



Streets and Walkways Sub (Planning and Transportation) Committee

Date: MONDAY, 22 FEBRUARY 2016
Time: 11.30 am
Venue: COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

Members: Marianne Fredericks (Chairman) Alderman Alison Gowman (Ex-Officio Member)
Deputy Brian Harris (Deputy Chairman) Christopher Hayward
Randall Anderson Sylvia Moys
Alex Bain-Stewart Graham Packham
Deputy John Barker (Ex-Officio Member) Jeremy Simons
Revd Dr Martin Dudley Michael Welbank

Enquiries: Amanda Thompson
tel. no.: 020 7332 3414
amanda.thompson@cityoflondon.gov.uk

Lunch will be served in Guildhall Club at 1PM
NB: Part of this meeting could be the subject of 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 and summary of the meeting held on 11 January 2016.

For Decision
(Pages 1 - 4)
4. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**
 - a) Gateway 7 Outcome Report - Bury Court S278 (Pages 5 - 12)

For Decision
 - b) 11- 19 Monument Street - Environmental Enhancement Project (Pages 13 - 26)

For Decision
 - c) Bank Junction Experimental Scheme (Pages 27 - 42)

For Decision
 - d) Update on Transport for London Funding 2015/16 (Pages 43 - 46)

For Decision
 - e) Cloth Fair Noise Disturbance (Pages 47 - 56)

For Decision
 - f) Eastern City Cluster - Public Art (Year 5 & 6) – Gateway 6 (Pages 57 - 78)

For Decision
 - g) Parking and Enforcement Plan Stage 3 - City Wide Review of Loading Restrictions and Functional Street Enhancement Project. (Pages 79 - 88)

For Decision
 - h) North-South Cycle Superhighway - Objections to the Associated Proposals and Additional Mitigation Measures (Pages 89 - 124)

For Decision
 - i) Aldgate Arts, Events and Play (Pages 125 - 134)

For Information
5. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
6. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
7. **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.

For Decision

Part 2 - Non-public Agenda

8. **ISSUE REPORT: BEECH STREET (EE073)**

Joint report of the Town Clerk and the Director of the Built Environment.

For Decision
(Pages 135 - 142)

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

10. **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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UWSTREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Monday, 11 January 2016

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, 11 January 2016 at 11.30 am

Present

Members:

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

Officers:

Katie Odling	- Town Clerk's Department
Olumayowa Obisesan	- Chamberlain's Department
Steve Presland	- Department of the Built Environment
Iain Simmons	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Simon Glynn	- Department of the Built Environment
Alan Rickwood	- City Police
Inspector Dave Aspinall	- City Police

1. APOLOGIES

Apologies for absence were received from Christopher Hayward and Graham Packham.

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,

- a) the minutes of the meeting held on 30 November 2015 be approved; and
- b) the list of Outstanding References be noted.

Bank Junction Improvement Project – Members were informed that the Corporation had received confirmation for funding from Transport for London

for the 'All Change at Bank' project and an offer for funding for the interim scheme had been received. Officers were continuing to meet with relevant organisations to progress the project.

Aldgate Highway Changes and Public Realm Improvement – Members noted that the City Surveyor hoped to receive construction costs from the contractors for the Pavilion at the end of January 2016.

20MPH update – The City of London Police representative informed the Committee that 128 drivers were prosecuted in November 2015 and 74% of these were low end speeders.

Update on incidents – Members were informed of the outcome of the following cycling fatalities in the city -

- **Ludgate circus** – The driver of the HGV was charged with death by careless driving and was issued 150 community service and a one year driving ban.
- **Bank Junction** – No further action was taken against the driver of the HGV.

4. **THE ROLE OF A ROAD TRAFFIC ENFORCEMENT OFFICER (RTEO)**

The Sub-Committee received a presentation from John Strutton, the Head of Community Safety & Problem Solving at Transport for London regarding the role of a Road Traffic Enforcement Officer.

The presentation covered a number of areas as follows –

- Road modernisation programme
- Powers for RTEO's
- Community Safety Accreditation from the Metropolitan Police
- Maximising impacts
- Various transformational projects across the TFL network
- Forward schedule in terms of recruitment

In response to a question, Members were informed that appropriate tools would be used to take enforcement action on cyclists.

Members were advised that RETO's would be deployed based on demand which would be informed by intelligence.

Members noted that by April 2016 there would be a full establishment of RTEO's.

The Chairman thanked Mr Strutton for attending the meeting.

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

5.1 **North-South Cycle Superhighway - Objections to the associated proposals and additional mitigation measures**

The Sub-Committee considered a report of the Director of the Built Environment regarding the objections to the associated proposals and additional mitigation measures for the North-South Cycle Superhighway.

RESOLVED – That consideration of the report be deferred to the next meeting to allow discussion to be held with objectors and other relevant parties.

5.2 **London Wall Place**

The Sub-Committee considered a report of the Director of the Built Environment regarding the London Wall Place Section 106 and Section 278 Highway and Public Realm Improvements.

Members were informed that Officers were working with Transport for London to introduce a number of new bus routes to avoid stopping at Liverpool Street Station.

The Sub-Committee agreed that it was important to remain flexible and to ensure that the outcome was one that was the more appropriate for all road users. Members noted that various options were being considered, however, no proposal would limit London Wall from operating as it does now.

In terms of moving the project forward, a pedestrian modelling exercise had been undertaken to better understand the project.

RESOLVED – That,

- a) the proposed highway changes shown in Appendix 2 be progressed to detailed design;
- b) the public consultation on the proposals for Options A and B (kerbside provision) be noted;
- c) an increase in budget of £583,300 be approved to complete detailed design as shown in Appendix 9;
- d) authority be delegated for any adjustments between elements of the £971,300 required budget to the Director of the Built Environment in conjunction with the Chamberlain's Head of Finance provided the total approved budget of £971,300 does not exceed; and
- e) Officers be authorised to enter into any legal agreements required to progress as proposed.

5.3 **City Streets SPD**

The Sub-Committee received a report of the Director of the Built Environment regarding the draft City Public Realm Supplementary Planning document.

The Sub-Committee welcomed the report and suggested that Appendix 3 required reworking and that to aid a better understanding of the document; it would be useful to provide animations.

One Member suggested that one of the objectives of the SPD should be to design out skateboarding in the City.

RESOLVED – That the report be noted.

5.4 **Bream Buildings**

The Sub-Committee considered a report of the Director of the Built Environment regarding the Bream Buildings.

RESOLVED – That,

- a) the Scheme Objectives as detailed in Appendix 1 be approved;
- b) the progression of the project be authorised and the release of funds amounting to £32,687, as set out in Section 16 and Appendix 4 of this report be agreed;
- c) Officers be authorised to enter into a Section 278 agreement with the developer.

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

Swan Lane - a question was raised regarding the condition of the former wharf on Hanseatic Walk at the end of Swan Lane which it was reported was surrounded by unsafe hoardings as a result of the works on London Bridge Staircase. Officers within the Department of the Built Environment agreed to follow up with PLA on this matter and provide an update at the next meeting.

Mitre Square Development – The Sub-Committee expressed their thanks to Officers within the, Department of the Built Environment for the organisation of a successful exhibition which generated a high level of interest.

7. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

There were no items of urgent business.

The meeting ended at 12.50 pm

Chairman

Contact Officer: Katie Odling
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katie.odling@cityoflondon.gov.uk

Committees:	Dates:
Streets and Walkways Sub-Committee Projects Sub	22 February 2016 25 February 2016
Subject: Gateway 7 Outcome Report: Bury Court S278 (6 Bevis Marks S278 Public Highway Works) (HTM_1227)	Public
Report of: Director of the Built Environment	For Decision
<u>Summary</u>	
<p>Project Status – Green Original Cost Range - £100,000 - £500,000 Approved Budget - £268,000 Projected Final Cost - £165,496 (see Appendix 1)</p> <p>• Summary of project completed: In association with the new development at 6 Bevis Marks, S278 funding was provided to transform Bury Court from a dull service street to a place for people to enjoy. Motor vehicles have been excluded from this relatively small square and new paving and trees provide a much improved feel to the area. The area is now better connected to 30 St Mary Axe (via a privately owned pedestrian bridge) as well as providing direct pedestrian access to the development. Appendix 2 shows before and after images of Bury Court.</p> <p>Recommendations It is recommended that:</p> <ol style="list-style-type: none"> 1. The final cost of the project be noted. 2. Unspent funds are returned to the developer. 3. The lessons learnt be noted and the project be closed. 	

Main Report

1. Brief description of project	<p>In conjunction with the redevelopment of 6 Bevis Marks, the developer was keen to improve the Bury Court area to make it a more people friendly space that would better support the new development.</p> <p>The agreed design included:</p> <ul style="list-style-type: none"> • the pedestrianisation of the courtyard of Bury Court that no longer required vehicle access • two trees • improved lighting • new paving
2. Assessment of project against	The City achieved the success criteria, which were:

success criteria	<ul style="list-style-type: none"> • Meeting the needs of the developer • Meeting the City's requirements for appearance and cost. • Implementing a scheme that benefits the public by providing a more pleasant space for people.
3. Programme	<p>The project was completed within the agreed programme</p> <p>The project was a good example of delivering a project quickly while still fitting it in with all the other commitments the City has. The project reached substantial completion only 15 months from the initial meeting with the developer.</p>
4. Budget Final Account Verification	<p>The project was completed within the agreed budget</p> <p>The project came in under the expected budget by about 30%. The contingency was also not needed. The significant difference in expected and actual costs was due to the expectation that underground basements would have an impact on the scheme. At the time of authority to start work, the presence of the developer in the site area meant that the survey work of the basements could not be undertaken. It was agreed that the estimate should include for costs associated with working around the basement in order to shorten the time between the area becoming available and the works being delivered. As it turned out, the basements were located out of the way and the project proceeded without this expense.</p> <p>Verified</p>

Review of Team Performance

5. Key strengths	Delivering the scheme very efficiently and to realistic timeframes.
6. Areas for improvement	The period from substantial completion to final completion was slow. The final few items took an unnecessarily long period to complete. The importance of seeing the project through to completion has been discussed and emphasised to team members.
7. Special recognition	None

Lessons Learnt

8. Key lessons	Generally, the project ran smoothly and delivered the works quickly and in the timeframes that were expected. This was mostly due to realistic knowledge of timeframes, rather than being over ambitious, which this developer, and many other developers, desired.
9. Implementation plan for lessons learnt	The lessons learnt have been shared with those working on transportation and environmental enhancement projects, including those in the highways and lighting teams.

Appendices

Appendix 1	Costs
Appendix 2	Before and after images

Contact

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Appendix 1 - Project Costs

	Budget	Spend to Date	Remaining
Evaluation & Design	23,955	23,955	0
Staff	£39,600	£35,934	£3,666
Fees	£8,100	£0	£8,100
Works	£151,100	£92,708	£58,392
Contingency	£32,345	£0	£32,345
Total	£255,100	£152,596	£102,504

	Budget	Estimated Spend	Remaining
Tree Maintenance	£12,900	£12,900	£0

	Budget	Total Spend	Remaining
Total Project Cost	£268,000	£165,496	
To Return to the Developer			£102,504

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APPENDIX 2: Bury Court Before and After photos



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Committees:		Dates:
Streets and Walkways Sub-Committee		22/02/2016
Projects Sub-Committee		25/02/2016
Subject: 11-19 Monument Street Environmental Enhancement Project	Gateway 3 Outline Appraisal Options	Public
Report of: Director of the Built Environment		For Decision

Summary

Dashboard

Project Status – Green
 Total Estimated Cost – £600,000 - £750,000
 Spend to Date – £22,604
 Overall project risk – Low

Progress to Date

Located within the Fenchurch & Monument area, the redevelopment of 11-19 Monument Street is now in its final stages, with practical completion scheduled in May 2016. An enhancement for the area comprising Pudding Lane, Fish Street Hill, Monument Street and the Monument Yard (Appendix 1) received Gateway 2 approval at Planning and Transportation Committee in February 2015. This project aims to enhance Fish Street Hill as a key arrival point from Monument Underground Station; facilitate increased pedestrian numbers associated with the growing Eastern City Cluster; deliver an enhanced public realm on Pudding Lane; and secure public realm improvements to the Monument Yard.

This project will be jointly funded by the Section 106 and Section 278 Agreements associated with the development, but there has been a significant delay between Gateways 2 and 3 due to lengthy negotiations on the Section 278 Agreement. The first of two Section 278 Agreements has now been signed (8 January 2016), with the sum of £100,000 paid for the pre-evaluation and design works. The total estimated project cost has increased from the previous Gateway due to an increase in the amount of potential Section 278 works, this will be determined once the pre-evaluation stage is complete, and reported at the next Gateway.

A Working Party has been established to guide the project, containing key stakeholders including the developer (Skanska), Transport for London and City of London officers. The Working Party has established a series of objectives that are set out in Appendix 2 and form the basis of the project direction and the Gateway 3 approval. The scope of the works is likely to include the raising of the southern section of Fish Street Hill outside of the station entrance and removal of parking, re-surfacing of Pudding Lane, creating a level surface in the Monument Yard and the relocation or introduction of street furniture (set out in section 1 of this report).

Proposed Way Forward

Given the delays incurred, it is unlikely that the project can be implemented in full ahead of a public event planned by the City to commemorate the 350th anniversary of the Great Fire of London in September 2016. However there is still an opportunity to complete a first phase of work in advance of this event. In order to achieve a first phase of delivery before September 2016 it is recommended that Gateway 4/5 approval is delegated to Chief Officer.

Recommendations

It is recommended that Members:

- Approve the project objectives set out in Appendix 2;
- Authorise the release of funds to cover staff costs and fees as outlined in Section 16 of this report;
- Authorise approval for Gateway 4/5 to be delegated to Chief Officer.

Proposal	
1. Brief description	<p>Within the Fenchurch & Monument Area Enhancement Strategy enhancements to Fish Street Hill and Pudding Lane are identified as medium and low priority projects respectively. The opportunity to deliver these enhancements was identified through the development of 11-19 Monument Street and Gateway 2 approval was obtained in February 2015.</p> <p>The development is now close to completion (May 2016) and there is a pressing need to commence works in order to ensure delivery of the enhancements in advance of a City of London event to commemorate the 350th anniversary of the Great Fire of London in September 2016.</p> <p>It is essential to determine the full scope of the Section 278 works in order to establish the functional changes required, compared with the enhancement works funded through the Section 106 Agreement. Approval of the recommendations set out in this report will enable officers to establish the scope of the Section 278 works, carry out negotiations with the developer and bring forward a programme of works to deliver the necessary functional requirements of the development in conjunction with public realm enhancements to the area.</p> <p>The likely scope of the works are as follows: <u>Section 278</u></p> <ul style="list-style-type: none">• Relocation of existing and new street furniture• New street lighting• Removal of parking, increasing vehicle restrictions or improving pedestrian movement on Fish Street Hill• Removal or relocation of loading bay on Pudding Lane• Resurfacing Pudding Lane• Raising the carriageway at the southern end of Fish Street Hill• Undertake sub-surface works to areas adopted as public highway* <p>*Areas of land to the south, east and west of the new development have been adopted as public highway</p>

Proposal	
	<p>through a Stopping Up of Highways Order (5 December 2014). The developer will be required, through the Section 278 process, to undertake below ground works to ensure that the sub-surface level is adequate to support the public highway.</p> <p><u>Section 106</u></p> <ul style="list-style-type: none"> • Creation of a level surface across Monument Yard to enhance access for all • Providing permanent and/or managed seating within Monument Yard • Introduction of street trees or other greenery • Provision of cycle parking • Enhancing the setting of the designated heritage assets (The Monument and 2a Eastcheap) • Enhancing the historic route of Fish Street Hill • Enhancement of the visitor experience of the Monument by improving locations of historic interest** <p>**The Working Party has identified the potential to improve signage or interpretation of the site where Great Fire started on Pudding Lane (Appendix 2). There is currently a plaque that was erected in 1986 in conjunction with the Bakers' Livery Company. City officers have undertaken initial discussions with the Bakers' about possible options to enhance the visitor experience in this location through the incorporation of markers in the paving or public art works.</p> <p>Given the potential scope of the works and the likely timescales involved in delivering the various elements, the project will be broken down into a number of phases. The initial phase will focus on the immediate interface with the building, the historically significant Pudding Lane and Fish Street Hill with the latter's key arrival point, whilst any works that may affect the operational capacity of the Monument will be programmed to commence directly after the commemoration event. This will ensure that the Monument as a visitor destination is not directly affected in the months leading up to the event. The exact details of the phased approach will be presented at the next Gateway.</p>
<p>2. Scope and exclusions</p>	<p>Scope:</p> <ul style="list-style-type: none"> • The core design proposals for this project are restricted to the areas of public highway within the boundary of the plan in Appendix 1.

Proposal	
	<p>Exclusions:</p> <ul style="list-style-type: none"> An external visual screen, displaying live images from the top of the Monument, is proposed in Monument Yard as part of making the building more accessible, which is a separate project currently at Gateway 5 stage being implemented by the City Surveyor for the Culture Heritage & Libraries department.
Project Planning	
<p>3. Programme and key dates</p>	<p>Design Development – January-March 2016 Gateway 4/5– April/May 2016 11-19 Monument St Practical Completion – May 2016 Implement phase 1 public realm works – May-Aug 2016 Great Fire commemoration event – 2-5 September 2016 Implement phase 2 public realm works – Sept-Feb 2016/17 Gateway 7 – April 2017</p>
<p>4. Risk implications</p>	<ul style="list-style-type: none"> Objections from local occupiers and residents Mitigate by developing design options that take account of local needs and carry out public consultation. Continue to use the project Working Party already established. Works associated with the development delay the delivery of public realm works Liaise closely with developer to establish a clear programme of works that enables the phased delivery of public realm enhancements. Public realm works overrun and impact on the delivery of the commemoration event A risk averse programme of works will be developed with internal departments responsible for the staging of events and where any risk of overrun is identified these works will be postponed until after the event. Design options do not meet the aspirations of the Working Party members Mitigate through agreement of design options by the Working Party. Other works in the area impact on the project programme Manage by liaising closely with colleagues, assessing site access requirements and sharing relevant programmes. Relevant Traffic and Parking Orders cannot be made Mitigate by discussing any necessary Orders during the next stage of design.

Proposal	
5. Stakeholders and consultees	<ul style="list-style-type: none"> • The Working Party is chaired by the City of London, and comprises representatives from the developer, Transport for London and City of London officers. • As part of the next stage of design work, and before the next Gateway report, Ward Members, residents and other stakeholders will be consulted on the emerging proposals.
Resource Implications	
6. Total Estimated cost	£600,000-750,000. It is anticipated that this cost will be met by the developer through the Section 106 or Section 278. In the event of a shortfall funding may be sought from the 2016/17 TfL allocation.
7. Funding strategy	<p>For the enhancement of the project area a total of £177,387 is available through the s106 agreement for 11-19 Monument Street (23 September 2013) comprising:</p> <ul style="list-style-type: none"> • Local Community & Environmental Improvement Works (LCEIW) contribution of £136,452. • Transport Improvements Works (TIW) contribution of £40,935. <p>It is also recommended that any accrued interest and indexation funding from these payments be utilised for the purposes of this project.</p> <p>The scope of the Section 278 works is currently being determined but is currently estimated to be in the order of £450,000-500,000. Once the full scope of the Section 278 and developer reparations has been established, design proposals will be developed to ensure the best possible use of the available Section 106 monies.</p> <p>Additional funding may be sought for the public realm enhancement works associated with this project from sources including TfL and other Section 106 Agreements and confirmed at the next Gateway.</p>
8. Ongoing revenue implications	To be confirmed at the next Gateway.
9. Affordability	Once a cost has been established for the preferred design solution, additional funding may be sought, but in the event that no additional funding is available, the design will be tailored to suit the available funding under the terms of the existing Section 106 Agreement and the associated Section 278 Agreement.
10. Procurement strategy	The City's highways term contractor has been appointed as Principal Contractor for this project. Any other consultants that are deemed to be necessary shall be appointed by competitive tender (where appropriate) through the City of London Procurement Service.

Proposal																									
11. Legal implications	A second Section 278 Agreement is to be entered into prior to the practical completion of the development. A Section 106 Agreement has already been signed and funds received.																								
12. Traffic implications	The removal of car parking spaces and introduction of timed vehicle restrictions on Fish Street Hill are being explored as well as the relocation of the loading bay on Pudding Lane.																								
13. Equality Impact Assessment	Officers have carried out an Equalities Impact Assessment, with results indicating that the project could deliver positive impacts for a number of user groups, particularly those with access needs.																								
14. Recommendation	It is recommended that Members: <ul style="list-style-type: none"> • Approve the project objectives set out in Appendix 2; • Authorise the release of funds to cover staff costs and fees as outlined in Section 16 of this report; • Authorise approval for the Gateway 4/5 report to be delegated to Chief Officer. 																								
15. Next Gateway	Gateway 4/5 Authority to Start Work																								
16. Resource requirements to reach next Gateway	<p>Table 1 - Total project costs to Gateway 4/5 (including spend to date)</p> <table border="1"> <thead> <tr> <th>Item</th> <th>Section 106</th> <th>Section 278</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>P&T Staff Costs</td> <td>£29,304</td> <td>£45,000</td> <td>£74,304</td> </tr> <tr> <td>Highways Staff Costs</td> <td>£21,626</td> <td>£36,937</td> <td>£58,563</td> </tr> <tr> <td>Open Spaces Staff Costs</td> <td>£2,000</td> <td>-</td> <td>£2,000</td> </tr> <tr> <td>Fees</td> <td>£6,800</td> <td>£18,063</td> <td>£24,863</td> </tr> <tr> <td>Project total</td> <td>£59,730</td> <td>£100,000</td> <td>£159,730</td> </tr> </tbody> </table> <p>The £100,000 paid by the developer through the Section 278 Agreement process may not be spent in full at this stage. In the event of an underspend any remaining funding will be utilised for the works budget. See Appendix 3 for a detailed breakdown of the total estimated cost.</p>	Item	Section 106	Section 278	Total	P&T Staff Costs	£29,304	£45,000	£74,304	Highways Staff Costs	£21,626	£36,937	£58,563	Open Spaces Staff Costs	£2,000	-	£2,000	Fees	£6,800	£18,063	£24,863	Project total	£59,730	£100,000	£159,730
Item	Section 106	Section 278	Total																						
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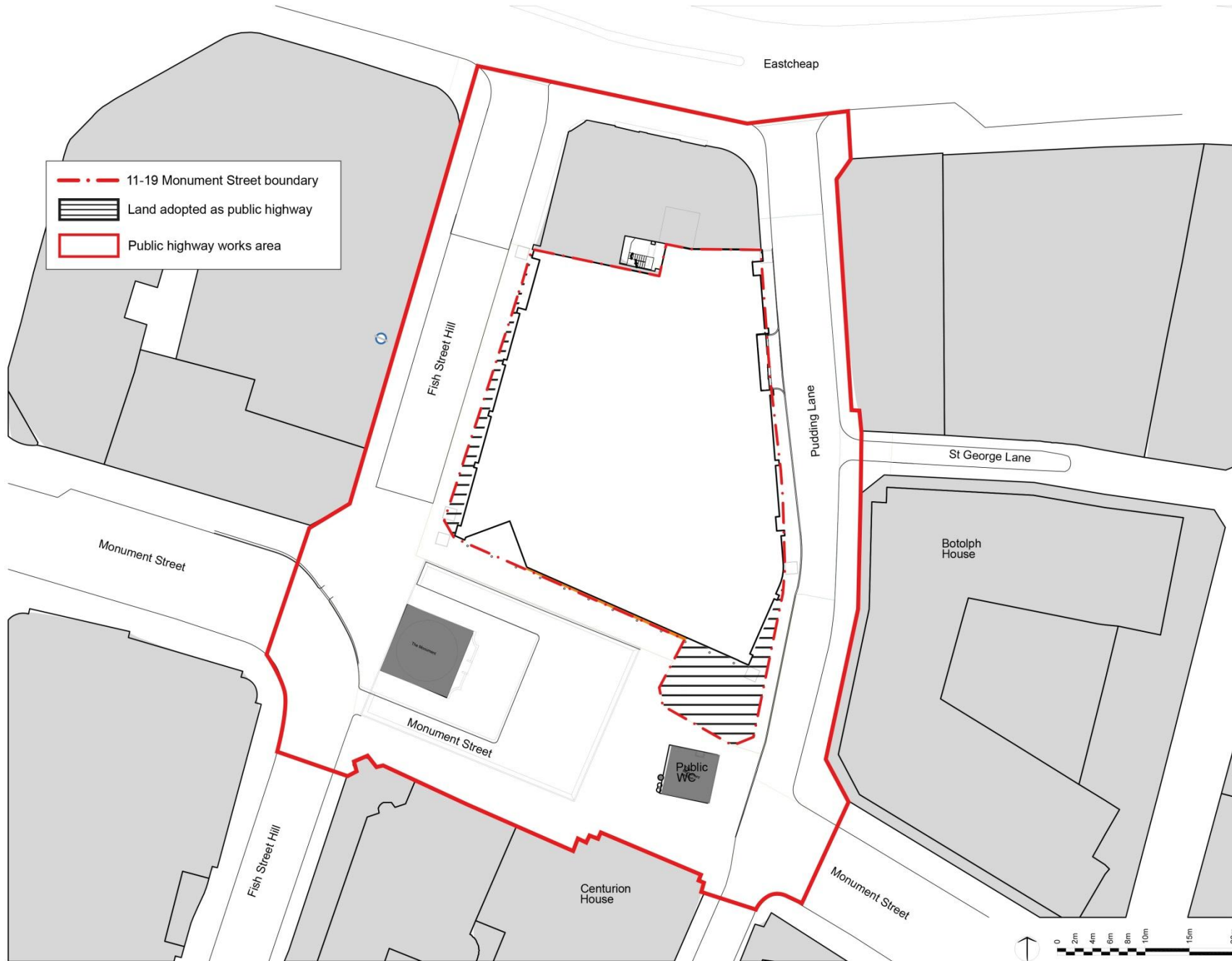
Appendices

Appendix 1	11-19 Monument Street Works Area
Appendix 2	Scheme Objectives and Next Steps agreed by Working Party
Appendix 3	Finance Tables

Contact

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Appendix 1 – 11-19 Monument St Works Area



Appendix 2 - Scheme Objectives and Next Steps agreed by Working Party

11-19 Monument Street public realm objectives			
ID	Movement & Arrival	Outcome / objective	Next steps
M1	Large (and increasing) numbers of pedestrians using Monument station at peak time	MO1 To enhance the pedestrian environment on Fish Street Hill to facilitate increasing pedestrian numbers associated with the growing Eastern City Cluster and tourists visiting the Monument.	Establish visitor numbers to monument Passenger flows to station TfL (GS) Survey information (face to face)
M2	Role of the station – commuters vs tourists		
M3	Narrow Footway widths		
M4	Accessibility should be improved for all user groups	MO2 To develop an inclusive design that supports universal access.	Liaise with CoL Access team on aspirations for the area
M5	Steps into station – access to be improved but potential flooding issues		
M6	Kerb line around Monument restricts accessibility		
M7	Potential conflict between pedestrians and vehicles servicing/parking	MO3 To reduce the impact of vehicles using Fish Street Hill whilst enabling necessary access including emergency vehicles and station works.	Details of requirements for access/staff equipment, materials & tools Details of emergency vehicle access requirements Parking/loading/kerb side activity review
M8	Vehicle access – engineers working at night to be accommodated		
M9	Emergency access necessary		
M10	2A Eastcheap – fire escape		
M11	Operational railway – vent shaft and shallow bridge structures on Fish Street Hill		
M12	Connections with other modes of transport		

