

In this issue:

- Resignation of Ray Catt
- Emma Edhem
- The London Living Wage - LLV
- Cycle Casualties
- New Street Square Traffic Problems
- Public Conveniences Working Party
- Hampstead Ponds
- City's Local Plan
- The Thames Estuary Partnership (TEP)

Check out our website for other news of the ward and further details on newsletter topics!

www.castle-baynard.org.uk

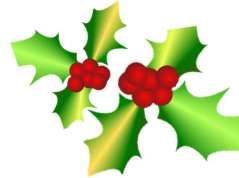
WE WISH EVERYONE WHO LIVES OR WORKS IN THE WARD OF CASTLE BAYNARD A VERY MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS 2014!

Ian Luder
Alderman

Chris Boden

Michael Hudson

Henrika Priest



Catherine McGuinness
Deputy

Nigel Challis

Graham Packham

Jeremy Simons

RESIGNATION OF RAY CATT

We regret to announce that Ray Catt has tendered his resignation as a Common Councilman for the Ward following an exciting new opportunity at work which will take him to the Far East. Ray has served as a Common Councillor for Castle Baynard since 2004, and the City has greatly benefited from his expertise through his service as Chairman of the Investment Committee and Deputy Chairman of both the Finance Committee and the Financial Investment Board. During the last year Ray was also Chairman of the Ward Club. We would like to wish Ray all of the best for the future.

EMMA EDHEM



Ward members are delighted that Emma Edhem, a local barrister of 20 years' standing, is a prospective candidate to fill our Ward's vacancy on Common Council. Emma has worked in the Ward for eight years and takes a great interest in local matters. If she is elected, her commitment and professional skills will strengthen the Ward Team considerably in our work for local constituents.

THE LONDON LIVING WAGE – LLW

Boris Johnson has recently announced that the London Living Wage has been increased to £8.80 per hour – this compares to the National Minimum Wage which is currently £6.31 per hour. Paying the LLW is not a statutory requirement and currently just over 200 employers have signed up to do this in London. In 2012 the City of the London Corporation committed to pay directly-employed staff at or above the LLW, and to promote its adoption by the City's contractors. Since then the City has agreed to pay a premium on a new catering contract for its Barbican Arts Centre and the Guildhall School of Music & Drama to ensure that catering contract staff are paid at least the Living Wage. Your Ward members strongly support this policy, **and pressed for its adoption.**

Those of us in the Ward that live in blocks of flats or apartments with common areas have an opportunity to help. Why not find out what your cleaners are paid, and if they are paid the Minimum Wage, get agreement from your fellow residents to instruct your management company who manages your building to pay them the Living Wage. This will make a significant difference to your cleaners, will have a minimal impact on your service charges, and will also help build the momentum for wider adoption of the Living Wage.

CYCLE CASUALTIES

We are all aware of the recent tragic deaths of a number of cyclists on London's roads. At the most recent meeting of the Streets and Walkways Sub-committee, your members asked officers what measures the City were taking to address this important issue. The City Corporation is working with TfL and London Boroughs to introduce "quiet routes", away from the busiest streets. Within the City a large number of one-way routes now permit two-way cycling, so cyclists can avoid more of the main streets and can reach their destinations more easily. Additional funding is expected from TfL to improve safety at some of the busiest junctions. A particularly innovative measure is that all contractors now working on Crossrail are required to have lorries which are fitted with a number of pedestrian and cycle safety features. All drivers must successfully complete a one day safety training course before they start work.

The committee also stressed the importance of cyclists, like all other road users, following the Highway Code, and not passing traffic signals at red or cycling on the footway. Cyclists, as road users, must also look to their own safety and not take unnecessary risks. The current work at Holborn Circus, once completed in the spring, should improve safety for both pedestrians and cyclists at this busy junction.

NEW STREET SQUARE TRAFFIC PROBLEMS

In our May issue we mentioned the problems with traffic in the New Street Square area – in particular problems with delivery vehicles parking in the narrow streets and frequent snarl-ups caused by large vehicles trying to negotiate tight corners. A traffic survey has now been carried out. City officers are currently considering a range of measures to alleviate the problems, with recommendations to be put to the Streets and Walkways Sub-committee in January. The survey looked

Castle Baynard Resident

December 2013

Your voice on Common Council:



Ian Luder



Chris Boden



Nigel Challis



Michael Hudson



Catherine McGuinness



Graham Packham



Henrika Priest



Jeremy Simons

Find our details on:

www.castle-baynard.org.uk

www.cityoflondon.gov.uk

at traffic in West Harding Street, Pemberton Row and East Harding Street. HGVs using the loading bay in West Harding Street should enter and exit from Fetter Lane. It was found that many approach from the east. Around 50-55 HGVs per day travel westbound, negotiating the tight corners, often passing over the kerb at the sharp corners and approximately 23-37 HGVs per day travel eastbound. Considerable numbers of delivery vehicles were found to park for extended periods outside numbers 1-5 Pemberton Row, making deliveries in the vicinity, particularly to premises in Dean Lane and Great New Street. Day time parking in Pemberton Row and East Harding Street on single yellow lines was found to cause the snarl-ups.

