



Planning and Transportation Committee

Date: THURSDAY, 26 JULY 2018
Time: 10.00 am
Venue: THE OLD LIBRARY - GUILDHALL

Members: Christopher Hayward (Chairman) Alderman Gregory Jones QC
Deputy Alastair Moss (Deputy Chairman) Shravan Joshi
Munsur Ali Oliver Lodge
Rehana Ameer Alderman Nicholas Lyons
Randall Anderson Andrew Mayer
Peter Bennett Deputy Brian Mooney
Sir Mark Boleat Sylvia Moys
Mark Bostock Barbara Newman
Deputy Keith Bottomley Graham Packham
Henry Colthurst Susan Pearson
Peter Dunphy Judith Pleasance
Emma Edhem Deputy Henry Pollard
Stuart Fraser James de Sausmarez
Marianne Fredericks Oliver Sells QC
Alderman Prem Goyal OBE JP Graeme Smith
Graeme Harrower William Upton
Christopher Hill Alderman Sir David Wootton
Deputy Jamie Ingham Clark

Enquiries: Joseph Anstee (temporary cover)
tel. no.: 020 7332 1480
joseph.anstee@cityoflondon.gov.uk

Lunch will be served in Guildhall Club at 1PM
NB: Part of this meeting could be the subject of audio or video recording

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**
To agree the public minutes and summary of the meeting held on 10 July 2018.

For Decision
(Pages 1 - 10)
4. **DRAFT MINUTES OF THE STREETS AND WALKWAYS SUB COMMITTEE**
Members are invited to receive the draft minutes of the meeting held on 3 July 2018.

For Information
(Pages 11 - 18)
5. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**
Report of the Chief Planning Officer and Development Director

For Information
(Pages 19 - 34)
6. **RESOLUTION FROM THE OPEN SPACES AND CITY GARDENS COMMITTEE**
The Committee are invited to consider a resolution of the Open Spaces and City Gardens Committee from their meeting held on 16th July 2018.

For Information
(Pages 35 - 36)
7. **VALID APPLICATIONS LIST FOR COMMITTEE**
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 37 - 40)
8. **ILLUMINATED RIVER - HEADS OF TERMS**
Report of the Director of the Built Environment.

For Decision
(Pages 41 - 48)
9. **LONDON BRIDGE WATERPROOFING AND BEARING REPLACEMENT**
Report of the Director of the Built Environment.

For Decision

(Pages 49 - 58)

10. **TEMPLE AREA TRAFFIC REVIEW - BOUVERIE STREET**
Report of the Director of the Built Environment.

For Decision
(Pages 59 - 84)

11. **ANTI-TERRORISM TRAFFIC REGULATION ORDER: 2017**
Report of the Director of the Built Environment.

For Information
(Pages 85 - 94)

12. **CONSULTATION RESPONSE TO PROPOSED RENAMING OF PEDESTRIAN ROUTE: BARKER BRIDGE**
Report of the Director of the Built Environment.

For Decision
(Pages 95 - 112)

13. **BRIDGING HOME (LONDON) 2018: CITY WALKWAY INSTALLATION AND TEMPORARY PUBLIC ACCESS RESTRICTION**
Report of the Director of the Built Environment.

For Decision
(Pages 113 - 116)

14. **DISTRICT SURVEYORS END OF YEAR REPORT 2017/18**
Report of the Director of the Built Environment.

For Information
(Pages 117 - 126)

15. **MIPIM PROPERTY CONFERENCE 2018/19**
Report of the Director of the Built Environment.

For Decision
(Pages 127 - 134)

16. **REVENUE OUTTURN 2017/18**
Joint Report of the Director of the Built Environment and the Chamberlain.

For Information
(Pages 135 - 146)

17. **REPORT OF ACTION TAKEN**
Report of the Town Clerk.

For Information

(Pages 147 - 148)

18. **OUTSTANDING REFERENCES**

Report of the Town Clerk

For Information
(Pages 149 - 154)

19. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

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

21. **EXCLUSION OF THE PUBLIC**

MOTION – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.

For Decision

Part 2 - Non-public Agenda

22. **NON-PUBLIC MINUTES**

To agree the non-public minutes of the meeting held on 10 July 2018.

For Decision
(Pages 155 - 156)

23. **NON-PUBLIC MINUTES OF THE MEETING HELD ON 29 MAY 2018**

To agree the non-public minutes of the meeting held on 29 May 2018.

For Decision
(Pages 157 - 158)

24. **DRAFT NON PUBLIC MINUTES OF THE STREETS AND WALKWAYS SUB COMMITTEE**

Members are invited to receive the draft non public minutes of the meeting held on 3 July 2018.

For Information
(Pages 159 - 160)

25. **DEBT ARREARS - BUILT ENVIRONMENT**

Joint Report of the Director of the Built Environment and the Chamberlain.

For Information
(Pages 161 - 168)

26. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

27. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

Any drawings and details of materials submitted for approval will be available for inspection by Members in the Livery Hall from Approximately 9:30 a.m.

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PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 10 July 2018

Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 10.00 am

Present

Members:

Christopher Hayward (Chairman)	Shravan Joshi
Deputy Alastair Moss (Deputy Chairman)	Oliver Lodge
Randall Anderson	Alderman Nicholas Lyons
Peter Bennett	Andrew Mayer
Mark Bostock	Deputy Brian Mooney
Deputy Keith Bottomley	Sylvia Moys
Peter Dunphy	Barbara Newman
Stuart Fraser	Graham Packham
Marianne Fredericks	Susan Pearson
Alderman Prem Goyal OBE JP	Deputy Henry Pollard
Christopher Hill	Oliver Sells QC
Deputy Jamie Ingham Clark	William Upton
Alderman Gregory Jones QC	Alderman Sir David Wootton

Officers:

Angela Roach	- Assistant Town Clerk
Joseph Anstee	- Town Clerk's Department
Natasha Dogra	- Town Clerk's Department
Simon Owen	- Department of the Built Environment
Deborah Cluett	- Comptrollers & City Solicitor
Carolyn Dwyer	- Director of Built Environment
Annie Hampson	- Department of the Built Environment
Paul Monaghan	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Simon McGinn	- City Surveyor's
Laura Goddard	- Comptroller & City Solicitor's
Steve Presland	- Transportation & Public Realm Director
Bhakti Depala	- Director of the Built Environment
David Horkan	- Director of the Built Environment

1. APOLOGIES

Apologies for absence were received from Rehana Ameer, Sir Mark Boleat, Henry Colthurst, Emma Edhem, Graeme Harrower, Judith Pleasance, James de Sausmarez and Graeme Smith.

2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**

Graham Packham declared a non-pecuniary interest in Item 9 (Illuminated River Project) by virtue of his being Chairman of the Culture, Heritage and Libraries Committee.

3. **MINUTES**

The Committee noted that a Member's apologies for absence at the previous meeting had not been recorded and that this should be amended.

A Member commented that they had also expressed their concern about the condition of Blackfriars Bridge Underpass, and that given the underpass was used frequently by pupils, parents and prospective parents of the City of London School, the poor condition of the underpass reflected badly on the City of London Corporation. It was asked that these comments be included in the minutes as a matter of record.

RESOLVED – That, subject to these amendments, the public minutes and non-public summary of the meeting held on 29 May 2018 be agreed as a correct record.

4. **MINUTES - STREETS & WALKWAYS SUB-COMMITTEE - 21 MAY 2018**

RESOLVED – That the minutes of the Streets and Walkways Sub-Committee held on 21 May 2018 be received.

5. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**

The Committee received two reports of the Chief Planning Officer and Development Director in respect of development and advertising applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegated powers since the last meeting.

RESOLVED – That the reports be noted.

6. **VALID APPLICATIONS LIST FOR COMMITTEE**

The Committee received two reports of the Chief Planning Officer and Development Director detailing valid development applications received by the Department of the Built Environment since the last meeting.

In response to a query from a Member, the Chief Planning Officer and Development Director that planning applications relating to Great Arthur House and Golden Lane Community Centre were scheduled to be considered by the Committee at its meeting on 11 September 2018.

RESOLVED – That the reports be noted.

7. **WARDMOTE RESOLUTIONS**

The Committee considered the following Resolutions from the Ward of Aldgate:

“That this Wardmote asks that the Court of Common Councilmen do consider the traffic situation around Fenchurch Street Station and in particular the taxi parking/queuing in Fenchurch Street between Fenchurch Place and Lloyds Avenue to include considering reversing the flow of traffic in Fenchurch Street to address traffic flow, environmental and health and safety concerns.”

and

“That this Wardmote asks that the Court of Common Councilmen considers that the location of the motorcycle parking bay on Creechurch Lane for relocation back to its original position as had been understood would occur following completion of construction works.”

The Chairman advised the Committee that as both Wardmote Resolutions were relevant to the work of the Streets & Walkways Sub-Committee, officers would be instructed to report to the Streets & Walkways Sub-Committee, who would then make recommendations to the Grand Committee. The Grand Committee would then decide on a final response to the resolutions.

RESOLVED – That the Wardmote Resolutions be received and noted, and referred to officers to prepare responses.

8. 100, 106 AND 107 LEADENHALL STREET

The Committee considered a report of the Chief Planning Officer and Development Director seeking planning permission for the proposed development of a tower comprising 56 storeys above ground level, providing offices, retail (ground floor), a publicly accessible viewing gallery and ancillary basement cycle parking, servicing and plant.

The Chief Planning Officer and Development Director introduced the application to Members and presented the officer’s report, informing the Committee about the details of the scheme and its wider implications. The Committee was also advised of objections that had been withdrawn since the publication of the agenda. The application was recommended for approval, subject to the approval of the Mayor of London and Section 106 agreement.

