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Project Briefing

Project identifier			
[1a] Unique Project Identifier	TBC	[1b] Departmental Reference Number	N/A
[2] Core Project Name	Vision Zero Programme		
[3] Programme Affiliation <i>(if applicable)</i>			

Ownership	
[4] Chief Officer has signed off on this document	Ian Hughes, Director, City Operations
[5] Senior Responsible Officer	Bruce McVean, Assistant Director, Policy & Projects, City Operations
[6] Project Manager	TBC

Description and purpose
[7] Project Description
<p>The Transport Strategy has committed the City to Vision Zero with the ambition to eliminate transport related deaths and serious injuries from the City streets by 2040.</p> <p>The approved Vision Zero Plan 2023 – 2028 has set out a programme to investigate and deliver safer streets proposals at priority locations. This will involve undertaking a detailed analysis of collisions, develop and then deliver improvements to reduce these collisions.</p> <p>The Vision Zero Plan identified the following ranked locations for intervention.</p> <ol style="list-style-type: none"> 1. London Wall / Moorgate 2. Holborn Circus 3. Aldgate High Street 4. Newgate Street / Warwick Lane 5. Aldersgate Street / Long Lane 6. Fleet Street / Bouverie Street 7. London Wall / Old Broad Street 8. Fenchurch Street / Lime Street 9. Fetter Lane / New Fetter Lane 10. Fenchurch Street / Mincing Lane <p>The Vision Zero Plan included a need to regularly review the collisions across the City, to ensure the priority locations remain up to date. As a result of a recent review, high levels of collisions have been recorded at Ludgate Hill/Old Bailey. This location has therefore been added to the programme for priority intervention.</p> <p>This project is therefore a programme to investigate and deliver highway measures to reduce collisions, particularly those that resulted in serious and fatal injuries, and improve the perceptions of safety at the above identified priority. The project will also deliver wider Healthy Streets improvements such as increased pedestrian priority, accessibility improvements and improvements to the public realm. The projects within the programme have been prioritised as follows:</p>

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1. Projects which are anticipated to produce the greatest collision reduction benefits which are deliverable and affordable and not within scope of other projects or initiatives are prioritised first.
2. Projects that involve more complicated locations where improvement measures are likely to be challenging or unknown and are not within scope of other projects or initiatives are prioritised for further investigation only.
3. Projects which could be progressed which are within the scope of existing or upcoming projects and initiatives are prioritised to be progressed within those projects and initiatives.

The programme therefore consists of individual projects at the following five locations:

1. Aldgate High Street (between Mansell Street and Fenchurch Street)
2. Ludgate Hill/Old Bailey
3. Newgate Street (between Snow Hill and Warwick Lane)
4. Aldersgate Street / Long Lane
5. Holborn Circus

The Vision Zero scheme at Mincing Lane at its junction with Fenchurch Street is being progressed outside of this programme through existing delegations as this scheme is very minor and involves narrowing a short section of the carriageway to reduce turning speeds and to improve pedestrian crossing conditions. The estimated cost of this scheme is £15,000 and will be progressed as a revenue scheme, which will enable the safety benefits to be realised sooner.

The remaining five priority sites identified in the Vision Zero Plan (Fleet Street/Bouverie Street, Fenchurch Street/Lime Street, Fetter Lane/New Fetter Lane, London Wall/Moorgate and London Wall/Old Broad Street) are or will be progressed alongside other initiatives such as the delivery of the Healthy Streets Plan, separate studies, through s106/s278 agreements or as part of other projects.

[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)?

- Road traffic collisions resulting in injuries to people is unacceptable and remain high.
- The Transport Strategy has committed the City to Vision Zero with the ambition to eliminate transport related deaths and serious injuries from the City streets by 2040.
- Road safety has been assessed as a RED risk in the Risk Register for the Environment Department.

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

The project contributes to the following Corporate Plan 2024 – 2029 outcomes:

- Vibrant thriving destination. A key performance measure includes - Increase road safety, decrease motor traffic, and encourage environmentally sustainable forms of transport.
- Diverse engaged communities
- Flourishing public spaces
- Leading sustainable environment
- Proving excellent services

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

This project supports the delivery of the Transport Strategy and the Vision Zero Plan, and to mitigate against the Department’s RED risk for road safety.

[11] Note all which apply:

Officer: Project developed from Officer initiation	Y	Member: Project developed from Member initiation	N	Corporate: Project developed as a large scale Corporate initiative	N
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Mandatory: Compliance with legislation, policy and audit	N	Sustainability: Essential for business continuity	N	Improvement: New opportunity/ idea that leads to improvement	Y
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Project Benchmarking:
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims? <These should be impacts of the activity to complete the aim/objective, rather than 'finishes on time and on budget'>>
1) Streets are safer/number of fatal or serious injuries reduced
2) Supports priority for people walking and cycling
3) Improved Healthy Streets and accessibility outcomes as identified through the Healthy Streets Design and CoL Accessibility Tool check
[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.)
Yes – this project will contribute to safer streets which is measurable through collision records. Road traffic injury collisions are recorded by the police which are uploaded to a national database which will be used to measure and compare collision levels at the project locations.
[14] What is the expected delivery cost of this project (range values)[£]?
Lower Range estimate (excluding risk): £2.8M Upper Range estimate (excluding risk): £6.4M
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:
No additional ongoing revenue implication is anticipated. However, any increased maintenance liability will be detailed in the appropriate Gateway report.
[16] What are the expected sources of funding for this project?
£2.4M from the OSPR was approved by P&R in July 2024. This will be used to progress (to various Gateway stages) . <ul style="list-style-type: none"> • Aldgate High Street (between Mansell Street and Fenchurch Street) – Gateway 6 • Ludgate Hill/Old Bailey – Gateway 6 • Newgate Street (between Snow Hill and Warwick Lane) – Gateway 6 • Aldersgate Street / Long Lane – Gateway 4 • Holborn Circus – Gateway 4 <p>This £2.4m of approved OSPR also includes £15,000 for the scheme at Mincing Lane, which will be progressed as a revenue scheme, outside of this programme.</p> <p>To complete the remaining two projects (Aldersgate Street/Long Lane and Holborn Circus) further capital funding would be required. This is likely to involve a further capital funding bid for OSPR or CIL.</p> <p>If funding is not available, the remaining two projects could remain in abeyance and progressed once funding has been identified or where further consideration by Members is required.</p> <p>Although the above funding strategy relates to internal funding, external funding opportunities such as from s106/s278 and from TfL will be explored. If this is successful, the amount of internal funding required will be reduced accordingly.</p>

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<p>[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?</p> <p>Lower Range estimate: November 2024 – March 2029 Upper Range estimate: December 2024 – March 2030 <Critical deadline(s):> N/A</p>
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Project Impact:	
<p>[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?</p> <p>This is unlikely.</p>	
<p>[19] Who has been actively consulted to develop this project to this stage? <(Add additional internal or external stakeholders where required) ></p>	
Chamberlains: Finance	Officer Name: Olu Obisesan
Chamberlains: Procurement	Officer Name:
IT	Officer Name:
HR	Officer Name:
Communications	Officer Name:
Corporate Property	Officer Name:
External	Transport for London
<p>[20] Is this project being delivered internally on behalf of another department? If not ignore this question. If so: 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?</p>	
Client	Department:
Supplier	Department:
Supplier	Department:
Project Design Manager	Department:
Design/Delivery handover to Supplier	Gateway stage: <Before Project Proposal>, <Post Project Proposal>, <Post Options Appraisal>, <Post Detailed design>, <Post Authority to start work>