

Committees:	Dates:	
Streets and Walkways Sub-Committee Projects Sub Committee	24 July 2017 18 July 2017	
Subject: 22 Bishopsgate	Gateway 3 Outline Appraisal	Options Public
Report of: Director of the Built Environment Report Author: Fiona Walker	For Decision	
<p><u>Summary</u> Project status: High Timeline: Gateway 3 Project estimated cost: £250k - £5m Latest Approved Budget: £100k Spend to date: £5.5k Overall project risk: Green</p> <p><u>Background</u></p> <p>This scheme relates to the implementation of new and improved public realm and security measures in and around the surrounding area of the tower development currently being constructed at 22 Bishopsgate (formerly known as 'The Pinnacle').</p> <p>In March 2017 members approved the Gateway 1&2 (initiation) report to progress the 22 Bishopsgate public realm scheme to Gateway 3 and the next steps recommended were as set out below:</p> <ul style="list-style-type: none"> • Establishing a project team • Setting up wider governance structure, including key stakeholders through the formation and management of a project working party. • Formulating a schedule of objectives to help inform a project scope. <p><u>Progress to date</u></p> <p>To date we have set up a project working party (made up of the key stakeholders including the developer and other landowners who will be impacted by the development and associated works). So far there have been two meetings, where a schedule of issues (see appendix 2) was prepared, to determine the key objectives and tasks to take forward. This schedule of issues document will inform the preparation of a project scope, based on the project objectives, which will in turn set the foundation (brief) for the design.</p> <p>Through discussions with the developer and the working party a consensus has been reached on the aims and proposed direction of the project. It was agreed that the project should, not only, deliver new and improved public realm which will assist in the creation of an attractive area in and around 22 Bishopsgate, Undershaft and Great St Helens, but also assisting in mitigating any impacts from the development such as; an increase in pedestrian, cyclist and vehicle user capacity on the streets and spaces. All improvements will seek to;</p> <ul style="list-style-type: none"> • Reflect the objectives set out in the emerging Eastern City Cluster Area Strategy and the Eastern City Security Strategy. • Ensure that the required functions of the streets, walkways and spaces are maintained and improved. • Improve accessibility for all throughout the wider area. 		

Proposed way forward and summary of recommended options

The working party have agreed that the next steps should include testing and reviewing the traffic information relating to the development and clarification of project scope. Additional survey work and information gathering is required to inform the design process therefore the next steps that have been agreed are as follows:

- Test traffic assessments carried out by the developer, commissioning new surveys where necessary to ensure wider implications are captured in full.
- Commission a lighting study for the site to ensure the lighting plans for the development coordinate with the lighting strategy for the wider area.
- Commission utilities / public realm assessment to understand the impacts of additional utility infrastructure on the public realm.
- Preparation of a project brief to direct the development of design options.
- Review and test design options that are prepared by the developer team on behalf of the project working party, ensuring that they address the project brief objectives.

Once agreed, design options will be brought before key stakeholders for consultation before being brought to members for approval via a Gateway 4 report.

Financial Implications

The project will be fully funded by the developer via a section 106 and a section 278 agreement. The section 106 was agreed in June 2016 which allocated £100k for initial design development. At this stage officers believe that £150k (including the £100k already allocated at Gateway 1&2) will be sufficient to reach Gateway 4. However should additional funding be required prior to G4, it is recommended that officers be given delegated approval to seek such funding from the developer and that the project budget be increased accordingly.

The tables below show agreed budgets, expenditure and identifies funding that may be required to get to Gateway 4:

Table 1: Spend to date

Project stage	Agreed budget	Allocation	Spend date	to	Remainig balance
Gateway 1&2	£100k	P&T Staff costs	£50,000	£5,500	£44, 500
		Fees	£50,000	£0	£50,000
					Total £94,500

INITIAL BUDGET	£100, 000
BUDGET REQUIRED TO GET TO GATEWAY 4	£150,000
ADDITIONAL BUDGET REQUIRED	£50,000

The additional £50,000 will be met by the developer under the terms of the S106 agreement.

