



<p><b>2. Requested decisions</b></p>	<p><b>Next Gateway:</b> Gateway 6: Outcome Report</p> <p><b>Next Steps:</b></p> <ul style="list-style-type: none"> <li>• If the requested decisions are agreed the next steps would be to confirm these decisions to Buro Four, to issue a formal instruction to the main contractor, Dyer &amp; Butler to commence the works.</li> <li>• Furthermore, with the main contractor formally on-board, supporting documentation for access and methodology agreement with Network Rail will be discussed and formalised.</li> </ul> <p><b>Requested Decisions:</b></p> <ol style="list-style-type: none"> <li>1. Members to agree the total revised project budget of <b>£645,000</b> (excluding risk);</li> <li>2. Approve the appointment of Dyer &amp; Butler (incumbent Tunnel Lids contractor) by means of a variation to their currently approved works order in the total value of £390,000.</li> <li>3. That a Costed Risk Provision of <b>£150,000</b> is approved over and above the £645,000 (to be drawn down via delegation to Chief Officer).</li> </ol>
<p><b>3. Budget</b></p>	<p>3.1 The total cost of the project is £645,000.</p> <p>3.2 The total cost of the construction works was estimated in the previous G1-4 report of September 2018. The G4 Issue Report of September 2019 included a change in scope to include similar work adjacent to the original two bridges. For this report the total construction cost has been estimated by the proposed main contractor as £390,000, which is £17,000 less than we estimated at £407,000 in the G4 Issue Report (incl. the change in scope). There are some notable assumptions that the contractor has made which do mean that it would be prudent to keep monies within the budget for further investigations, e.g. more trial pits at highway level and also for an asbestos survey, which the contractor has not allowed for in his estimate.</p> <p>3.3 It should be noted that in the cost build up below, £80,000 that was set aside for investigations has been placed in the risk provision. Any investigations that are still deemed required by the contractor have been itemed as an item in the risk register.</p>

Item	Reason	Funds/ Source of Funding	Cost (£)
Staff Costs	Site Supervision (Part-time)	CWP	10,500
Consultants Fees	Design and detailing	CWP	55,000
Consultant Fees	CDM Principal Designer	CWP	5,000
Consultant Fees	Quantity Surveyor & Network Rail Planner	CWP	18,000
Consultant Fees	Estimated site supervision at weekends and night time	CWP	20,000
Network Rail Management Costs	Project Management	CWP	27,000
Network Rail	Advance access booking	CWP	120,000
Main contractor	Works cost	Split between CWP & Additional Capital Funds for City Fund Properties Programme	390,000
<b>Total</b>			<b>645,500</b>

**Costed Risk Provision requested for this Gateway: £150,000** which is also likely to be met from the Additional Capital Funds for City Properties Programme or CWP.  
(as detailed in the Risk Register – Appendix 4)

<p><b>4. Design summary</b></p>	<p><u>Key Features of the Project Design</u></p> <p>4.1 The work in this project has broadly been spilt into that which (i) is proposed to be undertaken to the bridges from ground level, i.e. from the highway and (ii) work to the soffits which will require access from the railway.</p> <p>4.2 The above ground works comprise a new spray applied waterproofing system and re-surfacing. The key point to note is that the bridges on Charterhouse House Street have numerous services, in the form of ducts and cables above the bridge deck. The proposal on Charterhouse Street is to undertake waterproofing above the services. Ordinarily, waterproofing would be applied to the top of the bridge deck but in this instance undertaking such a task would be significantly more expensive as well as logistically more complex and prohibitive. There is the potential that utilities companies will need access to their apparatus and therefore the waterproofing may need to be breached. Should this be the case, the utility company is responsible for reinstating the waterproofing as part of any future work and this to be managed by virtue of the fact that all works on Charterhouse Street and West Smithfield should be notified to the City Corporation as both highways are designated the status of Special Engineering Difficulty (SED) as described by the New Roads and Street Works Act 1991.</p> <p>The bridge on West Smithfield has service troughs in the footways. Some (possibly all) of the services on West Smithfield are being diverted as part of the new Museum of London works. On West Smithfield the current proposal is to install a new spray applied waterproofing system in the traditional manner, i.e. on the bridge deck itself. The new system shall also line the troughs in footways on both sides of the bridge.</p> <p>4.3 The work from the railway entails various refurbishment, including repair to spalled concrete, cleaning and treating any corroding reinforcement and other metallic elements, replacing loss of pointing and brick repairs to masonry elements and in the case of West Smithfield, repairing cracked concrete cladding encasing iron girders. The condition of the girders within the encasing is not known.</p> <p><u>Stakeholder Engagement</u></p> <p>4.4 All works from the railway will require access platforms and agreement with Network Rail. This process has commenced however no definitive methodology has been</p>
---------------------------------	--

