

Committees:	Dates:	Item no.
Streets and Walkways Sub-Committee Projects Sub	26/09/2016 11/10/2016	
Subject: London Wall Place Section S278 Highway and Public Realm Improvements	Gateway 5 - Authority to Start Work	Public
Report of: Director of the Built Environment		For Decision

Summary

Dashboard

- Project Status: Green
- Timeline: Gateway 5 – Construction anticipated to commence November 2016
- Project estimated cost: Circa £ 3.6M
- Spent to date: £585,245 of approved budget of £758,500 (as at 31 July 2016)
- Overall project risk: Green
- Importance to Cultural Hub: Medium

Progress to date

Planning permission for the London Wall Place development at the former St. Alphage House site was granted in June 2011. This project relates to the Section 278 funded highway changes and public realm improvements required to integrate the development into the public highway.

The Gateway 4 report was approved in January 2016 where approval was given for the detailed design of the highway works around the London Wall Place development.

The project involves a wide range of measures on the highway around the development that: enables safe access to the new buildings for people and vehicles; enables and enhances provision for pedestrians by providing improved footways and crossings; and enhances the public realm in St. Alphage Gardens to provide an improved environment for the high number of workers, residents and visitors expected in the area.

A public consultation exercise with local residents, businesses and other stakeholders was undertaken in April 2016. The main elements of the highway and public realm works are supported, feedback relating to the landscape design in St. Alphage Gardens has been used to improve the design approach.

Since the project commenced in September 2013, a total of £585,245 of an approved budget of £758,500 has been expended as shown in Appendix 3.

The project is deemed of Medium importance to the Cultural Hub as the highway works involve changes to the public highway on London Wall, which is a key route for pedestrian access in the area.

Proposed way forward

The detailed design and cost estimates for the highway works have now been produced and are included in this report. It is proposed that Members approve these elements, and give authority for the highway works to be implemented.

At Gateway 4 it was identified that the public realm improvements for the St. Alphage Garden element of the project would be funded by the development's Section 106. Due to a number of technical and archaeological issues in the Gardens (which will take several months to resolve), it is now proposed to seek Gateway 5 approval for the St. Alphage Gardens public realm improvements as a separate sub project to the wider Section 278 Highway Improvements programme. This will allow the highway works to be implemented without delay in time for the practical completion of the development.

The first Section 278 Agreement for the evaluation and design stage of the project was signed in 2014. A second Section 278 Agreement, for the implementation of the highway works, is to be signed with the developer on approval of the recommendations in this report. Works will not commence until funding has been received from the developer.

Recommendations

It is recommended that Members:

1. Approve the implementation of the highway works with an estimated total cost of £3.6 million as shown in Table 1;
2. Delegate authority for any adjustments between elements of the £3.6 million budget to the Director of the Built Environment in conjunction with the Chamberlain's Head of Finance provided the total approved budget of £3.6 million is not exceeded;
3. Authorise Officers to seek relevant regulatory and statutory consents, orders and approvals as may be required to progress and implement the scheme (e.g. traffic orders); and
4. Note that the St. Alphage Gardens scheme (Section 106 funded) will be progressed independently of the (Section 278 funded) highway works and a separate Gateway 5 report will be submitted to the Open Spaces and City Gardens Committee and Projects Sub Committee in February 2017.

Main Report

<p>1. Design summary</p>	<p>The design of the highway works are detailed in Appendix 1 and include:</p> <ul style="list-style-type: none"> • Widening of the footway on the northern side of London Wall between Wood Street and Fore Street Avenue; • Remarking the eastbound carriageway as one advisory cycle lane and one general traffic lane; • Upgrading the London Wall / Wood Street junction, this includes a new pedestrian crossing on the eastern arm of the junction; • Renewal of structural joints and waterproofing on London Wall; • Repaving of footways around the development in York stone; • A courtesy crossing on Fore Street Avenue; • Relocation of the Cycle Hire station on Fore Street; • Two raised speed tables on London Wall with the dual purpose of lowering traffic speeds and providing crossing points for pedestrians.
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	<p>At Gateway 4 it was reported that a decision would be taken at Gateway 5 on the option for arranging the highway layout on London Wall (eastbound) between Wood Street and Fore Street Avenue:</p> <ul style="list-style-type: none"> • Option 1 – two traffic lanes (removal of cycle lane); • Option 2 – one traffic lane and one cycle lane (removal of 1 traffic lane); and • Option 3 – one bus lane and one traffic lane (converting 1 traffic lane to a bus lane that can be used by buses and cyclists) <p>Option 3 has been discounted as the number of buses travelling along London Wall in the immediate future (12-36 months) is insufficient for a bus lane to operate effectively.</p> <p><u>It is proposed that Option 2 provides the most appropriate balance between the traffic carrying function of London Wall and providing good quality facilities for cyclists.</u> This approach is also conducive to lower traffic speeds by narrowing the visual perception of traffic lanes on London Wall, where compliance with the City’s 20mph speed limit is an ongoing issue.</p> <p>Traffic modelling has been carried out and the traffic impacts of Option 2 have been found to be minimal as no changes are proposed to the approaches to the Moorgate junction (which is the main traffic constraint in the area). There is no traffic impact to the west at the Rotunda.</p> <p>The overall eastbound carriageway width on London Wall will be 6.4m, sufficient to revert to two traffic lanes in the event this is required in the future for network resilience or major events. The construction programme does not affect the Lord Mayors Show and the final arrangement will continue to allow London Wall to be used as an assembly area for the show.</p> <p>As part of the design of the London Wall / Wood Street junction, the feasibility of introducing a right hand turn into Wood Street north from London Wall westbound has been investigated. This was found to increase delays to westbound traffic waiting for right turning vehicles and in addition there are safety concerns to introducing a right hand turn across two lanes of traffic in the darkened environment where the junction is under 125 London Wall. Therefore the introduction of this right hand turn is not recommended.</p>
<p>2. Delivery team</p>	<p>Project management, stakeholder engagement and communication services will be provided by the project team within City Transportation.</p> <p>Highway construction works will be delivered by the City’s Highway</p>

