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Committees: Streets and Walkways Sub [for decision] Projects and Procurement Sub [for information]	Dates: 14 October 2025 16 October 2025
Subject: 100 Fetter Lane Section 278 (and LIP funded raised junction treatment at New Fetter Lane, Fetter Lane and Bream's Buildings.) Unique Project Identifier: 12348	Gateway 6: Outcome Report Light
Report of: Executive Director Environment Choose an item. Report Author: Stephen Oliver, Transport and Public Realm	For Decision
PUBLIC	

Summary

1. Status update	<p>Project Description: The project delivered enhancements to the public realm around the redevelopment of 100 Fetter Lane and included a new raised junction treatment at New Fetter Lane, Fetter Lane and Bream's Buildings.</p> <p>RAG Status: Green (Green at last report to Committee)</p> <p>Risk Status: Low (Low at last report to committee)</p> <p>Costed Risk Provision Utilised: £14,617 (of which £0 was drawn down at the last report to Committee);</p> <p>Final Outturn Cost: S278 Works £213,847 (including commuted maintenance)</p> <p style="text-align: right;">Healthy Streets LIP £71,790</p>
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<p>2. Next steps and requested decisions</p>	<p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. Note the contents of this report. 2. Authorise return of unused funds to the developer, including any accrued interest as per the Section 278 agreement once the final accounts for these projects are completed. 3. Agree to close this project.
<p>3 Key conclusions</p>	<p>3.1 The project was delivered in line with its main objectives to:</p> <ul style="list-style-type: none"> • Upgrade existing footways surrounding the site with York stone in keeping with adjoining areas on Fetter Lane, Breams Buildings, Greystoke Place and Mac's Place. • Improve crossing facilities for people walking and wheeling at the junction of Breams Buildings, Fetter Lane and New Fetter Lane to improve east/west pedestrian movement. <p>3.2 The S278 project required use of £14,617 costed risk provision (CRP).</p> <ul style="list-style-type: none"> • The costed risk was required because an element of paving by the developers within their curtilage was installed at an incorrect level and therefore some of the paving in Macs Place had to be re-laid to achieve a level surface. Three utility box covers damaged during the construction phase had to be replaced and additional drainage had to be installed. • The developers programme also slipped by several months and the agreed S278 works could therefore not be delivered by FM Conway to the original programme resulting in further costs and staff time.

Main Report

<p>4 Design into delivery review</p>	<p>4.1 The programme was adjusted to coincide with the development's timelines. This delayed the start of implementation from the original programme as agreed at Gateway 5 by five months.</p> <p>4.2 The project delivered</p> <ul style="list-style-type: none"> • Footway surrounding the site repaired post construction and replaced with Yorkstone. • Works to tie in, a new building line and new route from Brems Buildings into the public highway on Mac's Place. • Improvements to pedestrian crossing facilities at the junction of Bream's Buildings, Fetter Lane and New Fetter Lane to improve east/west movement for people walking and wheeling which supports the Transport Strategy objective of improving accessibility for people who walk and wheel in the City. This measure was funded from Transport for London's annual Local Improvement Plan.
<p>5 Options Appraisal</p>	<p>5.1 The completed project delivered the original objectives by:</p> <ul style="list-style-type: none"> • Making improvements to the public realm around the new development. • Promoting pedestrian priority in the street. • Facilitates the development's operational requirements. • Meeting the objectives of the Fleet Street Area Healthy Streets Plan. <p>5.2 At Gateway 5 the scope of S278 works and funding source was amended, as an existing approved LIP funded scheme was extended to include the junction of Bream's Buildings, Fetter Lane and New Fetter Lane to provide a better design solution for the comfort and safety of people walking and wheeling.</p>
<p>6 Procurement route</p>	<p>6.1 The construction package was prepared in-house by the Highway Engineer and work on site was undertaken by the City's term contractor.</p>
<p>7 Skills base</p>	<p>7.1 The project team had the necessary skills, knowledge and experience to manage delivery of this project.</p>
<p>8 Stakeholders</p>	<p>8.1 The project was delivered in close liaison with the developer and stakeholders to ensure the proposals meet their needs as far as possible. Local businesses were consulted on changes to local access and where required road closures were carried out at weekends.</p>