Oliver Caroe, Surveyor of the Fabric at St. Paul’s Cathedral, addressed the Committee in objection to the application. The scheme would cause harm and diminishment to St. Paul’s Cathedral, as acknowledged in the report, which was not mitigated by the benefits of the scheme, and there were development options easily achieved, for instance through a slight reduction in floorspace, which would not cause any harm. The view of the dome of St. Paul’s Cathedral, designed to be prominent and dominant, was being encroached upon and each application approved was causing incremental harm, which was not in accordance with essential stewardship responsibilities, shared values or adopted policy. It was felt that there were grounds to contest the officer’s report with regards to the impact assessment and the application’s adherence to developmental planning policies and National Planning Policy framework (NPPF). The scheme would cause harm to London’s greatest heritage asset and therefore any harm should accordingly be given the greatest weight.

Louise Newman addressed the Committee in support of the application, on behalf of the applicant. The scheme had been through a rigorous assessment process and the views of St. Paul's Cathedral from Fleet Street had been key to discussions, shaping the buildings scale and form. Historic England's policy on Protected Views stated that developments should aim not to worsen the view, and the application did not block the view of St. Paul's Cathedral or change the silhouette. The impact of the scheme had been discussed with Historic England who had agreed that the application was appropriate and were content that it would not cause harm to the setting of St. Paul's Cathedral. The scheme had been carefully designed to have a minimal impact on the cathedral, and it was believed the scheme was not harmful to it.

Members of the Committee noted that each application should be judged on its individual merit, and asked questions of officers. The Chief Planning Officer and Development Director advised the Committee that there was no defined or formal methodology for measuring the benefit and harm of a scheme against one another. In this case, it was not felt that the intrusion on the view of St. Paul's Cathedral from Fleet Street represented sufficient harm to outweigh the benefits of the scheme.

Members of the Committee then debated the application. There was some concern over the lack of ground floor cycle space, the removal of short-term parking facilities, and the planned amount of retail space. A Member queried whether it was clear that substantial additions to the working population was an unqualified benefit, adding that additions needed to be sustainable, as overcrowding would make the City less attractive as a place of business. The Committee was advised that proposals to mitigate growth in the working population of the City were under consideration.

Members were sympathetic to the concerns over St. Paul's Cathedral and wary of the need to protect it but felt generally that the scheme was considerate and did not cause significant harm or diminishment to the Cathedral. Members recognised that cities evolved and develop, noting that the City of London as a place of business was older than the Cathedral itself.

A Member queried the servicing plan set out in the report, and suggested that it be secured by conditions, as well as in the S106 agreement. It was also suggested that as the pavement around the site was narrow compared to other areas, consideration could be given to restricting or not using the Leadenhall entrance.

There was strong support for the scheme amongst a number of Members. The site was a key site in the Eastern Cluster, and the scheme met a need for developments to meet the demand for office space in the area. Members commended the quality and quantity of work that had gone into the scheme, and the elegant and attractive design of the building. The City was a key economic asset for the country and the scheme would demonstrate that the City was open for business.

The Chief Planning Officer and Development Director then addressed queries made by Committee Members. Any ground floor cycle space would be at the expense of retail area which was considered to be critical to the area, where pedestrian movement was dominant. Officers agreed with the applicant that this would be appropriate. However, a nearby cycle-for-hire hub included in the S106 agreement, additional long-stay parking and bike parking for visitors to the building would help address the need for short-stay provision. Officers recognised the significance of St. Paul's Cathedral, but believed the modest intrusion was not unacceptably harmful and was outweighed by the significant benefits of the scheme. The servicing and delivery plans were usually agreed by way of obligation and could be delivered either by S106 agreement or conditions, although usually through S106 agreement for schemes such as this.

Arising from the discussion, the application was then put to the vote amongst eligible Committee Members with 21 voting for and 2 voting against the application. One Member was not eligible to vote as they had not been present for the duration of the item.

RESOLVED -

(1) That planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:

(a) the Mayor of London being given 14 days to decide whether to allow the Corporation to grant planning permission as recommended, or to direct refusal, or to determine the application himself (Article 5(1)(a) of the Town & Country Planning (Mayor of London) Order 2008); and

(b) planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highway Act 1980 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed.

9. ILLUMINATED RIVER PROJECT

The Committee considered a report of the Chief Planning Officer and Development Director covering the planning and listed building consent applications associated with the Illuminated River project within the City. The project comprised a major public art installation which would illuminate fifteen of the central London bridges across the River Thames, including six within the City of London.

The Comptroller and City Solicitor advised Members of an update to the report following the resolution of an issue relating to the boundary of London Bridge. The application was not a cross-boundary application as all of London Bridge and the application site fell within the City boundary, which was acknowledged by Southwark Council. As further publicity and consultation may be required, the recommendations should be amended to reflect this. It was also clarified that there were two Listed Buildings involved in the application, Blackfriars Bridge and Southwark Bridge and the main statutory duty in relation to the

listed building applications was to have special regard to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest it possesses.

An addendum detailing additional representations received after the publication of the agenda was circulated to Members. The Chief Planning Officer and Development Director introduced the application to Members and presented the officer's report, informing the Committee about the details of the scheme and its wider implications. The application was recommended for approval, subject to the imposition of the conditions set out in the Schedule appended to the report.

At this point, the Chairman sought approval from Committee Members to continue the meeting beyond two hours from the appointed time for the start of the meeting, in accordance with Standing Order 40, and this was agreed.

Roy Palmer, a local resident, addressed the Committee in objection to the scheme. There was concern amongst local residents that the lighting on the bridges would cause disruption, particularly to those who worked from home, or had bedrooms looking onto the bridges. It was felt that residents had been consulted at too late a stage in the process, after many decisions had been made. A number of conditions should be added to the application, to give residents further consultation, and a voice in the colour scheme, as well as restrictions to prevent noise or light-related disturbances during night time hours. It was felt that the colours should be changed to softer, white light, as the current colour scheme was inappropriate, particularly with regards to respecting the history of the bridges and commemorating events. Residents in the area were permanent, and if the installation was also to be permanent, the concerns of local residents needed to be addressed, and the installation respect and honour the history and legacy of the bridges.

Sarah Gaventa, Director of the Illuminated River Foundation, addressed the Committee in support of the application on behalf of the applicant. The scheme aimed to celebrate and capture the spirit of the River Thames. The installation was based on a single concept, but designs would be tailored to each bridge to reflect its location and history. The scheme would reduce existing light and energy consumption on the bridges, and it was hoped the scheme would be calming, bring coherence to the decoration of the bridges and reflect London's burgeoning night time economy. The scheme was accessible for everybody and visible to all modes of transport. All funding for the scheme had been raised from private sources, and maintenance of the scheme would also be privately-funded. The applicant had met with stakeholders and resident groups, and hosted pop-up events to gather opinions on the scheme. The applicant recognised concerns about the scheme and was keen to work with everybody to address them. The lighting would be controlled locally by each bridge owner and not the artist and could be adjusted if needed to minimise any disturbance or harm, or turned off or reprogrammed to commemorate holidays or events. The applicant was working with the Port of London Authority (PLA) to ensure the scheme's lighting did not impact on navigational lighting and the safety of the bridges. The lighting would not put more light onto the river itself and reduced overall lighting on the majority of bridges involved in the scheme.

Members of the Committee then debated the application. Whilst Members were generally supportive of the scheme, there was some concern amongst Committee Members about the level of consultation that had been undertaken, and whether all groups who would be impacted by the scheme had been consulted. Members stressed that the scheme should not interrupt or delay any work to improve the condition of Blackfriars Bridge and Underpass. A Member stated that the installation should account for the views of residents and be adjusted if it caused discomfort. Members also stressed the importance of managing the scheme's impact on river traffic and that it was imperative that the scheme did not impact on safety. It was suggested that the scheme be run for a trial period to test it against potential conflicts.

A Member moved that a number of amendments be made to the conditions; that condition 3 relating to a trial period include the power to refuse the application if the trial was not successful; that condition 12 be amended to include dark periods; and that the scheme should be subject to a review after two years. The motion was seconded and subsequently put to the vote amongst eligible Committee Members, with 8 Members voting for the amendments, 10 voting against the amendments, and 2 abstentions. The amendments were therefore defeated.

The Chief Planning Officer and Development Director then addressed queries made by Committee Members. It was clarified that Tower Bridge was not included in the application as it was not within the boundaries of the City of London. The installation would be fine-tuned following installation to mitigate any light spillage. Officers would work and consult with the PLA and applicant to ensure there was no adverse impact on navigation lighting or safety. The Committee was assured that officers were negotiating with the applicant to ensure there would be no delay to works on Blackfriars Bridge. It was proposed that condition 3 be amended to include further consultation with the PLA. If there were concerns about protections, then these could be reported back to the Committee before approval was given.

The Chairman advised that the recommendation would be subject to any further publicity or consultation which may be appropriate in respect of London Bridge, as proposed by the Comptroller and City Solicitor.

Arising from the discussion, the application, with the proposed amendments, was then put to the vote amongst eligible Committee Members, with 16 Members voting for the application, 1 voting against the application and 6 Members abstaining from the vote. One Member was not eligible to vote as they had not been present for the duration of the item. With the assurances given the majority of Members accepted the evaluations in the report.

RESOLVED – That the Planning & Transportation Committee grant planning permission subject to the imposition of the conditions set out in the Schedule appended to the report, taking account of proposed amendments. In respect of London Bridge, the recommendation is subject to any further publicity or consultation which may be appropriate resulting from acknowledgement that London Bridge is wholly within the City. If considered appropriate, the CPO is

authorised to consider any further representations resulting from any such further publicity or consultation, and to determine the applications in respect of London Bridge (unless any representations raise significant new issues in which case they shall be reported to the Committee).

