailed information and briefings to stakeholders throughout the design and evaluation stages, including wider consultation with local residents. A stakeholder Working Party is also proposed to guide the design development between project gateways.

16. Anticipated stakeholders and consultees

Anticipated external stakeholders:

- Developer of 11-19 Monument Street - Skanska
- Owners / occupiers of adjacent buildings
- Local residents
- London Underground
- English Heritage
- City of London Police
- Ward Members

Internal stakeholders will include:

- Highways
- Cleansing
- Open Spaces

17. Sustainability Implications

It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for construction purposes. This will be confirmed as design options are refined.

18. Resource requirements to reach next Gateway

Works	Cost
P&T Staff Costs	£15,000
Highways Staff Costs	£5,000
Fees	£5,000
Total	£25,000

The P&T staff cost allocation will allow the City to progress the project to Options Appraisal at Gateway 3, conduct consultation work including liaison with local stakeholders and Members and to prepare necessary reports back to Members. This represents approximately 150 hours, including input of the Assistant Director.

The highways staff costs will enable officer time to be spent on this project at the earliest possible opportunity, particularly with regards to the interface of the new

development with the street.

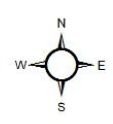
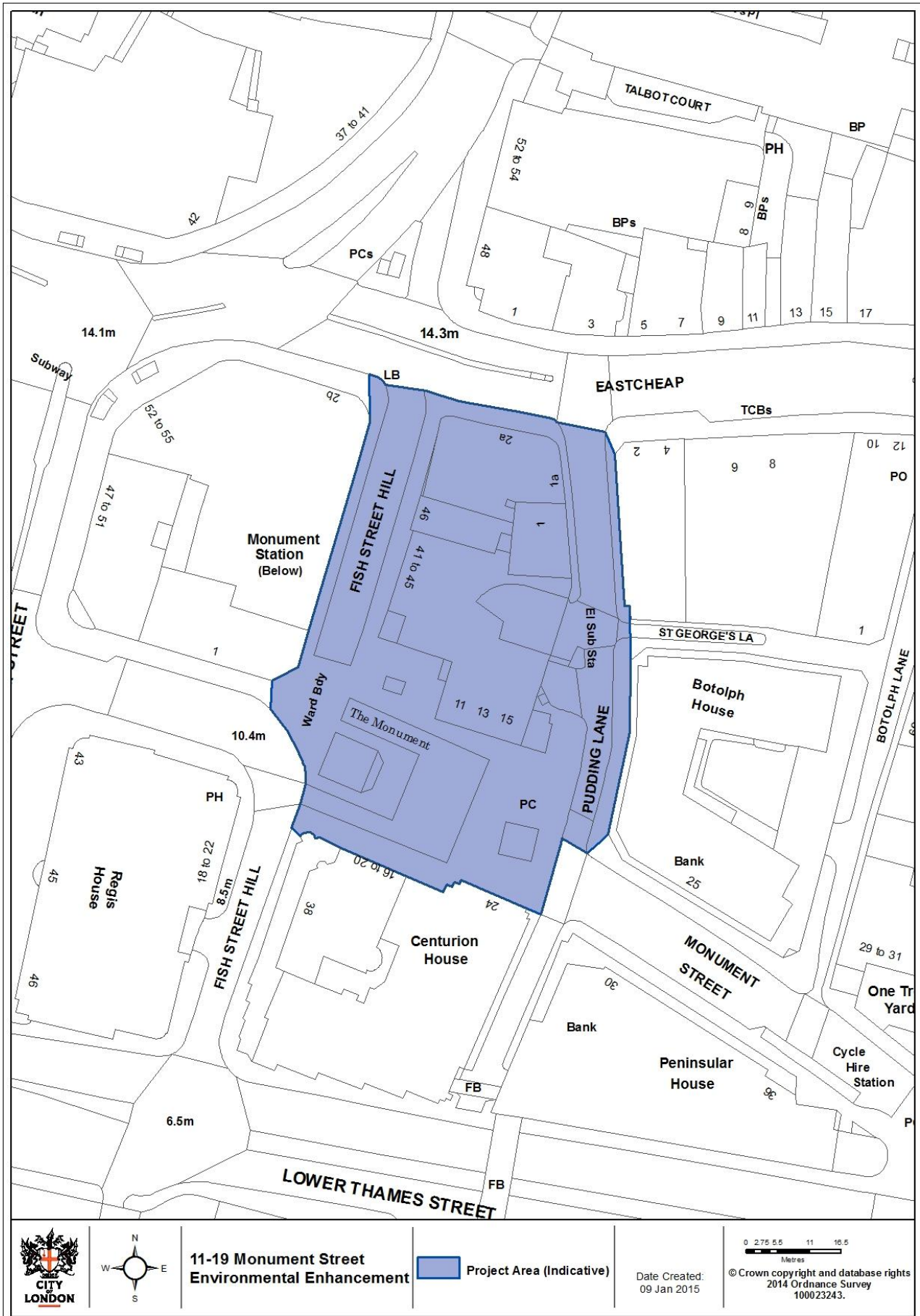
Given the challenging topography and levels in the project area, the fees allocation will enable topographic and radar surveys to be undertaken to ensure that any later design proposals are realistic and achievable.

