

Appendix 1

City of London Audit and Risk Management Committee

Smithfield Market Canopies – Remedial Works

1. Safety Netting/Mesh:

- Order confirmed with Engie and works will be delivered by their Sub-Contractor A&D Safety Netting. The meshing installation will be via a cherry picker
- Total cost of the works is c.£34k + VAT
- Works programme is:
 - 3-week lead in period for the procurement of materials
 - Works starting on site (likely on the Southern elevation) around 19th November
 - Approx. 2-3 weeks on-site period with works fully complete by 11th December, possibly before
- Works will be completed outside of market operating hours and can be completed at weekends where if and where required
- Meshing itself will be placed under all elevations with glazed canopies – in essence this is 5 elevations across 2 main buildings
- Meshing will need to be fixed in to the main structure of the building at high level. We are in discussions with Planning and will be required to obtain retrospective listed building consent. This however won't delay progress of works due to the Health & Safety risk presented
- Safety netting is constructed from polypropylene and will have 100mm mesh with a 12mm Polysteel border rope, also laid with will be debris netting which will allow for the glass sizes pieces circa 5mm diameter. A couple of notes about the netting from Engie;
 - Safety netting will withstand loads for glass panels. They are designed to catch people/objects are can take up to 3 people in one area (rescue purposes only)
 - Purpose Safety nets are designed to provide a soft landing and will stretch when a person (or object) impacts the net meshes. The net will deform under impact to absorb the energy of the falling person, through the mesh knots slipping and tightening (knotted nets) or net meshes (knotless nets) deflecting through plastic deformation. The amount the loaded net stretches will depend upon a number of factors, such as the height of the fall, the weight of the faller (plus any materials) and the position of impact in the net. For these reasons, it is not possible to predict the performance of the net should it be subjected to additional loadings in the future. BS EN 1263-1 stipulates that nets should be checked by a competent person after loading. This is generally considered to be the manufacturer (not the installing company) and due to the logistics of this, recommends that safety nets should only be loaded once

2. Crash Deck Scaffolding:

- A crash deck design and quote has been received from SKANSKA and Benchmark 28/10/2020.
- The quote is for three crash decks to be provided beneath the South glass canopy to the West Meat Market for a hire period of 6 weeks at a cost of just over £70K. From week 7 onwards there is an additional weekly hire charge of over £1,100.
- Although the design is suitable from a health and safety perspective and in line with TG20 scaffolding guidance, we have contacted Benchmark and SKANSKA with some suggestions

about how the design could possibly be changed to reduce costs and also proposed that the rent period should be cut to 5 weeks. They plan to consult their scaffold engineers on my suggestions and get back to me tomorrow.

- The works will commence w/c 2 Nov and will take 5 days to erect.

3. Laboratory Testing of Glass

- The Building Research Establishment (BRE) and Sandberg have been contacted to undertake a detailed analysis of the fail glass units. We are awaiting quotes and expect this work to take c.2 weeks.
- To note, there was a failure of glass canopy panel in June 2003 that was subject to a BRE report; we are in the process of trying to locate the technical report. We are aware at that time there had been a total of 4 glass canopy failures somewhere around that time although reference back to Committee meeting minutes makes no reference of the failure.