Variation Review

9 Assessment of project against key milestones	9.1 The project implementation was delayed from an original agreed programme with the developers as their programme slipped by 5 months and the site was therefore not released.
10 Assessment of project against Scope	<p>10.1 At Gateway 5 the project's scope was increased to include a raised carriageway at the junction of Bream's Buildings, Fetter Lane and New Fetter Lane. This resulted in an overall improved scheme than agreed with developers. The raised carriageway was funded from TfL LIP funding.</p> <p>10.2 During implementation the S278 scope of works was increased due to issues caused by the developer.</p>
11 Risks and issues	<p>11.1 Two identified risks for the S278 works occurred:</p> <ul style="list-style-type: none"> • "The project is not delivered to agreed programme due to technical issues that arise either in design or construction phase". <p>The developers programme slipped by 5 months which resulted in sections of the site not being accessible for FM Conway. This resulted in slippage in the FM Conway programme.</p> <ul style="list-style-type: none"> • "Unforeseen technical and/or engineering issues identified". <p>The developers paving work on their land adjoining Mac's Place was built at an incorrect level. This created a trip hazard where it met the existing public highway and rendered the area inaccessible. To address this, some of the existing paving in Macs Place had to be re-laid to achieve a level surface and eliminate the risk and additional drainage had to be installed. Three utility box covers were damaged during the construction phase and consequently had to be replaced. These costs were met by the developer.</p> <p>11.2 The CRP facilitated delivery of the project and was sufficient to fund the additional works and staff time.</p> <p>11.3 The total CRP used was £14,617</p>
12 Transition to BAU	12.1 The project team and contractor FM Conway ensured that access was maintained to local businesses during normal working hours.

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Value Review

13 Budget	<i>Estimated Outturn Cost (G2)</i>		Estimated cost (excluding risk): £220,000
	S278 Works	<i>At Authority to Start work (G5)</i>	<i>Final Outturn Cost</i>
	Fees	£13,300	£7,857
	Staff Costs		
	P&T Staff Costs	£ 35,434	£30,810
	Env Services Costs	£ 24,706	£37,527
	Works	£126,067	£128,284
	Costed Risk Provision	£17,109	£2,492
	Commuted Maintenance	£9,370	£9,370
	Total	£225,586	£213,847
	Healthy Streets (LIP funding)	At Authority to Start work (G5)	Final Outturn Cost
	Fees	£5,149	£3,948
	Staff Costs		
	P&T Staff Costs	£8,351	£7,602
	Env Services Costs	£6,500	£5,240
	Works	£55,000	£55,000
	Total	£72,500	£71,790
	The overall project came in on budget. LIP funding was utilised to compliment the S278 works and the total outturn was ~£285,637		
14 Assessment of project against SMART objectives	14.1 The project delivered against the objectives to prioritise people walking and wheeling by delivering a high-quality pedestrian environment and improved their comfort and safety.		
15 Key benefits realised	15.1 Key benefits outlined in the Gateway 2 reports were realised, with the schemes meeting the needs of the new development and providing enhanced public realm around the development.		

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Lessons Learned and Recommendations

16 Positive reflections	16.1 Coordinating the S278 works with the Healthy Streets LIP funded improvements broadened the benefits to the public realm and also enabled FM Conway to implement more efficiently by having a single on site set up and utilise the developers pit lane and carriageway closure. Once the site became available a good working relationship and open communication was established between the project team and the developer.
17 Improvement reflections	17.1 Throughout the S278 agreement negotiations and at Gateway 5 (approved February 2024) the developers had a very clear programme and phasing of when the site would be available and when they would like the S278 works to be carried out. FM Conway were appointed to meet this programme. The project team continued to liaise with the developers and in April 2024 the developers confirmed that their programme had slipped and issued a new programme of when the pavements for improvement would be available. The project team reprogrammed the S278 works, and the Healthy Streets LIP works accordingly.
18 Sharing best practice	18.1 Information will be disseminated through the project staff and the department.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	Finance Table
Appendix 4	Before and after photographs

Contact

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