



Streets and Walkways Sub (Planning and Transportation) Committee

Date: TUESDAY, 8 NOVEMBER 2016
Time: 1.45 pm
Venue: COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

Members: Christopher Hayward (Chairman) Alderman Alison Gowman (Ex-Officio Member)
Graham Packham (Deputy Chairman) Deputy Brian Harris
Randall Anderson Gregory Jones QC
Deputy John Barker (Ex-Officio Member) Deputy Alastair Moss
Emma Edhem Jeremy Simons (Ex-Officio Member)
Marianne Fredericks Tom Sleigh

Enquiries: Amanda Thompson
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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**
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 27 September 2016.

For Decision
(Pages 1 - 8)
4. **OUTSTANDING REFERENCES**
Report of the Town Clerk.

For Decision
(Pages 9 - 12)
5. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT**
 - a) Mark Lane Public Realm Enhancements (Pages 13 - 20)

For Decision
 - b) Lime Street and Cullum Street Area (Pages 21 - 36)

For Decision
 - c) Traffic in the City of London - Report to Follow
This report was not available at the time of publishing and will be circulated separately.
6. **ANNUAL ON-STREET PARKING ACCOUNTS 2015/16 AND UTILISATION OF ACCRUED SURPLUS ON HIGHWAY IMPROVEMENTS AND SCHEMES**
Report of the Chamberlain.

For Information
(Pages 37 - 40)
7. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
8. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
9. **EXCLUSION OF THE PUBLIC**

MOTION – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act as follows:-

Part 2 - Non-public Agenda

10. **NON-PUBLIC MINUTES**

To agree the non-public minutes and of the meeting held on 27 September 2016.

For Decision
(Pages 41 - 42)

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

12. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

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STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 27 September 2016

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 1.45 pm

Present

Members:

Christopher Hayward (Chairman)	Alderman Alison Gowman (Ex-Officio Member)
Graham Packham (Deputy Chairman)	Deputy Brian Harris
Randall Anderson	Deputy Alastair Moss
Deputy John Barker (Ex-Officio Member)	Jeremy Simons (Ex-Officio Member)

Officers:

Sacha Than	-	Town Clerk's Department
Edward Dunlop	-	Department of the Built Environment
Kay English	-	Department of the Built Environment
Simon Glynn	-	Department of the Built Environment
Ian Hughes	-	Department of the Built Environment
Sam Lee	-	Department of the Built Environment
Iain Simmons	-	Department of the Built Environment
Mark Lowman	-	City Surveyor's
Julie Smith	-	Chamberlain's Department
Alan Rickwood	-	City of London Police
Sarah Smallwood	-	City of London Police
Karen McHugh	-	Comptroller & City Solicitor's Department
Patrick Hegarty	-	Department of Open Spaces

[Alderman Nicholas Anstee was in attendance]

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Marianne Fredericks and Tom Sleigh.

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

There were no declarations of interest.

3. MINUTES

The minutes of the meeting held on 25 July 2016 were agreed as a correct record subject to the removal of Deputy Brian Harris as Deputy Chairman.

4. **OUTSTANDING REFERENCES**

RESOLVED – That the list of outstanding references be noted and updated as appropriate.

20mph Speed Limit

The Sub-Committee was advised that a written update report from the City of London Police would be submitted on a quarterly basis. In response to a question regarding police resources for traffic enforcement for those who were in breach of the 20mph speed limit, the Sub-Committee was advised that specialist officers were deployed on weekdays and with regards to why a vehicle had been stopped over a weekend, the Sub-Committee was advised that any stops could be undertaken by any officer in the force.

Cloth Fair Noise Disturbance

The Sub-Committee was advised that Officers had met with local Ward Members to discuss options and a report would be submitted to the Sub-Committee at a later date.

1 Angel Court Improvements GW4-5 V9

The Sub-Committee agreed that this action had been completed and should be removed from the Outstanding References.

Mayor's Vision for Cycling

The Sub-Committee agreed that this action had been completed and should be removed from the Outstanding References.

Inconsistent Road Markings

The Sub-Committee was advised that a report would be provided at a later date.

Police Islands

The Sub-Committee agreed that this action had been completed and should be removed from the Outstanding References.

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

5.1 **London Wall Place Section S278 Highway and Public Realm Improvements**

The Sub-Committee considered a report of the Director of the Built Environment which provided the design and cost estimates for the highway works. The Project encompassed both the highway works and St Alfred's Garden and Officers advised that a report on St Alfred's Garden would be submitted to the Sub-Committee at a later date.

Members were advised of three different options for arranging the highway layout on London Wall (eastbound). Officers advised of their preference for Option Two; one traffic lane and one cycle lane which provided the best layout for cyclists and should reduce vehicle speed. In response to Members'

questions on the flexibility of the options and whether Option Three of one bus lane and one traffic lane was a more suitable choice, the Sub-Committee was advised that it would be possible at a later date to revert back to two traffic lanes by painting the lines with no capital resources spent. Following discussion of the benefits of both options, Members agreed that Option Two should be used for arranging the highway layout.

RESOLVED – That the Sub-Committee:

- a) Approves the implementation of the highway works with an estimated total cost of £3.6 million as shown in Table 1; Delegates authority for any adjustments between elements of the £3.6 million budget to the Director of the Built Environment in conjunction with the Chamberlain's Head of Finance provided the total approved budget of £3.6 million is not exceeded;
- b) Authorises Officers to seek relevant regulatory and statutory consents, orders and approvals as may be required to progress and implement the scheme (e.g. traffic orders); and
- c) Notes that the St. Alphage Gardens scheme (Section 106 funded) will be progressed independently of the (Section 278 funded) highway works and a separate Gateway 5 report will be submitted to the Open Spaces and City Gardens Committee and Projects Sub Committee in February 2017.

5.2 **City Public Realm Projects Consolidated Outcome Report - Gateway 7**

The Sub-Committee considered a report of the Director of the Built Environment which consolidated the outcome reports for three City Public Realm projects: Mariner House street scene enhancements, Austin Friars environmental enhancements, and Shoe Lane street enhancement scheme. Members were advised that the projects had delivered enhancements across the City and had been well received by the community.

RESOLVED – That the outcome information be received and recommendation on individual reports approved.

5.3 **Ludgate Hill crossing (30 Old Bailey)**

The Sub-Committee considered a report of the Director of the Built Environment which provided a progress update on the Ludgate Hill Crossing.

RESOLVED – That the Sub-Committee:

- a) approves the retention of the signalised crossing; and
- b) authorises the utilisation of the remaining Works and Contingency budget of £34,340 to contribute towards the cost resurfacing of the carriageway in the vicinity of the crossing, as recommended by the Stage 3 Road Safety Audit.

5.4 **Moorgate Strategy**

The Sub-Committee considered a report of the Director of the Built Environment which set out the proposed area enhancement strategy for the Moorgate area in order to provide a framework for future public realm enhancements and would address the changing needs of the area.

Members agreed that as the proposals had been approved by the Planning and Transportation Committee on 13 September 2016, the report would be considered by the Sub-Committee for information rather than for decision.

RESOLVED – That the Sub-Committee note the report.

5.5 **Street Lighting Review**

The Sub-Committee considered a report of the Director of the Built Environment which provided an update on the Experimental Safety Scheme as part of the Bank Junction Improvements.

In response to a question that had been raised at the Court of Common Council on whether it would be possible to bring forward the time frame for the experimental scheme from December 2016. The Sub-Committee was advised that due to a request from Transport for London for the traffic model work to be undertaken to forecast into 2018 rather than 2016 as originally planned, it would not be possible to bring the time frame forward.

The Sub-Committee discussed the inclusion of taxis as part of the Experimental Safety Scheme and agreed that in order to find out the true impact of the experiment; only buses, pedestrians and cyclists should be allowed access to the Junction. The Sub-Committee agreed that the Chairman should lead a high level delegation to meet with Officials to discuss this further.

RESOLVED – That the Sub-Committee approve an increase in the fees and staff costs budget of £87,200 making a total budget of £387,100 to reach the next gateway.

5.6 **Bank Junction Experimental Safety Scheme**

The Sub-Committee considered a report of the Director of the Built Environment which provided an update on the Experimental Safety Scheme as part of the Bank Junction Improvements.

In response to a question that had been raised at the Court of Common Council on whether it would be possible to bring forward the time frame for the experimental scheme from December 2016. The Sub-Committee was advised that due to a request from Transport for London for the traffic model work to be undertaken to forecast into 2018 rather than 2016 as originally planned, it would not be possible to bring the time frame forward.

