

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)
COMMITTEE

Tuesday, 6 December 2016

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Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 10.30 am

Present

Members:

Christopher Hayward (Chairman)	Marianne Fredericks
Graham Packham (Deputy Chairman)	Gregory Jones QC
Randall Anderson	Deputy Alastair Moss
Deputy John Barker (Ex-Officio Member)	Jeremy Simons (Ex-Officio Member)
Emma Edhem	

Officers:

Sacha Than	-	Town Clerk's Department
Olumayowa Obisesan	-	Chamberlain's Department
Simon Glynn	-	Department of the Built Environment
Gillian Howard	-	Department of the Built Environment
Ian Hughes	-	Department of the Built Environment
Sam Lee	-	Department of the Built Environment
Steve Presland	-	Department of the Built Environment
Iain Simmons	-	Department of the Built Environment
Craig Stansfield	-	Department of the Built Environment
Alan Rickwood	-	City of London Police
Sarah Smallwood	-	City of London Police

The Chairman welcomed members of the public to the meeting.

1. APOLOGIES FOR ABSENCE

Apologies were received from Alderman Alison Gowman.

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 8 November were agreed as a correct record, subject to the following amendments:

Page 3

“Report to follow” *to be* deleted from the heading.

Page 4

“Park and Ride” *to be* amended to “Park and Walk”.

Matters Arising

A Member raised that in relation to the Mark Lane Public Realm Enhancements which were discussed at the last meeting; if the police security barrier will go back past the servicing entrance to continue to allow servicing to the building via 70 Mark Lane, it had been agreed that the barrier would be flexible and could be retracted up and down so that the road could be opened up if required.

The Chairman advised that the Outstanding References report had been circulated to the Sub-Committee and would be considered under matters arising.

Parking for Motorcyclists

In response to Members asking that this piece of work be brought forward from 2017/18, officers reported that further advisement of timings would be considered at the January Streets and Walkways Sub-Committee meeting, but it will be a priority on the 2017/18 business plan for consideration at the February Planning and Transport Committee.

20mph Speed Limit

A report would be submitted to the February meeting.

Swan Pier

The matter had been referred to the City Surveyor and would be brought to the Sub-Committee in early 2017.

Cloth Fair Noise

The Chairman advised that both he and the Deputy Chairman would be attending a meeting with ward members in relation to this. A report would be brought to the January meeting of the Sub-Committee.

Inconsistent Road Markings

An update would be provided on this later in the meeting.

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

4. REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-

4.1 Bank Junction Improvements: Experimental Safety Scheme

The Sub-Committee considered a report of the Director of the Built Environment which provided an overview of the proposed experimental Safety

Scheme at Bank Junction. Officers advised that there have been a number of casualties at Bank Junction and this was not a safe environment for cyclists and pedestrians. The focus of the proposed scheme would be on casualty reduction and to ensure safety at this key location.

Officers advised that to ensure the scheme delivers maximum benefit, it was proposed to implement an experimental traffic order with only buses, cyclists, and pedestrians allowed access to Bank Junction from 7am to 7pm from Monday to Friday. Officers highlighted that the modelling work carried out has shown that the average peak journey times for general traffic would be more efficient if only buses and cyclists were allowed access to the area whereas if taxis were allowed to continue using the Junction, the impact would be worse on traffic journey times than if nothing were to be done.

The Deputy Chairman advised that he had attended a meeting with the Taxi Trade and the following comments had been raised at the meeting:

- the Trade did not have confidence in the modelling results as they felt they had been discredited by the Cycle Super Highway;
- they would like two trials to be conducted, with one to include taxis;
- that there would be a negative impact on mobility impaired customers if taxis were not allowed in the zone;
- that another taxi rank be provided at King William Street if the scheme were to go ahead;
- that the taxis do not need all of the possible routes through the junction and they would be prepared to forego these if east-west access was maintained.
- that zero emission taxis should be allowed within the zone; and
- that taxi users had not been consulted in the survey so could another joint survey be carried out.

