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<p>Committees: Corporate Projects Board - <i>for information</i></p> <p>Streets & Walkways Sub – <i>for decision</i> Projects Sub - <i>for decision</i></p>	<p>Date 30 September 2020 15 October 2020 21 October 2020</p>
<p>Subject: West Smithfield Pedestrian Accessibility Improvements</p> <p>Unique Project Identifier: 11773</p>	<p>Gateway 6: Outcome Report Light</p>
<p>Report of: Director of the Built Environment</p> <p>Report Author: Maria Curro – City Transportation</p>	<p>For Decision</p>
<p>PUBLIC</p>	

Summary

<p>1. Status update</p>	<p>Project Description: The project introduced highway and pedestrian improvements at the West Smithfield Rotunda, Cloth Street and Cloth Fair. These improvements enhanced pedestrian accessibility in the area, as well as created an improved public realm.</p> <p>RAG Status: Green (RAG status Red at last G5 Issues Report)</p> <p>Risk Status: Low</p> <p>Costed Risk Provision Utilised: N/A</p> <p>Final Outturn Cost: £154,679</p>
<p>2. Next steps and requested decisions</p>	<p>Requested Decisions: Members of Project Sub-committee and Streets and Walkways are asked to:</p> <ul style="list-style-type: none"> a. Approve the content of this outcome report. b. Agree that an unspent Section 106 funding is returned to be reallocated following usual processes.
<p>3. Key conclusions</p>	<p>3.1 This project has introduced highway and pedestrian improvements at the West Smithfield rotunda, Cloth Street and Cloth Fair. These improvements align with the</p>

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	<p>objectives set out in the West Smithfield Area Strategy, as well as the Transport Strategy objectives that focus on enhancing environment for people walking and cycling.</p> <p>3.2 Due to the size of the project, it was agreed at the onset that a ground radar survey was not required. Upon reflection, a key recommendation is that ground radar surveys should be taken into consideration on small to medium-sized projects to avoid unforeseen delays.</p>
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Main Report

Design & Delivery Review

<p>4. Design into delivery</p>	<p>4.1 The highway designs took into consideration pedestrian movements throughout the area, the accessibility needs of pedestrians and the need for an enhanced existing public realm.</p> <p>4.2 Delays were incurred as deeper excavation works were required as the existing ground conditions had experienced structural movement. Due to the sensitivity of the surrounding structures, the excavation process was heavily restricted.</p> <p>4.3 During reinstatement, minor level changes occurred and needed to be remedied. This resulted in additional footway works to address the level changes and introduce bollards in order to protect the new footways from the market’s operations. In addition, coatings were added to the paving for staining.</p> <p>4.4 These excavation works were not captured in the initial designs as a ground radar survey was not undertaken, but were successfully remedied.</p>
<p>5. Options appraisal</p>	<p>5.1 Only one design option was presented, as shown in Appendix 2. This option included the following:</p> <ul style="list-style-type: none"> • Widening of footway along the southern kerb of West Smithfield, directly outside the Rotunda • Provision of a new inset-style loading bay within the footway widening • Two new raised tables (western end of Cloth Street and West Smithfield junction and the Cloth Street and Long Lane junction) to provide level pedestrian crossings.

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	<ul style="list-style-type: none"> Provision of dropped kerbs along the northern footway of Cloth Fair, at the existing vehicle crossovers <p>5.2 Changes to the scope of work occurred due to the unplanned excavations works. As a result, works had to be undertaken over a wider area due to level changes stemming from these excavations works.</p>
6. Procurement route	6.1 The City's Highways term contractor, JB Riney, completed the construction work for this project. The Project Team was satisfied with the work completed by the term contractor.
7. Skills base	<p>7.1 The Project Team have the required skills, knowledge and experience to manage and deliver this this project.</p> <p>7.2 External resources, with the exception of the City's Highways term contractor, were not used to deliver this project.</p>
8. Stakeholders	<p>8.1 As required in the Section 106 agreement, WC Butchers were the key stakeholder for this project.</p> <p>8.2 Stakeholder engagement was undertaken by the Project Team with the Smithfield Market Tenants Association (SMTA), who represent WC Butchers.</p> <p>8.3 Consultation commenced with the SMTA in summer of 2017. The highway designs were agreed to by the SMTA in May 2018.</p> <p>8.4 Other key stakeholders, such as Ward Members, were consulted on and updated on project progress through project briefs and the Gateway reporting system.</p> <p>8.5 The Access Team, the Historic Environment Team and City Public Realm were consulted throughout the development of the highway design.</p>