10. **BANK ON SAFETY**

The Committee considered a report of the Director of the Built Environment seeking a decision on the future of the current Bank on Safety experimental scheme.

The Committee was advised that the fundamental operation of the scheme could not be changed without restarting a six-month statutory consultation period, which could not be carried out under the existing experiment as it expired in November 2018. The consideration of whether taxis should be given access to the junction could not be added as an amendment to the current experiment. Members could still instruct officers to investigate and develop a new scheme which sought to introduce limited access for taxis in some form. However, first the Committee would still need to agree whether to keep the current experiment or revoke it and return to the previous operation. The Committee noted a draft minute of the Streets and Walkways Sub-Committee, which had already considered the report, tabled for information.

Members were strongly supportive of the experiment and felt it had been a great success. The new operation could be kept under review to explore any ways to make further improvements if possible. Following a brief discussion, the recommendation was put to the vote amongst Committee Members, who voted unanimously in favour of the recommendation.

RESOLVED – That, subject to the outcome of the Court of Common Council meeting in September 2018, the Planning & Transportation Committee agree to make the experimental traffic orders at Bank Junction (to restrict traffic to bus and cycle only, Monday to Friday 0700-1900) permanent, and to delegate authority to the Director of the Built Environment to take all steps necessary to put the relevant orders into effect.

11. **MIPIM PROPERTY CONFERENCE 2018/2019**

The item was deferred.

12. **REVENUE OUTTURN 2017/18**

The item was deferred.

13. **OUTSTANDING REFERENCES**

The item was deferred.

14. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

The item was deferred.

15. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
The Chairman advised the Committee that the decision made by the Committee in 2017 on a planning application relating to Inner Temple Library had been challenged. However, a permission application for a Judicial Review had been rejected by the High Court.

16. **EXCLUSION OF THE PUBLIC**
RESOLVED – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items 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.

Item No.	Exempt Paragraphs
17 - 18	3
19	3, 5, 7
20 - 21	-

17. **NON-PUBLIC MINUTES**
The item was deferred.

18. **THAMES COURT FOOTBRIDGE**
The Committee considered a report of the Director of the Built Environment.

19. **DEBT ARREARS - BUILT ENVIRONMENT**
The item was deferred.

20. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
The item was deferred.

21. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**
The Chairman reminded Committee Members of a forthcoming site visit.

The meeting closed at 1.00 pm

Chairman

Contact Officer: Joseph Anstee (temporary cover)
tel. no.: 020 7332 1480
joseph.anstee@cityoflondon.gov.uk

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STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 3 July 2018

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, 3 July 2018 at 10.30 am

Present

Members:

Christopher Hayward (Chairman)
Oliver Sells QC (Deputy Chairman)
Randall Anderson
Deputy Keith Bottomley
Marianne Fredericks
Deputy Jamie Ingham Clark
Deputy Alastair Moss
Graham Packham

Officers:

John Cater	- Town Clerk's Department
Olumayowa Obisesan	- Chamberlain's Department
Steve Presland	- Department of the Built Environment
Iain Simmons	- Department of the Built Environment
Simon Glynn	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Sam Lee	- Department of the Built Environment
Mark Lowman	- City Surveyor

1. APOLOGIES FOR ABSENCE

Apologies were received from Paul Martinelli and Jeremy Simons.

2. MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA

The following declarations were made:

ITEM 7: Graham Packham informed Members that he lived in the vicinity of Bouverie Street

ITEM 7: Alastair Moss informed Members that his employers' office was based in the vicinity of Bouverie Street

ITEM 8: Randall Anderson informed Members that he lived in the vicinity of Beech Street

3. **MINUTES**

A Member reminded the Sub-Committee that the Cadent Gas presentation item came after the outstanding references (ITEM 7), in the minutes is was incorrectly listed at the beginning. The Committee clerk would amend the minutes for the record.

RESOLVED – that (further to the point above) the Minutes of the previous meeting held on 21st May 2018 be agreed as an accurate record.

4. **OUTSTANDING REFERENCES**

Swan Pier

Members welcomed officers' efforts to progress the flood defence wall work. However, a member explained that the outstanding reference related to the condition of the pier area and not the defence wall. The officer agreed to report back on the tidying issue to the next meeting.

Post meeting note: the timeline for the flood defence wall work is as follows:

Tender Return (Late July 2018)

Authority to Start (assumed Chief Officer - Late August 2018)

Lead in (September 2018)

Start on site (September 2018)

Works complete (in two phases - February 2019)

22 Bishopsgate

Officers informed Members that the developer wanted to negotiate a deal around reducing their contributions to the public realm improvement works. Officers reaffirmed the Corporation's position that they had to contribute the full amount.

Dockless Bikes

Officers confirmed that a full report on Dockless bikes would be present to the Sub-Committee in September. It was suggested that in finalising the report officers draw on the experiences and lessons of cities across the world. There should also be commentary on the possibilities of geofencing in mitigating some of the challenges. A Member suggested that a London wide bylaw was problematic as getting each of the councils to agree would take a long time.

ATTRO

Officers confirmed that the original ATTRO approval had been given via the Planning and Transportation Committee, so the annual update Report should continue through P&T (i.e. officers would take it out of S&W's forward agenda plan).

Open Spaces Committee representation

The Chairman noted that the Open Spaces Committee was still to confirm its representative to the Streets & Walkways Sub Committee. This should be in place by 16th July.

5. **2-6 CANNON STREET PUBLIC REALM IMPROVEMENTS - PHASE1**

The Sub-Committee received a Report of the Director of the Built Environment concerning the public realm improvements at 2-6 Cannon Street.

A Member queried how the project was being funded, officers responded that it would be fully funded by the developer.

A Member queried whether the on-site garden would be gated and locked at night, and if so who controls the keys, officers responded that it would be locked, and that the City would hold the keys.

RESOLVED – that the Sub-Committee approved the following:

- Agreed that authorisation of Phases 2 and 3 be delegated to Chief Officer, provided costs are not exceeded.
- Authorised the delivery of public realm enhancement works in phases to meet the Developer's revised programme.
- Authorised expenditure of £296,000 to implement works to Distaff Lane (Phase 1) to meet the Developer's revised work programme, to be fully funded from the 2-6 Cannon Street Section S106 agreement contribution of £1,287,998 (inclusive of interest accrued to date).
- Agreed the public realm enhancements including the proposed gate structure at Distaff lane, to be closed at night time.

6. **BANK ON SAFETY - EXPERIMENTAL SAFETY SCHEME CONCLUSION**

The Sub-Committee considered a Report of the Director of Planning and Transportation concerning the Bank on Safety scheme.

Members welcomed the Report and commended the work undertaken by officers, the scheme was in direct response to the high level of fatalities and serious injuries in the Bank junction and the trial had proved a success. The Chairman noted that accidents had been reduced but explained that whilst some data presented was firm more recent data was possibly subject to change as explained in the report. This was because accidents may be reported to the Metropolitan Police rather than City Police and delays in transferring such information may occur. In addition, the public may report accidents sometime after the event e.g. as a requirement of an insurance claim. This was noted as disappointing but currently unavoidable.

A Member queried whether the seriousness of accidents was going down due to the removal of lorries at the junction, officers responded that the data set was too small to be sure of an exact trend.

Members did note that the City of London's polices own data indicated significant improvements and a decrease in the incidence of accidents.

A Member expressed their delight and what had been a "phenomenal" success. The City was experiencing an era of expansion in infrastructure, tourists and the working population, it was right therefore to take a lead and get on with delivering these projects – after Bank, officers should move on to mitigating the problems at Ludgate Circus. Ultimately, the project was good for pedestrians, mitigating air pollution, the bus network and the night time economy and was worth it.

The Chairman reiterated his support, he confirmed that he had received a 100% positive reaction from local businesses.

A Member highlighted the difference between table 2 on page 37 (i.e. the change in average taxi journey time and price) and table 3 on page 38 (i.e. taxicard comparisons for journeys). Officers responded that the dataset in the taxicard sample was anonymised, so it was impossible to tell where the journey had started, whereas the taxi journeys had been exclusively within the City.

Members encouraged officers to return to the Sub-Committee in September with a timeline for the next steps. Officers confirmed that, in addition to the Sub, they would report into the Grand Committee with the timeline as well.

Members queried where the additional £36K (for the investigation proposed in recommendation 2) was being sourced from, officers confirmed that the proposal was that subject to Resource allocation sub Committees agreement, this sum would come from the On-Street Parking Reserve.

RESOLVED – that the Sub-Committee approved the following:

- To note the content of this report for information and make comment.
- To agree that if the experiment is approved to be made permanent, officers be instructed to investigate additional measures to further improve compliance, behaviour and performance within the vicinity of the junction. (explained in paragraphs 80-84)
- Agree the addition of £36,000 to the budget for the investigation proposed in recommendation 2, above.

7. **TEMPLE AREA TRAFFIC STUDY - BOUVERIE STREET**

Members received a Report of the Director of the Built Environment concerning the Temple Area Traffic review for Bouverie Street.

The Deputy Chairman expressed his concerns that progress had been too slow, in his view, the situation around Bouverie Street was unacceptable. He pointed to the findings in the report that showed 70% of vehicles on Bouverie Street were using it as a “rat run”, while it was estimated that there were (on average) two illegal u-turns on the road into Tudor Street every hour. To avoid implementing a workable system was simply a dereliction of duty on the part of the Corporation.

The Deputy Chairman asked officers to confirm the location of the new Courts/Police complex. Officers responded that it would be located between Whitefriars Street and Salisbury Court.

A Member suggested that a piecemeal approach to this area with this should be avoided, it was clear that the whole area around Bouverie Street had challenges, both in terms of pollution and safety, and encouraged officers to ensure that the wider picture should be kept in mind.

