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

www.castle-baynard.org.uk

CASTLE BAYNARD WARDMOTE – THURSDAY MARCH 17

The next Wardmote will be held on Thursday 17th March at St. Bride's Foundation starting at 6pm, this is your opportunity to meet and question your Alderman and ward members. We will also be providing presentations on Community Policing, the Fleet Street Area Strategy consultation and road changes associated with the Cycle Superhighways passing through the ward.



FLEET STREET CONSULTATION – HAVE YOUR SAY

A year or so back a major street improvement scheme took place alongside the development of One New Change. It dramatically changed the face of Cheapside. Footways were substantially widened and trees were planted with the street developing into more of a shopping destination. The City of London Corporation is now looking at what can be done to improve the Fleet Street / Ludgate Hill corridor. Improvements have already been made to the courts and lanes north of Fleet Street, but Fleet Street remains a busy route, with inadequate facilities for pedestrians, cyclists and traffic in general. All too often it is simply a queue of buses!

An Area Enhancement Strategy is now open for public consultation. The strategy will embrace Fleet Street and streets to the north as far as West Harding Street and Gunpowder Square and to the south as far as Tudor Street, in addition to Ludgate Hill. It will aim to create a more attractive street scene, to improve the functioning of the street environment for all road users, mitigating conflict between different modes of transport and to improve the accessibility of streets and crossings for users of different mobility levels.

Putting this in plain English – Fleet Street would look more like Cheapside! Another major objective is to reduce accidents, particularly at Ludgate Circus. Opportunities for more tree planting will be looked at (although not on Fleet Street itself due to space limitations and the number of pedestrians), as well as improvements in lighting and the possibility of more seating and public art. The consultation continues until at least 18 March and a representative of the City will be speaking about the plans at our Ward Mote on 17 March. Please take part in this important consultation and if you have any thoughts on what you would like to see, please do let us know. **City officers will be available each Tuesday between 4.30-6.30pm and each Thursday between Noon-2pm from now until 18 March at Shoe Lane Library to discuss the proposals and answer questions. There is also a display at the Library.**

BANK JUNCTION

The Corporation of London (CoL) has recently announced its intention to redesign Bank Junction. This will follow on from the successful remodelling of Holborn Circus and the Aldgate gyratory (which is currently in progress). The scheme objectives are to improve safety for pedestrians and cyclists, to reduce journey times for all road users, to cut air pollution and to make the beautiful and historic junction a place for all to safely enjoy.

This is a major project which will take 5 years to complete and will be phased to enable early delivery of benefits. The first phase is planned to be an Interim Traffic Order (requiring consent from TfL) in late 2016 to close the junction to motorised vehicles (except buses). Signage will be changed, and local access agreements will be in place to allow vehicles to service buildings on the junction. The second phase would be a complete junction redesign. Once the interim measure is in place, the CoL will consult widely to determine the best long-term solution for all users of the junction.

Your members strongly welcome this initiative – as the Chairman of the CoL Planning & Transportation Committee has stated 'the junction is currently dysfunctional, dangerous, dirty, congested, and polluting. It is grossly inefficient for traffic, unsafe for pedestrians, with too many people milling around in a space designed for horses and carts. This is completely inappropriate to form the heart of a modern city. We are committed to changing this, and making Bank a truly wonderful place for people to safely enjoy. The safety of all our road users is of paramount importance to us, especially pedestrians and cyclists. This is a radical step which will help reduce the number of tragic casualties within the Square Mile and make Bank a practical public space, and improve traffic flow in the City.'

Your voice on
Common Council:



Ian Luder



Chris Boden



Nigel Challis



Emma Edhem



Michael Hudson



Catherine McGuinness



Graham Packham



Henrika Priest



Jeremy Simons

Find our details on:

www.castle-baynard.org.uk

www.cityoflondon.gov.uk

AIR POLLUTION

Air pollution in London is a major concern; the public health issues are primarily caused by emissions from diesel engine vehicles whose use has been encouraged by central government in the drive to reduce greenhouse gases. Nitrogen dioxide and coarse and fine particles (PM10 and PM2.5) are the pollutants of most concern. Worryingly there are **no** safe limits for PM2.5. The World Health Organisation has declared diesel exhaust emissions carcinogenic and the latest Mayor of London report puts the number of premature deaths from air pollution in London at over 9,000 per annum.

Unfortunately much of the dangerous pollution we experience in the City is caused by activities outside the square mile, away from roadsides this is around 75% and at roadsides about 50% for particulates and 15% for nitrogen dioxide.

Unnecessary pollution generated in the City is caused by stationary idling vehicles, empty buses outside the rush hours and empty taxis driving on the streets looking for customers. The Mayor's ultra-low emission zone (ULEZ) will come into force from 2020, and new taxis from 2018 will have to be petrol/electric hybrids, but complete phasing out of diesel cabs will take 15 years. Nitrogen dioxide levels are not expected to be safe until 2025.

Your members consider this prospect unacceptable and will continue vigorously to press for the City to take all possible actions to make progress on this. Possible tactics for the City include air quality monitoring, using our political influence, persuading TfL to reduce unnecessary bus journeys, leading by example by reducing emissions from our own transport and buildings, altering our roads to reduce traffic and delays, and imposing controls on new development demolition, construction and on-going operation.

CYCLE SUPERHIGHWAYS – TUDOR STREET NEW BRIDGE STREET JUNCTION CLOSURE

As part of the development of the Cycle Superhighways it is proposed to close access to Tudor Street from New Bridge Street. Traffic wishing to enter Tudor Street will be redirected to Bridewell Place, which would become two-way, and traffic leaving Tudor Street for New Bridge Street north bound would use Kingscote Street and Watergate which would become one-way streets. Traffic from the north heading for Whitefriars and the streets south of Fleet St will be unable to turn right into Tudor St and will have to access the area from one of the south bound side roads off Fleet Street.

Traffic from Tudor Street wishing to go south on New Bridge Street would leave from Bridewell Place (as at present).

Following representations from local businesses and residents Ward members have been working with the City transportation officers and TfL to ensure that these changes do not have adverse consequences for residents and businesses. In particular we have voiced strong concerns about the potential negative impact of the proposals for traffic flow in the area and commercial vehicle access to the Inner and Middle Temple. See our web site at [http://castle-baynard.org.uk/](http://castle-baynard.org.uk) for further updates on this.

TfL are now consulting on the next stretch of the North/South cycle superhighway, north of Stonecutter Street. See <https://consultations.tfl.gov.uk/cycling/northsouth>. It is important that any local business or resident with concerns makes these known to TfL.

DR JOHNSON'S HOUSE

Zanzibar's Story: Remembering the Past, Securing the Future. A Touring Exhibition presented by the World Monuments Fund. Until 29 March. Free after usual admission charge. This exhibition tells the story of the last permanent slave market in Africa, and its legacy, the Construction of Christ Church Cathedral on the site. A prominent opponent of Slavery, Dr Johnson wrote against the practice of slavery in the Americas and famously left his estate to his black manservant, Francis Barber, a former Jamaican slave. The exhibition will be accompanied by special events and a temporary display in the House highlighting Johnson's own views on slavery.

www.drjohnsonshouse.org/events