A detailed discussion took place with a number of questions and comments made by Members which included:

- Members confirmed that they had confidence in the modelling and evidence that had been presented to them by officers;
- this would be an experimental scheme to which changes could be made at a later date, therefore only buses and cyclists should be allowed access primarily and this could be amended later if necessary;
- the area close to Bank junction would still be accessible for those with mobility impairments;
- officers had looked into the creation of a taxi rank at King William Street and found that with the location of bus stops etc, this is not possible; however officers would look again to see if any of the other activity could be moved to accommodate a rank;
- surveys had previously taken place which showed the high volume of empty taxis crossing the Junction;
- in relation to mobility impaired customers, they are currently unable to be dropped off in the junction and so any new taxi prohibition would not make matters worse as taxis would be able to get near the Junction;

- as the scheme would encourage more cyclists to use the area, the road danger awareness team would increase their level of activity;
- the scheme would not specifically target air quality, but there were a number of City initiatives that would look at making improvements in this area;
- the proposed scheme would not cause traffic gridlock as similar schemes had been implemented in other areas of London, such as Holborn Circus which had been highly successful, and the modelling work carried out had demonstrated the safety benefits to the area;
- with the increased usage of perimeter roads, significant resources would be put in place for monitoring purposes, particularly in relation to looking at traffic signals;

Overall Members were supportive of the proposals and thanked officers for the level of work that had been undertaken.

Officers undertook to feed the Streets and Walkways Committee's comments in to the Planning and Transportation Committee.

The Chairman invited the Sub-Committee to undertake a straw poll to demonstrate the feeling for and against the proposals. The straw poll indicated overwhelming support for the recommendations contained in the report, although two Members of the Sub-Committee abstained due to not having been present for the whole debate.

RESOLVED – That the Sub-Committee;

- a) support the proposals set out in the report; and
- b) note the contents of the report.

4.2 **North - South Cycle Superhighway Phase 2: The City's response**

The Sub-Committee considered a report of the Director of the Built Environment which provided an overview of the North-South Cycle Superhighway proposals and the work carried out between City officers and Transport for London (TfL).

The Chairman advised that the Markets Committee had submitted a resolution to the Streets and Walkways Sub Committee which noted that Members of the Markets Committee would like to see the ban lifted on left turns into West Smithfield during certain hours. In response, Members advised that they were supportive of the position of the Markets Committee.

In response to a Member's question on the number of collisions within the market area, officers agreed to provide these details outside of the meeting.

RESOLVED – That the Sub-Committee:

- support TfL's proposal in principle to extend the North – South Cycle Superhighway from Stonecutter Street to Kings Cross;
- support the recommendation to direct officers to continue to work with TfL to establish if a timed suspension of the banned left turn is

- practicable during key market operating times, and also to consider how the cycle lane separation at Stonecutter Street might be improved; and
- also support the resolution of the Markets Committee for a suspension of the banned turn during the main market hours (9pm – 5am).

The Sub-Committee therefore supported the recommendations that were before them.

4.3 **Tudor Street - Alternative Design & Mitigation Measures**

The Sub-Committee considered a report of the Director of the Built Environment which provided information on an alternative design for the Tudor Street junction which would be presented to the Planning Committee and the Court of Common Council.

The Chairman advised that the revised layout had taken place in consultation with the Temples and TFL, with both TFL and the City Corporation contributing towards the costs. The Chairman further advised that this alternative design was a compromise which brought all parties to an agreed position.

In response to a Member's question on timings for the project, officers advised that although TFL had approved the scheme in principal, additional traffic modelling would need to be carried out, as well as a safety audit.

In response to a Member's question about traffic accidents taking place following TfL's Superhighway, officers suggested that an accident profile be carried out for the junctions which the safety team could look at and raise with TFL. Members asked that the mitigation measures be put in place as soon as possible.

Members asked that following their approval of the recommendations, that the full scheme, i.e. a detailed design and safety audit be reported back to the Sub-Committee before works take place, with the exception of the mitigation measures, which would be implemented as soon as possible.