RESOLVED - Members agreed that option 2 should be pursued implemented as “business as usual” (subject to no material objections being received as a result of the statutory public consultation), using departmental local risk budgets, but also resolved that requested officers return to the Sub-Committee in September with a further examination of options 3 and 4 be examined further as part of the wider Temple Area Traffic review.

8. **BEECH STREET - TRANSPORT AND PUBLIC REALM IMPROVEMENTS**

The Sub-Committee considered a Report of the Director of the Built Environment concerning transport and public realm improvements for Beech Street.

The Sub-Committee noted the new dashboard cover sheet. A Member emphasised that, in addition to the redevelopment of the Barbican Exhibition Halls, the project mission statement should also include some commentary on the aim to mitigate pollution. Furthermore, a Member suggested that, as a matter of course, officers should always include some wording that linked specific projects to the 5-year Corporate Plan. The Assistant Director responded that the dashboard cover sheets were a new initiative and officers were encountering teething problems, he hoped that given time to bed down the new cover sheet would add value to Members and officers alike. The Project Sub Committee would be discussing these teething issues later in July.

Members suggested that a fresh clarification from the Comptroller and City Solicitor concerning the wider definition of pecuniary interests would be helpful, given the impact of traffic scenarios for Beech Street are potentially so wide that most Members across the City could be affected, i.e. beyond just the Barbican area.

Members queried whether it would be more helpful to examine the cost and duration of undertaking a Citywide detailed traffic model, a component of which would be the Beech Street project, versus the cost and duration of undertaking a detailed traffic model for only the area impacted by an Eastbound closure. The benefit of a Citywide model would be that it could then be used for subsequent projects and would reduce future costs. The key disadvantages would be the immediate cost in terms of funding and time – an officer suggested that a Citywide model would take three years to build.

The Chairman emphasised that there was an appetite to drive the project forward, given the poor state of the Beech Street tunnel. Officers did caution that the work to waterproof the upper deck of the tunnel could potentially slip to 2022.

Members concluded that officers should proceed with the work to establish the strength of the sub-structure, in the meantime they proposed that the substantive parts of the Report should be withdrawn and that officers should return to the Sub-Committee after recess with a Report that examined the options around commissioning either the limited Beech Street area traffic model or the Citywide traffic model.

RESOLVED

- that the Sub-Committee approved officers to proceed with sub-structure study at a cost of £80,000 (plus £10,000 staff costs)
- that officers should return to the next meeting of the Streets and Walkways Sub-Committee with a Report exploring the options for a limited traffic model versus a Citywide model

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

There were no questions.

10. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

The Cadent (Gas mains replacement) paper was circulated by officers outlining the upcoming major network activity.

Members expressed their concerns about the proposed closure of the Blackfriars underpass and the Victoria Embankment for six months from April next year. Officer suggested that this was Cadent planning for the worst-case scenario. An update would be provided to Members in September.

A Member asked if extended hours had been approved during the early August 2018 six-week closure of Blackfriars Underpass/Victoria Embankment. Officers would confirm as soon as possible.

11. EXCLUSION OF THE PUBLIC

12. ALDGATE (PORTSOKEN) PAVILION

The Sub-Committee received a Report of the Director of the Built Environment concerning the Aldgate (Portsoken) Pavillion.

13. NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE

There were no questions.

14. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED

There was one item of urgent business.

The meeting ended at 12.45 pm

Chairman

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Agenda Item 5

Committee(s)	Dated:
Planning and Transportation	26th July 2018
Subject: Valid planning applications received by Department of the Built Environment	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

Pursuant to the instructions of your Committee, I attach for your information a list detailing development applications received by the Department of the Built Environment since my report to the last meeting.

Any questions of detail arising from these reports can be sent to plans@cityoflondon.gov.uk.

Details of Valid Applications

Application Number & Ward	Address	Proposal	Date of Validation
18/00661/FULL Bishopsgate	37 Broadgate Circle, London EC2M 2QS	Replacement of the existing hinged doors with bi-folding doors.	25/06/2018
18/00653/FULL Bishopsgate	5 Wormwood Street, London EC2M 1RQ	Alterations to the existing shopfront comprising: (i) demolition of the existing glazing, entrance and stall riser, (ii) installation of a new glass shopfront, stall-riser and entrance and (iii) the installation of new illuminated fascia signage and projecting sign.	29/06/2018
18/00700/FULL Bishopsgate	176 Bishopsgate London EC2M 4NQ	Erection of a rear extension at first and second floor level and associated works creating 32.2sq.m (GIA) of additional floorspace (Class A3).	03/07/2018
18/00633/FULL Candlewick	69 King William Street, London, EC4N 7HR	Installation of one Automated Telling Machine (ATM) to the shopfront.	18/06/2018
18/00680/FULL Candlewick	26 King William Street, London, EC4R 9AT	Installation of a ventilation louvres to the rear elevation and associated external alterations.	29/06/2018
18/00655/FULL Castle Baynard	58 Victoria Embankment, London, EC4Y 0DS	Installation of six external condensers on the roof and air intake openings in two internal lightwells.	21/06/2018

18/00558/FULL Castle Baynard	61 Fleet Street, London, EC4Y 1JU	Retention of ground floor as restaurant (Class A3) use in lieu of shop (Class A1) use (108 sq.m) and retention of alterations to shopfront.	04/07/2018
18/00681/FULL Cornhill	66 - 67 Cornhill, London, EC3V 3NB,	Change of use of the ground and lower ground floors from shop (Class A1) to a flexible use for a restaurant & cafe (Class A3) and/or drinking establishment (Class A4) and/or non-residential institution (Class D1) and/or assembly & leisure (Class D2) use (436sq.m).	29/06/2018
18/00649/FULL Dowgate	Dowgate Hill House, 14 - 16 Dowgate Hill, London, EC4R 2SU	Change of use from B1 (Office) to flexible use for B1 (Office) and D1 (Health Clinic) (15.9sq.m)	26/06/2018
18/00676/FULL Farringdon Within	5 Burgon Street, London, EC4V 5DR	Change of use of ground floor and basement level from Restaurant (Class A3) to flexible use for office (Class B1) and/or Medical Clinic (Class D1) (Total floorspace 274.4sqm GIA).	28/06/2018
18/00625/FULL Farringdon Without	St Dunstan In-The- West , Fleet Street, London, EC4A 2HR	Alterations to rear wall and window to create a door onto private courtyard.	19/06/2018
18/00644/FULL Farringdon Without	33 Furnival Street, London, EC4A 1JQ	Change of use of the existing property from Class B1a office use to flexible D1 / B1 use (231s.qm)	19/06/2018
18/00659/FULL Farringdon Without	9-13 Cursitor Street, London, EC4A 1LL	Replacement of batten cap zinc roof covering with new standing seam roof to increased 3 degree pitch. Proposed plant deck raised and enclosure and walkway revised.	22/06/2018
18/00664/FULL Farringdon Without	Unit 8, 28 Chancery Lane, London, WC2A 1LB	Change of use of ground floor retail unit 8 from retail use (Class A1) to restaurant and cafe use (Class A3) (185sq.m).	29/06/2018
18/00481/FULL Tower	All Hallows By The Tower , Byward Street, London, EC3R 5BJ	Installation of one air conditioning unit located at the base of the cupola behind the balustrade and associated development.	14/05/2018
18/00660/FULL Tower	Offices, 150 Minorities, London, EC3N 1LS	Alterations at ground and first floor levels including altering the windows to sections of the front elevation and the building entrance.	22/06/2018
18/00638/FULL Tower	The Three Tuns Public House , 36 Jewry Street, London, EC3N 2ET	Installation of 5 no brass cowl lights.	28/06/2018

18/00626/FULL Walbrook	The Ned Hotel, 27-35 Poultry, London, EC2R 8AJ	Installation of sliding vertical panels to create a permanent enclosure of the existing bar at 8th floor terrace level.	03/07/2018
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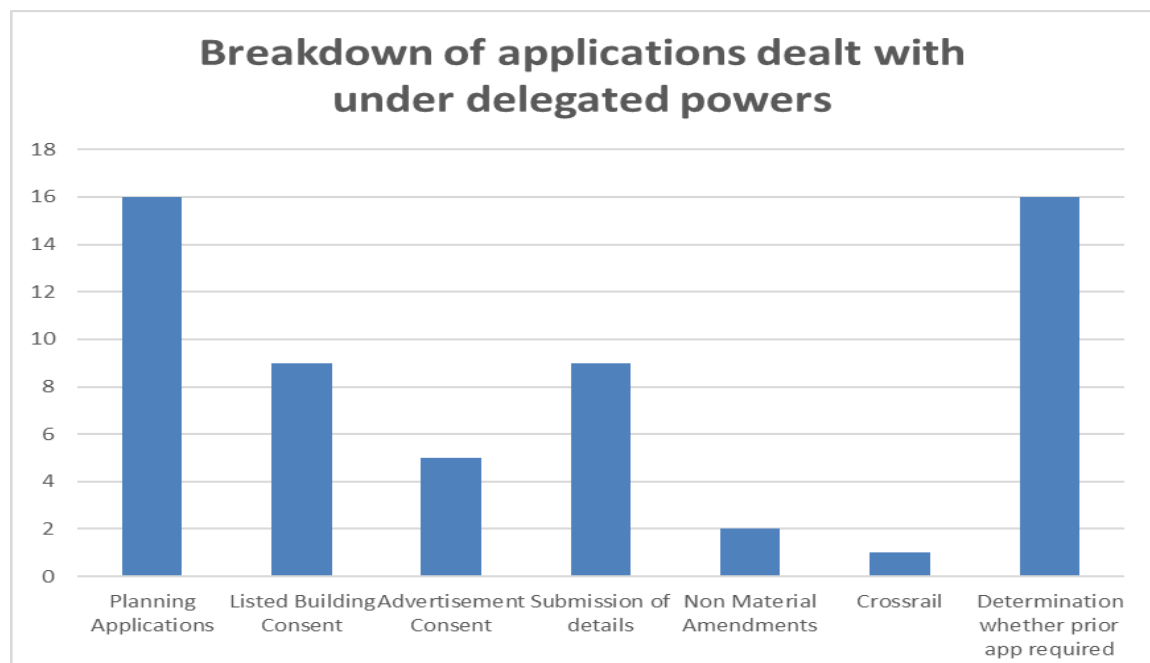
Committee(s)	Dated:
Planning and Transportation	26 th July 2018
Subject: Delegated decisions of the Chief Planning Officer and Development Director	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

Pursuant to the instructions of your Committee, I attach for your information a list detailing development and advertisement applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegated powers since my report to the last meeting.

