

Committees: CWP Peer Review Group Corporate Projects Board Planning and Transportation Committee <i>[for decision]</i> Projects Sub Committee <i>[for decision]</i> Corporate Asset Sub Committee <i>[for decision]</i> Markets Committee <i>[for information]</i>		Dates: 14 August 2019 29 August 2019 01 October 2019 20 September 2019 25 September 2019 25 September 2019
Subject: West Smithfield and Charterhouse Street (Thameslink) Bridges Remedial Works Unique Project Identifier: 12021	GW4 (Regular) - Issue Report Next gateway to be passed: GW5	
Report of: Director of the Built Environment Report Author: Jagdeep Bilkhu	For Decision	
<h1>PUBLIC</h1>		

Status Update	<p>Project Description: Refurbishment/maintenance to extend the life of existing structures and to mitigate the Corporation's risk from third party claims.</p> <p>RAG Status: Amber (Amber at last report to Committee)</p> <p>Risk Status: Medium (Medium at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £844,000</p> <p>Change in Total Estimated Cost of Project (excluding risk): Increase of £160,000</p> <p>Spend to Date: £39,723.61</p> <p>Costed Risk Provision Utilised: Zero</p> <p>Slippage:</p> <p>There are no delays/issues to report that impact cost/quality/scope/time with respect to highway work in isolation.</p> <p>It is proposed that these works proceed on the premise of collaborative effort to utilise common railway access requirements with the MoL Relocation project as they will likely be the same as those required for the completion of these</p>
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	works. It is therefore imperative that the design is ready as soon as practically possible to allow the works to be undertaken to align with the programme of the museum project, due for construction next year (in 2020), if possible.
1. Requested decisions	<p>Requested Decisions:</p> <p>1.1 Members to agree proposals to include additional waterproofing and re-surfacing of Charterhouse Street Bridge over Railtrack Sidings (Structure No. 33/23). See plan in Appendix 2, which is an increase in the scope of similar work.</p> <p>1.2 Members to agree a project budget increase of £160,000 for the increase in scope to a total of £844,000. The increase of £160,00 is to be funded from the Additional Capital Funds for City Fund Properties Programme.</p> <p>1.3 That a Cost Risk Provision of £70,000 is approved over and above the £160,000 (to be drawn down via delegation to Chief Officer).</p>
2. Issue Description and Background	<p>2.1 The additional cost and agreement to waterproofing the bridge over the sidings is the main issue being presented. It should be noted that the increase in scope is maintenance work that will be required in the future but is being brought forward to allow it to be undertaken with other similar work now rather than the prospect of having to undertake these work in front of the museum at some point later.</p> <p>2.2 The engineering team currently have two capital schemes ongoing around Smithfield and Holborn area:</p> <p>(i) this project, concerning the refurbishment of two bridges, one on Charterhouse Street (Structure No. 33/24) and another on West Smithfield (Structure No. 33/18), and</p> <p>(ii) with the refurbishment and strengthening of pipe subways on Snow Hill and Holborn Viaduct (limited to the parts that pass over the railway only), as project no. 9845.</p> <p>2.3 Both (i) and (ii) will involve waterproofing the areas of the highway that form the extent of the aforementioned structures. The extent of these structures is shown indicatively on a plan (Appendix 2).</p> <p>2.4 The new Museum of London Relocation project will be using sub-terranean space under both the General, Poultry and Annexe Markets, with West Poultry Avenue closed to through-traffic and forming the entrance space for the new museum. The area below some highway structures on West Smithfield and Charterhouse Street will form part of the</p>