All of the above costs will be funded from the Section 106 agreement associated with the development of 11-19 Monument Street.

19. Light, Regular or Complex approval track

Regular.

Appendix 1 – Map of the project area



**11-19 Monument Street
Environmental Enhancement**

Project Area (Indicative)

Date Created:
09 Jan 2015

0 2.75 5.5 11 16.5
Metres
© Crown copyright and database rights
2014 Ordnance Survey
100023243.

Project Gateway 1 & 2	
Project: Breams Buildings Reinstatement & Enhancement (EE067)	Public
Report of: Director of the Built Environment	For Decision

Overview

<p>2. Spending Committee Streets & Walkways Sub-Committee.</p>
<p>2. Project Board A Project Board is not recommended given the scale and nature of this project. However, it is proposed to establish a Working Party comprising representatives of the Developer, City Corporation, the Chancery Lane Association and other relevant local stakeholders. Ward Members will be made aware of the details of the Working Party meetings.</p>
<p>3. Area Strategy Authorising Committee and date of Authorisation The project area sits within the Chancery Lane Area Strategy (approved by Court of Common Council in 2009).</p>
<p>4. Brief description of project The project will involve public realm enhancements to Breams Buildings, a locally significant east-west pedestrian route. The opportunity to deliver the project has arisen as a result of the redevelopment at 25-32 Chancery Lane; a map of the proposed project area is shown in Appendix 1. The scheme is fully externally funded through the Section 106 Agreement connected to this development. The project is not considered to have an impact on the resilience of the highway network. The project objectives are:</p> <ul style="list-style-type: none"> - To deliver an enhanced public realm on Breams Buildings; - To find a suitable location for the existing Cycle Hire docking station, and to look to increase the number of docking points if possible; - To reflect the character of the Chancery Lane Conservation Area, in line with the objectives set out in the Chancery Lane Area Strategy; - To ensure that the required functions of the street are maintained, and; - To improve accessibility for all throughout the area. <p>The project scope (derived from the Chancery Lane Area Strategy) will include:</p> <ul style="list-style-type: none"> - Creation of an enhanced public space following the partial closure of the street to motor vehicles (existing situation); - Using appropriate materials throughout, reflecting the character of the Conservation Area; - Introducing street tree planting where feasible, and; - Providing cycle parking provisions where possible.
<p>5. Do materials used comply with 'material review' approved use? Yes. The choice of materials will reflect the status of the street within the Conservation Area, likely to be York stone and walkable granite setts.</p>
<p>6. Success Criteria</p> <ul style="list-style-type: none"> • Enhancement of the public realm, creating a dwell space whilst maintaining the movement function of the street;

- Improve the quality and consistency of surface materials in the local area with the introduction / extension / retention of appropriate paving treatments;
- Show a clear design link with previous improvements at Chancery Lane and Cursitor Street;
- Improving accessibility for all people and particularly those with mobility impairment, and;
- Increasing the sense of health and wellbeing for people using the area.

7. Key options to be considered

The key options to be considered will include:

- The potential relocation and extension of the existing Cycle Hire docking station;
- The potential introduction of street trees or other greenery, and;
- The provision of seating and cycle parking.

These options and their prioritisation will be developed at the options appraisal stage and will be in accordance with the relevant area strategy.

8. Links to other existing strategies, programmes and/or projects

The project will link with the Chancery Lane Area Strategy as noted above, taking into consideration the design aspirations set out in the Strategy document. The design will also consider the previously completed projects at Chancery Lane and Cursitor Street.

9. Within which category does this project fit?

Fully reimbursable.

Asset enhancement/ improvement (capital).

10. What is the priority of the project

Advisable.

Financial Implications

11. Likely capital/supplementary revenue cost range

Under £250k (estimated project cost of between £100k - £150k)

12. Potential source (s) of funding

The project will be fully funded through the relevant planning obligation (section 106 agreement). The agreement stipulates that the total Local Community & Environmental Improvement Works (LCEIW) contribution of £125,641 be split as follows:

- No more than £20,000 for air quality projects;
- At least £80,000 for Environmental Improvement Works;
- No more than £25,641 for the provision of other works or facilities for the benefit of the local community.

There is also a total of £37,692 allocated for transport improvements. The full LCEIW and transport contributions have been received.

The City of London has received written confirmation from the developer that, should the total cost of the preferred enhancement option be greater than the above allocation, they would be prepared to make a further financial contribution to cover the shortfall.

13. On-going revenue requirements and departmental local risk budget (s) affected

The area is currently maintained as City highway. The design options are unlikely to result in an increase in maintenance costs, however any potential increases will be carefully assessed, steps taken to minimise these increases where possible and funding sought within the project to cover these additional costs, particularly in relation to Highways, Open Spaces and Cleansing. Any specific additional revenue costs over a five year period will be identified and considered at the options appraisal stage and built into the project implementation budget

14. Indicative Procurement Approach

It is anticipated that all works will be undertaken by the City's term contractor, J.B. Riney. The use of J.B. Riney will be confirmed in future Gateway reports.

15. Major risks

Overall Project - Low Risk

Risk breakdown:

1. Full cost of works unknown

As the design options are identified the likely cost of the scheme will be established. The scope of the project will be tailored to ensure delivery within the available funding.

