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## Project Briefing

Project identifier			
<b>[1a] Unique Project Identifier</b>	TBC	<b>[1b] Departmental Reference Number</b>	N/A
<b>[2] Core Project Name</b>	Barbican and Golden Lane Healthy Streets Plan		
<b>[3] Programme Affiliation</b> <i>(if applicable)</i>	Beech Street Transformation		

Ownership	
<b>[4] Chief Officer has signed off on this document</b>	 Deputy Director of TRP: <i>Ian Hughes, Tuesday 5<sup>th</sup> October 2021</i>
<b>[5] Senior Responsible Officer</b>	Bruce McVean – Acting Assistant Director
<b>[6] Project Manager</b>	Leah Coburn – not presently authorised to release CRP
Description and purpose	
<b>[7] Project Description</b>	
<p>The Barbican and Golden Lane Healthy Streets Plan will, as set out in the Transport Strategy, detail:</p> <ul style="list-style-type: none"> <li>• How to reduce the use of Local Access streets by through traffic, while maintaining access</li> <li>• Opportunities to introduce pedestrian priority, improve the experience of walking and cycling, improve air quality, enhance the public realm and create new public space and greening</li> <li>• Potential changes to kerbside uses including loading and parking</li> <li>• Opportunities for area-based approaches to the management of freight and servicing, including consolidation and retiming of deliveries</li> <li>• The need for network changes to support planned and future development</li> </ul> <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>	
<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>	
<ul style="list-style-type: none"> <li>• The adopted 2015 Local Plan, policy CS5 supports the further improvement of the Barbican area as a cultural quarter</li> <li>• The Barbican Area Strategy and Culture Mile Look and Feel Strategy identifies the need for public realm improvements in Beech St and the surrounding area.</li> <li>• Proposal 29 of the adopted Transport Strategy identifies the Barbican and Golden Lane area for one of the two proposed Zero Emission Zones.</li> </ul> <p>An experimental traffic order (ETO) for a Zero Emission restriction on Beech Street has recently expired. This was considered Phase 1 of the longer-term Transportation and Public Realm transformation of Beech Street. The overall programme of transformation encompasses the Transportation and Public Realm improvements, the Barbican Waterproofing and the refurbishing of the Exhibition Halls. Throughout the engagement with public and members, there was split support for the ETO, but much more vocal support for an area based approach to reducing traffic in the surrounding area.</p>	

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This would support the delivery of the Climate Action Strategy (draft) through the reduction of motor vehicle traffic. This will enable the delivery of a greater number of pedestrian priority streets and improve air quality.

The 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.

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

[1] People are safe and feel safe.  
9] Our spaces are digitally and physically well-connected and responsive.  
[12] Our spaces are secure, resilient and well-maintained.

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

This project is linked to the following DBE business plan objectives:

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.

The project also supports the delivery of the City of London Transport Strategy, including the following proposals:

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.

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.

**[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	Y

**Project Benchmarking:**

**[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?**

- 1) Ability to deliver Air quality improvements (reduction in NO2) within the Barbican and Golden Lane area
- 2) Ability to deliver additional length of streets 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) a tested and recommended phasing schedule for delivery of the Healthy Streets Plan

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<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>
The project will mitigate two of the Corporate Risks. Wider footways and less traffic in the area will likely result in fewer road collisions contributing to the mitigation of CR20. Reduction in vehicle traffic is also likely to improve local air quality contributing to the mitigation of CR21.  Benefits and outcomes will be measured and reported as part of the Transport Strategy Monitoring and reporting. Data collected to prepare the Plan will provide baseline data that will inform post implementation monitoring of the individual projects
<b>[14] What is the expected delivery cost of this project (range values)[£]?</b>
£250K
<b>[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:</b>
None related to the plan itself. Resultant projects which will be initiated separately may have some revenue implications.
<b>[16] What are the expected sources of funding for this project?</b>
Central funding was approved for £250k for 2021/22 Capital Bids.
<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: November 2021 – November 2022 Upper Range estimate: January 2021 – July 2023

<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, Beech Street Zero Emission Scheme.. Projects around the Barbican tend to generate higher levels of media interest.	
<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:
Chamberlains: Procurement	Officer Name:
IT	Officer Name:
HR	Officer Name:
Communications	Officer Name:
Corporate Property	Officer Name:
External	
<b>[20] Is this project being delivered internally on behalf of another department? If not ignore this question. If so:</b>	
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:

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Supplier	Department:
Project Design Manager	Department: