



Streets and Walkways Sub (Planning and Transportation) Committee

Date: MONDAY, 22 JUNE 2015

Time: 2.15 pm

Venue: COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

Members:

Marianne Fredericks	Alderman Alison Gowman, Police Committee (Ex-Officio Member)
Jeremy Simons, Open Spaces and City Gardens	Deputy Brian Harris
Randall Anderson	Christopher Hayward
Alex Bain-Stewart	Sylvia Moys
Deputy John Barker, Finance Committee (Ex-Officio Member)	Graham Packham
Revd Dr Martin Dudley	Michael Welbank

Enquiries: Katie Odling
tel. no.: 020 7332 3414
katie.odling@cityoflondon.gov.uk

Lunch will be served in Guildhall Club at 1pm

N.B: Part of this meeting may be subject to audio visual recording.

**John Barradell
Town Clerk and Chief Executive**

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**
To agree the public minutes and summary of the meeting held on 18 May 2015.

For Decision
(Pages 1 - 4)
4. **OUTSTANDING REFERENCES**
To receive the list of outstanding references.

For Information
(Pages 5 - 6)
5. **MUSEUM OF LONDON ROUNDABOUT - ROAD DANGER REDUCTION MEASURES - MONITORING OUTCOME**
Report of the Director of the Built Environment.

For Decision
(Pages 7 - 12)
6. **GATEWAY 5 AUTHORITY TO START WORK: SOUTHAMPTON BUILDINGS (40-45 CHANCERY LANE) - EE074**
Report of the Director of the Built Environment.

For Decision
(Pages 13 - 18)
7. **RECENTLY COMPLETED PROJECTS**
To receive a presentation from the Assistant Director, Environmental Enhancement.

For Information
8. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
9. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
10. **EXCLUSION OF THE PUBLIC**
MOTION – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act as follows:-

Part 2 - Non-public Agenda

11. **LONDON BRIDGE STAIRCASE**
Report of the Director of the Built Environment.

For Decision
(Pages 19 - 26)

12. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
13. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

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STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Monday, 18 May 2015

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Monday, 18 May 2015 at 1.45 pm

Present

Members:

Marianne Fredericks (Chairman)
Deputy Brian Harris (Deputy Chairman)
Randall Anderson
Alex Bain-Stewart
Deputy John Barker (Ex-Officio Member)
Alderman Alison Gowman (Ex-Officio Member)
Sylvia Moys
Graham Packham
Jeremy Simons
Michael Welbank

Officers:

Katie Odling	Town Clerk's Department
Olumayowa Obisesan	Chamberlain's Department
Sam Cook	Remembrancer's
Anna Simpson	Comptrollers and City Solicitor's Department
Victor Callister	Department of the Built Environment
Iain Simmons	Department of the Built Environment
Ian Hughes	Department of the Built Environment
Patrick Hegarty	Open Spaces Department
Alan Rickwood	City Police

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from the Reverend Dr Martin Dudley and Christopher Hayward.

2. MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA

There were no declarations of interest.

3. ELECTION OF CHAIRMAN

RESOLVED – That Marianne Fredericks be elected Chairman in accordance with Standing Order 29 for the ensuing year.

The Chairman expressed thanks to the Committee for its support.

The Chairman expressed sincere thanks to Mr Simons for his excellent Chairmanship and Deputy Chairmanship over the last four years.

4. **ELECTION OF DEPUTY CHAIRMAN**

RESOLVED – That Deputy Brian Harris be elected Deputy Chairman in accordance with Standing Order 29 for the ensuing year.

The Deputy Chairman expressed thanks to the Committee for its support.

5. **TERMS OF REFERENCE**

RESOLVED – That the terms of reference of the Sub Committee be noted.

6. **MINUTES**

RESOLVED – That,

- a) the Minutes of the meeting held on 23 March 2015 be approved; and
- b) the list of Outstanding References be noted.

7. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**

7.1 **2 - 6 Cannon Street (Offsite Works) Gateway 4**

The Committee considered a report of the Director of the Built Environment which sought approval from Members of the detailed design options for proposed off-site landscape works associated with the development proposal for 2-6 Cannon Street.

RESOLVED – That

- a) the proposals for Areas shown marked 9, 10, 11 and 12 as shown in Appendix 2 be approved, and authorisation be given for the project to continue to Gateway 5. Noting progress would be subject to receipt of additional funding from the developer, as set out in Table 1;
- b) the Comptroller and City Solicitor be authorised to enter into appropriate agreements with the owners of land (and other stakeholders) as necessary to carry out the proposals in Recommendation 1 where the works are on or adjacent to their properties; and
- c) the exploration in respect of a Public Space Protection Order for the highway area marked Area 8 in Appendix 2 be endorsed.

7.2 **Leadenhall Street Pedestrian Crossing Improvements - Issues Report**

The Committee considered a report of the Director of the Built Environment regarding the improvements to the pedestrian crossing on Leadenhall Street.

With regard to the deconstruction phase, Members were informed this would be managed to ensure minimal disruption and the appropriate infrastructure would be put in place to create a safe working environment.

RESOLVED – That,

- a) the reasons for the change in programme and funding for the project be noted;
- b) the project be delivered after the completion of the 52-54 Lime Street Development (estimated late 2017) subject to:
 - o funding from other s106 contributions, future Community Infrastructure Levy (CIL) or the Parking Reserve Fund (to be agreed at Gateways 4/5); and
 - o approval from Transport for London given Leadenhall Street forms part of the Strategic Road Network (SRN).
- c) the support of WR Berkley for the scheme be acknowledged in addition to their contribution of £70,000 towards inflationary increases and new approvals required by the project resulting from the impact of the 52-54 Lime Street Development.

7.3 **Eastern City Cluster - Public Art (Year 4 & 5) - Gateway 6 update report**

The Committee considered a report of the Director of the Built Environment which sought approval for funding for the delivery of Year 6 of the project which would be implemented in 2016/2-17.

The Chairman thanked the Assistant Director, Environmental Enhancement and his team for their hard work in securing some excellent art work for the City.

RESOLVED – That,

- a) the shortlist of artworks for Year 5 be approved;
- b) the sum of £90,000 from s106 funds, already approved in March 2014 as a contribution towards delivery of the Year 5 programme, be noted;
- c) a project budget of up to £370,000 for Year 5 (2015/16) of the project subject to securing all funding additional to b) above from external partners be approved;
- d) the appointment of the specialist consultants (Lacuna PR Ltd, A et Cetera, MTEC Warehousing, Open City Architecture, Brunswick Media and Sally Bowling) as described in the procurement section be approved;
- e) a contribution of £90k from the S106 obligation connected to the Pinnacle development, for the implementation of the project in Year 6 (2016/2017) be approved; and
- f) Delegated authority be given to the Director of Transportation and Public Realm and Head of Finance to adjust the project budget between staff costs, fees and works providing the overall budget is not exceeded.

8. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

Bus Stop Closures - A Member referred to the closure of bus stops in the City as a result of road works. The Assistant Highways Director agreed to investigate this matter.

Cycle Superhighway –The Assistant Director, Local Transportation informed Members that Officers were continuing to work with Transport for London to make improvements to the scheme and work was about to start at Upper Thames Street. The City of London Corporation had five Officers dedicated to the project which it was anticipated would be funded by Transport for London. Furthermore, Officers were continuing to meet with key stakeholders on a regular basis.

With regard to the traffic island on Swan Lane and the arrangements at the Minories, these issues would be taken up with Transport for London.

9. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT
ALDGATE HIGHWAY CHANGES AND PUBLIC REALM ENHANCEMENTS**

The Committee considered a report of the Director of the Built Environment.

RESOLVED – That approval be given for Officers to enter into a Permissive Path Agreement.