2. Project exceeds budget

Monitor costs closely and phase expenditure based on essential and optional elements of the scheme to ensure the budget is not exceeded.

3. Key stakeholders oppose the proposed enhancement works

Officers will provide detailed information and briefings to stakeholders throughout the design and evaluation stages, including wider consultation with local residents. A stakeholder Working Party is also proposed to guide the design development between project gateways.

16. Anticipated stakeholders and consultees

Anticipated external stakeholders:

- Developer of 25-32 Chancery Lane
- Chancery Lane Association
- Local residents
- City of London Police
- Owners / occupiers of adjacent buildings
- Ward Members

Internal stakeholders will include:

- Highways
- Cleansing
- Open Spaces

17. Sustainability Implications

It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for construction purposes. This will be confirmed as design options are refined.

18. Resource requirements to reach next Gateway

Total - £10,000.

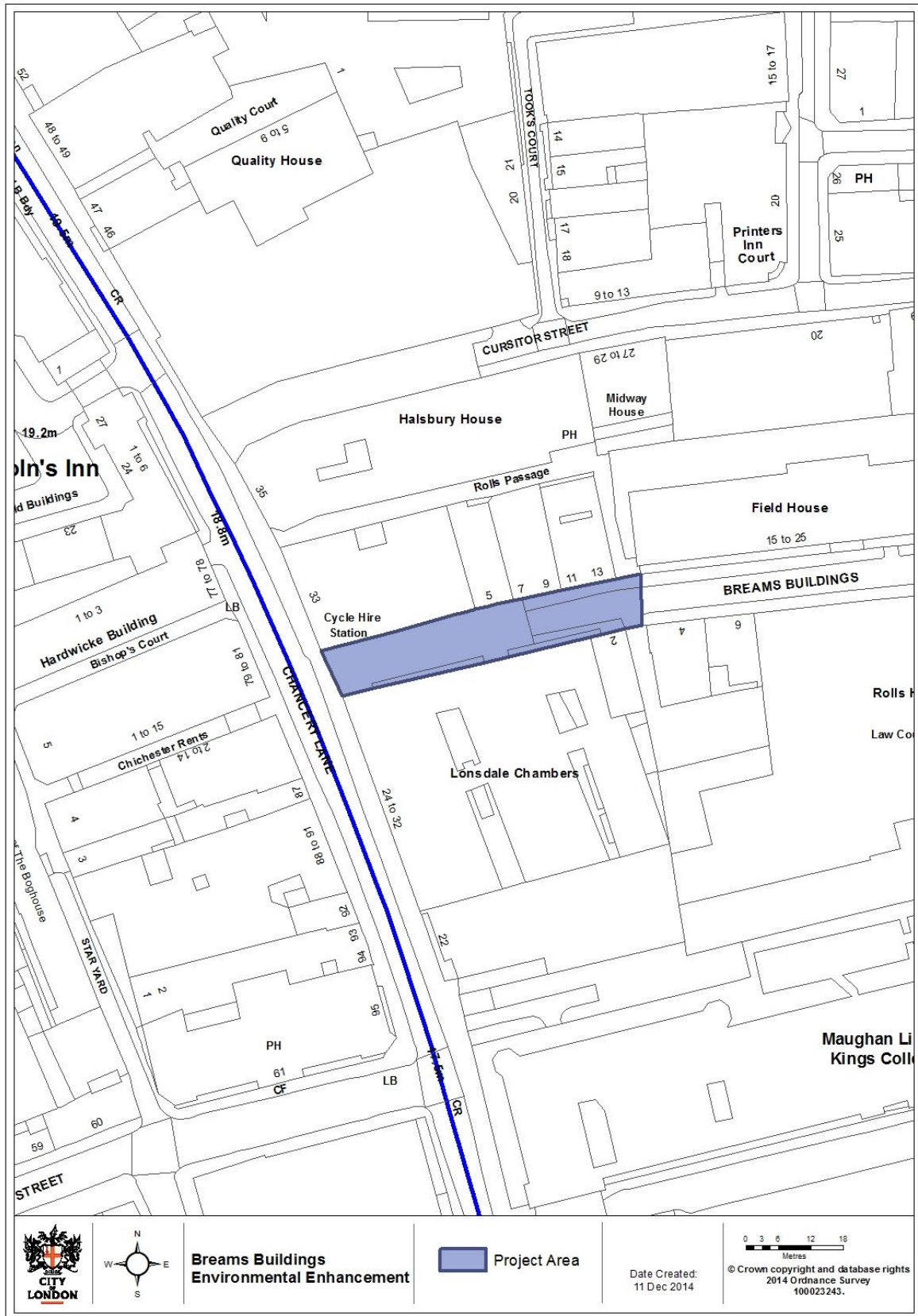
Staff allocation - £10,000. This will allow the City to progress the project to Options Appraisal at Gateway 3, conduct consultation work including liaison with local stakeholders and to prepare necessary reports back to Members. This represents around 125 hours, including input of the Assistant Director.

All costs and will be funded from the Local Community and Environmental Improvement Works contribution and the Transport contribution from the 25-32 Chancery Lane S106 agreement.

19. Approval track

Light.

