

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 8 November 2016

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Tuesday, 8 November 2016 at 1.45 pm

Present

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)	Jeremy Simons (Ex-Officio Member)
Emma Edhem	Tom Sleigh
Marianne Fredericks	

In Attendance

Officers:

Fern Aldous	-	Town Clerk's Department
Simon Glynn	-	Chamberlain's Department
Olumayowa Obisesan	-	Chamberlain's Department
Steve Presland	-	Department of the Built Environment
Iain Simmons	-	Department of the Built Environment
Ian Hughes	-	Department of the Built Environment
Patrick Hegarty	-	Open Spaces Department
Alan Rickwood	-	City of London Police

1. APOLOGIES

There were no apologies for absence.

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 27 September 2016 were agreed as a correct record, subject to the following amendments:

Item 6 – Tudor Street Safety Reports

“New Tudor Street” *to be* “New Bridge Street”

“Officers agreed to look into whether an underpass within the area could be used by pedestrians to reduce overcrowding” *to be* ““Officers agreed to look

into whether the existing underpass could be better utilised by pedestrians to reduce overcrowding”.

Matters Arising

The Chairman updated the Committee on the planning process for the redevelopment of the Tudor Street junction. A design had now been finalised and agreed by the Temple and Transport for London (TfL) (subject to final modelling), with vehicular egress maintained from Tudor Street in both directions and ingress moved to Bridewell Place. A report would be submitted to the Planning and Transportation Committee in December 2016, with a final with a final report being made to the Court of Common Council in January 2017. The exact cost of the scheme, with funding split between the Corporation and TfL would be confirmed in the report.

A Member stated that the impact on future development of Ludgate Circus from the additional traffic lights should be considered. It was confirmed TfL would be assessing the impact of the lights.

The Chairman requested that an update on Tudor Street be included as a standing item on the agenda.

4. **OUTSTANDING REFERENCES**

Parking for Motorcyclists

Officers reported the matter would be included in the 2017/18 work programme and not the 2016/16 programme as stated. A Member requested that an accurate end date be determined for the action.

20mph Speed Limit

The discussion on this item is included under Item 8, where an urgent report on the matter had been tabled.

Swan Pier

The matter had now been referred to the City Surveyor; an update would be provided to the next meeting.

Cloth Fair Noise Disturbance

The consultation was due to close shortly. The Ward Members, the Chairman and Deputy Chairman would be briefed on the outcome.

Inconsistent Road Markings

An update would be coming to the next Committee.

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

5. REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT

5.1 Mark Lane Public Realm Enhancements

The Sub-Committee considered a report of the Director of the Built Environment which provided an update of progress to date on the Mark Lane public realm enhancement project. Officers informed the Committee that an application for redevelopment of 51/54 Fenchurch Street was unlikely to be forthcoming; as a result the project would now be progressed to Phase 2 and the underspend from Phase 1 reallocated.

In response to a query from a Member, Officers confirmed they would investigate possible locations for tree reinstatement and the inclusion of retractable bollard on the access to Fenchurch Street.

RESOLVED – That the Sub-Committee:

- a) authorises 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; and
- b) agrees that any unspent Phase 1 funds would be reallocated to implement Phase 2.

5.2 Lime Street and Cullum Street Area

The Sub-Committee considered a report of the Director of the Built Environment which provided an overview of progress to date on the Cullum Street and Lime Street public realm enhancement project and asked Members to consider recommendations for the project in relation to a budget adjustment and a traffic order. Officers confirmed the Experimental Traffic Order had been instated at the request of the community and had been well received. Three objections had been received and addressed. A Member asked that future reports clearly state the consultation process undertaken.

In response to a query from a Member relating to the figure of 12 vehicles per hour still using the street, it was reported that this had not proven to be the case in the test period.

RESOLVED – That the Sub-Committee:

- a) recommends to make the experimental traffic order a permanent traffic order Monday to Friday 8am-6pm; and
- b) subject to approval by Project Sub Committee, approves the budget.

5.3 Traffic in the City of London

The Sub-Committee considered a report of the Director of the Built Environment which provided an overview of the current traffic situation in the City of London and suggested a range of measures that might be introduced or

strengthened to improve traffic flow. The Chairman welcomed additional comments to be sent prior to the meeting of the Policy and Resources Committee on 21 November 2016, where the minute would be received.

Officers outlined the current level of congestion in the City and how this had increased in recent years. Recent developments, such as the introduction of the Cycle Super Highway and the closure of Tower Bridge were exacerbating the problem.