LOCAL GOVERNMENT (REVIEW OF DECISIONS) ACT 2015

The Committee received a report of the City Remembrancer which advised of the provisions of the Local Government (Review of Decisions) Act 2015.

RESOLVED – That the report be noted.

The meeting ended at 3.30 pm

Chairman

**Contact Officer: Katie Odling
tel. no.: 020 7332 3414
katie.odling@cityoflondon.gov.uk**

Outstanding References - Streets and Walkways Sub Committee

<i>Date</i>	<i>Action</i>	<i>Officer responsible</i>	<i>To be completed/ progressed to next stage</i>	<i>Notes/Progress to date</i>
22 September 2014 Item 9, 20 October 2014 Item 3; and 19 January 2015	Parking for Motorcyclists As part of the review of fees and charges for car parks, consideration be given to the implications on motorcycle parking. A further report to be submitted to the Sub Committee regarding the framework for charging, provision of more parking bays and theft of motorcycles	Director of the Built Environment Director of the Built Environment		<ul style="list-style-type: none"> Report scheduled for summer 2015
19 January 2015	It was agreed to organise a walk about/briefing session for Members to aid the understanding of the formula for the condition index (Appendix 1 - UKPMS Carriageway condition survey 2012/13 and 2013/14)	Director of the Built Environment		<ul style="list-style-type: none"> A walk about /briefing session to be organised prior to a future meeting.
19 January 2015	Questions – Skateboarding That a wider review and a specific piece of work be undertaken to address skateboarding at St Pauls (an approximate timeframe would be reported to the Sub Committee).	Director of the Built Environment		<ul style="list-style-type: none"> It is envisaged the report to the Sub Committee will be before the 2015 recess. The report would cover the issue of enforcement.
23 March 2015	Stop/Go Boards Officers were considering the use of Stop/Go Boards as part of the development construction plans.	Director of the Built Environment		<ul style="list-style-type: none"> Officers were investigating options to ensure the process was manageable.

Outstanding References - Streets and Walkways Sub Committee

18 May 2015	Bus Stop Closures - A Member referred to the closure of bus stops in the City as a result of road works. The Assistant Highways Director agreed to investigate this matter.	Director of the Built Environment		
18 May 2015	Liaise with Transport for London with regard to the traffic island on Swan Lane and the arrangements at the Minories.	Director of the Built Environment.		
Ongoing action required	20mph speed limit	City of London Police		<ul style="list-style-type: none"> To receive an update at each meeting.

Committee(s)	Dated:
Streets & Walkways Sub Committee	22 nd June 2015
Subject: Museum of London Roundabout - Road Danger Reduction Measures – Monitoring Outcome	Public
Report of: The Director of the Built Environment	For Decision

Summary

On 20th October 2014, Members approved a scheme to change the size and layout of the London Wall/Aldersgate Street roundabout to improve road safety. The changes were introduced on a trial basis and if successful, could be made permanent.

On 6th December 2014, road markings were implemented to commence the trial. Monitoring of the trial has been quite extensive. As soon as the trial commenced there were long delays on the London Wall westbound approach so on 14th February, two traffic lanes were reinstated. This restored journey times and queue lengths to previous levels without compromising the main objective of improving road safety on the roundabout.

On 23rd February 2015, Members considered the results of the monitoring and approved a three month extension of the trial before deciding whether to make the changes permanent.

Since the reinstatement of the two traffic lanes on London Wall, the trial measures have been working very well. Vehicles are observing the trial road markings and the perceived concern regarding cyclists being “squeezed” in the roundabout has diminished now that the traffic cones have been removed. The monitoring has also shown that the cycle lanes are well used by cyclists and there have been no collisions since the start of the trial. It is therefore recommended that the trial be made permanent.

The new lighting installed in March 2015, has significantly improved the lighting levels and reduced the impact of the rapid light/dark transition under the highwalks at the roundabout.