Table 2:Funded needed to get to Gateway 4

Topographic and radar surveys	£15,000	To ensure that the levels and sub-surface infrastructure are fully recorded and taken into account in the design process, not only for the immediate vicinity around 22 Bishopsgate but for the wider area also.
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Traffic assessment including pedestrian and cyclist analysis	£20,000	To assess the vehicle, pedestrian and cyclist implications of the 22 Bishopsgate development project on the wider area.
Loading, servicing and parking survey	£20,000	To assess what implications the 22 Bishopsgate development will have on loading, servicing and parking in the wider area, so to inform the strategies that are being currently prepared.
Lighting Survey	£20,000	To assess the lighting requirements of the 22 Bishopsgate development and understand how that will inform the wider area lighting strategy.
Utilities/ Public realm survey	£20,000	To determine where utilities that will be affected by the development at 22 Bishopsgate could be grouped in the public realm.
Staff costs (City Public Realm and City Transportation)	£35,000	To manage the project, commission and manage surveys, assessments, liaise with stakeholders, write reports and inform decision makers of progress and changes.
Staff costs (Highways engineer)	£20,000	To provide technical support on the project, including managing and delivering highways surveys. In addition to reviewing and analysing proposed design options.

Recommendations

It is recommend that Members:

- Approve project objectives set out in appendix 2
- Approve budget of £150,000 to progress to G4
- Approve for officers, in conjunction with the City Comptroller, to progress and sign the required s278 agreements with the developer on behalf of the Corporation