M13	Location/amount of cycle parking	MO4 To facilitate interchange from Monument Station to other modes of transport, with particular emphasis on improved cycle facilities.	Site visit with City Transportation to discuss Cycle survey of parking – area strategy
M14	Cycle hire docking stations <u>and</u> general cycle parking		
ID	Visitor Experience & Wayfinding	Outcome / objective	Next steps
V1	Potential to increase presence of site where Great Fire started on Pudding Lane	VO1 To enhance the visitor experience by improving locations of historic interest in an appropriate and sensitive manner	Discuss with Bakers Livery company – unveiling during event Data on Great Fire - reports
V2	High profile of area throughout 2016 due to Great Fire commemoration event		
V3	Length of monument – location of where fire started		
V4	Roman Bath House to be opened august – dec sat & sun		
V5	Sensitive treatment of Monument Yard to avoid detracting from the historic building		
V6	Desire to improve pavilion offer – new hatch for ticket sales	VO2 To develop a design that integrates with other associated projects to enhance the visitor offer in this location	To establish exact parameters/requirements for screen and aspirations for the pavilion
V7	New screen for viewing from Monument (part of improved building access to also include integral seating)		
V8	Event Space – noise levels – areas for performers. Infrastructure	VO3 A flexible space with the necessary infrastructure to facilitate a range of activities and accommodate the varying needs of a wide range of user groups.	Establish the requirements for infrastructure for events – power supply etc.
V9	Educational role of the space – school trips		
V10	Limited number of visitors able to directly access the monument (necessary measure to protect historic		

	building)		
V11	Lack of public seating	V04 To provide an appropriate level of formal and informal seating that can accommodate the increasing number of visitors to the Monument.	Make to explore options for seating in the space
V12	Kerbs used as informal seating (children)		
V13	Café spill out into the space		
V14	Antisocial behaviour	V05 To create a place where people want to be, that encourages appropriate use of the space and discourages opportunities for antisocial behaviour to occur.	Concept options to consider reducing potential for antisocial behaviour to occur
V15	Possible relocation of fountain and wayfinding signage	V04 Clear and appropriately located signage, facilities and information	Make to explore options for the clustering and relocation of signage and infrastructure
V16	Legible London signage or fingerpost signage		
V17	Wayfinding to Bank station and other locations		
V18	Impact of works on visitor numbers – engagement with design on hoardings	V05 To improve visitor information and signage in the short term	Liaise with Skanska regarding interim improvements to the site hoardings
V19	App development – signage/hoardings		
ID	Design features	Outcome / objective	Next steps
D1	Need to respond to the important historic setting	D01 A design that is commensurate with the setting of a Scheduled Ancient Monument and a number of Listed buildings.	Establish all of the parameters surrounding the historic environment and the implications for public realm
D2	Heritage/design quality of station		

			design in this location
D3	Cluster of infrastructure – fountain, screen, lighting, seating	D02 A simple design with appropriate selection and location of street furniture or soft landscaping	Make to explore options for the clustering and relocation of signage and infrastructure
D4	Need to prioritise to ensure not too much clutter		
D5	Potential to add greenery in area		
D6	Responding to adjacent land uses	D03 A design which enables and encourages more ground level activity from adjacent buildings	
D7	Need for appropriate lighting of Monument and space	D04 A design solution with a combination of functional highways lighting and feature lighting to the Monument and yard space.	Review lighting strategy for area with CoL lighting team. Lighting study for Monument Yard
D8	Responding to lighting projects/schemes in wider area.		
D9	TfL design idiom & station public realm guidance	D05 A design that is informed by the CoL Public Realm Design Guide as well as relevant TfL guidance	Commission surveys Supply information from TfL on underground structures
ID	Materials & Maintenance	Outcome / objective	Next steps
MM1	Poor quality surface treatment on Pudding Lane	MM01 A design that delivers an appropriate palette of materials in line with the functional requirements of each location	Make to explore appropriate materials for each of the key locations and demonstrate how this works as a cohesive design
MM2	Need to respond to high quality materials around Monument		

MM3	Reasonable quality surface treatment to Fish Street Hill		
MM4	Potential drainage issues due to level change	MM02 To deliver a design solution that carefully considers the necessary drainage requirements and below ground conditions	Undertake surveys and liaise with CoL drainage team
MM5	Utilities & archaeology in monument yard		
MM6	Building maintenance requirements	MM03 To ensure that the necessary access for maintenance to buildings is facilitated through the design	

Appendix 3 Finance Tables

Table 1 - Spend to date (18/12/15)

16800314 - 11-19 Monument Street Enhancement			
Description	Approved Budget (£)	Spend to Date (£)	Balance (£)
P&T Staff Costs	15,000	15,830	- 830
Highways Staff Costs	5,000	4,974	26
Fees	5,000	1,800	3,200
Project total	25,000	22,604	2,396

Table 2 – Additional resources now required to reach next Gateway (4/5)

Item	Section 106	Section 278	Total
P&T Staff Costs	£13,474	£45,000	£58,474
Highways Staff Costs	£16,652	£36,937	£53,589
Open Spaces Staff Costs	£2,000	-	£2,000
Fees	£5,000	£18,063	£23,063
Project total	£37,126	£100,000	£137,126

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Committees:	Dates:	Item no.
Streets and Walkways Sub-Committee Projects Sub	22/02/2016 25/02/2016	
Subject: Bank Junction Experimental Scheme	Issue Report	Public
Report of: Director of the Built Environment		For Decision
<u>Summary</u>		
<ul style="list-style-type: none"> • Dashboard <p>Project Status: Green Timeline: next Gateway - 4/5 Total Estimated Cost: £500,000 - £620,000 Spend to Date: approximately £79,000 Overall Project Risk: Green</p> <ul style="list-style-type: none"> • Last Gateway approved <p>Gateway 2</p> <ul style="list-style-type: none"> • Progress to date including resources expended <ul style="list-style-type: none"> • The traffic modelling base information has been created and further detailed modelling has been commissioned. • Air quality monitoring has been commissioned. • Working groups have been set up. <ul style="list-style-type: none"> • Summary of issues <ol style="list-style-type: none"> 1. Funding: The level of funding from Transport for London (TfL) had not been confirmed at the time of the 10 December 2015 Policy & Resources Committee. 2. Design Options: A decision on which design option is to be pursued is needed in order to progress the scheme to detailed traffic modelling. TfL have stated that detailed traffic modelling can only occur on one option as it is a process that takes six months and requires significant resources. <p>On 1 December 2015, Members of the Project Sub-Committee agreed that officers should develop more than one option in proposing an Experimental Safety Scheme for Bank Junction. This view was supported by the Policy & Resources Committee.</p> <p>Officers have therefore given further consideration to restricting traffic movement through Bank Junction based on the following 3 options:</p> 		

- A. All six arms (i.e. the whole junction)
- B. King William Street and Princes Street (i.e. north/south movement)
- C. Poultry and Cornhill (i.e. one east /west movement)

Diagrams of these options are included in Appendix 1.

- Proposed way forward

1. Funding

The City has secured a £120,000 commitment from TfL. This covers the full amount that was considered necessary for the immediate progression of the scheme and is available to spend on this project up to the end of the 2015/16 financial year. More funding for 2016/17 is expected.

2. Design Options:

There is now enough information to narrow down the number of options from three to one as is now required by TfL. The approved option will progress to detailed traffic modelling.

Officers consider design Option A (restricting motor vehicles from entering the junction on all arms) will deliver significantly better outcomes against all the project objectives. In particular, the research shows that the benefits of this option over the other two options to be:

- more than double the casualty reductions,
- almost double the average journey time benefits for bus passengers,
- significantly better average journey time benefits for general traffic and
- significantly better comparative air quality benefits.

Recommendations:

It is recommended that Members :

1. Approve the budget to reach the next Gateway of £300k, subject to additional funding of at least £60k being received from TfL in the next financial year (please see appendix 2 for further information);
2. Approve Option A to be progressed through detailed design (during this time the inclusion, or not, of taxis will be decided) to gateway 4/5 (authority to start work).
3. Note the final design and request for authority to start work will be reported to the Streets and Walkways and Projects Sub Committees and as well as the Policy and Resources Committee for approval.

Main Report

1. Issue description

1. Funding:

Members approved an initial allocation of £120,000 so that this scheme could progress. This utilises the Mondial House S106 Transport contribution.

Additional funding of £120,000 has also been secured from TfL for this scheme. Further funding is being sought for use after the 2015/16 financial year.

The use of the committed funds from TfL in 2015/16 and the Mondial House S106 funds will allow the scheme to progress until such time as TfL approves further funds to be used after the 2015/16 financial year. TfL has indicated that it is likely to fund the scheme up to £500,000.

Appendix 2 sets out the proposed budgets required to reach the next gateway (£300,000) and the whole project (£500,000-£620,000) along with the potential sources of funding.

2. Design Options:

Members of the Policy and Resources Committee approved the development of three options for the experimental scheme that looked at restricting access through Bank Junction for motor vehicle classes (except buses and possibly taxis).

A comparison of the three options against the objectives is shown in the table below. The values shown are for access to be restricted for motor vehicles (except buses) between 7am and 7pm, Monday to Friday.

	Option A	Option B	Option C
Casualty Reduction (%)	60	30	19
Average Bus Journey Time Reduction (seconds)	84	54	48
Average General Traffic Journey Time Reduction (seconds)	90	66	66
Junction Air Quality Improvements	**	*	*

* some benefits

** significant benefits

*** maximum benefits

The expected outcomes for Option A are significantly better than the other two options for each criterion. The following paragraphs provide greater detail to the table above.

Casualty reduction:

There were 118 casualties over a five year period in the Bank area that the collision analysis assessed. The options considered for the Interim Scheme can effect up to 94 of these. The casualty reductions for the options are based on the assumption that the collisions would not have occurred if the vehicle type involved had not been permitted into the junction.

This results in casualty savings of:

- Option A: 56 (60% of the 94)
- Option B: 28 (30%)
- Option C: 18 (19%)

Alternatives to restricting vehicle types (eg banning certain turning manoeuvres did not provide anywhere near the level of casualty savings considered necessary. Earlier work looked at these alternatives and included banning turning movements and signal timing changes.

Appendix 3 contains further analysis of the casualties that occur at the main junction with information on:

- The mode types involved
- Time of day
- Common causation factors

Journey times:

All three options showed an improvement in average bus and general traffic average journey times across the entire modelled area when compared to doing nothing, with Option A having the greatest benefit (with an average improvement of 84 seconds for buses and 90 seconds for general traffic). This is based on the feasibility traffic modelling of the options which compared journey times of all vehicles entering and exiting the study area during the AM and PM peak periods to provide the average journey time. Appendix 4 shows the journey times for general traffic and buses for all three options.

The detailed traffic modelling that is still to take place with TfL will provide greater clarity about the changes to specific vehicle journey times, such as on specific streets and routes, as well and the increase in vehicle numbers on different routes.

Air quality:

Air quality at Bank Junction will benefit the most from Option A due to the largest removal of vehicles from the junction. Although there may be a shift of air pollution to other streets as vehicles use other routes, the shift will be away from Bank which

	<p>has significantly higher recorded levels of NO₂ than the surrounding streets. There may be other mitigating measures that can be implemented in the wider area to assist with the increases in other locations.</p> <p>It is recommended that Option A is progressed through detailed design including detailed traffic modelling. During this, the inclusion, or not, of taxis will be decided.</p>
2. Last approved limit	The previous committee report stated that £120,000 was the immediate budget allocation that was necessary.
3. Options	Option A is recommended as feasibility traffic modelling and research shows it performs significantly better against all the project objectives than the other two alternative options.

Appendices

Appendix 1	Design Options Diagrams
Appendix 2	Financial Information and budget set up
Appendix 3	Collision Analysis
Appendix 4	Journey Times

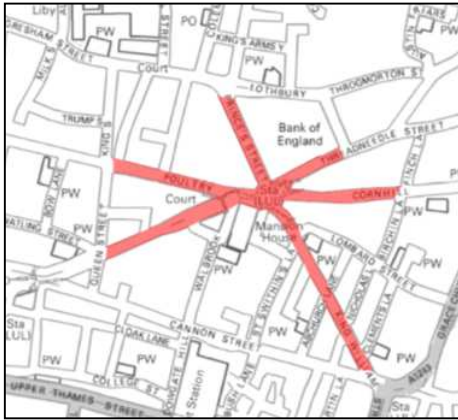
Contact

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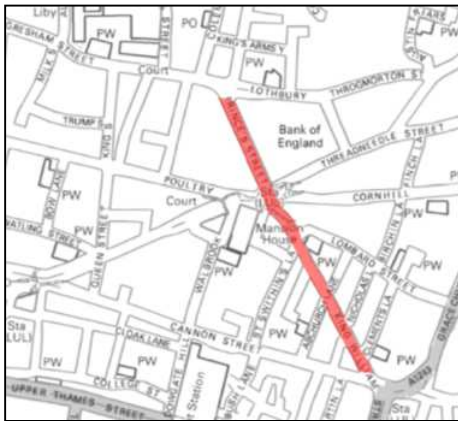
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Appendix 1 – Options

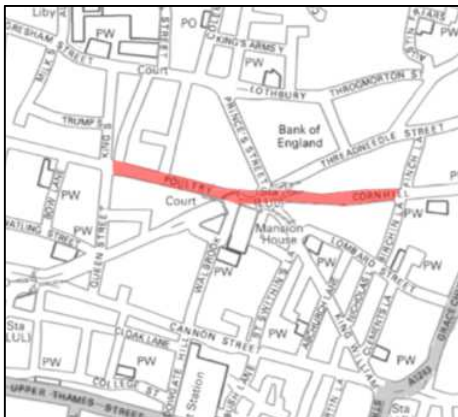
A) Motorised vehicle restrictions from all approached to Bank junction



B) Motorised vehicle restrictions on the north-south movements (King William Street and Princes Street)



C) Motorised vehicle restrictions on an east-west movement (Cornhill and Cheapside/ Poultry)



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Appendix 2 - Financial Information

Table 1 - Spend to-date

16100335 - Bank Junction Interim Safety Scheme			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Highways	10,000	509	9,491
P&T Staff Costs	45,000	16,674	28,326
Fees	65,000	61,653	3,347
TOTAL	120,000	78,836	41,164

Table 2 - Budget required to reach next Gateway (4/5) - includes spend to date

Description	£
Highways	30,000
P&T Staff Costs	170,000
Fees	100,000
TOTAL	300,000

Table 3 - Funding sources

Description	£
TfL Financial Year 2015/16	120,000
Mondial House Section 106 - Transport	120,000
TfL - Minimum to reach next gateway*	60,000
TfL - Maximum required after Gateway 4/5 to reach completion*	320,000
TOTAL	620,000

* funding yet to be confirmed

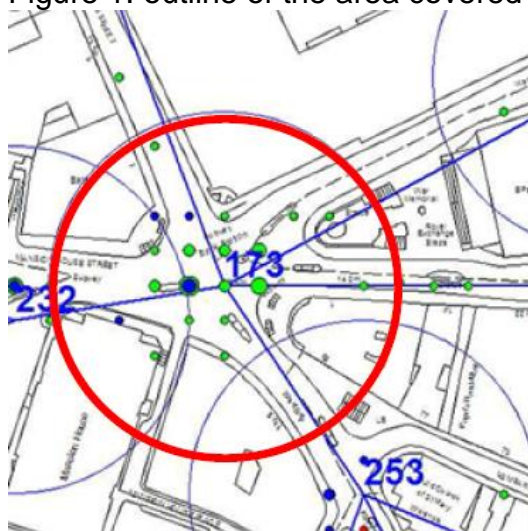
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Collision analysis for the main part of Bank Junction.

Introduction:

Collisions are associated to a specified area, known as a node, or on a stretch of street between two nodes, known as a link. At Bank, the area analysis undertaken and contained within the Movement report 2015, covered eight nodes and nine links to look at the whole junction and its approaches. In the five years analysed between November 2009 and November 2014 there were 105 collisions and 118 casualties. This analysis looks at just one of the eight nodes, Node 173, which covers the centre of the main junction and can be seen in figure 1. This is the key node which would be significantly impacted (positively) by the proposal of a safety scheme at Bank to reduce the number of vehicles crossing the junction.

Figure 1: outline of the area covered by Node 173



It is worth noting that the casualty data contained within the main report refers to the number of casualties that would be influenced in a wider area than this analysis. The below information gives a greater understanding as to who is being injured, what modes are colliding, when these collisions occur and the common causes associated with the collisions in this one node.

Analysis Node 173:

Casualties and mode collided with

There were 49 casualties in node 173 in the five year period analysed with 42 collisions. This accounts for 42% of all casualties in the wider bank area and 40% of the collisions. Table 1 presents the relationship between the recorded casualty and the other mode collided with. If there was more than one casualty this is represented as one casualty per "other mode". Table 1 does not proportion blame, only what mode the casualty had collided with.

Table 1: All Casualties and mode collided with

Other mode	Pedestrian	Cycle	M/C	taxi	car	GDS	Bus	HGV	Other vehicle	None	Total Casualty
Casualty											
pedestrian			4	2	1	4	1		1		13
Cycle	2		1	2	5	6	1		2		19
M/C	3			1	2	2					8
taxi					1						1
car				1	2						3
GDS	1			1							2
Bus				1						2	3
HGV											0
Other											0
Total other mode	6	0	5	8	11	12	2	0	3	2	49

Car and goods vehicles make up 22% and 25% of the 'other mode' involved in the collision, but only 10% of the casualties. Taxis were involved in a further 16% of the casualties. If totalled together those three modes were involved in 63% of the casualties in the junction.

The bus passenger casualties were largely caused without another vehicle being physically collided with.

Looking at the Killed and Seriously Injured (KSI) casualties, there were no fatalities in this time period in node 173. There were 5 serious injuries.

Table 2: Serious casualties and mode collided with.

other mode	Pedestrian	Cycle	M/C	taxi	car	GDS	Bus	HGV	Other vehicle	None	Total Casualty
Casualty											
pedestrian						1					1
Cycle						2			1		3
M/C						1					1
Total other mode						4			1		5

As can be seen in Table 2, 80% of all serious injuries involved a goods vehicle, the "other vehicle" involved in a collision with a cyclist was a minibus.

The serious collisions occurred with no particular pattern, largely prior to 12.30 which fits with the profile that 78% of servicing takes place before 13.00 Monday to Friday.

Table 3: Serious casualties, day and time of collision

Day	Time
Thursday	11.40
Tuesday	08.04
Thursday	12.28
Friday	18.08
Saturday	08.45

When looking at all casualties it is clear that weekdays are the prominent days that collisions occur with Tuesday to Friday having relative similar numbers of casualties. As would be expected, the six hours of the peak periods, when more people are travelling, account for 57% of all casualties Monday to Friday. Between 0700 and 1900 Monday to Friday 71% of all casualties occurred.

Table 4: Number of all casualties by day and time

Day	Number of casualties by time period				Total
	0700-1000	1000-1600	1600-1900	1900-0700	
Monday	2	1	2		5
Tuesday	3	1	3	2	9
Wednesday	3		6	1	10
Thursday	3	3	2	1	9
Friday	3	2	1	4	10
Saturday	1			4	5
Sunday				1	1
Total	15	7	14	13	

Causation factors

When looking at the causation factors for all collisions, there are varying circumstances, however Table 4 shows the three key causes and the resultant casualties.

Table 5: top causation factors for all casualties in node 173

% of casualties	caused by :-	Casualty							total
		Pedestrian	Cycle	M/C	taxi	car	GDS	Bus	
31%	Pedestrians stepping out	9	2	3				1	15
20%	right turns		4	4		2			10
12%	run into back of vehicle in front		1	1	1	1	1	1	6

As can be seen from Table 5 the top cause of a collision in node 173 is the result of a pedestrian stepping out into the path of a vehicle. This action resulted in 31% of the total casualties for node 173. This cause is also responsible for 69% of all pedestrian casualties in the five year time period in this node.

The second largest causation factor is right turning vehicles which accounted for 20% of casualties, with the third largest being vehicles running into the back of each other.

Looking again at serious casualties in node 173 we can see from Table 5 that there was no one repeated cause for serious casualties.

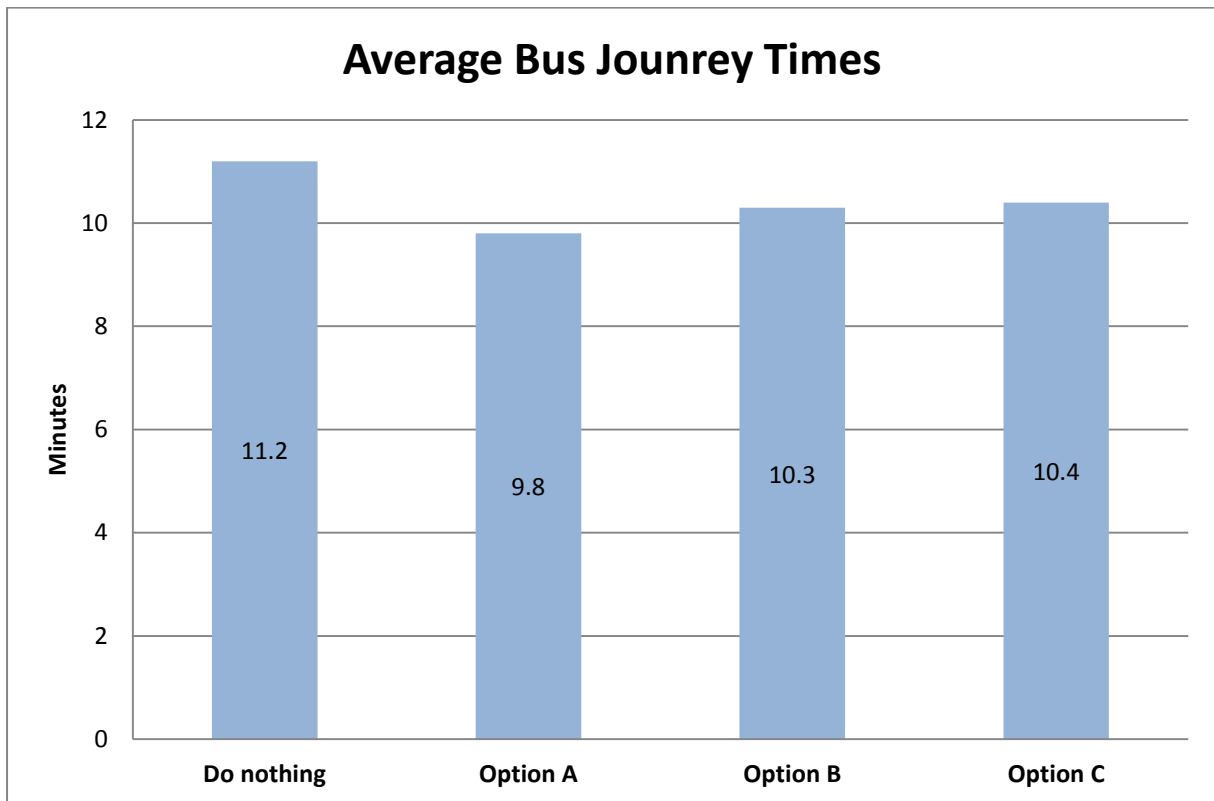
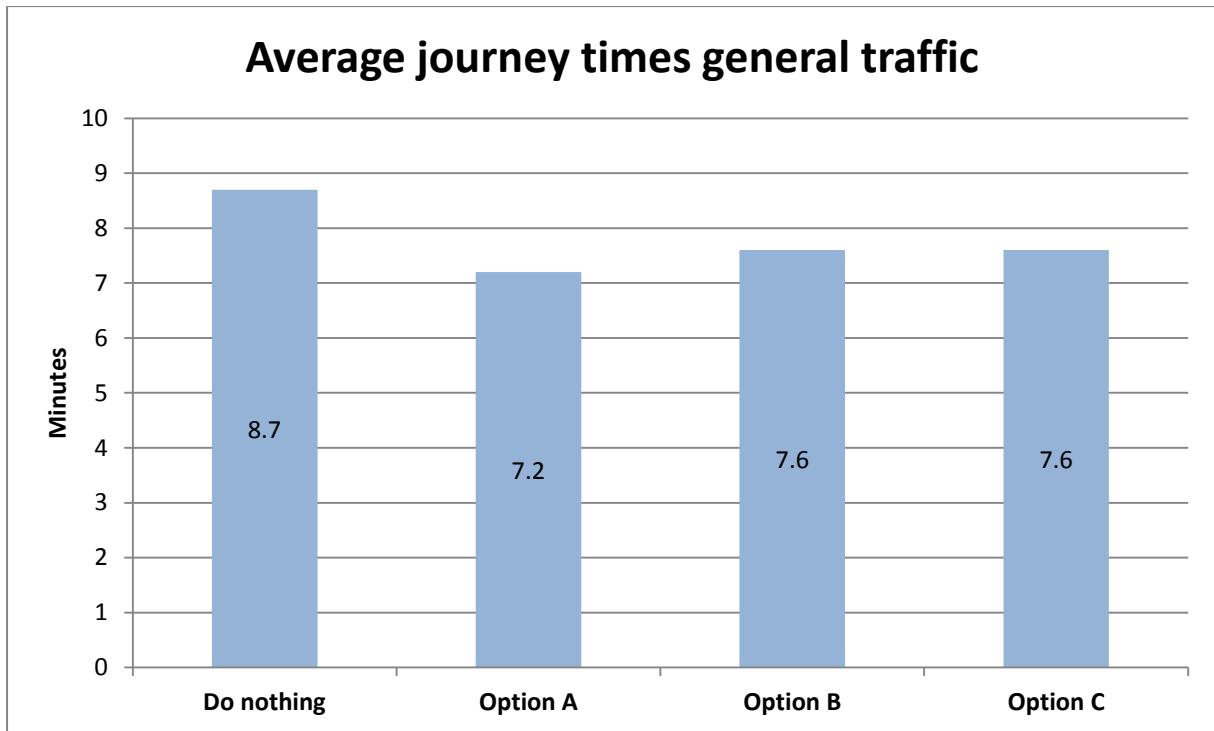
Table 6: collision description for serious casualties

Casualty	Cause
Cycle	Cycle waiting to turn right, hit in rear by van
Cycle	Goods vehicle turned left across cyclist
Cycle	Minibus collided mid junction (N/S) with cyclist (E/W)
Motor cycle	Motor cycle turned right across goods vehicle
Pedestrian	Pedestrian (on crossing) crossed in front of goods vehicle

Conclusions

In conclusion, it is clear that Monday to Friday peak periods in particular are when collisions tend to take place. The largest influencing factor in the cause of a collision appears to be pedestrians stepping out which contributed to 69% of all the pedestrian casualties in this node and almost a third of all casualties. Goods vehicles and cars are the two modes most identified as being involved in a collision, with Taxis third most likely. The second highest contributing factor to casualties is vehicles making right turns at the junction, with 20% of casualties associated with this manoeuvre.

