



Streets and Walkways Sub (Planning and Transportation) Committee

Date: MONDAY, 19 OCTOBER 2015

Time: 11.00 am

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

Members:

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

Enquiries: Katie Odling
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katie.odling@cityoflondon.gov.uk

This meeting is likely to finish at midday and therefore lunch will be served in Guildhall Club at 12:30pm.

NB: Part of this meeting could be subject to audio or video 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 of the previous meeting.

For Decision
(Pages 1 - 4)
4. **OUTSTANDING REFERENCES**
Report of the Town Clerk.

For Information
(Pages 5 - 6)
5. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**
 - a) Issue Report: Fleet Buildings and Plumtree Court (Shoe Lane Quarter Public Realm Enhancements -Phase 1

For Decision
(Pages 7 - 18)
 - b) 20mph Speed Limit

For Information
(Pages 19 - 28)
6. **REPORT ON ACTION TAKEN**
Report of the Town Clerk.

For Decision
(Pages 29 - 30)
7. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
8. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
9. **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.

Part 2 - Non-public Agenda

10. **NON-PUBLIC MINUTES**

To agree the non-public Minutes of the previous meeting.

For Decision
(Pages 31 - 32)

11. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

12. **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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Agenda Item 3

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Monday, 21 September 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, 21 September 2015 at 11.30 am

Present

Members:

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

Officers:

Katie Odling	Town Clerk's Department
Olumayowa Obisesan	Chamberlain's Department
Carolyn Dwyer	Director of Built Environment
Victor Callister	Department of the Built Environment
Kay English	Department of the Built Environment
Giles Radford	Department of the Built Environment
Rob Oakley	Department of the Built Environment
Iain Simmons	Department of the Built Environment
Patrick Hegarty	Open Spaces Department
Inspector Hector McKoy	City of London Licensing Team
Alan Rickwood	City of London Police

The Chairman welcomed Carolyn Dwyer, Director of the Built Environment to the Sub Committee.

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Deputy Brian Harris and the Reverend Dr Martin Dudley.

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

There were no declarations of interest.

3. MINUTES

RESOLVED – That the Minutes of the meeting held on 13 July 2015 be approved.

4. REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-

4.1 Fleet Street Area Strategy

The Committee considered a report of the Director of the Built Environment which set out the planned public consultation exercise for a revised and expanded Fleet Street Area Enhancement Strategy.

The Sub Committee discussed the importance of redressing the balance in favour of pedestrians, modelled on the recent enhancements to Cheapside.

Members acknowledged that the area offered inefficient pedestrian, cycling and bus infrastructure to meet the needs of the City of London and were informed that Officers were working with organisations including Transport for London (TfL) to identify improvements in these areas.

RESOLVED – That,

- a) an additional resource of £56,350 be approved to carry out the consultation and finalise the strategy document, to be funded from the Section 106 agreement connected to 30 Old Bailey / 60 Ludgate Hill;
- b) approval be given for the public consultation on the Fleet Street Area Enhancement Strategy to take place in winter 2015; and
- c) authority be delegated to the Director of the Built Environment to finalise the details of the relevant consultation materials in liaison with the Chairman and Deputy Chairman of the Streets and Walkways Sub-Committee.

4.2 Gateway 3 / 4 Options Appraisal: Bloomberg Development - S278 Highway Changes

The Sub Committee considered a report of the Director of the Built Environment regarding the Section 278 Highway Changes at the Bloomberg Development.

Members discussed matters relating the road safety and the significant cluster of accidents involving vulnerable road users along Cannon Street. Members noted that the proposal at Cannon Street intended to introduce improvements similar to that delivered at Cheapside to address the road safety issue and enhance the street environment concurrently.

The Sub Committee congratulated Officers on an excellent report.

RESOLVED – That

- a) the proposed highway changes shown in Appendices 2a and 2b to be progressed to detail design;
- b) an increase in budget of £452,000 to complete detail design as shown in Appendix 5 including a risk allowance to manage the impact of utilities on the project programme be approved;
- c) authority be delegated for any adjustments between elements of the £452,000 required budget to the Director of the Built Environment in conjunction with the Chamberlain's Head of Finance provided the total approved budget of £452,000 is not exceeded;
- d) the next Gateway be dependent on funding sources sought and / or secured as follows:
 - If "Parking Reserve Fund" and / or "CIL – Neighbourhood / Unallocated" funding is sought, then the project will progress to Gateway 4a as approval

from the Corporate Priorities Board and the Resource Allocation Sub Committee would be required;

- If “CIL - Department of Built Environment” and / or “voluntary contribution from developer” funding is secured then the project can progress to Gateway 4b as approval of the Court of Common Council is required for projects over £5 million in value.
- e) implementation of elements of the proposal currently awaiting funding - being (a) the southern side of Cannon Street, and (b) Bucklersbury and the northern end of Walbrook - be confirmed at Gateway 5 and can be held in abeyance until such time as funding is available.
- f) Officers to authorised to enter into any legal agreements required to progress the proposed highway changes including to secure any voluntary contributions from the developer.
- g) construction material with critical lead-in times be pre-ordered before Gateway 5 approval provided funding is received from the developer. (This to ensure construction can commence in a timely fashion to meet the developer’s programme.) Such agreement to be delegated to the Director of the Built Environment in consultation with the Chairman and Deputy Chairman of the Streets & Walkways Sub Committee.

4.3 Issue Report: Street Lighting Replacement Project

The Sub Committee considered a report of the Director of the Built Environment regarding the street lighting replacement project.

RESOLVED – That the reallocation of the project’s remaining funds to cover staff costs in order to reach Gateway 3/4 be approved.

4.4 Environmental Enhancement projects consolidated outcome report - Gateway 7

The Sub Committee considered a report of the Director of the Built Environment which consolidates the outcome reports for eight environmental enhancement projects that had been completed in the past 18 months.

RESOLVED – That the recommendations contained in the individual reports be approved.

5. CITY FUND HIGHWAY DECLARATION - THAMES TIDEWAY TUNNEL DEVELOPMENT AT BLACKFRIARS FORESHORE

The Sub Committee received a report of the Comptroller and City Solicitor regarding the Thames Tideway Tunnel development at Blackfriars foreshore.

RESOLVED – That the report be noted.

6. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE

Parking restrictions on Cloth Fair – Members were informed that guidance regarding this would be distributed in due course.

7. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
There were no items of urgent business.
8. **EXCLUSION OF THE PUBLIC**
RESOLVED: 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.
9. **ISSUE REPORT: SKATEBOARDING (ST PAUL'S CHURCHYARD)**
The Committee considered and approved a report of the Director of the Built Environment regarding Skateboarding at St Paul's Churchyard.
10. **THAMES TIDEWAY TUNNEL - LAND DISPOSAL AT VICTORIA EMBANKMENT/BLACKFRIARS BRIDGE FORESHORE**
The Sub Committee received a report of the Comptroller and City Solicitor regarding the land disposal at Victoria Embankment/Blackfriars Bridge foreshore.
11. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
There were no questions.
12. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**
There were no items of urgent business.

The meeting ended at 1.05 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		Update to be provided.
13 July 2015	Cycling The recent accident near Bank Station was still under investigation. An initial hearing regarding a collision on Ludgate Hill was being heard at Court on 13 July 2015 to set a subsequent Court case and a person had been charged in relation to a third incident but a decision had yet to be made on whether the case would progress to Court.	COLP		To receive any update.
13 July 2015	Bart's Close Enhancements - Request for Gateway 4 report to be considered under delegated authority	Director of the Built Environment		Complete.
Ongoing action	20mph speed limit	COLP		To receive regular updates.

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Committees:	Dates:
Streets and Walkways Sub-Committee Projects Sub	19 October 2015 04 November 2015
Subject: Issue Report: Fleet Buildings and Plumtree Court (Shoe Lane Quarter Public Realm Enhancements – Phase 1)	Public
Report of: Director of the Built Environment	For Decision

Summary

Dashboard

- **Project Status:** Green
- **Timeline:** Gateway 4 – May 2016
- **Total Estimated Cost:** £11.6M
- **Spend to Date:** £276,939
- **Overall Project Risk:** Low
- **Current approved budget:** £466,000

Last Gateway approved

A Gateway 3 report was approved in July 2014. This gave authority to progress to Gateway 4, which is currently anticipated to be submitted in May 2016.

Progress to date including resources expended

Members approved the development of two options at Gateway 3 for the combined highway and public realm improvement scheme. The project objective is to create a high quality public realm scheme that will define the Shoe Lane Quarter and meet the needs of key project stakeholders who are engaged through the project working group.

As part of the project development, the working group recognised that the highway and public realm improvements in relation to 1 New Street Square and the London Development should be considered holistically. The design of the highway and public realm improvements has been progressed on this basis.

Summary of issue

1. The design work is well advanced but the programme has been delayed due to the need to resolve a number of technical issues for the London Development. It had previously been forecast that the design work would be completed by October 2015, however due to design delays the Gateway 4 report is now anticipated to be submitted in May 2016. In contrast the 1 New Street Square development now has a pre-let tenant and the building will be completed by April 2016.

Therefore the highway works required for 1 New Street Square, which are funded through S106 and S278 Agreements, need to be completed by April 2016.

As a result this report recommends the implementation of the highway

improvements adjacent to 1 New Street Square in advance of completing Gateway 4 for the remainder of the project.

Recommendations

It is recommended that Members:

1. Authorise the budget setup and implementation of the 1 New Street Square highway works totalling £575,760 (fully funded by the developer), as outlined in paragraph 3 and Appendix 1 of the main report;
2. Delegate authority to the Director of the Built Environment to adjust the budget between the 1 New Street Square project elements (works, fees and staff costs) as required to meet the project needs;
3. Confirm the £216,000 budget for the Public Realm and Security Improvements (S278) scheme for the London Development to reach the next Gateway;

It is recommended that Members note:

4. This project is to be renamed from “Fleet Buildings and Plumtree Court” to “*Shoe Lane Quarter Public Realm Enhancements*”;
5. The outline phasing for this project, as detailed in the Main Report which reflects the emergence of forthcoming developments in the Shoe Lane Quarter.

Main Report

<p>1. Issue description</p>	<ol style="list-style-type: none"> 1. In September 2013 the Gateway 3 Report for the S278 funded <i>Fleet Building & Plumtree Court Public Realm and Security Improvements</i> project was approved. Following this in July 2014 the Gateway 3 Report for the S106 funded Highway Improvements scheme was approved and the two projects merged. 2. The design of the two highway options (Raised Carriageway and Shared Use space) approved at the last Gateway has been delayed whilst a number of highway issues for the London Development have been resolved. This has delayed the Gateway 4 report from December 2015 until approximately May 2016. 3. <u>1 New Street Square S106/S278 Highway Works</u> The 1 New Street Square development is currently under construction with a target completion date of 30 April 2016. To meet the needs of the developer (and the future tenant) the S106/S278 funded highway works need to be implemented and completed by the end of April 2016. These works include: <ul style="list-style-type: none"> • Upgrading the footways around the development on Shoe Lane and Little New Street • Construction of vehicle crossover on Shoe Lane • Carriageway and footway reinstatements • Raising the carriageway on Little New Street in granite setts
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- Relocation of two disabled parking bays (subject to statutory traffic order making process)

See Appendix 1 for detail.

The budget required to undertake the project management, detailed design and implementation of the works is summarised below:

Budget Summary – 1 New Street Square	
Further budget required	Amount (£)
Staff Costs	95,000
Fees	20,000
Works	460,760
Total Budget	575,760

See Appendix 2 for further budget breakdown.