The Sub-Committee discussed the inclusion of taxis as part of the Experimental Safety Scheme and agreed that in order to find out the true impact of the experiment; only pedestrians and cyclists should be allowed access to the Junction. The Sub-Committee agreed that the Chairman should lead a high level delegation to meet with Officials to discuss this further.

RESOLVED – That the Sub-Committee approve an increase in the fees and staff costs budget of £87,200 making a total budget of £387,100 to reach the next gateway.

5.7 Middlesex Street Area Enhancement Phase 2

The Sub-Committee considered a joint report of the Director of the Built Environment and the Director of Markets and Consumer Protection which advised the Sub-Committee of progress to Phase two of the Middlesex Street Area project and set out a strategy for progressing the project to Gateway three.

The Sub-Committee was advised of the potential change in name of Middlesex Street back to its original name of Petticoat Lane which could offer a stronger branding for the market and could attract more visitors.

RESOLVED – That the Sub-Committee approve the funding required to reach Gateway three of £50,000 to be funded from Section 106 contributions relating to the 5 Broadgate development.

5.8 Aldgate Highway Changes and Public Realm Enhancement

The Sub-Committee considered a report of the Director of the Built Environment which advised the Sub-Committee of the current programme and governance structure for the project and confirmed the current position with regards to budgets and funding.

The Sub-Committee was advised that the approved spend was £23.4million rather than £23.2million as stated in the report and the Urgency Report referenced in the report had not yet been submitted, but would be sent to the Town Clerk's Department shortly. The Chairman responded that both he and the Project Sub-Committee endorsed the project, they had worked with Officers to drive down the costs to £4million and a copy of the Urgency Report would be circulated to the Sub-Committee.

RESOLVED – That the Sub-Committee note the contents of the report.

5.9 Cultural Hub Look & Feel Strategy

The Sub-Committee considered a report of the Director of the Built Environment which set out a proposal to develop a distinct Look and Feel Strategy for the public realm in the area covered by the City's Cultural Hub, located in the north-west of the City.

RESOLVED – That the Sub-Committee:

- a) Approve the initiation of the Look and Feel Strategy, utilising up to £350k from the Cultural Hub funding allocation in the Town Clerk's local risk budget, derived from 2015/16 corporate underspend; and
- b) note that the release of each phase of funding will be authorised by the Town Clerk on the recommendation of the officer level working party overseeing this programme.

5.10 **Major Highway Works for 2016/17**

The Sub-Committee considered a report of the Director of the Built Environment which provided information on the major highway works for 2016/17.

In response to a Member's question on closures that would be taking place in Tower Bridge, Tooley Street and St Thomas Street, the Sub-Committee was advised that Tower Bridge would be closed to pedestrians for three weekends, and Officers would investigate when St Thomas Street would re-open and the extent of the closure in relation to Tooley Street.

RESOLVED – That the Sub-Committee receive the report.

6. **TUDOR STREET SAFETY REPORTS**

The Committee received a road safety report in relation to Tudor Street.

The Sub-Committee was advised that the costs relating to Tudor Street were yet to be confirmed in writing, but following discussions with the Chairman of the Sub-Committee and TFL, there would be a reduction in costs and the project would be taken before the Court of Common Council.

Members raised concerns regarding congestion in New Tudor Street and the Blackfriars Junction and Officers agreed to look into whether an underpass within the area could be used by pedestrians to reduce overcrowding.

RESOLVED – That the Sub-Committee note the contents of the report.

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

Officers were asked to provide responses to the following questions to be added to the list of Outstanding References.

'A walkway cannot function if the lifts are not working; the lift in Wood Street has been out of service for two weeks with no response received from the City Surveyor's Department. Can Officers provide an update please?'

'Two bollards have very recently been placed at the bottom end of Queen Street in front of a fire gate. Can Officers confirm why the bollards have been placed there and whether they are to be permanent fixtures?'

'When will an update be submitted to the Sub-Committee on the Road Danger Reduction Plan?'

Officers responded that there had been some activity in relation to the Road Danger Reduction Plan and advised that a quarterly plan with a Strategy would be put in place and would be submitted to the Sub-Committee.

8. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
The Chairman advised the Sub-Committee that the November and December dates of the Sub-Committee had changed and the meetings would take place on 8 November 2016 and 6 December 2016.
9. **EXCLUSION OF THE PUBLIC**
RESOLVED – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting 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.
10. **CITY WALKWAY BYELAWS**
The Committee noted a report of the Comptroller & City Solicitor which reviewed the existing City Walkways Byelaws and advised on the process required to amend the Byelaws.
11. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
There were no questions.
12. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**
The Chairman raised an item of business.

The meeting closed at 4.23 pm

Chairman

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Outstanding References - Streets and Walkways Sub Committee

Date	Action	Officer responsible	To be completed/ progressed to next stage	Notes/Progress to date
25 July 2016	Parking for Motorcyclists As part of the review of fees and charges for car parks, consideration be given to the implications on motorcycle parking. A further report to be submitted to the Sub Committee regarding the framework for charging, provision of more parking bays and theft of motorcycles	Director of the Built Environment Director of the Built Environment	Ongoing	The parking policy for motor cyclists has been held up pending the outcome of the review of car parking availability. It is proposed this matter now be moved to the 2016/17 work programme and included within the restructured City Transportation teams work plan.
Ongoing action 25 July 2016 27 September 2016	20mph speed limit The Sub-Committee was advised that a written update report from the City of London Police would be submitted on a quarterly basis. In response to a question regarding police resources for traffic enforcement, the Sub-Committee was advised that specialist officers had been employed on weekdays and cover was provided by the task force at weekends.	COLP	Ongoing	To receive quarterly updates.
Ongoing Action 25 July 2016 27 September 2016	Swan Pier Swan Pier area is to be tidied up in conjunction with the delivery of the Fishmongers Ramp project which is due for completion Summer 2016	Director of the Built Environment	Ongoing	To receive any update

Outstanding References - Streets and Walkways Sub Committee

<p>25 July 2016 27 September 2016</p>	<p>Cloth Fair Noise Disturbance</p> <p>Arising from the discussion the Sub-Committee considered that the option of installing double yellow lines to prohibit parking required further exploration and consultation.</p> <p>The Sub-Committee was advised that Officers had met with local Ward Members to discuss options and a report would be submitted to the Sub-Committee at a later date.</p>	<p>Director of the Built Environment</p>	<p>Ongoing</p>	<p>To receive any update</p>
<p>25 July 2016 27 September 2016</p>	<p>Inconsistent Road markings</p>	<p>Director of the Built Environment</p>		<p>Officers advised that this matter would be programmed once staff have been recruited into the post.</p>
<p>27 September 2016</p>	<p>Questions relating to the work of the Committee</p> <p>‘A walkway cannot function if the lifts are not working; the lift in Wood Street has been out of service for two weeks with no response received from the City Surveyor’s Department. Can Officers provide an update please?’</p> <p>‘Two bollards have very recently been placed at the bottom end of Queen Street in front of a fire gate. Can Officers confirm why</p>			<p>Responses required.</p> <p>The two bollards installed at the bottom of Queen Street relate to some of the outstanding E-W cycle superhighway measures. When complete, there will be</p>

Outstanding References - Streets and Walkways Sub Committee

	the bollards have been placed there and whether they are to be permanent fixtures?			about 7 of them altogether and will be permanent as they will replace the existing gate and associated line of bollards further south. Access by emergency services vehicles will be maintained as bollards will be removable (with a key). The reason for making this change is to open up the space to make it more usable for the pedestrians and cyclists.
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Committees:	Dates:	Item no.
Streets and Walkways Sub-Committee Projects Sub	08/11/2016 23/11/2016	
Subject: Mark Lane Public Realm Enhancements	Gateway 6 Progress Report	Public
Report of: Director of the Built Environment		For Decision

Summary

Dashboard

Project Status – Green

Total Estimated Cost – £509,914

Spend to Date – £134,357 (of an approved £210,715)

Overall project risk – Low

Last Gateway – Gateway 3/4/5 (Phase 1 Authority to start work and Phase 2 Pre-evaluation)

Summary of Approval

- On 22nd September 2014 and 8th October 2014 a Gateway 3/4/5 report was approved by Streets & Walkways and Projects Sub Committees respectively. Members approved the implementation of the project in two phases:
 - Phase 1 – Includes works to perimeter footways around the 64-74 Mark Lane development and the reinstatement of the Traffic and Environment Zone (TEZ) closure, removed to facilitate the Mark Lane development.
 - Phase 2 - The evaluation and delivery of wider area improvements.
- The project is to be funded from a section 106 contribution of £509,914 from the redevelopment of 64-74 Mark Lane.