Appendix 4 – Journey Times



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Committee(s): Streets and Walkways Sub Projects Sub	Date(s): 22/02/2016 25/02/2016
Subject: Update on Transport for London Funding 2015/16	Public
Report of: The Director of the Built Environment	For Decision

Summary

In financial year 2015/16 the City received a funding allocation from Transport for London (TfL) for the Corridors, Neighbourhoods and Supporting measures programme totalling £954,000.

Two projects funded by this TfL programme cannot be completed in this financial year. Instead, officers will seek to complete these projects by either using funding from the TfL funding programmes for 2016/17 or by identifying alternative funding sources. Details of these projects are set out in Table1 of this report.

To ensure the City utilises its TfL funding allocation for 2015/16, it is proposed to reallocate the underspend of £282,000 to other approved projects. These projects, the amounts to be allocated and the reasons for the allocation are set out in Table 2 of this report. Furthermore, TfL have just notified the City that additional funds are available as a result of underspends from other Boroughs and therefore, it is also proposed to utilise some of these funds on approved projects as set out in Table 2.

Confirmation is being sought from TfL that the underspend and additional funds may be spent on delivering the projects set out in Table 2. Member approval is now sought to confirm the reallocation of TfL funding to the projects identified to enable the City to use its funding allocation in full.

Recommendations

It is recommended that Members:

- (i) Approve the reallocation of the identified underspend of £282,000 from Transport for London funding for 2015/16, as set out in Tables 1 and 2 of this report.
- (ii) Approve the use of additional Transport for London funding of £48,000 for existing projects, as set out in Table 2 of this report.
- (iii) Approve the increase in scope of the Southampton Buildings, Fleet Street Area Strategy and Liverpool Street enhancement projects as set out in Table 2 of this report.

Contact

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Table 1
Projects with TfL funding underspends in 2015/16

Project	Current TfL Funding 2015/16 (£'s)	Projected Underspend for 2015/16 (£'s)	TfL Funding Programme	Reason for underspend and proposed way forward
Riverside Walk Enhancement Strategy: Fishmongers' Wharf Access Improvements	279,000	257,000	Corridors, Neighbourhoods and Supporting Measures	The works have been delayed as a result of delays to the London Bridge staircase project. The staircase was originally planned to be completed in December 2015 and is now delayed until April 2016. Works cannot commence until the staircase is complete as the hoarding is preventing access to the ramp site. Therefore, it is proposed to complete the design work and approvals for the ramp project this financial year, utilising £22,000 from the 2015/16 TfL allocation (staff costs and fees). The works would then commence in May 2016 and would be funded from the 2016/17 TfL allocation as well as S106 receipts that were identified at Gateway 4.
City of London walkable world cities conference	25,000	25,000	Corridors, Neighbourhoods and Supporting Measures	This funding was planned to be used for a walking conference. However, the proposed conference has been postponed and is to be re-scheduled in discussion with TfL.
TOTAL UNDERSPEND		282,000		

Table 2
Projects where available TfL funding for 2015/16 is proposed to be utilised

Project	TfL Funding proposed to be utilised (£'s)	Reason for use of TfL funding for 2015/16
Bank By-pass Walking Routes, Ph1: Birch Lane	210,000	This project is nearing completion on site and most of these costs have already been incurred this financial year. This project is already funded from the 2015/16 TfL allocation. The secondary funding source is S106 receipts. It is proposed to substitute some of the S106 funds with the available TfL 2015/16 funding, thereby freeing up the S106 funding for use on a later phase of the wider project.
Bank By-pass Walking Routes, Ph 2: Finch Ln & Nicholas Ln North	30,000	This project is approaching Gateway 5. The requested funding would be used for design and survey costs that are currently being funded from Section 106 receipts. The Section 106 funds would then be re-directed towards the implementation of the scheme later this summer.
Southampton Buildings	25,000	This project is nearing completion on site and is funded from S106 receipts. It is proposed to extend the scope of the project to cover the northern footway of Southampton Buildings adjacent to the London Silver Vaults. The proposed works include replacing the existing granite kerbs with new and replacing the existing concrete modular paving with new York Stone paving to match the surrounding footway materials.
Sculpture in the City	25,000	Year 5 of this project is nearing completion and additional costs have been incurred on the project. It is necessary to remove one of the sculpture pieces urgently as the gallery loaning it has sold the piece, and the additional costs for works to remove the piece, reinstate the highway, update the maps/brochures and the associated staff costs. This project is currently funded from S106 receipts and it is proposed to utilise some of the TfL 2015/16 funding to cover these additional costs.
Fleet Street Area Enhancement Strategy	20,000	Public consultation on the draft strategy has been approved to commence in February 2016. The project is funded from S106 receipts. The £20,000 would fund additional design work to provide enhanced walking connections to the neighbouring borough and extend the scope of the consultation to carry out further surveys and drop-in sessions.
Liverpool Street public realm enhancement scheme	20,000	This is an approved project, approaching Gateway 4, which is funded from S106 receipts. The additional £20,000 is required to cover surveys, transport studies and associated staff costs, following the request of TfL to review bus routes in relation to the impacts of Crossrail.

TOTAL	330,000	
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Committee(s):	Date(s):
Streets and Walkways Planning and Transportation (for information)	22 nd February 2016 23 rd February 2016
Subject: Cloth Fair Noise Disturbance	Public
Report of: Director of the Department of the Built Environment	For Decision
<p>Summary</p> <p>Cloth Fair is located close to Smithfield Market and has ten residential units. The surrounding area has a busy night time economy consisting of bars, public houses, restaurants and a late night café in the vicinity. Unfortunately, overnight noise disturbances are often experienced by residents of Cloth Fair.</p> <p>In May 2015, the Grand Court of Wardmote asked for a resolution on the Cloth Fair noise disturbance to be sent to the Court of Common Council. This issue was considered at the Court of Common Council and the resolution was referred to the Planning and Transportation and Port Health and Environmental Services Committees. In July 2015, the Planning and Transportation Committee were updated that a report would be presented to Committee. In September 2015, at the Port Health and Environmental Services Committee, officers advised that a noise disturbance questionnaire would be sent to local residents and a report would be submitted to the Streets and Walkways Sub-Committee and Planning and Transportation Committee for consideration in early 2016.</p> <p>Officers have now consulted occupiers in Cloth Fair for comments on the overnight disturbances and six options (including 'do nothing') to mitigate the noise disturbances experienced. The outcome of the consultation showed that:</p> <ul style="list-style-type: none"> • Noise disturbances are experienced at least three times a week; • The main source of the disturbance is taxis parking or idling; • An overnight point road closure was the most favourable proposal to mitigate the noise disturbance <p>Officers consider that the overnight point road closure is likely to discourage taxis parking or idling as the closure will make the street a less convenient place to stop. However as the street is still open, there is no guarantee that this proposal will be fully successful. It is therefore proposed to introduce the point closure initially on an experimental basis and if this is found to be successful, it can then be made permanent.</p> <p>Recommendation(s)</p> <p>Members are asked to:</p> <ul style="list-style-type: none"> • Note the Noise Disturbance consultation results • Approve the introduction of an experimental overnight point road closure in Cloth Fair. 	

Main Report

Background

1. Cloth Fair has a high number of residential units. Located in the area are a number of public houses, licenced bars and restaurants. Two minutes' walk from Cloth Fair is Smithfield Market and Farringdon Station can be reached in five minutes, these areas also have a busy and growing night time economy.
2. The City of London has received continual noise complaints from residents of Cloth Fair over a number of years. The disturbances have been investigated by Environmental Health officers but the disturbance did not amount to a statutory nuisance and therefore no formal action could be taken. However, informal intervention such as temporary signage was introduced but this has not resolved the nuisance.
3. In May 2015, the Grand Court of Wardmote asked for a resolution on the Cloth Fair noise disturbance to be sent to the Court of Common Council. Following this, the Court of Common Council considered the noise disturbances in Cloth Fair and referred the resolution to the Planning and Transportation and Port Health and Environmental Services Committees. In July 2015, the Planning and Transportation Committee were updated that a report on this matter would be presented to Committee. Further to this, at the Port Health and Environmental Services Committee in September 2015, officers advised that a noise disturbance questionnaire would be sent to local residents and a report would be submitted to the Streets and Walkways Sub-Committee and Planning and Transportation Committee for consideration in early 2016.

Current Position

4. Officers have been advised that taxis parking or idling in Cloth Fair are the main cause of the noise disturbances. It is perceived that Taxi drivers are attracted to Cloth Fair due to the close proximity of the night time economy, accessibility to the Smithfield Café (24 hour) in Long Lane and the ease of parking opportunities.
5. Since no formal action can be undertaken through Environmental Health legislation, officers have reviewed the use of the highway and traffic measures to reduce or mitigate the noise disturbance.

Measures / Options & Questionnaire

6. Six highway options (including a "do nothing" option) have been investigated to mitigate the noise disturbances. These are summarised in the table below together with an assessment of the advantages and disadvantages.

Optioneering Table

Measure	Advantages	Disadvantages
Option 1. Prohibiting	Can enforce against night	Prohibits everyone

parking and loading 24 hours and 7 days a week	time parking Can be implemented in 3 months	Difficult to enforce if drivers remain inside or close to vehicle and therefore unlikely to be effective
Option 2. Overnight (11pm 7am) point road closure by Cloth Court.	Less traffic, not used for through traffic Less likely to be used by taxis as a waiting area Can be implemented in 3 months	Reduced vehicle permeability May not deter parking in Cloth Fair
Option 3. Street signage to politely remind street users that it is a residential area.	Cost effective Targets issue Low impact, preliminary measure Can be implemented immediately	May have limited impact / may not deter parking Increase street clutter
Option 4. Reversing the one-way operation in Cloth Fair	Potential to discourage taxis Can be implemented in 3 months	May increase traffic May not be effective
Option 5. Night time parking prohibition in Cloth Fair	Can enforce against night time parking Targets problem times	Difficult to enforce if drivers remain inside or close to vehicle and therefore unlikely to be effective Against current parking policy. Committee consideration required. Large traffic signs required Implementation medium/long term (at least 12 months)
Option 6. Do nothing (leave situation as it is)	No change	No change

7. A questionnaire was sent out to all occupiers in Cloth Fair and the surrounding premises in October 2015.
8. A total of 24 responses were received (19 residents, 3 businesses, 2 other). A significant proportion (7 out of 10) of occupiers in Cloth Fair reported that they experienced overnight noise disturbance at least three times a week, and that taxi drivers are the main cause of the disturbance.
9. Option 2, the proposal to introduce an overnight point road closure in Cloth Fair by Cloth Court was the only one of the six options to receive overall support (6 out of 10 Cloth Fair residents' most preferred option). A summary of the consultation results is included in Appendix A.

Proposals and Implementation

10. In view of the consultation outcome. An overnight point road closure (between 11pm and 7am) in Cloth Fair by Cloth Court is recommended to reduce the noise disturbances. An outline plan is included in Appendix B.
11. A point road closure by Cloth Court is the most feasible location for the closure, as this would retain access to the residents' private off-street parking during the time of the closure. This would not be possible with a full length road closure at one end of the street. In addition, it will be necessary to extend the two-way working for all vehicles in Cloth Fair from Rising Sun Court to Cloth Court.
12. The closure would make Cloth Fair less convenient. Motor vehicles will be unable to use the street as a through route, reducing the benefit for taxi drivers to park or idle. However, as the street is still open it may not deter some drivers from parking there. For this reason, there is no guarantee that this proposal will be fully successful. It is therefore proposed to introduce the point road closure initially on an experimental basis (maximum period 18 months) and if it is found to be successful, can be made permanent after 6 months.
13. To be effective the closure would need to be physically enforced by bollards or another barrier. However, access for pedal cyclists will be necessary as Cloth Fair forms part of the approved Cycle Quietways. The closure would be operated by the City's street environment officers or other resources.
14. If Members approve this proposal, it is envisaged that the experimental closure could be implemented by May/June 2016. Monitoring will take place immediately and if successful the overnight point road closure could be made permanent from January 2017.

Corporate & Strategic Implications

15. The proposal is in accordance with the City of London Noise Strategy 2012-2016 to:
 - *“Avoid or reduce noise, and noise impacts, which could adversely affect the health and well-being of City residents, workers and visitors”*
 - *“Balance minimisation of noise and noise impacts with the need to improve and update City infrastructure”.*

Financial Implications

16. The total estimated cost to implement the closure is between £30K - £40K (depending on underground conditions). This can be met from DBE's Traffic Management Budget for 2016/17. A breakdown of the estimate is provided below.

Item	Cost
Works	£15K–£25K
Fees	£3K
Staff	£12K
Total	<u>£30K-£40K</u>

17. Revenue implications for the maintenance and operation of the closure can be contained within the Department of the Built Environment’s existing budgets.

Conclusion

18. Overnight noise disturbance caused by taxi drivers parking, idling or waiting around in Cloth Fair is frequently experienced by residents. Local occupiers were consulted on six options and the preferred proposal (overnight point road closure) to reduce the noise disturbance is recommended for approval.
19. The point closure in Cloth Fair will make it a less convenient place for taxi drivers to park or idle, as the street will become a no through route during the time of the closure.

- Appendices:

- Appendix A: Consultation Outcome
- Appendix B: Proposed General Arrangement Plan

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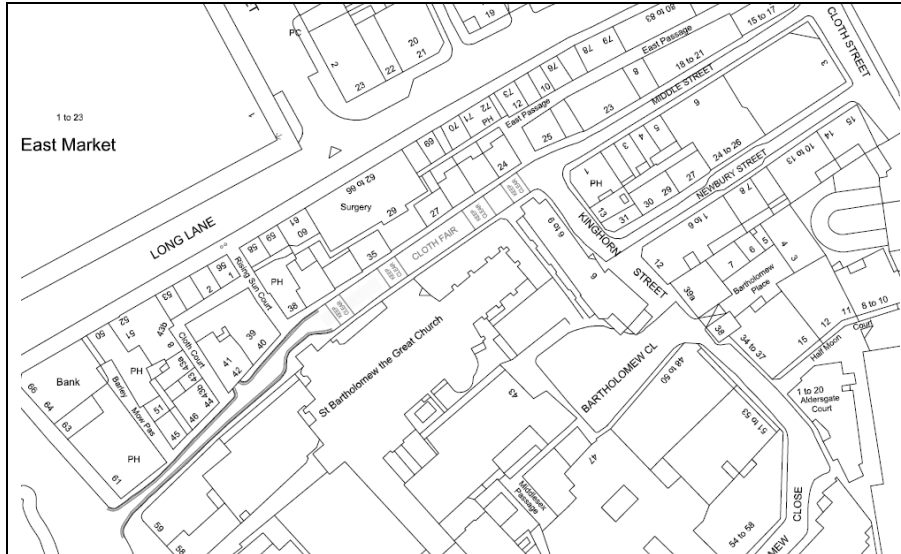
APPENDIX A Cloth Fair - Noise Disturbance Consultation Outcome

V03 – January 2016



Introduction

Cloth Fair is located in the City's Farringdon Within ward and is situated south-west of Smithfield Market between West Smithfield and Middle Street.



Cloth Fair and the surrounding streets have a relatively high number of residential properties as well as some commercial and retail units. The southern side of Cloth Fair is predominantly occupied by the grade 1 listed West Smithfield Church of St Bartholomew The Great

Noise Disturbance

The City has received a number of overnight noise disturbance complaints in Cloth Fair and is therefore investigating measures to reduce the noise disturbances.

Consultation

On the 5th October 2015, the City Corporation distributed 163 noise disturbance consultation packs to local occupiers in the Cloth Fair area. The extents of the Cloth Fair consultation distribution area is shown below. A breakdown of the number of address is shown below.

Consultation Address Breakdown

Street	Number of Addresses
Cloth Fair	26
East Passage	7
Kinghorn Street	4
Middle Street	49
Newbury Street	4
West Smithfield	29
Long Lane	44

Key



Consultation catchment area



Business address



Resident address

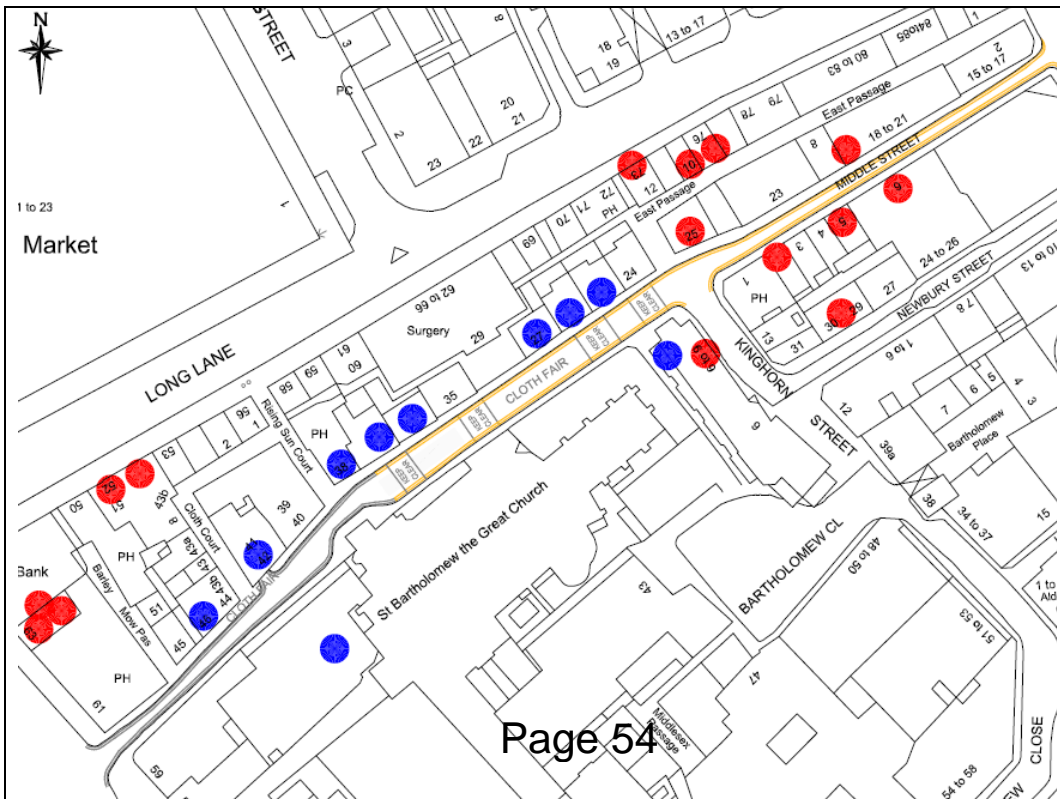


The consultation packs included a covering letter, a description of six proposal options (including a 'do nothing' option) and a questionnaire. This noise disturbance consultation closed on 30th October 2015.

Consultation Outcomes

24 responses (19 residents, 3 businesses, 2 other) were received which equates to a 15% response rate. The addresses of the respondents have been plotted below.


- Cloth Fair Address Respondent ●
- Other Consultation Respondent ●



The noise disturbance in the Cloth Fair area was experienced:

Frequency	Cloth Fair Respondents	All Respondents
Daily	5	8
3 times a week	2	7
Weekly / monthly	1	3
Infrequently	2	6

The noise disturbance source in rank order by the respondents was:

Cloth Fair Respondents		All Respondents
Taxis / private hire	Greatest	Taxis / private hire
Refuse collection		Public house patrons
Public house patrons		People passing by
Deliveries		Refuse collection
People passing by		Lowest

The table below shows the number of respondents which selected the proposal as their most preferred and least supported option.

Proposal Option	Cloth Fair Respondents		All Respondents	
	Most Preferred	Least Supported	Most Preferred	Least Supported
Opt1 24hr / 7day parking / loading ban	1	4	4	11
Opt2 Overnight road closure	6	1	13	3
Opt3 Temporary signage	0	7	4	10
Opt4 Reverse the one-way	0	6	0	14
Opt5 Overnight parking prohibition	3	3	5	7
Opt6 Do nothing	1	7	3	12

NB: More than one option chosen by some respondents

Common consultation respondent's comments were:

- Option 2 – the road closure should be positioned at Middle Street and residents provided a key to operate the gate.
- Improve pedestrian amenity to discourage parking

Outcomes

Overall there is general agreement from the consultation respondents that the idling taxis are the main cause of overnight noise disturbance in Cloth Fair.

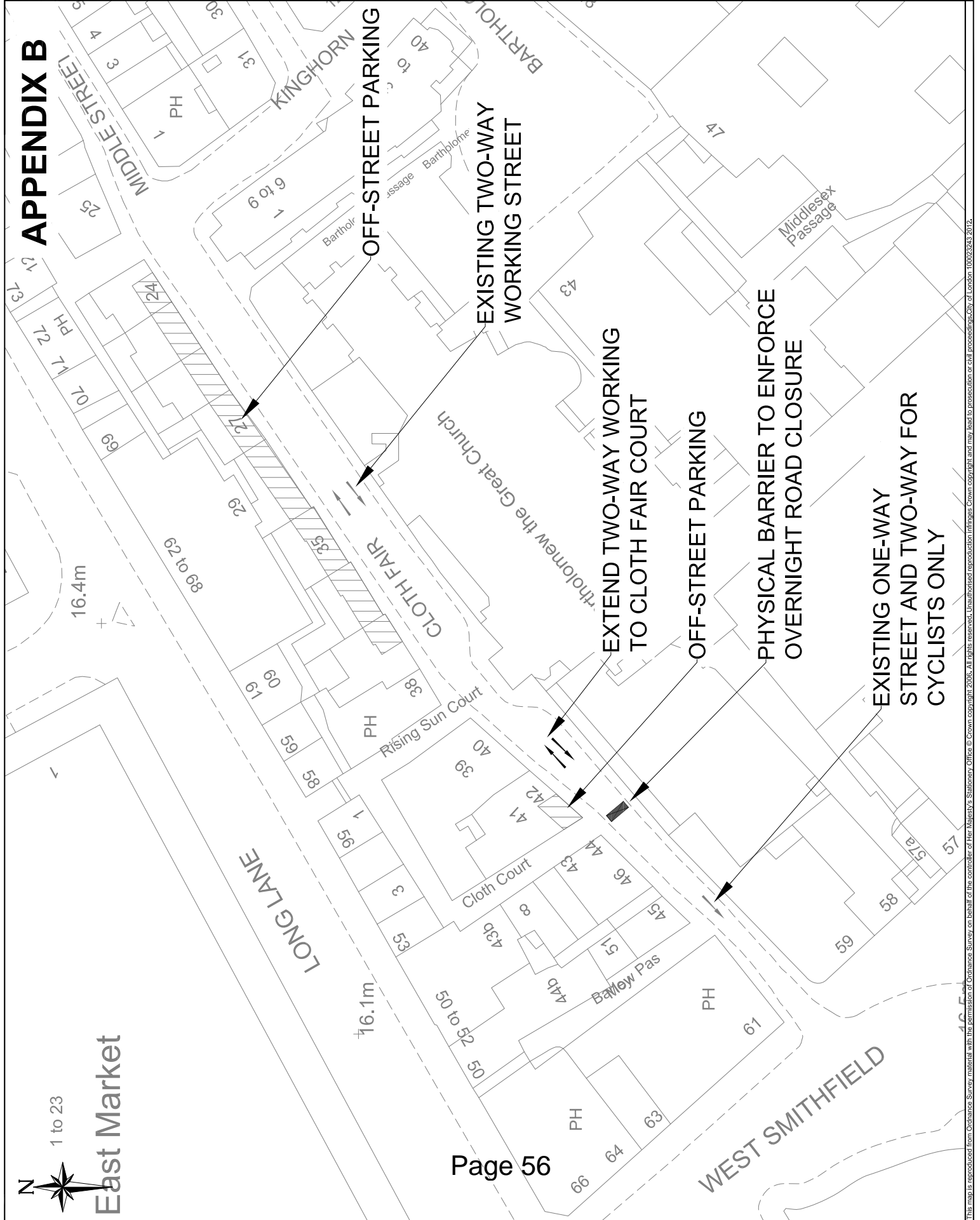
The introduction of an overnight point road closure in Cloth Fair is the most supported proposal option with 13 respondents selecting this as their most preferred option.

Three respondents commented they would prefer a point overnight closure in Cloth Fair at Middle Street. This amendment is not feasible as access to resident's private off-street parking area could not be provided during the point closure.

The second most preferred option is the night time parking prohibition in Cloth Fair, however there was a comparable number of respondents selecting this as their least supported proposal. The remaining four options were not supported.

APPENDIX B

1 to 23
East Market



Project		Date		Status	
Day	Even	Weekend	Jan 2016	Approved	SL
NTS	Scale	AC	Scale	Approved	SL
NTS	Scale	AC	Scale	Approved	SL

Cloth Fair Noise Disturbance

Overnight Road Closure Design Details

DEPARTMENT OF THE BUILT ENVIRONMENT
 City of London Corporation
 Planning and Building
 London EC2P 2EJ
 020 7332 7110

CITY OF LONDON

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Agenda Item 4f

Committee(s):	Date(s):
Streets & Walkways Sub-Committee	22/02/2016
Projects Sub Committee	25/02/2016
Culture, Heritage & Libraries Committee	7/03/2016
Subject: Eastern City Cluster - Public Art (Year 5 & 6) – Gateway 6 update report	Public
Report of: Director of the Built Environment	For Decision

Summary

The purpose of this report is to update Members on Year 5 of the *Sculpture in the City* project as delivered in 2015; advise on preparations for Year 6 and seek approval of funding for the delivery of Years 7 to 9 (3 years) of the project which will be implemented from 2017 to 2019.

The *Sculpture in the City* project, now entering its sixth consecutive year, has been developed as part of a long-term vision to enhance the public realm and forms part of the Eastern City Cluster and Fenchurch & Monument Area Enhancement Strategy areas. It is aligned with objectives in the City's Cultural Strategy 2012/17, Visitor Strategy 2013/17 and the community strategy, The City Together.

The project is funded primarily through financial and in-kind support from external partners with an additional pump priming contribution from the City of London. Last year funding partners were 22 Bishopsgate, JSRE Ltd, Aviva, Aon, British Land, Brookfield, Hiscox, Tower 42, Willis and WR Berkley, along with four project patrons, 6 Bevis Marks, Leadenhall Market, MTEC Warehousing (art installation company) and Price & Myers. With 10 funding partners involved, Year 5 saw the greatest number of artworks (14 pieces in total) installed, reaching new geographical areas and connecting the project with local transport hubs. Feedback from Members, project partners, local stakeholders, schools and volunteers has again been very positive and the project has now become a key part of the City's extended cultural output.