Recommendation(s)

Members are asked to:

- Note the outcome of this trial and agree to make the trial permanent.
- Note the permanent lighting improvements at the roundabout

Main Report

Background

1. On 20th October 2014, Members approved a trial scheme to improve road safety at the London Wall/Aldersgate Street (Museum of London) roundabout given that in the last 3 years, there have been 14 collisions resulting in injuries. The majority of the injuries (9) were to cyclists. The new measures consist of road markings and lighting improvements.
2. On 6th December 2014 the trial layout was introduced. The new layout reduced the number of approaching traffic lanes from two to a single lane on all arms of the roundabout as well as reducing the circulatory area of the roundabout. However, longer westbound traffic delays were experienced than originally envisaged with peak period journey times from Moorgate taking in excess of 10 minutes. As a result, on 14th February 2015, the London Wall westbound approach was restored back to two traffic lanes and both the left filter cycle lane and exit feeder cycle lane into Aldersgate Street (south) removed.
3. On 23rd February 2015, Members considered the monitoring results of the trial which was largely successful. This monitoring did not include the effects of the reinstatement of the two lanes on London Wall and therefore Members agreed to a further three months of the trial before deciding whether to make the trial changes permanent.

Current Position

4. The trial measures have been in operation since 6th December 2014. Since then and following officers' observations, a number of amendments (such as road markings, traffic cones and signage) have been made to refine the scheme's operation and effectiveness.
5. The lighting improvements under the highwalks at the roundabout were completed in March 2015. This has significantly improved the lighting levels and reduced the impacts caused by the rapid light/dark transition.
6. Also in March 2015, all remaining traffic cones were removed to reflect the permanent layout for monitoring.
7. Monitoring of the current trial layout (two traffic lanes restored on London Wall) has been undertaken. Further details are provided below. A plan of the current trial layout is included in Appendix A.

Monitoring

8. From the initial monitoring, two main issues were identified.
 - i. Delays on London Wall and,
 - ii. The perceived concerns regarding cyclists being "squeezed" in the roundabout

Since the London Wall approach to the roundabout was restored back to two traffic lanes, site observations have shown that the scheme is now working very well without any further traffic implications.

9. Queue lengths on the London Wall westbound approach have returned back to previous levels (approximately ten vehicles during peak times). As the London Wall approach is now operating with the nearside lane as a left turn only and the offside lane as a right turn only, there is also less motor vehicle conflict taking place.
10. Cyclists now mix with all traffic (as was prior to the trial scheme) and although this does not provide a separated cycle route, the change has provided a better overall balance for all users using this area.
11. Officers have sought further feedback from cyclists about the perceived concerns but the interest was very limited and opinions mixed. In summary, one comment from the cycling community supported the tightening of the roundabout's geometry to reduce vehicle speeds, three comments criticised the trial for only separating cyclists from motorists at certain sections and a further comment supported the trial.
12. Officers have also continued to monitor how cyclists and motor vehicles use the roundabout and are content that the layout is wide enough to allow motorists to overtake cyclists without "squeezing" them.
13. The remainder of the scheme continues to work very well including the compliance of the road markings without the need for traffic cones, and the cycle lanes provided are very well used by cyclists.

Conclusion

14. The changes made to the trial layout have resulted in a successful scheme with no or negligible additional traffic implications.
15. The lighting works have significantly improved the illumination which has reduced the impact of the rapid light/dark transition.
16. The main objective of the scheme is to improve road safety and from the initial monitoring that has been carried out, officers are confident that these changes will achieve this objective. It is therefore recommended that the revised layout be made permanent.

