

Project Briefing

Project identifier			
[1a] Unique Project Identifier	TBC	[1b] Departmental Reference Number	N/A
[2] Core Project Name	Middlesex Street Estate Eastern Base Highway Works		
[3] Programme Affiliation <i>(if applicable)</i>	N/A		

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

Description and purpose	
[7] Project Description	
<p>The project will deliver changes to the public highway in the vicinity of the development at the Middlesex Street Estate as part of the City of London Police's Eastern Base development. The works will be delivered through a 'Scheme of Highway Works' that is fully funded via the development. The scope of the project is defined in the associated Unilateral Undertaking and is likely to include, but not be limited to:</p> <ul style="list-style-type: none"> • Changes to parking arrangements in Gravel Lane; • Repaving of the western footway and associated changes to the highway on Gravel Lane, including the relocation of cycle parking where necessary; • Introduction of security infrastructure where necessary. <p>The next steps to reach the next Gateway include:</p> <ul style="list-style-type: none"> • Undertake preparatory survey work and liaise with the required statutory undertakers and stakeholders to develop highways and public realm improvement options; • Negotiate and enter into the Scheme of Highways Works agreement. <p>Whilst the project will be reported through the normal Gateway process, specific elements relating to security may need to be reported as non-public.</p>	
[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)?	
The developer is obligated by the Unilateral Undertaking to fund works to the public highway which are considered necessary to make the development acceptable in planning terms through a Scheme of Highways Works agreement.	
[9] What is the link to the City of London Corporate plan outcomes?	
<ul style="list-style-type: none"> • Diverse Engaged Communities – ensuring people feel safe in the Square Mile. • Vibrant Thriving Destination – provide more space for walking and making the City's streets more accessible. • Flourishing Public Spaces – ensure our open spaces and historic sites are thriving, accessible and enrich people's lives. 	
[10] What is the link to the departmental business plan objectives?	
<ul style="list-style-type: none"> • Prioritise and provide more space for people walking and making the City's street more accessible. • Improve the quality of streets and public spaces to create a more attractive and welcoming public realm. 	

[11] Note all which apply:					
Officer: Project developed from Officer initiation	N	Member: Project developed from Member initiation	N	Corporate: Project developed as a large scale Corporate initiative	N
Mandatory: Compliance with legislation, policy and audit	Y	Sustainability: Essential for business continuity	N	Improvement: 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) Ensuring that Gravel Lane continues to function safely and effectively for all users.	
2) Incorporating any required security infrastructure into the public realm.	
3) Improve the quality of green infrastructure in Gravel Lane.	
[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.)	
None.	
[14] What is the expected delivery cost of this project (range values)[£]?	
Lower Range estimate: £600,000 Upper Range estimate: £1.5m	
The broad cost range reflects the unknown extent of security infrastructure required; this will be refined at future Gateways.	
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:	
Commuted sums to maintain upgraded sections of the highway and any security infrastructure on the public highway will be presented at a future Gateway but are likely to be covered for a period of 20 years as is standard for such projects.	
[16] What are the expected sources of funding for this project?	
The project will be fully funded via the Unilateral Undertaking for the development.	
[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?	
Lower Range estimate: Autumn 2025 (subject to development programme) Upper Range estimate: Spring 2026 (subject to development programme)	

Project Impact:	
[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?	
No.	
[19] Who has been actively consulted to develop this project to this stage?	
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: TBC
External	City of London Police
Comptrollers:	Officer: TBC