

This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.

## Appendix 1 Project Briefing

Project identifier	
<b>[1a] Unique Project Identifier</b>	12269
<b>[1b] Departmental Reference Number</b>	
<b>[2] Core Project Name</b>	Pedestrian Priority Programme
<b>[3] Programme Affiliation</b>	<ul style="list-style-type: none"> <li>• COVID-19 Transportation Project (closing April 21): The Pedestrian Priority Programme continues some of the temporary measures implemented in this project.</li> <li>• Eastern City Cluster Programme: Priority pedestrian priority streets that are located within this area will be delivered through this existing programme.</li> <li>• Cycling Programme: Pedestrian priority streets that require significant cycling improvements will be delivered through this existing programme.</li> </ul>

Ownership	
<b>[4] Chief Officer has signed off on this document</b>	Ian Hughes, Acting Director, City Transportation and Public Realm
<b>[5] Senior Responsible Officer</b>	Bruce McVean, Acting Assistant Director, City Transportation
<b>[6] Project Manager</b>	Leah Coburn, Group Manager – Major Projects and Programmes <Not currently authorised to release Costed Risk Provision>

Description and purpose	
<b>[7] Project Description</b>	
<p>A three year programme, running from 2021 to 2024, implementing pedestrian priority across the Square Mile to enhance the comfort and safety of people walking. The programme will directly help deliver targets for pedestrian priority and comfort levels in the Climate Action Strategy and Transport Strategy.</p> <p>The programme will:</p> <ul style="list-style-type: none"> <li>• Continue pedestrian priority interventions, where appropriate, that have been delivered as part of the COVID-19 transport response. This includes running experimental traffic orders where temporary traffic orders have been in place and making pavement widening and other non-traffic measures permanent.</li> <li>• Identify and deliver further schemes to introduce pedestrian priority and improve pedestrian comfort levels</li> </ul>	
<b>[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)?</b>	
<p>Pre COVID-19 pavement crowding was an issue in many parts of the City and, without change, was forecast to increase as the City's working population increased. Pavement crowding is still expected to be an issue in the future despite the impacts of COVID-19 including safely accommodating the increase in footfall resulting from new developments, particularly in the City Cluster. This has implications for:</p> <ul style="list-style-type: none"> <li>• Safety – as people are often forced to walk in the carriageway and are at greater risk of being involved in a collision.</li> <li>• Accessibility – some disabled people will be uncomfortable and potentially excluded by too narrow or overcrowded pavements</li> </ul>	

*This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.*

<ul style="list-style-type: none"> <li>Emissions reduction – the Climate Action Strategy identifies pedestrian priority and improved pedestrian comfort as necessary conditions for Net Zero by 2050</li> </ul> <p>The 2017 City Streets survey found that 84% of people thought the City’s pavements were overcrowded, 60% thought that people walking were given too small a share of street space and 65% thought the needs of people walking were underprioritised.</p> <p>Walking is the main mode of travel in the Square Mile. 90% of on-street journeys that start or finish in the Square Mile are walked, including walking to and from public transport. Walking is the most common form of transport for disabled Londoners, with 78% reporting they walk at least once a week. 65% of disabled Londoners consider the condition of pavements to be a barrier to walking more frequently.</p> <p>During the COVID-19 pandemic in 2020, a number of temporary on-street interventions were implemented to enable social distancing and provide more space for people choosing to walk and cycle. A report was taken to Planning and Transportation Committee in April seeking approval to close this project and retain some of the measures as experimental schemes across a number of programmes. This pedestrian priority programme will incorporate the largest portion of the on-street changes in its first year of delivery.</p>					
<b>[9] What is the link to the City of London Corporate plan outcomes?</b>					
<p>[1] People are safe and feel safe.</p> <p>[2] 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>					
<b>[10] What is the link to the departmental business plan objectives?</b>					
<p>3. Creating a welcoming seven-day City that is inclusive, clean, secure and accessible</p> <p>4. Improving the quality and safety of the environment for businesses, workers, residents and visitors</p> <p>5. Ensuring the built environment, businesses and people take action on and are resilient to climate change.</p> <p>Reduced crowding and greater priority for people walking will improve the safety and experience of people travelling in the City. Wider pavements and access improvements will help ensure the City’s streets are accessible to all.</p> <p>The programme will help deliver the following targets/outcomes of the Climate Action Strategy and Transport Strategy:</p> <ul style="list-style-type: none"> <li>An increase of 20km of timed street closures (Climate Action Strategy) and half (an additional 30km) of all City streets to be pedestrian priority streets</li> <li>Pedestrian Comfort Levels of A+ (Climate Action Strategy) and minimum of B+ (Transport Strategy)</li> </ul> <p>The Climate Action Strategy requires the above as necessary conditions for Net Zero by 2050.</p>					
<b>[11] Note all which apply:</b>					
<b>Officer:</b> Project developed from Officer initiation	Y	<b>Member:</b> Project developed from Member initiation	N	<b>Corporate:</b> Project developed as a large scale Corporate initiative	N
<b>Mandatory:</b> Compliance with legislation, policy and audit	Y	<b>Sustainability:</b> Essential for business continuity	N	<b>Improvement:</b> New opportunity/ idea that leads to improvement	N