4. London Development Security and Public Realm Budget

In September 2013, the Gateway 3 report for the Public Realm and Security Improvement (S278) scheme for the London Development (Fleet Buildings and Plumtree Court) identified that a total budget of £216,000 was required to reach Gateway 4. This report confirms this figure.

5. Project Renaming

The project name is no longer relevant as the buildings known as Fleet Buildings and Plumtree Court have been demolished and the site is now referred to as the “London Development”.

The project is to be renamed *Shoe Lane Quarter Public Realm Enhancements* to reflect the evolving project scope which includes extensive security, highway and public realm improvements in the Shoe Lane Quarter for the London Development, 1 New Street Square and future developments in the area.

6. Shoe Lane Quarter Project Phasing

The project will be developed in distinct phases to reflect the timings of the emerging building developments in the area in line with the aspirations as defined in the Shoe Lane Quarter Area Enhancement – Public Realm Strategy (available in the Member’s Reading Room):

Phase 1 – 1 New Street Square S106/S278 Highway Works

Phase 2 – Shoe Lane / Plumtree Court / Stonecutter Street S106/S278

Phase 3* – Stonecutter Court and Moorley House

(* this phase is dependent upon the timescales of these developments which have not yet reached the Planning stage and will be dependent on S278 funding for necessary highway changes and CIL funding or voluntary developer contribution for

	any public realm enhancements).
Last approved limit	<p>7. The last approved funding limit (Gateway 3 reports) for the combined S106/S278 scheme for the Fleet Building and Plumtree Court project was £466,000 to reach Gateway 4.</p> <p>A further £575,760 is now sought for the design and implementation of the 1 New Street Square works, bringing the budget to £1,041,760.</p>
Options	<p>8. Only one recommendation for the implementation of the highway works for 1 New Street Square is being put forward as detailed in Appendix 1. This is the preferred option of the established working party comprising key stakeholders in the area (including Land Securities, the developer).</p> <p>Option 1 (recommended):</p> <ul style="list-style-type: none"> • Authorise the budget setup and implementation of the 1 New Street Square highway works as illustrated in Appendix 1.

Appendices

Appendix 1	1 New Street Square S106/S278 Highway Works – General Arrangement Drawing
Appendix 2	1 New Street Square Budget Breakdown
Appendix 3	Existing Approved Budget - Fleet Buildings and Plumtree Court
Appendix 4	Revised Budget to Reach Next Gateway

Contact

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Email Address	kristian.turner@cityoflondon.gov.uk
Telephone Number	020 7332 1745

APPENDIX 1 – 1 NEW STREET SQUARE S106/S278 HIGHWAY WORKS

APPENDIX 2 – BUDGET BREAKDOWN FOR 1 NEW STREET SQUARE

Breakdown of Further Budget Required (S106/S278)	
Section 278	
Fees Budget	£
Radar / Topo Surveys, traffic orders	20,000
Total Fees Budget	20,000
Staff Budget	
City Transportation	35,000
Highways	32,209
Total Staff Budget	67,209
Works Budget (Section 278 Element)	
Implementation Costs	247,339
Total S278 Works Budget	247,339
<u>TOTAL SECTION 278 BUDGET</u>	£ 334,548
Section 106	
Staff Budget	
Highways	27,791
Total Staff Budget	27,791
Works Budget (Section 106 Element)	
Implementation Costs	213,421
Total S106 Works Budget	213,421
<u>TOTAL SECTION 106 BUDGET</u>	£ 241,212
Further Budget Required	£ 575,760

APPENDIX 3

EXISTING APPROVED BUDGET - FLEET BUILDINGS AND PLUMTREE COURT

16100309 - Fleet Buildings & Plumtree Court - Highway Improvements - S106			
Description	Approved Budget (£)	Spend to Date (£)	Balance (£)
Env Servs Staff Costs	8,540	12,961	- 4,420
Open Spaces Staff Costs	5,000	-	5,000
P&T Staff Costs	36,460	30,183	6,277
Fees	200,000	154,904	45,096
TOTAL	250,000	198,047	51,953

16800075 - Fleet Buildings Security & Public Realm - S278			
Description	Approved Budget (£)	Spend to Date (£)	Balance (£)
PreEv Env Servs Staff Cost	5,000	3,515	1,485
PreEv Open Spaces Staff Costs	5,000	910	4,090
PreEv P&T Staff Cost	40,000	45,418	- 5,418
PreEv P&T Fees	50,000	29,050	20,950
TOTAL	100,000	78,892	21,108

APPENDIX 4

REVISED BUDGET TO REACH NEXT GATEWAY

Revised Budget to reach next Gateway			
16100309 - Fleet Buildings & Plumtree Court - Highway Improvements - S106			
Description	Approved Budget (£)	Resources required to reach next Gateway (£)	Revised Budget to next Gateway (£)
Env Servs Staff Costs	8,540	27,791	36,331
Open Spaces Staff Costs	5,000	-	5,000
P&T Staff Costs	36,460	-	36,460
Fees	200,000	-	200,000
Works	-	213,421	213,421
TOTAL S106	250,000	241,212	491,212

Revised Budget to reach next Gateway			
16800075 - Fleet Buildings Security & Public Realm - S278			
Description	Approved Budget (£)	Resources required to reach next Gateway (£)	Revised Budget to next Gateway (£)
Env Servs Staff Cost	10,000	32,209	42,209
Open Spaces Staff Costs	10,000	-	10,000
P&T Staff Cost	90,000	35,000	125,000
P&T Fees	106,000	20,000	126,000
Works	-	247,339	247,339
TOTAL S278 *	216,000	334,548	550,548