Year 5 also received extensive local and international media coverage featuring in more than 70 arts, cultural and business focused articles and received over 1000 media mentions all over the world including such sources as the London Evening Standard, The Guardian, Wall Street Journal, the International New York Times, the Independent and Art Daily. Furthermore, new international artists and galleries have submitted their artworks for Year 6, showing the exposure achieved during Year 5 has led to greater interest.

Year 5 of the project also saw the creation of a partnership with the Royal Academy of Arts as the installation of the "Forever" piece by Ai Weiwei was held off until September 2015 to tie in with the retrospective exhibition of Ai Weiwei at the Royal Academy of Arts. *Sculpture in the City* was also presented as a reference during the Somerset House exhibition in January 2016 "Out There – Our post-war Public Art". These examples further reinforcing the credibility of the City's project from the art world.

For Year 6 it is proposed to build on the success of previous years by installing more artworks (15 -16 pieces) and delivering even more school workshops & community events than in Year 5. A short list of artworks from which those 15 to 16 artworks will be chosen has been selected by the Partners Board and presented to the City Arts Initiative; a copy of the shortlist has been made available in the Members' Reading Room.

For this year, officers are looking to secure £280k in total of external funding from project partners. To this end the project board and co-directors are actively exploring opportunities to grow the project by securing additional project partners, with strong leads being pursued. The City has already allocated £90k from Section 106 funding, as approved in May 2015. The project's scale and interest have significantly grown over the years and the City needs to

maintain the same percentage of total project cost as previous years. It is now proposed to increase this contribution by £30k to give an overall total contribution of £120K. This would allow for more ambitious/numerous installations for Year 6 and would equate to 30% of the total budget required for delivery of the project being provided by the City, with 70% secured from external partners (*please refer to budget breakdown table in Appendix C*). The funds will enable the City to maintain its leading role as project coordinator, managing the delivery team more efficiently by outsourcing project management services, steering the marketing campaign and delivering a better targeted communication strategy. This will enable the project to keep growing in a sustainable manner, maintaining and improving the quality of previous years. This will also allow delivering additional school workshops and community events in line with the City's Cultural strategy, which seeks to place cultural education at the heart of our offer while enlivening the on-street environment (also an objective of the City's Visitor Strategy 2013/17).

The project Partners Board, comprising senior representatives from the project partner companies, City of London Members and City officers, continues to serve as a successful mechanism for establishing project goals, selecting of artwork, promoting partnerships with local stakeholders and sourcing additional funding partners.

Last year (Year 5 of the project), an Art Advisory Board was set up within the project to preview and comment on all the proposed artworks. This board includes a major private collector, an art advisor from Hiscox (partner company), representatives from two influential UK based galleries being Whitechapel and the New Art Centre and a curator from the Barbican. This year, the panel has been expanded to include the curator and head of the Guildhall Art Gallery. This panel is reinforcing the credibility of the project and artistic merit of the selection process of the artworks and helps in generating enthusiasm from local galleries and institutions.

For future years (post 2016), it is proposed that the running of the project will be externalised and set up as a Charitable Trust. This will allow more efficient management of the project, use fewer resources from the City but allow the City to maintain a level of engagement with the project. Further details are provided in the "summary of progress" section.

Recommendations

It is recommended that Members:

- i) Note the contents of this update report and agree the shortlist of artworks for Year 6, a copy of the shortlist has been made available in the Members' Reading Room.
- ii) Approve an increase of £25,000 on the budget of Year 5 from TfL funding underspends in 2015/16, to cover additional costs that have incurred in the delivery of last year's project due to the unforeseen need to remove a piece earlier than programmed.
- iii) Approve an additional contribution of £30k to the sum of £90,000 already approved in May 2015 (bringing the total City contribution to £120k) for the implementation of this Year's project, funded from the existing 22 Bishopsgate S106.
- iv) Approve the appointment of the specialist consultants (Lacuna PR Ltd, A et Cetera, Open City Architecture, Brunswick Media and Sally Bowling) and the tender exercise for the art moving specialists as described in the procurement section.
- v) Authorise the Partner Board to establish a Charitable Trust.
- vi) Approve a contribution of £360k from the S106 obligation connected with the Pinnacle development at 22 Bishopsgate to cover a capped 3 year commitment to support the running of the project by a Charitable Trust between 2017 and 2019.
- vii) 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.

Gateway 6: Progress Report

Reporting Period	May 2015 – February 2016
Summary of progress since last report	<p><u>Year 5 (2015-2016)</u></p> <p>The fifth year of the project, launched in July 2015, was regarded as the most successful yet and featured 14 sculptures by globally established artists including:</p> <ul style="list-style-type: none"> • Ekkehard Altenburger (Germany) – 1 artwork • Bruce Beasley (USA) – 1 artwork • Adam Chodzko (UK) – 1 artwork • Laura Ford (UK) – 1 artwork • Damien Hirst (UK) – 1 artwork • Shan Hur (Korea) – 1 artwork • Folkert de Jong (Netherlands) – 1 artwork • Sigalit Landau (Israel) – 1 artwork • Kris Martin (Belgium) – 2 artworks • Keita Miyazaki (Japan) – 1 artwork • Tomoaki Suzuki (Japan) – 1 artwork • Xavier Veilhan (France) – 1 artwork • Ai Weiwei (China) – 1 artwork <p>In 2015, the project included the largest quantity of pieces to date and some of the most ambitious installations so far. The project achieved greater public impact by installing artwork in new areas, and extending the zone towards the junction of Bishopsgate and Leadenhall Street.</p> <p>This year also saw the creation of an exciting partnership with the Royal Academy of Arts with the <i>Sculpture in the City</i> installation of the “Forever” piece by Ai Weiwei being held off until September 2015 to tie in with the retrospective exhibition of Ai Weiwei at the Royal Academy of Arts. It is hoped to build on this partnership for Year 6 of the project as such relationships further reinforce the credibility of the City’s project within the art world.</p> <p>In addition to the art installations, 36 on-site school workshops were organised by Open-City London, offering interactive activities to 220 children from 9 schools within the City and adjacent boroughs. Also, community events were organised as part of the Archikids Family Festival (July 2015) and the London Open-House weekend (September 2015) during which free tours were offered to visitors. These events generated a lot of interest, with approximately 450 and 300 children and adults participating in the respective events.</p> <p>The project was featured in more than 70 arts, cultural and business focused articles and received over 1000 media mentions all over the world. Publications included international coverage from London Evening Standard, The Guardian, Wall Street Journal, the International New York Times, the Independent and Art Daily.</p> <p>Building upon the success of previous years, a panel discussion was held in October 2015 as part of the International Frieze Art Fair. The debate involved high profile panel members and was kindly hosted by Hiscox. The event was again very well received by attendees.</p> <p>Officers found that early liaison with the City’s Access, Development Management and Highways teams was vital to ensuring that appropriate requirements, such as plinth dimensions and positioning, were taken into account in the selection of locations for the artworks.</p>

Year 6 (2016/17)

Preparations for Year 6 of the project, to be delivered in summer 2016, are well underway and partnerships with the City's external partners have been reconfirmed. Officers have worked closely and consulted on the shortlist of artworks with different departments within the City, including the City Arts Initiative, the Access Team, Highways and Development Management, in order to take early account of their views regarding the artworks considered in this year's project. Early liaison with the respective City sections has been actioned as a priority and close working relationships with colleagues is considered key to the successful delivery of the project.

In terms of funding, the overall projected external financial contributions from project partner's amounts to a total of £280k. This is based on securing two additional project partners when compared with Year 5. In addition to the external and City financial contributions, the following "in kind" contributions have been confirmed for Year 6.

Contributor	Cash (£)	In Kind (£)	Total (£)
City Of London s106 funding	120,000	5,000	95,000
CoL (Use of Leadenhall Market space)		5,000	5,000
City Businesses	280,000	20,000	300,000
Hiscox (insurance)		15,000	15,000
launch event (Aviva)		5,000	5,000
Galleries/Artists		*285,713	285,713
Price & Meyers (Structural engineering services)		10,000	10,000
Total	400,000	345,713	715,713

** based on the commercial rate average for rental of artworks at a collective value of £4,082,833.00.*

For Year 6, the project Partners Board members agreed in January 2016 the following points:

- To continue to promote the project to local businesses, with a view to bringing two additional partners on board;
- To select artwork that is robust and easy to maintain, clean and repair in order to avoid the removal of artwork as a result of damage and potentially undertaking restoration costs. In addition, the artwork selected should be suitable for display in the public realm;
- To focus on maintaining the high quality and critical mass of artworks, despite the increase in project size;
- To work with a range of galleries, and to feature both established and emerging artists;
- To maintain an external consultant, Lacuna PR Ltd, as the Co-Director of the project to manage the relationships with the external partners and ensure a successful communication strategy. Lacuna PR Ltd has been involved in the City's public art project since its inception in 2010 and forms an essential part of the team to continue to deliver the project;
- To continue connecting the project to local attractions, for example Leadenhall Market and public transport hubs (Liverpool Street station);
- Extend the area boundary towards Aldgate and Fenchurch Street, south east of the previous boundary;

- To maintain and improve the social benefits of the project through the provision of additional school workshops. *Open-City* (external consultant), will continue to deliver the events; 9 schools will be participating this year (1 more than in the previous year) and 24 - 30 on-site school workshops will be delivered;
- To hold another public art debate as part of the Frieze International Art Fair in October 2016. The venue and the speakers should be adequately selected;
- To continue bi-monthly meetings with the Communications Sub-Group (comprising members from the project partner organisations), aiming to deliver a broader and more successful communications strategy and PR campaign.
- To begin the process of setting up Sculpture in the City as a Charitable Trust in order to be operational from Year 7 onwards.
- Each partner will commit to the Sculpture in the City project for another 3 years from Year 7 (2017) to Year 9 (2019).

Year 7 to 9 (2017-2019) – SitC as a Charitable Trust

The Partner Board members agreed that the public art project will be set up as a Charitable Trust from Year 7 and beyond. Given its increased scale and profile as well as its sixth year of running, the City's leading role as project coordinator is becoming considerably more challenging and is requiring significantly more resources.

It is therefore proposed to externalise the project to allow for a more effective delivery of Sculpture in the City and enable the project to expand further. The benefits of externalising the project include:

- removing the financial risk from the City as this would be held by the Trust;
- simplifying the procurement process and therefore needing less resources to operate the project;
- business contribution from each partner likely to increase and other sources of funding, open only to Charitable Trust, will become available to broaden the scope of the project;

Other components of the project will also become more flexible, such as the educational and volunteering programme, as well as the use of a dedicated website and social media for Sculpture in the City in order to be more in line with the modern trends.

The resources needed from the City will be significantly decreased but the City will still maintain a key role in the project, including:

- Taking part into the decisions made on the project as a Trustee of the Sculpture in the City Board
- Approving the funding contribution and the City involvements in the Trust through the Culture, Heritage and Libraries committee
- Approving artworks through the City Art Initiative
- Reviewing the Planning applications for the artworks
- Giving the Highway authorisations for the installations and de-installations of the pieces
- Reviewing and approving the Health & Safety Risk Assessments

It is proposed that the public art project will continue to be delivered as an annual rolling programme, renewed every summer, and members will be updated on the progress of it with an annual update committee report.

Financial support for Year 7 to 9 (2017-2019) of the £120k per annum and a contract will be put in place between the City and the Charitable Trust.

A similar contract and commitment is being sought from all other partners involved in the project ensuring the City is not in a position of underwriting the project once it is set up as a Charitable Trust.

Discussions will be held with Legal and Chamberlain’s department to develop the contract and the legal agreement between the City and the Charitable Trust.

Next Steps Programme

The key dates for Year 6 (2016) of the project are as follows:

• February/March – Selection of shortlisted artworks
• April – Submit planning applications for artworks
• May – De- installation of artworks Year 5
• June – Installation of artwork Year 6
• July – Launch event, “Sculpture in the City 2016”

It is proposed to plan the delivery of the project over three years on a rolling basis when the project will be set up as a Charitable Trust, and engage businesses and galleries over a programme for Years 7 to 9. This would enable robust financial planning, facilitate Corporate Social Responsibility input from the project partners, enable businesses to make decisions in good time before the end of the financial year, and allow the galleries to contribute more fully as they plan their exhibitions two years in advance. This would also provide flexibility to allocate funding over the 3 year period and to plan for changing artworks on a 6 or 12 monthly basis, depending on what may work best for the project, galleries, partners and the City.

Budget

The implementation of Year 5 (2015) of the project proved to be considerably more challenging, and it required significantly more resources (fees and staff costs) when compared to previous years.

Furthermore, the overall increase to the project budget from external partners was not achieved for year 5 (anticipated to be £280k) due to the unforeseen loss of one of our project partners following change of ownership of 30 Mary Axe. An additional project partner was however secured which balanced out the budget at the time.

Additional costs have also been incurred on the Year 5 project budget due to the need to remove of a sculpture ahead of its programmed de-installation in May 2016. It is necessary to return the sculpture urgently as the gallery loaning it has sold the artwork. The extra costs are for works to remove the piece, reinstate the highway, update the maps/brochures and associated staff costs for managing this standalone de-installation.

As a result, it is proposed to utilise the TfL 2015/16 underspends funding to cover these additional costs. This money would otherwise be returned to TfL. *(Please refer to Appendix C for full breakdown of costs)*

In Year 6 it is expected the cost of delivering the project will be greater than in Year 5. This is to allow the City to build on the success and exposure of the project from previous years. The increased cost of the project will be fully met, and limited by, by the financial contribution from external partners.

The increase in cost represents:

1. Planned project growth, scale and scope.
2. Greater project delivery costs as a result of installing more artworks (15-16 pieces in total) as well as larger artworks.
3. Increase in costs to organize and deliver additional school workshops and community events.

4. Increase in costs to deliver a better targeted promotional campaign and communications strategy.

Funding sources for Year 6 are as follows (*please refer to Table 02*):

- Projected income from confirmed external partners amounts to a total of £236k with a total of 10 project partners for this Year's project. Confirmed financial contributions in Year 6 are from:
 - Hiscox
 - Aviva
 - Aon
 - Willis
 - Tower 42
 - British Land
 - JSRE Ltd
 - Brookfield
 - WR Berkeley
 - 22 Bishopsgate
- The Sculpture in the City board members are seeking to secure additional project partners and increase the external funding provided to deliver the project to £280k.
- The City's contribution will be capped at £120k, funded from environmental enhancement contribution via s106.

Increasing the budget but keeping the delivery format as Year 5 will enable the City to successfully manage the project, given its increased scale and profile, and maintain a leading role as project coordinator.

Taking account of the increased external contributions from the project partners, this means that the City will fund 30% of the total capital value of the project; with external partners providing 70% of the project value (*please refer to Table 01*).

Table 01. Financial contributions; Years 1 - 6

Annual project	External contributions (£)	Percentage of total project cost External contributions (%)	City contributions (£)	Percentage of total project cost City contributions (%)	TOTAL PROJECT VALUE
Year 1 (2011-2012)	£24,500	28%	£63,269	72%	£87,759
Year 2 (2012-2013)	£79,500	52.5%	£72,000	47.5%	£151,500
Year 3 (2013-2014)	£170,000	76%	£54,000	24%	£224,000
Year 4 (2014-2015)	£220,000	71%	£90,000	29%	£310,000
Year 5 (2015-2016)	£240,000	73%	£90,000	27%	£330,000
Year 6 (2016-2017) (projected income)	£280,000	70%	£120,000	30%	£400,000

Table 02. Projected funding sources (Year 6)

Funding source	Purpose	amount (£)
City of London Contribution (S106 agreement - Pinnacle development)	Project delivery & consultant fees	£120,000.00
External contributions (<i>projected income from current project partners</i>)	Project delivery	£280,000.00
Total projected funding sources)		£400,000.00 *

* Please refer to Appendix C for full breakdown of costs.

	<p>As described above the City currently contributes to the costs of the project delivery by allocating Section 106 funding received from developers that can be used for environmental enhancement within the area. This remains the proposed source to fund Year 7 to Year 9 of the project in 2017-19.</p>
<p>Procurement</p>	<p>The unique nature of the project requires a specific range of specialist external consultants. Experience and successful delivery of the project has shown that it is important to maintain good working relationships with project partners, land owners, galleries and artists.</p> <p>To build on the success of the previous years, it is propose that the City appoints the same external consultants as utilised in Year 4 and 5 for the delivery of Year 6, therefore maintaining the professional continuity of the project management and project delivery:</p> <ul style="list-style-type: none"> • Lacuna PR Ltd to be appointed as the co-director of the project to manage the relationships with the external partners, galleries and artists, and to ensure a successful communication strategy. Lacuna PR Ltd has been involved in the project since its inception in 2010 and forms an essential part of the delivery team. Lacuna PR Ltd brings specialist art and event consultancy skills and is recognised by the partner board as essential to the delivery of the project. <p>As with previous years, Lacuna PR Ltd will be appointed on a stage payment performance contract, with payment related to obtaining a set number of artworks/partners and a base fee of £39,850. This contract is incentivised in allowing an additional 10% commission against the cash contributions made by partners, thereby ensuring high levels of client management and fundraising performance. At the expected level of partners' contribution, Lacuna fee is anticipated to be in the region of £60,000.</p> <ul style="list-style-type: none"> • A et Cetera to be appointed as the project manager, supervised by CoL officers, to a total cost of £45,000. A et Cetera were integral to the successful delivery of Year 4 and 5 of the project and provide the specialist project management skills required to delivery this resource intensive and technically difficult project. The outsourcing of the project management for a capped fee will optimize the delivery of the scheme. The main responsibilities will include planning and organising the installation and de-installation of the artworks, liaising with galleries and resolving technical requirements for the installation and de-installation of sculptures, preparing and submitting planning applications for the artworks, preparing Health & Safety Risk Assessments, overseeing on-site installation and de-installation works by the art handling company and general project management tasks and on-going administration of the project. • Open City Architecture to be appointed as the education and community programme providers for Year 6 of the project at a total cost of £56,000. Open City Architecture have been working on the project for four years now, successfully growing the number of workshops and community events over the years and generating good feedback from Members and the partners board. Open City Architecture are the only such education provider capable of providing the education and engagement programme required for the project and they are required by project partners to satisfy many of their Corporate/Social Responsibility requirements. • Brunswick Media to be appointed for a total of £20,000 for the provision of specialist PR and marketing services. The media exposure provided by Brunswick Media was fundamental to the successful delivery of Year 4 and 5 of the project and project partners expect this to be another key output of Year 6 of the project.

	<ul style="list-style-type: none"> • Sally Bowling to be appointed as the conservation and maintenance consultant for Year 6 at a total cost of £10,000. Sally Bowling is the only artwork conservator that the galleries and artist will allow to maintain and inspect their artworks and she has been involved in the project since 2010. <p>MTEC Warehousing has been involved in the project since its inception in 2010, and undertakes the transportation, installation and de-installation of the artworks. The OJEU (Official Journal of the European Union) limit has now been reached for the art handling company and therefore a tender exercise will be undertaken to appoint a specialist to do the de-installation and installation of the artworks Year 6 and beyond. Following the tender exercise, a framework will be put in place between the selected company and the City. This contract will be transferred to the Charitable Trust once established for Year 7 onwards.</p> <p>Discussions regarding the appointment of the specialist external consultants for Year 6 of the project have been held with the City's Procurement Service (CLPS). A waiver form as completed by the Director of Transportation and Public Realm will be required for the appointment of Lacuna PR Ltd, A et Cetera, Brunswick Media and Open City Architecture for Year 6, with Sally Bowling being a direct appointment as the sole provider. The installation company will be appointed after a tender exercise to test the market.</p> <p>Any highways and electrical works being undertaken on the City's highways will continue to be undertaken by the City's term contractor, JB Riney.</p>
Lessons	<i>See Appendix E</i>
Risk	<i>See Appendix E</i>
Success Criteria	<i>See Appendix E</i>
Link to Strategic Aims	<i>See Appendix E</i>
Communications	<i>See Appendix E</i>
Benefits achievement	<i>See Appendix E</i>
Next Progress Report	Spring 2017

Report author:

Maxime Tomas

Project Officer - Environmental Enhancement (020 7332 3133)

Department of the Built Environment

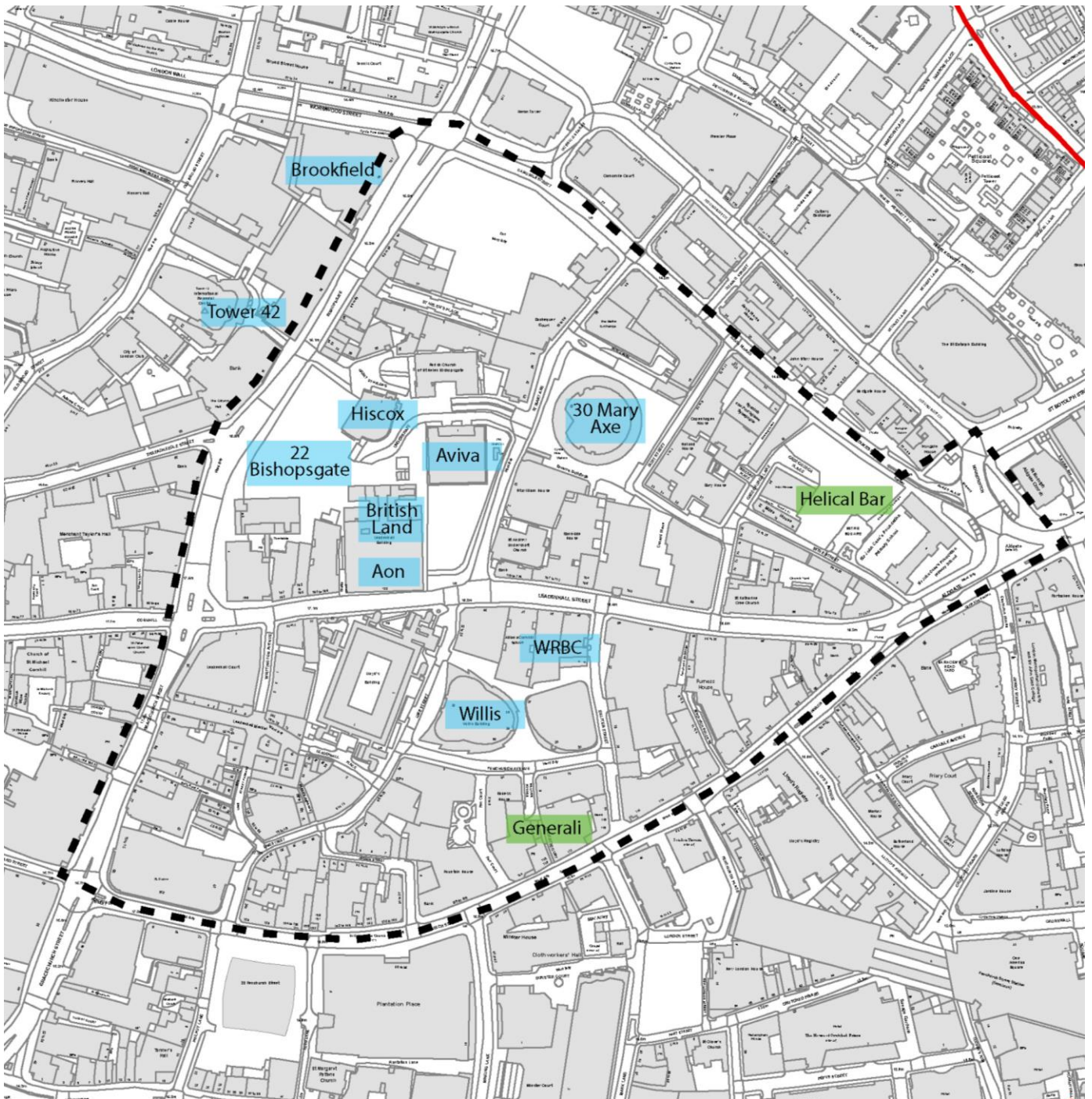
Maxime.Tomas@cityoflondon.gov.uk

Appendices

Appendix A	Map of sculpture space, Year 6. Boundary Area.
Appendix B	Value of Artwork – Year 6 (2016 -2017)
Appendix C	Budget breakdown – Year 6 (2016 -2017)
Appendix D	Shortlist of artworks proposed for Year 6 (Members Reading Room)
Appendix E	Risk, Success Criteria, Link to Strategic Aims, Communications Benefits achievement and Lessons sections
Appendix F	PT4 committee procurement report

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Appendix A Map of sculpture space, Year 6 - Boundary Area.