RESOLVED – That the Sub-Committee recommend to the Planning Committee to:

- a) agree and instruct officers to continue to work with TFL to progress the alternative layout as shown in Appendix 2;
- b) approve a total estimated cost of £195,000, of which £175,000 is a contribution towards TFL's costs in delivering the alternative layout; and
- c) approve and agree to the delivery of the mitigation measures (subject to the resolution of any objections arising from the statutory public consultation) as shown in Appendix 3.

4.4 **Raised carriageway enforcement**

The Sub-Committee considered a report of the Director of the Built Environment which provided information on a proposal to implement measures in relation to the parking prohibition on raised carriageway sites. Officers

advised that Section 86 prohibits parking at all times on raised carriageways, however as the act gives no provisions to make this clear, for example, via road markings, the onus to be aware of this act has been on the public.

RESOLVED – That the Sub-Committee approve the introduction of double yellow lines on raised carriageways at locations where either single yellow or no lines are present, at a total estimated cost of £23,800, funded from the Department of Built Environment’s Traffic Management Budget for 2016/17.

4.5 **City-Wide Pedestrian Model**

The Sub-Committee considered a report of the Director of the Built Environment which provided an overview of the digital pedestrian model and the proposed enhancements to the model. Officers advised that the model had enabled them to identify future levels of pedestrian movement.

In response to a Member’s question on whether future simulations could be carried out without requiring the aid of the vendor which incurs a cost each time, officers advised that whilst it would not be possible to fully bring the software in-house, any future manipulations with the supplier would not incur a high cost.

A discussion took place during which Members raised amongst others the following points:

- that the report be submitted to the Planning and Transportation Committee for information;
- that the model provides a number of opportunities and has a lot of uses, but other measures could be in place to capture the number of people using the spaces, for example mounted cameras;
- whether costs could in future be funded from the Community Infrastructure Levy;

RESOLVED – That:

- a) the Sub-Committee note the contents of the report;
- b) the Sub-Committee authorise officers to extend the project budget by £137,600 in order to procure further enhancements to the model. This will be part funded by TFL (£80,000), and partly from departmental resources (£57,000); and
- c) the Sub-Committee authorise a waiver of procurement orders to allow officers to procure these services directly from Space Syntax Ltd; and
- d) the report be submitted to the Planning and Transportation Committee for information.

4.6 **Crossrail Urban Realm Projects: Update Report**

The Sub-Committee considered a report of the Director of the Built Environment which advised of the status of the Crossrail proposals for the areas immediately surrounding the three station accesses in the City.

The Sub-Committee was advised that a resolution had been received from the Markets Committee which noted that Members of the Markets Committee were dissatisfied with the compromise with Crossrail to accommodate a formal, 15 metre long, loading bay for market trader use towards the northern end of Lindsey Street and that the Committee maintained the view that the cycle stands could lead to problems in navigating the turn on the corner of the street.

In response, officers addressed the concerns of the Markets Committee by advising the Sub-Committee that the original loading bays used by the Market had been under hoarding for a number of years and the activities of the Market had continued. Officers further advised that a compromise had been proposed as a result of discussions with the Markets and Crossrail of a loading bay that could be used by the Markets and would also be available to pedestrians during peak hours. Officers advised that they felt this was an acceptable solution.

Officers further advised that in response to the concerns in relation to the cycle stands, they felt that the turn was wide enough and could be used by large vehicles, citing the example of a 16 metre refrigerated vehicle which successfully navigated the turn with the stands in place, but would be disposed to look at modifying the position of the cycle stands to allow for overrun onto the footway.

Members raised that they would expect an uptake in cyclists in the Liverpool Street area and asked that provisions be made for them.

RESOLVED – That the Sub-Committee:

- a) note that the public realm proposals for the Crossrail Work Sites in the City have been submitted to the City, as Local Planning Authority under Schedule 7 of the Crossrail Act and a delegated decision is due by the end of 2016;
- b) in respect of the Crossrail Work Sites approve the proposed new loading bay, footway build-out and taxi rank on Lindsey Street (Farringdon East Station), subject to i) a Waiting and Loading Order being approved in respect of the loading bay and ii) the taxi rank being appointed by the Commissioner of the City of London Police;
- c) in respect of the Crossrail Work Sites note that a new project will be initiated to manage the reinstatement of land at the Finsbury Circus construction shaft;
- d) in respect of the Wider Work Areas authorise officers to complete the design of the areas immediately adjacent to the Crossrail Works Sites at Liverpool Street and Moorgate (the Wider Work Areas), and further authorise the release of the following additional funds for this purpose: £213,000 for Liverpool Street, and £218,000 for Moorgate, both to be funded by S106 funds.

