

Project Briefing

Project identifier			
[1a] Unique Project Identifier	PV ID 12240	[1b] Departmental Reference Number	-
[2] Core Project Name	Fleet Street and Temple Healthy Streets Plan		
[3] Programme Affiliation (if applicable)	None.		

Ownership	
[4] Chief Officer has signed off on this document	 Deputy Director of TRP: <i>Ian Hughes, Wednesday 4th November 2020</i>  Director of DBE: <i>Carolyn Dwyer, 05/11/2020</i>
[5] Senior Responsible Officer	Leah Coburn; Major Projects Group Manager
[6] Project Manager	Maria Curro; Project Manager

Description and purpose
[7] Project Description
<p>The Fleet Street and Temple Healthy Streets Plan will, as set out in the Transport Strategy, detail:</p> <ul style="list-style-type: none"> • How to reduce the use of Local Access streets by through traffic, while maintaining access • Opportunities to introduce pedestrian priority, improve the experience of walking and cycling, improve air quality, enhance the public realm and create new public space • Potential changes to kerbside uses including loading and parking • Opportunities for area-based approaches to the management of freight and servicing, including consolidation and retiming of deliveries • The need for network changes to support planned and future development <p>The proposals and the traffic management changes required to enhance the public environment for all those who live, work and visit the area both in the short term to include temporary/interim changes to the function of the streets and longer-term transformational projects.</p>
[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)?
<p>The Fleet Street and Temple area is characterised as dominated by vehicular traffic, with Fleet Street and Ludgate Hill a primary east-west corridor. The nature of Fleet Street means that there is lack of pedestrian and cycling permeability between the Temple area, south of Fleet Street, and the area to the north of Fleet Street.</p> <p>Furthermore, the Fleet Street and Temple area is changing; the Fleet Street Estate project, which comprises of the new Magistrates Court and the City of London Police Headquarters, is currently in the early stages of development and will create additional opportunities for the area.</p>

<p>The Fleet Street and Temple Healthy Streets Plan provides a framework for the transformation of streets and spaces, by way of prioritising people walking and cycling and reducing motor traffic levels. This transformation will also provide for a high-quality public realm environment. This framework will set out viable proposals to rebalance the street hierarchy, implement traffic management measures and create a more welcoming public realm.</p>					
<p>[9] What is the link to the City of London Corporate plan outcomes?</p>					
<p>[1] People are safe and feel safe. [9] Our spaces are digitally and physically well-connected and responsive. [10] Our spaces inspire excellence, enterprise, creativity and collaboration. [12] Our spaces are secure, resilient and well-maintained.</p>					
<p>[10] What is the link to the departmental business plan objectives?</p>					
<p>This project is linked to the following DBE business plan objectives:</p> <ol style="list-style-type: none"> 1. Advancing a flexible infrastructure that adapts to increasing capacity and changing demands. 4. Creating an accessible and inclusive City which is stimulating, safe and easy to move around in. 7. Improving quality and safety of the environment for workers, residents and visitors. <p>The project also supports the delivery of the City of London Transport Strategy, including the following proposals:</p> <ol style="list-style-type: none"> 1. Embed the Healthy Streets Approach in transport planning and delivery 2. Put the needs of people walking first when designing and managing our streets 7. Provide more public space and deliver a world-class public realm 12. Design and manage the street network in accordance with the City of London Street Hierarchy 27. Promote and celebrate cycling. <p>In addition, the project further supports the City of London Climate Action Strategy and the City of London Local Plan which align to the above proposals.</p>					
<p>[11] Note all which apply:</p>					
<p>Officer: Project developed from Officer initiation</p>	Y	<p>Member: Project developed from Member initiation</p>	N	<p>Corporate: Project developed as a large scale Corporate initiative</p>	N
<p>Mandatory: Compliance with legislation, policy and audit</p>	N	<p>Sustainability: Essential for business continuity</p>	N	<p>Improvement: New opportunity/ idea that leads to improvement</p>	Y
<p>Project Benchmarking:</p>					
<p>[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?</p>					
<p>1) A tested and recommended phasing schedule for the delivery of the Fleet Street and Temple Healthy Streets Plan.</p>					
<p>2) An indication in the reduction of traffic volumes and the identification of the number of pedestrian priority streets within the area.</p>					
<p>3) Create opportunities for enhanced stakeholder engagement.</p>					
<p>[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.)</p>					
<p>Data collected to prepare the Fleet Street and Temple Healthy Streets Plan will provide baseline data that will inform post-implementation monitoring of the individual projects.</p>					
<p>[14] What is the expected delivery cost of this project (range values)[£]?</p>					
<p>Cost range: £255,000</p>					

[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:
None.
[16] What are the expected sources of funding for this project?
Section 106 funding will be used to fund this HSP. The Section 106 funds have been approved for use for the HSP through the Departmental Prioritisation report which was approved by members in 2019.
[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?
Lower Range estimate: January 2021– November 2022 Upper Range estimate: January 2021 – February 2023

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?	
The outcome of this project may generate media attention. The Healthy Streets Plan may identify significant network changes to provide adequate capacity, quality and the safety for people walking and cycling, as well as changes to local freight movements and servicing requirements.	
Local occupiers, businesses and their employees that will be impacted by the delivery of the Healthy Streets Plan in terms of vehicle access will be fully engaged throughout the entire duration of the programme.	
[19] Who has been actively consulted to develop this project to this stage?	
Chamberlains: Finance	Officer Name: Darshika Patel/Olumayowa Obisesan
Chamberlains: Procurement	Officer Name: Kayleigh Rippe
IT	Officer Name: NA
HR	Officer Name: NA
Communications	Officer Name: NA
Corporate Property	Officer Name: N/A
External	NA