



From the Editor...

Welcome to this Spring edition of Candlewick News. This edition includes updates on the major issues affecting Candlewick Ward including the Bank station

redevelopment; the "Bank on Safety" experimental traffic change and how this is being affected by the need to replace Victorian gas pipes in Gracechurch Street by the London Bridge junction; good news in regard to council tax and rates; an update on the City's efforts to help rough sleepers; and an insight into the City Corporation's Corporate Plan 2018-2023. There are also details on how you can contribute to the City Corporation's long term Transport Strategy.

A number of electors have reported to me that they have been approached by individuals interested in being the Alderman for Candlewick. This is somewhat premature as Dame Fiona is still in post and has not surrendered her office although she has confirmed that she will do so shortly. When this happens I shall, with the encouragement of Deputy Kevin Everett, be putting myself forward to succeed Dame Fiona as the Alderman for Candlewick Ward. I very much hope that you will support me when that time comes.

James de Sausmarez
Common Councilman

Lord Mayor's Trade Delegation

In February I joined the Lord Mayor's Trade Delegation to Australia and New Zealand, which was focussed on FinTech and Asset Management, the latter of which is my day job at Janus Henderson Investors. Green finance was also a theme. The objective was to put new energy into the relationship between Australia/New Zealand and the City of London bearing in mind the significance of Australia's Financial Services Sector and its reputation for innovation, more recently represented by its growing FinTech capability.

The Lord Mayor, by virtue of his or her role as an Ambassador for the City of London, is able to open doors and hold meetings with a wide range of influential Government and business people. The Lord Mayor also has the support of the UK diplomatic representatives and the UK Trade commissioners in the places he visits. Joining a Lord Mayor's Trade Delegation can therefore be very good for your business.

Meetings and discussions took place against a backdrop of political scandal in Australia (Deputy Prime Minister Barnaby Joyce's affair with a young lady in his office), the opening of the Royal Commission into the financial services sector in Australia (focussed primarily on the Banks) and the advanced discussions

between respective governments to establish an Australia/UK FinTech bridge. The other focus of the trip was to engage on the Lord Mayor's theme for the year - "The Business of Trust". In this regard, the Lord Mayor encouraged those we met to complete his Business of Trust questionnaire. From this work he hopes to identify a basis for re-establishing trust in financial services based on his five guiding CIVIC principles - competence and skills; integrity; value to society; interests of others; and clear communication.

We spent half a week in Sydney, half a week in Melbourne and two days in Auckland and met a wide range of Government representatives, both national and local; the Reserve Bank; the Australian Stock Exchange and the New Zealand Stock Exchange; regulators; trade associations; Chambers of Commerce and individual businesses. We also visited a number of FinTech hubs and heard from the small businesses that were based there covering things like data management (there was a lot of this), blockchain, payments processing, managing cyber risk and social robotics.



The hot topic from both the Australians and the New Zealanders was Brexit and the Lord Mayor emphasised the City Corporation's three Ts - an appropriate transitional period, continued access to global talent and a free trade agreement. The Australians generally think Brexit is damaging for the UK but they like the idea of a free trade agreement with a post Brexit UK and sold themselves as the free trade route to Asia given their range of free trade agreements with Asian countries.

Since our visit the Australia/UK FinTech Bridge Agreement has been signed and a number of other business initiatives are underway. It was very encouraging to see the way in which both countries were anxious to embrace free trade agreements and were not at all discouraged by the UK's decision to leave the European Union.

Bank Station Update

Longer standing electors will be aware that I have been keeping a watching brief on the project to redevelop Bank station particularly in so far as it directly affects Candlewick Ward.

The project involves:

- New southbound tunnel and platform for the Northern line
- New station entrance on Cannon Street
- Step-free access between the Northern line, DLR and the street
- A moving walkway for quicker and easier access
- More lifts and escalators to ease congestion and improve accessibility



I recently caught up with Viki James, Transport for London’s Senior Project Manager responsible for the project. She advised me that progress was good with over 60% of the tunnelling complete which included passing uneventfully beneath both St Mary Abchurch and The Mansion House. This main tunnel excavation should be completed later this summer. Works will then move to on to complete the inner linings and tunnel fit out.

Demolition and piling for the new station entrance on Cannon Street is complete and work has started on the excavation for the new escalator barrels that will provide the new link to the Northern and DLR lines as well as a lift shaft that will provide step free access to those lines as well.

Viki proudly told me that Transport for London had received no complaints in the last quarter and is looking to maintain this as the project progresses. The project is set to complete in 2022.

If you have any questions, I should be delighted to hear from you. You can contact me at james.desausmarez@cityoflondon.gov.uk or on 020 7818 3349

Bank on Safety and Roadworks

The “Bank on Safety” experimental traffic change whereby bus and pedal cycles only will be allowed to cross Bank junction between 7am and 7pm, has been in place since Monday 22 May 2017 and is due to last for up to 18 months. The objectives behind this are:

- Reduce casualties by simplifying the junction
- Reduce pedestrian crowding levels
- Improve air quality
- Improve the perception of place, as a place to spend time in rather than pass through.