In the time since the last report to Planning & Transportation Committee, fifty-eight (58) matters have been dealt with under delegated powers.

Nine (9) relate to conditions of previously approved schemes, nine (9) relate to works to listed buildings. Five (5) express consent to display advertisements were decided, also one (1) Crossrail, two (2) Non-Material amendment applications and sixteen(16) applications for Determination whether prior approval required. Sixteen (16) applications for development have been approved including nine (9) changes of use and 22sq.m of created floorspace.



Any questions of detail arising from these reports can be sent to plans@cityoflondon.gov.uk.

Details of Decisions

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision
16/00642/PODC Aldgate	60 - 70 St Mary Axe London EC3A 8JQ	Submission of development programme and utilities programme pursuant to schedule 3 paragraph 2.2.2 of Section 106 agreement dated 10 June 2010 planning application reference 08/00739/FULEIA.	Approved 05.07.2018
18/00547/MDC Aldgate	Site Bounded By 19-21 & 22 Billiter Street, 49 Leadenhall Street, 108 & 109-114 Fenchurch Street, 6-8 & 9-13 Fenchurch Buildings London EC3	Submission of details of a programme of archaeological work pursuant to condition 11 (in part) of planning permission dated 29 May 2014 (application number 13/01004/FULEIA).	Approved 10.07.2018
18/00549/LBC Aldgate	Dixon House 72 Fenchurch Street London EC3M 4BR	Installation of two non-illuminated identification plaques at ground floor level on Lloyds Avenue elevation.	Approved 05.07.2018
18/00496/DPAR Broad Street	Pavement At Junction of London Wall And Old Broad Street London EC2M 5NG	Application for determination under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of an InLink communications totem.	Prior approval refused 05.07.2018
17/00949/MDC Bishopsgate	100 Liverpool Street London EC2M 2RH	Details of sustainable drainage systems pursuant to condition 21 of planning permission 17/00276/FULL dated 5 June 2017.	Approved 05.07.2018
18/00306/FULL Bishopsgate	Premier Place 2 & A Half Devonshire Square	Alterations to the ground and first floor fenestration, including the installation of a canopy and changes to the office entrance	Approved 28.06.2018

	London EC2M 4BA	on the corner of Devonshire Place and Barbon Alley. New secondary office entrance to Devonshire Place. New landscaping at ground floor and to existing terraces. New entrance to Houndsditch. Increase in height of the plant enclosure by 2.4m and installation of new plant at roof level. Other associated external minor alterations.	
18/00345/FULL Bishopsgate	110 - 114 Middlesex Street London E1 7HY	Change of use from office (Class B1) to coffee shop/cafe and office reception (sui generis use) of both ground floor receptions at 112-110 Middlesex Street (total floorspace 137sq.m) and 114 Middlesex Street (total floorspace 59sq.m) and associated alterations to the ground floor façade. Change of use of part ground floor from education use (Class D1) to shop (Class A1) (total floorspace 28sq.m) and creation of a new shop entrance and shopfront. Creation and refurbishment of roof terraces; installation of balustrades and access doors; creation of a ground floor bicycle entrance (from Middlesex Street) to basement bicycle parking and associated facilities. Replacement glazing at ground floor level	Approved 03.07.2018
18/00407/FULL Bishopsgate	135 Bishopsgate London EC2M 3TP	Change of use at ground floor level from office (Class B1) and retail (Class A1) to (i) ground floor: office (Class B1) and use as a shop (Class A1) and/or a mixed retail use comprising shop, restaurant and cafe and drinking establishment (Sui Generis) (ii) first floor: any use within Class A1 (shop), Class A3 (restaurant/cafe), Class B1 (offices) or mixed retail use comprising shop, restaurant and cafe and drinking establishment	Approved 03.07.2018

		(Sui Generis), or any combination thereof. External alterations to include: (i) extension of retail units, additional entrances and alterations to existing retail unit facades; (ii) public realm alterations fronting Bishopsgate to include the removal of the existing plinth and balustrade and the provision of landscaped steps, two landscaped perches, provision of external seating along the upper level terrace and the installation of accessibility measures, (iii) retention and remodelling of the existing terrace along the southern elevation of the building and provision of external seating; (iv) removal of plant at 8th and 10th floor level to provide roof terraces; (v) provision of cycle storage and other works incidental to the development.	
18/00419/FULL Bishopsgate	10 Devonshire Square London EC2M 4YP	Replacement of existing window glazing. Installation of two condenser units to the first floor flat roof and refurbishment of the roof including re-slating.	Approved 28.06.2018
18/00420/LBC Bishopsgate	10 Devonshire Square London EC2M 4YP	Replacement of existing window glazing. Installation of two condenser units to the first floor flat roof and refurbishment of the roof including re-slating.	Approved 28.06.2018
18/00440/LBC Bishopsgate	Liverpool Street Railway Station Liverpool Street London EC2M 7PY	Alterations to the seating area on first floor station concourse including bar structure, signage, support columns and bottle cages.	Approved 28.06.2018
18/00471/DPAR Bishopsgate	Telephone Kiosk Outside 32-33 Wormwood Street London EC2M 1RP	Application for determination under part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of a telephone kiosk.	Prior approval refused 03.07.2018
18/00475/DPAR	26 Liverpool	Application for determination	Prior

Bishopsgate	Street London EC2M 7PD	under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of a replacement telephone kiosk.	approval refused 03.07.2018
18/00479/DPAR Bishopsgate	Outside 175 Bishopsgate London EC2	Application for determination under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of an InLink communications totem.	Prior approval refused 03.07.2018
18/00497/FULL Bishopsgate	1 Broadgate Circle London EC2M 2QS	Installation of a temporary pergola structure to existing external terrace.	Approved 05.07.2018
18/00575/ADVT Bishopsgate	100 Liverpool Street & 8-12 Broadgate London EC2M 2RH	Installation and display of non-illuminated hoarding advertisements measuring 3.2m high by 6m wide; 3.2m high by 22m wide; 3.2m high by 3.7m wide; 2.44m high by 3.5m wide; 2.44m high by 4m wide; 2.4m high by 9m wide; 2.44m high by 1.5m wide; 2.44m high by 5.5m wide and 2.44m high by 3m wide associated with the 100 Liverpool Street development.	Approved 28.06.2018
18/00592/NMA Bishopsgate	Octagon Mall & Land Adjacent To 100 Liverpool Street Including The Fulcrum And Parts of Eldon Street & Blomfield Street London EC2	Non-material amendment under Section 96A of the Town and Country Planning Act to planning permission dated 8 May 2017 (17/00202/FULL) for the addition of a condition relating to Hostile Vehicle Mitigation (HVM).	Approved 28.06.2018
18/00505/DPAR Bread Street	Pavement Outside 128 Queen Victoria Street London EC4V 4BJ	Application for determination under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval	Prior approval refused 05.07.2018

		is required for the installation of an InLink communications totem.	
18/00288/FULL Bassishaw	Shelley House 3 Noble Street London EC2V 7EE	Refurbishment of existing building to include; provision of a roof terrace at 12th floor, partial infill of façade on the south east elevation at 11th floor, reconfiguration of the ground floor entrance and provision of bicycle storage at basement level (Total new floorspace 22sq.m GEA).	Approved 05.07.2018
18/00554/PODC Bassishaw	Land Bounded By London Wall, Wood Street, St. Alphage Gardens, Fore Street, Fore Street Avenue, Bassishaw Highwalk, Alban Gate Rotunda, Alban Highwalk, Moorfields Highwalk And Willoughby Highwalk, London, EC2	Submission of a Delivery and Servicing Management Plan (Building 1) pursuant to Schedule 1 Clause 13.1 of the Section 106 Agreement dated 26 August 2011 in relation to Planning Permission Ref: 10/00832/FULEIA (as amended by S73 Applications 13/00583/FULL and 14/00259/FULL)	Approved 03.07.2018
18/00380/FULL Billingsgate	10 Lower Thames Street London EC3R 6EN	Change of use of part lower ground floor (1,315sq.m) from office (Class B1) to a gym (Class D2) and associated works including the installation of a new stair and platform lift to the Lower Thames Street facade and 16 cycle parking stands on service bay access ramp.	Approved 28.06.2018
18/00469/DPAR Billingsgate	Telephone Kiosk Outside 30 Fenchurch Street London EC3M 3BD	Application for determination under part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of a replacement telephone kiosk.	Prior approval refused 03.07.2018