Project Overview

The Mark Lane public realm enhancement project is a medium priority project within the Fenchurch and Monument Street Area Enhancement Strategy. This project aims to facilitate and enhance north-south pedestrian movement across the area and improve pedestrian access to and from Fenchurch Street Station by:

- raising sections of carriageway to footway level
- widening footways
- providing opportunities for planting and seating

Please see the S106 plan in Appendix 1 which identifies the extent of the catchment of streets included in the wider project area for improvement.

Phasing

In order to avoid delaying the start of the project which would extend the project programme significantly, Members agreed a phased approach to the project delivery.

Phase 1 – Comprised of works to perimeter footways around the Mark Lane development and the reinstatement of the TEZ in Mark Lane which could be completed ahead of construction work commencing at 51-54 Fenchurch Street.

Phase 2 – Comprised of wider enhancement works in Mark Lane that could only be implemented after the completion of the 51-54 Fenchurch Street development.

Current Position

According to the previous development programme of the proposed 51-54 Fenchurch Street site to the north, Mark Lane would have continued to be utilised as a servicing area for the Fenchurch Street development for an extended period.

This is no longer the case because the 51-54 Fenchurch Street development has now been delayed. It is now proposed to complete Phase 1 works and undertake the design options for Phase 2.

It is proposed to fund the next phase of work through identified underspends of £76,357 in the current approved budget. This phase of work will inform a subsequent 3/4 Gateway report of Phase 2 to Members.

Recommendations

It is recommended that Members:

- Authorise the proposed budget plan summarised in Appendix 2, table D to complete Phase 1 works and further design appraisal to develop Phase 2, totalling £76,357; to be funded from the 64-74 Mark Lane Section 106 Agreement.
- Agree that any unspent Phase 1 funds will be reallocated to implement Phase 2.

Main Report

1. Reporting Period	This is an update report to inform Members of progress to date ahead of a Gateway 3/4 Phase 2 design report to Committee in the spring of 2017.
2. Progress to Date	<ul style="list-style-type: none">• Phase 1 - Works were largely completed in 2015. Discussions have been ongoing with the City Police and City Transportation/Engineers regarding the scope of the new TEZ design. The reinstatement of the TEZ is currently scheduled to begin in early 2017.• Phase 2 - The 51-54 Fenchurch Street site was sold in February 2016 and the former owners have now confirmed that the redevelopment is no longer imminent. Therefore, Phase 2 (enhancement of Mark Lane and the wider area) can be progressed.• A summary of funding expended to date is included in the main body of this report in the Summary <i>Dashboard</i>. Further details can be seen in the Appendix 2 finance tables.

3. Next Steps	<p><u>Proposed Way Forward</u></p> <p>It is proposed to develop design proposals for the wider enhancement of Mark Lane and adjacent Streets that will inform a subsequent Gateway 3/4 report to Members. Design options for the wider area will follow the steps summarised below:</p> <ul style="list-style-type: none"> • Implementation of the TEZ – Reinstatement of the TEZ to agreed City Police standard. • A local transport study – Review parking/loading, contraflow cycling and pedestrian movement. This will rationalise waiting and loading restrictions in the area to reduce conflict between different road users and adhere to the Road Danger Reduction initiative. • Condition surveys – Carry out topographical and radar surveys to establish the position of sub-surface utilities attributable to the 64-74 Mark Lane development, in order to optimise drainage design and inform where greenery is to be reinstated. • Underspend – Budget underspend from the project codes associated with Mark Lane are to be allocated to the implementation of the TEZ and Phase 2 Works. Historic codes are to be rationalised. <p>It is proposed to utilise the existing project underspend of £76,357 to fund the measures summarised in the above. See Appendix 2 table D for details.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Subtask</th> <th>Existing budget underspend (£)</th> <th>Proposed Budget (£)</th> <th>Difference (£)</th> </tr> </thead> <tbody> <tr> <td>Staff Costs</td> <td>5,409</td> <td>18,600</td> <td>+ 13,191</td> </tr> <tr> <td>Fees</td> <td>4,917</td> <td>32,200</td> <td>+ 27,283</td> </tr> <tr> <td>Works</td> <td>66,031</td> <td>25,557</td> <td>- 40,474</td> </tr> <tr> <td>TOTAL</td> <td>76,357</td> <td>76,357</td> <td>0</td> </tr> </tbody> </table>	Subtask	Existing budget underspend (£)	Proposed Budget (£)	Difference (£)	Staff Costs	5,409	18,600	+ 13,191	Fees	4,917	32,200	+ 27,283	Works	66,031	25,557	- 40,474	TOTAL	76,357	76,357	0
Subtask	Existing budget underspend (£)	Proposed Budget (£)	Difference (£)																		
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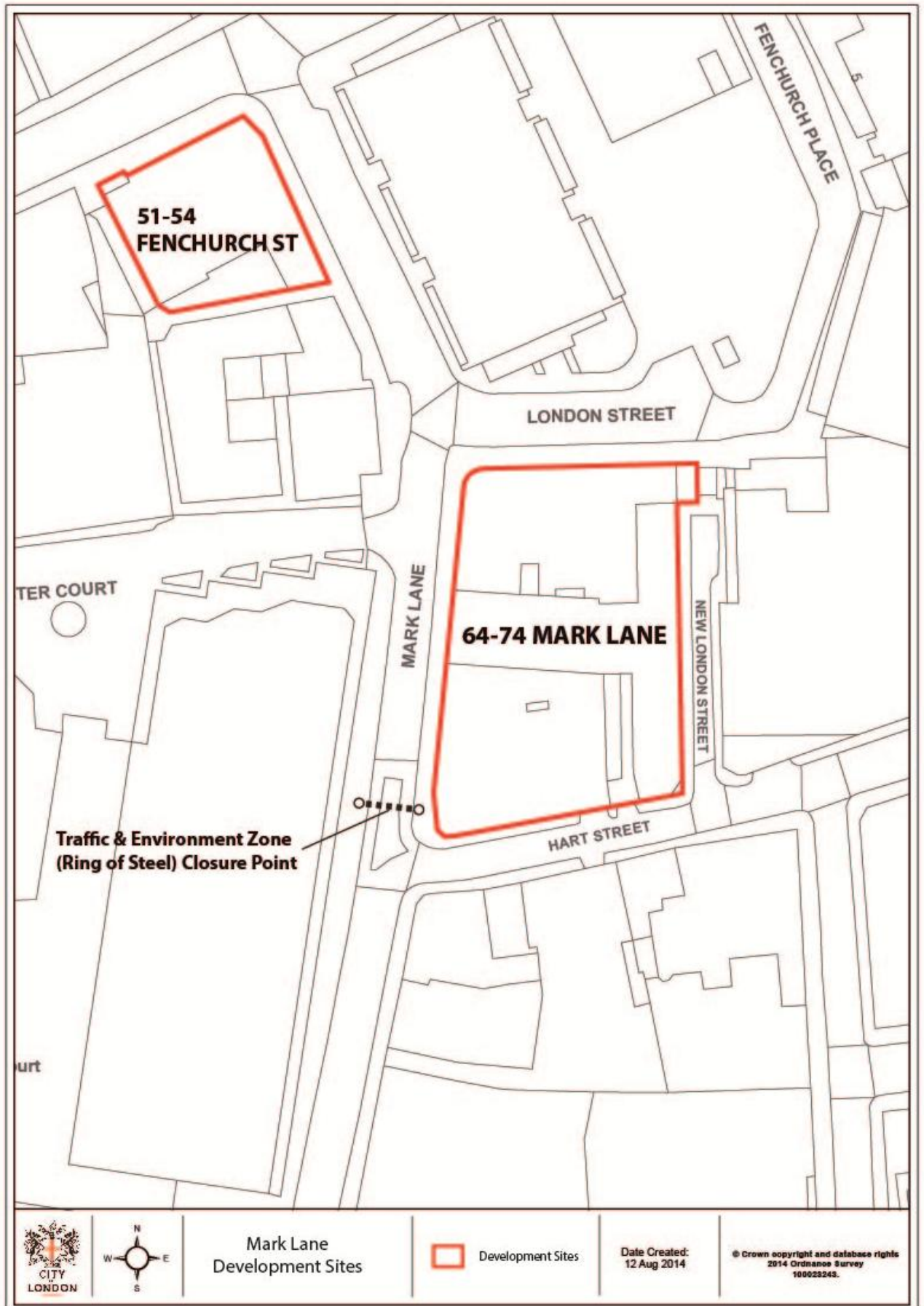
Appendices

Appendix 1	Site Location Plan, S106 Plan
Appendix 2	Finance Tables
Appendix 3	Site Photos of Mark Lane