Variation Review

9. Assessment of project against key milestones	<p>9.1 The majority of the project, including the additional excavation works, was completed during September to December 2018 in line with the original milestones reported in the Gateway 5.</p> <p>9.2 Additional minor works were undertaken following the required excavations works. These works included additional footway works and installation of high-quality yorkstone paving to cover a larger area along West Smithfield, Long Lane and Cloth</p>
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	Street. These additional works were completed in March 2019 finishing the project three months later than originally planned.
10. Assessment of project against Scope	<p>10.1 As outlined in Section 4, paragraph 4.2 and 4.3 changes to the scope of work occurred due to unforeseen excavation requirements.</p> <p>10.2 These excavation requirements resulted in delays onsite and the need for remedial works to be undertaken.</p> <p>10.3 Additional bollards were incorporated into the design to ensure the pedestrian footways were protected from vehicles making local deliveries. Bollards were not considered in the original design of the project. Upon reflection, a swept path analysis would have been useful to understand vehicle turning movements within the area.</p>
11. Risks and issues	<p>11.1 The issue realised was that during the construction phase additional excavation was required in order to successfully complete the project. This was agreed by a delegated issues report.</p> <p>11.2 The excavation works resulted in an increase in project costs of £9,762 and delays to project timescales of up to three months.</p>
12. Transition to BAU	<p>12.1 The project is now complete and has been passed over to the Highways Maintenance Team to manage.</p> <p>12.2 The scheme was designed and built to the City's specifications.</p>

Value Review

13. Budget	<table border="1"> <tr> <td><i>Estimated Outturn Cost (G1/2)</i></td> <td>Estimated cost (including risk): £226,444 Estimated cost (excluding risk): NA</td> </tr> </table>		<i>Estimated Outturn Cost (G1/2)</i>	Estimated cost (including risk): £226,444 Estimated cost (excluding risk): NA
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	<i>Use July 2018 report – G5</i>	<i>At Authority to Start work (G5)</i>	<i>Final Outturn Cost</i>	
	<i>Fees</i>	£0	£1,282	
	<i>Staff Costs</i>	£33,124	£20,679	
	<i>Works</i>	£101,626	£116,082	
<i>Purchases</i>	£0	£0		

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	Other Capital Expend	£0	£0
	Costed Risk Provision	£0	£0
	Recharges	£0	£0
	Other (commuted maintenance)*	£16,636	£16,636
	Total	£151,386	£154,679
	<p>13.1 An Issues Report was approved in July 2019, which requested a budget adjustment and an increase in budget. A budget increase of £9,762 (taking the total budget to £161,148) was approved. This related to the highways work costs associated with the additional excavation.</p> <p>13.2 The commuted maintenance sum of £16,636 will be utilised after the project is closed when maintenance is required.</p> <p>13.3 The detailed project budget is shown in Appendix 3. There is a small underspend of £6,469 amended approved budget. The Section 106 requires that this underspend be used for transport improvements and Public Realm Works within the West Smithfield Area Enhancement Strategy Area (unless otherwise agreed) and should be within 10 years following completion of the development or else the sum should be repaid to the Developer. Reallocation of this underspend to another suitable project will be sought following the usual S106 funding processes.</p> <p>Please confirm whether or not the Final Account for this project has been verified.* - They have not been verified as of 11/08/2020.</p>		
14. Investment	<ul style="list-style-type: none"> • Not applicable. 		
15. Assessment of project against SMART objectives	<p>15.1 The enhancements have created a more accessible space, facilitating pedestrian movement throughout the area.</p> <p>15.2 The enhancements have created attractive and comfortable walking routes that are easy to navigate and are able to accommodate the expected future growth of pedestrians within the area.</p> <p>15.3 The enhancements carefully took into consideration the character and appearance of the conservation area. This was</p>		

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	reflected in the construction materials used throughout the project.
16. Key benefits realised	<p>16.1 The project has implemented measures that improve the environment for people walking and enhance the pedestrian environment and deliver outcomes of the Area Strategy.</p> <p>16.2 Successful engagement with key stakeholders, including WC Butchers and the SMTA.</p>

Lessons Learned and Recommendations

17. Positive reflections	<p>17.1 The Project Team worked collaboratively to find a design solution due to the additional excavation required for the scheme to progress.</p> <p>17.2 The Project Team worked well with key stakeholders, in particular the SMTA, by way of providing timely project updates and consulting stakeholder on the highway designs.</p>
18. Improvement reflections	<p>18.1 As this was a minor highway improvement project, it was agreed at the onset of the project that a ground radar survey was not required.</p> <p>18.2 Upon reflection, it would have been useful to undertake a ground radar survey. Although this would have resulted in an increase of front-end costs, this would have enabled early mitigation measures to be captured during the design stage. In addition, CRP may have been useful to mitigate against these issues.</p>
19. Sharing best practice	19.1 Dissemination of information through team and project staff briefings have taken place.
20. AOB	<ul style="list-style-type: none"> • Not applicable.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Project Area
Appendix 3	Project Budget

Contact

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