18/00465/FULL Castle Baynard	59 Fleet Street London EC4Y 1JU	(i) Alterations to the shop front including the creation of a new entrance; (ii) alterations to the rear elevation at ground floor level including the insertion of windows.	Approved 03.07.2018
18/00325/FULL Cornhill	The Courtyard Royal Exchange Threadneedle Street London EC3V 3LQ	Use of central space within the existing courtyard for an enlarged area for Class A3 (bar/restaurant) purposes (133sq.m)	Approved 03.07.2018
18/00326/LBC Cornhill	The Courtyard Royal Exchange Threadneedle Street London EC3V 3LQ	Installation of replacement freestanding central courtyard bar (38sq.m), internal works to retail units (4,5,6/7) at ground floor, removal of existing kitchen and associated facilities at mezzanine level (east side) and installation of new kitchen and supporting facilities at mezzanine level (west side)	Approved 03.07.2018
18/00447/LBC Cornhill	The Courtyard Royal Exchange London EC3V 3LQ	Removal and replacement of existing courtyard floor surface.	Approved 03.07.2018
18/00527/LBC Cornhill	The Courtyard Royal Exchange London EC3V 3LQ	Removal and replacement of existing internal courtyard staircases.	Approved 03.07.2018
18/00281/FULL Coleman Street	Moor House 120 London Wall London EC2Y 5ET	Alterations to existing shopfront, installation of three Automated Telling Machines (ATMs) and associated works.	Approved 03.07.2018
18/00282/ADVT Coleman Street	Moor House 120 London Wall London EC2Y 5ET	Installation and display of: (i) four internally illuminated fascia signs one measuring 1.5m high by 5.8m wide situated at a height above ground of 3.2m, three measuring 1.2m high by 5.8m wide situated at a height above ground of 3.4m (ii) Three internally illuminated ATM (Automated Teller Machine) signs each measuring 8 cm high by 31cm wide situated at ground floor level.	Approved 03.07.2018

18/00286/FULL Coleman Street	Moor House 120 London Wall London EC2Y 5ET	Application under Section 73 of the Town & Country Planning Act 1990 to remove condition 15 of planning permission 02-0797EK dated 10.03.2003 requiring That 'Unless otherwise approved in writing by the Common Council the ground level retail accommodation shall be used only for shop (Use Class A1) purposes'.	Approved 03.07.2018
18/00338/NMA Coleman Street	51-53 Moorgate London EC2R 6BH	Non material amendment under section 96A of the Town and Country Planning Act 1990 to planning permission 16/00463/FULL dated 26 July 2016 for amendments to the UKPN substation; minor reduction in lower ground and ground floor retail floorspace; amendments to cycle facilities; alterations to the internal layout of the North Core; removal of 7th floor terrace; retention of existing granite in the lightwell on the north elevation and alterations to the 8th floor windows on the Moorgate elevation.	Approved 03.07.2018
18/00494/DPAR Coleman Street	Pavement Outside 128 Moorgate London EC2M 6SX	Application for determination under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of an InLink communications totem.	Prior approval refused 05.07.2018
18/00518/MDC Coleman Street	67 - 71 Moorgate & 34 London Wall London EC2R 6BH	Details of a Service Management Plan and an Accessibility Management Plan pursuant to conditions 4 [In Part] and 12 [In Part] of planning permission (Application no. 14/00518/FULL) dated 1st May 2015.	Approved 28.06.2018
18/00467/DPAR Cheap	Outside 111 Cheapside London EC2V 6DT	Application for determination under part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) as to whether Prior Approval is required for the	Prior Approval Given 03.07.2018

		installation of a telephone kiosk.	
18/00503/DPAR Cheap	Pavement Outside 83 Cheapside London EC2V 6EB	Application for determination under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of an InLink communications totem.	Prior approval refused 05.07.2018
18/00431/FULL Cordwainer	Unit 2A 1 Poultry London EC2R 8EJ	Use of private land beneath the existing colonnade for the siting of 15 tables and 30 chairs in association with the adjacent retail (A1) use.	Approved 03.07.2018
18/00432/LBC Cordwainer	Unit 2A 1 Poultry London EC2R 8EJ	Use of private land beneath the existing colonnade for the siting of 15 tables and 30 chairs in association with the adjacent retail (A1) use.	Approved 03.07.2018
18/00509/ADVT Cordwainer	1 Poultry London EC2R 8EJ	Installation and display of three internally illuminated fascia signs measuring 0.75m high by 1.02m wide at a height above ground of 3.02m.	Approved 05.07.2018
18/00515/ADVT Cordwainer	17 Watling Street London EC4M 9BB	Installation and display of: (i) one internally illuminated fascia sign measuring 1.2m high x 2.4m wide located at a height of 3.7m above ground floor level and (ii) one internally illuminated projecting sign measuring 0.6m in diameter located at a height of 4m above ground floor level.	Approved 28.06.2018
18/00531/LBC Cordwainer	1 Poultry London EC2R 8EJ	Installation of three internally illuminated fascia signs.	Approved 05.07.2018
18/00484/ADVT Dowgate	Cannon Green Building 27 Bush Lane London EC4R 0AN	Retention of i) one internally illuminated fascia sign measuring 0.3m high by 1.98m wide at a height above ground of 2m and ii) one internally illuminated fascia sign measuring 0.3m high by 1.87m wide at a height above ground of 2m.	Approved 28.06.2018
18/00508/MDC Dowgate	Foreshore From Allhallows Lane To Angel Lane London EC4	Submission of details of below ground utilities infrastructure and topographic survey pursuant to condition 3 of planning permission dated 18.01.2018	Approved 05.07.2018

		(Ref: 17/01093/FULL)	
18/00343/PODC Farringdon Within	20 Farringdon Street London EC4A 4AB	Submission of Travel Plan and Delivery and Servicing Plan pursuant to schedule 3 paragraphs 9.1 and 10.1 of section 106 agreement dated 22 December 2015 planning application reference 15/00509/FULMAJ.	Approved 28.06.2018
18/00501/DPAR Farringdon Within	Pavement Outside 65 Holborn Viaduct London EC1A 2FD	Application for determination under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of an InLink communications totem.	Prior approval refused 05.07.2018
18/00658/PODC Farringdon Without	24-30 West Smithfield London EC1	Submission of the Local Training, Skills and Job Brokerage Strategy for the end use pursuant to paragraph 3.8 Schedule 3 of the section 106 agreement dated 17 November 2016 associated planning application reference 16/00215/FULMAJ.	Approved 28.06.2018
18/00341/XRAIL Farringdon Without	Site Bounded By Lindsey Street, Hayne Street, Long Lane & Charterhouse Street London EC1	Details and samples of the decorative security gates pursuant to Condition 1 (a) of consent granted 11/00574 under Schedule 7 of the Crossrail Act 2008.	Approved 28.06.2018
18/00344/PODC Farringdon Without	90 Fetter Lane London EC4A 1EN	Submission of Delivery and Servicing Management Plan and Interim Travel Plan pursuant to schedule 3 paragraphs 8.1, 8.2 and 10.1, 10.2 of the section 106 agreement dated 26 October 2016 planning application reference 16/00299/FULMAJ.	Approved 28.06.2018
18/00459/DPAR Farringdon Without	Outside 322 High Holborn London WC1V 7PB	Application for determination under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval	Prior approval refused 03.07.2018

		is required for the installation of an InLink communications totem.	
18/00473/DPAR Farringdon Without	Telephone Kiosk Outside 328 High Holborn London WC1V 7PE	Application for determination under part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) as to whether Prior Approval is required for the installation of a telephone kiosk.	Prior Approval Given 03.07.2018
18/00348/FULL Langbourn	21 Lime Street London EC3M 7HB	The use of part of the private roadway for the placing out of tables and chairs associated with the adjacent retail unit (10.8sq.m)	Approved 28.06.2018
17/01268/FULLR 3 Portsoken	2-23 Petticoat Tower Petticoat Square London E1 7EE	The replacement of the existing glazing system with a purpose built glazed facade system to the lobbies and bin chutes to the north facade and the emergency stairwells to the west facade of Petticoat Tower.	Approved 10.07.2018
18/00444/DPAR Portsoken	20 Gravel Lane London E1 7AW	Determination under Part 3, Class J of Schedule 2 of the Town and Country Planning (General Permitted Development) (as amended) Order 2015 as to whether prior approval is required for a change of use from retail (Class A1) use to gymnasium (Class D2) use.	Prior Approval Given 26.06.2018
18/00462/DPAR Portsoken	Outside St Botolph Without Aldgate High Street London EC3	Application for determination under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of an InLink communications totem.	Prior approval refused 03.07.2018
18/00477/DPAR Tower	Outside Tower Gateway Station Minories London EC3	Application for determination under part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of a replacement telephone kiosk.	Prior approval refused 03.07.2018
18/00522/FULL Tower	70 Mark Lane London EC3R 7NQ	Retention of the use of unit 2 for restaurant (Class A3) purposes at lower ground and ground floor	Approved 10.07.2018

		level in lieu of retail (Class A1) use (170sq.m).	
18/00538/DPAR Tower	Outside 52 Fenchurch Street London EC3M 3JY	Application for determination under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of an InLink communications totem.	Prior approval refused 10.07.2018
18/00541/FULL Walbrook	6 Lombard Street London EC3V 9AA	Upgrade to existing rooftop base station and ancillary equipment.	Approved 10.07.2018
18/00705/LBC Walbrook	6 Lombard Street London EC3V 9AA	Upgrade to existing rooftop base station and ancillary equipment.	Approved 10.07.2018

FROM: **OPEN SPACES & CITY GARDENS COMMITTEE**

16 JULY 2018

TO: **PLANNING & TRANSPORTATION COMMITTEE**

26 JULY 2018

Item 7: Superintendent of City Garden's update report

The Impact of Planning Policies and the Open Spaces

Members were made aware of a document circulated by the Deputy Chairman in relation to the impact of planning policies on open spaces within the City of London. Discussions ensued regarding the level of input by the Committee to planning applications, in particular to an application to build temporary structures in the Inner Temple.

