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<p>Committees: Corporate Projects Board <i>[for decision]</i></p> <p>Streets & Walkway Committee <i>[for decision]</i></p> <p>Projects Sub <i>[for decision]</i></p>	<p>Dates: Urgency</p> <p>02 December 2021</p> <p>15 December 2021</p>
<p>Subject: West Smithfield Area Public Realm and Transportation project.</p> <p>Unique Project Identifier: PV Project ID: 11956</p>	<p>Complex Issue Report (last report Gateway 3)</p>
<p>Report of: Director of the Built Environment</p> <p>Report Author: Clarisse Tavin</p>	<p>For Decision</p>
<p>PUBLIC</p>	

<p>1. Status update</p>	<p>Project Description: To provide new public spaces and improved environment in West Smithfield in line with the planned implementation of Culture Mile, the City Transport Strategy, the opening of Crossrail stations in Farringdon and Farringdon East and the anticipated major increase number of visitors in the area. This project incorporates the development of the Smithfield Healthy Streets Plan.</p> <p>RAG Status: Amber (last report: green)</p> <p>Risk Status: Low (last report: low)</p> <p>Total Estimated Cost of Project (excluding risk): £12m</p> <p>Change in Total Estimated Cost of Project (excluding risk): N/A</p> <p>Spend to Date: £921,906</p> <p>Costed Risk Provision Utilised: 0</p> <p>Funding Source: OSPR</p> <p>Slippage: Programme needs to be extended by 12 months due to delay associated with project dependencies (see Programme</p>
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	<p>in Appendices 5 and 6). It is anticipated that the extension in programme will be over 10%, it therefore needs to be reported as part of the City Project Procedure.</p> <p>The revised project programme is in Appendix 5 and main new deadlines are as follows:</p> <ul style="list-style-type: none"> - <u>Area 1</u> (area around the future Museum of London, south part of the site and Long Lane) : works to be delivered by 2025. - <u>Area 2</u> (area around the General Market): works to be completed by 2028 (see Location and Phasing Plan in Appendix 3).
<p>2. Requested decisions</p>	<p>Next Gateway: Gateway 4 - Detailed Options Appraisal (Complex)</p> <p>Progress to date</p> <ol style="list-style-type: none"> 1. A Gateway 3 report in December 2020 endorsed the Vision and Concept Design for the Smithfield area and noted the progress in the Healthy Streets Plan transportation work. That report also approved the next steps, summarised as follows: <ul style="list-style-type: none"> - Further public realm design (RIBA Stage 3) for Area 1 (see Phasing Plan in Appendix 3) - Continued transportation work including detailed modelling of options - Continued engagement with stakeholders - Experiments, trials and meanwhile use activity in the Smithfield area. 2. This report updates Members on the progress made since that report and outlines the requested programme change (see Project Programme in Appendix 5). 3. <u>Public realm design</u>: Work has progressed with the consultants Hawkins\Brown on the design work (RIBA Stage 3), which has been split as follows: <ul style="list-style-type: none"> - Stage 3.1: Overarching strategies and approaches to develop elements of the Concept Design and to test feasibility - Stage 3.2: Completed Developed Designs for Area 1 (see Phasing Plan in Appendix 3) - Stage 3.3: Completed Developed Designs for Area 2 (see Phasing Plan in Appendix 3) 4. Work has progressed for Stage 3.1, which comprises: a materials strategy incorporating work on circular economy and historic environment; engagement work and work with