Options Appraisal Matrix

N/A

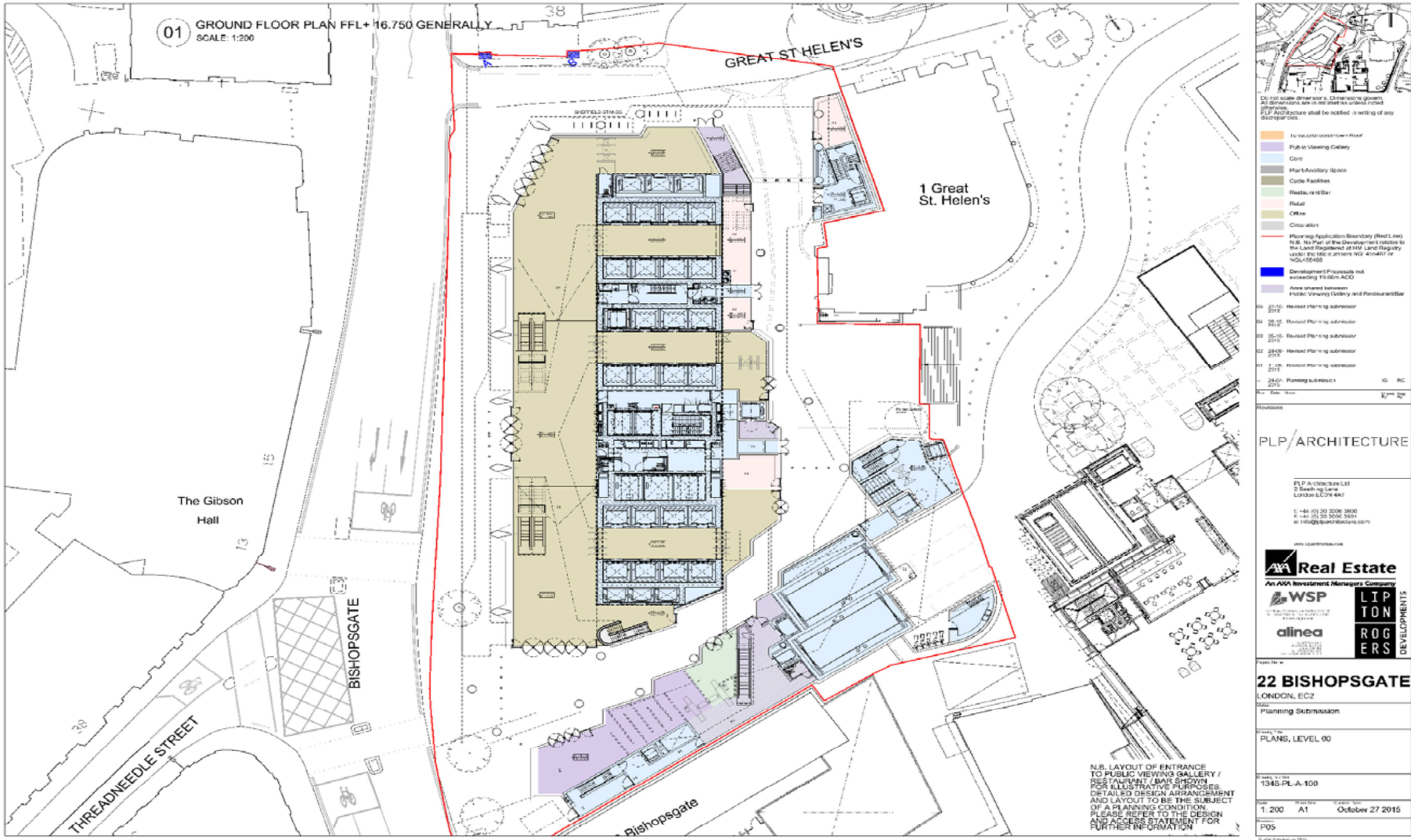
Appendices

Appendix 1	S106 plan of the project area
Appendix 2	Scheme Objectives (Schedule of Objectives)

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Appendix 1: Site Area



Appendix B: Schedule of Objects

22 Bishopsgate – Issues, Objectives & Next Steps			
ID	Issue	Objective(Outcome/End state)	Next steps
Environment			
E1	Poor legibility and way finding due to lack of signage.	The area including and surrounding the 22 Bishopsgate development project, is an area which is easy to navigate and understand for all users.	Ensure that the public realm design and wayfinding systems work together as unified navigation systems that inteprest the historical information of the area into within it.
E2	Lack of historical interpretation / information of the area.		
E3	There is a heritage planning condition to reinstate historical information plaques.		
E5	Cleansing and waste management is not coordinated and is not carried out at all times - specifically weekends.	Coordinate the 22 Bishopsgate development cleansing, waste, loading and servicing management plans and processes with other developments in the wider Eastern City Cluster area.	Commission a cleansing, loading and servicing review for the 22 Bishopsgate site ensuring it informs the Eastern City Cluster work.
E6	Coordination with the Eastern City Cluster Area Strategy.		
E7	Noise levels related to servicing and loading.		
E8	New public realm needs to support the increase in pedestrian and cycle movement which will change the function of Bishopsgate.	22 Bishopsgate development area and it's surroundings is an environment where pedestrians and cyclists can move around freely, confidently and safely. Where conflict between users is minimised providing improved accessibility for all users.	Review current pedestrian and cyclist analysis and commission further survey work if necessary.
E9	Improving pedestrian priority in Undershaft and on other streets.		Gathering and analysing base data to measure what the current traffic volumes are now and will be in the future (identifying where gaps in available data