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Appendix B Value of Artwork – Year 6 (2016 -2017)

Artist	Title	Gallery/owner	Value
Mat Collishaw	Magic Lantern Small	Blain Southern	£150,000.00
Jyll Bradley	Espalier	L'étrangère	£25,000.00
Anthony Caro	Star Passage	NewArtCentre / Studio Caro	£500,000.00
Michael Young	Centaurus	Michael Young	£90,000.00
Michael Young	Camelopardalis	Michael Young	£90,000.00
Melvin Edwards		Stephen Friedman	£250,000.00
Jaume Plensa			£650,000.00
Graham Gussin	Illumination Rig	Graham Gussin	£10,000.00
Daniel Silver	Untitled	Frith Street Gallery	£80,000
Lizi Sánchez	Cadenetas	Domorbaal Gallery	£24,000.00
Gary Webb	Dreamy Bathroom	The approach	£90,000.00
Karen Tang	Synapsid	Karen Tang	£22,000.00
Enrico David	Untitled	Michael Werner Gallery	£100,000.00
Sarah Morris	Midtown	White Cube	£100,000.00
Theaster Gates	My Labor is My Protest	White Cube	£550,000.00
Benedetto Pietromarchi	Of Saints and Sailors	Josh Lilley	£200,000.00
Christian BOLTANSKI	Animitas	Marian Goodman	£100,000.00
Cristina IGLESIAS	Pozo XI	Marian Goodman	£250,000.00
William KENTRIDGE	Fire Walker	Marian Goodman	£190,000.00
GIUSEPPE PENONE		Marian Goodman	£650,000.00
James Graham	The Survivor		£100,000.00
Gavin Turk	L'age D'or (green)		£250,000.00
Petroc Sesti			£100,000.00
Huma Bhabha	The Orientalist	Stephen Friedman	£250,000.00
Shezad Dawood	Obelisk	Timothy Taylor	£100,000.00
Allora and Calzadilla	Track and Field	Lisson Gallery	£900,000.00
Spencer Finch	Passing Cloud	Lisson Gallery	£450,000.00
Fiamma Montagu	Taking Over		£55,000.00
Tomas Saraceno			£100,000.00
Ugo Rondinone	SUNRISE. east. July	Sadie Coles	£250,000.00
Ugo Rondinone	SUNRISE. east. October	Sadie Coles	£250,000.00
Recycle Group	Battle	Gazelli Art	£100,000.00
Recycle Group	Basalt rock	Gazelli Art	£100,000.00
Will Nash	Fever When You Hold Me Tight	William Benington Gallery	£100,000.00
Alex Chinneck	Straight jacket star jumps		£250,000.00
Sarah Lucas	Kevin / Florian		£350,000.00
Conrad Shawcross	Dappled Light of the Sun		£900,000.00

SUM	£8,646,000.00
AVERAGE	£240,166.67
AVERAGE for 17 pieces	£4,082,833.33

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Appendix C Budget breakdown – Year 5 and 6 (2015 -2017)

	YEAR 5 <i>CoL Committee approved costs</i>	YEAR 5 <i>Actual costs</i>	Difference	YEAR 6 <i>Estimated delivery of project costs</i>
Fees	amount (£)	amount (£)	amount (£)	amount (£)
Lacuna PR Ltd – project consultant	£50,000.00	£50,000.00	£0.00	£60,000.00
Cleaning and maintenance of artwork installed (9-12 months)	£10,000.00	£11,790.00	+£1,790.00	£10,000.00
Marketing and PR campaign	£20,000.00	£20,000.00	£0.00	£20,000.00
Website and photography	£2,000.00	£4,000.00	+£2,000.00	£2,000.00
Open City – School workshops & community events	£55,000.00	£55,000.00	£0.00	£56,000.00
Insurance for the artwork	£2,000.00	£0.00	-£2,000.00	£2,000.00
Storage of cases (9-12 months)	£4,000.00	£8,000.00	+£4,000.00	£4,000.00
Incidentals	£2,000.00	£6,000.00	+£4,000.00	£2,000.00
Col costs/fees	£50,000.00	£57,000.00	+£7,000.00	£60,000.00
TOTAL FEES	£195,000.00	£211,790.00	+£16,790.00	£216,000.00
Works	amount (£)	amount (£)	amount (£)	amount (£)
De-installation of artwork (including MTEC discount)	£34,500.00	£42,500.00	+£8,000.00	£45,000.00
Installation of artwork (including MTEC discount)	£120,000.00	£120,000.00	£0.00	£120,000.00
Information plinths	£0.00	£0.00	£0.00	£0.00
TOTAL WORKS	£154,500.00	£162,500.00	+£8,000.00	£165,000.00
TOTAL PROJECTED COSTS	£349,500.00	£370,290.00	+£24,790.00	£381,000.00
Sub - total <i>projected</i> income - External contributions	£280,000.00	£236,725.00		£280,000.00
Sub - total <i>projected</i> income – City of London contribution	£90,000.00	£90,000.00		£120,000.00
TOTAL PROJECTED INCOME	£370,000.00	£326,735.00		£400,000.00

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Appendix E Risk, Success Criteria, Link to Strategic Aims, Communications Benefits achievement and Lessons sections

<p>Risk</p>	<ol style="list-style-type: none"> 1. <u>Risk:</u> <i>Funding from external partners not secured</i> <u>Mitigating Action:</u> Reduce. Confirm financial contributions and overall budget ahead of finalising the number of artworks to be installed. 2. <u>Risk:</u> <i>Artwork not suitable for City locations</i> <u>Mitigating Action:</u> Reduce. Involve art galleries and City officers at an early stage to ensure appropriate artworks are considered. Consult with the Highways team, Development Management and Access on potential sites for artworks as well as reviewing the pieces suitability for public display. 3. <u>Risk:</u> <i>Artwork not covered by insurance policy</i> <u>Mitigating Action:</u> Reduce. Involve insurance providers at an early stage of the project to ensure that artwork is suitable for the proposed location and artwork materials are robust for an exterior display. 4. <u>Risk:</u> <i>Planning approval not being granted for the artworks selected.</i> <u>Mitigating Action:</u> Reduce. All artworks will be discussed with Development Management ahead of submitting the planning applications. This liaison has already started for this year's installations. 5. <u>Risk:</u> <i>Lack of partnership working with leading art galleries, leading to a lower quality of artworks offered.</i> <u>Mitigating Action:</u> Reduce. Continue dialogue with galleries to ensure they remain aware of the benefits of exhibiting artworks in this area. 6. <u>Risk:</u> <i>Maintenance and installation costs exceeding available budget.</i> <u>Mitigating Action:</u> Avoid. Liaise with galleries to ensure all costs are planned for, and budgets take into account artwork-specific maintenance regimes.
<p>Success Criteria</p>	<ul style="list-style-type: none"> • Help to deliver the City's Cultural Strategy, Visitor Strategy and the City Together Strategy; particularly theme no.4, "is vibrant and culturally rich". • Deliver 28 - 30 school workshops in partnership with local businesses supporting the City's Cultural Strategy 2012/17. • Continue to develop new and strengthen existing partnerships with key local businesses in the area. • Enhance the City's reputation as a centre of excellence for the display of high profile public art. • Enhance the streets and public spaces in line with Corporate Objectives as per the City's Cultural Strategy and Visitor Strategy. • The project's success has been recognized and is supported by Members, City officers and local stakeholders. • The high quality of artists and galleries shows the credibility of the project in the art world. Sculpture in the City has been presented as a reference during the Venice Biennale 2014.

	<ul style="list-style-type: none"> • The partnership established for Year 5 of the project with the Royal Academy of Art for the installation of <i>Ai Weiwei-Forever</i> artwork installation delayed to September to tie in with the retrospective exhibition on Ai Weiwei at the Royal Academy of Art. • As with previous years, (2013, 2014 and 2015's) have the project included in the Open-House London weekends and free tours. • Continue to feature arts, cultural and business focused publications from all over the world. <p>As part of the school workshops, children from neighbouring boroughs were able to explore the City and visit buildings that otherwise wouldn't have been possible due to security measures. This promotes the Square Mile, not only as a financial centre, but as a cultural quarter for visitors to enjoy.</p>
Link to Strategic Aims	<ul style="list-style-type: none"> • Corporate Plan 2013-2017 Aim 1: To support and promote The City as the world leader in international finance and business services. • The City Together Strategy: Theme 4: "is vibrant and culturally rich: To support and promote the City as a cultural asset and to encourage greater vibrancy and diversity in cultural and leisure activities. • Local Plan - Policy 3.11: Visitors, Arts and Culture • The City's Cultural Strategy 2013/17, aligning to two of its five supporting themes – Working in Partnership and Education and Learning <p>The City's Visitor Strategy 2013/17, SA1 (strategic aim 1) – "to develop a compelling offer for all our visitors, celebrating the City's unique heritage and cultural output, especially through the delivery of ... art-on-street initiatives"</p>
Communications	<p>Officers consult on a regular basis with the Partners Board, project partners, and local stakeholders.</p> <p>Since its inception in 2010, the Partners Board, now chaired by Vivienne Littlechild, has met on a regular basis and has proved to be a successful governance body for the project. The Board is responsible for making decisions and ensuring a consistent quality of artwork is maintained.</p> <p>In March 2014, the role of Lacuna PR Ltd was expanded for Year 4 and 5 and will be maintained for Year 6. This has enabled the communications and relationships with existing partners to be more closely managed as well as promoting the project more widely and bringing on board new partners. Experience has shown that it is important to maintain good working relationships with project partners and galleries. Lacuna PR Ltd has previous experience of event management in similar projects. The consultant will also manage and direct the marketing campaign, in collaboration with an external PR consultant (appointed by the City) and the City's Visitor development Team in Culture, Heritage and Libraries.</p> <p>An external PR consultant (Brunswick Media) will prepare and deliver a targeted marketing and PR campaign in line with the City's corporate objectives. The campaign will be monitored by <i>the Communications Sub-Group</i>, which is formed by representatives from the project partners and managed by Lacuna PR Ltd. The Communications Sub-Group will provide a steer to the press and marketing campaign and will help to develop a link between the Communications and PR departments from the various partners.</p> <p>As with Year 4 and 5, the role of A et cetera is proposed to include the liaison with the general public enquiries, with Planning Consultation Notices on site.</p>

	<p>Internally, all installations and de-installation works will be planned in consultation with the relevant CoL departments and local stakeholders.</p>
<p>Benefits achievement</p>	<ul style="list-style-type: none"> • The streets and spaces have been enhanced with public art and art-related activities in line with Local Plan and Cultural objectives (CoL Cultural Strategy, Visitor Strategy and Local Plan). • Strong partnerships have been created with key private businesses and stakeholders in the area. • The reputation of the City of London as a cultural centre has been promoted all around the world with the international coverage received for Year 4, Year 5 and Year 6 intends to again build on this. • Public art makes the City a more attractive place to be contributing to the reasons why businesses would wish to remain or locate in the City. <p>The economic, social & cultural benefits and impacts of the project have been highlighted in a report published by BOP Consulting in 2013. The study demonstrates that an arts and culture cluster contributes <i>[...to the bringing vibrancy and diversity to the City by shaping the identity of the area, and providing learning and active citizenship opportunities...]</i>.</p>
<p>Lessons</p>	<ul style="list-style-type: none"> • Lessons from Year 3 have been successfully taken into consideration in Year 4 and 5 avoiding additional cost to the project. For Year 6, officers will again explore insurances costs, transport costs and storage costs at an early stage too. • Sculptures with a powder coated finish are not suitable for public display, since damage is not easy to repair. • Close working relationship with Access and Highways team is necessary, in order to foresee the requirements for appropriate locations on street. For example, early notification for plinth works need to be made to have a smooth process in getting planning applications. • For Year 4, the “Work Scaffolding Sculpture” by Ben Long and “Box sized DIE featuring Unfathomable Ruination” by João Onofre had to be removed earlier than planned due to facilitate project partners’ requirements. These de-installations were readily accommodated and this demonstrates the flexibility of the project and the ability to manage early removal of artwork in a tight timeframe. • For Year 5, due to the uncertainty of the landscape works on St Helen’s Square, the choice of an easily removable piece has been done, to keep the site available if the landscaping works would go ahead. This demonstrates the flexibility of the project in term of location of artworks. • If works by young or emerging artists/galleries are selected then they must be reviewed in person by project board members or the co-directors to ensure they are of the quality required for the project. • For Year 5, museum barriers had to be installed around “Old DNA” by Folkert de Jong following the post-installation risk assessment, as the sculpture has proven to have sharp edges in specific locations, not noticeable on the pre-installation pictures. It is highly desirable therefore that works are seen by a member of the delivery team prior to the installation in order to identify those issues.

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PT4 - Committee Procurement Report

This document is to be used to identify the Procurement Strategy and Purchasing Routes associated with a project and only considers the option recommended on the associated Gateway report.

Introduction

Author:	Samantha Rogers		
Project Title:	Eastern Cluster – Installation Partner		
Summary of Goods or Services to be sourced Warehousing, transportation, installation and de-installation of artworks for the Eastern Cluster Arts Project.			
Contract Duration:	12+ months	Contract Value:	Under £100k
Stakeholder information			
Project Lead & Contract Manager: Maxime Tomas (Project Officer)	Category Manager: Sam Rogers	Lead Department: Heritage, Culture & Libraries	
Other Contact		Department	

City of London Initiatives

How will the Procurement meet the City of London's Obligation to Adhere to the Corporation Social Responsibility: CSR will apply to this contract
Take into account the London Living Wage (LLW): LLW will apply
Consideration for Small to Medium Enterprises (SME): An SME could be suitable for this contract
Other: Water contamination; noise abatement; waste; impact on Tower Bridge Exhibition and walkway access. Impact on passenger safety. Energy efficiency. Reduced maintenance costs.

Procurement Strategy Options

Option 1: Seek minimum of 3 quotes from nominated suppliers
Advantages to this Option: Can shortlist suitable suppliers from the market with relevant experience Quick turnaround time Drive competition
Disadvantages to this Option: Possibility of not receiving suitable responses
Please highlight any possible risks associated with this option: see disadvantages
Option 2: use OEJU compliant framework
Advantages to this Option: Quick route to market Suppliers already qualified
Disadvantages to this Option: Due to the nature of the services (Artwork related) any potential frameworks are unlikely to have suppliers with specific expertise
Please highlight any possible risks associated with this option: see disadvantages
Option 3: OPEN tender process
Advantages to this Option: Seek relevant experience from the market and shortlist accordingly
Disadvantages to this Option: Possibility of high number of response and resource required to evaluate Process is not proportionate to the value of the work
Please highlight any possible risks associated with this option: see disadvantages

Procurement Strategy Recommendation

City Procurement team recommended option
Option 1: Seek minimum of 3 quotations from nominated suppliers

Date of Report:	26 th October 2015
Reviewed By:	
Department:	
Reviewed By:	
Department:	Chamberlain's Department

Committees:	Dates:	Item no.
Streets and Walkways Sub-Committee Project Sub	22/02/2016 25/02/2016	
Subject: Parking and Enforcement Plan stage 3 – City wide review of loading restrictions and functional street enhancement project.	Gateway 7 Outcome Report	Public
Report of: Director of the Built Environment		For Decision
<p><u>Summary</u></p> <p><u>Dashboard:</u> Project Status – green Project stage – 7 – Outcome report Approved Budget – £444,600 Final Cost £417,762 Overall Project Risk - Green</p> <p><u>Summary</u></p> <p>In 2007 the City Corporation’s Parking and Enforcement Plan identified three stages of work to be undertaken in two phases; Stages 1 and 2 which principally involved converting the whole of the City into one controlled parking zone and Stage 3 which was a City wide on-street loading and functional review. Stages 1 and 2 were implemented successfully and reported back to Committee in 2010, as part of seeking authorisation to begin work on Stage 3.</p> <p>The City’s loading restriction regime had been in place for over 30 years. Through that time, numerous additions had been applied when opportunity allowed. Servicing and occupier needs had changed significantly over that time period, as well as the type of vehicles using the kerbside. The project reviewed all of the City’s streets with existing loading controls along with known hot spots associated with increased night time economy parking issues.</p> <p>A functional review of all of the City’s road markings and loading signs was undertaken across the Square Mile. This resulted in the removal of obsolete signs and reduced street clutter. The project also included the updating of our Geographical Information System (GIS) to ensure that all signs and lines information was up to date to both aid the City’s Parking Enforcement team with their work as well as providing accurate information for the public.</p> <p>All key success criteria have been achieved; including increasing kerbside loading opportunities in the City by 17%, removing 216 sign posts (31%) and reducing the number of different loading restriction periods from 16 to five. While it is difficult to gather feedback from users on the success of the project, the City’s work with London’s Cash in Transit best practice groups has resulted in significantly less fines being issued for unsafe loading, as it has been possible to advise drivers of new, safer places to undertake loading activity.</p>		

The programme of works for Stage 3 of the Parking Enforcement Plan was approved in August 2010 and all changes were completed on site in June 2013.

Recommendations

It is recommended that

- Lessons learnt are noted and the project closed.
- Unspent funds of £26,838 be released back to the On Street Parking Account;
- A budget adjustment be undertaken to utilise works funding for an overspend of £10,575 on P&T staff costs
- An off-street parking charges review be progressed independent of this project.

Main Report

<p>1. Brief description of project</p>	<p>This project sought to:</p> <ul style="list-style-type: none"> • improve the clarity of loading prohibition; rationalising the 16 different loading restriction periods to the least amount considered viable; which was six or less, • provide more loading and servicing opportunities, where safe to do so without impeding traffic flow, make the streets and parking bays work better by increasing the size of parking bays to accommodate larger modern vehicles, undertake road safety measures such as introducing double yellow lines at junctions to increase sight lines for vulnerable road users and smooth traffic flow; and • Review off street car parking charges.
<p>2. Assessment of project against success criteria</p>	<p>The project initiation predates the current project gateway system introduced in 2011. In 2012 a Gateway 6 update report was issued which set out six proposed success criteria to assess the Stage 3 works which are reported below:-</p> <ul style="list-style-type: none"> • Reduce the number of loading restrictions and time periods from 16 to six: <ul style="list-style-type: none"> ○ Success. Exceeded by reducing the number of restrictions to five. • Provide approximately 10% increase in kerbside loading opportunities: <ul style="list-style-type: none"> ○ Success. Exceeded by providing an increase of 17% • Smooth traffic flow on key routes by prohibiting loading from 0700 to 1900, where it was previously 0830 to 1830, while providing opportunities to load where traffic flow is not affected. (This period also matches the City’s controlled parking zone):

	<ul style="list-style-type: none"> ○ Achieved by making the loading restrictions match the hours of the City wide controlled parking zone. ● Maintain over 95% of on-street parking bays (minimal loss of on-street parking bays resulting from the need to increase bay lengths to meet the needs of larger modern vehicles). <ul style="list-style-type: none"> ○ Success. Exceeded by maintaining 98% of the on-street parking bays (only 11 parking bays across the City were removed). ● Reduce clutter by 10% mainly by relocating signs from posts onto walls where appropriate and removing redundant posts. <ul style="list-style-type: none"> ○ Success. Removed 216 posts out of the existing 697 and moved 450 signs onto walls, which is a 31% reduction in signpost clutter. ● Improve or preserve vehicle journey times through the City. <ul style="list-style-type: none"> ○ Success. London buses data showed that journey times are on average 5% quicker than before on key streets. <p>The above success criteria did not include the integration of the changes to loading restrictions on to corporate GIS for use by other officers and the general public. This has also been delivered successfully.</p> <p>Also excluded from the success criteria were safety improvements. As part of this project some double yellow lines at junctions were introduced to improve sight lines.</p> <p>What was achieved:</p> <ul style="list-style-type: none"> ● 160 streets with existing restrictions or prominent night time economy issues were reviewed and each was tackled thoughtfully taking into account stakeholder needs and requirements. <ul style="list-style-type: none"> ○ A total of 3.8km of loading restrictions were removed with only 750 metres added for safety reasons. ○ 24 streets were reviewed to address the impacts of the night time economy. This review did not add any restrictions and this is explained in the key lessons learnt section. ● 370 streets were reviewed for functionality, the City:- <ul style="list-style-type: none"> ○ replaced 30,000 metres of the City's yellow lines to standardise them, (50mm wide line in more sympathetic colouring) adding to the effect of de-cluttering; ○ removed 216 posts out of 697 leaving 481, a 31% reduction; and ○ mounted 450 signs onto buildings. <p>For this work, the project received 'Highly Commended' in the 'Department for Transport Reducing Sign Clutter Award' category, at the 2014 CIHT awards. The judges commented</p>
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	<p>‘This was an impressive submission setting out the continuation of an overall strategy. The application of the flexibilities allowed by the Department for Transport, together with the legislation which can be applied in the City’.</p> <ul style="list-style-type: none"> • Officers worked closely with the parking enforcement office who in turn have worked closely with the cash in transit and public houses industries. These groups tend to be highly ticketed due to the issues of restricted distances away from the premises they need to deliver to. With good communication and liaison to identify problem areas for these services, changes have been made to make it easier for them to deliver safely wherever possible. • In the first year of implementation the changes were close to revenue neutral, which is what we anticipated. This is due to large areas being opened up for loading, and some additional loading restrictions added at junctions for safety reasons. <p>The review to the Off-Street Parking charges, agreed in 2008, has not resulted in any change to charging in the City’s car parks.</p> <p>This is because it was found that the existing car park ticket machines were obsolete and could not be programmed to accept new tariffs. These ticket machines have now been replaced and upgraded so in the future, changes can be accepted.</p> <p>A substantial amount of time has passed since the proposal to raise tariffs was first raised. A review of charges is currently underway and it is proposed this be reported and agreed outside of the loading review project</p>
<p>3. Programme</p>	<p>The project was not completed within the agreed programme</p> <p>As reported in April 2012, the original programme was delayed primarily due to the Olympic moratorium of road works within the City, (between 2 July and 23 September 2012) and also the changeover of the highway maintenance term contractor in June 2012. A new programme was identified where works would be substantially completed by March 2013 which was met. Since then officers have undertaken the necessary monitoring to inform this report.</p> <p>Whilst the project is now completed; there are currently some ongoing issues which we began investigating after the Loading Review began. As these issues are on-going, it is recommended that these should now be treated as business as usual. This will include noise complaints due to growth in the night time economy and issues on streets with competing kerbside needs for example Threadneedle Street and the implementation of double yellow lines required for safety reasons.</p>
<p>4. Budget</p>	<p>The project was completed within the agreed budget</p>

The breakdown of the budget of £444,600 is provided in the table below. Various budget adjustments were undertaken throughout the life of the project to allow the project to benefit from value engineering; for example in house staff were used to undertake consultation and investigations rather than consultants and this proved very successful. It is recommended that the unused funds (£26,838) be returned to the On Street Parking account.

Description	Approved (£)	Spent (£)	Balance (£)
Pre-evaluation *	15,000	15,000	0
Fees	28,478	25,949	2,529
Works	83,522	66,238	17,284
Staff Cost	307,000	310,575	-3,575
Contingency	5,600	0	5,600
Training and Publicity *	5,000	0	5,000
Total	444,600	417,762	26,838

Review of Team Performance

5. Key strengths	<ul style="list-style-type: none"> • A small team from the City Transportation Section undertook all the project planning, design and consultation and were diligent in their thorough process for considering the impacts on different end users throughout the review. They used their considerable knowledge of the local streets and their function to help local businesses, residents and suppliers improve the efficiency and effectiveness of their local kerbside activity. • Extensive desk top work and site observations helped to ensure that the extensive consultation with local stakeholders resulted in their being no objections to the proposals for change. • A total of 5833 stakeholders were directly contacted over the course of this project and we received 245
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	<p>responses. This is a 4% response rate and is considered to be a good response rate for this type of work.</p> <ul style="list-style-type: none"> • Whilst time consuming, the review showed both City residents and occupiers that the City Corporation was trying to make a positive difference to improve how kerbside usage was balanced between the needs of servicing and the needs of through flowing traffic. • This project has been positively received by TfL which has used the City's experience of undertaking this area wide loading review as a best practice case study which it will be publishing for guidance.
<p>6. Areas for improvement</p>	<ul style="list-style-type: none"> • Undertaking this review has shown that there is a high level of kerbside activity that needs to be undertaken safely. Signs and lines on their own will not discourage all drivers from parking, waiting or loading even when it is dangerous to do so, or contributes to congestion and conflict, particularly for vulnerable road users. This is largely a behaviour based issue, as proved by the evidence of penalty charge notices (PCNs) given to habitual users who continue to load where there are restrictions even after receiving PCNs. Continuing to work with the freight industry to understand their needs, but also for them to understand our concerns around traffic movement and road safety will help to improve the situation further in the future. • Work is being undertaken on freight issues both at Transport for London and at the City. We are partnering on trials to try to find better ways to move freight more effectively which does not impact as greatly on the safety of other modes of transport, in particular vulnerable road users. • The remaining City streets which do not currently have loading restrictions have not been reviewed for kerbside activity as initially set out at the start of this process. This is mainly to keep project costs down as there were no indicators that these streets needed assessment. The monitoring of further locations where loading is shown to be dangerous or tickets are being issued in high volumes is now routinely undertaken, on a monthly basis, by the Parking Ticket Office as business as usual.

	<ul style="list-style-type: none"> • A more regular review of loading facilities, particularly when there is either a change in use or a new development would help to keep the facilities at their best. Monitoring high levels of PCN's will give good indications to where problems are most prevalent and where restrictions may need to be reviewed. • Streets that do not have loading restrictions in place now, may have to change in the future as the City continues to grow.
<p>7. Special recognition</p>	<p>Albert Cheung in the City Transportation team should be recognised for his diligence in keeping the momentum going on this project over a long period of time. His skill set showed a disciplined approach to collection and assessment of data which made it easier to communicate with the stakeholders about changes which were necessary, and also to explain why we had discounted other options in certain areas.</p>

Lessons Learnt

<p>8. Key lessons</p>	<p>There have been several areas of interest where lessons can be learned for future works and projects. In particular this experience has been beneficial in helping to develop the City's freight strategy Other lessons include:</p> <ul style="list-style-type: none"> • Night time economy issues, particularly antisocial behaviour, parking near residential addresses, blocking traffic flow and noise are difficult problems to resolve. We can use signs and lines to prohibit parking, waiting etc, however to be effective enforcement is essential • The night time economy continues to present new challenges. DBE officers dealing with parking and traffic enforcement/management work with Environmental Monitoring Officers, City and Metropolitan Police Officers and colleagues from Transport for London and Islington to jointly resolve problems. There is a raft of antisocial behaviours; noise, littering, urination, parking and illegal taxi touting. The need for a holistic and joined up approach is clear. In 2016-17 officers will continue to progress ways forward to resolve these issues. Undertaking consultation can be difficult, particularly in identifying the most relevant stakeholders. The electronic
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	<p>consultation methods used on this project, by way directly contacting occupiers and giving a variety of ways to respond; including an online survey, were successful.</p> <ul style="list-style-type: none"> • Officers used a standardised assessment process to enable consistent decisions to be made for every street and assess the needs of kerbside activity. This provided a strong case for allowing, or not allowing, measures to be implemented. A copy of the assessment matrix can be seen in appendix 1.
<p>9. Implementation plan for lessons learnt</p>	<p>Lessons learnt will be shared with colleagues through team meetings. a regular review of loading facilities will in future be included in routine projects to ensure that kerbside space is being used efficiently and safely.</p>

Appendices

<p>Appendix 1</p>	<p>Copy of the assessment matrix</p>
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Contact

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Princes Street Loading Review

Ref	Location	Existing No loading	Proposal No loading	Rationale & Affects					Overall Risk
				Businesses	Buses	Cyclist	Traffic Flow	Cycle Safety	
1	King William Street - Eastern Kerb Between corner of Guild Church of St Mary Woolnoth to 29m south	Mon - Fri 8.30am - 10am 4.30pm - 6.30pm	Mon - Fri 7am - 7pm	Disbenefit businesses would have to load out of peaks. Unrestricted loading proposed close by	Improves bus progression along a congested section during peaks	Marginal, reduces obstructions along cyclist desire line	Improves traffic progression along a congested section during peaks	Improves visibility of cyclist reducing the risk of collisions	Low
2	King William Street - Western Kerb Between St Swithin's Lane and Abschurch Lane	Mon - Fri 8.30am - 10am 4.30pm - 6.30pm	Mon - Fri 7am - 7pm	Disbenefit businesses would have to load out of peaks. Unrestricted loading proposed close by	Improves bus progression along a congested section during peaks	Marginal, reduces obstructions along cyclist desire line	Improves traffic progression along a congested section during peaks	Improves visibility of cyclist reducing the risk of collisions	Low
3	King William Street - Eastern Kerb Between Nos. 87 and 85 King William Street for a length of 15m	Mon - Fri 8.30am - 10am 4.30pm - 6.30pm	unrestricted	Benefit allows loading at any time	Marginal. Carriageway is sufficiently wide for buses to manoeuvre past a loading vehicle with min delay	Carriageway is sufficiently wide for cyclists to manoeuvre past a loading vehicle.	Marginal. Carriageway is sufficiently wide for traffic to manoeuvre past a loading vehicle with min delay	Vehicles are generally slow moving along this section therefore making overtaking safer	Low
4	King William Street - Eastern Kerb Between No. 85 King William Street and Clements Lane	Mon - Fri 8.30am - 10am 4.30pm - 6.30pm	Mon - Fri 7am - 7pm	Disbenefit businesses would have to load out of peaks. Side streets could be used for loading	Improves bus progression along a congested section during peaks	Marginal, reduces obstructions along cyclist desire line	Improves traffic progression along a congested section during peaks	Improves visibility of cyclist reducing the risk of collisions	Medium
5	King William Street - Western Kerb Between Abschurch Lane and a point 20m south	Mon - Fri 8.30am - 10am 4.30pm - 6.30pm	unrestricted	Benefit allows loading at any time	Marginal. Carriageway is sufficiently wide for buses to manoeuvre past a loading vehicle with min delay	Carriageway is sufficiently wide for cyclists to manoeuvre past a loading vehicle.	Marginal. Carriageway is sufficiently wide for traffic to manoeuvre past a loading vehicle with min delay	Vehicles are generally slow moving along this section therefore making overtaking safer	Low
6	King William Street - Western Kerb Between No. 10 King William Street and Clements Lane	Mon - Fri 8.30am - 10am 4.30pm - 6.30pm	Mon - Fri 7am - 7pm	Disbenefit businesses would have to load out of peaks. Side streets could be used for loading	Improves bus progression along a congested section during peaks	Marginal, reduces obstructions along cyclist desire line	Improves traffic progression along a congested section during peaks	Improves visibility of cyclist reducing the risk of collisions	Medium
7	King William Street - Eastern & Western Kerb Between Clements Lane and Cannon Street	At any time	At Any Time	No Change	No Change	No Change	No Change	No Change	Low

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Committee(s):	Date(s):
Streets and Walkways Sub-Committee	22 February 2016
Subject: North-South Cycle Superhighway – Objections to the associated proposals and additional mitigation measures	Public
Report of: Director of the Built Environment	For Decision
<u>Summary</u>	
<p>The City Corporation has conducted Traffic Order public consultations for proposals designed to assist with the introduction of Transport for London’s North-South Cycle Superhighway in September and December 2015. The Cycle Superhighway is being introduced on the west side of New Bridge Street and the proposals relate to Tudor Street, Bouverie Street, Bridewell Place, Carmelite Street, Kingscote Street, Tallis Street and Watergate. In addition TfL’s proposal for their East–West Cycle Superhighway at Victoria Embankment results in the closure of Temple Avenue.</p> <p>As a result of these consultations, ten formal objections have been received. The City, together with representatives from TfL, held a meeting on 28 January with the objectors and respondents to the consultations to discuss their concerns and to see if it was possible to address them. Unfortunately, under TfL’s proposals, it has not been possible to resolve them although a better understanding of the concerns of those living and working in the Temple area has been achieved.</p> <p>Officers will continue to work with TfL to mitigate the impacts of the closures of Tudor Street and Temple Avenue after their introduction. TfL has committed to monitoring the impact of the introduction of the Cycle Superhighways and to undertaking any measures that may be required as a result</p> <p>Members are therefore asked to consider the objections and decide whether or not the proposals should be implemented.</p> <p>Recommendations</p> <p>It is recommended that:</p> <ol style="list-style-type: none"> 1. Members agree to the making of the Traffic Orders under section 6 of the Road Traffic Regulation Act 1984, so that Tudor Street at its junction with New Bridge Street is closed to motor vehicles, Bridewell Place is returned to two way traffic and contra flow cycling is removed from Kingscote Street and Watergate. 2. Members agree to the making of the Traffic Orders under sections 6 and 45 of the Road Traffic Regulation Act 1984 in relation to loading and waiting restrictions and provision of parking spaces, so as to implement the mitigation measures as detailed in Appendix 6. 3. The objectors and Transport for London be informed of your decision accordingly. 	