Appendix 1 – Map of the project area



Project Gateway 1 & 2	
Project: Cursitor Street: Street Improvements – EE112	Public
Report of: Director of the Built Environment	For Decision

Overview

<p>3. Spending Committee Streets & Walkways Sub-Committee.</p>
<p>2. Project Board A Project Board is not recommended given the scale and nature of this project. Ward Members will be made aware of the details of any stakeholder engagement.</p>
<p>3. Area Strategy Authorising Committee and date of Authorisation The project area sits within the Chancery Lane Area Strategy (approved by Court of Common Council in 2009).</p>
<p>4. Brief description of project As part of the process of reinstatement following redevelopment impact on Cursitor Street, an opportunity has arisen to consider a redesign of the western end of the street. The project is not considered to have an impact on the resilience of the highway network. The permanent closure and enhancement of the street originally took place in 2010 through a TfL-funded project, delivered as part of the Chancery Lane Area Strategy. However, recent redevelopment on both sides of the street has presented an opportunity to look again at the function and design of the street, in order to determine how it can function most appropriately, given the new form and uses of the buildings facing on to it.</p> <p>Therefore, as part of the reparation process for the street, the project will:</p> <ul style="list-style-type: none"> - Reassess the function of Cursitor Street in relation to surrounding streets and buildings; - Consider the implementation of street trees, which were an original aspiration of the Area Strategy for this street, subject to sub-surface utilities; - Ensure that the design reflects the character of the Chancery Lane Conservation Area, in line with the objectives set out in the Chancery Lane Area Strategy; - Ensure that the required functions of the street are maintained, and; - Improve accessibility for all throughout the area. <p>The project scope (derived from the Chancery Lane Area Strategy) will include:</p> <ul style="list-style-type: none"> - Using appropriate materials throughout, reflecting the character of the Conservation Area; - Introducing street tree planting where feasible, and; - Providing new public seating (included in the previous scheme).
<p>5. Do materials used comply with ‘material review’ approved use? Yes. The choice of materials will reflect the status of the street within the Conservation Area, likely to be York stone and walkable granite setts.</p>
<p>6. Success Criteria</p> <ul style="list-style-type: none"> • Enhancement of the public realm whilst maintaining the movement function of the street; • Improve the quality and consistency of surface materials in the local area with

- the introduction / extension / retention of appropriate paving treatments;
- Show a clear design link with other local improvements in the Chancery Lane area;
- Improving accessibility for all people and particularly those with mobility impairment, and;
- Increasing the sense of health and wellbeing for people using the area.

7. Key options to be considered

The key options to be considered will include:

- The introduction of street trees, subject to sub-surface utilities;
- The provision of seating, and;
- The lighting of the area, taking into consideration the new frontages on either side of the street.

These options and their prioritisation will be developed at the options appraisal stage and will be in accordance with the relevant area strategy.

8. Links to other existing strategies, programmes and/or projects

The project will link with the Chancery Lane Area Strategy as noted above, taking into consideration the design aspirations set out in the Strategy document. The design will also consider the previously completed project at Chancery Lane, and emerging projects at Southampton Buildings and Breems Buildings.

9. Within which category does this project fit?

Fully reimbursable.

Asset enhancement/ improvement (capital).

10. What is the priority of the project

Advisable.

Financial Implications

11. Likely capital/supplementary revenue cost range

The estimated project cost is between £160k and £180k of which approximately £100k - £120k of this expenditure will be on physical works, with the remainder for staff costs and design / utilities fees.

12. Potential source (s) of funding

The project will be fully funded from developer contributions relating to 40-45 Chancery Lane and 35 Chancery Lane, with reparations costs paid by the developer at 40-45 Chancery Lane and highways works required to make the developments acceptable funded through respective Section 278 agreements. Any potential enhancements to the space will be funded through a combination of s278 and any available s106 funding relating to these developments.

A portion of the funding related to required reinstatement costs has already been received, which will allow the initial project work to take place.

13. On-going revenue requirements and departmental local risk budget (s) affected

The area is currently maintained as City highway. The design options are unlikely to result in an increase in maintenance costs, however any potential increases will be carefully assessed, steps taken to minimise these increases where possible and funding sought within the project to cover these additional costs, particularly in relation to Highways, Open Spaces and Cleansing. Any specific additional revenue

costs will be identified and considered at the options appraisal stage and built into the project implementation budget.

14. Indicative Procurement Approach

It is anticipated that all works will be undertaken by the City's term contractor, J.B. Riney. The use of J.B. Riney will be confirmed in future Gateway reports.

15. Major risks

Overall Project - Low Risk

Risk breakdown:

1. Full cost of works unknown

As the design options are identified the likely cost of the scheme will be refined. The scope of the project will be tailored to ensure delivery within the available funding.

2. Key stakeholders oppose the proposed enhancement works

Officers will provide detailed information and briefings to stakeholders throughout the design and evaluation stages, including consultation with local occupiers and residents.

16. Anticipated stakeholders and consultees

Anticipated external stakeholders:

- Developers of 40 Chancery Lane and 35 Chancery Lane;
- Chancery Lane Association;
- Local residents
- Ward Members

Internal stakeholders will include:

- Highways
- Cleansing
- Open Spaces

17. Sustainability Implications

It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for construction purposes. The design of the space, including elements such as street trees and seating, will take consideration of current and future uses of the space to ensure a sustainable scheme is developed. This will be confirmed as design options are refined.