Appendices

- Appendix A – Trial layout plan

Background Papers

Museum of London Roundabout – Proposed Road Danger Reduction Measures
(Streets & Walkways Sub Committee, 20th October 2014)

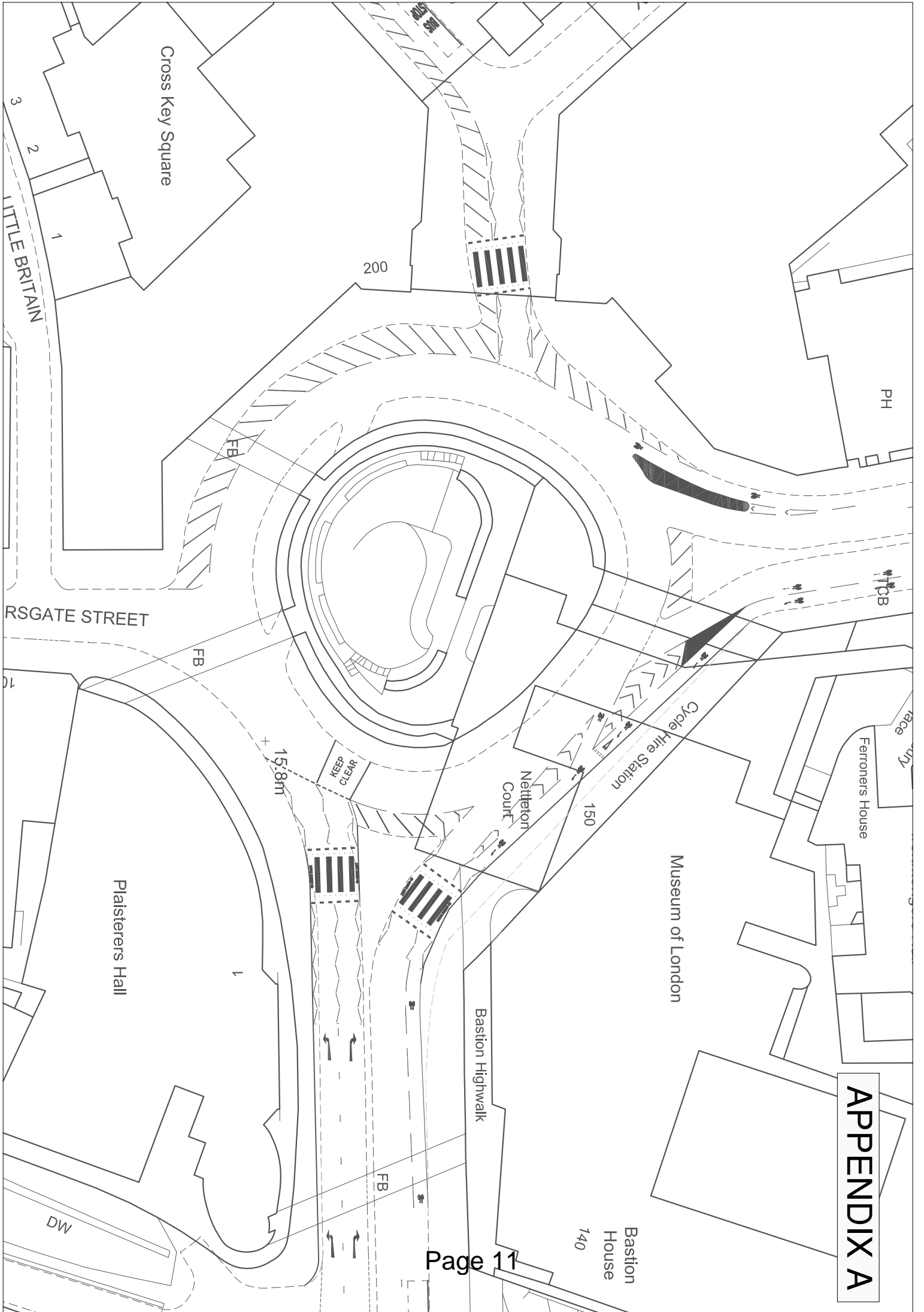
Museum of London Roundabout – Proposed Road Danger Reduction Measures –
Monitoring Report (Streets & Walkways Sub Committee, 23rd February 2015)