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| <p>4. Officers obtain a written undertaking from Transport for London to monitor and fund, if necessary, further mitigation measures in the Tudor Street and Temple area.</p> |
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Main Report

Background

1. Transport for London is introducing two major cycle routes in London as part of the Mayor's Vision for Cycling. The Cycle Superhighways run East-West and North-South. The North-South Cycle Superhighway runs from Elephant & Castle to King's Cross, passing through the City of London via Farringdon Street and New Bridge Street. These streets are part of the Transport for London Road Network (TLRN) within the City of London.
2. A public consultation was carried out between 3 September 2014 and 9 November 2014 by TfL on the full length of the proposed route. TfL state that a consultation leaflet was delivered to all properties along the route and to properties within 500m from the route prior to the start of the consultation. In February 2015 the TfL Board considered the results of the consultation – 90% of responses were in favour – and therefore decided to proceed to construction.
3. In February 2015, Members accepted the Mayor's proposal for Cycle Superhighways within the City of London and agreed for officers to work with TfL to facilitate its introduction using the powers and authority available to the City of London Corporation.
4. Although the Cycle Superhighway runs along the TLRN, the associated measures to facilitate its introduction and operation are required in the side streets where the City of London Corporation is the traffic/highway authority. The main proposal consequent to the Cycle Superhighway is the closure of Tudor Street at its junction with New Bridge Street, while the remainder of the measures set out in this report are to assist traffic to use the alternative access and egress routes following this closure.
5. The Streets and Walkways Sub-Committee considered a report on the objections to the introduction of the measures to facilitate the Cycle Superhighway at its meeting on 11 January 2016. The committee resolved to arrange a meeting with the objectors and respondents to the two consultations. This meeting was held on 28 January 2016 and enabled discussion of the issues following presentations from Transport for London and from the City of London.
6. As a result of the discussions, Transport for London agreed to provide some additional information on the proposals; to review the design of the junction of

Carmelite Street with Victoria Embankment with a view to allowing traffic to turn eastbound onto the Embankment; to clarify the consultations that were carried out by TfL for the introduction of the Cycle Superhighway; and to give a commitment to continue to monitor the Temple area after the introduction of the proposed measures and to take any action to alleviate any problems that may arise. A letter to the committee chairman on these topics is included as Appendix 7.

Objections

7. The Traffic Order consultations (using press and street notices, and additionally frontager letters for the second consultation) for these associated measures were carried out by the City Corporation from 8 to 29 September 2015 and from 10 December 2015 to 6 January 2016. As a result of this, ten objections were received. These are summarised below but are appended in Appendix 1.

The Honourable Society of the Inner Temple

8. The Society objects to two elements of the proposals – the no motor vehicles restriction at the junction of Tudor Street with New Bridge Street and the restoration of two-way working in Bridewell Place.

“Tudor Street is the only access route for vehicles visiting the Temple. The Temple is occupied by the Honourable Society of Inner Temple and the Honourable Society of Middle Temple, and houses a large number of Barristers’ Chambers employing in excess of 2500 people across both sites. Tudor Gate at the western end of Tudor Street is the only vehicular access point to the Temple.”

“The resident businesses receive numerous deliveries throughout the day in vehicles of various sizes. The Inn’s themselves undertake annual preventative maintenance requiring scaffolding which can only be delivered by articulated lorry. The proposed closure of the junction of Tudor Street with New Bridge Street – and the proposal of using the narrow, right-angled Bridewell Place as an alternative – will cause great difficulty for the larger vehicles sending them into the oncoming carriageway in order to negotiate the turn.”

“This will result in real difficulties for the running of the Temple as a thriving and world class employment centre for the legal profession. The creation of a traffic light controlled junction at the Tudor Street and New Bridge Street intersection allowing exit to northbound and southbound carriageways, and the closure of the junction of Bridewell Place with New Bridge Street would seem to be a more sensible alternative, and avoid large vehicles having to negotiate the right angled turn within Bridewell Place.”

The Honourable Society of the Middle Temple

9. The Society supports the objections raised by the Inner Temple.

“It should also be noted that Tudor Street provides the only viable means of access for firefighting tenders and as such the proposal to restore two-way traffic flow to Bridewell Place, with its restricted turning capacity, could have a detrimental effect in an emergency.”

“The proposal put forward by Richard Snowdon to install traffic lights at the intersection of Tudor Street and New Bridge Street presents the logical solution and we hope that this is adopted so as to preserve the current access arrangements into the Temple”

Licensed Taxi Drivers Association

10. The LTDA objects to the proposals to prohibit motor vehicles entering or leaving Tudor Street at its junction with New Bridge Street and to restore two way working for vehicles in Bridewell Place.

“This is on the grounds that Bridewell Place is too narrow to safely accommodate two way traffic, particularly as vehicles would have to negotiate a tight right angled turn in doing so. The street is busy with traffic much of which is made up by vehicles servicing premises within the Temple. The traffic includes some large articulated vehicles. In our view it would be very much preferable to construct a safe signalised junction at Tudor Street with New Bridge Street to avoid traffic having to use the less suitable Bridewell Place.”

Jasper Warwick

11. Mr Warwick “believes that the closure of Tudor Street and New Bridge Street will lead to chaos for deliveries to the Temple. Retaining Tudor Street junction and expanding it for north and south traffic would make sense.”

Wendy Mead, Farringdon Without ward member

12. The ward member believes that her constituents of the Inns of Court of Inner and Middle Temple will be detrimentally affected by the closure of Tudor Street.

“The barrier controlled main entrance to the Temple complex is at the western end of Tudor Street and is used by large scale delivery vehicles. The Bridewell Place alternative given in the consultation document is woefully inadequate, being too narrow for the proposed two-way traffic stream, even with some

pavement reduction, and the acute right-angled bend will create, at the very least, altercations and at worst, head-on collisions.”

Charles Samek

13. Mr Samek believes “The proposed changes are completely unworkable and would cause traffic to pass down streets which are wholly unsuited to the flow proposed. Moreover, the changes are unnecessary for the safe and proper functioning of the highway and would cause tremendous inconvenience to road users and result in much heavier traffic congestion down Fleet Street and result in unnecessarily longer journeys with the attendant increase in emissions.”

Geoffrey Hamer

14. Mr Hamer finds the proposals unacceptable.

“While I appreciate that your policy is exclusively for the benefit of cyclists, they represent only a small fraction of road users in the Tudor Street area and, accordingly, there must be consideration shown to others, particularly pedestrians and motorists, i.e., the majority of users. Clearly, the closure of the New Bridge Street / Tudor Street entrance-exit and the Temple Avenue / Embankment exit to motor vehicles will contribute to grid-lock in the area. Further, the entire area to the south of Fleet Street is totally devoid of pedestrian crossings! So much for pedestrian safety! Furthermore, in recent years both Bouverie Street and Carmelite Street (from Tudor Street to Fleet Street) have been made one way streets for motor vehicles, but two way for bicycles, thereby giving cyclists priority over all other road users, particularly pedestrians, at the corners on Tudor Street. This regularly places pedestrians in danger from cyclists exercising their right to ride against the traffic flow/direction.

Hence, I suggest that pedestrian crossings be established on all corners in the area, including the entrances to both Cycle Super Highways and that these crossings be traffic light controlled and with indication that crossing rules also apply to cyclists.”

Desiree Artesi

15. Ms Artesi is concerned that although the removal of obstructive parking and deliveries does assist traffic flow, the proposals will make deliveries to the residents in the Inner Temple impossible. Bouverie Street has been advocated as an alternative route but this is narrow and often further constricted by parking for the Polish Embassy, disabled parking and cycle hire. No proposals have been received which shows any proposed alteration to these constrictions.

16. Mr Humphrey's responded on behalf of the Temple Residents Association committee.

Bouverie Street – “The proposal is inadequate. The northern end of Bouverie Street is not addressed at all. There, the usable carriageway is very narrow in width because of a disabled parking bay (east side) and a dedicated cycleway on the western side; moreover, a little further south on the eastern side there are approximately 30 “Boris” bicycle hire stands in the carriageway and immediately opposite a very narrow section of footway on the western side (alongside the entire length of no 8 Bouverie Street). Immediately to the south of this section of Bouverie Street is the Polish Embassy where vehicles will necessarily need/seek to wait.

Bouverie Street is not, therefore, presently a suitable route to accommodate safely or otherwise satisfactorily a substantial increase in vehicular movement, especially delivery vehicles; and the proposed measures are insufficient.

Perversely, measures to improve the cyclist's journey seem to be at the expense of introducing dangers for other road users.

Although the closure of the New Bridge Street/Tudor Street is taken as a given in this consultation exercise, the proposed measures (above and below) call into serious question the wisdom of this measure. (It is not clear why cyclist is not to be accommodated in the central section of New Bridge Street, allowing delivery vehicles to turn into and out of side roads? – all traffic including cyclists will in any event have to stop at the Ludgate Circus traffic lights.) The whole scheme appears to be an expensive, ill-thought-through, proposal.”

Bridewell Place – “The above proposals do not appear to make it possible for 2 vehicles to pass each other where traffic using the east-west arm of Bridewell Place turns into (and across the notional centreline of) the north-south arm.

Given that this is proposed to be a main route to/from Tudor Street, it is astonishing that 2-way traffic, particularly delivery vehicles, can be contemplated.”

“The consultation letter dated 10th December suggests that, in addition to Bridewell Place and Bouverie Street, the other ‘entry’ point will be Dorset Rise/Salisbury Court. This road again is totally unsuitable: beginning at its north end with Fleet Street, it is narrow because of a dedicated cycle lane and has a shared level with the adjoining pavements. This is hardly appropriate for turning delivery vehicles. A short way down the street there is a dedicated bay on the eastern side for doctors’ parking, making vehicular traffic even by a single car impossible (other than by mounting the pavement on the western side) and in any event the cycle lane must be used; moreover along the whole length of the street there are only single yellow lines on either side. After the square there are dedicated parking bays on the western side of the street followed by dedicated

motorcycle bays for approximately 12 motor cycles. It appears that none of these restrictions will be altered or removed by the proposed changes.”

Gregory Jones, Farringdon Without ward member

17. Agrees with the comments submitted by his fellow ward member.

Considerations and assessment

Transport for London’s design rationale

18. The objections received were all in response to the proposal to close Tudor Street to motor vehicles at its junction with New Bridge Street. Tudor Street is currently the main access to the area that is bounded by Fleet Street, New Bridge Street, Victoria Embankment and the Temple. Northbound and southbound traffic on New Bridge Street can enter Tudor Street, but egress from Tudor Street into New Bridge Street is restricted to northbound only while southbound vehicles can use Bridewell Place. Watergate provides an alternative northbound exit.

19. In order to keep Tudor Street open it would require the introduction of a signal controlled junction to prevent conflict with the expected high flow of cyclists in the cycle track. There are three main reasons why this location is not considered suitable for a signalised junction.

- i. The junction would be too close to the major junction at Blackfriars. When northbound traffic is held by the signals at Tudor Street, queuing vehicles would reach back into the Blackfriars junction and block traffic on the east – west route.
- ii. The Tudor Street junction would require a separate lane on New Bridge Street for vehicles turning left into Tudor Street. There is insufficient space on the carriageway for a left turn lane to be introduced as the carriageway is too narrow and is further impacted by the need to retain the bus stop between the Tudor Street and Watergate junctions.
- iii. The above mentioned bus stop can’t be relocated as the carriageway north of Tudor Street is not wide enough to accommodate a wide island (for bus patrons waiting/alighting) between the carriageway and the cycle track while still allowing northbound traffic to pass a stationary bus. The bus stop is part of a busy interchange between underground, rail services and bus services at Blackfriars. Its removal is therefore not an

acceptable option for TfL. A detailed rationale is provided by TfL in Appendix 2.

Traffic movements

20. As part of the assessments, TfL has carried out a survey to establish the level and type of traffic using Tudor Street. The survey used video cameras to record traffic in Tudor Street at the junction with New Bridge Street for 24 hours. This showed that the majority of traffic used Tudor Street to enter the area (4359 vehicles) but only a quarter (986 vehicles) used it to egress. The reason for this significant difference is likely to be down to the fact that Tudor Street is the only access route along the southern and eastern side of the area whilst there are three different egress routes, one of which leads directly onto Victoria Embankment. Tudor Street is also the easiest access route as this is fairly wide and straight, making it simpler to negotiate and less likely to encounter obstructions (as opposed to the other routes). Appendix 3 illustrates the existing access & egress routes.
21. The survey also identified that the vast majority of vehicles (5102 vehicles or 95%) using the area are the smaller vehicle types (from pedal cycles to light goods vehicles and mini-buses). The larger vehicles using the route included 224 (or 4%) medium sized goods vehicles and 18 (1%) heavy goods vehicles. A breakdown of the vehicle composition is provided in Appendix 4.
22. The proposed closure of Tudor Street will therefore displace traffic to use alternative routes. Vehicles travelling northbound along New Bridge Street will be able to use Bridewell Place (as it will become two-way) but vehicles travelling southbound will be required to enter Fleet Street and access the area either via Bouverie Street or Salisbury Court / Dorset Rise. The access routes from Fleet Street remain unchanged by the proposals.
23. Vehicles that currently exit the area via the Tudor Street / New Bridge Street junction can still travel both north and southbound within the proposed changes as follows: southbound traffic will continue to use Bridewell Place (although there will be traffic entering as well) and northbound traffic will be required to use Kingscote Street and Watergate, which is an existing route. Appendix 5 illustrates the amended access and egress routes.
24. It should also be noted that the East-West Cycle Superhighway intends to close Temple Avenue at Victoria Embankment but open Carmelite Street as the alternative exit route. The Victoria Embankment slip road will become two-way as part of the project and retain the option to turn either way as that currently exists from Temple Avenue. The only difference is that traffic wishing to proceed

eastbound on Victoria Embankment will not be as direct and will need to proceed through Blackfriars to Puddle Dock before joining the route. The Traffic Order consultation for this took place from 28 April 2015 to 19 May 2015. No objections or comments were received from this and therefore this closure and associated measures will be delivered under delegated authority.

25. To ensure that adequate access & egress is still available following the closures of Tudor Street and Temple Avenue, vehicle swept path analysis of a range of standard vehicles have been modelled. This has shown that, with the further mitigation measures as set out at Appendix 6, all vehicles would still be able to access and egress the area. However, the junctions along Tudor Street remain tight for the largest of the vehicles (12m rigids and 16.5m articulated HGV's). Although, in the survey, only 8 (0.1%) of these vehicles were recorded entering the area from Tudor Street and none used it to egress. It should also be noted that vehicles exceeding 12 metres in length are not permitted to access this area unless they are serving a property. This has been in place for many years to safeguard the area from HGV's using the area as a through route.

The mitigation measures

26. To maintain adequate movement, access and egress for the occupiers of the area, mitigation measures are considered necessary. These are summarised below but are further illustrated on the plan in Appendix 6.

- Additional "at any time" waiting & loading restrictions in a number of streets and junctions. These have been kept to the minimum to ensure that some space is still available for local occupiers to service.
- Relocate existing parking places and the taxi rank. There are no reductions in these provisions
- Alterations to kerblines, footways and associated street furniture at junctions.
- Alteration to the police check point island.

based on the above mitigation measures being agreed and implemented officers consider that the objections received to date, and set out at Appendix 1 would be adequately addressed. On this basis the recommendation of the report is that the Tudor Street closure and associated mitigation measures be agreed.

27. In addition to the mitigation measures, officers are continuing to work with TfL to agree:-

- a regime which will allow Bridewell Place to be used as a diversionary route if there is a planned event, closure or emergency situation along Fleet Street.

- a commuted maintenance payment from TfL to cover any increase in maintenance liabilities. The extra vehicles negotiating the tight junctions and other locations may lead to instances of vehicles mounting and damaging footways and other associated street furniture.

Conclusion

28. The objections from the Inner and Middle Temples stated that Tudor Street is the only access route to the Temple and that closing the junction would be detrimental to the running of the Temple. The traffic survey showed that the majority of traffic used Tudor Street as an access route, egress is much less. Officers have been advised that much of the vehicular traffic entering the Temples leaves to the west via Middle Temple Lane to Victoria Embankment. Other access routes (Bouverie Street and Salisbury Court) into Tudor Street already exist and are unchanged as a result of the Cycle Superhighways. Tudor Street may currently be the preferred route but closing the junction with New Bridge Street would not prevent access or egress for the Temple.
29. The alternative access routes to Tudor Street were modelled to ensure that HGVs could still enter or leave the area if the closure was implemented. The modelling indicated that access to the Temple was possible for all vehicles capable of entering through the Temple Gate as well as larger vehicles even if they can't get through. The Gate is a listed building with signed vehicle limits on width of 2.4m and height of 3.4m.
30. The objectors have concerns regarding the volume of traffic using Tudor Street and that the alternative routes are not suitable to accommodate this volume. The traffic count showed that the ratio of vehicles entering Tudor Street to those using it as an exit is over 4 to 1. For taxis this ratio raises to over 6 to 1 which suggest that it is used more as a through route to avoid the Ludgate Circus junction than it is used for access into the area. The proposed changes may potentially deter this from happening and therefore provide additional benefits associated with a reduction of traffic.
31. There were concerns from the objectors that Bridewell Place was not a suitable alternative access route as it was narrower than Tudor Street, had right-angle turns and considered this to be more dangerous. Mitigation measures have been proposed to assist traffic to flow while still retaining some parking and provisions for deliveries. A realignment of the footway to the north of Bridewell Place is also proposed to increase pedestrian safety and convenience. In addition, a safety assessment of the measures has also been carried out to ensure the measures are safe. With these mitigation measures, this alternative access is considered appropriate.

32. The request from the objectors for Tudor Street to remain open and the junction to be converted to a signal controlled junction with New Bridge Street is not possible for TfL. The reasons have been covered in para 19.
33. With the mitigation measures detailed in this report, appropriate and safe access and egress will be maintained following the closures of Tudor Street and Temple Avenue.

Appendices

1. Objections received
2. TfL full design rationale for Tudor Street closure
3. Plan of existing access & egress routes
4. Vehicle composition at Tudor Street junction with New Bridge Street
5. Plan of amended access and egress routes
6. Plans of mitigation measures
7. Letter from Transport for London

Appendix 2

Transport for London's full design rationale

The objections received were all in response to the proposal to close Tudor Street to motor vehicles at its junction with New Bridge Street. Tudor Street is the main access to the streets that are bounded by Fleet Street, New Bridge Street, Victoria Embankment and the Temple. Northbound and southbound traffic on New Bridge Street can enter Tudor Street, but egress is restricted and vehicles are only able to go northbound on New Bridge Street.

The volume of traffic that turns left into Tudor Street from New Bridge Street during the peak hour would require traffic signals to be introduced to control traffic crossing the cycle track to prevent conflict with the expected high flow of cyclists in the track and also with pedestrians crossing Tudor Street. A design that did not include this would not be safe and would not be considered.

In order to introduce traffic signals for this movement, the left turn into Tudor Street would need to run separately phased from cyclists on the track, who would run with north and southbound traffic. This would require an additional lane for the left turning traffic to be held in. The width of the road at this point on New Bridge Street is too narrow to accommodate the basic requirements of a signalised junction. A layout that does not meet the basic requirements would not be safe to introduce.

The constraints with meeting the requirements for a signalised junction are:-

- a. The width of the carriageway is too narrow to accommodate a traffic island to separately signal the left turn from the ahead movement. A separating island between the lanes would be required to make it clear that you could only turn left from the nearside lane;
- b. The width of the carriageway is too narrow to accommodate a left turn flare to store vehicles waiting to turn left;
- c. There is insufficient length of carriageway to store the predicted flow of vehicles continuing northbound on New Bridge Street behind those turning left without causing blocking back at the Blackfriars Junction. The proximity to the Blackfriars Junction is just 50m. According to the traffic flows, during the peak hour there are likely to be six vehicles waiting at the left turn stop line during each signal cycle time;
- d. The location of the northbound bus stop servicing Blackfriars Station further limits the space to store vehicles waiting to turn left. The bus stop is 35m long (in order to allow two buses to pull up to the kerb-line and be fully wheelchair accessible) and its position in the 50m gap between the junctions would limit the length of the left turn flare to 6m (approximately one car / small van);
- e. Relocating the bus stop north of the Tudor Street junction is not an option as the width of the carriageway is even less and removal of the stop would not be supported on the grounds of high passenger demand (over 400 passengers in the peak hour);
- f. The footways cannot be reduced in width to create more carriageway space as the pedestrian flows are high and levels of service would be reduced; and
- g. The cycle track has already been reduced in width from 4m to 3m for this section and reducing it further would fall below the minimum levels of service, particularly given the expected high flows of cyclists through this section.

The signal junction would need to run with 3 or 4 stages to accommodate the required movements. This could not be coordinated with Blackfriars Junction signals as there is always a stream of traffic feeding north onto New Bridge Street. The introduction of a signal controlled junction at Tudor Street that cannot store the expected vehicle demand would lead to the risk that pedestrian crossings at Blackfriars Junction would become blocked.

The introduction of traffic signals at the Tudor Street junction as opposed to the proposed signals at the Bridewell Place junction would still not permit southbound traffic to turn into Tudor Street. The carriageway width does not allow a right turn lane to be introduced and allowing this movement within the north-south traffic stage would result in vehicles waiting to turn blocking the southbound flow. If the cycles are not able to run with the north-south traffic then they would be subject to being held for too long at the signals.

The proposed traffic pattern for Bridewell Place is for north-south ahead only traffic to flow along with the cycle track and pedestrians to cross Bridewell Place. The second stage is for traffic to turn left to enter Bridewell Place in addition to the northbound and southbound traffic while the cyclists and pedestrians are held. The final stage allows vehicles to turn right to exit Bridewell Place and pedestrians to cross New Bridge Street on the north side of the junction while all other movements are held.

Appendix 4

24 hour vehicle composition at Tudor Street (junction with New Bridge Street)

Vehicle types	Access		Egress	
	No. of	%	No. of	%
Pedal cycles	374	9	177	18
Motor cycles	371	9	84	9
Cars	1429	33	305	31
Taxis	1376	32	212	22
Light Goods vehicles	609	14	157	16
Mini buses	7	0	1	0
Buses	1	0	0	0
Medium Goods vehicles	184	4	50	5
Heavy Goods vehicles	8	0	0	0
Total	4359	100	986	100

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Appendix 1



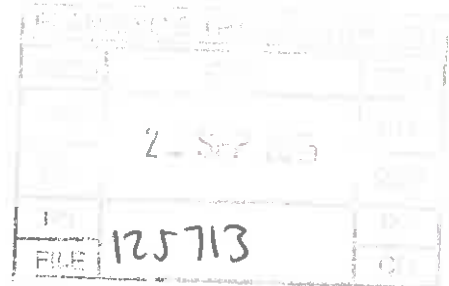
THE HONOURABLE SOCIETY OF THE INNER TEMPLE

DIRECTOR OF PROPERTIES: R.J. SNOWDON FRICS

SURVEYOR'S OFFICE, THIRD FLOOR, 6 KING'S BENCH WALK, INNER TEMPLE, LONDON EC4Y 7DR

Carolyn Dwyer
Director of the Built Environment
Guildhall,
London,
EC2P 2EJ

17 September 2015



Dear Madam,

Associated Proposals – North South Superhighway - Ref: DBE/CT/PA.

We have picked up the details from the City of London website, dated 7 September 2015, for the proposals associated with the creation of the north/south cycle superhighway on behalf of Transport for London, which proposes to make orders under section 6 of the Road Traffic Regulation Act 1984.