18. Resource requirements to reach next Gateway

Total - £10,000.

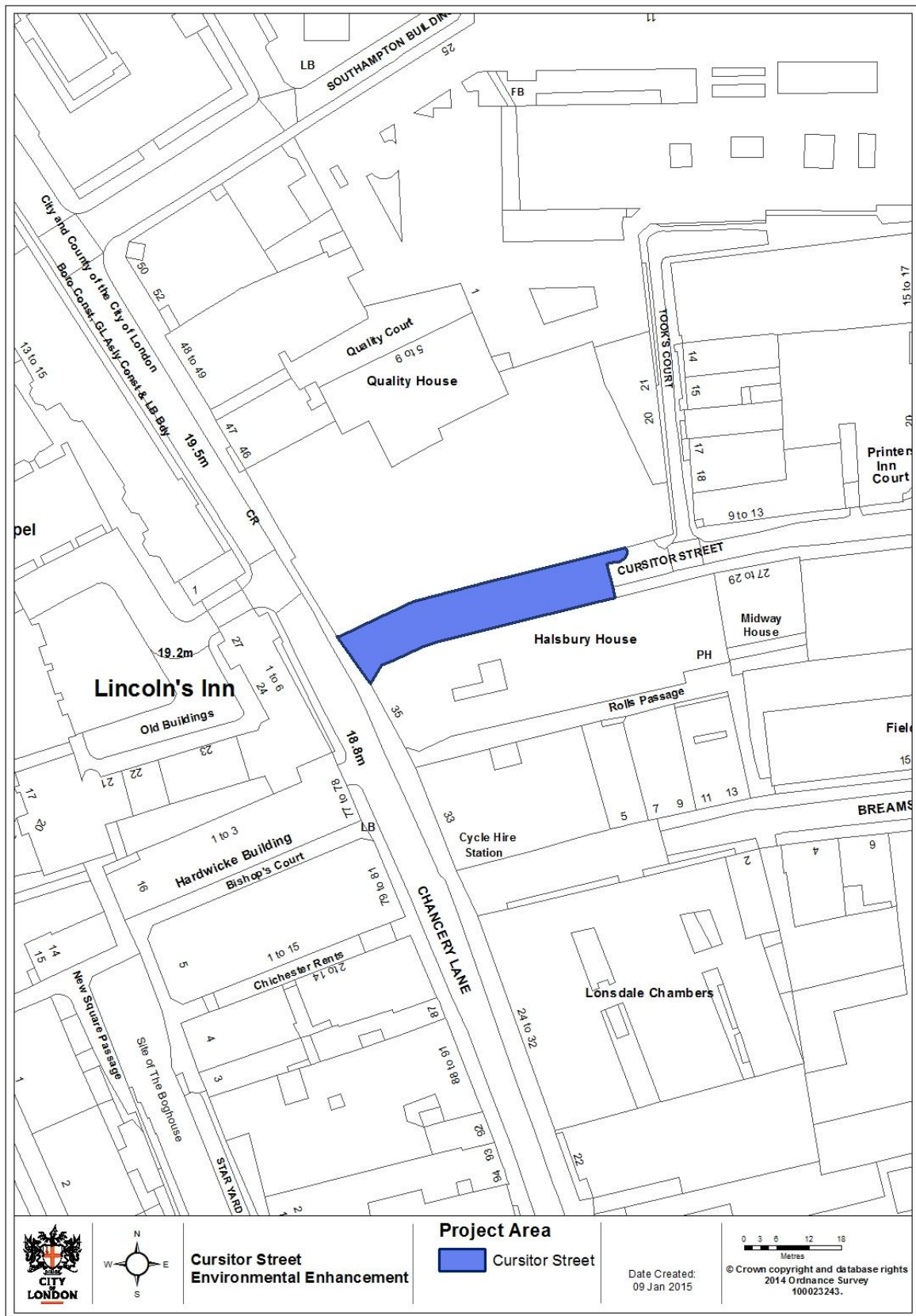
Staff allocation - £10,000. This will allow the City to progress the project to Options Appraisal at Gateway 3, conduct consultation work including liaison with local stakeholders and to prepare necessary reports back to Members. This represents around 125 hours, including input of the Assistant Director.

All costs will be funded from the developer.

19. Approval track

Light.

Appendix 1 – Map of the project area



Project Gateway 1 & 2	
Project: 60-70 St Mary Axe – Local Area Street Enhancement (EE114)	Public
Report of: Director of the Built Environment	For Decision