*Approved budget in the financial system is currently £100,000

TOTAL Fleet Buildings & Plumtree Court	466,000	575,600	1,041,760
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Funding Source	Amount (£)
Fleet Building S106 - LCE	112,890
Fleet Building S278	216,000
1 New Street Square S106 - Transport	137,110
1 New Street Square S106 - LCE	241,212
1 New Street Square S278	334,548
TOTAL	1,041,760

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NOTES

- DRAWING BASED ON TOPOGRAPHICAL SURVEY RECEIVED FROM MACLEOD SIMMONDS (DEC 2014) DRAWING NO. MSLD1404444 AND MICHAEL GALLE & PARTNERS SURVEY (JUNE 2010) DRAWING NO. 7618/08 SUPPLIED BY FABRIK LTD.
- 1 NEW STREET SQUARE / LANDSEC DEVELOPERS PLAN BASED ON DRAWING RECEIVED FROM FABRIK LTD JUNE 2015.
- NO INFORMATION TO BE SCALED FROM THIS DRAWING.
- YORKSTONE PAVING TO BE LAID PERPENDICULAR TO ADJACENT KERB.
- WORKS SHALL COMPLY WITH THE CURRENT CITY OF LONDON SPECIFICATION FOR HIGHWAY WORKS.
- ALL HARD MATERIAL BROKEN OUT UNDER THE CONTRACT IS TO BE DISPOSED OF TO CONTRACTOR'S TIP.
- RE-USE OF ANY EXISTING ROAD SIGNS AND OTHER STREET FURNITURE IS AT THE CITY OF LONDON DISCRETION.
- ACCESS TO BUSINESS TO BE MAINTAINED AT ALL TIMES.
- THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY DAMAGE CAUSED TO PRIVATE HIGHWAYS AND PRIVATELY OWNED STREET FURNITURE.
- EXACT LOCATION OF DROP-SHAFT / GULLIES WILL BE DETERMINED IN DETAILED DESIGN STAGES.
- FOOTWAY UTILITY CHAMBERS TO BE REPLACED WITH RECESSED COVERS.

KEY

- NEW 75MM YORKSTONE PAVING, 600MM WIDE, VARYING LENGTHS
- NEW 300 X 150 X 150MM GRANITE SETTS
- EXISTING 300 X 150 X 150MM GRANITE SETTS TO BE REPAIRED / REPLACED WHERE NECESSARY. TO BE AGREED WITH COL. ENGINEER
- POSSIBLE RESURFACING. TO BE AGREED DURING DETAILED DESIGN
- NEW 400 X 400 X 75MM YORKSTONE TACTILE PAVING
- NEW 300 X 200 X 900MM SILVER GREY FINE PICKED FLAT GRANITE KERB
- NEW LINEAR LINEAR DRAINAGE CHANNEL (PRIVATE WORKS)
- EXISTING WAITING RESTRICTIONS TO BE MAINTAINED
- EXISTING GULLY TO BE REPLACED WITH NEW D400 450X450 CYCLE FRIENDLY GULLY FRAME AND COVER
- EXISTING DROP-SHAFT
- HIGHWAY BOUNDARY