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	<p>the Artist in Residence; lighting feasibility work and experiments and activation in Smithfield Area (see details on the works progressed to date in Section 4 of the report).</p> <p>5. The project relates closely to the Museum of London redevelopment and the Markets Co-location programme. The impact of the programme changes of these respective developments on the public realm project has been as follows:</p> <ul style="list-style-type: none">- The Museum of London development in West Smithfield received planning approval in Summer 2020, however the original programme has changed and a revised programme was approved by P&R Committee in September 2021 (see Programme details in Appendix 6). It is anticipated that Stage 3.2 of the public realm project design for Area 1 will commence when the broad scope of the Museum of London S106 agreement (and within this document the outline scope of its associated S278 agreement) is understood.- Markets Co-location programme : On 7 October 2021, the Court of Common Council resolved to deposit the first of a series of private bills to Parliament in November 2021. The first private bill will seek approval to move Billingsgate to Dagenham Dock, with the intention to submit a further private bill/s next year to move Smithfield (detailing the proposed new uses of the Grade II* East and West Market buildings) and New Spitalfields to Dagenham Dock. The impact on the public realm is that project design around the East and West Market Buildings and Rotunda (project Area 2) will commence at a later date, once the potential future functions of the meat market are better understood. <p>6. <u>Circular economy, Climate Action and materials approach</u>: During excavation works in the project area related to the tunnel strengthening works, historical setts were found. To align with the Materials Review Strategy and support the circular economy and environmental objectives of the project, it is proposed to salvage the setts so they can be reused as part of the final public realm design. Granite stones has also been rescued and it is proposed to relocate them in the Smithfield area with associated interpretation. Budget to cover for storage and relocation in local area is therefore required (£60,000). This upfront cost will be deducted from the cost of new materials required as part of</p>
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	<p>the construction phase, and therefore does not increase the total cost of the project.</p> <p>7. To manage the revised project programme and associated liaison with stakeholders to agree the next milestones, as well as organise the salvage and relocation of the historic materials and secure storage in the local area, a £15,000 budget is required to cover staff cost.</p> <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. Approve the updated programme as per Project Programme in Appendix 5; 2. That budget of £15,000 for staff cost is approved to cover additional tasks associated with the revised programme and the completion of Stage 3.1; 3. That budget of £60,000 is approved to cover costs to salvage existing paving materials; 4. That £75,000 is allocated from OSPR from the £12m funding approved in principle for the project, subject to relevant approvals; 5. Note the revised project budget of 1,355,014 (excluding risk), from the £12m estimated budget which is unchanged; 6. That Option 2 is approved, including completion of Stage 3.1, a revised programme and the release of funding to salvage historic materials. 																								
<p>3. Budget</p>	<table border="1" data-bbox="528 1552 1422 1998"> <thead> <tr> <th colspan="4" data-bbox="528 1552 1422 1630">Table 1: Spend to date - West Smithfield Area Public Realm & Transportation - 16800391</th> </tr> <tr> <th data-bbox="528 1630 831 1709">Description</th> <th data-bbox="831 1630 1023 1709">Approved Budget (£)</th> <th data-bbox="1023 1630 1214 1709">Expenditure (£)</th> <th data-bbox="1214 1630 1422 1709">Balance (£)</th> </tr> </thead> <tbody> <tr> <td data-bbox="528 1709 831 1787">Env Servs Staff Costs</td> <td data-bbox="831 1709 1023 1787">40,000</td> <td data-bbox="1023 1709 1214 1787">10,001</td> <td data-bbox="1214 1709 1422 1787">29,999</td> </tr> <tr> <td data-bbox="528 1787 831 1865">Legal Staff Costs</td> <td data-bbox="831 1787 1023 1865">20</td> <td data-bbox="1023 1787 1214 1865">20</td> <td data-bbox="1214 1787 1422 1865">-</td> </tr> <tr> <td data-bbox="528 1865 831 1944">Open Spaces Staff Costs</td> <td data-bbox="831 1865 1023 1944">18,600</td> <td data-bbox="1023 1865 1214 1944">7,692</td> <td data-bbox="1214 1865 1422 1944">10,908</td> </tr> <tr> <td data-bbox="528 1944 831 1998">P&T Staff Costs</td> <td data-bbox="831 1944 1023 1998">403,797</td> <td data-bbox="1023 1944 1214 1998">333,860</td> <td data-bbox="1214 1944 1422 1998">69,937</td> </tr> </tbody> </table>	Table 1: Spend to date - West Smithfield Area Public Realm & Transportation - 16800391				Description	Approved Budget (£)	Expenditure (£)	Balance (£)	Env Servs Staff Costs	40,000	10,001	29,999	Legal Staff Costs	20	20	-	Open Spaces Staff Costs	18,600	7,692	10,908	P&T Staff Costs	403,797	333,860	69,937
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	P&T Fees	817,597	570,332	247,265
	TOTAL	1,280,014	921,906	358,108
	Table 2: Resources Required to reach the next Gateway			
	Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
	Env Servs Staff Costs	40,000	-	40,000
	Legal Staff Costs	20	-	20
	Open Spaces Staff Costs	18,600	-	18,600
	P&T Staff Costs	403,797	15,000	418,797
	P&T Fees	817,597	-	817,597
	Works	-	60,000	60,000
	TOTAL	1,280,014	75,000	1,355,014
	Table 3: Funding Strategy			
	Funding Source	Amount (£)		
	TC Central Risk Budget	90,000		
	MCP Recharge	80,000		
	OSPR	1,185,014		
	TOTAL	1,355,014		
	Costed Risk Provision requested for this Gateway: N/A			
4. Issue description	<p>Since the last Gateway 3 report approved in December 2020, the public realm project needs to extend its programme by 12 months to align with project key dependency. In the last months work has progressed for Stage 3.1, as follows:</p> <ol style="list-style-type: none"> <u>Circular economy, Climate Action and materials approach</u>: The team have developed a comprehensive understanding of the materials in the area through surveys, including a deep radar survey used to detect historic setts below the surface, used in conjunction with the Statement of Significance work. Pioneering research 			