Members were informed that Officers had submitted a letter to the Department of the Built Environment stating their concerns regarding the planning application for the temporary structures at the Inner Temple. Members agreed that the Open Spaces and City Gardens Committee's remit included protecting open spaces and Members had the responsibility of overseeing this. The Committee wished to express their severe concerns on the detrimental effects on the garden at the site at Inner Temple. Members conveyed their concerns regarding the long period of time during which Inner Temple garden would not be used and the detrimental effect on the garden itself. Members wished to submit these concerns to the Planning and Transportation Committee stating their objection to the use of part of the gardens for temporary structures due to the destruction it would cause to this unique area.

RESOLVED - a proposal was put to the Committee to submit a resolution to the Planning and Transportation Committee highlighting the concerns regarding the application to build temporary structures at the Inner Temple. Upon being seconded the motion was passed unanimously by Members of the Open Spaces and City Gardens Committee who did not serve on the Planning and Transportation Committee. Members who served on both Committees abstained from voting.

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Agenda Item 7

Committee(s)	Dated:
Planning and Transportation	26th July 2018
Subject: Valid planning applications received by Department of the Built Environment	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

Pursuant to the instructions of your Committee, I attach for your information a list detailing development applications received by the Department of the Built Environment since my report to the last meeting.

Any questions of detail arising from these reports can be sent to plans@cityoflondon.gov.uk.

Details of Valid Applications

Application Number & Ward	Address	Proposal	Date of Validation
18/00661/FULL Bishopsgate	37 Broadgate Circle, London EC2M 2QS	Replacement of the existing hinged doors with bi-folding doors.	25/06/2018
18/00653/FULL Bishopsgate	5 Wormwood Street, London EC2M 1RQ	Alterations to the existing shopfront comprising: (i) demolition of the existing glazing, entrance and stall riser, (ii) installation of a new glass shopfront, stall-riser and entrance and (iii) the installation of new illuminated fascia signage and projecting sign.	29/06/2018
18/00700/FULL Bishopsgate	176 Bishopsgate London EC2M 4NQ	Erection of a rear extension at first and second floor level and associated works creating 32.2sq.m (GIA) of additional floorspace (Class A3).	03/07/2018
18/00633/FULL Candlewick	69 King William Street, London, EC4N 7HR	Installation of one Automated Telling Machine (ATM) to the shopfront.	18/06/2018
18/00680/FULL Candlewick	26 King William Street, London, EC4R 9AT	Installation of a ventilation louvres to the rear elevation and associated external alterations.	29/06/2018
18/00655/FULL Castle Baynard	58 Victoria Embankment, London, EC4Y 0DS	Installation of six external condensers on the roof and air intake openings in two internal lightwells.	21/06/2018

18/00558/FULL Castle Baynard	61 Fleet Street, London, EC4Y 1JU	Retention of ground floor as restaurant (Class A3) use in lieu of shop (Class A1) use (108 sq.m) and retention of alterations to shopfront.	04/07/2018
18/00681/FULL Cornhill	66 - 67 Cornhill, London, EC3V 3NB,	Change of use of the ground and lower ground floors from shop (Class A1) to a flexible use for a restaurant & cafe (Class A3) and/or drinking establishment (Class A4) and/or non-residential institution (Class D1) and/or assembly & leisure (Class D2) use (436sq.m).	29/06/2018
18/00649/FULL Dowgate	Dowgate Hill House, 14 - 16 Dowgate Hill, London, EC4R 2SU	Change of use from B1 (Office) to flexible use for B1 (Office) and D1 (Health Clinic) (15.9sq.m)	26/06/2018
18/00676/FULL Farringdon Within	5 Burgon Street, London, EC4V 5DR	Change of use of ground floor and basement level from Restaurant (Class A3) to flexible use for office (Class B1) and/or Medical Clinic (Class D1) (Total floorspace 274.4sqm GIA).	28/06/2018
18/00625/FULL Farringdon Without	St Dunstan In-The- West , Fleet Street, London, EC4A 2HR	Alterations to rear wall and window to create a door onto private courtyard.	19/06/2018
18/00644/FULL Farringdon Without	33 Furnival Street, London, EC4A 1JQ	Change of use of the existing property from Class B1a office use to flexible D1 / B1 use (231s.qm)	19/06/2018
18/00659/FULL Farringdon Without	9-13 Cursitor Street, London, EC4A 1LL	Replacement of batten cap zinc roof covering with new standing seam roof to increased 3 degree pitch. Proposed plant deck raised and enclosure and walkway revised.	22/06/2018
18/00664/FULL Farringdon Without	Unit 8, 28 Chancery Lane, London, WC2A 1LB	Change of use of ground floor retail unit 8 from retail use (Class A1) to restaurant and cafe use (Class A3) (185sq.m).	29/06/2018
18/00481/FULL Tower	All Hallows By The Tower , Byward Street, London, EC3R 5BJ	Installation of one air conditioning unit located at the base of the cupola behind the balustrade and associated development.	14/05/2018
18/00660/FULL Tower	Offices, 150 Minories, London, EC3N 1LS	Alterations at ground and first floor levels including altering the windows to sections of the front elevation and the building entrance.	22/06/2018
18/00638/FULL Tower	The Three Tuns Public House , 36 Jewry Street, London, EC3N 2ET	Installation of 5 no brass cowl lights.	28/06/2018

18/00626/FULL Walbrook	The Ned Hotel, 27-35 Poultry, London, EC2R 8AJ	Installation of sliding vertical panels to create a permanent enclosure of the existing bar at 8th floor terrace level.	03/07/2018
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Committee(s)	Dated:
Planning & Transportation Committee – For Decision Culture, Heritage & Libraries Committee – For Information	26 July 2018 22 October 2018
Subject: Illuminated River Foundation: Heads of Terms	Public
Report of: Director of the Built Environment	For Decision / For Information
Report Author: Ian Hughes, Assistant Director (Highways)	

Summary

At your last Planning & Transportation Committee, the Committee, exercising the City's functions as Local Planning Authority, approved the planning and listed building consent aspects for the Illuminated River project for those bridges for which the City is Planning Authority.

In order to implement the project, the promoter, the Illuminated River Foundation (IRF) requires a formal legal agreement between the IRF and the City Corporation in its capacity as trustee of Bridge House Estates (BHE) for those bridges that are owned and maintained by the City Corporation. This agreement will grant permission from the City as bridge owner (in its trustee capacity) for the works and define the on-going relationship between the two parties in terms of the project's installation, its future maintenance and legacy control.

That legal agreement will be based on a set of Heads of Terms, outlined in this report, intended to safeguard the City's position as trustee of BHE and bridge owner in respect of net increases in cost and future liabilities, legacy governance and ultimate control of the lighting.

This legal agreement will seek to ensure that appropriate controls and considerations are in place to balance the City's statutory function to maintain its bridges with the desire to maintain the artistic objective of the project.

Recommendation(s)

Members are recommended to:

- Authorise the Director of the Built Environment to sign the Heads of Terms on behalf of the City Corporation as trustee of Bridge House Estates;
- Authorise the Comptroller & City Solicitor, in consultation with the Director, (both acting for the City in its capacity as trustee of Bridge House Estates) to negotiate the detailed terms of the legal agreement based on the agreed Heads of Terms, and subsequently execute that legal agreement.

- Agree to commit £500k of Bridge House Estates' existing bridge maintenance budget, already deferred to align with the project, to support delivery of the lighting at London Bridge, with the governance of that commitment managed through the Heads of Terms.

Main Report

Background

1. In February 2017, the Planning & Transportation and Culture, Heritage & Libraries Committees received reports on the Illuminated River Project, a public art initiative that proposed a new integrated lighting masterplan for the various Thames bridges in Central London between Albert and Tower Bridges. Members of the Planning & Transportation Committee also received a verbal briefing last month to provide a further update on the scheme's progress.
2. Of the 15 bridges involved:
 - 5 are the responsibility of the City to maintain as bridge owner, including their respective lighting (Blackfriars, Millennium, Southwark, London and Tower);
 - 6 are partly or fully the responsibility of the City as Planning Authority (Blackfriars Road, Blackfriars Rail, Millennium, Southwark, Cannon Rail and London; Tower being with LB Tower Hamlets & LB Southwark).
3. Subsequent to those reports and briefings, at your last Planning & Transportation Committee Members approved the planning and listed building consent for the scheme as it relates to the six bridges for which the City is Planning Authority.
4. That report was considered by the Committee in its capacity as Local Planning Authority, and therefore focused on material planning considerations and the impact of the illumination. This subsequent report is instead for consideration by the Planning & Transportation Committee as bridge owner acting as trustee of Bridge House Estates (BHE).
5. The first consideration is the best interests of the BHE charity, and therefore this report focuses on the operational, logistical and legacy aspects of the scheme on the five City-owned bridges. This includes the mechanisms to agree the process of installation, handover and control between the City and the charity established to manage the project, the Illuminated River Foundation (IRF).

Current Position

6. In acting as trustee of BHE, the City must ensure it is acting in the best interests of the BHE charity, and that the charity is carrying out its purposes for public benefit. The main purpose of the charity is the maintenance of the City bridges, and the wider trustee role is further summarised in the Appendix to this report. The purposes of the BHE charity are therefore different to the objectives of the IRF (see below), but they overlap in that the BHE's bridge maintenance responsibilities also include lighting the bridges.