Rev No.	Date	Description	By

TITLE:
SECTION 106/278
GENERAL ARRANGEMENT
LAYOUT

CLIENT:
HIGHWAY DESIGN AND CONSTRUCTION

DEPARTMENT OF THE BUILT ENVIRONMENT
PO BOX 270
COURTNEY SQUARE
LONDON
EC2P 2EL
TEL: 020 7606 3030

DESIGNED BY:
KB

CHECKED BY:
BM

SCALE & DRAWING SIZE:
1:200 @ A1

DRAWING NO.:
100-16100309-GA

SHEET: SHEET 1 of 1
DATE: SEPT 2015
DESIGNED BY: KB
CHECKED BY: BM
SCALE & DRAWING SIZE: 1:200 @ A1

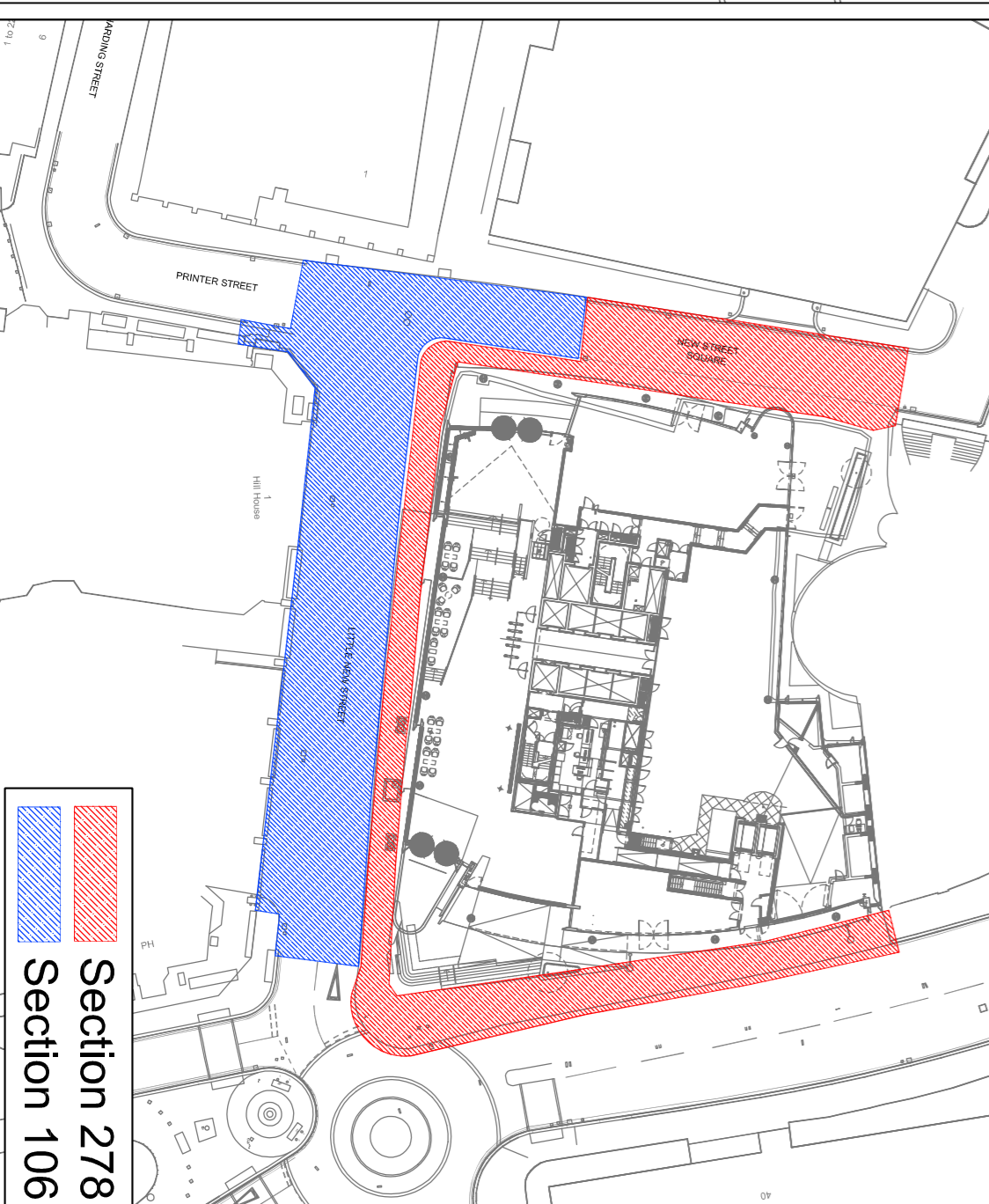
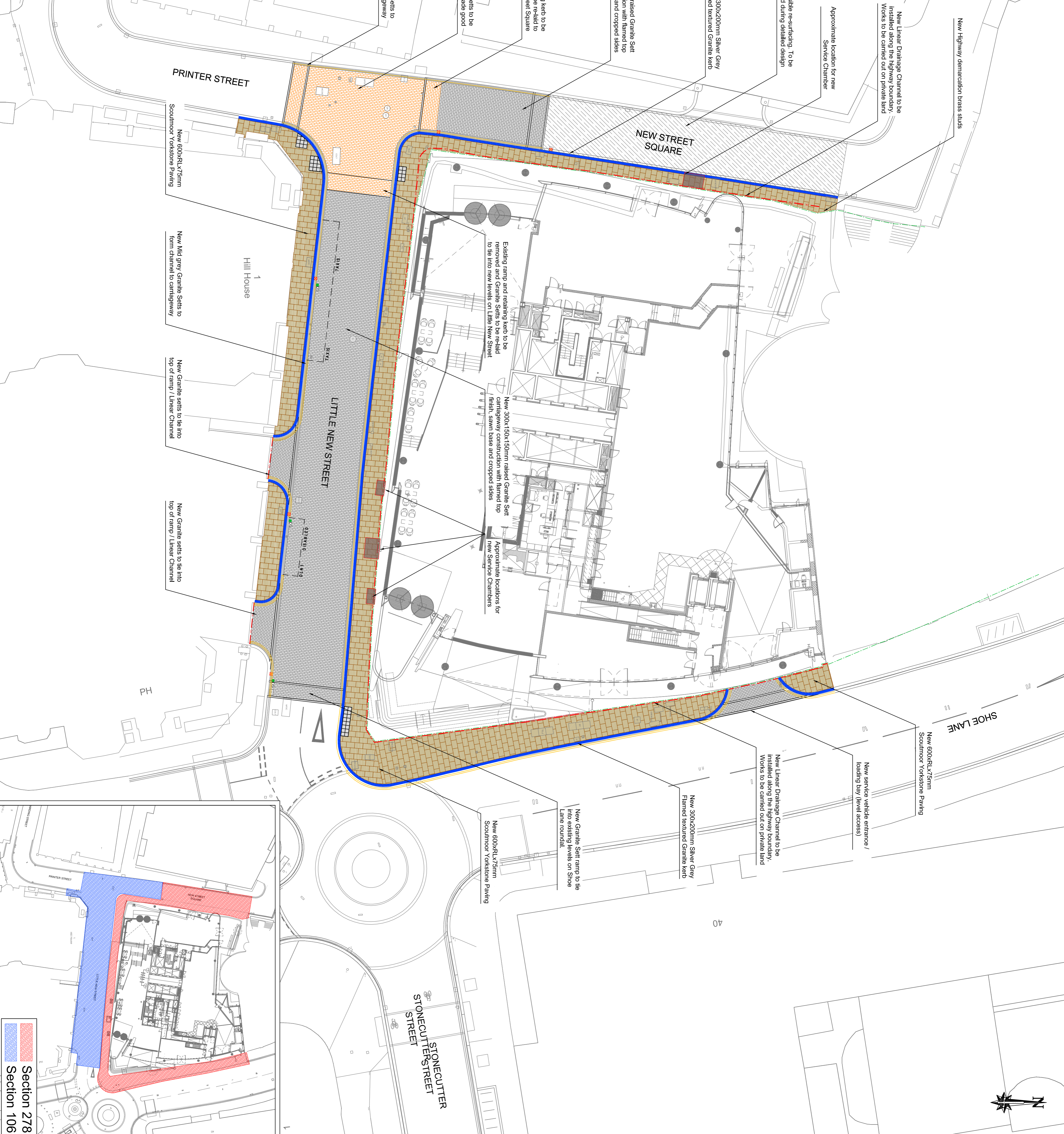
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PRELIMINARY DESIGN FOR APPROVAL

ISSUED BY:

SIGNED:

DATE:



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Committee(s):	Date(s):
Streets & Walkways Planning & Transportation	19 October 2015 27 October 2015
Subject: 20mph Speed Limit	Public
Report of: Director of the Department of the Built Environment	For Information
<p>Summary</p> <p>This report summarises the activities and outcome of the 20mph speed limit scheme that commenced on 20 July 2014. It was introduced as part of the Road Danger Reduction Plan to help reverse the increase in traffic casualties that had occurred in the Square Mile.</p> <p>As a result, the measured average speeds are now 1.5mph lower than they were before the introduction of the 20mph speed limit. This reduction is greater than the 1mph reduction in average speeds forecast by using the Department for Transport (DfT) guidelines for introducing 20mph speed limits.</p> <p>Recommendation(s)</p> <p>Members are asked to:</p> <ul style="list-style-type: none"> • Note the report 	

Main Report

Background

1. On 12 September 2013 the Court of Common Council gave its approval to the introduction of a City wide 20mph speed limit.
2. On 20 July 2014, the City implemented the new 20mph speed limit across the City. At the same time Transport for London (TfL) introduced experimental 20mph speed limits on their two north-south routes (Blackfriars Bridge-Farringdon Street route and London Bridge-Bishopsgate Route) that run through the City. TfL chose not to include the east-west route (A3211 - Lower Thames Street and Upper Thames Street) in the trial.
3. Appendix 1 shows the extent of the 20mph speed limits in the City. It effectively covers the Square Mile in its entirety except for the A3211 route from Victoria Embankment to Aldgate, a number of small streets between it and the Thames, and the boundary streets we share with the City of Westminster.
4. The key objective of the scheme was to contribute to reversing the trend of the increase in traffic casualties in the City. Information published by the DfT

showed that where a 20mph speed limit has been introduced, on average, a 1mph reduction in mean speed was achieved. The DfT information also showed that reduction in speed of 1mph is likely to deliver a 6% reduction in casualties.

Awareness Raising

5. At the time of implementation the City of London Police undertook awareness raising and enforcement activities as part of the change. They spoke to 1500 motorists in the first two months of the new speed limit being in operation.
6. An awareness survey of the 20mph speed limit was also undertaken in June 2015. The results indicate that the vast majority of motor vehicle drivers (82%) know that the speed limit in the City is 20mph. This is significantly higher than a July 2014 survey (undertaken at the launch of the 20mph speed limit) where 62% said they were aware of the new 20mph.

Signage

7. At implementation, the City took a minimal approach to signage for compliance and added 91 new signs (mostly replacing 30mph for 20mph signs) and removed 60 signs (a variety of unnecessary signs in the locations where the City boundary met Islington which was already a 20mph limit), resulting in a net increase of 31 signs. The signs were placed at the entry/exit points between the City and the neighbouring boroughs. In addition to this, 69 carriageway 20mph roundel markings were introduced as repeaters within the area that the 20mph speed limit applied.
8. A few months after implementing the scheme, feedback from the City of London Police suggested there would be value in having extra repeater signs/roundels to ensure the motor vehicle drivers were aware of the new speed limit and to assist with enforcement. As such, 27 repeater signs were added, utilising existing posts thereby avoiding unnecessary street clutter. In addition a further 35 20mph roundel markings were also applied to the carriageway. Providing the additional signs and roundels has almost doubled the number of repeaters and has improved the visibility of the 20mph speed limit in the City.
9. In early 2015, Tower Hamlets changed their speed limit to 20mph in a section neighbouring the City. They are now rationalising the speed limit signs at the City boundary and will remove 26 signs that were installed by the City but are now unnecessary.
10. The City currently has enough signs and repeaters to legally enforce the scheme and our survey work suggests that the vast majority of drivers are aware of the 20mph speed limit. There is of course the argument that more signs might be useful, but striking the right balance between the number of signs for enforcement and their impact on visual amenity seems to be about right.

Enforcement

11. The City Police continue to enforce speed limits in the City. The enforcement system is graduated. That is, vehicles stopped for travelling at speeds of:
 - 24-31mph are given the opportunity to attend a driver awareness course instead of a fine and points on their licence. These are Traffic Offence Reports.
 - 31-34mph or 24-31mph and have attended a driver awareness course already, are given a fine of £100 and lose three points from their licence: Endorsable Fixed Penalty Notices.
 - 35mph or above are required to attend court where they receive a fine, costs and penalty points as considered appropriate by the Magistrate: Summons.
12. In the 12 months from August 2014, there have been:
 - 370 Traffic Offence Reports
 - 180 Endorsable Fixed Penalty
 - 99 Court Summons
13. Also, it appears that the proportion of those caught speeding above 31mph has reduced from above 50% to 25%.
14. The City Police will continue to monitor and enforce the speed limits in the City as necessary.

Monitoring and Outcomes

15. Since the new speed limit was introduced, officers have been monitoring the effectiveness of the lower speed limit.
16. The speed data that has been collected at 46 comparable sites shows that the average speed is 1.5mph lower than before the scheme was introduced. This is higher than the forecast 1mph reduction in average speeds.
17. There was also a reduction in the number of monitored sites found to have a mean speed above 20mph. This reduced from 16 to 7 of the 46 sites monitored.

	Before 20mph	After 20mph
Mean speed =<20 mph	30	39
Mean speed >20 mph	16	7

18. Provisional casualty data over the period of August 2014 until June 2015 indicates one noteworthy observation. The provisional data indicates there has been a continued increase in the number of slight injuries to people walking and cycling. Given the reduction in average speeds that was measured, it could be argued that the increase in casualties would have been higher or of a more serious nature had it not been for the lower speed limit.

Monitoring will continue and a more in depth analysis of casualty data will be reported as part of the Road Danger Reduction Plan. The in depth analysis will be able to take place when the data is confirmed and will be able to refer to:

- trends of collisions in the City (e.g. severity, street type)
- the various influences in the City
- other Road Danger Reduction measures that the City is undertaking
- trends that are occurring outside of the City and
- external factors influencing the outcomes within City.

