

# Project Coversheet

## [1] Ownership

**Unique Project Identifier:** 11057

**Report Date:** 15<sup>th</sup> October 2020

**Core Project Name:** St Bartholomew's Hospital environmental enhancements

**Programme Affiliation** (if applicable): N/A

**Project Manager:** Emmanuel Ojugo

**Next Gateway to be passed:** Gateway 5

## [2] Project Brief

### **Project Mission statement:**

To deliver phased public realm and street enhancements related to the redevelopment of St Bartholomew Hospital. The project seeks to reinstate and increase green coverage in the area, improve pedestrian movement across the area and the general visitor experience in support of the emerging new cultural quarter in Smithfield (Culture Mile).

Enhancements will include resurfacing footways in Yorkstone, widening footways, raising carriageways, reinstating trees and greenery lost to facilitate the development of the hospital, and seating opportunities mindful of social distancing. Other measures include improved signage and wayfinding to help visitors better navigate and artistic embellishments that celebrate the unique cultural history of the Smithfield area.

The enhancements would be entirely funded by Developer contribution through Section 106 Agreement.

### **Definition of need:**

St Bartholomew's Hospital have recently completed on a modernisation programme for which they were granted approval in 2004. Between 2004 and present day the area has largely undergone a metamorphosis with local streets bearing the brunt of facilitating local development. As the hospital development neared completion in 2016, works to the adjacent mixed residential development at Bartholomew's Close began and are currently under construction.

The new hospital works on Giltspur Street that are underway, Crossrail and the planned relocation of the Museum of London to Smithfield are also a demonstration of the sheer weight of activity in the area.

The objectives of the Section 106 are clear in that a condition of the hospital development was to contribute to improvements to mitigate its effects in adjacent footway.

Increases in visitors, and inevitable service changes are now apparent. It is now incumbent on the City to improve the local streets and integrate them with the new reality of new buildings increased population, their relative servicing needs and their active frontages.

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**Key measures of success:**

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| 1) Introducing greenery to the area that traditionally has low coverage to improve local air quality and contribute to local biodiversity.  |
| 2) Better pedestrian experience by delivering high quality enhancements that improves wellbeing and legibility given its proximity to a busy transport hub and the emerging Culture Mile quarter at Smithfield. |
| 3) Works are carried out in a timely manner in line with Environmental Guidelines to ensure minimal disruption to the local street network, local business and construction activity.                           |

**[3] Highlights****Finance:****Total anticipated cost to deliver [£]: £532,161****Total potential project liability (cost) [£]: N/A****Total anticipated on-going commitment post-delivery [£]:** Maintenance – £23,100 (to be fully funded by developer contribution as part of the Section 106 agreement, included in the delivery cost above)**Programme Affiliation [£]: N/A**

<b>[A] Budget Approved to Date*</b>	<b>[B] New Financial Requests</b>	<b>[C] New Budget Total (Post approval)</b>
£30,000	£532,161	£565,369
<b>[D] Previous Total Estimated Cost of Project</b>	<b>[E] New Total Estimated Cost of Project</b>	<b>[F] Variance in Total Estimated Cost of Project (since last report)</b>
£400,000 - £550,000 (as agreed in 2014)	£565,369 (2020)	£16,369
<b>[G] Spend to Date</b>	<b>[H] Anticipated future budget requests</b>	
£33,235	N/A	

**Headline Financial changes:****Since 'Project Proposal' (G2) report:**

▲ The total estimated cost of the project at last Gateway reported as between £400,000 and £550,000 as part of the original S106 deposit in 2005. However, this figure has been increased to £565,369 in 2020, in line with indexation and interest accrued over this period, to carry out public realm works and project scope to compliment new and emerging developments in the area.

**Since 'Options Appraisal and Design' (G1-2) report:**

N/A.

A gateway 5 report is now submitted for Committee approval, because the design is at an advanced stage and it is necessary to instigate works and take advantage of the downturn in some activity in the area as a result of the global pandemic.

**Since 'Authority to start Work' (G5) report:**  
Please see above.

**Project Status:**

**Overall RAG rating:** Green

**Previous RAG rating:** Green

**[4] Member Decisions and Delegated Authority**

N/A. Decisions are as per the approval of the previous Gateway 1&2 report. The recommended approvals for the next stage of the project are listed in the Gateway 5 report.

**[5] Narrative and change**

**Date and type of last report:**

Gateway 1&2

Corporate Projects Board *for decision (PRE DATES GATEWAY REPORTING SYSTEM* - 18 June 2014

Projects Sub *for decision* - 23 June 2014

**Key headline updates and change since last report.**

*Increase in estimated cost*

The budget has increased from the initial estimate range in 2014. Cost increase is in line with indexation and interest accrued over this period, to carry out public realm works and deliver an affordable scheme.

*Change in programme*

Public realm works were previously expected to commence in 2016. However other developments took priority (Bart's Close) and it was necessary to temporarily defer the programme to avoid abortive works in the area that would likely suffer damage as a result of local activity.

Now that the Little Britain thoroughfare is clear of obstruction the City is able to embark on improvements here as part of Phase 1. Works to Giltspur Street (Phase 2) will be determined by the hospital's construction programme that is currently underway and at an advanced stage.

This approach reduces highways activity fatigue on the local population, businesses and other stakeholders in the area.

**Headline Scope/Design changes, reasons why, impact of change:**

**Since 'Project Proposal' (G2) report:**

The design has been developed and agreed with stakeholders. The higher costs are commensurate with the scope of works and the appreciation of costs and services between 2005 (original deposit) and 2020.

**Since 'Options Appraisal and Design' (G3-4 report):**

N/A

**Since 'Authority to Start Work' (G5) report:**

N/A

**Timetable and Milestones:**

**Expected timeframe for the project delivery:** June 2020 – December 2020

**Milestones:** <Top 3 delivery and planning milestones (upcoming) >

1) Procurement of materials, permits, traffic orders to begin works – October 2020

2) Initiate works – January 2021

3) Agree programme for subsequent work phases – January 2021

**Are we on track for this stage of the project against the plan/major milestones?** Y

**Are we on track for completing the project against the expected timeframe for project delivery?** Y

**Risks and Issues**

**Top 3 risks:** <things that have not come to pass>

<i>Risk description</i>	<i>Project not delivered to programme</i>
<i>Risk description</i>	<i>Trees cannot be planted due to the lack of underground space</i>
<i>Risk description</i>	<i>Local occupiers complain about noise from works</i>

**Has this project generated public or media impact and response which the City of London has needed to manage or is managing?**

N/A