

Annex 7

Committees: Corporate Projects Board Streets & Walkways Sub Projects Sub	Dates: 06 May 2020 26 May 2020 27 May 2020
Subject: Lime Street and Cullum Street area project Unique Project Identifier: 9398	Gateway 6: Outcome Report Regular
Report of: Director of the Built Environment Report Author: Andrea Moravicova	For Decision

Summary

1. Status update	<p>Project Description: This project enhanced the public realm in Lime and Cullum Streets by increasing the pedestrian space and providing fully accessible walking routes and new seating.</p> <p>The enforcement of the timed closure of Lime Street between Lime Street Passage and Leadenhall Place and implementation of physical barriers at the junction of Lime Street Passage will be resolved as part of the wider security scheme for the area.</p> <p>RAG Status: Green</p> <p>Risk Status: Low</p> <p>Costed Risk Provision Utilised: N/A</p> <p>Final Outturn Cost: £704,844.65</p>
2. Next steps and requested decisions	<p>Requested Decisions:</p> <p>Members are asked to:</p> <ul style="list-style-type: none">• Approve the content of this Outcome Report and agree to close this project.
3. Key conclusions	<p>The project delivered on its main objectives to provide high-quality pedestrian environment and reduce motor traffic in the area:</p> <ul style="list-style-type: none">• Pedestrianisation of the western half of Cullum Street and creation of a new public space• Accommodated increased numbers of pedestrians and contributed to improving the road safety in the area

	<p>through implementation of timed closures to motor vehicles in Lime Street.</p> <ul style="list-style-type: none"> • Improved connectivity and safety for cyclists. • Enhanced the Leadenhall Market Conservation Area and Principal Shopping Centre. • Met the needs of local businesses for loading facilities. <p>Key learning and recommendations for future projects:</p> <ul style="list-style-type: none"> • It is recommended that the successful practice of combining reduced motor traffic with a provision of a high-quality environment is incorporated within future changes in the City Cluster. • Any agreements which may impact the BAU activities should be agreed during the design process to ensure smooth implementation of the projects. • Extensive stakeholder engagement and monitoring of experimental changes is a key to delivering effective public realm enhancements, which improve pedestrian access whilst maintaining the functionality of the area.
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Main Report

Design & Delivery Review

4. Design into delivery	<p>The design included re-surfacing the streets in high quality natural stone, to complement the conservation area and listed buildings. Where possible, carriageways were raised to footway level to create a single accessible surface.</p> <p>There was extensive consultation carried out with local occupiers and the traffic restrictions were introduced on an experimental basis to test their effectiveness. This approach enabled the project to be successfully delivered.</p>
5. Options appraisal	<p>The chosen option was the most cost-effective in creating a safer and more accessible environment which supports and prioritises pedestrian movement along Lime Street.</p>
6. Procurement route	<p>The designs were produced in-house, which allowed for better collaboration between the teams involved, and the City's term contractor was used to deliver this project. This approach was very effective.</p>
7. Skills base	<p>The project team has the skills, knowledge and experience to produce designs, manage and deliver this project.</p>
8. Stakeholders	<p>Stakeholders were informed and consulted through key stakeholders' meetings and letters, with comments considered during the development and delivery of the project. Regular updates</p>

	were provided during construction and a post-installation survey was carried out.
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Variation Review

9. Assessment of project against key milestones	Implementation start date in Lime Street was revised to accommodate the needs of nearby developments, including their construction logistics.
10. Assessment of project against Scope	<p>The scope of the project has been adjusted to maximise the beneficial impact of the closures to motor vehicles:</p> <ul style="list-style-type: none"> • The extent of the raised carriageway was increased to include area of Lime Street between Lime Street Passage and Leadenhall Place and the carriageway was paved in granite. • The footways were paved in York Stone. This approach ensures the pedestrian environment is more accessible, safer and of a higher quality, in line with previous public realm enhancements in the area. • Loading bay on Lime Street was removed due to safety concerns raised by a safety assessment of the scheme.
11. Risks and issues	Close liaison with the key stakeholders allowed for a successful revision of the construction programme in order to accommodate deferred start date of implementation in Lime Street.

Value Review

12. Budget

Estimated Outturn Cost (G2)	Estimated cost - £659,126		
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Description	At Authority to Start work (G5)	Final Outturn Cost	Balance (£)
Pre-evaluation	78,170	78,168	2
Fees	26,223	25,530	693
Staff Costs	138,787	138,735	52
Works	463,082	457,994	5,088
Contingency	14,729	0	14,729
Maintenance	15,000	15,000	0
Total	£735,991	£704,844.65	£31,146.35

The final account for this project has been verified.

13. Key benefits realised	The post-implementation survey and monitoring showed that the implemented measures enhanced the pedestrian environment and connectivity. The quality of improvements was recognised by the respondents, who consistently awarded high scores for pavements, accessibility and pedestrian environment.
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Lessons Learned and Recommendations

14. Positive reflections	<ul style="list-style-type: none"> • Close liaison with the key stakeholders and neighbouring businesses ensured nearby developments and their construction logistics were accommodated throughout the project's lifecycle. • Thorough investigation into ways of managing road safety for vehicles, cyclists and pedestrians, who use Lime Street on daily basis informed the designs; and enabled implementation of appropriate measures to reduce motor traffic in the area.
15. Improvement reflections	Clear guidance on installation of physical barrier at the junction of Lime Street and Lime Street Passage and responsibilities for their ongoing management should have been agreed during the design phase to ensure smooth implementation of this part of the project.
16. Sharing best practice	The well-received improvements to Lime Street resulted in similar schemes being programmed in the Eastern Cluster and other parts of the City.

Appendices

Appendix 1	Plan
Appendix 2	Before and after photos

Contact

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