Air Quality

19. Recalling the Imperial College London study that occurred prior to implementation, it concluded that in general terms:

The effects of a 20mph speed restriction ... were shown to be mixed, with particular benefit seen for emissions of particulate matter and for diesel vehicles. The methodology was validated by consideration of real-world tailpipe emissions test data. It was therefore concluded that air quality is unlikely to be made worse as a result of 20mph speed limits on streets in London.

Other Highway Authorities

20. TfL's experimental traffic order will expire in January 2016 by which time they will have had to have either removed the traffic order, returning the speed limit to 30mph, or keep the 20mph speed limit. A decision on this is expected to be made in December 2015. However, it is worth noting that in March 2015 TfL announced plans for further trials of 20mph speed limits in eight locations.
21. It should be noted that at the introduction of the scheme, the City requested that TfL change the signal timings between junctions so that the "green wave" reflected someone travelling at 20mph instead of 30mph. Unfortunately this change did not take place. We will again suggest such a change, especially if TfL plan to make permanent the 20mph speed limit on two of their routes through the City.
22. In addition to the two local authorities of Islington and Camden, who had implemented their borough wide 20mph schemes before the City, others have now extended their coverage of 20mph speed limits. Both Southwark and Tower Hamlets have 20mph speed limits on all of the streets they manage. Appendix 2 shows a summary of where 20mph speed limits have been implemented in Inner London.

Next Steps

23. We will undertake a further 20mph awareness survey in summer 2016.

24. Further analysis of the casualty data will be collected up to summer 2016 (two years after the scheme was introduced) and again the following summer.
25. The Road Danger Reduction Plan will continue to report on casualty data including looking at the ratio of killed and seriously injured to slight injuries.
26. We will communicate our desire to TfL that the signals timings should be changed to reflect a 20mph green wave instead of a 30mph green wave.

Conclusion

27. Adoption of the 20mph speed limit in the City has resulted in a reduction of average speeds of 1.5mph, which is slightly better than expected. The City Police will continue to enforce speed limits in the City whilst collision data will be monitored and reported to Members as part of the Road Danger Reduction Plan.

Appendices

- Appendix 1 – Map of 20mph speed limit streets in the City of London
- Appendix 2 – Map of 20mph speed limits in inner London

Jereme McKaskill

Project Manager (contract)
Department of the Built Environment

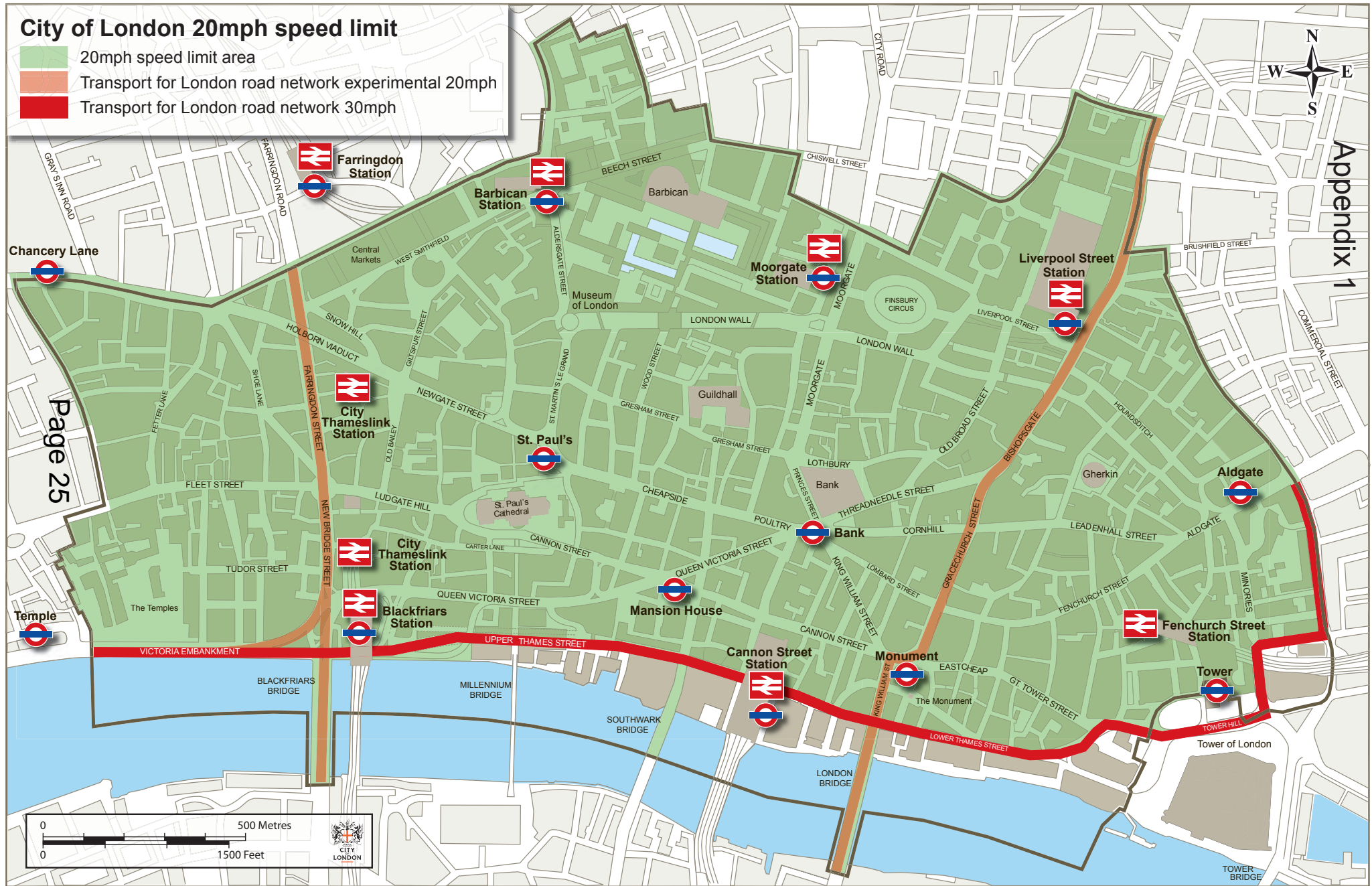
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City of London 20mph speed limit

