

<b>Committees:</b>		<b>Dates:</b>
Projects Sub (Policy and Resources) Committee Planning and Transportation Committee (For information)		8 November 2017 14 November 2017
<b>Subject:</b> Thames Court Footbridge	<b>Gateway 1&amp;2 Project Proposal</b> Regular	<b>Public</b>
<b>Report of:</b> Director of the Built Environment <b>Report Author:</b> Iain Simmons		<b>For Decision</b>

### Recommendations

<b>1. Approval track and next Gateway</b>	<b>Approval track:</b> 2. Regular <b>Next Gateway:</b> Gateway 3/4 - Options Appraisal (Regular)			
<b>2. Resource requirements to reach next Gateway</b>	<b>Item</b>	<b>Reason</b>	<b>Funds/ Source of Funding</b>	<b>Cost (£)</b>
	Staff cost	Staff time	Local Risk / Departmental underspend	£20k
	Survey and Inspection fees	To determine maintenance and structural options required to reopen the footbridge	Local Risk / Departmental underspend	£80k
<b>3. Next steps</b>	<p>3.1. Detailed inspection and measurement survey – scheduled for the earliest date TFL can provide a road closure which will be the 20th November 2017 with report due early December</p> <p>3.2. Acquire footbridge by the end of November 2017 and thereafter apply for further planning permission and any oversailing or other consents required from TFL.</p> <p>3.3 Assuming the detailed inspection does not indicate that the bridge is beyond reasonable repair then a structural assessment will be commissioned to verify the load bearing capacity of the bridge. This will take two – three months.</p> <p>3.4 Options developed for refurbishment or removal following the surveys (and subject to all necessary permissions and consents).</p>			

## Project Summary

<b>4. Context</b>	<p>4.1 The footbridge was erected across Upper Thames St following an agreement reached in 1997 between the City of London and the owners of Thames Court. Temporary planning consent for the bridge expired in February 2017.</p> <p>4.2 Officers approached Transport for London, who manages Upper Thames Street, to see if they would be interested in acquiring and maintaining the bridge but they did not see any great utility in the footbridge given the pedestrian crossing points in the vicinity. 4.3 The privately owned Thames Court Footbridge is currently closed and not operational it would require a structural survey and works to enable it to be re-opened for public use.</p> <p>4.4 Reports were received at Planning and Transportation Committee on 2 May 2017, 25 July 2017 and 3 October 2017 to determine the future ownership of the footbridge. The principle of acquiring the footbridge was agreed through the decisions of the 23 May 2017 and the 25 July 2017.</p> <p>4.5 On 25 July 2017 Planning and Transportation Committee agreed that an inspection for condition and assessment of the footbridge would be undertaken, and a project be initiated through the City's project management procedure to retain, resurface and (if required) strengthen (or replace) the footbridge.</p> <p>4.6 It was noted that should the scale of works be such as to not justify the bridge reopening then the City would be liable for the costs of its removal. Members also raised the potential for replacement of the bridge if reconstruction was not economic.</p> <p>4.7 It was noted in the 3 October 2017 report that if the bridge is acquired, it would become a highway structure, under the responsibility of the Planning and Transportation Committee.</p> <p>4.8 An initial visual inspection has been commissioned with the report anticipated to be complete by the end of November 2017. Fees for an initial inspection for condition and assessment were estimated at £20,000. This has been funded through the departmental Local Risk budget.</p> <p>4.9 Legal documentation is currently being finalised to acquire the bridge.</p>
<b>5. Brief description</b>	5.1 This report seeks to initiate the Thames Court Footbridge into the City's project management procedure to allow for the

<b>of project</b>	potential retention, resurfacing and (if required) strengthening of the footbridge to enable it to be reopened as public highway.
<b>6. Consequences if project not approved</b>	6.1 Footbridge owner would decide to dispose of footbridge and opportunity to explore reopening the footbridge would be lost. 6.2 A pedestrian route across Upper Thames Street would be lost
<b>7. SMART Objectives</b>	Reinstate a north-south link across Upper Thames Street
<b>8. Success criteria</b>	8.1 Bridge acquired, made fit for use, and opened to the public (with all necessary permissions and consents in place)
<b>9. Key Benefits</b>	9.1 Retain pedestrian crossing point over Upper Thames Street.
<b>10. Notable exclusions</b>	10.1 Footbridge cannot be made accessible for people with disabilities and those that have difficulty with negotiating stairs.
<b>11. Governance arrangements</b>	<b>Spending Committee:</b> Planning and Transportation Committee <b>Senior Responsible Officer:</b> Steve Presland <b>Project Board:</b> No

### Prioritisation

<b>12. Link to Strategic Aims</b>	2. To provide modern, efficient and high quality local services, including policing, within the Square Mile for workers, residents and visitors
<b>13. Links to existing strategies, programmes and projects</b>	Links with Riverside Walk Enhancement Strategy – Upper Thames Street is listed as a barrier for access to the Riverside WalkLink to DBE Business Plan – ‘Creating an accessible city which is stimulating, safe and easy to move around in’.  The footbridge is in an area of significant archaeological potential and this factor will be taken into account in development of options. City of London Local Plan policies: DM 12.1, DM 12.4 and DM 10.8
<b>14. Project category</b>	7a. Asset enhancement/improvement (capital)
<b>15. Project priority</b>	B. Advisable