	Term Contractor (J.B.Riney & Co. Limited) with construction supervision undertaken in-house by City Highway Engineers. Specialist sub-contractors sourced through the Term Contractor will be used for specific structural works on London Wall Car Park.																							
3. Programme and key dates	<p>Authority to Start Work – October 2016</p> <p>Preliminary Construction works - November/December 2016</p> <p>Main construction works – January 2017 to December 2017</p>																							
4. Outstanding risks	<p>Overall project risk: Low</p> <p>a) Possible damage to the London Wall Car Park Structure caused by the City’s Contractor;</p> <p>b) The resurfacing of London Wall reveals historic defects on London Wall Car Park that require repairs;</p> <p>c) Traffic orders and other licenses and consents (such as planning permission for the relocated cycle hire site which could receive public objections) cannot be predetermined, and will need to be applied for and processed;</p> <p>d) Reputational risk if the fit-out of the development is delayed due to the highway works not being completed on time;</p> <p>e) Possible delays to commencing the highway works if the second Section 278 Agreement is delayed;</p> <p>f) Transport for London are delayed in delivering the traffic signal works.</p>																							
5. Budget	<p>The London Wall Place Highway Works are fully funded by the developer through a Section 278 Agreement between the City and the developer.</p> <p>Table 1 below shows the estimated total costs of the approved design:</p> <table border="1"> <thead> <tr> <th>Item</th> <th>Description</th> <th>Estimated Cost</th> </tr> </thead> <tbody> <tr> <td rowspan="4">Works Costs</td> <td>Highways Construction</td> <td>1,892,263</td> </tr> <tr> <td>Utility works</td> <td>396,593</td> </tr> <tr> <td>Transport for London: Cycle Hire relocation</td> <td>35,073</td> </tr> <tr> <td>Total</td> <td>£2,323,929</td> </tr> <tr> <td rowspan="5">Staff Costs</td> <td>City Transportation: Project Management, Stakeholder Engagement & Communications</td> <td>294,151</td> </tr> <tr> <td>Highways: Design, quantity surveying and construction supervision</td> <td>382,617</td> </tr> <tr> <td>Open Spaces</td> <td>1,252</td> </tr> <tr> <td>DBE Structures: design, technical advice and construction supervision</td> <td>8,660</td> </tr> <tr> <td>Total</td> <td>£686,680</td> </tr> </tbody> </table>	Item	Description	Estimated Cost	Works Costs	Highways Construction	1,892,263	Utility works	396,593	Transport for London: Cycle Hire relocation	35,073	Total	£2,323,929	Staff Costs	City Transportation: Project Management, Stakeholder Engagement & Communications	294,151	Highways: Design, quantity surveying and construction supervision	382,617	Open Spaces	1,252	DBE Structures: design, technical advice and construction supervision	8,660	Total	£686,680
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	Professional Fees	Surveys, utility surveys, further structural design, traffic consultant & modelling, traffic order advertisements, stakeholder engagement material	£384,520
		Transport for London: Traffic Signal infrastructure and design	65,000
		Total	£449,520
	Section 278 Estimated Total Costs		
	Highway maintenance commuted sum (20 years)		185,000
Estimated Total Costs including Maintenance		£3,645,129	
6. Success criteria	<p>a) Work with the developer to ensure timely delivery of high quality highway improvements which successfully integrate the development into the local highway network;</p> <p>b) Work with the developer to meet their desire for an enhanced public realm;</p> <p>c) The reduction in traffic speeds to support the City's 20 mph policy and improve road safety for all users;</p> <p>d) The implemented measures lead to no increase in traffic congestion; and</p> <p>e) Improved facilities for pedestrians and cyclists.</p>		
7. Progress reporting	Monthly updates to be provided via Project Vision and any project changes will be sought by exception via Issue Report to Spending and Projects Sub Committees		

Appendices

Appendix 1	Project Design summary
Appendix 2	London Wall Highway Layout
Appendix 3	Section 278 Highway Works General Arrangement Drawings
Appendix 4	London Wall Raised Speed Tables
Appendix 5	Expenditure to date

Contact

Report Author	Kristian Turner
Email Address	Kristian.turner@cityoflondon.gov.uk
Telephone Number	020 7332 1745