

# Project Coversheet

## [1] Ownership & Status

**UPI:** 12295

**Core Project Name:** Leadenhall Street traffic management

**Programme Affiliation:** City Cluster Vision (formally known as the Eastern City Cluster Programme) and Cycling Programme

**Project Manager:** Daniel Laybourn

### **Definition of need:**

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:

- Safety – as people are often forced to walk in the carriageway and are at greater risk of being involved in a collision.
- Accessibility – some disabled people will be uncomfortable and potentially excluded by too narrow or overcrowded pavements
- Emissions reduction – the Climate Action Strategy identifies pedestrian priority and improved pedestrian comfort as necessary conditions for Net Zero by 2050

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.

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.

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.

**Key measures of success:**

- Whether businesses can still meet their delivery and access needs
- Journey times are not significantly impacted on surrounding streets
- Perceptions of pedestrian and cycle comfort improve

**Expected timeframe for the project delivery/ Key Milestones:**

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.
3. Our spaces are digitally and physically well-connected and responsive.

**Are we on track for completing the project against the expected timeframe for project delivery?** TBC. A report will follow in May 2022 detailing project slippage.

**Has this project generated public or media impact and response which the City of London has needed to manage or is managing?** No.

**[2] Finance and Costed Risk****Headline Financial, Scope and Design Changes:****‘Project Briefing & Proposal’ G1/2 report (as approved by PSC 23/7/21):**

- Total Estimated Cost (excluding risk): £480-550k
- Requested budget: £218k
- Costed Risk Against the Project: N/A
- Estimated Programme Dates:
  - **Overall programme:** July 2021 – Summer 2024
  - **Key dates:**
  - Gateway 1 /2 July 2021
  - Gateway 3/4 September/ October 2021
  - Gateway 5 (Delegated) November 2021
  - Progress Reporting Summer 2022
  - Progress Reporting/ Gateway 5 at Summer 2023 (end of potential experimental period)

*Scope/Design Change and Impact:* Project initiation that requested authority to review available data, undertake stakeholder engagement, progress design options, develop a monitoring strategy and proceed with third party approvals.

**G2 Issue report (Approved via delegated authority in February 2022)**

- Total Estimated Cost (excluding risk): £480-550k
- Resources to reach next Gateway (excluding risk): no additional budget requested.
- Spend to date: £14,339 (as of 25/2/22)
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: TBC. A report will follow in May 2022 detailing project slippage.

*Scope/Design Change and Impact:* Short report requesting an update to the current Fees expenditure description (which is 'Equalities Assessments, Road Safety Audits, surveys, Traffic Modelling consultancy costs, Topo surveys and utilities investigations') to include "highway and public realm concept design work to be undertaken by third parties" to enable an outline design to be developed for Leadenhall Street based on the City Cluster Vision.

**Total anticipated on-going commitment post-delivery [£]:** None  
**Programme Affiliation [£]:** £15million (City Cluster Vision Programme)