## Options Appraisal

<b>16. Overview of options</b>	A. Acquire, Survey, Repair B. Acquire, Survey, Remove
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## Project Planning

<b>17. Programme and key dates</b>	<b>Overall programme:</b> <b>December 2017:</b> – Detailed inspection report received <b>December 2017 - February 2018</b> – Structural assessment commissioned and detailed loadings report completed <b>March 2018</b> – Decision on refurbishment, replacement or removal brought back to Committee
<b>18. Risk implications</b>	<b>Overall project risk:</b> Red <ol style="list-style-type: none"><li>1. There is no knowledge or understanding of the condition of the bridge or of any potential financial commitment that may fall to the City Corporation although in the event that the Bridge is acquired and found not to be repairable at reasonable cost then removal costs are not expected to exceed £100K.</li><li>2. Owner may decide to dispose of footbridge before acquisition.</li><li>3. Surveys may indicate prohibitively high costs for refurbishment. Refurbishment costs are currently unfunded.</li><li>4. Removal or replacement costs are also currently unfunded. Removal costs may be higher than original £100,000 estimate.</li></ol>
<b>19. Stakeholders and consultees</b>	<ol style="list-style-type: none"><li>1. Representative of current owners of footbridge - CBRE Global Investors</li><li>2. Transport for London</li></ol>

## Resource Implications

<b>20. Total estimated cost</b>	<b>Likely cost range:</b> 1. Under £250k							
<b>21. Funding strategy</b>	Choose 1: Partial funding confirmed	Choose 1: Internal - Funded wholly by City's own resource						
<table border="1"> <thead> <tr> <th data-bbox="577 645 1123 701">Funds/Sources of Funding</th> <th data-bbox="1123 645 1369 701">Cost (£)</th> </tr> </thead> <tbody> <tr> <td data-bbox="577 701 1123 757">Departmental (Local Risk)</td> <td data-bbox="1123 701 1369 757">100,000</td> </tr> <tr> <td data-bbox="577 757 1123 810" style="text-align: right;">Total</td> <td data-bbox="1123 757 1369 810"><b>100,000</b></td> </tr> </tbody> </table>			Funds/Sources of Funding	Cost (£)	Departmental (Local Risk)	100,000	Total	<b>100,000</b>
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Total	<b>100,000</b>							
<p>It is proposed to fund the above through Local Risk by making compensatory service savings in the current year.</p> <p>Funding has only been secured to progress the project up to Gateway 3. If there is a larger liability resulting from the inspection (for repairs or removals) this is currently unfunded. Alternative funding sources will need to be considered at the appropriate time.</p>								
<b>22. On-going revenue implications</b>	On-going revenue costs will be met from Local Risk and are not expected to exceed £10K per annum once the bridge is returned into sound condition. Structural works such as repainting, joint replacement etc will have significant costs and is usually processed as Supplementary Revenue Projects.							
<b>23. Investment appraisal</b>	N/A							
<b>24. Procurement strategy/Route to Market</b>	Existing framework contract							
<b>25. Legal implications</b>	<p>The ownership of the structure lies with the freeholder of Thames Court. The air space occupied by the bridge and the land occupied by the footings vest in the City (partly as City Fund land held for planning purposes and partly as City's Estate). Therefore no permissions are required from any other landowner to retain the bridge in situ.</p> <p>The consent of TfL as highway authority may be required to retain the bridge over TfL highway (for example, if a previous</p>							

	<p>consent was not assignable)</p> <p>Any temporary scaffolding or similar apparatus which encroaches TfL highway will also require TfL consent.</p> <p>Certain TfL consents may require indemnities from the City in favour of TfL</p> <p>The bridge is currently unauthorised because its temporary planning permission has expired (having been allowed to lapse by the current owner who intended to remove it). Planning Permission should be sought and will need to be determined by an officer or committee other than Planning and Transportation Committee (which, as the committee responsible for managing the highway, is prohibited from determining applications in respect of land/structures for which it is responsible (Regulation 10 of the Town and Country Planning General Regulations 1992). However, once ownership of the structure has transferred to the City and it is therefore held by the highway authority, any future works will fall within permitted development rights and no further consents will be required (GPDO Schedule 2 Part 9 A.</p> <p>N/A</p>
<b>26. Corporate property implications</b>	N/A
<b>27. Traffic implications</b>	<ol style="list-style-type: none"> <li>1. Survey work reliant on access to Upper Thames Street.</li> <li>2. Refurbishment of footbridge will require closure of Upper Thames Street.</li> <li>3. Removal of footbridge (if required) will require closure of Upper Thames Street.</li> </ol>
<b>28. Sustainability and energy implications</b>	N/A
<b>29. IS implications</b>	N/A
<b>30. Equality Impact Assessment</b>	An equality impact assessment will be undertaken

## Appendices

<b>Appendix 1</b>	Plan of Thames Court Footbridge
<b>Appendix 2</b>	Previous reports <ul style="list-style-type: none"><li>• 3 October 2017 – Thames Court Footbridge acquisition</li><li>• 25 July 2017 - Thames Court footbridge: assessment and acquisition</li><li>• 2 May 2017 - Thames Court Footbridge</li></ul>

## Contact

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