

Committees:	Dates:
Streets and Walkways Sub-Committee Projects Sub	22 February 2016 25 February 2016
Subject: Gateway 7 Outcome Report: Bury Court S278 (6 Bevis Marks S278 Public Highway Works) (HTM_1227)	Public
Report of: Director of the Built Environment	For Decision
<u>Summary</u>	
<p>Project Status – Green Original Cost Range - £100,000 - £500,000 Approved Budget - £268,000 Projected Final Cost - £165,496 (see Appendix 1)</p> <p>• Summary of project completed: In association with the new development at 6 Bevis Marks, S278 funding was provided to transform Bury Court from a dull service street to a place for people to enjoy. Motor vehicles have been excluded from this relatively small square and new paving and trees provide a much improved feel to the area. The area is now better connected to 30 St Mary Axe (via a privately owned pedestrian bridge) as well as providing direct pedestrian access to the development. Appendix 2 shows before and after images of Bury Court.</p> <p>Recommendations It is recommended that:</p> <ol style="list-style-type: none"> 1. The final cost of the project be noted. 2. Unspent funds are returned to the developer. 3. The lessons learnt be noted and the project be closed. 	

Main Report

1. Brief description of project	<p>In conjunction with the redevelopment of 6 Bevis Marks, the developer was keen to improve the Bury Court area to make it a more people friendly space that would better support the new development.</p> <p>The agreed design included:</p> <ul style="list-style-type: none"> • the pedestrianisation of the courtyard of Bury Court that no longer required vehicle access • two trees • improved lighting • new paving
2. Assessment of project against	The City achieved the success criteria, which were:

success criteria	<ul style="list-style-type: none"> • Meeting the needs of the developer • Meeting the City's requirements for appearance and cost. • Implementing a scheme that benefits the public by providing a more pleasant space for people.
3. Programme	<p>The project was completed within the agreed programme</p> <p>The project was a good example of delivering a project quickly while still fitting it in with all the other commitments the City has. The project reached substantial completion only 15 months from the initial meeting with the developer.</p>
4. Budget	<p>The project was completed within the agreed budget</p>
Final Account Verification	<p>The project came in under the expected budget by about 30%. The contingency was also not needed. The significant difference in expected and actual costs was due to the expectation that underground basements would have an impact on the scheme. At the time of authority to start work, the presence of the developer in the site area meant that the survey work of the basements could not be undertaken. It was agreed that the estimate should include for costs associated with working around the basement in order to shorten the time between the area becoming available and the works being delivered. As it turned out, the basements were located out of the way and the project proceeded without this expense.</p> <p>Verified</p>

Review of Team Performance

5. Key strengths	Delivering the scheme very efficiently and to realistic timeframes.
6. Areas for improvement	The period from substantial completion to final completion was slow. The final few items took an unnecessarily long period to complete. The importance of seeing the project through to completion has been discussed and emphasised to team members.
7. Special recognition	None

Lessons Learnt

8. Key lessons	Generally, the project ran smoothly and delivered the works quickly and in the timeframes that were expected. This was mostly due to realistic knowledge of timeframes, rather than being over ambitious, which this developer, and many other developers, desired.
9. Implementation plan for lessons learnt	The lessons learnt have been shared with those working on transportation and environmental enhancement projects, including those in the highways and lighting teams.

Appendices

Appendix 1	Costs
Appendix 2	Before and after images

Contact

Report Author	Jereme McKaskill
Email Address	Jereme.mckaskill@cityoflondon.gov.uk
Telephone Number	020 7332 3580