Overview

4. Spending Committee Streets & Walkways Sub-Committee
<p>2. Project Board</p> <p>A Project Board is not recommended given the scale and nature of this project. However, it is proposed to establish a Working Party comprising representatives of the Developer, the City Corporation, and other relevant local stakeholders. Ward Members will be made aware of the details of the Working Party meetings.</p>
<p>3. Area Strategy Authorising Committee and date of Authorisation</p> <p>The project area sits within the Eastern City Cluster strategy area as approved by Members in December 2010.</p>
<p>4. Brief description of project</p> <p>The project will involve public realm enhancement to the area surrounding 60-70 St Mary Axe including improvements to carriageway and footways, fully funded under a Section 106/Section 278 agreement by the developer. A map of the proposed project area is shown in Appendix 1. The project is not considered to have an impact on the resilience of the highway network.</p> <p>The project objectives are:</p> <ul style="list-style-type: none"> • To deliver an enhanced public realm on in the vicinity of 60-70 St Mary Axe; • To reflect the objectives of the Eastern City Cluster strategy area; • To ensure that the required functions of the street are maintained, and; • To improve accessibility for all throughout the area. <p>The project scope will include:</p> <ul style="list-style-type: none"> • Construction of extended footway width over areas created by the Development set back • Soft and hard landscaping including tree planting irrigation, lighting, public seating and signage • Introduction of public cycle stands • New surface paving to footways and replacement kerbs on both sides of St Mary Axe and Goring Street between Bevis Marks and Houndsditch in high quality materials • Provision or replacement of street lighting and signage • Improvements to or relocation of existing controlled crossing points on Houndsditch and Bevis Marks and/or the construction of new raised tables • Relocation of existing parking bays where appropriate • Drainage and any necessary sub-surface works • Any additional works necessary to ensure the Development properly

integrates with the levels of the Highway

5. Do materials used comply with 'material review' approved use?

Yes the materials will comply.

6. Success Criteria

- An enhanced public realm, whilst maintaining the movement function of the street;
- Greater quality and consistency of surface materials in the local area with the introduction / extension / retention of appropriate paving treatments;
- A clear design link with previous improvements within the Bank area;
- Greater accessibility for all people and particularly those with mobility impairment,
- Access into the developers refurbished building, and;
- An increased sense of health and wellbeing for people using the area.-

7. Key options to be considered

Improvement of footways and carriageway in the lower part of St Mary Axe between Camomile Street and Houndsditch, possibly incorporating street trees and landscaping, new street furniture and lighting and prioritising pedestrian access to/from the buildings in this section of the Street.

If necessary to deliver the project, approval is requested to enter into a Section 278 agreement to formalise the funding of the project.

8. Links to other existing strategies, programmes and/or projects

This project would deliver on the priorities of the Eastern City Cluster Enhancement Strategy.

9. Within which category does this project fit?

Fully reimbursable.

10. What is the priority of the project

Advisable.

Financial Implications

11. Likely capital/supplementary revenue cost range

£650k-£700k of which construction costs are estimated between £575k-£625k

12. Potential source (s) of funding

All funding for the project will be provided from the 60-70 St Mary Axe Section 106 agreement or will be provided voluntarily by the developer and formalised via a Section 278 agreement, which is uncapped.

This will include:

- Transport Improvement Works £268,066
- Evaluation and Design Payment £50,000
- Pipes and Utilities Survey £30,000
- Evaluation and Design Payment Excess (amount to be determined by the City)

Corporation)

- Public Realm Works Costs (amount to be determined by the City Corporation)
- Public Realm Works Costs Excess (amount to be determined by the City Corporation)
- Total costs of any removal or diversion of statutory undertakers' and utility services (amount to be determined by these parties)
- Any interest accrued from these sums

13. On-going revenue requirements and departmental local risk budget (s) affected

It is anticipated that the project would be largely revenue neutral as the area is already cleansed and maintained by the City, however any potential increases will be carefully assessed, steps taken to minimise these increases where possible and funding sought within the project to cover these additional costs, particularly in relation to Highways, Open Spaces and Cleansing. There may be revenue implications if increased soft landscaping is proposed however this will be identified as the design develops and reported at the next Gateway. The S106 agreement for 60-70 St Mary Axe allows for the funding of the maintenance of the public realm works for a limit of five years. The need for additional maintenance funding and/or the scope of the soft landscaping works will be assessed in light of the developing design in consultation with the Working Group.

14. Indicative Procurement Approach

It is anticipated that all works will be undertaken by the City's term contractor, J.B. Riney. The use of J.B. Riney will be confirmed in future Gateway reports.

15. Major risks

Overall Project - Low Risk

Risk breakdown:

1. Full cost of works unknown

As the design options are identified the likely cost of the scheme will be established. The scope of the project will be tailored to ensure delivery within the available Section 106/278 funding.

2. Project exceeds budget

Monitor costs closely and phase expenditure based on essential and optional elements of the scheme to ensure the budget is not exceeded.

3. Project not delivered to programme

The developer requires the environmental enhancement works to be completed in coordination with their building refurbishment therefore strict adherence to programme will be required to ensure compliance with this date.

This area includes a scheduled ancient monument (London Wall and bastion) which is known to survive just below the road surface in Goring Street. Any works may require scheduled monument consent and should be discussed and confirmed with the English Heritage Inspector of Ancient Monuments at the earliest stage.

16. Anticipated stakeholders and consultees

Anticipated external stakeholders:

- Developer of 60-70 St Mary Axe
- Owners/occupiers of adjacent buildings on St Mary Axe
- Ward Members
- English Heritage

Anticipated internal consultees:

- City Transportation
- Highways
- City Surveyors
- Open Spaces
- Access team
- Finance
- Cleansing

17. Sustainability Implications

It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for construction purposes. This will be confirmed as design options are refined.