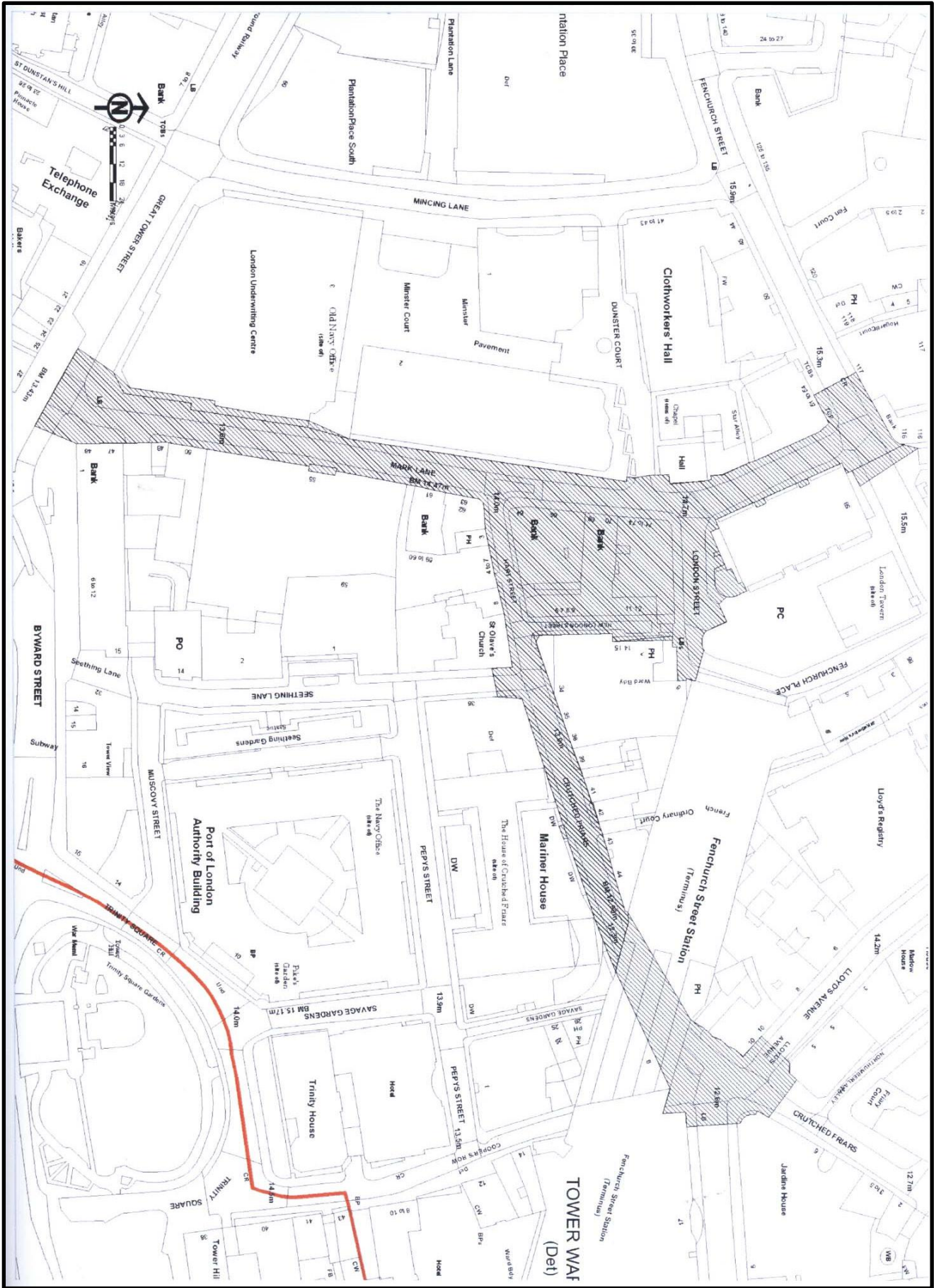
Contact

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Telephone Number	0207 332 1158

Appendix 1: Site Location Plan



Appendix 1: S106 Plan



Appendix 2: Finance Tables

Existing Approved Budgets

TABLE A: Existing 16100166 - Mark Lane *

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Pre-Eval DES Staff Costs	2,000	1,975	25
Pre-Eval P&T Staff Costs	42,713	42,702	11
Pre-Eval Fees	16,101	13,908	2,192
TOTAL	0,814	58,585	2,228

TABLE B: Existing 16100170 - Mark Lane Phase 1 *

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	14,641	14,631	10
P&T Staff Costs	10,000	10,000	0
Fees	2,900	2,000	900
Works	96,710	30,679	66,031
TOTAL	124,251	57,310	66,941

* It is proposed to close the existing budgets above and revise Phase 2 as summarised below.

TABLE C: Existing 16800312 - Mark Lane Phase 2

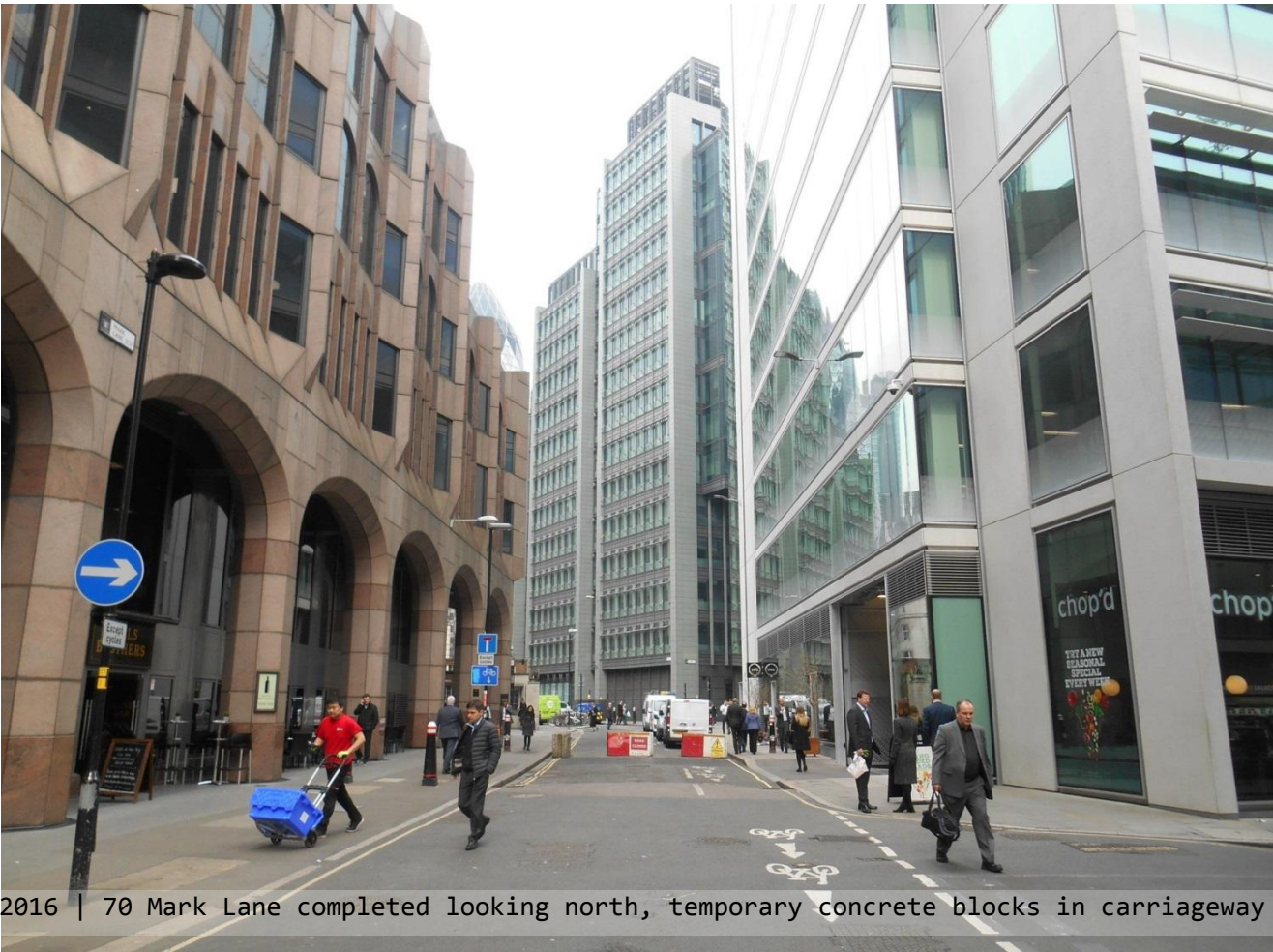
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
PreEv P&T Fees	11,250	9,425	1,825
PreEv P&T Staff Costs	14,400	9,037	5,363
TOTAL	25,650	18,462	7,188