Officers have been continuously monitoring the effectiveness of the scheme whilst also maintaining an ongoing public consultation which provides anyone with the opportunity to comment on their experience of the changes. Officers can be contacted at bankarea@cityoflondon.gov.uk or through the contact centre on 020 7606 3030. Feedback to date has been predominately positive.

However, in recent weeks, traffic congestion has been building as a result of increasing works on leaking gas mains at the top of London Bridge. After three weeks, Cadent (the gas utility company) were continuing to find further major leaks on what is clearly a seriously failing Victorian pipeline. These works had an effect on the City’s network by requiring closures of Cannon Street eastbound, King William Street northbound and Eastcheap eastbound. Cadent extended working hours but the leaks were deep underground and highly complex and then extended to Gracechurch Street by House of Fraser which has required Gracechurch Street to be closed northbound for 2-4 weeks.

A full replacement of the gas main at this location was initially programmed for 2019 but Cadent has now brought this forward. Replacing the old, failing gas main will be undertaken in three phases starting on 16 April 2018 and completing by 30 September 2018. By installing a completely new gas main, instead of undertaking a series of complicated repairs, Cadent are able to give a degree of reassurance that there should be no gas mains failures at this location in future. The attached diagram and table provides more detail on the timing of the phases.

You should have received a letter of explanation from Cadent and an invitation to a public exhibition at St Mary at Hill Church from 4 pm to 8 pm on Tuesday 17 April 2018.

Location	Duration	Start Date	End Date	Information – Worst Case Scenario (24 weeks)
Phase 1	7 Weeks	16/04/18	03/06/18	Expand Existing Site Set up and excavate King William Street One Way North New Excavations at King William Street & Eastcheap 2 x Governors raised to cope with pressure demand Mains severed and abandoned
Phase 2	9 Weeks	04/06/18	29/07/18	King William Street back filled Central Excavation as existing Lane Closure on Gracechurch Street Excavations in Eastcheap Pipe inserted and open cut as required New Pipe gased, tested & commissioned
Phase 3	8 Weeks	30/07/18	16/09/18	Eastcheap & Gracechurch Street backfilled King William Street closed New open cut pipe laid into Canon Street New Pipe gased, commissioned and Tested
Completion	2 weeks	17/09/18	30/09/18	Clear site and demobilisation
Finchchurch Street				Begin works as per programme
Additional				Continue down Canon Street

Given that a two week northbound closure of Gracechurch St and London Bridge is an unprecedented weekday closure for this critical location on the network, it was agreed that Officers, acting under delegated powers would partially reopen Bank eastbound from Queen Victoria St to ease congestion. Measures to mitigate the additional road safety risks that might result from reintroducing traffic into Bank were put in place with support from the City Police and TfL's Road Safety Team. Given that there will now be a much longer period of works, Officers from both the City and TfL are assisting Cadent in minimising the negative impact of these works on our roads network and are exploring a range of temporary measures such as greater restrictions on loading and unloading to help maintain traffic flows during this time. The partial reopening of Bank Junction will remain in place during this period. The City Corporation is determined to keep the City moving.



No change to council tax and rates

The budget for 2018/19 was approved by Common Council on 8 March 2018 with Council Tax rates remaining unchanged from 2017/18 and the Business Rate Premium also remaining unchanged.

Surpluses are forecast across the medium term primarily as a result of retained income from business rate growth, including an additional £8m from the London pilot scheme for business rate devolution. This additional income will be put towards major one off projects including the Museum of London relocation to Smithfield and the centralisation of the Crown and Magistrates Courts to a new single purpose built building in Castle Baynard Ward.

The proposed Police budget for 2018/19 has been brought into balance but work continues to ensure that the Force works as efficiently as possible and has the resources necessary to carry out all the important work they do to protect us.

Latest on rough sleepers

Rough sleeping numbers continue to rise across London, and the City saw a steep increase in new rough sleepers in the back half of 2017. Despite this, there has been demonstrable success in preventing new rough sleepers from 'living on the streets', which is positive progress. We have also seen a steady improvement in new rough sleepers not spending a second night on the street, with quarter-on-quarter progress of 69%, 71% and finally 81% for the first three quarters of 2017. This latter figure is the highest proportion recorded for the City since 2012 and the introduction of the No Second Night Out campaign.

The City Corporation's objectives are clear - rough sleepers need help and the City Corporation is committed to doing so by:

- Helping rough sleepers access accommodation, healthcare, advise and substance misuse services;
- Offering a bespoke outreach service which makes contact with rough sleepers; and
- Directing any appropriate rough sleepers to a Routes Home Reconnection Service that enables people to return to their country of origin

The City Corporation works very closely with St Mungo's and Streetlink to achieve these objectives. If you come across a rough sleeper you can make a quick and easy referral to Streetlink at www.streetlink.org.uk or call their 24 hour helpline 0300 500 0914 or you can download the Streetlink app.