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APPENDIX A

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Committees:	Dates:
Streets and Walkways Sub-Committee	15 June 2015
Projects Sub Committee	16 June 2015
Subject: Gateway 5 Authority to Start Work: Southampton Buildings (40-45 Chancery Lane) – EE074	Public
Report of: Director of the Built Environment	For Decision

Summary

Dashboard

Project status: Green

Timeline: Construction anticipated to commence in late summer 2015

Budget to reach Gateway 5: £52,622

Spend to reach Gateway 5: £37,763

Project estimated cost: £259,068

Spend to date: £37,763 (as of 20 May 2015)

Overall project risk: Green

Progress to date

Southampton Buildings was identified as a potential project as part of the Chancery Lane Area Enhancement Strategy, which was approved in 2009. At present, the street is a dead-end 'spur', containing some motorcycle parking. A preferred design option was approved as part of the Gateway 4 report in October 2014.

The proposal involves closing the eastern end of Southampton Buildings to vehicular traffic to create a new pedestrian space. The carriageway will be raised to footway level to create an improved pedestrian route through to Staple Inn Buildings, while the addition of new seating and a new street tree will enhance the 'dwell' function of the space.

Owing to increased costs relating to utilities and drainage (see section 5 below), the cost estimates contained in the Gateway 4 report have increased by £73,398; the new overall estimated project cost is now £259,068. A full breakdown of the revised project finances is contained in section. A map of the project area is shown in Appendix 1.

Proposed way forward

The detailed design and cost estimates have now been produced, and are included in this report. It is proposed that Members approve these elements, and give authority for the project to be implemented. In order to meet the current budget shortfall, it is also proposed that Members approve an increase in the overall project budget, with the difference to be funded from:

- The remainder of the 40-45 Chancery Lane Section 106 agreement, Local Community and Environmental Improvement Works (LCEIW) allocation (£139,589, including underspend from existing budget);
- The Transport Improvements allocation from the same Section 106 agreement (£56,291), and;
- A portion of the Rolls Building Section 106 agreement, LCEIW allocation (£25,425).

The underspends from both of these Section 106 agreements have been approved for use in the Chancery Lane Strategy area, and are not required by any other

project at this time.

Recommendations

It is recommended that Members:

- Approve a revised implementation budget of £221,305, as set out in section 5 of this report;
- Approve the use of £56,291 from the 40-45 Chancery Lane Section 106 Transport Improvements contribution, and £25,425 from the underspend of the Rolls Building S106 LCEIW contribution;
- Approve the detailed design as set out in section 1 and Appendix 3 of this report;
- Approve the progression of the project to implementation, in line with the programme as set out in section 3 of this report.

Main Report

1. Design summary	<ul style="list-style-type: none"> • Pedestrianisation of the eastern spur of Southampton Buildings, relocating the existing motorcycle and bicycle parking; • A flush granite kerb reflecting the historic street character, in-filled with smaller module York stone, providing a central ‘movement’ space; • Clusters of individual, accessible timber benches to provide a ‘dwell’ element to the space; • Introduction of a new street tree at the western end of the space, acting as a focal point for people approaching from Chancery Lane; • Retention of the post box in its original position • Bollards at the western end of the space to prohibit vehicle access, but with one bollard being removable to allow periodic access for maintenance and emergency services. <p>A plan of the design is shown in Appendix 2.</p>
2. Delivery team	<ul style="list-style-type: none"> • Project Management – Environmental Enhancement • Sketch design – Burns + Nice • Detailed design – Highways Division • Construction – JB Riney (under the City’s term contract)
3. Programme and key dates	<p>Authority to Start Work – June 2015</p> <p>Pre-construction activities – July-August 2015</p> <p>Main construction works – August-September 2015</p>
4. Outstanding risks	<p><i>1. Objections received to relocated motorcycle parking</i></p> <p>Preliminary discussions have taken place with stakeholders in areas earmarked for new motorcycle parking, reducing the risk of formal objections being received. To date, no valid objections have been received.</p> <p><i>2. Construction conflicts with adjacent building works</i></p> <p>Officers are liaising with the developer of Holborn Gate to ensure that construction activities do not adversely impact on each other.</p> <p><i>3. Subsurface utilities / basement structures cause issues during construction</i></p> <p>Surveys have been undertaken to determine the extent of subsurface objects</p>

as far as possible. These currently do not indicate any clashes, but these will need to be closely monitored during the construction process.