Proposed Budget Revision

TABLE D: Proposed Mark Lane Phase 2 (16800312)

Description	Proposed Budget (£)
PreEv P&T Staff Costs	11,500
Pre DES Eng Staff	1,500
Pre Opens Spaces Staff	5,600
TOTAL STAFF COSTS: (inclusive of Project Management, Site Supervision, authorisation of transportation brief scope and design option development with Open Spaces)	18,,600
PreEv P&T Fees: – (inclusive of Site condition Topographical/3D Radar surveys and Transportation Study Services)	32,200
Works: - Revised Phase 1 Works to Mark Lane to tie in with TEZ design	25,557
TOTAL	76,357

Appendix 3: Site Photos of Mark Lane



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Committees:	Dates:	Item no.
Streets and Walkways Sub-Committee	08/11/2016	
Projects Sub	23/11/2016	
Subject: Lime Street and Cullum Street Area	Gateway 6 Progress Report	Public
Report of: Director of the Built Environment		For Decision

Summary

Dashboard

Project Status: Green

Total Estimated Cost: £653,963

Spend to Date: £268,687 (As at 30 September 2016)

Overall Project Risk: Low

Previous approved Gateways:

A Gateway 5 report was approved by Members in May 2012 with the following recommendations:

- Approve environmental enhancement works in Lime Street and Cullum Street including an experiment on managing traffic access in Lime Street
- Approve the implementation of enhancement works in Cullum Street
- Approve preparation for a traffic experiment to investigate traffic management on Lime Street
- Approve implementation of physical enhancement works to Lime Street

A Gateway 6 report was subsequently approved by Members in February 2015, which gave an update on the completion of the Cullum Street enhancement works. It also gave the proposed timetable for public consultation on the experimental timed closure along Lime Street.

Progress to date including resources expended

The Cullum Street and Lime Street public realm enhancement project is a project within the Fenchurch and Monument Street Area Enhancement Strategy. This project aims to enhance the public realm in the area and facilitate north-south pedestrian movement along Lime Street, which is located within the Eastern City Cluster and adjacent to the Leadenhall Street Principal Shopping Centre. This is achieved by:

- Creation of a new enhanced public space at Cullum Street
- Widening footways and new Yorkstone paving and raising sections of carriageway to footway level
- Implementing a temporary traffic order Monday to Friday 8am-6pm along Lime Street

In May 2012 Members approved four phases for the project as follows, with phases 1 and 2 now complete:

1. Delivering enhancements to Cullum Street,
2. Undertaking an experiment to assess the possible management of traffic on Lime Street,
3. Delivering enhancements to Lime Street including any traffic management measures,
4. Enhancing Leadenhall Place if sufficient funds remain.

The Cullum Street enhancement works were completed in 2015 and included the creation of a new enhanced public space, more lively and attractive public realm and improved walking routes for increased number of pedestrians. For before and after photographs of Cullum Street please see appendix 1.

Following the Cullum Street enhancement works, the Lime Street Experimental Timed Closure was initiated in June 2015 and is due to expire on 14 December 2016. A Monitoring Report was commissioned in April 2016 to assess the impact of the experimental timed closure. The report found that the area around Lime Street is significantly busier with pedestrians in 2016 than in 2013. The area is projected to experience further increase in its working population with several tall buildings currently under construction nearby, with increasing numbers of pedestrians predicted to use Lime Street.

Key City stakeholders in the area have been consulted on the traffic management experiment and to date we have received three written responses; two objections and one letter of complaint. All consultees have now been responded to with further details on the consultation responses in Appendix 2.

The next phase of the project will be to review the current design for Lime Street originally approved by Committee in 2012 and update the existing cost estimates. A £41,253 budget will be required to carry out this review and will be funded by the underspend from the Cullum Street project. The designs and costings will be presented to Committees in a Gateway 5 report in early 2017.

Table 1 - Expenditure to Date			
Project Name	Approved Budget (£)	Expenditure (£)	Balance (£)
Cullum Street Enhancement Works	258,151	175,995	82,156
Lime Street Traffic Management Experiment	81,700	76,062	5,638
Lime Street Area Pre-Evaluation	21,000	16,630	4,370
TOTAL	360,851	268,687	92,164

All works are fully funded from the 20 Fenchurch Street S106 Agreement.

Options

The temporary traffic order on Lime Street will expire on 14 December 2016 and the options are as follows:

1. Make the experimental traffic order permanent (recommended option)
2. Extinguish and remove the experimental traffic order
3. Amend (relax) the experimental traffic order and then make permanent

Recommendations

1. It is recommended that Members make the experimental traffic order a permanent traffic order Monday to Friday 8am-6pm **(To be approved by Streets and Walkways Sub Committee)**
2. It is recommended that Members approve the budget adjustment of £41,253 funded from the Cullum Street enhancement works budget underspend **(To be approved by Streets and Walkways Sub Committee and Project Sub Committee).**

(For budget details please see Table 5 Appendix 3)

Main Report

1. Reporting period	February 2015 to September 2016
2. Progress to date	<p><u>Project Background</u></p> <p>The Cullum Street and Lime Street public realm enhancement project is a priority project within the Fenchurch and Monument Street Area Enhancement Strategy. It should be noted that this area lies within the Eastern City Cluster, adjacent to the Leadenhall Street Principal Shopping Centre. This project aims to facilitate and enhance north-south pedestrian movement along Lime Street within this busy area where pedestrian traffic has increased. This will be achieved through the creation of a new public space at Cullum Street, footway widening and repaving and proposed managed access on Lime Street for vehicles.</p> <p>At present, Lime Street and Cullum Street do not have a suitable balance of footway and carriageway space to enable pedestrians and vehicles to navigate safely, and in a fully accessible manner. These two streets need a good quality and well-functioning public realm to support their historic and busy character.</p> <p>In May 2012, Members approved Authority to Start Works (Gateway 5). The approved report recommended four phases</p>

of the project as follows:

1. Delivering enhancements to Cullum Street,
2. Undertaking an experiment to assess the possible management of traffic on Lime Street,
3. Delivering enhancements to Lime Street including any traffic management measures,
4. Enhancing Leadenhall Place if sufficient funds remain.

Phase 1 – Cullum Street enhancement works

At the first phase of the project, the implementation of the enhancement works at Cullum Street were significantly completed in early 2015 with an underspend of just over £82,000. The underspend was due to existing underground services preventing the installation of two new trees and also due to an unused contingency budget, which is reflected in the remaining funds for the project.

The Cullum Street enhancement works included the creation of a new enhanced public space with bespoke paving. This project delivered improved walking routes for increased number of pedestrians as well as access improvements that have made the area more attractive and lively. A new mini square was also created that is being used to display public art.

There is an outstanding commitment for the Cullum Street enhancement works of £23,000 for paving reparation works, due for completion soon. It should be noted that the building works on the adjacent site of 31-33 Lime Street (Asia House) delayed the final completion of the Cullum Street scheme.

Phase 2 – Lime Street traffic experiment

The second phase of the project, the experimental traffic management at Lime Street, was initiated in June 2015 and is due to expire on 14 December 2016. The traffic experiment involves the temporary closure of Lime Street between 8am and 6pm Monday to Friday, with only construction vehicles attending the construction sites. (See Appendix 3 for details of the closure). The experiment was to be carried out in conjunction with the closure of Lime Street for the construction of 21 Lime Street. When the commencement of this development was delayed, this in-turn delayed the start of the traffic management experiment.

In order to assess the impact of the traffic order, a Monitoring Report compared data collected in March 2016 when the experimental road closure was in place, with data collected in 2013 before the temporary road closure was in place. The report found that the area around Lime Street is very busy with an average 18 % increase in pedestrian levels between 2013

and 2016. The survey also indicates that pedestrian volume over a typical week day is now well in excess of 120,000 people with an increasing proportion of pedestrians choosing to walk in the carriageway due to the narrow footways along Lime Street. This issue needs to be addressed and is increasing in urgency as the area is projected to experience further increase in its working population with several tall buildings currently under construction at either end of Lime Street, and in the wider Eastern City Cluster.

The Monitoring Report also highlights several minor issues that need to be addressed as part of the future works on Lime Street. In particular, enforcement of vehicles that contravene the No Entry sign at the corner of Lime Street / Leadenhall Place will need to be addressed through a targeted enforcement initiative. However the overall level of contravention is very low (i.e. 12 vehicles between 8-9 am at peak flow). Once the new loading layby is installed at the southern end of Lime Street as was originally intended, this may assist in reducing the levels of contravention.