Transport for London proposes to introduce a north-to-south cycle superhighway in the City of London. Of the proposals listed to facilitate the operation of that superhighway we have strong objections to the following -

Inter alia, it is proposed to:

1. Prohibit motor vehicles entering or leaving Tudor Street at its junction with New Bridge Street.
- 2.
3. Restore two-way working for vehicles in Bridewell Place.
- 4.
- 5.
- 6.

The reasons for the objection are as follows:

1. Prohibit motor vehicles entering or leaving Tudor Street at its junction with New Bridge Street

Tudor Street is the **only** access route for vehicles visiting the Temple. The Temple is occupied by the Honourable Society of Inner Temple and the Honourable Society of Middle Temple, and houses a large number of Barristers' Chambers employing in excess of 2,500 people across both sites. It is stressed again that Tudor Gate, at the western end of Tudor Street, is the **only** vehicular access point to the Temple.

The resident businesses receive numerous deliveries throughout the day, in vehicles of various sizes. The Inn's themselves, as part of the requirement to preserve and maintain the fabric of the buildings (mainly listed and all within a Conservation Area) undertake annual preventative maintenance requiring scaffolding, which can only be delivered by articulated lorry. The proposed closure of the junction of Tudor Street with New Bridge Street – and the proposal of using the narrow, right-angled Bridewell Place as an alternative - will cause great difficulty for the larger vehicles sending them into the oncoming carriageway in order to negotiate the turn. This will result in real difficulties for the running of the Temple as a thriving and world class employment centre for the legal profession. The creation of a traffic light controlled junction at the Tudor Street and New Bridge Street intersection, allowing exit to northbound and southbound carriageways, and the closure of the junction of Bridewell Place with New Bridge Street would seem to be a more sensible alternative, and avoid large vehicles having to negotiate the right angled turn within Bridewell Place.

3. Restore two-way working for vehicles in Bridewell Place.

As above, the utilisation of a narrow, right angled turn carriageway will place undue restrictions on the vehicles visiting the Temple from New Bridge Street.

These proposals could do untold damage to the daily life of the Temple, which the City of London appears to hold in high regard. It is urged that this is rethought in line with the suggestion above, so that this does not happen.

I would be grateful to be kept informed on any proposals relating to the City of London's consideration of this matter by email to rsnowdon@innertemple.org.uk.

Yours sincerely,





THE HONOURABLE SOCIETY OF THE
MIDDLE TEMPLE

PLANNING & TRANSPORTATION		
REF	DATE	STATUS
125785	30	

Estates Office
Carpmael Building
Middle Temple Lane
London, EC4Y 7AT

T 020 7427 4840
E i.garwood@middletemple.org.uk

Carolyn Dwyer
Director of the Built Environment
Guildhall
London
EC2P 2EJ

25th September 2015

Dear Madam,

Associated Proposals – North South Superhighway - Ref: DBE/CT/PA.

I write in respect of the proposals by Transport for London to create a North-South cycle superhighway through the City of London. In order to facilitate this project, we understand that the proposal involves some drastic modification to the traffic flow on some routes.

You will be aware that my colleague, Richard Snowdon at Inner Temple, has already written to you setting out in detail the devastating effect the changes will have to the operation of the two Societies and I wish to add our strong support to the objections raised. It should also be noted that Tudor Street provides the only viable means of access for firefighting tenders and as such the proposal to restore two-way traffic flow to Bridewell Place, with its restricted turning capacity, could have a detrimental effect in an emergency.

The proposal put forward by Richard Snowdon to install traffic lights at the intersection of Tudor Street with New Bridge Street presents a logical solution and we hope that this is adopted so as to preserve the current access arrangements into the Temple.

Thank you for your assistance in this matter.

Yours faithfully,

IAN GARWOOD
DIRECTOR OF ESTATES

The Honourable Society of the Middle Temple, Estates Office,
Carpmael Building, Middle Temple Lane, London EC4Y 7AT
T: 020 7427 4840 www.middletemple.org.uk

Lightfoot, Gerry


From: Lightfoot, Gerry
Sent: 17 December 2015 16:53
To: Lightfoot, Gerry
Subject: FW: PRO FW: City of London Enquiry COL:04354175

-----Original Message-----

From: donotreply@cityoflondon.gov.uk [<mailto:donotreply@cityoflondon.gov.uk>]
Sent: 06 October 2015 15:11
To: PRO Queue
Subject: City of London Enquiry

Dear Contact Centre,

A new enquiry has been received on 15:10:23 06 Oct 2015, details are below:

Customer's Name: Mr Richard Massett
Customer's Email: 

Subject: Associated Proposals - North South Cycle Superhighway - Ref: DBE/CT/PA Nature of enquiry:

Dear Sir

We would like to register an objection to the proposals to Prohibit motor vehicles entering or leaving Tudor Street at its junction with New Bridge Street and to Restore two way working for vehicles in Bridewell Place.

This is on the grounds that Bridewell Place is too narrow to safely accommodate two way traffic particularly as vehicles would have to negotiate a tight right angled turn in doing so. The street is busy with traffic much of which is made up by vehicles servicing premises within the Temple. The traffic includes some large articulated vehicles. In our view it would be very much preferable to construct a safe signalised junction at Tudor Street with New Bridge Street to avoid traffic having to use the less suitable Bridewell Place.

Yours Faithfully

This representation is made on behalf of the Licensed Taxi Drivers Association.

Form Reference: GE73109

Please action.

Thank you

Lightfoot, Gerry

From: PLN - City Transportation
Sent: 18 December 2015 10:42
To: Lightfoot, Gerry
Subject: FW: ref DBE/CT/NS CSH 2: North-South Cycle Superhighway Consultation

This was sent to the citytransportation@cityoflondon.gov.uk email address

From: Jasper Warwick [REDACTED]
Sent: 17 December 2015 23:54
To: PLN - City Transportation
Subject: ref DBE/CT/NS CSH 2: North-South Cycle Superhighway Consultation

I wish to object to the closure of the junction of Tudor Street and New Bridge Street. It will lead to chaos for deliveries to the Temple. It would make far more sense to retain the Tudor street junction and expand it so that traffic can exit and entre from both the north and south.

I will refrain from pointing out that millions of pounds have been spend only two years ago redesigning the junction opposite Blackfriars which if this new work is to be carried out will be completely wasted.

Jasper Warwick





Gerry Lightfoot, Traffic Order Officer

Department of the Built Environment

City of London Corporation

**Objections to the Proposals to close Tudor Street as part of the new
Cycle Super Highway on New Bridge Street EC4**

I am writing to object on behalf of my constituents in the Inns of Court of Inner and Middle Temple who will be detrimentally affected by the current proposals to close Tudor Street into and out of New Bridge Street.

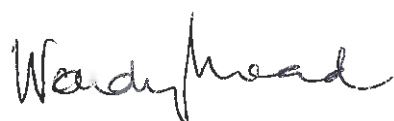
The barrier controlled main entrance to the Temple complex is at the western end of Tudor Street and is used by large scale delivery vehicles. The Bridewell Place alternative given in the consultation document is woefully inadequate, being too narrow for the proposed two-way traffic stream, even with some pavement reduction, and the acute right-angled bend will create, at the very least, altercations and at worst, head-on collisions.

That Tudor Street is to be closed off to facilitate the creation of a narrow island bus stop has been described as 'insane' and I tend to agree. To place alighting or waiting bus passengers between two fast moving cycle lanes on the one hand and one of the most congested routes through the City on the other, would be extremely dangerous especially as little provision is being made for bus passengers to cross the cycle lanes. Moreover the width of the proposed bus stop island will soon prove insufficient for the many workers alighting or more particularly waiting for a bus. The Chairman of Planning and Transportation has been working hard to improve road safety to bring down the incidence of road death and serious injury. I feel this proposal will be a serious set-back to his endeavours.

As Chairman of Port Health and Environmental Services, I am responsible for air quality and the position of this bus stop flies in the face of all we are doing to protect the residents and workforce from the unhealthy and life threatening effects of pollution and poor air quality by advising at all times to walk as far from the kerb as possible and to take quiet routes.

I urge you to take account of the strong feeling against this proposal and find a compromise that will be more satisfactory to residents and workers in the Temple but more importantly will not put lives at risk.

Yours sincerely

A handwritten signature in cursive script that reads "Wendy Mead". The signature is written in black ink and is positioned below the text "Yours sincerely".

Wendy Mead OBE CC

Chairman, Port Health and Environmental Services Committee

Lightfoot, Gerry

From: Lightfoot, Gerry
Sent: 07 January 2016 14:22
To: Lightfoot, Gerry
Subject: FW: 'North-South Cycle Superhighway

From: Charles Samek [REDACTED]
Sent: 17 December 2015 15:40
To: PLN - City Transportation
Subject: 'North-South Cycle Superhighway

Dear Sir / Madam,

I wish to **object** most strongly to the proposed road changes as outlined in your letter of 10/12/15 to Mr R Snowdon. The proposed changes are completely unworkable and would cause traffic to pass down streets which are wholly unsuited to the flow proposed.

Moreover, the changes are unnecessary for the safe and proper functioning of the highway and would cause tremendous inconvenience to road users and result in much heavier traffic congestion down Fleet Street and result in unnecessarily longer journeys with the attendant increase in omissions.

Yours sincerely,

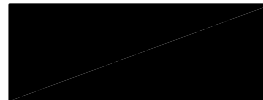
Charles Samek Q.C.

This message has been scanned for malware by Websense. www.websense.com

Lightfoot, Gerry

From: Lightfoot, Gerry
Sent: 07 January 2016 14:24
To: Lightfoot, Gerry
Subject: FW: 'North - South Cycle Superhighway'

From: Geoffrey Hamer [REDACTED]
Sent: 01 January 2016 18:31
To: PLN - City Transportation
Subject: Re: 'North - South Cycle Superhighway'



1st January, 2016.

Your ref. DBE/CT/NS CSH 2

Dear Mr Simmons,

Thank you for your consultation letter of the 10th December, 2015, concerning your proposals for adversely affecting traffic flow in the Tudor Street area. As a resident and council tax payer, I have examined your proposals and find them largely unacceptable. For example, if there is to be no access for motor vehicles from New Bridge Street into Tudor Street, the carriageway island in Tudor Street no longer serves any useful purpose!

While I appreciate that your policy is exclusively for the benefit of cyclists, they represent only a small fraction of road users in the Tudor Street area and, accordingly, there must be consideration shown to others, particularly pedestrians and motorists, i.e., the majority of users. Clearly, the closure of the New Bridge Street / Tudor Street entrance-exit and the Temple Avenue / Embankment exit to motor vehicles will contribute to grid-lock in the area. Further, the entire area to the south of Fleet Street is totally devoid of pedestrian crossings! So much for pedestrian safety! Furthermore, in recent years both Bouverie Street and Carmelite Street (from Tudor Street to Fleet Street) have been made one way streets for motor vehicles, but two way for bicycles, thereby giving cyclists priority over all other road users, particularly pedestrians, at the corners on Tudor Street. This regularly places pedestrians in danger from cyclists exercising their right to ride against the traffic flow/direction.

Hence, I suggest that pedestrian crossings be established on all corners in the area, including the entrances to both Cycle Super Highways and that these crossings be traffic light controlled and with indication that crossing rules also apply to cyclists.

I trust that my comments will assist you in your deliberations and I look forward to a satisfactory outcome with respect to your consultation.

Yours sincerely,

Geoffrey Hamer, Ph.D., C.Eng.

Lightfoot, Gerry

From: PLN - City Transportation
Sent: 04 January 2016 14:53
To: Lightfoot, Gerry
Subject: FW: North South Cycle SuperHighway

Importance: High

From: Desiree Artesi [REDACTED]
Sent: 04 January 2016 14:42
To: PLN - City Transportation
[REDACTED]
Subject: North South Cycle SuperHighway
Importance: High

Statement of Objections and Grounds

Dear Carolyn Dwyer,
Director of the Built Environment,

I am a resident and practising barrister of the Inner Temple. I write further to the letter/email dated 10 December 2015 from Steve Pesland (Transport and Public Realm Director), and Iain Simmons (Deputy Director – Built Environment) respectively, regarding the proposed changes in respect of which the Statement of Reasons are:

“The introduction of the additional waiting and loading restrictions will assist traffic flow in the streets and at the junctions by preventing obstructive deliveries and parking.

The amendments to the parking places will assist goods vehicles to negotiate certain turns within the area while remaining fully on the carriageway.”

Whilst it is right that the removal of obstructive parking and deliveries does assist traffic flow, I am concerned that the proposals as they stand will in fact have the effect of making deliveries to residents in the Inner Temple impossible. In particular,

“the replacement eastern access route would be via Bridewell Place. This is a narrow street, with a right-angled turn, which they would make a two-way street. This would involve larger vehicles having to negotiate three right-angled turns from New Bridge Street into Tudor Street and involve the crossing of the carriageway into Tudor Street. This is considered wholly unsuitable. Additionally, the Corporation of London advocate Bouverie Street as an alternative access route from the north. This is also narrow, and often further constricted by parking for the Polish Embassy, a disabled parking space and the cycle hire stands. No proposals have been received which shows any proposed alteration to these constrictions.”

Could you kindly consider how you could perhaps address this oversight? I am sure that a transport assessment and travel plan in keeping with Core Strategy CS16 would reflect this.

Kind regards,

citytransportation@cityoflondon.gov.uk

'North-South Cycle Superhighway'.

To the Director of the Built Environment - Reference DBE/CT/TMO-GL

I am a resident in the Inner Temple and work in Salisbury Court.

I am Chair of the Temple Residents Association. By reason of the very short period of consultation (the consultation letter was dated 10th December 2015 and requires a response by 6th January, notwithstanding the Christmas and New Year period) there has not yet been an opportunity for the TRA Committee to consider the proposals.

The vehicular access for both Inner and Middle Temples is via Tudor Street. This includes a substantial number of delivery vehicles for business and residential use and daily refuse collection by a number of vehicles. The Inns accommodate several thousand barristers and over 100 residential flats, as well as being the headquarters of the aforementioned Inns of Court (administrative offices, dining halls, meeting rooms, 2 substantial libraries, gardens where large-scale functions are often held, the Temple Church).

It is understood that the present proposals flow from an intention to close off the current access/egress from New Bridge Street into/from Tudor Street to accommodate the north-south cycle superhighway

I object to the following proposals (I refer to the numbered paragraphs in the Notice) in particular (but not only):

"3. It is proposed in:

(a) **Bouverie Street** to introduce 'at any time' waiting and loading restrictions extending from the junction with Tudor Street 2.7 metres on the east side and 15.4 metres on the west side."

The proposal is inadequate. The northern end of Bouverie Street is not addressed at all. There, the usable carriageway is very narrow in width because of a disabled parking bay (east side) and a dedicated cycleway on the western side; moreover, a little further south on the eastern side there are approximately 30 "Boris" bicycle hire stands in the carriageway and immediately opposite a very narrow section of footway on the western side (alongside the entire length of no 8 Bouverie Street). Immediately to the south of this section of Bouverie Street is the Polish Embassy where vehicles will necessarily need/seek to wait.

Bouverie Street is not, therefore, presently a suitable route to accommodate safely or otherwise satisfactorily a substantial increase in vehicular movement, especially delivery vehicles; and the proposed measures are insufficient.

Perversely, measures to improve the cyclist's journey seem to be at the expense of introducing dangers for other road users.

Although the closure of the New Bridge Street/Tudor Street is taken as a given in this consultation exercise, the proposed measures (above and below) call into serious question the wisdom of this measure. (It is not clear why cyclist is not to be accommodated in the central section of New Bridge Street, allowing delivery vehicles

to turn into and out of side roads? – all traffic including cyclists will in any event have to stop at the Ludgate Circus traffic lights.) The whole scheme appears to be an expensive, ill-thought-through, proposal.

“3. (b) Bridewell Place:-

- (i) to introduce ‘at any time’ loading restrictions throughout the east-west arm; and
- (ii) in the north-south arm:-
 - (A) to remove the P&D parking place with two parking bays and the disabled persons parking place on the east side outside ‘Bridewell Gate’ No. 9 and No. 12;
 - (B) to relocate the P&D parking place with three parking bays from the east side outside ‘Bridewell Gate’ No. 9 to the west side at the rear of the ‘Premier Inn’ hotel, Nos. 1-2 Dorset Rise;
 - (C) to introduce ‘at any time’ waiting and loading restrictions on the east side;
 - (D) to introduce ‘at any time’ waiting restrictions on the remaining lengths of kerblines on the west side, north and south of the parking place in (B) above;
 - (E) to introduce ‘at any time’ loading restrictions on the west side between the parking place and the junction with Tudor Street; and from the northern extremity to a point 15 metres north of the parking place.”

The above proposals do not appear to make it possible for 2 vehicles to pass each other where traffic using the east-west arm of Bridewell Place turns into (and across the notional centreline of) the north-south arm.

Given that this is proposed to be a main route to/from Tudor Street, it is astonishing that 2-way traffic, particularly delivery vehicles, can be contemplated.

The consultation letter dated 10th December suggests that, in addition to Bridewell Place and Bouverie Street, the other ‘entry’ point will be Dorset Rise/Salisbury Court. This road again is totally unsuitable: beginning at its north end with Fleet Street, it is narrow because of a dedicated cycle lane and has a shared level with the adjoining pavements. This is hardly appropriate for turning delivery vehicles. A short way down the street there is a dedicated bay on the eastern side for doctors’ parking, making vehicular traffic even by a single car impossible (other than by mounting the pavement on the western side) and in any event the cycle lane must be used; moreover along the whole length of the street there are only single yellow lines on either side. After the square there are dedicated parking bays on the western side of the street followed by dedicated motorcycle bays for approximately 12 motor cycles. It appears that none of these restrictions will be altered or removed by the proposed changes.

Richard Humphreys

6th January 2016

Gerry Lightfoot, Traffic Order Officer

Department of the Built Environment

City of London Corporation

**Objections to the Proposals to close Tudor Street as part of the new
Cycle Super Highway on New Bridge Street EC4**

I am writing to object on behalf of my constituents in the Inns of Court of Inner and Middle Temple who will be detrimentally affected by the current proposals to close Tudor Street into and out of New Bridge Street. I should add that I am a tenant at Francis Taylor Building and therefore likely to be directly affected.

I have read the letter dated 22 December 2015 submitted by my fellow ward councillor Mary Mead OBE (attached to this email) I agree entirely with it and adopt the representations she makes *mutatis mutandis*.

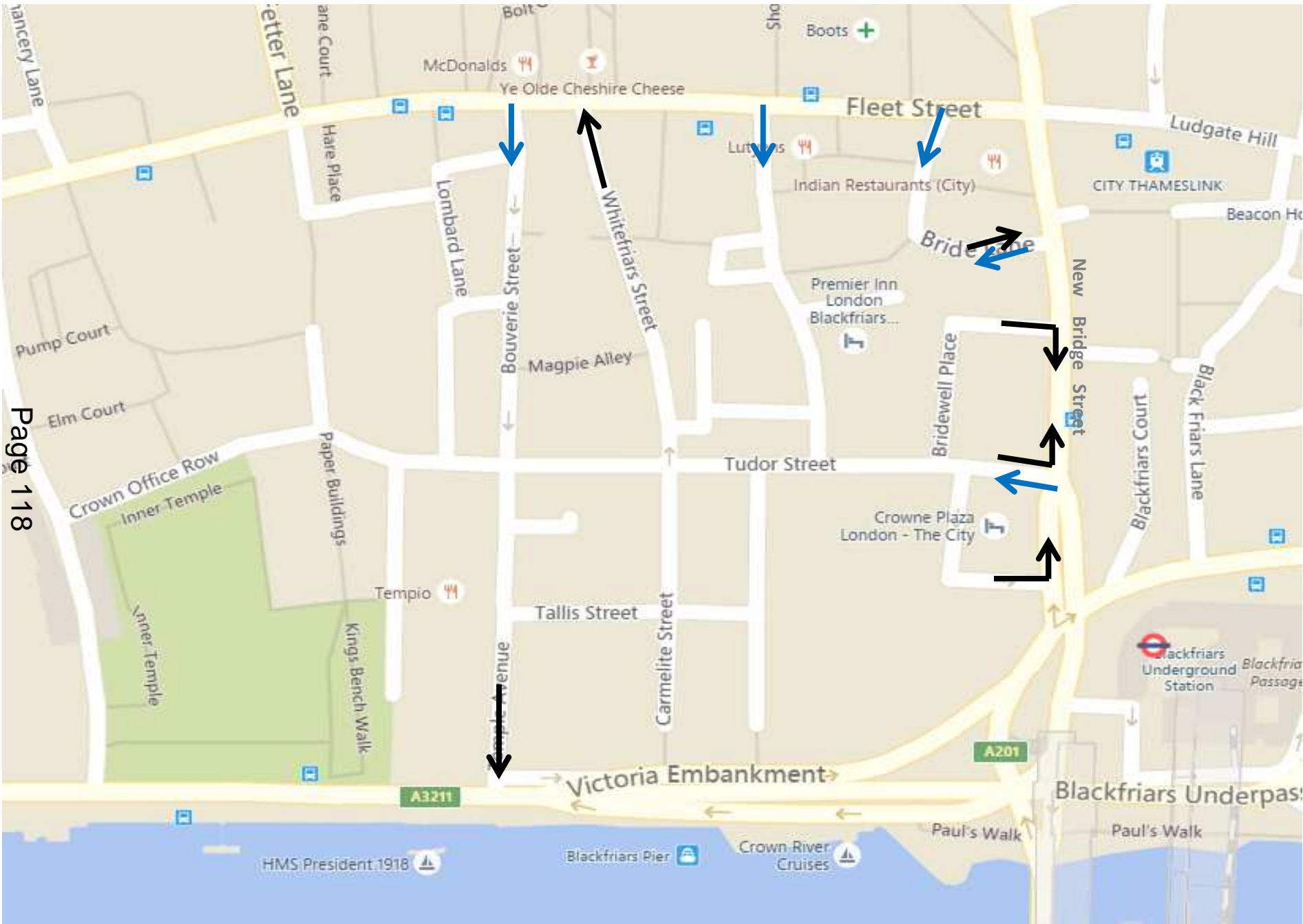
I add that I anticipate that many of the barristers may not have appreciated the nature of the proposal particularly since the consultation coincided with the Christmas vacation. I would ask that consideration be given to a more effective consultation process be undertaken.

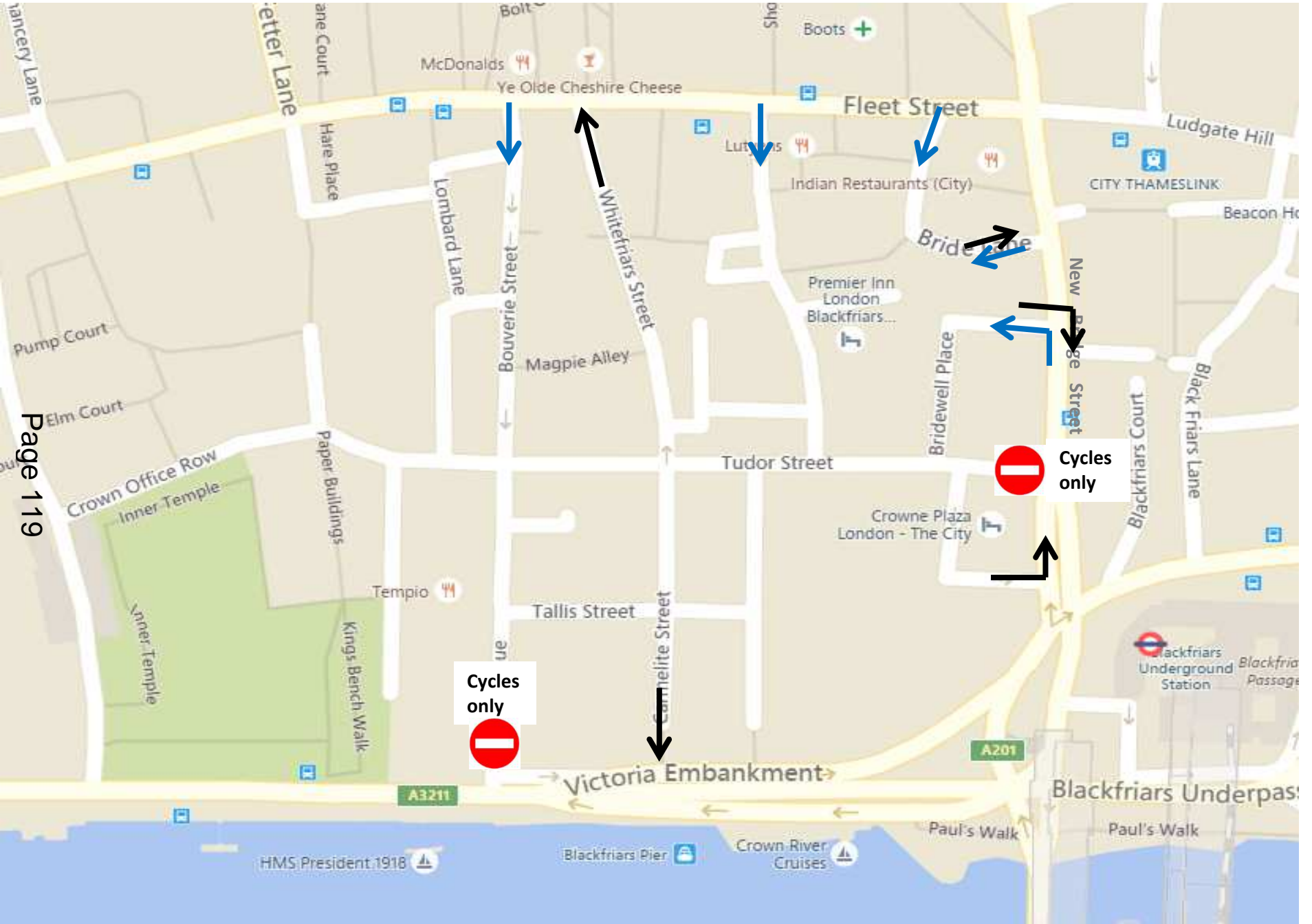
Yours sincerely,

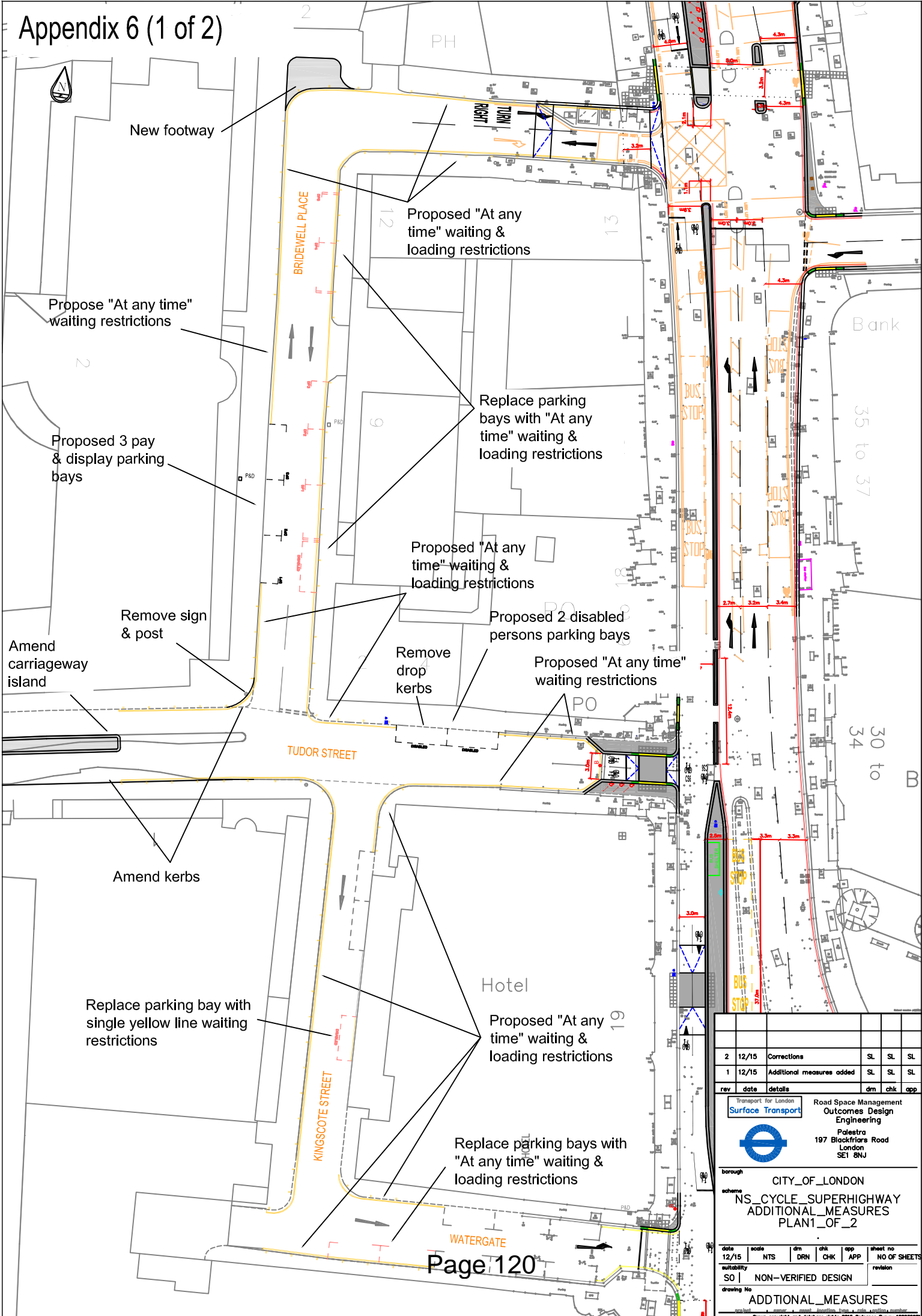
Gregory Jones QC, CC

(Farringdon Without)