A favoured option currently being examined would be a double yellow line on one side of the street, with bollards at corners to prevent vehicles mounting the kerb. In addition officers are looking at the possibility of one-way operation westbound between Printer Street and a point just north of the entrance to the Pemberton House car park (with two way cycling as access to the New Street Square estate cycle park is in Pemberton Row) OR a point closure, possibly overnight only, again just north of the Pemberton House car park. We will keep you updated on developments and discussions at committee.

PUBLIC CONVENIENCES WORKING PARTY

Jeremy has recently been appointed to a Working Party looking into the provision of public conveniences within the square mile. A recent survey amongst the City's residents and businesses has shown dissatisfaction with the current level of provision. Unlike other local authorities, the City still provides staffed public conveniences in the street, along with individual units and the "community toilet" scheme allowing the public to use facilities at other premises, for example public houses. The current budget is just over £1.2M per year, even after the introduction of charging at some locations. The Working Party will be looking at the current provision, and how this might be improved, to better serve the needs of the City, for example in the evening. The community toilet scheme, whilst a good idea, does not seem to be working particularly well, with an increase in urination in the streets. If you have any ideas, Jeremy would be delighted to hear from you at jeremy.simons@castle-baynard.org.uk

HAMPSTEAD PONDS

You may have seen Jeremy recently on the ITV news talking about the Hampstead ponds, or read his articles in local newspapers in North London. Jeremy is Chairman of the Hampstead Heath Management Committee. The City of London is required to ensure that the dams which form the ponds on the Heath do not collapse under extreme weather conditions causing flooding and loss of life downstream. Over the past fifteen months engagement with local stakeholders has assisted greatly in drawing up a number of design options which virtually eliminate the risk of dam failure whilst being in keeping with the Heath's founding legislation to protect the landscape. A three month consultation and information sharing exercise is now underway, asking local people for their views. The project has raised a great deal of interest locally. More information is available on www.cityoflondon.gov.uk/pondsproject

CITY'S LOCAL PLAN

Last Thursday the Court of Common Council approved the City's Local Plan and agreed that it should now go out to public consultation. The Local Plan sets out the City Corporation's vision, strategy, objectives and spatial framework. It is the key document that will determine the policies and strategies that will shape the City until 2026. It takes account of projected changes to the economy, employment, housing need, transport demand and seeks to maintain the quality of the City's environment and its historic heritage. The Plan also deals with the residential environment. Residential areas should be protected by resisting other uses which would cause undue noise disturbance, fumes and smells, requiring new developments to demonstrate adequate mitigation measures. Noise generating uses should be situated away from residential uses where possible. Your members have worked hard to recognise the importance of minimising the impact of the night-time economy on local residents. Residents should expect a decent night's sleep!

The Plan can be accessed at www.cityoflondon.gov.uk/localplan There will now be an eight week consultation period, after which proposed changes will be submitted to the Secretary of State, along with the Plan for examination by a Planning Inspector. It is likely that the plan would come into force towards the end of 2014. We would urge you to take time to read the Plan – it is of enormous importance to the future of the City and includes many policies of interest to residents.

THE THAMES ESTUARY PARTNERSHIP (TEP)

The City encourages and supports a wide range of activities outside the Square Mile which benefit all Londoners. One of them is TEP. The City Corporation is a Corporate Director with Nigel Challis as its representative on the Board of Trustees. TEP's purpose is to provide an unbiased communication channel between those who plan and manage the large infrastructure projects on the Thames and those who are affected by them. Since it was created in 1994 TEP has brought people together, regularly sharing information and ideas on how best to manage the Thames estuary sustainably, for Social, Economic and Environmental purposes, three aims which are not always easy to reconcile on a tidal river in a capital city.

TEP runs a well supported and attended Annual Stakeholder Forum once a year where key speakers on the Thames tunnel, river freight, management of waste and landfill sites, water quality and fisheries, recreation and education are key topics. All speakers take part in a panel where audience questions are open and unscripted. Over 100 educational organisations are members, using the estuary in variety of projects. TEP's "Talk of the Thames" magazine is published bi-annually. It is well liked, evidenced by a recent readership survey (see the website www.thamesweb.com). The City Bridge Trust is funding a Biodiversity post within TEP and this is already developing habitat ideas to mitigate the Thames tunnel shaft impact on the river ecology.