- 20mph speed limit area
- Transport for London road network experimental 20mph
- Transport for London road network 30mph

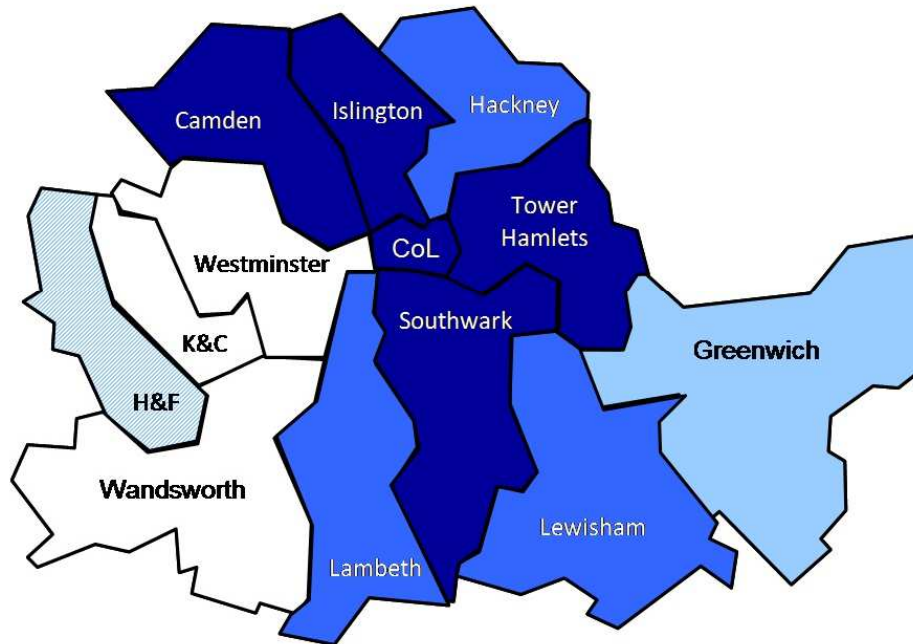


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Inner London Boroughs & 20mph – August 2015

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Legend

- Adopted 20mph on all borough roads
- Voted to adopt 20mph on all/almost all borough roads
- Adopted/policy to adopt 20mph on residential roads (and limited number of other roads (eg town centres))
- Consulting/moving towards consultation on 20mph for all residential roads and/or other more major roads (but not to a borough-wide 20mph policy)

Abbreviations:
H&F – Hammersmith and Fulham;
K&C – Kensington and Chelsea;
CoL – City of London

<http://www.20splentyforus.org.uk/>

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Committee	Date:
Streets and Walkways Sub Committee	21 October 2015
Subject: Report on Action Taken	Public
Report of: Town Clerk	For Information

Summary

This report advises Members of action taken by the Town Clerk in consultation with the Chairman and Deputy Chairman since the last meeting of the Committee, in accordance with Standing Orders.

Recommendation

Members are asked to note the action taken since the last meeting of the Committee.

Main Report

1. The following actions have been taken under delegated authority, Standing Order No. 41(b), since the last meeting of the Committee:-

Bart's Close Public Realm Enhancement

2. On 13 & 21 July 2015, respectively, the Streets & Walkways and Projects Sub Committees agreed that delegated authority be granted to the Town Clerk in consultation with the Chairmen and Deputy Chairmen of the Sub Committees to determine the Gateway 4 report for enhancements to Bart's Close.
3. The project proposed significant public realm enhancements in the vicinity of a major new development at Bart's Close, to be secured through a Section 106 agreement and a separate sum secured via a Section 278 Agreement.
4. In accordance with the obligations of the Section 106 agreement, the City established a Working Party to guide the project. Since the Gateway 3 approval, traffic studies and surveys had been carried out to establish the projected parking and loading demand in the area as a result of the redevelopment. Four options for the highway layout and public realm enhancements were developed which were considered by the Working Party.
5. In May 2015, the Working Party agreed one preferred option to be taken forward to public consultation with sub-options to be consulted on in relation to planting. A public consultation exercise was therefore undertaken in June and July 2015 and a total of 22 responses were received. Overall the proposals were very well received with the main comments related to tree planting and parking and loading provision in the area. The majority of people preferred the planting option which proposed flowering trees in the main Square.

6. A Section 278 Agreement was also required which related to re-surfacing of existing and new areas of highway adjacent to the redevelopment, highway lighting and associated works to the highway that were necessary to facilitate the development. An adoption agreement was also required to make provision for construction and adoption of the new highway areas to the satisfaction of the City as highway authority.

Action approved under Urgency procedures:

- (i) the enhancement proposals be approved to be taken forward to Gateway 5 to be funded from the Section106 public realm works contribution from the Bartholomew Close development, subject to the receipt of funds from the developer;
- (ii) the Comptroller and City Solicitor be authorised to enter into Section 278 Agreements and a highway adoption agreement to secure the carrying out and funding of highway works required to facilitate the development and the construction and adoption of new highway, to the satisfaction of the Director of the Built Environment; and
- (iii) Staff costs and fees of £204,000 be approved to take the scheme to Gateway 5, funded from the Section106 public realm works contribution from the Bartholomew Close development (£159,000) and the Section 278 Agreement (£45,000).

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

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