

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 10 September 2019 17 September 2019 25 September 2019 25 September 2019
Subject: West Smithfield and Charterhouse Street (Thameslink) Bridges Remedial Works Unique Project Identifier: 12021	Issue Report Next gateway to be passed: GW5	
Report of: Director of the Built Environment Report Author: Jagdeep Bilkhu		For Decision
<h1>PUBLIC</h1>		

1. Requested decisions	Requested Decisions: 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. 1.2 Members to agree a project budget increase of £160,000 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. 1.3 That a Cost Risk Provision of £70,000 is approved (to be drawn down via delegation to Chief Officer).
2. Issue Description and Background	2.1 The additional cost and agreement to waterproofing the bridge over the sidings is the main issue being presented. 2.2 The engineering team currently have two capital schemes ongoing around Smithfield and Holborn area:

	<p>(i) 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).</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 Both capital schemes affect the programme and consequently construction and logistic activities of the much bigger scheme belonging to the City of London associated with the relocation of the Museum of London to Smithfield. The new museum 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 demise of the main museum gallery space and/or the 'back of house' space.</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.</p> <p>2.6 The Risk Register is contained in Appendix 3.</p>
3. Options	<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</p>

	<p>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 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>
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4. Budget	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 Properties Programme	15,000
	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

This Issue Report requests **£95,000** as highlighted by the greyed rows in the table above as well as an increase of **£65,000** for the works cost for 33/23.

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.

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.

Appendices

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

Contact

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