

# Appendix 1 Project Briefing

Project identifier	
<b>[1a] Unique Project Identifier</b>	<b>[1b] Departmental Reference Number</b>
<b>[2] Core Project Name</b>	Leadenhall Street Enhancement
<b>[3] Programme Affiliation</b>	<ul style="list-style-type: none"> <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>Delivery of traffic management changes to Leadenhall Street in order to deliver the aspirations of the adopted Eastern City Cluster vision, and the outcomes of the Transport Strategy and Climate Action Strategy. The project will look to address impacts on the street network arising from new developments by providing more space for people walking and cycling.</p>
<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> <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>

The Climate Action Strategy identifies pedestrian priority and improved pedestrian comfort as necessary conditions for Net Zero by 2050.

The Eastern City Cluster Vision was adopted in April 2019. The vision shows two options for significant change on Leadenhall Street providing greater space for people walking and cycling and opportunities for greening. This proposal is also included in the Eastern City Cluster Programme reporting received regularly by Committees

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.

**[9] What is the link to the City of London Corporate plan outcomes?**

- [1] People are safe and feel safe.
- [2] Our physical spaces have clean air, land and water and support a thriving and sustainable natural environment.
- [11] Our spaces are digitally and physically well-connected and responsive.

**[10] What is the link to the departmental business plan objectives?**

- 3. Creating a welcoming seven-day City that is inclusive, clean, secure and accessible
- 4. Improving the quality and safety of the environment for businesses, workers, residents and visitors
- 5. Ensuring the built environment, businesses and people take action on and are resilient to climate change.

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.

The programme will help deliver the following targets/outcomes of the Climate Action Strategy and Transport Strategy:

- 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
- Pedestrian Comfort Levels of A+ (Climate Action Strategy) and minimum of B+ (Transport Strategy)

The Climate Action Strategy requires the above as necessary conditions for Net Zero by 2050.

**[11] Note all which apply:**

<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	N	<b>Sustainability:</b> Essential for business continuity	N	<b>Improvement:</b> 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?**

- 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 change to the City's streets. Permanent change will potentially come as a later phase of the project and 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: £480,000 Upper Range estimate: £500,000
<b>[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:</b>
There may be some costs associated with camera enforcement if chosen at a later stage in the project but this is usually met through the Parking account.
<b>[16] What are the expected sources of funding for this project?</b>
Part of the costs are to be covered by Re-Veal funding which is European funding to deliver air quality projects. This funding can cover staff costs. As set out the ECC Programme report, funding for Traffic Reduction and Pedestrian Priority is a combination of S106 and Transport for London Liveable Neighbourhood funding. As we are currently waiting on TfL to reconfirm available funding for this year we are proposing utilising the S106 funding to deliver this phase but will readjust at future gateways if possible.
<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: July 2021 – Summer 2023 Upper Range estimate: December 2021 – Autumn 2023  <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>	
This proposal is a continuation of one of the temporary Covid measures, and the first step towards delivering transformational change in Leadenhall Street. It is likely to generate some public and potentially media interest which will be managed through the usual processes.	
<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	
<p><b>[20] Is this project being delivered internally on behalf of another department? If not ignore this question. If so:</b></p> <p><b>Please note the Client supplier departments.</b></p> <p><b>Who will be the Officer responsible for the designing of the project?</b></p> <p><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></p>	
Client	Department: DBE
Supplier	Department: DBE
Supplier	Department: DBE
Project Design Manager	Department: DBE
Design/Delivery handover to Supplier	Gateway stage: N/A