This winter has seen the introduction of a new pilot protocol aimed at protecting the wellbeing of rough sleepers during extreme weather. It is called the Severe Weather Emergency Protocol (SWEP). Given the cold weather in February, the City of London Corporation, along with other local authority areas, implemented the SWEP. When temperatures are forecast to reach zero degrees in any given 24 hours, night-time provision is arranged to safeguard the most vulnerable rough sleepers. The City Corporation extended its normal provision to include:

- additional space in hostel and B&B accommodation
- securing the use of a church within the City that acted as a SWEP Hub providing valuable extra capacity
- increasing our outreach shift tempo, allowing us to provide at least two shifts in every 24 hour period, and sometimes three. Throughout SWEP, the team operates a dynamic shift model, actively looking regardless of new referral information
- targeted shifts of the most vulnerable entrenched rough sleepers

Throughout this, and any other SWEP period, we identify the most vulnerable City-based rough sleepers are identified in advance. The outreach team will repeat as many accommodation offers as are required and, if concerns remain about individuals putting themselves at risk, the team will make referrals to the relevant agencies. People with physical and mental health needs are always prioritised. Advice to anyone who is concerned about someone rough sleeping who is exhibiting the signs of exposure to the cold, is to call 999. During the worst of the February weather 30 people were put into emergency Severe Weather Emergency Protocol (SWEP) accommodation.

You should remember that begging and rough sleeping do not always go together and there are examples of professional begging in the City. If you want to help rough sleepers then the best way is to donate to registered charities such as St Mungo's, Streetlink, Crisis UK or Shelter.

Corporate Plan 2018-2023

The City Corporation has produced a five year corporate plan which is available on the City Corporation website. The vision for the plan is simple and powerful:

“The City of London Corporation is the governing body of the Square Mile dedicated to a vibrant and thriving City, supporting a diverse and sustainable London within a globally successful UK.”

The City Corporation aims to contribute to a flourishing society, support a thriving economy and shape outstanding environments by strengthening the character, capacity and connections of the City, London and the UK for the benefit of people who live, learn, work and visit there.

There are twelve outcomes that will underpin measurement of success and these are:

Contribute to a flourishing society

1. People are safe and feel safe.
2. People enjoy good health and wellbeing.
3. People have equal opportunities to enrich their lives and reach their full potential.
4. Communities are cohesive and have the facilities they need.

Support a thriving economy

5. Businesses are trusted and socially and environmentally responsible.
6. We have the world's best legal and regulatory framework and access to global markets.
7. We are a global hub for innovation and finance and professional services, commerce and culture.
8. We have access to the skills and talent we need.

Shape outstanding environments

9. We are digitally and physically well-connected and responsive.
10. We inspire enterprise, excellence, creativity, and collaboration.
11. We have clean air, land and water and a thriving and sustainable natural environment
12. Our spaces are secure, resilient and well-maintained.

This plan will underpin the City Corporation's strategic priorities over the coming years and should ensure that the City Corporation's activities will be aligned and driven to have the greatest possible impact on delivering these twelve outcomes.

Transport Strategy

The City of London Corporation is developing the long-term Transport Strategy for the City of London. The Strategy will set out how the City Corporation will manage transport and streets to ensure the Square Mile remains a great place to work, live, invest and visit. The Strategy will be published in Spring 2019.

An initial round of public engagement took place in February and March to understand the issues and challenges the City faces.

The City Corporation is now developing the Strategy's Vision and Objectives based on the results of the recent engagement activities and will be consulting on these with residents, workers, businesses and stakeholders during the summer. In the meantime, you can contact the Strategic Transportation team with any comments at strategic.transportation@cityoflondon.gov.uk. You can also find out more about the Strategy and follow its development at www.cityoflondon.gov.uk/transportstrategy.

Who to contact at the City Corporation

As your Ward representative on the Planning and Transportation Committee, I am always happy to receive emails or telephone calls or have a personal chat about any issues that might be concerning you about what is happening with the infrastructure in Candlewick Ward.

In addition to that, set out below are details of how to contact City Corporation Officers directly on any areas of concern that you might have:

- citytransportation@cityoflondon.gov.uk for anything concerning permanent infrastructure (signs, street markings, etc)
- streetworksteam@cityoflondon.gov.uk for anything concerning utility work on the street and road resurfacing
- traffic.management@cityoflondon.gov.uk for anything on current or upcoming road closures
- rdr@cityoflondon.gov.uk for anything concerning road safety
- contact.centre@cityoflondon.gov.uk for any other questions and comments not covered by the above

If you are not satisfied with the responses you get then do contact Dame Fiona, Kevin or myself using the information below:



**Dame Fiona Woolf DBE DL,
Alderman**

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