

# 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>	Friary Court Section 278		
<b>[3] Programme Affiliation (if applicable)</b>	N/A		

Ownership	
<b>[4] Chief Officer has signed off on this document</b>	Yes
<b>[5] Senior Responsible Officer</b>	Bruce McVean, Assistant Director, Policy & Projects
<b>[6] Project Manager</b>	TBC (Transport & Public Realm Projects team, City Operations)

Description and purpose			
<b>[7] Project Description</b>			
<p>The project will deliver changes to the public highway in the vicinity of the development at 65 Crutched Friars, also known as Friary Court, through a Section 278 agreement that is fully funded by the developer. The scope of the project is defined in the associated Section 106 agreement and is likely to include, but not be limited to:</p> <ul style="list-style-type: none"> <li>• Repaving around the site to improve conditions for people walking and wheeling;</li> <li>• A new crossover to accommodate new servicing arrangements for the development, including the removal of two Pay &amp; Display parking bays;</li> <li>• Planting of up to three new street trees in Crutched Friars;</li> <li>• Improvements to the public realm in Rangoon Street and, subject to progress with the adjacent development at Boundary House, payment of a contribution towards a new public space in Rangoon Street.</li> </ul> <p>The next steps to reach the next Gateway include:</p> <ul style="list-style-type: none"> <li>• Undertake preparatory survey work and liaise with the required statutory undertakers and stakeholders to develop highways and public realm improvement options with the Developer;</li> <li>• Negotiate and enter into a Section 278 agreement.</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>			
The developer is obligated by the Section 106 agreement to fund works to the public highway which are considered necessary to make the development acceptable in planning terms through entry into a Section 278 agreement.			
<b>[9] What is the link to the City of London Corporate plan outcomes?</b>			
<ul style="list-style-type: none"> <li>• Vibrant Thriving Destination – provide more space for walking and making the City’s streets more accessible.</li> <li>• Flourishing Public Spaces – ensure our open spaces and historic sites are thriving, accessible and enrich people’s lives.</li> </ul>			
<b>[10] What is the link to the departmental business plan objectives?</b>			
<ul style="list-style-type: none"> <li>• Prioritise and provide more space for people walking and making the City’s street more accessible.</li> <li>• Improve the quality of streets and public spaces to create a more attractive and welcoming public realm.</li> </ul>			
<b>[11] Note all which apply:</b>			
<b>Officer:</b>	N	<b>Member:</b>	N
		<b>Corporate:</b>	N

Project developed from Officer initiation		Project developed from Member initiation		Project developed as a large scale Corporate initiative	
<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

<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)	Improved footways around the development site, increasing the Healthy Streets and CoLSAT scores where possible
2)	Planting of up to three new trees in Crutched Friars
3)	Creation of a new public space in Rangoon Street, subject to progress with the neighbouring development site
<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>	
None.	
<b>[14] What is the expected delivery cost of this project (range values)[£]?</b>	
Lower Range estimate: £300,000 Upper Range estimate: £2m	
The broad cost range reflects the options for the redesign of Rangoon Street and will be refined at future Gateways.	
<b>[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:</b>	
Committed sums to maintain upgraded sections of the highway will be presented at a future Gateway but will be covered for a period of 20 years as is standard for Section 278 projects.	
<b>[16] What are the expected sources of funding for this project?</b>	
The project will be fully funded from a Section 278 agreement.	
<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: TBC, in alignment with the developer's programme Upper Range estimate: TBC, in alignment with the developer's programme	

<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>	
No.	
<b>[19] Who has been actively consulted to develop this project to this stage?</b>	
Chamberlains: Finance	Officer Name: Olu Obisesan
Chamberlains: Procurement	Officer Name: N/A
IT	Officer Name: N/A
HR	Officer Name: N/A
Communications	Officer Name: N/A
Corporate Property	Officer Name: N/A
External	None.
Comptrollers:	Officer: TBC