4.7 Monument and Lower Thames Street Junction -Public Realm Enhancement Project (Update)

The Sub-Committee considered a report of the Director of the Built Environment which provided an overview of the Monument and Lower Thames

Street Junction public realm enhancement project. Officers advised that this project would create green spaces, opportunities for informal seating, and an improved layout within the area.

In response to Member's questions on future maintenance, officers advised that the responsibility would lie with the City and not TFL.

Members asked that officers ensure skateboarding is discouraged when creating the designs.

RESOLVED – That the Sub-Committee:

- a) agree that the project proceeds to Gateway 5 at a total estimated cost up to £260,032 to be funded from Transport for London (£111,532), the 20 Fenchurch Street Section 106 Agreement (£97,500 plus interest accrued and indexation) and further funding of approximately £50,000 to be identified and confirmed at the next reporting stage – see paragraph 3, Next Steps;
- b) agree the funding of £32,500 required to reach the next stage of reporting to be funded from Transport for London (£111,532) – see details in table 2; and
- c) agree that this project proceed on the light route of the project procedure.

4.8 **Special Events in March 2018**

The Sub-Committee considered a report of the Director of the Built Environment which provided an overview of two applications received by the City for two half marathons to take place in March 2018 and asked Members for their views on whether either or both events should be supported. Officers advised that the Culture, Heritage and Libraries Committee had voted in favour of option 2a, which recommended to TFL that they reject London Marathon's application.

Members discussed the merits of both events, but noted that whilst the London Marathon had a global and recognisable brand, the London Landmarks Half Marathon (Tommy's) offered a unique approach which promoted the City's cultural offer.

Members raised their concerns on holding two events in such close proximity to each other, and noted that whilst both events would provide benefits to local businesses, it was important to consider their impact, for example, the need to close City roads.

The Chairman invited Members of the Sub-Committee to vote for their preferred option, the vote indicated overwhelming support for option 2a with one Member abstaining.

RESOLVED – That:

- a) the Sub-Committee support the London Landmarks Half Marathon (Tommy's) event to take place in the City (subject to detailed traffic management design, communications planning & safety assessment);
- b) the Sub-Committee reiterate to TfL the City's concerns regarding the addition of further events to the event calendar in general beyond the London Landmarks Half Marathon;
- c) the City make it clear to TfL that should only one event be thought appropriate for this time of year, the City's clear preference would be to support the Tommy's proposal, in accordance with the significant additional benefit to the City as illustrated in the assessment matrix.

4.9 Eastern City Cluster - Public Art (Year 6 & 7-9)

The Sub-Committee considered a report of the Director of the Built Environment which provided an overview on Year six of the Sculpture in the City project; advised on preparations for Year seven; and reviewed funding for the delivery of Years eight and nine. Officers advised that a three year cycle for this project had previously been approved and that over the next three years, options would be considered such as; expansion of the online education programme, increasing the global reach through working with international artists, and continuing to support local UK artists.

In response to a Member's question on an increase in costs in relation to staffing, officers advised that in previous years the project had been partially staffed through existing City employees, but the £90,000 would provide specifically assigned staff to the project.

RESOLVED – That the Sub-Committee:

- a) note the contents of the report;
- b) agree to retain the project in-house for the next three years;
- c) agree that any underspend from previous years be transferred to future years of the project;
- d) approve the appointment and/or procurement of all services associated with the delivery of the project for years 2017-19 in accordance with Section 5 of the report; and
- e) delegate authority to the Director of Transportation and Public Realm and Head of Finance to adjust the project budget between staff costs, fees and works (and between Years seven to nine), providing the overall budget is not exceeded.

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

There were no questions.

6. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There was no other business.

The meeting closed at 1.12 pm

Chairman

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