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	<p>on materials and carbon footprint is also being developed to propose an evidenced base approach to support decision on final material choice.</p> <ol style="list-style-type: none">2. Alongside this, a materials reuse proposal has been put together to salvage a number of the historic setts in order that they can be reused at a later stage in the project. It is also proposed to relocate some granite stones which has been rescued in the local area, with associated interpretation signage. This work will have crucial circular economy benefits, and will mean that the amount of new materials required for the project can be reduced significantly, reducing carbon footprint overall. The proposal has been costed at £60,000 to cover for all cost associated to relocate and safely store the stones locally. This cost will be saved against future expenditure for paving materials and will therefore be cost neutral at the end of the project.3. <u>Historic environment work</u>: The team appointed Alan Baxter to complete a pioneering piece of work, the Statement of Significance for the public realm in Smithfield. Using the model of a Statement of Significance for an historic building, the document sets out the relative historic significance of various elements of the public realm, including historic setts. It is understood that this work is a 'first' in public realm design practice, and it signals the teams' commitment to celebrating the historic environment through the project.4. <u>'Healthy Streets Approach' transportation work</u>: A key project aspiration is the closure to motor vehicles of the section of West Smithfield between Snow Hill and East Poultry Avenue. Traffic modelling has been undertaken which indicates the impact of this closure extends beyond the City boundary. Therefore in order to retain the impact as locally as possible, some additional junction modelling is currently underway to assess whether a right hand turn can be provided for northbound traffic at the junction of Farringdon St and Charterhouse Street. By early 2022, this assessment and associated design work will be completed and options produced. Further work will commence when the broad scope of the Museum of London S106 agreement (and within this document the outline scope of its associated S278 agreement) is understood. There is an interdependency between the design of the Charterhouse Street junction, and any required footway
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	<p>widening work on Farringdon Street due to increased pedestrian demand from the proposed Museum of London.</p> <p>5. <u>Engagement</u>: The team have continued to engage with local stakeholders and have worked closely with Culture Mile in doing this. The transport work has also included liaison with TfL. Plans for co-design strategies with local and key stakeholders are being pursued by the designers as part of Stage 3.1. The design team has worked closely with the Artist in Residence to design more inclusive approaches to engagement, in line with Culture Mile aims.</p> <p>6. <u>Smithfield experiments and activation</u>: the project team worked closely with Culture Mile team and local developer to activate empty retail units in Little Britain showcasing cultural content related to the area. This supports objectives to reopen the City and attract workers and visitors back in the Square Mile.</p> <p>Next steps</p> <p>8. The key next steps for the project in 2022 are:</p> <ul style="list-style-type: none">- <u>Public realm design</u>: design work for Stage 3.1 will be finalised. Stage 3.2 will commence when the broad scope of the Museum of London S106 agreement (and within this document the outline scope of its associated S278 agreement) is understood..- <u>Circular economy, Climate Action and materials approach</u>: Further research work to develop a materials strategy and associated carbon impact is to be continued and will provide an evidence based approach to inform final decision on materials. Members are requested to approve the salvage of setts from the site, in order that materials can be reused with the resulting historic environment and circular economy benefits. The budget for this work is £60,000. This salvage work will be undertaken in early 2022. The setts will be removed, packed into crates, and securely stored at the car park underneath Smithfield Meat Market.- <u>'Healthy Streets Approach' transportation work</u>: This work will continue in 2022 once Museum programme has progressed and the implications for traffic and pedestrian movement are better understood through the evaluation and design stage of the Section 278 agreement which will determine the functional change required to the highway to
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	<p>facilitate the development and meet the needs of stakeholders.</p> <ul style="list-style-type: none"> - Engagement: The team will continue to engage with local stakeholders, focussing on essential aspects of the project which needs to happen as part of Stage 3.1. This includes transport-related engagement, work with Culture Mile partners, and temporary or meanwhile activation work, including work on diversity and inclusion. <p>9. Progress of works as described above are due to be reported to Members in the next Progress report to be submitted in mid-2022.</p>
5. Options	<ul style="list-style-type: none"> • Option 1: complete Stage 3.1 and update project programme only. • Option 2: complete Stage 3.1, update programme and release funding to salvage historic materials.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	Location and Phasing Plan
Appendix 4	Materials Review Strategy
Appendix 5	Project Programme
Appendix 6	Dependency Programme

Contact

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