Key City stakeholders in the area have been consulted on the traffic management experiment and to date we have received three written responses; two objections and one letter of complaint referring to the impact of the construction of 21 and 31-33 Lime Street on the local area. The main issues highlighted by respondents were as follows:

1. Concerns regarding access for taxis and deliveries in Lime Street during closure times
2. Concerns of the impact on the surrounding road network, for example Fenchurch Avenue.

All three consultees have now been responded to as follows; (For further details please Appendix 2).

1. The timed closure of Lime Street has restricted direct vehicular access to some premises, however the short walk to reach these premises from the Fenchurch Street end of Lime Street, or from Fenchurch Avenue, during the timed closure is now safer and more pleasant given the removal of traffic. Vehicular access to Fenchurch Avenue is not affected by the closure at Lime Street, and premises along Fenchurch Avenue can continued to be reached by way of Billiter Street.
2. The survey has shown that traffic volumes along Fenchurch Avenue have remained at a similar level to that in 2013 despite the timed closure of Lime Street. This indicates that the majority of traffic that relied on Fenchurch Avenue in the

	<p>past, and continues to do so now, is local traffic accessing premises along Fenchurch Avenue and its immediate area. This is consistent with the City's designation of Fenchurch Avenue as a "Local Access Street" in the City's highway hierarchy. Local Access Streets are intended to serve the local frontages, rather than a street used for through traffic. It can therefore be concluded that the timed closure of Lime Street has had negligible impact on traffic flows along Fenchurch Avenue.</p> <p>Therefore the recommended option, based on submissions to the experimental traffic order and the Lime Street Monitoring Report, is to make the traffic order permanent and for the road closure to remain in place Monday to Friday 8am-6pm. The hours of the proposed closure reflect those hours the contractor for the 21 Lime Street development operates the temporary closure for the construction site. It is recommended that these hours are carried forward into the formal closure.</p> <p>The experimental traffic order is due to expire on 14th December 2016 and is now required to either be extinguished, made permanent or amended (relaxed) and made permanent. Advertisement of the final traffic order in the local press must be made by November 14th 2016, giving one month for public comments before the order expires.</p> <p><u>Phase 3: Lime Street Enhancement</u></p> <p>The permanent traffic order is the first step towards enhancing Lime Street. Once the traffic order has been made permanent, the existing public realm designs for Lime Street should be reviewed, to ensure the designs are still fit for purpose. In order to review and update the current design proposals, further resources are required for site surveys and staff costs. In addition to the £23,000 existing outstanding commitment for paving/repair works, the estimated cost to Gateway 5 is £41,253 funded by unused works and fees budget from the Cullum Street phase of the project, which is now completed and therefore no additional funding is required. (See Appendix 3 for detailed finance tables).</p> <p><u>Phase 4: Leadenhall Place</u></p> <p>Leadenhall Place works will only be carried out should funding remain in the budget following the completion of the Cullum Street and Lime Street works.</p>
<p>3. Next steps</p>	<p>The recommendation put forward to Committee, based on submissions made to the experimental order and evidence found in the Lime Street Monitoring Report, is to make</p>

	<p>the traffic order permanent and for the road closure to remain in place Monday to Friday 8am-6pm.</p> <p>Once the temporary traffic order has been made permanent, the initial proposals for the Lime Street enhancements, approved by Committee in 2012, will be reviewed to make sure the designs are still fit for purpose and cost estimates will be updated. The designs and costings will be presented to Committees in a Gateway 5 report in early 2017.</p>
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Appendices

Appendix 1	Before and after photographs for Cullum Street
Appendix 2	Temporary traffic experiment Consultation Responses
Appendix 3	Detailed finance tables
Appendix 4	Proposed Road Layout – Experimental Road Closure

Contact

Report Author	Freya Herivel
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Telephone Number	020 7332 13132

Appendix 1 – Before and after photographs of the Cullum Street enhancement works:

Before Photographs:



After Photographs



Appendix 2 – Temporary Traffic experiment Consultation Responses

Responses to Lime Street Experimental Closure		
Date: 29 th June 2015	Name: Kevin Hughes	Address: Hughes & Partners Ltd 9 th Floor 40 Lime Street London EC3M 7AW
<p>Comments: Believes there are no benefits to the closure and are disadvantages. The photographs in the Bulletin show the pavements are not busy and could accommodate the pedestrians shown in the road. Closing Lime Street means there is no through access to Leadenhall Street as the route via Fenchurch Avenue is the only option after the closure of Lime Street outside the Lloyd's Building. Notes that there were no problems when this was opened whilst Fenchurch Avenue was closed. There is no access for taxis to take passengers to destinations in Lime Street or Fenchurch Avenue. Has worked in Lime Street for many years and seen no problems with pedestrian traffic apart from them walking in the road on many streets but believes this would not warrant closing Fenchurch Street for example. Questions how raising the carriageway at the closure point will facilitate ease of movement and for whom. Asks why the cycle parking is being relocated and where it is going; why a lay-by for service vehicles is necessary if the road is closed and notes that before the closure there are hardly any pedestrians; and what will the monitoring equipment monitor?</p>		
<p>Responses: It is noted you feel the overall pedestrian levels are low along Lime Street, however the area around Lime Street is very busy and the streets are especially crowded at peak times. Surveys we have commissioned show the area has experienced an average 18 % increase in pedestrian levels between 2013 and 2016. Our survey also indicates that pedestrian volume over a typical week day is now well in excess of 120,000 people with an increasing proportion of pedestrians choosing to walk in the carriageway due to the narrow footways along Lime Street. We feel this is a road safety issue that needs to be addressed.</p> <p>The need to address this safety concern is increasing in urgency given the area is projected to experience further increase to its working population with several tall buildings currently under construction at either end of Lime Street, and in the wider Eastern City Cluster in general. Our project intends to create a safer pedestrian space with fully accessible walking routes to improve the area for the future influx of workers in addition to visitors to the Leadenhall Market Principal Shopping Centre.</p> <p><u>Access to Leadenhall Street</u></p> <p>The timed closure of Lime Street from 21 Lime Street to Leadenhall Place means drivers will need to access Leadenhall Street by a different route during the hours of 8 am to 6 pm, Monday to Friday. Lime Street is designated as a "Local Access Road" in the City's highway hierarchy. Local</p>		

Access Roads are intended to serve the local frontage, rather than be used for through traffic. The re-direction of traffic from Lime Street onto other distributor roads in the highway network is therefore consistent with the application of the City's highway hierarchy.

Taxi Access

The timed closure of Lime Street has restricted direct taxi access to some premises, however this section of Lime Street remains a short walk from either end of Lime Street which itself remains accessible to vehicles at all times. The short walk to reach these premises during the timed closure is now safer and more pleasant given the removal of traffic. Taxi access to Fenchurch Avenue is not affected by the closure at Lime Street, and premises along Fenchurch Avenue can continued to be reached by taxi by way of Billiter Street.

Raised carriageway, cycle parking and lay-by

The proposed raised carriageway will improve pedestrian accessibility and increase the comfort levels of all pedestrians including those with mobility issues. The existing cycle parking at the southern end of Lime Street will be re-located to Rood Lane and a new loading bay will replace the existing cycle parking. The loading bay is required to provide an alternative designated area for delivery vehicles during times when Lime Street is closed to traffic. Please note there are no intentions to close Fenchurch Street as part of this proposal.

Date: 17 th November 2015	Name: Darren Cox Global Relationship Manager	Address: Property Services Lloyd's One Lime Street London EC3M 7HA
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Comments:
Apart from the safety aspect of people walking in the roads due to the narrow pavements is not sure there are any advantages for Lloyd's. It makes it more difficult for firms to get supplies in and puts more traffic down Fenchurch Avenue. Is concerned that this may lead to the reopening of Lime Street between Lloyd's and Willis which they would wish to avoid.

Responses:

Pedestrian Levels at Lime Street

The area around Lime Street is very busy and the streets are especially crowded at peak times. Surveys we have commissioned show the area has experienced an average 18 % increase in pedestrian levels between 2013 and 2016.

Our survey also indicates that an increasing proportion of pedestrians choosing to walk in the carriageway due to the narrow footways along Lime Street. The need to address this safety concern is increasing in its urgency given the area is projected to experience further increase in its working

population with several tall buildings currently under construction at either end of Lime Street, and in the wider Eastern City Cluster in general.