5. Budget

As noted above, the estimated costs identified in the Gateway 4 report have since increased by £73,398; this is as a result of design amendments required to accommodate utilities and drainage infrastructure. Utilities are present along the full length of the street, but it is only at this stage that the extent of works required to accommodate the enhancements have become fully known. A new drainage dropshaft is also required to accommodate the increased footway drainage, the need for which has arisen by bringing the whole street up to footway level.

There are a number of 'fixed' costs relating to staff time (project management activities, report writing etc.) that are broadly similar across all projects, regardless of their size. Therefore, for smaller projects this figure is proportionally higher, given the lower overall project cost. This proportion can be expected to be lower on larger projects.

The relatively low fees allocation, and higher Highways staff cost allocation, is as a result of the project design being undertaken in-house.

The revised total estimated cost of the project is now £259,068. This proposed increased budget is set out in Table 1.

Table 1: Total project cost breakdown

Item	Budget to reach G5	Actual spend G5	to Implementation costs*	Revision to current budget
Pre-evaluation	11,866	11,866	0	0
Hard landscaping works	0	0	114,631	114,631
Soft landscaping works	0	0	3,435	3,435
Lighting works	0	0	12,000	12,000
Utilities	0	0	30,000	30,000
Fees	22,123	12,169	4,800	-5,154
Maintenance	0	0	7,009	7,009
Sub total	22,123	12,169	171,875	161,921
<i>Staff costs</i>				
P&T	13,633	12,448	19,000	17,816
Highways	5,000	1,280	29,197	25,477
Open Spaces	0	0	1,233	1,233
Sub total	18,633	13,728	49,430	44,526
Total	52,622	37,763	221,305	206,447

	<p><i>*Implementation costs are the costs over and above budget expended to reach Gateway 5</i></p> <p>To date the project has been fully funded through the LCEIW allocation from the Section 106 agreement relating to the development at 40-45 Chancery Lane. However, the total of this contribution is now insufficient to complete the project.</p> <p>The above implementation costs will be funded from the sources as shown in Table 2 below.</p> <p>Table 2: Funding sources</p> <table border="1" data-bbox="392 602 1407 1025"> <thead> <tr> <th>Source</th> <th>Amount</th> </tr> </thead> <tbody> <tr> <td>40-45 Chancery Lane S106 LCEIW contribution</td> <td>£139,589</td> </tr> <tr> <td>40-45 Chancery Lane S106 Transport Works contribution</td> <td>£56,291</td> </tr> <tr> <td>Rolls Building S106 underspend</td> <td>£25,425</td> </tr> <tr> <td style="text-align: right;">Total</td> <td>£221,305</td> </tr> </tbody> </table>	Source	Amount	40-45 Chancery Lane S106 LCEIW contribution	£139,589	40-45 Chancery Lane S106 Transport Works contribution	£56,291	Rolls Building S106 underspend	£25,425	Total	£221,305
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40-45 Chancery Lane S106 Transport Works contribution	£56,291										
Rolls Building S106 underspend	£25,425										
Total	£221,305										
<p>6. Success criteria</p>	<ul style="list-style-type: none"> • An improved movement function for pedestrians; • A more accessible environment, provided through level access throughout and new seating; • Relocation of motorcycle parking within the local area, without any loss of capacity. 										
<p>7. Progress reporting</p>	<p>Monthly updates to be provided via Project Vision and any project changes will be sought by exception via Issue Report to Spending and Projects Sub Committees</p>										