	<p>demise of the main museum gallery space and/or the 'back of house' space. This project would require both planning permissions and traffic management orders, the outcome of which cannot be predetermined, and nothing in this report prejudices those separate decision-making processes.</p> <p>2.5 The bridges covered by item (i) above affect the activities associated with the General Market and item (ii) affect the Annexe Market. Therefore, it is very important that funding for both schemes is continued through to construction. The pipe subways are covered by a separate report to committee. (GW4 – Pipe Subways of Holborn Viaduct and Snow Hill over Thameslink, project no. 9845).</p> <p>2.6 The Risk Register is contained in Appendix 3. It should be noted that the costed risk is large due to the possibility of overrunning engineering work and/or damage to the railway infrastructure which cannot be eliminated completely. This will be mitigated by undertaking as many investigations and considered design and logistics, as well as appointing an experienced contractor who understands the risks associated with the railway and will likely be the holder of this risk item. However, the costed risk provision of £70,000 is an estimated figure to allow for protracted coordination efforts with the MoL project and Network Rail to continue without the need to revert to committee.</p>
<p>3. Options</p>	<p>3.1 The options for the project considered at Gateway 3 remain the same and are also recommended for this additional work. The options for works to Structure No. 33/23, i.e. the bridge over the sidings, are to either undertake these proposed works, almost identical in nature to the existing project, or to defer them to a later date.</p> <p>3.2 These proposals are standard maintenance works for bridges and at some point in the near future, repair to, or full re-waterproofing would have to be undertaken. The proposals herein, are essentially bringing forward this maintenance work.</p> <p>3.3. If this maintenance work were to be undertaken later, it is quite likely that this will be after the Museum of London has opened its doors to the public, which would be disruptive.</p> <p>3.4 This report recommends and seeks to extend the waterproofing to include the adjacent highway bridge over the sidings at Charterhouse Street (Structure reference no. 33/23), so that both the highway structures over the</p>

	<p>railway, i.e. the main line and the sidings are waterproofed.</p> <p>3.5 This proposal is presented to committee in the knowledge that the Museum of London relocation project has aspirations to waterproof the privately owned structure around the General Market, therefore not waterproofing the highway bridge above the railway sidings would leave that area as the only structure not to be waterproofed around the new development.</p>																				
<p>4. Budget</p>	<p>This project has previously been identified as an essential scheme with funding prioritised via the Cyclical Works and Additional Capital Funds for City Fund Programmes. The additional cost of extending the scope of the scheme to include the waterproofing and resurfacing of structure 33/23 is estimated at £160,000, of which a budget of £95,000 (highlighted grey in the table below) is now requested to reach the next gateway. Funding for this additional cost can be met from the Additional Capital Funds for City Fund Properties Programme. This brings the total estimated cost of the scheme to £844,000.</p> <p>The additional consultants fee for the inclusion of 33/23 is based pro-rata on the area compared with that of the adjacent highway structure with similar work. The fee is calculated as a tendered term contract % fee of the estimated value of works for 33/23.</p> <p>The Coordination with MoL project is an estimated figure, which is based on attending a fixed number of meeting and assumed time afterward for actions. This could increase or decrease. It has been estimated on tendered time-charge rates.</p> <table border="1" data-bbox="528 1361 1390 1982"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Funds/ Source of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Consultant fees <i>(note)</i></td> <td>Design and detailing</td> <td>CWP</td> <td>20,000</td> </tr> <tr> <td>Consultant fees <i>(note)</i></td> <td>CDM Principal Designer</td> <td>CWP</td> <td>5,000</td> </tr> <tr> <td>Consultant fees <i>(note)</i></td> <td>Quantity Surveyor & Network Rail Planner</td> <td>CWP</td> <td>18,000</td> </tr> <tr> <td>Consultant Fees</td> <td>Inclusion of 33/23</td> <td>Additional Capital Funds for City Fund</td> <td>15,000</td> </tr> </tbody> </table>	Item	Reason	Funds/ Source of Funding	Cost (£)	Consultant fees <i>(note)</i>	Design and detailing	CWP	20,000	Consultant fees <i>(note)</i>	CDM Principal Designer	CWP	5,000	Consultant fees <i>(note)</i>	Quantity Surveyor & Network Rail Planner	CWP	18,000	Consultant Fees	Inclusion of 33/23	Additional Capital Funds for City Fund	15,000
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			Properties Programme	
	Consultant Fees	Coordination with MoL project	Ditto	20,000
	Consultant Fees	Estimated site supervision at weekends and night time.	Ditto	20,000
	Investigations	To inform design and mitigate risks	CWP	40,000
	Further Investigations	Inform design and mitigate risks for the inclusion of 33/23.	Additional Capital Funds for City Fund Properties Programme	40,000
	Network Rail Management Costs	Project Management	CWP	27,000
	Network Rail	Advance access booking	CWP	120,000
	Project Costs Total			325,000

Appendices

Appendix 1	Project Coversheet
Appendix 2	Plan showing extent and location of structures
Appendix 3	Risk Register

Contact

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