Our project intends to create a safer pedestrian space with fully accessible walking routes, new seating and greenery to improve the area for the future influx of workers in addition to visitors to the Leadenhall Market Principal Shopping Centre.

Deliveries to Lloyd's of London

Whilst I accept the closure of this section of Lime Street between 8 am to 6 pm, Monday to Friday have restricted the times when vehicles can access premises along this section of the street, the proposal maintains vehicular access to Lloyd's of London at all times. Deliveries to Lloyd's continue to be possible by way of Billiter Street and Fenchurch Avenue which remains accessible to vehicular traffic (including your suppliers) at all times of the day.

Traffic along Fenchurch Avenue

Our recent 2016 survey has shown that traffic volumes along Fenchurch Avenue has remained at a similar level to that in 2013 despite the timed closure of Lime Street. This indicates that the majority of traffic which relied on Fenchurch Avenue in the past, and continues to do so now, is local traffic accessing premises along Fenchurch Avenue and its immediate area.

This is consistent with the City's designation of Fenchurch Avenue as a "Local Access Street" in the City's highway hierarchy. Local Access Streets are intended to serve the local frontages, rather than a street used for through traffic. It can therefore be concluded that the timed closure of Lime Street has had negligible impact on traffic flows along Fenchurch Avenue.

Traffic management closure at Lime Street for security purposes

I further note your concern that the implementation of the timed closure at Lime Street may result in the removal of the traffic management closure at Lime Street between Fenchurch Avenue and Leadenhall Street (i.e. outside Lloyd's) which act as part of your security measures. There are currently no proposals for the removal of this closure, and I can confirm that the City will not change this closure without first consulting with you and your neighbours.

Date: 17 th November 2015	Name: Harun Karakurt	Address: H&M Tailoring Unit A 12 Lime Street London EC3M 7AA
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Comments:
Relate to the building works at 21 and 31-33 Lime Street. They have seen a reduction in footfall as clients have been forced to avoid the area. Large construction vehicles are there early morning when many clients choose to visit before they start work. The works are in progress all day which disturbs clients. Large amounts of dust and debris soil the windows, frontage displays and enter the shop collecting on the garments. They have had to employ additional cleaning contractors. Noise disturbance due to

construction vehicles, machinery and general construction work. Reduced visibility of the shop frontage due to large vehicles and scaffolding. The ambience of the area has been affected and deterred clients from spending time with them. All this has had a negative impact on their business. Understands the necessity of the work but ask for consideration while they try to maintain the performance of the business. Would like to know if there is a compensation process that can be applied for.

Responses:

The construction vehicles are not within the control of the City, they are to serve the construction sites at 21 Lime Street and 31-33 Lime Street. There should not be any other vehicles within the closure area after 8 a.m. Anyone who is will be enforced against.

You should take up any issues relating to the building works with the contractors working on site.

Construction works must adhere to strict noise guidelines set by the City, which you can find on the CoL website.

Any issues with vehicles or scaffolding you need to raise with the contractor responsible, contact details should be visible on any scaffolding etc.

There is a significant amount of development in this part of the City at the moment, which in turn will translate into significantly more people in this area.

The long term aspiration to close Lime street during the day will lead to a significantly enhanced shopping experience for pedestrians and will hopefully encourage people to spend more time in the street.

The majority of your concerns relate to the building works currently taking place, which is the responsibility of building owners and contractors, rather than the closure of the street, which is the responsibility of the City. The best course of action is to identify which sites are causing the main issues and contact them directly. If they are not responsive then you could always contact your local ward councillors.

Appendix 3 – Detailed finance tables

The following summary tables 2-4 shows existing budgets for Lime Street Area, Lime Street Traffic Management Experiment and Cullum Street phases, which are all part of Lime Street Area project.

Table 2 - Expenditure to Date - Lime Street Area			
Description	Approved Budget (£)	Expenditure (£)	
Fees	8,600	8,600	-
P&T Staff Costs	8,400	7,000	1,400
Env Servs Staff Costs	4,000	1,030	2,970
TOTAL	21,000	16,630	4,370

Table 3 - Expenditure to Date - Lime St Traffic Management Experiment			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Fees	31,150	29,673	1,477
P&T Staff Costs	37,688	37,628	60
Env Servs Staff Costs	3,000	2,800	200
Works	9,862	5,961	3,901
TOTAL	81,700	76,062	5,638

Table 4 - Expenditure to Date - Cullum Street Enhancement Works S106			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Fees	18,750	8,414	10,336
P&T Staff Costs	16,700	16,700	-
Env Servs Staff Costs	15,300	11,963	3,337
Open Spaces Staff Costs	2,500	40	2,460
Works	204,901	138,877	66,024
TOTAL	258,151	175,995	82,156

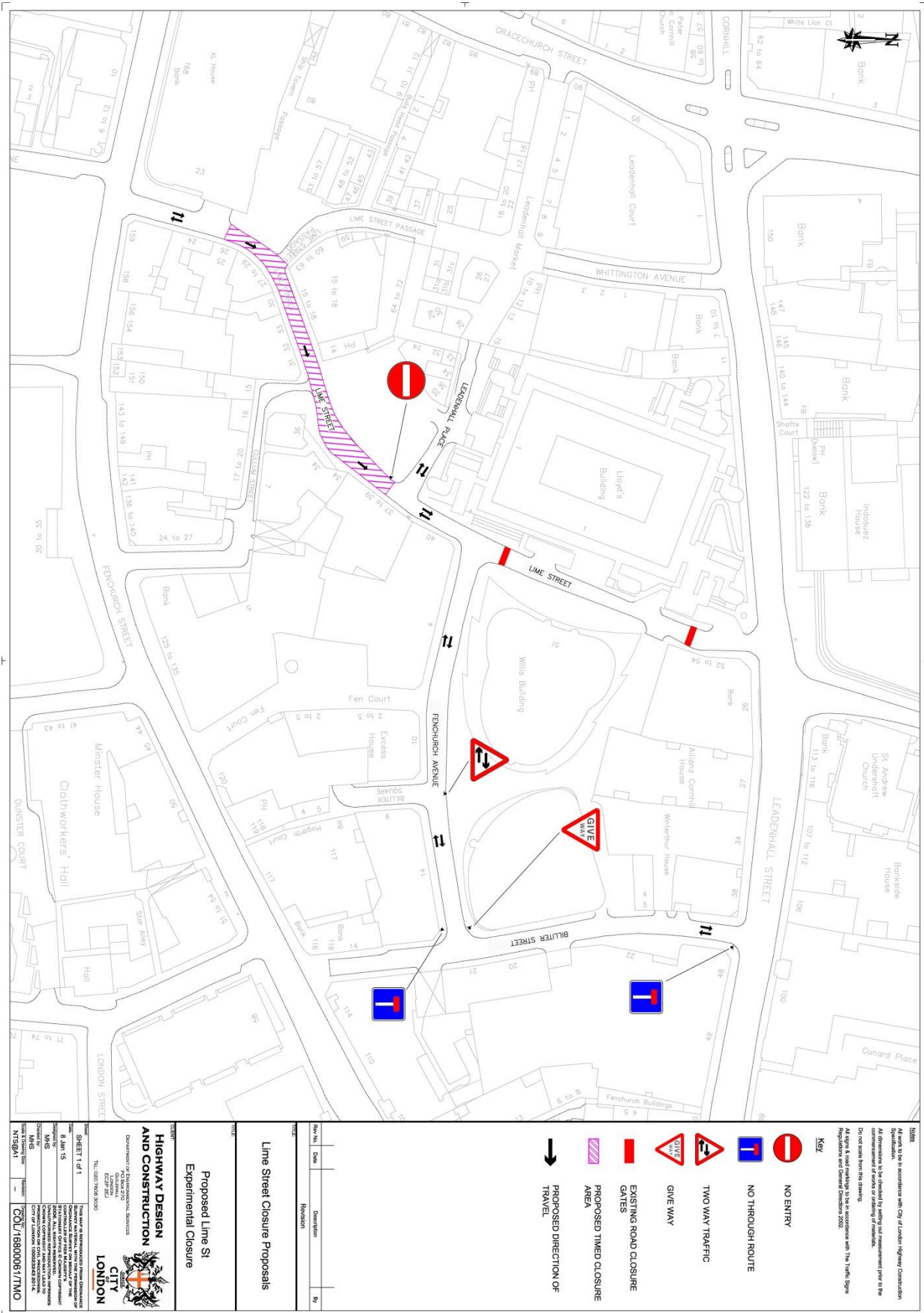
Table 5 shows details of the budget adjustment required from the Cullum Street budget to the Lime Street Area budget to progress the project to the next Gateway 4/5.