18. Resources requirements to reach next Gateway

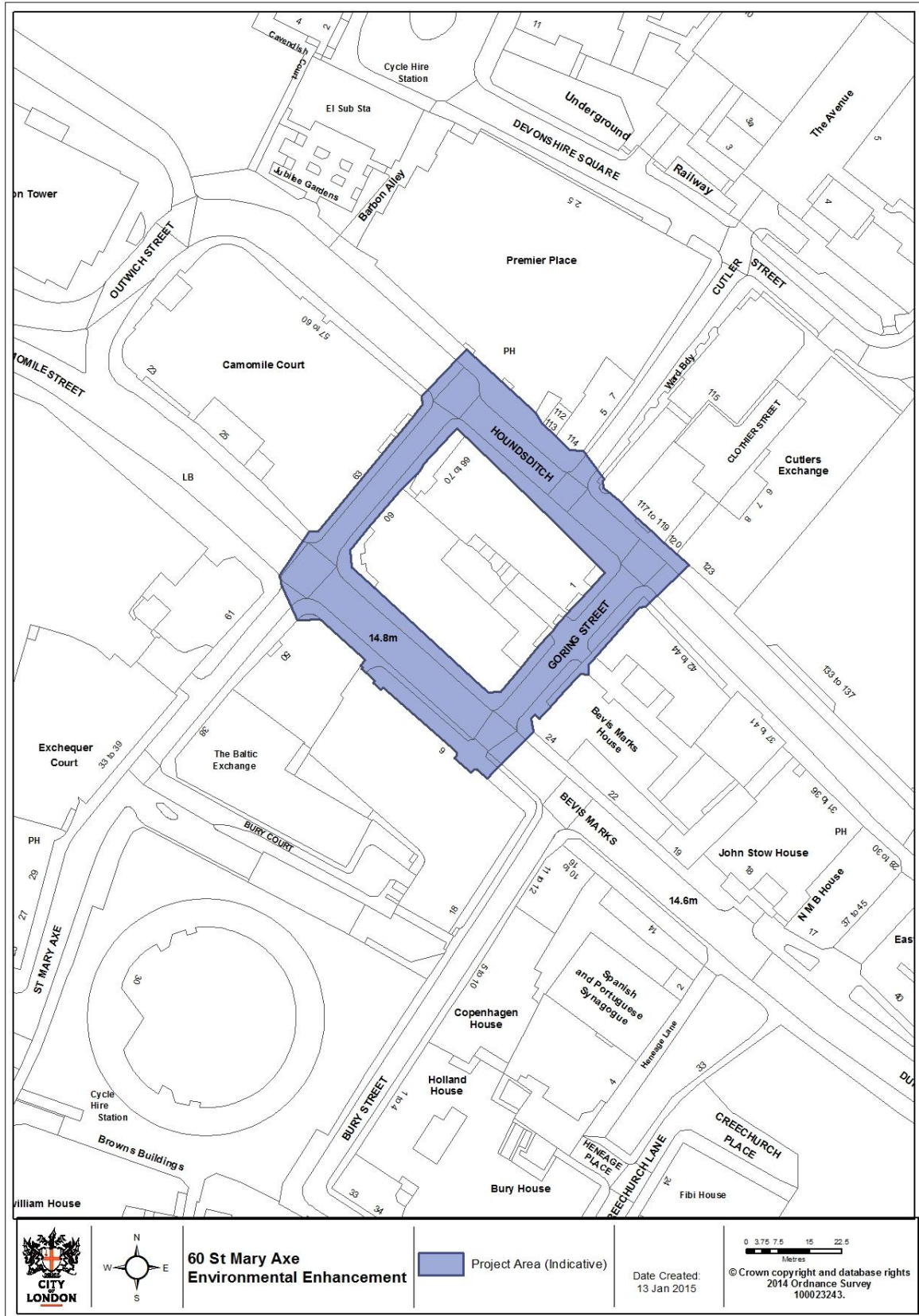
Staff allocation - £15k, which would allow the City to progress the project to Options Appraisal at Gateway 3, conduct consultation work including liaison with local stakeholders and to prepare necessary reports back to Members. This represents 150 hours for options appraisal and evaluation, including the input of the Assistant Director.

All costs to reach the next Gateway will be funded from the 60-70 St Mary Axe Section 106 agreement or will be provided voluntarily by the developer and formalised via a Section 278 agreement.

19. Light, Regular or Complex approval track

Regular.

Appendix 1 – Map of the project area



Project Gateway 1 & 2	
Project: Angel Court: Environmental Enhancements Around Development Site (EE113)	Public
Report of: Director of the Built Environment	For Decision

