

Committees: Corporate Projects Board - <i>for information</i> Projects Sub - <i>for decision</i> Streets and Walkways Committee - <i>for decision</i>	Dates: 1/4/2020 22/4/2020 28/4/2020
Subject: 20 Farringdon/ Old Fleet Lane Unique Project Identifier: 11980	Gateway 6: Outcome Report Light
Report of: Director of the Built Environment Report Author: Daniel Laybourn, City Transportation	For Decision
PUBLIC	

Summary

1. Status update	Project Description: <u>20 Farringdon / Old Fleet Lane</u> The highway improvements implemented under the section 278 works, alongside those undertaken by Transport for London (TfL) on their adjacent road network, can be summarised as: <ul style="list-style-type: none"> • Resurfacing of the carriageway and footways in Old Fleet Lane; • Construction of a new footway crossover to the development's new service entrance; • New highways drainage, including adjusted surface levels, and road lining; and • Works to Statutory Undertakers' apparatus and other structures as result of the changes above. RAG Status: Green (Green at the last report to Committee) Risk Status: Low (Low at the last report to Committee) Costed Risk Provision Utilised: (not applicable) Final Outturn Costs: £173,743
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2. Next steps and requested decisions	Requested Decisions: Members of Streets and Walkways and Project Sub-Committees are asked to: <ul style="list-style-type: none"> • Approve the content of this outcome report; • Authorise the Chamberlain's department to return unspent section 278 funds to the Developer as set out in the respective legal agreement subject to the verification of the final account; and • Agree to close the 20 Farringdon/ Old Fleet Lane project.
3. Key conclusions	<p>The improvements have been successfully implemented following the completion of the building as agreed with the Developer. There was a year delay to construction due to a British Telecom (BT) fibre optic connection needing to be relocated. The Developer was required under the S278 agreement to pay the excess to cover the associated extra costs which were not originally included in either the G1/2 and G5 gateway reports.</p> <p>Work was therefore completed a year later than planned in October 2019. Other than the additional costs to the Developer, there were no other impacts arising from this issue. Safe and full pedestrian and vehicular access to the development and adjacent highways was still available during the period of the delay.</p>

Main Report

Design & Delivery Review

4. Design into delivery	The proposed design has successfully accommodated the associated new private development. The City's Highways Team and the term contractor (J B Riney) worked together with the developer to re-programme works where necessary.
5. Options appraisal	The project was limited in its opportunities to explore different designs due to both the standardised nature of the work and the tangible restrictions around them, such as building lines and the road network. Therefore, alternative options were not explored.
6. Procurement route	The design was prepared in-house by the City's highways team and the City's term contractor was used to deliver the project.
7. Skills base	The Project Team had the skills, knowledge and experience to manage and deliver the project.

8. Stakeholders	Stakeholders were engaged throughout the processes and despite delays, the project was able to deliver the highways changes to the Stakeholder's satisfaction.
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Variation Review

9. Assessment of project against key milestones	As mentioned above, the City's construction period was delayed by a year to relocate a BT fibre-optic connection. However, this didn't affect the occupation of the new development going to plan and had no impacts on any other stakeholders.
10. Assessment of project against Scope	No change in design to that approved at Gateway 5.
11. Risks and issues	The only significant issue was the delay caused by the relocation of the BT fibre optic connection. As this is infrastructure owned by a third party, there was little the project team could do to expedite this to enable the City's design programme work to occur sooner. However, undertaking the C3 utility surveys earlier would have meant that the issue was identified and accounted for sooner which could have minimised the delay in starting our work.
12. Transition to BAU	The project is now complete and has been passed over to the Highways Maintenance team to manage. The scheme was designed and built to the City's specifications.

Value Review

13. Budget

<i>Estimated Outturn Cost (G2)</i>	Estimated cost – ‘Under £250k’	
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	<i>Revised Budget after G5</i>	<i>Final Outturn Cost (as of 21/2/2020)</i>
<i>Fees</i>	£12,430	£7,012
<i>Staff Costs</i>	£31,206	£22,482
<i>Works (including contingency)</i>	£78,846	£73,984
<i>Utilities</i>	£77,091**	£68,940
<i>Maintenance*</i>	£1,326	£1,326
<i>Total</i>	£200,899	£173,743

* Commuted maintenance sum to be charged for at the point of final account verification.

	<p><i>**The additional £52,291.45 on top of the approved G5 budget of £30,000 relates to the costs associated with the BT fibre-optic cable relocation that were fully met by the Developer.</i></p> <p>For more detail, please see Appendix 2.</p> <p>Please confirm whether the Final Account for this project has been verified – They have not been verified as of 10/3/2020.</p>
14. Investment	Not applicable.
15. Assessment of project against SMART objectives	<p>The project achieved its objectives of:</p> <ul style="list-style-type: none"> • Delivering a high-quality public realm in the vicinity of the development (via the upgrade to Yorkstone footway paving); and • Delivering a scheme that benefits all users of the public highway.
16. Key benefits realised	<ul style="list-style-type: none"> • The project has implemented measures that both improve the environment for people walking and that enhance the public realm; and • It has also delivered highway changes which accommodate new developments and meet the needs of developers.

Lessons Learned and Recommendations

17. Positive reflections	<p>The project team worked very well with the Developer and TfL staff, who were the main stakeholders throughout the project. In the run up to the construction phase, the team alleviated the concerns of neighbouring businesses by accommodating their business activities within the construction planning, which included a significant office relocation.</p>
18. Improvement reflections	<p>The G5 project estimate and therefore the S278 agreement included a provisional sum for the estimated amount of utility work required for this highways scheme. This amount was informed by previous projects of similar scale and allowed the project team to proceed to signing the S278 agreement with the Developer. The Developer pushed for the S278 agreement to be made on this basis, rather than wait for the utility owners to submit estimates to inform the overall project estimate. This decision would have been made to ensure that the planned occupation of the new building was not at risk of being delayed by any delay to the signing of the S278 agreement.</p> <p>In reflection, given the increasing prevalence of more modern utility infrastructure such as these fibre optics connections,</p>

	these early provisional estimates may need to increase on future schemes to better prepare the Developer of the likely costs, and if the utility cost is not realised then it will be returned to the Developer. Also, C3 utility surveys should be undertaken sooner to mitigate against low estimates and increased delays should other Developers request the same approach in future.
19. Sharing best practice	Dissemination of information through team and project staff briefings has taken place
20. AOB	The project predates the requirement for project coversheets. Therefore, none are included in the appendices of this report.

Appendices

Appendix 1	20 Farringdon Street/ Old Fleet Lane before and after photos
Appendix 2	20 Farringdon/ Old Fleet Lane Final Project Costs

Contact

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