*This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.*

<b>Project Benchmarking:</b>
<b>[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?</b>
1) Number of kilometres of new pedestrian priority streets and total length of pedestrian priority streets (Climate Action Strategy and Transport Strategy targets)
2) Length of street with pedestrian comfort level of A+, length of street with pedestrian comfort level of at least B+ (Climate Action Strategy and Transport Strategy targets)
3) Percentage of people rating the experience of walking in the City as pleasant (Transport Strategy target and measured through the City Streets survey)
<b>[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.)</b>
Yes, the project will deliver experimental and permanent changes to the City's streets. Permanent changes will provide long term improvements in pedestrian comfort levels and satisfaction with the walking experience, road danger reduction (contributing to the mitigation of CR20). Reduction in vehicles on some streets is also likely to improve local air quality (contributing to the mitigation of CR21). The project will also contribute to the City's target of Net Zero by 2050. Long-term benefits and outcomes will be tracked and monitored as part of Transport Strategy monitoring and reporting.
<b>[14] What is the expected delivery cost of this project (range values)[£]?</b>
Lower Range estimate: £6,000,000 (basic materials and limited scope) Upper Range estimate: £8,000,000 (standard materials and/or a higher number of schemes)
The scope of the programme will be adjusted to meet the project budget available as projects on individual streets will be delivered in priority order.
<b>[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:</b>
None above current highways maintenance costs
<b>[16] What are the expected sources of funding for this project?</b>
A successful capital bid was made for £6m to deliver this programme. This has been supplemented by a small amount of S106 funding which was allocated in a report to Streets and Walkways in December 2020. There is potential for additional third party funding to become available as the programme progress through further S106, S278 and TfL grant funding
<b>[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?</b>
Lower Range estimate: April 2021 – March 2024 Upper Range estimate: April 2021 – March 2025
<Critical deadline(s):> The first tranche of projects will be delivered using Experimental Traffic Orders which have a maximum lifetime of 18 months.

<b>Project Impact:</b>
<b>[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?</b>
Yes. There has been considerable public, stakeholder and media interest in the Transport Strategy, the COVID-19 transport recovery programme and transport elements of the Climate Action Strategy. There is a risk of negative publicity if the temporary changes delivered as part of the COVID-19 transport recovery do not lead to some permanent change.

*This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.*

<b>[19] Who has been actively consulted to develop this project to this stage?</b> <(Add additional internal or external stakeholders where required) >	
Chamberlains: Finance	Officer Name: Olumayowa Obisesan
Chamberlains: Procurement	N/A
IT	N/A
HR	N/A
Communications	N/A
Corporate Property	N/A
External	
<b>[20] Is this project being delivered internally on behalf of another department? If not ignore this question. If so:</b> <b>Please note the Client supplier departments.</b> <b>Who will be the Officer responsible for the designing of the project?</b> <b>If the supplier department will take over the day-to-day responsibility for the project, when will this occur in its design and delivery?</b>	
Client	Department: DBE
Supplier	Department: DBE
Supplier	Department: DBE
Project Design Manager	Department: DBE
Design/Delivery handover to Supplier	Gateway stage: N/A