

Project Briefing

Project identifier			
[1a] Unique Project Identifier	TBC	[1b] Departmental Reference Number	Not Applicable
[2] Core Project Name	Lindsey Street Bridge Strengthening		
[3] Programme Affiliation (if applicable)	No affiliate programme at the present time. (However, it should be noted that this work could coincide with the construction phase of the Museum of London Relocation which is also in the vicinity).		

Ownership	
[4] Chief Officer has signed off on this document	Gordon Roy (on behalf of Carolyn Dwyer as CO)
[5] Senior Responsible Officer	Paul Monaghan
[6] Project Manager	Jagdeep Bilkhu

Description and purpose	
[7] Project Description	
Strengthening of a multi-span (non-traditional) masonry arch structure over various property, including London Underground railway.	
[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)?	
Specific elements of the structure have been found to be non-compliant with current highway loading standards. These need to be strengthened/replaced. If these works are not undertaken, there is the possibility that the highway may need to be weight restricted which will in turn have significant impact on the operation of Smithfield Market.	
[9] What is the link to the City of London Corporate plan outcomes?	
<p><Delete those which don't apply, leave in those outcomes that do ></p> <p>[1] People are safe and feel safe.</p> <p>[2] People enjoy good health and wellbeing.</p> <p>[3] People have equal opportunities to enrich their lives and those of others and reach their full-potential.</p> <p>[4] Communities are cohesive and have suitable housing and facilities.</p> <p>[5] Businesses are trusted and socially and environmentally responsible.</p> <p>[6] We have the world's best regulatory framework and access to global markets.</p> <p>[7] We are a global hub for innovation and enterprise.</p> <p>[8] We attract and nurture relevant skills and talent.</p> <p>[9] Our spaces are secure, resilient and well-maintained.</p> <p>[10] Our physical spaces have clean air, land and water and support a thriving and sustainable natural environment.</p> <p>[11] Our spaces are digitally and physically well-connected and responsive.</p> <p>[12] Our spaces inspire excellence, enterprise, creativity and collaboration.</p> <p>[13 COLP] To make the City of London the safest city area in the world.</p> <p>[14 COLP] To deliver a policing service that is valued.</p> <p>[15 COLP] To be a police force with global influence and impact.</p> <p>[16 COLP] To build new ethical economic partnerships.</p> <p>[17 COLP] To have an innovative, skilled and agile workforce in a culture that supports and empowers our people.</p>	
[10] What is the link to the departmental business plan objectives?	
<p><Objectives this project is linked to, and a short narrative (max 4 lines) on how will it help us achieve them. ></p> <ul style="list-style-type: none"> Improving quality and safety of the environment for workers, residents and visitors. Nature, heritage and place are valued and understood. 	

<ul style="list-style-type: none"> London's natural capital and heritage assets are enhanced through leadership, influence, investment, collaboration and innovation. 					
[11] Note all which apply:					
Officer: Project developed from Officer initiation	N	Member: Project developed from Member initiation	N	Corporate: Project developed as a large scale Corporate initiative	N
Mandatory: Compliance with legislation, policy and audit	Y	Sustainability: Essential for business continuity	Y	Improvement: New opportunity/ idea that leads to improvement	N

Project Benchmarking:	
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims? <These should be impacts of the activity to complete the aim/objective, rather than 'finishes on time and on budget'>>	
1)	Meeting statutory obligations by strengthening/replacing the failing elements of the structure to meet current loading standards.
2)	Removal of any increased management and/or interim measures that may be required.
3)	Removal of Corporate liabilities associated with being an asset owner and manager.
[13] Will this project have any measurable legacy benefits/outcome that we will need to track after the end of the 'delivery' phase? If so, what are they and how will you track them? (E.g. cost savings, quality etc.)	
Not applicable.	
[14] What is the expected delivery cost of this project (range values)[£]?	
Lower Range estimate: £1,000,000 Upper Range estimate: £5,000,000	
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:	
<ul style="list-style-type: none"> Continued regime of visual inspections every 2 years with a Principal Inspection (within touching distance) every 6th year. 	
[16] What are the expected sources of funding for this project?	
Not yet confirmed but this is likely to be from the On-Street Parking Reserve. A bid for funding from the London Bridges Engineering Group (LoBEG) will also be made but initial discussions have indicated that funding is unlikely to be available through them but there is a possibility that some smaller values of funding for a options study could be available.	
[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?	
At the present time the structure is being managed based on its visual condition. It should be strengthening as soon as practically possible as there is the possibility that elements that did not pass the structural assessment could fail and collapse. It is anticipated that construction would commence second half of 2020 or first half of 2021.	

Project Impact:	
[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?	
Unlikely, but communications with Smithfield Market will need to be carefully managed as will those with the Museum of London Relocation project (also being undertaken by the City of London). In	

addition to this, the construction phase of the work will be adjacent to the newly developed site of the Crossrail Farringdon East Station (between Lindsey Street on the west and Hayne Street on the east).

[19] Who has been actively consulted to develop this project to this stage?

<(Add additional internal or external stakeholders where required) >

Chamberlains: Finance	Officer Name: TBC
Chamberlains: Procurement	Officer Name: TBC
IT	Officer Name: Not applicable
HR	Officer Name: Not applicable
Communications	Officer Name: TBC
Corporate Property	Officer Name: TBC
External	TBC

[20] Is this project being delivered internally on behalf of another department? If not ignore this question. If so:

Please note the Client supplier departments.

Who will be the Officer responsible for the designing of the project?

If the supplier department will take over the day-to-day responsibility for the project, when will this occur in its design and delivery?

Client	Department:
Supplier	Department:
Supplier	Department:
Project Design Manager	Department:
Design/Delivery handover to Supplier	Gateway stage: <Before Project Proposal>, <Post Project Proposal>, <Post Options Appraisal>, <Post Detailed design>, <Post Authority to start work>