	agreed as this will be completed in collaboration with the main contractor.
<b>5. Delivery team</b>	<p>As reported previously and separately to Capital Buildings Committee, this scheme is to be incorporated into the contract of the new Museum of London's permanent works contractor, as a variation to that contract. Consequently, the proposed team are as follows:</p> <p>5.1 <u>Main Contractor</u>: Dyer &amp; Butler (appointed by the new Museum of London Relocation project team).</p> <p>5.2 <u>Project Management Consultant</u>: Buro Four (appointed by the new Museum of London Relocation project team).</p> <p>5.3 <u>Designer</u>: Arcadis (the City of London Corporation's incumbent contractor for engineering services).</p> <p>There are numerous other members of the wider team that form part of the new Museum team however, the above are the core team for this project.</p>
<b>6. Programme and key dates</b>	<p>6.1 Some of the works of this scheme have been programmed between March and April 2021 by the new Museum of London team. At the time of writing this report, this is the key date for the bridges covered by this report.</p> <p>6.2 The date above is subject to other conditions and approvals by the museum team. As a result, the work proposed to the bridges in this report will be phased according to the logistical planning requirements of the museum project and may not be undertaken in one continuous standalone programme.</p> <p>6.3 Appendix 3 is attached for information and shows (highlighted in blue) the proposed planned phasing of the highway structures work in relation to other ground level works that the new Museum of London team are undertaking over the railway and over the basement structures of the market.</p>
<b>7. Risks</b>	<p>7.1 The largest risk to the project remains the potential financial impact of damage to railway infrastructure from the refurbishment work, either from above or to the soffits, resulting in disruption to the service on this section of railway. This same risk would also result in delays to the delivery of the project to programme. This risk is mitigated by the appointment of an experienced railway contractor who will carry that risk. The main contractor is also experienced on working on this specific section of railway on other projects (not related to this one).</p>

	<p>7.2 Other major risks involved with this scheme remain primarily from unknown plant and services buried in the highways as well as the potential extent of repairs, i.e. they could reveal a worse condition than expected when preparing for repair.</p> <p>Costed Risk Provision Utilised at Last Gateway: <b>Zero</b> Change in Costed Risk: <b>Increase of £80,000</b> to £150,000 from £70,000 in the G4 Issue Report of September 2019.</p> <p>Further information available in the Risk Register (Appendix 4) and options appraisal matrix.</p>
<b>8. Success criteria</b>	<p>8.1 To complete the works:</p> <ul style="list-style-type: none"> <li>i) in accordance with the specification</li> <li>ii) in collaborations with the adjacent works that are part of the new Museum of London from a logistical and design perspective as far as practically possible</li> <li>iii) within the budget</li> <li>iv) reduce the City of London Corporation's potential risk of litigation arising from third parties such as Network Rail.</li> </ul>
<b>9. Progress reporting</b>	<p>9.1 Monthly progress report will be prepared via Project Vision and an Issue Report prepared for members should it be required.</p>

### Appendices

<b>Appendix 1</b>	Project Coversheet
<b>Appendix 2</b>	Plan showing extent and location of Highway Structures
<b>Appendix 3</b>	Plan showing extent of Highway Structures (highlighted in blue) relative to other works of the museum.
<b>Appendix 4</b>	Risk Register

### Contact

<b>Report Author</b>	Jagdeep Bilkhu
<b>Email Address</b>	jagdeep.bilkhu@cityoflondon.gov.uk
<b>Telephone Number</b>	020 7332 1544