The measures proposed were focused on the area in which the Corporation could have most impact on congestion, the "macro" level demand for street space. All possible options, including those that might be considered radical, had been included in order for Members to provide a steer for the development of the strategy. It was noted that the developed strategy would be considered in partnership with the Mayor of London's report on the issue and the impact of all supported proposals would be carefully measured prior to final approval.

Members discussed the range of potential measures proposed and made suggestions for further considerations. The following points were made:

- Members did not support the proposal to introduce tolls on bridges, as it was felt the divide was arbitrary and risked dividing North and South London. It was also felt there was a risk that drivers could be charged twice with the current congestion zone charge being in effect.
- The use of night time servicing for businesses was discussed and the success of a similar scheme during the Olympics was noted. Some Members felt that such a scheme should be limited to before 11:00pm to prevent noise pollution for residents.
- The Deputy Chairman felt that given the negative impact of the new segregated cycle super highways (on traffic congestion) matters should not be made worse by building any more of them.
- A Member asked that a greater and more efficient use of the Thames and Walbrook Wharf be added to the proposals and this was supported by the Chairman.
- Members expressed a desire for further thought to be given to Smart City solutions.
- The use of technology as a means of monitoring road usage as an alternative to tolls was raised. It was felt that this presented privacy issues on an individual level, however technology could be used more effectively for real time solutions to congestion issues.
- Members discussed the impact of buses in the City. It was felt that many were not being deployed effectively, were run on overly long routes and were often empty. Officers undertook to engage with Transport for London on the issue.
- A Member raised the prospect of utilising Corporation assets, currently set aside for vehicle storage, for alternative development. Another Member felt that Car Parking was essential for reducing congestion.
- A Member felt that Park and Walk schemes offered a viable solution.

- The promotion of electric vehicles was discussed. It was acknowledged that although an encouragement towards electric would not solve congestion issues it would contribute to improving air quality.
- There was a discussion about the extent to which the City was a conduit for traffic. It was felt that any scheme affecting the two major corridors through the city would have an impact on wider London.
- The need to work in conjunction with the rest of London was noted as a priority to reducing both congestion and pollution.
- In regards to the proposal to extend the Congestion Charging Zone a Member commented that this could lead to more traffic in the existing zone, as the financial disincentive for vehicles in the newly extended areas to enter the existing zone would be removed.

Members recognised the report contained a number of possibilities to address a very difficult problem - the sub-committee felt that at this stage the majority of them (apart from bridge tolls) should be explored further whilst recognising that some of them will not prove to be practicable.

RESOLVED – That the Sub-Committee:

- a) agrees the next steps as set out at paragraph 41-45 of the report;
- b) agrees an overarching objective of reducing traffic in the City and that this should be emphasised in the next draft of the Local Implementation Plan (LIP);
- c) agrees sums of £50k and £40k respectively towards appointment of consultants to advance the City of London's approach to consolidation centres and appointment of a FTE post, on a one year trial basis, to investigate how better construction and servicing/delivery planning might alleviate City congestion; and
- d) supports the consideration of all proposals laid out in Appendix 2, with the addition of an investigation into river use, but does not recommend the introduction of tolls on bridges.

6. ANNUAL ON-STREET PARKING ACCOUNTS 2015/16 AND UTILISATION OF ACCRUED SURPLUS ON HIGHWAY IMPROVEMENTS AND SCHEMES

The Sub-Committee considered a report of the Chamberlain which provided information on the action taken in respect of any deficit or surplus in the On Street Parking Account for the 2015/16 financial year.

RESOLVED – That the Sub-Committee notes the contents of the report before submission to the Mayor for London.

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

Officers provided details in response to an inquiry relating to an incident on Ludgate Hill.

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

The Sub-Committee considered a late report of the Commissioner of Police which provided a quarterly summary of activity undertaken by the Transport and Highways Operations Group in the City of London Police.

The Sub-Committee discussed whether it was possible to determine the effect of the reduction in speed on casualty numbers, as cause and effect were hard to define with many variables. It was reported that although it was difficult to reduce collisions, those that took place at a lower speed were less likely to result in serious injury.

Members requested the following changes to future iterations of the report:

- Interpretation of the figures, with key trends drawn out
- Explanation of acronyms
- Distinction between serious vs slight injury explained
- Graphs to be presented in colour.
- Enforcement action taken against Construction Vehicles
- Suggestions for possible solutions to the issues presented.

Officers invited the Committee to participate in a speed gun exercise to provide a practical demonstration of enforcement.

RESOLVED – That the Committee notes the report.

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. **NON-PUBLIC MINUTES**

The non-public minutes of the meeting held on 27 September 2016 were approved.

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**

There was no other business.

The meeting ended at 3.30 pm

Chairman

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