			are and commissioning surveys to address these gaps).
E10	Need to take existing utility infrastructure into account.	Services within and through the 22 Bishopsgate area are coordinated and future proofed through the creation of a utilities management plan, reducing the need for intrusive works.	Commission a ground radar survey to determine where utilities could be grouped, in the areas that will be affected by the development at 22 Bishopsgate.
E11	Improvements to the existing drainage system are required.		Ensure that utilities are defined in the design process.
E12	Wind mitigation measures that are required through the planning process.		Review and confirm wind mitigation measures that are required through the planning process for 22 Bishopsgate.
E13	Opportunity to incorporate street lighting on the building.		Commission a lighting survey for the wider area including Bishopsgate, Great St Helen's and Undershaft.
E14	Lack of public open space and street furniture.		Define "movement" and "dwell" spaces in the project area including areas surrounding 22 Bishopsgate and develop design solutions appropriately.
E15	Lack of seating and bins – particularly in the Church yard area.		Consider the inclusion of trees in the design where appropriate.
E16	Lack of public art especially along the facades on "Art Street".		Consider the inclusion of public art in the public realm design.
E17	Opportunity for trees and / or other greenery provision where appropriate.		Trees and other greenery at the 22 Bishopsgate development site and surrounding areas enhance the townscape.
E18	Replacing larger trees with smaller trees at St Helens Church yard could be beneficial.		Define a detailed design scope for the public realm scheme at the 22 Bishopsgate development project.
			Prepare a strong design brief which includes measures to improve the landscape.
			Establish regular design team meetings

Transportation

T1	Improved management of the traffic along Bishopsgate.	Bishopsgate is transformed into a street that functions appropriately, both now and in the future.	Coordinate TfL participation in this project to ensure the wider thinking about the Bishopsgate corridor study is incorporated.
T2	Aligning with the emerging Bishopsgate “corridor” initiative.		
T3	Management of servicing and loading in and around the development specifically at Undershaft.	A coordinated, enforceable serving management strategy for the area surrounding the Bishopsgate area (taking into account; Air quality , safety etc).	Understanding what the commitment for all property/land owners in the Bishopsgate area is and ensuring that it is enforced.
T4	Loading and servicing outside of any consolidation plans (e.g. ‘white van’ deliveries, couriers and office moves).		Assess the existing loading and servicing arrangement to understand what is currently happening in the Bishopsgate area.
T5	Potential for managing access into St Mary Axe and Great St Helens.		Engage with 122 Leadenhall, identify and where possible, mitigate any issues they have
T6	Emergency and maintenance access for Hiscox.		
T7	Improving the efficiency of pedestrian movement, considering the key desire routes such as Great St Helens and Threadneedle Street.		Bishopsgate is an environmnet, which accommodates the needs of all users, and ensures that that any new public realm is safe and resilient to climate change, now and in the future.
T8	Conflicts between cyclist, pedestrians and vehicles, especially along Undershaft.		
T9	Cycling routes around Great St Helens and Undershaft need to be improved.		
T10	Relocation and enhancement of pedestrian crossings.		
T11	Adequate provision for cycle parking for users and visitors.	The area has adequate and flexible levels of parking available.	Commission a loading servicing and parking review in the Bishopsgate area.
T12	Lack of short stay, on street parking provision and lack of parking management especially for the		

	Church congregation in the evenings and at weekends.		
T13	Limited taxi drop-off availability.		
Security			
S1	Security measures that secure the new development.	A coherent security scheme within the wider Bishopsgate area that is effective yet inconspicuous.	Review security requirements for the 22 Bishopsgate development project including any directives from City of London Police.
S2	The area would benefit from a strategic approach to security and servicing		
S3	Security measures that protect people in a crowded place.		
S4	Risk of vehicles approaching at speed (along all vehicular routes).		
S5	Reducing the visual impact of security infrastructure.		
S6	Sufficient lighting for all users and services including the building and the streets.	A lighting scheme which is appropriate for the different types of spaces in the Bishopsgate area.	Commission a coordinated lighting strategy for the area including Undershaft, Great St Helen's and Crosby Square.
S7	Consolidated evacuation planning procedures including cluster points.	A coordinated operations and management system to support both the 22 Bishopsgate development area and the wider area.	Coordinate with the ECC security project as a dependency of the 22 Bishopsgate project.
S8	Improving CCTV security management (including data management to avoid unlawful interference with rights to privacy) in the area.		
S9	Coordination with the Eastern Cluster security scheme.		