Appendix 3 – Existing access & egress routes







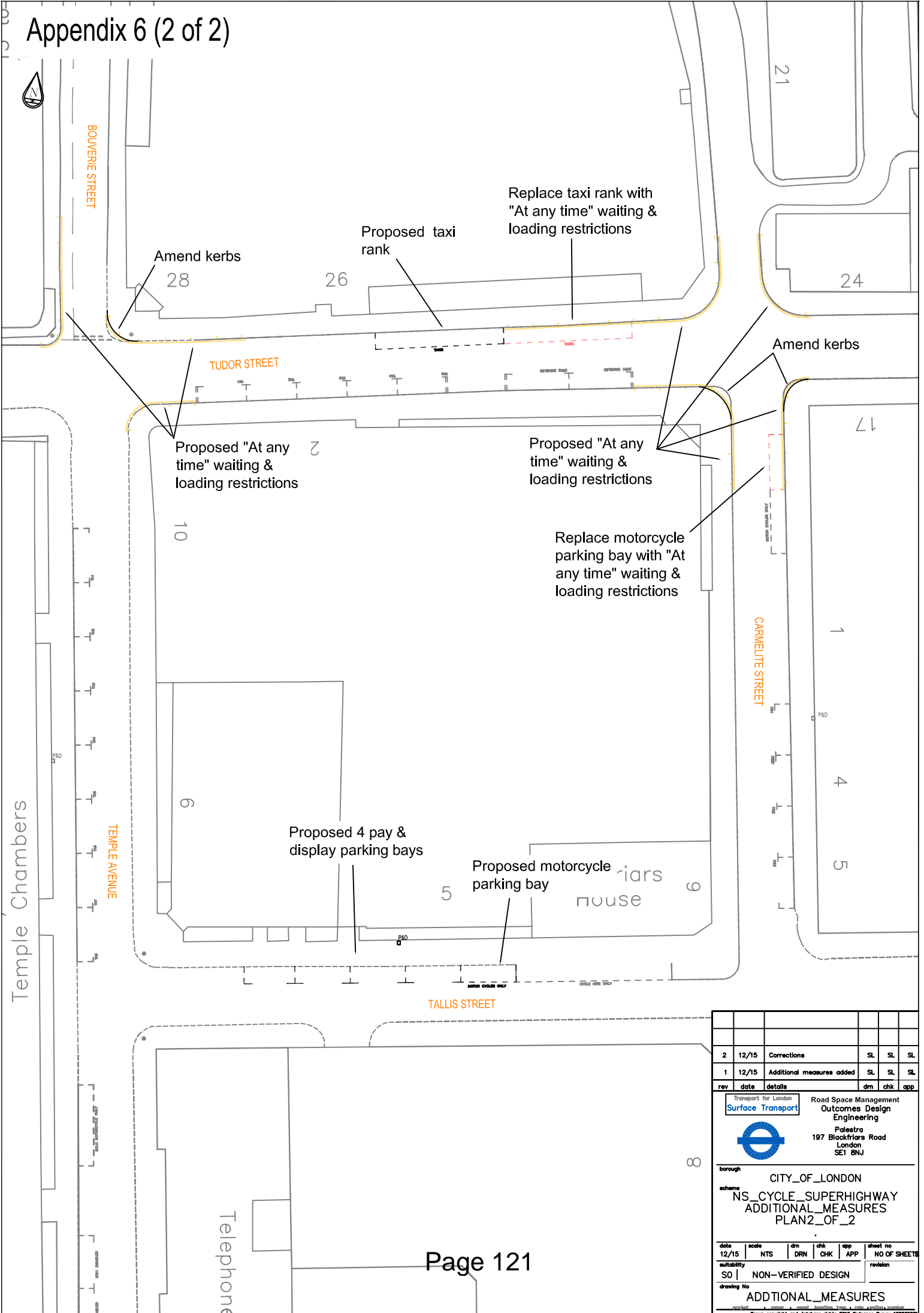
2	12/15	Corrections	SL	SL	SL
1	12/15	Additional measures added	SL	SL	SL
rev	date	details	dm	chk	app


 Road Space Management
 Outcomes Design
 Engineering
 Paestra
 197 Blackfriars Road
 London
 SE1 8NJ

borough CITY_OF_LONDON
 scheme NS_CYCLE_SUPERHIGHWAY
 ADDITIONAL_MEASURES
 PLAN1_OF_2

date	scale	dm	chk	app	sheet no
12/15	NTS	DRN	CHK	APP	NO OF SHEETS
author	NON-VERIFIED DESIGN				revision
drawing No	ADDITIONAL_MEASURES				


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Temple Chambers

Telephone

2	12/15	Corrections	SL	SL	SL
1	12/15	Additional measures added	SL	SL	SL
rev	date	details	dm	chk	app


 Transport for London
 Road Space Management
 Outcomes Design
 Engineering
 Palestra
 197 Blackfriars Road
 London
 SE1 8NU

borough CITY_OF_LONDON
 scheme NS_CYCLE_SUPERHIGHWAY
 ADDITIONAL_MEASURES
 PLAN2_OF_2

date	scale	dm	chk	app	sheet no
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author	NON-VERIFIED DESIGN				revision
drawing No	ADDITIONAL_MEASURES				

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Appendix 7

Transport for London



Councillor Marianne Fredericks
Chairman of Streets and Walkways Sub Committee
City of London Cooperation
Members' Post Room
PO Box 270
Guildhall
London EC2P 2EJ

Transport for London
Road Space Management

Nigel Hardy
Head of Project Sponsorship
Transport for London
3rd floor - Palestra
197 Blackfriars Road
London, SE1 8NJ

Phone 020 3054 0385
Nigel.Hardy2@tfl.gov.uk

05 February 2016

Dear Cllr Fredericks

Traffic Management Order for closure of Tudor Street

Thank you for giving up your time to chair the meeting on 28 January. I feel it was a good opportunity to further engage with local stakeholders in the City of London to discuss the proposed Traffic Management Order to close Tudor Street to motor traffic as part of the North-South Cycle Superhighway.

As you know we have been working closely with City of London officers to develop the Cycle Superhighway, and the proposals for Tudor Street in particular. I explained at the meeting that we are fully confident in the designs that have been developed and the consultation that has taken place. Nonetheless, I promised to reiterate some of the key points to you in writing, which you will find enclosed.

I trust this provides the reassurance you asked for. As I confirmed at the meeting, whilst we have full confidence in the design proposals, we will monitor the closure of Tudor Street following implementation and if it is deemed that the current proposals are not operating as expected, changes will be made.

Finally I would like to pass on my thanks to the City of London officers involved in this process and the collaborative approach taken. I look forward to this continuing.

Yours sincerely

Nigel Hardy
Head of Project Sponsorship

Public Consultation

The North-South (CSNS) and East-West Cycle (CSEW) Superhighway consultations ran from 3 September to 9 November 2014. We received 6,309 direct responses to the CSNS consultation alone of which 86% indicated full support and 3% partial support.

We undertook wide-ranging activity to raise awareness of the consultation, including:

- Leaflets to 230,000 addresses in postcodes within a 0.5 mile radius of the route
- Emails to over 2 million registered transport users on the TfL database (including Bus users, registered Oyster users, Congestion Charge payers, Barclays Cycle Hire members)
- Emails to over 700 stakeholder organisations
- Meetings with over 100 stakeholders prior to and during the consultation including meeting those on the proposed route
- Press releases and social media
- Press adverts and online including Google text ads, Facebook banners, postcode-targeted MMS messaging and face-to-face leafleting to promote consultation drop-in events.

The full detail of the proposals – including the closure of Tudor Street to motor traffic – was available on the TfL website. Paper copies of the consultation information were also available on request, along with large format displays at various public events which took place throughout the consultation. Paper response forms were available at public events, where members of the project design teams were present to discuss the proposals with visitors and answer questions.

During the consultation, the project team also undertook a 'door-knocking' exercise visiting every frontage along the route to explain the proposals and discuss their loading and servicing requirements.

Traffic Management Order consultation process

As part of the City of London (CoL) and TfL's statutory duty to advertise changes to Traffic Management Orders, the Orders for the banning of turns from New Bridge Street to Tudor Street were advertised by TfL between 23 June and 14 July 2015 and the banning of turns from Tudor Street on to New Bridge Street by CoL between 7 September and 9 October 2015. These consultations followed standard procedures based upon best practice.

The notices of intent were advertised in the local press (London Gazette and City AM) and notices were put up on lamp columns in the vicinity of Tudor Street i.e. at Blackfriars Junction, Ludgate Circus, New Bridge Street and within the Temple area.

Carmelite Street

As part of the CSEW proposals, Carmelite Street will be opened up to motor traffic and enable vehicles to turn right onto Victoria Embankment and turn left on to the Blackfriars Junction slip road and access Upper Thames Street via Queen Victoria Street and Puddle Dock. At the meeting on 28 January, it was asked whether it would be possible for vehicles to turn out of Carmelite Street and then left directly on to Victoria Embankment and through Blackfriars Underpass.

Given the presence of the retaining wall between the slip road and underpass, and therefore acute angle of the junction, it would not be possible for vehicles to safely turn left from the slip road towards Blackfriars underpass. We explored whether a direct link from Carmelite Street to Blackfriars Underpass could be created by removing a section of the retaining wall, however vehicles would need to cross two traffic lanes and a cycle track, which would not be safe without signalling this movement. Owing to constraints of the road space within the Blackfriars Underpass, the necessarily signal infrastructure cannot be safely accommodated to achieve this.

Blackfriars station bus stop

The CSNS proposals include the relocation of the northbound bus stop on New Bridge Street to the south of Tudor Street, closer to Blackfriars station. At this location, there is enough width for cyclists to safely bypass the bus stop as well as to accommodate a 2.5m wide island for bus passengers and space for northbound traffic to pass a stopped bus.

We have established the requirement for a 2.5m wide island by working closely with accessibility groups regarding the design of bus stop bypasses to ensure they are fully accessible. This width enables a ramp to be deployed and a wheelchair user to disembark safely on to the island. The width also takes into account bus passenger data to ensure there is adequate space for waiting and alighting bus passengers.

Given the physical constraints of the road layout in this area, it is not possible to maintain the bus stop in its current location or to relocate the stop further north or south as there is insufficient road space. Nor would it be viable to remove it as this stop serves Blackfriars station.

Committees:	Dates:	Item no.
Community and Children's Services Committee	12/02/2016	
Streets and Walkways Sub Committee	22/02/2016	
Culture, Heritage and Libraries Committee	07/03/2016	
Subject: Aldgate Arts, Events and Play	Gateway 6 Progress Report	Public
Report of: Director of the Built Environment		For Information

Summary

1. The Aldgate Arts, Events and Play (AEP) programme, is an emerging work stream of the Aldgate Gyratory highways and public realm enhancement project and has an approved budget of 95,762k.
2. The Aldgate AEP programme is conceived as a rolling programme of events, installations and activities throughout the calendar year with a focus on, or support for, the arts and play.
3. The programme has been conceived to reduce anti-social behaviour and improve perceptions of safety through the creation of vibrant and active spaces. It will enhance the City's cultural offer and provides opportunities to improve health and well-being for residents and workers. Its aim is to attract visitors and grow the local economy. In so doing the programme supports several of the Corporation's policies and aims.
4. The programme is to be developed during 2016 and initiated fully in 2017 and if successful will continue as a 3-5 year programme.
5. A proposed governance structure for the programme has been drafted and endorsed by the Aldgate Gyratory project board (Appendix 2). Under this structure, the day-to-day programme will be managed by the Environmental Enhancement Section reporting to a programme board of senior officers across the relevant departments and to an external stakeholder working party. All relevant decisions will be made by the respective Committees.
6. To deliver the quality of programme that can meet the Corporation's aims, external funding will be required. A funding model will be developed to determine the best approach however this is likely to require income generated by offering the Aldgate spaces to appropriate mainstream event organisers, by securing sponsorship from local businesses or from a combination of the two.
7. Beyond the initial establishment costs already approved, there will be minimal costs incurred by the Corporation. The intention is that the programme itself is cost-neutral with external funding covering future project management costs, fees, cleansing and maintenance associated with the hosting of events.

8. Over the next 12 months officers and appointed consultants will:
- Identify likely programme content (type and scale of events) and liaise with event organisers, art galleries and cultural institutions
 - Create an operational framework (to resolve permitting, licensing and other statutory or practical requirements to facilitate the programme)
 - Develop a funding strategy to secure external funding for the programme

9. Regular progress reports will be presented to this Committee at key milestones during the development of this programme, with the next report likely to be May 2016.

10. Recommendations

- It is recommended that the report be received and the contents noted.

Main Report

<p>1. Reporting period</p>	<p>1. June 2014 – January 2016</p>
<p>2. Progress to date</p>	<p>2. In January 2014, key stakeholders from the Aldgate area met to develop objectives and desirable outcomes for the Arts, Events and Play (AEP) programme. These objectives inform the likely framework for the programme and are set out in Appendix 1.</p> <ul style="list-style-type: none"> • The June 2014 Gateway 5 Streets and Walkways Sub Committee Report approved by Members set out the following approach in respect of Aldgate AEP. • That progress on Aldgate AEP be reported as an annual Gateway 6 report through the relevant Committees including Culture, Heritage and Libraries, Community and Children’s Services, Streets and Walkways Sub, Licensing and Projects Sub. • That the programme be run using a self-sustaining funding model, similar to the Eastern City Cluster Sculpture in the City programme. • That the City Property Advisory Team (CPAT) will work with the Environmental Enhancement Section to support the raising of external funding to achieve the objectives of the AEP. <p>3. The anticipated benefits of the programme include enlivened spaces, local participation in arts, events and play, an enhanced local identity, a reduction in anti-social behaviour, increased visitor numbers, growth of the local economy and</p>

improved relations between the Aldgate community and the City Corporation.

4. The calendar of events is intended to commence in December 2016, however the principal space, Aldgate Square, will be completed in April 2017 and it is anticipated that the bulk of the programme will be timed to coincide with the availability of this space. The venues for the Aldgate AEP programme will not be limited to Aldgate Square but will make use of the other spaces in the area created through the Aldgate Gyratory project.
5. The Aldgate Partnership (TAP) an emerging business and developer led partnership may support specific opportunities that fit within their emerging key themes of Place, Prosperity and People.
6. The content and operational requirements of the Aldgate AEP programme will be developed in conjunction with key stakeholders from the Aldgate area, internal stakeholders from the relevant City Corporation Departments and reported to Committee for approval.
7. The annual programme of events will be considered by Committees as follows:
 - Culture, Heritage and Libraries – The programme will provide an enhanced cultural offer for the area and the City as a whole. Approval for the programme’s content will be sought from this Committee.
 - Community and Children’s Services – The programme will offer venues and funding for community-led events and activities within Aldgate. There will be a relationship between the programme and the Pavilion Café in Aldgate Square, for which the Community and Children’s Services Department manages the contract. This Department will also play a role in raising the profile and encouraging participation from the significant local residential population. Approval for the programme’s content will be sought from this Committee.
 - Streets and Walkways Sub – The benefits of place activation derived from the programme will include a reduction in anti-social behaviour and improved perceptions of safety and comfort for pedestrians in the area. Approval will be sought for events on the highway as appropriate through the Special Events Programme management.
8. The approved budget of £95,762k is intended to cover staff costs required to develop the operational and licensing framework for the programme, consultant fees for an event manager who will have responsibility to liaise with event organisers and develop the programme’s content in

	conjunction with stakeholders, health and safety consultants to review the practicality of events within the spaces in Aldgate and the costs of the temporary 'artistic' street furniture delivered during the capital project.
3. Next steps	<p>9. Over the next 12 months officers and appointed consultants will:</p> <ul style="list-style-type: none"> • Identify likely programme content (type and scale of events) and liaise with event organisers, art galleries and cultural institutions • Create an operational framework (to resolve permitting, licensing and other statutory or practical requirements to facilitate the programme) • Develop a funding strategy to secure external funding for the programme <p>10. Regular progress reports will be presented to this Committee at key milestones during the development of this programme, with the next report likely to be May 2016.</p>

Appendices

Appendix 1	Aldgate AEP programme objectives as identified in stakeholder workshop held January 2014
Appendix 2	Proposed programme governance structure
Appendix 3	Plan of Aldgate Gyrotory highways and public realm enhancement proposals

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Appendix One

Aldgate AEP programme objectives as identified in stakeholder workshop held January 2014

Arts, Events and Play Programme content: objectives					
ID	Resident (R), Worker (W), Visitor (V) and Internal officer (I) Aspirations	Outcome / objective	Next steps/Examples of activities	Priority level	
				Short Term	Long Term
	To have access to services (R, W)	To support the local economy and encourage the provision of services	Service directory (R)		
	To shop (R, W, V)		Craft markets (W, V)		
	To have access to transport (R, W)	To complement the transportation and public realm changes being implemented in the area as part of the Aldgate project	<i>(Delivered through Aldgate Gyrotory Project)</i>		
	To be able to commute (R, W)		Cycle safety (W)	High (W)	
	That Aldgate be a gateway (V)	To support Aldgate as an attractive destination and create a bridge between the City and the East End	Centre piece art (W)		High (V)
			Sculpture (V)		
			Aldgate Branding (I)		High (I)
	To relax (R, W, V)	To allow opportunities for quiet relaxation to exist alongside activities and events	<i>(Delivered through Aldgate Gyrotory Project)</i>		
	To dwell (R, W, V)				
	To stay (V)				
	To exercise (R, W)	To identify and implement play and exercise activities	Fitness classes (R)		High (R)
			Lunchtime exercise (W)		
			Tea dance (R)		
	To play (R)		Sports days (R)		
			Play projects (R) e.g. Petting Zoo		High (R)
			Children's clubs (R)		
	To feel part of the	To identify and	Corporate Social		

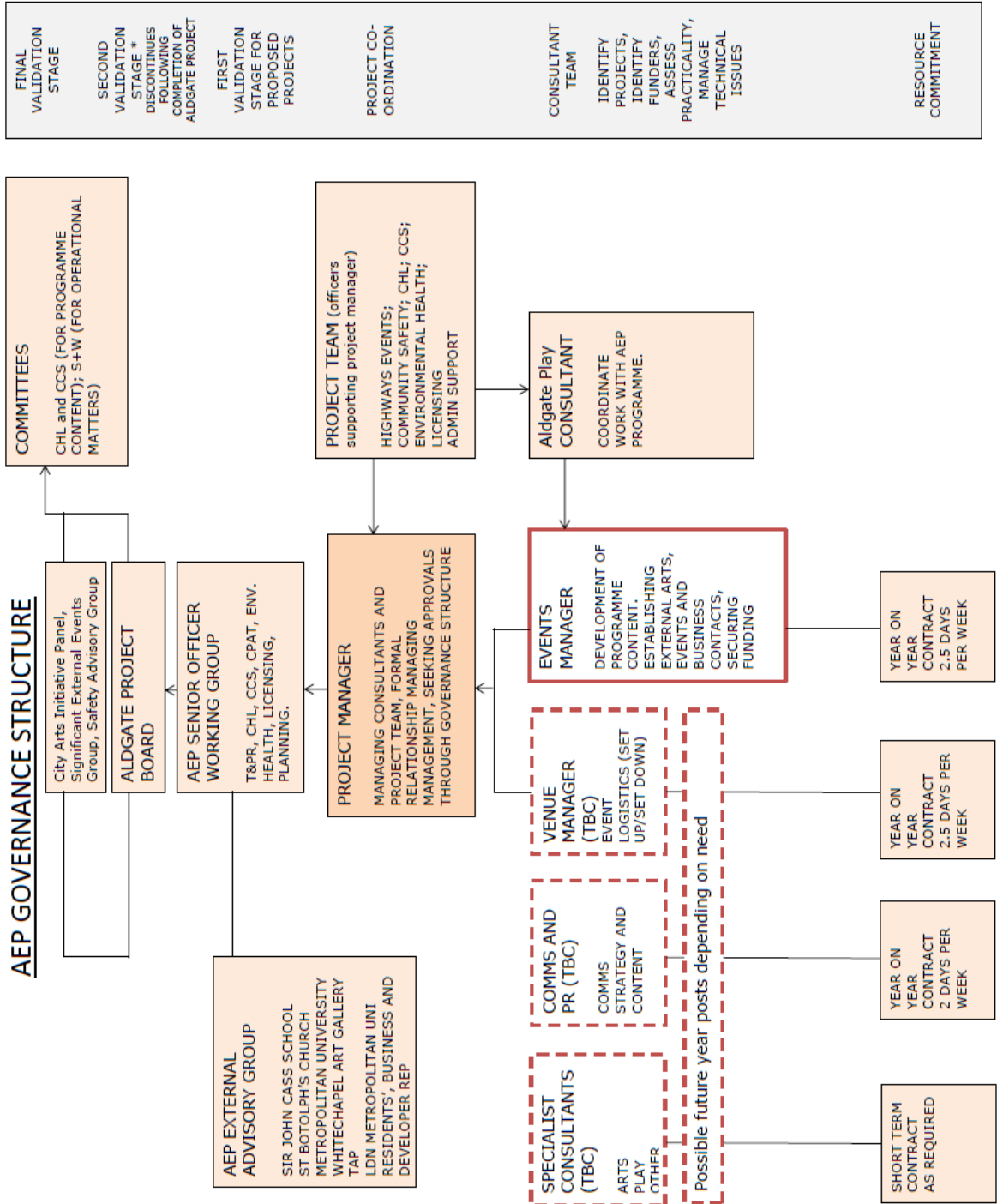
	community (R)	implement activities that facilitate community cohesion and social engagement	Responsibility (I)		
	To engage socially (R, W)		Graduation Ceremonies (I)		High (I)
			School Events (I)		
	To take pride in the area (R)	To encourage participation through involvement and volunteering	After work socials (I)		
	To have a connection with the area (R)		Volunteering (R)		
	To take ownership (R)		Community Art and Design (R)	High (R)	
			Church Events (I)		
			Student Exhibitions (I)		
	To work (R, W)	Community Planting (R)			
	To do business (R, W)	Lighting Project (R, V)	High (R)		
		To support business activities and implement events that promote business	Internet access (R, W, V)	High (W)	
		After work socials (W, I)			
		Business to Business Guide (I)	High (I)		
	To be entertained (R, W)	Aldgate Business Forum (I)		High (W)	
		Outdoor Meeting Space (I)			
		Concerts/Sponsored Concerts (R, V, I)			
		Lunchtime concerts (W)			
		Amateur dramatics (R)			
		Film Festivals (R, V)			

To have an experience (V)		Architectural Festivals (W, V)		
		Fashion Events (W,V)	High (V)	
		Jack the Ripper Tours (V)	High (R)	
		East End Tours (V)	High (R)	
		Open House Events (I)		
		Ceremonial Events (I)		
		Vehicle Shows (V)	High (V)	
To learn (R, W)	To identify and implement opportunities for education, learning and information sharing	Local History Groups (R)		
		Local History Events (W)	High (I)	
		Drop In Talks (I)		
		Lunchtime Walks (W)		
To obtain information (V)		Information Hubs (W)		High (V)
		Careers Fairs (I)		High (W)
		Public Information Events (I)		
To have lunch (W)	To facilitate the purchase of food and drink and provide places to sit and eat	Cookery Festivals (R, W, V)		
		Markets (R)	High (W)	
To eat (V)		Gourmet markets (W, V)		
To escape (W)	To provide activities,	Sculpture (V)		

		art and events that encourage escapism and exploration	Outdoor art space (I)	High (V)	High (V)
	To explore (V)		Art en route to the office (I)		
			Arts Trails (V)		
ID	City of London Aspirations	Outcome / objective	Next steps/Examples of activities		
	Encourage on-going activities in the Aldgate area	To create and manage a rolling programme of events in Aldgate, with a focus on the arts and on play			
	Secure the long-term future of the programme	To identify and maintain funding for the programme through partnership, sponsorship and contribution from the private sector	Offer opportunity for sponsorship of events within the space (I)		High (I)
	Reduce anti-social behaviour	To support an active and vibrant public realm which minimises opportunities for anti-social behaviour			

Appendix Two

Proposed programme governance structure



Appendix Three

Plan of Aldgate Gyratory highways and public realm enhancement proposals



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

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