

Annex One

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| Committees: Corporate Projects Board Projects Sub Streets & Walkways Committee | Dates: 06 May 2020 27 May 2020 26 May 2020 |
| Subject: Frederick's Place Environmental Enhancements Unique Project Identifier: 11567 | Gateway 6: Outcome Report Light |
| Report of: Director of the Built Environment Report Author: Katie Adnams | For Decision |

Summary

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| 1. Status update | Project Description: As part of the Mercer Company's refurbishment of the buildings in Frederick's Place, they requested that the City develop a scheme for Frederick's Place to create a more pedestrian-focussed and attractive setting, befitting of its heritage context. The project included measures to address accessibility constraints, such as raising the carriageway to footway level and re-paving the carriageway in granite setts. The enhancements were entirely funded by the Mercers' Company through a voluntary Section 278 Agreement. RAG Status: Green (Green at last report to Committee) Risk Status: Low (Low at last report to committee) Costed Risk Provision Utilised: Not applicable Final Outturn Cost: £513,039 |
| 2. Next steps and requested decisions | Requested Decisions: Members are asked to: <ul style="list-style-type: none">• Approve the content of this Outcome Report and agree to close this project.• Note the return of the remaining funds to the developer. |

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| 3. Key conclusions | <p>The following objectives were realised upon completion of the project:</p> <ul style="list-style-type: none"> • The public realm was made more accessible and pedestrian-friendly, through restricting access to vehicles, removing parking bays and raising the carriageway to footway level. • A high-quality public realm space has been created, in-keeping with the character of the conservation area and providing an attractive setting for the newly refurbished buildings. • The project was completed within budget. There was a delay to the programme, mostly as a result of delays to the adjacent development and utility works. |
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Main Report

Design & Delivery Review

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| 4. Design into delivery | <p>The design of the project prepared for project implementation which was delivered smoothly.</p> <p>A minor issue arose with the York stone paving in front of 35 Jewry, where a basement survey ascertained that it was not possible to achieve a York stone finish in one small part of the scheme due to depth restrictions. Although this did not impact timescales, a basement survey could have been undertaken earlier in the project programme to manage developer expectations early on.</p> |
| 5. Options appraisal | <p>The option chosen helped meet the project objectives in the following ways:</p> <ul style="list-style-type: none"> • Smaller granite setts were used for the carriageway than the City's standard specification, which enhanced the area's heritage setting; • The removal of parking bays, implementation of vehicle restrictions and raising the carriageway made the space more pedestrian-friendly and created a high-quality setting for the newly refurbished buildings. |
| 6. Procurement route | <p>The City's highway term contractor was used to complete the works.</p> |
| 7. Skills base | <p>The project team had the necessary skills and experience to deliver the project. The design was completed in-house, and any surveys required were commissioned.</p> |

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| 8. Stakeholders | <p>The project was delivered in close liaison with the developer, the Mercers' Company, who own all the buildings facing onto Frederick's Place. They were kept informed throughout the project, and occupiers on both Frederick's Place and Old Jewry were consulted on the planned works at both design appraisal stage and in advance of the implementation.</p> <p>Stakeholders were satisfied with the final design of the public realm.</p> |

Variation Review

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| 9. Assessment of project against key milestones | <p>The project was completed by October 2019.</p> <p>The project's construction programme was delayed by 2 months due to delays to the Mercers' construction programme and the need to coordinate with their construction and utility works.</p> <p>As such, the works started on site in June 2019 rather than April 2019.</p> <p>Progress against project milestones prior to implementation were met.</p> |
| 10. Assessment of project against Scope | <p>The project's scope largely remained the same throughout the life of the project, however some minor changes were necessary:</p> <ul style="list-style-type: none"> - The developer requested a minor increase of scope to include footway outside Old Jewry, which was arranged prior to implementation. This increased the project estimated cost, as well as the implementation period by approximately 3 weeks. A road closure of Old Jewry was necessary for this period. - Due to the outcome of basement surveys, it was not possible to pave the corner outside 35 Jewry in York stone. |
| 11. Risks and issues | <p>The key risks in the project were around timescales, namely:</p> <ul style="list-style-type: none"> - Delays to programme occurred due to delays to the development's refurbishment programme, where the site team had to stand down for periods of time whilst utility works were carried out. |

Value Review

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| 12. Budget | <table> <tr> <td><i>Estimated Outturn Cost (G2)</i></td><td> <p>Estimated cost range at Gateway 2: £250,000-£450,000</p> <p>Estimated cost at Gateway 3/4/5: £543,230</p> <p><i>(including maintenance provision of £116,928)</i></p> </td></tr> </table> | <i>Estimated Outturn Cost (G2)</i> | <p>Estimated cost range at Gateway 2: £250,000-£450,000</p> <p>Estimated cost at Gateway 3/4/5: £543,230</p> <p><i>(including maintenance provision of £116,928)</i></p> |
| <i>Estimated Outturn Cost (G2)</i> | <p>Estimated cost range at Gateway 2: £250,000-£450,000</p> <p>Estimated cost at Gateway 3/4/5: £543,230</p> <p><i>(including maintenance provision of £116,928)</i></p> | | |

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| | <ul style="list-style-type: none"> At Members' request, officers adapted the design to omit the proposed yellow lines and use signs instead to regulate the traffic order. This resulted in an improved visual finish. |
| 15. Improvement reflections | <ul style="list-style-type: none"> A few late design changes were requested by the Mercer's Company. Whilst they were accommodated and relatively minor, upon reflection it would've been beneficial to carry out a more thorough review and approval of the scheme by the developer in advance of the Gateway 5 report. If the basement survey results were received earlier, the exact feasible extent of York stone paving could have been ascertained to better manage developer expectations. The coordination issues with utility works for the development resulted a longer implementation period than expected. If the public realm works were implemented following the conclusion of the refurbishment of the buildings, the implementation period would have been shorter. |
| 16. Sharing best practice | Dissemination of information through team and project staff briefings. |
| 17. AOB | None. |

Appendices

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| Appendix 1 | Plan |
| Appendix 2 | Before and after photos |

Contact

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