

<b>Committees:</b>	<b>Dates:</b>	
Streets and Walkways Sub-Committee	23/03/2015	
Projects Sub	25/03/2015	
<b>Subject:</b> 1 Coleman Street	<b>Gateway 7 Outcome Report</b>	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>	

### Summary

#### Dashboard

**Project status:** Green

**Timeline:** Gateway 7 – project closedown

**Total estimated cost:** £304,700

**Source(s) of funding:** S106

**Spend to date:** £125,635

**Estimated final outturn:** £125,635

**Overall project risk:** Low

#### Summary of project

This project relates to the Section 106 Agreement for the development at 1 Coleman Street (Planning Reference **04/00958/FULL**)

The project involved the delivery of a footway crossover on London Wall to access the servicing bay for 1 Coleman Street, the widening of the London Wall / Coleman Street pedestrian crossing and the widening of cycle lanes along London Wall. These improvements were intended to facilitate the servicing of 1 Coleman Street, improve pedestrian facilities and safety and upgrade existing cycling facilities to reduce road danger. Works were completed in 2011.

#### Recommendations

It is recommended that Members:

- Note the lessons learnt and authorise closure of the project;
- Approve the final budget and the remaining funding of £179,065 be returned to the S106 deposit;
- Agree that the sum of £179,065 available from the S106 deposit is allocated to the Museum of London Gyrotory project, as approved by the Streets & Walkways and Projects sub Committees in May 2014.

### Main Report

<b>1. Brief description of project</b>	<p>The 1 Coleman Street project was initiated in 2007 to deliver a number of local improvements and to facilitate the new development. This included:</p> <ul style="list-style-type: none"> <li>• The creation of a vehicle crossover on London Wall to enable</li> </ul>
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	<p>access to the 1 Coleman Street servicing bay</p> <ul style="list-style-type: none"> <li>• The widening of the London Wall / Coleman Street pedestrian crossing to provide better access for pedestrians and to enable a parallel cycle crossing that links to local cycle routes between Coleman Street and Moorfields</li> <li>• The widening of the cycle lanes along London Wall from 1.0 metres to 1.7 metres to improve the quality of cycle facilities and improve road safety</li> </ul>																																
<p><b>2. Assessment of project against success criteria</b></p>	<p>The completed project met the success criteria as follows:</p> <ul style="list-style-type: none"> <li>• Enabling access to the 1 Coleman Street service bay</li> <li>• Widening of the London Wall / Coleman Street crossing to improve access for pedestrians</li> <li>• Upgrade (widening) of cycle lanes on London Wall (separately funded by TfL)</li> </ul> <p>During the development of the project, the upgrade to the London Wall Car Park barrier system was subsequently deemed not operationally required. This, plus an unused contingency allowance explains why there is a significant budget underspend.</p>																																
<p><b>Programme</b></p>	<p>The physical works were completed in 2011.</p>																																
<p><b>3. Budget</b></p>	<p>The project was completed within the agreed budget.</p> <table border="1" data-bbox="418 1173 1455 1697"> <thead> <tr> <th>Description</th> <th>Approved Budget (£)</th> <th>Expenditure (£)</th> <th>Variance (£)</th> </tr> </thead> <tbody> <tr> <td>Evaluation</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>Fees</td> <td>1,500</td> <td>1,500</td> <td>-</td> </tr> <tr> <td>CoL Staff Costs</td> <td>10,500</td> <td>4,210</td> <td>6,290</td> </tr> <tr> <td>Works</td> <td>246,700</td> <td>119,925</td> <td>126,775</td> </tr> <tr> <td>Contingency</td> <td>46,000</td> <td>-</td> <td>46,000</td> </tr> <tr> <td>Maintenance</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td><b>GRAND TOTAL</b></td> <td><b>304,700</b></td> <td><b>125,635</b></td> <td><b>179,065*</b></td> </tr> </tbody> </table> <p>*Estimated final accounts as of 13<sup>th</sup> January 2015, excludes interest.</p> <p>Note: The closing down of the 1 Coleman Street and London Wall / Wood Street project's will enable a combined total of £341,000 of the S106 funding to be allocated towards the Museum of London Gyratory project, as approved by Members via an Issues Report for that project in May 2014.</p>	Description	Approved Budget (£)	Expenditure (£)	Variance (£)	Evaluation	-	-	-	Fees	1,500	1,500	-	CoL Staff Costs	10,500	4,210	6,290	Works	246,700	119,925	126,775	Contingency	46,000	-	46,000	Maintenance	-	-	-	<b>GRAND TOTAL</b>	<b>304,700</b>	<b>125,635</b>	<b>179,065*</b>
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## Review of Team Performance

<b>4. Key strengths</b>	<p>Delivering the City's requirements in the short space of time available in the early stages of the project to allow the developer to take the project forward without delay to their programme.</p> <p>As part of this project was to help facilitate the development, the continued focus on ensuring the developer was provided as much flexibility as was reasonably possible is worth noting. On this occasion, this meant minor changes to the design and numerous reprogramming of the works from what was originally agreed.</p>
<b>5. Areas for improvement</b>	None

## Lessons Learnt

<b>6. Key lessons</b>	It should be noted for future reference that the spanning of the piped subway structure on London Wall for the purposes of constructing a vehicle crossover is a technically challenging undertaking.
<b>7. Implementation plan for lessons learnt</b>	Lessons learnt to be shared at Team and Divisional meetings and through consultation of this Gateway report.

## Appendices

None

## Contact

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