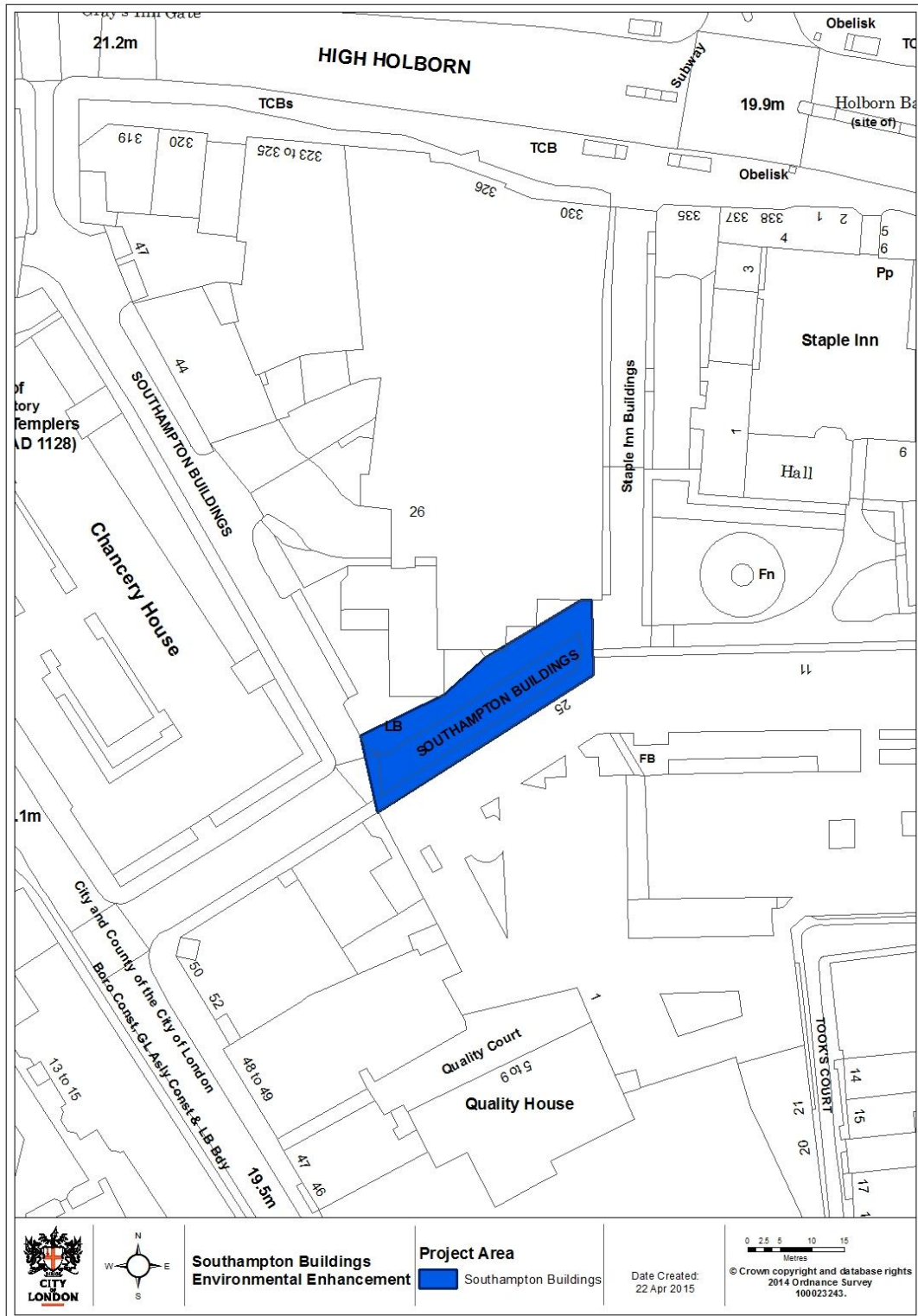
Appendices

<p>Appendix 1</p>	<p>Map of project area</p>
<p>Appendix 2</p>	<p>Plan of project design</p>

Contact

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Appendix 1 – Map of project area



By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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