Overview

<p>5. Spending Committee Streets & Walkways Sub-Committee.</p>
<p>2. Project Board A Project Board is not recommended given the scale and nature of this project. However, it is proposed to establish a Working Party comprising representatives of the Developer, the City Corporation, and other relevant local stakeholders. Ward Members will be made aware of the details of the Working Party meetings.</p>
<p>3. Area Strategy Authorising Committee and date of Authorisation The project area sits within the Bank Area Strategy (approved by Court of Common Council in 2013).</p>
<p>4. Brief description of project The project will involve public realm enhancements in the vicinity of Angel Court, a north-south route, which is part of a locally significant pedestrian network. The opportunity to deliver the project has arisen as a result of the redevelopment at 33 Throgmorton Street, 1 Angel Court and 41 Lothbury; a map of the proposed project area is shown in Appendix 1. The scheme will be fully and externally funded through the Section 106 Agreement connected to this development. The project is not considered to have an impact on the resilience of the highway network. The project objectives are:</p> <ul style="list-style-type: none"> - To deliver an enhanced public realm on in the vicinity of Angel Court; - To reflect the objectives of the Bank Area Strategy and the character of the Bank Conservation Area; - To ensure that the required functions of the street are maintained, and; - To improve accessibility for all throughout the area. <p>The project scope will include:</p> <ul style="list-style-type: none"> - Creation of an enhanced public space following the partial closure of the street to motor vehicles; - Use of appropriate materials, reflecting the character of the Bank Conservation Area and the Bank Area Strategy; - Introduction of street tree planting where feasible, and; - Improvement of way-finding across the area.
<p>5. Do materials used comply with 'material review' approved use? Yes.</p>
<p>6. Success Criteria</p> <ul style="list-style-type: none"> • An enhanced public realm, whilst maintaining the movement function of the street; • Greater quality and consistency of surface materials in the local area with the introduction / extension / retention of appropriate paving treatments; • A clear design link with previous improvements within the Bank area; • Greater accessibility for all people and particularly those with mobility

<p>impairment, and;</p> <ul style="list-style-type: none"> • An increased sense of health and wellbeing for people using the area.
<p>7. Key options to be considered</p> <p>The key options to be considered will include:</p> <ul style="list-style-type: none"> • The lighting of the area, taking into consideration the new frontages on either side of the street; • The provision of seating; • The potential introduction of street trees or other greenery, and; • The provision of way-finding. <p>These options and their prioritisation will be developed at the options appraisal stage and will be in accordance with the Bank area strategy.</p>
<p>8. Links to other existing strategies, programmes and/or projects</p> <p>The project will link with the Bank Area Strategy as noted above, taking into consideration the design aspirations set out in the Strategy document. The design will also consider the completed projects at nearby Throgmorton Street, Bartholomew Lane and Austin Friars.</p>
<p>9. Within which category does this project fit?</p> <p>Fully reimbursable.</p>
<p>10. What is the priority of the project</p> <p>Advisable.</p>

Financial Implications

<p>11. Likely capital/supplementary revenue cost range</p> <p>£250k -£500k</p>
<p>12. Potential source (s) of funding</p> <p>The project will be fully funded through developer contributions, in the form of a Section 106 contribution from the redevelopment at 33 Throgmorton Street, 1 Angel Court and 41 Lothbury that breaks down as follows:</p> <ul style="list-style-type: none"> • Local Community Facilities and Environmental Improvement Works Contribution £254,504 • Transport Improvement Works Contribution of £76,351 • Any interest accruing from these contributions <p>There may be further funding under a Section 278 agreement once an assessment of works reasonably required enabling integration between the completed development and the highway has taken place.</p>
<p>13. On-going revenue requirements and departmental local risk budget (s) affected</p> <p>The area is currently maintained as City highway. The design options are unlikely to result in an increase in maintenance costs, however any potential increases will be carefully assessed and steps taken to minimise these increases where possible and funding sought within the project to cover these additional costs, particularly in relation to Highways, Open Spaces and Cleansing. Any specific additional revenue costs will be identified and considered at the options appraisal stage and built into the project implementation budget.</p>
<p>14. Indicative Procurement Approach</p>

It is anticipated that all works will be undertaken by the City's term contractor, J.B. Riney. The use of J.B. Riney will be confirmed in future Gateway reports.

15. Major risks

Overall Project - Low Risk

Risk breakdown:

1. Full cost of works unknown

As the design options are identified the likely cost of the scheme will be established. The scope of the project will be tailored to ensure delivery within the available funding.

2. Project exceeds budget

Monitor costs closely and phase expenditure based on essential and optional elements of the scheme to ensure the budget is not exceeded.

3. Key stakeholders oppose the proposed enhancement works

Officers will provide detailed information and briefings to stakeholders throughout the design and evaluation stages, including wider consultation with local stakeholders. A Working Party is also proposed to guide the design development between project gateways.

16. Anticipated stakeholders and consultees

Anticipated external stakeholders:

- Developer of 33 Throgmorton Street, 1 Angel Court and 41 Lothbury
- City of London Police
- Local residents
- Owners / occupiers of adjacent buildings
- Ward Members

Internal Stakeholders will include:

- Highways
- Cleansing
- Open Spaces
- Pollution Team

17. Sustainability Implications

It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for construction purposes. This will be confirmed as design options are refined.

18. Resource requirements to reach next Gateway

Total - £10,000.

Staff allocation - £10,000. This will allow the City to progress the project to Options Appraisal at Gateway 3, conduct consultation work including liaison with local stakeholders and to prepare necessary reports back to Members. This represents around 125 hours, including input of the Assistant Director.

All costs to reach the next Gateway will be funded from the Local Community and Environmental Improvement Works contribution from the 33 Throgmorton Street, 1 Angel Court and 41 Lothbury Section 106 agreement.

19. Light, Regular or Complex approval track

Regular.

Appendix 1 – Map of the project area