Table 5 - Budget Adjustment required to reach the next Gateway			
Description	Approved Budget (£)	Adjustment (£)	Revised Budget (£)
16100255 - Cullum Street Enhancement Works S106			
Env Servs Staff Costs	15,300		15,300
Open Spaces Staff Costs	2,500		2,500
P&T Staff Costs	16,700		16,700
Design Fees	15,250	(9,725)	5,525
Traffic Orders	3,500	(610)	2,890
Drainage/Utilities	28,750	(23,029)	5,721
Lighting	5,000	(4,547)	453
Main Works	147,970		147,970
Soft Landscaping	4,600		4,600
Street Furniture	18,581	(3,342)	15,239
16100255 TOTAL	258,151	-41,253	216,898

Table 6 below shows the final balance of the Lime Street Area budget, following the budget adjustment from the completed Cullum Street stage of the project.

Table 6 - Lime Street Final Balance			
16100227 - Lime Street Area			
Env Servs Staff Costs	4,000	20,000	24,000
P&T Staff Costs	8,400	15,225	23,625
Design Fees	8,600	6,028	14,628
16100227 TOTAL	21,000	41,253	62,253
GRAND TOTAL	279,151	-	279,150

Appendix 3 - Proposed Road Layout – Experimental Road Closure



Agenda Item 6

Committee(s):	Dates(s):
Streets and Walkways Sub Finance Planning & Transportation Court of Common Council	9 th November 2016 15 th November 2016 17 th November 2016 8 th December 2016
Subject: Annual On-Street Parking Accounts 2015/16 and Utilisation of Accrued Surplus on Highway Improvements and Schemes	Public
Report of : Chamberlain	For Information
Report author: Simon Owen, Chamberlain's Department	

Summary

The City of London in common with other London authorities is required to report to the Mayor for London on action taken in respect of any deficit or surplus in its On-Street Parking Account for a particular financial year.

The purpose of this report is to inform Members that:

- the surplus arising from on-street parking activities in 2015/16 was £5.608m;
- a total of £3.366m, was applied in 2015/16 to fund approved projects; and
- the surplus remaining on the On-Street Parking Reserve at 31st March 2016 was £17.229m, which will be wholly allocated towards the funding of various highway improvements and other projects over the medium term.

Recommendation

Members are asked to:

- Note the contents of this report for their information before submission to the Mayor for London.

Main Report

Background

1. Section 55(3A) of the Road Traffic Regulation Act 1984 (as amended), requires the City of London in common with other London authorities (i.e. other London Borough Councils and Transport for London), to report to the Mayor for London on action taken in respect of any deficit or surplus in their On-Street Parking Account for a particular financial year.

2. Legislation provides that any surplus not applied in the financial year may be carried forward. If it is not to be carried forward, it may be applied by the City for one or more of the following purposes:
- a) making good to the City Fund any deficit charged to that Fund in the 4 years immediately preceding the financial year in question;
 - b) meeting all or any part of the cost of the provision and maintenance by the City of off-street parking accommodation whether in the open or under cover;
 - c) the making to other local authorities, or to other persons, of contributions towards the cost of the provision and maintenance by them, in the area of the local authority or elsewhere, of off-street parking accommodation whether in the open or under cover;
 - d) if it appears to the City that the provision in the City of further off-street parking accommodation is for the time being unnecessary or undesirable, for the following purposes, namely:
 - meeting costs incurred, whether by the City or by some other person, in the provision or operation of, or of facilities for, public passenger transport services;
 - the purposes of a highway or road improvement project in the City;
 - meeting the costs incurred by the City in respect of the maintenance of roads at the public expense; and
 - for an “environmental improvement” in the City.
 - e) meeting all or any part of the cost of the doing by the City in its area of anything which facilitates the implementation of the Mayor’s Transport Strategy, being specified in that strategy as a purpose for which a surplus can be applied; and
 - f) making contributions to other authorities, i.e. the other London Borough Councils and Transport for London, towards the cost of their doing things upon which the City in its area could incur expenditure upon under (a)-(e) above.

2015/16 Outturn

3. The overall financial position for the On-Street Parking Reserve in 2015/16 is summarised below:

	£m
Surplus Balance brought forward at 1st April 2015	(14.987)
Surplus arising during 2015/16	(5.608)
Expenditure financed during the year	3.366
Funds remaining at 31st March 2016, wholly allocated towards the funding of future projects	(17.229)

4. Total expenditure of £3.366m in 2015/16 was financed from the On-Street Parking Reserve, covering the following approved projects:

Revenue/SRP Expenditure :	£000
Highway Resurfacing and Maintenance	1,977
Concessionary Fares and Taxi Card Scheme	511
Off Street Parking Contribution	343
Special Needs Transport	57
Barbican Area Strategy	38
Planting Maintenance	14
Parking Enforcement Plan	11
New Roads and Highway Improvement	11
Crossrail Moorgate Urban Integration	7
Milton Court Highway Works	4
Total Revenue Expenditure	2,973
Capital Expenditure :	
Barbican Podium Waterproofing	312
Barbican Area Strategy - Silk Street	70
Milton Court Highway Works	37
Beech Gardens Soft Landscaping	12
St Giles Terrace & Ben Jonson Highwalk	3
Holborn Circus Area Enhancement	(41)
Total Capital Expenditure	393
Total Expenditure Funded in 2015/16	3,366

5. The surplus on the On-Street Parking Reserve brought forward from 2014/15 was £14.987m. After expenditure of £3.366m funded in 2015/16, a surplus balance of £2.242k was carried forward to future years to give a closing balance at 31st March 2016 of £17.229m.
6. Currently total expenditure of some £36.039m is planned over the medium term up to 31st March 2020, by which time it is anticipated that the existing surplus plus those estimated for future years will be fully utilised. This total includes expenditures of £8.092m, £12.203m, £4.765m and £10.979m planned from 2016/17 until 2019/20 respectively, which are anticipated to reduce significantly the surpluses arising in those years.
7. The total programme covers a number of major capital schemes including funding towards the Barbican Podium Waterproofing, Street Lighting Strategy, repairs to Snow Hill Bridge and Holborn Viaduct, Barbican Area Strategy, Minories car park structural monitoring/work, 'Ring of Steel' traffic monitoring infrastructure and various street scene projects as well as ongoing funding of revenue projects including highway resurfacing and road maintenance projects, concessionary fares and taxi cards, special needs transport, and contributions to the costs of Off-Street car parks. The progression of each individual scheme is, of course, subject to the City's normal evaluation criteria and Standing Orders.

8. A forecast summary of income and expenditure arising on the On-Street Parking Account and the corresponding contribution from or to the On Street Parking Surplus, over the medium term financial planning period, is shown below:

On-Street Parking Account	2015/16	2016/17	2017/18	2018/19	2019/20	Total
Reserve Projections 2015/16 to 2019/20	Actual £m	Forecast £m	Forecast £m	Forecast £m	Forecast £m	£m
Income	(8.4)	(7.5)	(7.6)	(7.8)	(7.9)	(39.2)
Expenditure (<i>Note 1</i>)	2.8	2.9	3.0	3.0	3.1	14.8
Net Surplus arising in year	(5.6)	(4.6)	(4.6)	(4.8)	(4.8)	(24.4)
Capital, SRP and Revenue Commitments	3.4	8.1	12.1	4.8	11.0	39.4
Net in year contribution from/(to) the surplus	(2.2)	3.5	7.5	0.0	6.2	15.0
Deficit/(Surplus) carried forward at 1 st April	(15.0)	(17.2)	(13.7)	(6.2)	(6.2)	
Deficit/(Surplus) carried forward at 31st March	(17.2)	(13.7)	(6.2)	(6.2)	0.0	

Note 1: On-Street operating expenditure relates to direct staffing costs, repair & maintenance of meters, Indigo contractor costs, fees & services (covering cash collection, pay by phone, postage & legal), IT software costs for enforcement systems, provision for bad debts for on-street income and central support recharges.

9. There is now a combined service for 'Civil Parking & Traffic Enforcement, including the Cash Collection Contract' which has resulted in on-going savings to the operating costs of the On-Street Parking Account.

Conclusion

10. So that we can meet our requirements under the Road Traffic Regulation Act 1984 (as amended), we ask that the Court of Common Council notes the contents of this report, which would then be submitted to the Mayor of London.

Consultees

11. The Comptroller & City Solicitor has been consulted in the preparation of this report and his comments have been included.

Background Papers

12. Road Traffic Regulations Act 1984; Road Traffic Act 1991; GLA Act 1999 sect 282.
13. Final Accounts 2015/16.

Simon Owen

Chamberlain's Department

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

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