7. By way of background, the objective of the Illuminated River project remains to transform and enliven Central London's riverside & crossings by using the bridges as canvases for light. Taken together, the intention is that the illuminated structures will create a unified and inspirational ribbon of light, transforming the Thames into a visual and vibrant visitor attraction after dark which celebrates one of London's most recognisable features.
8. In 2015, the City Corporation received a request from the then Deputy Mayor for London to the then Chairman of the Policy & Resources Committee soliciting support for the Illuminated River project. The City's participation was supported by the City Arts Initiative, subject to the necessary consents and agreements being sought from the appropriate planning, highway and river authorities.
9. The IRF estimated that a sum in the region of £20m would be needed (mainly from private and philanthropic sources) to realise the project, and a contribution of £500k from Bridge House Estates' existing bridge maintenance budget was identified that could support delivery of the first phase of the project, specifically linked to London Bridge. This amount had already been identified in the 50-year plan as necessary for the City to begin replacing the existing lighting on London Bridge, and as noted last December in the annual Revenue & Capital Budget report covering this expenditure, this was deferred to align with the Illuminated River project.
10. In the period between 2015 & 2017, the IRF focused on initial fundraising, gaining political support for the project, and selecting an artist to realise their vision, eventually appointing an innovative design team including American light artist Leo Villareal and renowned British architects & urban planners, Liftschultz Davidson Sandilands. The City's contributed to this process by having a representative of the City Arts Initiative on the artist selection panel, and lighting & structural engineers involved in the technical feasibility assessments.
11. Since 2017, the City have been working with the IRF and the other bridge owners (TfL, Westminster City Council, LB Hammersmith & Fulham and Network Rail) to agree a common approach to govern the project. In terms of the City's approach, officers have sought to ensure compliance with the City's trustee duties in terms of a number of key aspects:
 - To safeguard against net increases and legacy liabilities in energy and / or maintenance costs to the City (funded from Bridge House Estate);
 - To ensure the equipment design & installation process is fit for purpose, durable and physically maintainable;
 - To ensure replacement parts and spares are readily available from the equipment supplier;
 - To define how the eventual handover of responsibility from the IRF to the City would be governed;
 - To defend the City's ultimate control of the lighting on its bridges (albeit recognising the desire to maintain the artistic objective of the project);
 - To agree the terms of reference for a subsequent legacy group to ensure a common approach and governance between the bridge owners, the IRF and key stakeholders such as the GLA and the PLA.

12. It is intended to record the discussions to date between the City and the IRF in a Heads of Terms document that will set out how the two parties will work together, and there is now broad agreement between the two parties on the key elements contained within this document.
13. On the assumption that all necessary consents & approvals have been secured by the IRF, the Heads of Terms will include the following provisions:
- The installation work will be tendered, managed and delivered by the IRF, but with the City able to inspect the work during installation;
 - The City will have technical design control of the lighting installation work, the equipment and the control system;
 - Commencement of each phase of the project must be subject to the IRF being able to demonstrate they have secured sufficient funding to complete the installation & any subsequent additional maintenance costs;
 - The City as bridge owner will contribute £500k to the cost of the project on London Bridge, with the IRF responsible for procuring all other funding necessary to complete the installation;
 - The installation works will be subject to a 12-month defects correction period and ten-year equipment warranties;
 - The equipment will be maintained by the City (as trustee of BHE) on behalf of the IRF, and will become the property of the City (as trustee of BHE) after ten years;
 - The IRF will fund any net additional maintenance & energy costs of the bridges as a result of the installation (if any);
 - The City will collaborate with the IRF, other bridge owners and the artist to co-ordinate management & oversight of the project through a 'Legacy Body';
 - Collateral warranties, indemnities & a royalty free licence for the artwork will be provided by the IRF, their contractor & the artist to the City;
 - The Heads of Terms does not fetter the discretion of the City in the exercise of its highway, planning or local authority functions, and is entered into by the City in its capacity as trustee of BHE.
14. In terms of the key aspect of additional legacy costs for maintenance & energy, the artist and the design team have worked with the City's lighting and structures teams to undertake detailed design work, as well as various lighting trials, to understand the individual constraints of each bridge and for the artist to establish the extent to which he can realise his vision.
15. This process has allowed the IRF to establish in some detail the extent of the fixtures & fittings required, their energy usage and maintenance requirements. In turn, the City have shared their current energy and maintenance costs, allowing an assessment of the net impact of the scheme on the BHE budgets.
16. Given the project will involve the removal of some of the City's existing (high energy, high maintenance) lighting units, and will be exclusively using low energy, low maintenance LED lighting, the design & evaluation process suggests that the net effect on City energy & maintenance costs across the five bridges will

be broadly neutral. However, the Heads of Terms will still require the IRF to contribute to these costs should that not be the case.

Options

17. The Heads of Terms document will set out the principle points to be covered in the legal agreement. It will seek to safeguard the position of BHE in terms of its control, on-going liabilities and trustee duties. At the same time, the IRF will wish to satisfy itself that the Heads of Terms facilitate the artistic effect for the wider benefit of enhancing the riverside, the bridges and the night-time draw of Central London.
18. If the Heads of Terms are not agreed, the project will not be able to proceed on the City's bridges, and the opportunity to secure upgraded lighting through the project will be lost. There is also potential reputational risk which would not be in the BHE's charity's best interests if the bridges for which it is responsible were excluded from the wider project, or if the BHE's non-participation prejudiced the success of the project which is considered to provide public benefits through its enhancement of the riverside.
19. If the City did not participate, it would continue to light the bridges in the meantime without the benefit of the IRF investment, with rising lighting energy & maintenance costs putting budgets under pressure, and with future lighting upgrades having to be fully funded by the Bridge House Estates. This would include London Bridge, where the IRF's investment is likely to be considerably more than the £500k contribution currently set aside by the City.

Proposals

20. It is proposed to agree a Heads of Terms document based on the above criteria. These principles have been provisionally settled between the two parties, and it is now proposed that Members agree to authorise the Director of the Built Environment and the Comptroller & City Solicitor to conclude these agreements on that basis.
21. Having raised more than £16m of the required budget, the IRF have sufficient funds to deliver the first phase of the project, covering Millennium, Southwark and London Bridge, as well as Cannon Rail Bridge with Network Rail. On the assumption that both planning approval is granted and these Heads of Terms agreed, the IRF have set themselves a challenging programme to deliver all four bridges before the clocks go forward in the Spring of 2019.
22. Delivering change over four adjacent bridges will provide the IRF with an opportunity to make a statement change in public realm amenity and provide momentum for the remaining phases. Those future phases currently suggest Blackfriars Bridge would be planned for Spring 2020 (Phase 2) and Tower Bridge for Spring 2023 (Phase 5).

Implications

23. The sum of £500k from the City's Bridge House Estates designated maintenance budget was already assigned to upgrading lighting on London Bridge. However, it was considered in the best interests of the BHE to defer implementing it when the IRF project emerged. This created the opportunity to secure a full lighting upgrade of London Bridge through a part contribution to the IRF project and ensure the additional benefits set out above are realised.

Conclusion

24. These Heads of Terms, and the subsequent formal legal agreement which will be based upon them, will define the on-going relationship between the City Corporation as trustee of Bridge House Estates and the Illuminated River Foundation. They are intended to safeguard the position of the City as trustee in terms of downstream additional costs, liabilities and ultimate control, and are considered to be in the best interests of the Bridge House Estates charity. In parallel, the IRF is satisfied it also allows its artistic purposes to be met.

Appendices

Appendix 1 - Summary of Bridge House Estates Charity Trustees' role

Ian Hughes
Assistant Director (Highways)
Department of the Built Environment

T: 020 7332 1977

E: ian.hughes@cityoflondon.gov.uk

Appendix 1 - Summary of Bridge House Estates Charity Trustees' role

The City Corporation is the sole trustee of the Bridge House Estates charity. It acts by the Court of Common Council and its committees to which functions of the charity have been delegated. All Members of the Court collectively exercise the City's duties as trustee; and each Member by virtue of their membership of the Court, its relevant committees and sub-committees, has a duty to support the City Corporation in the exercise of its duties as trustee by faithfully acting in accordance with the terms of reference of the relevant committee or sub-committee, and the City Corporation's agreed corporate governance framework. (Officers may also act under delegated authority). All Charity trustees must always act in the best interests of the Charity and manage any conflicts of interest or loyalty accordingly. When Members of the Court (at the Court itself or across committees) are dealing with business associated with the Charity, they must ensure that the best interests of the Charity are paramount.

The City Corporation, as trustee of Bridge House Estates has the following main duties:-

1. To ensure the charity is carrying out its purposes for the public benefit.
2. To comply with the charity's governing documents and the law.
3. To act in the charity's best interests.
4. To manage the charity's resources responsibly.
5. To act with reasonable care and skill.
6. To ensure the charity is accountable.

The courts have developed principles of trustee decision-making which trustees should be able to show that they have followed. These are that in making decisions about the charity, trustees must:

1. act within their powers (i.e. consistent with the charity's objects and powers.)
2. act in good faith, and only in the interests of the charity.
3. make sure they are sufficiently informed, taking any advice they need.
4. take account of all relevant factors.
5. ignore any irrelevant ones.
6. manage conflicts of interest.
7. make decisions that are within the range of decisions that a reasonable trustee body could make in the circumstances.

While the City Corporation is acting in its general corporate capacity as trustee of Bridge House Estates, the Charity Commission's guidance for Local authorities acting as a charitable Trustee is helpful in providing clarification where an organisation must balance its competing duties and interests (available on their website at : <https://www.gov.uk/government/publications/local-authorities-as-charity-trustees>); as is the Charity Commission's Conflicts of Interest Guidance, CC29 (also available on their website at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/343408/CC29- PDF.pdf)

The report presented to Court of Common Council on 16 January 2014 entitled "The role of the City of London Corporation as Trustee of the Bridge House Estates"

clarifies the distinct functions and responsibilities of Committees that conduct business relating to the Charity as they existed at the time.

Agenda Item 9

Committees:	Dates:
Corporate Projects Board	25.06.2018
Projects Sub-Committee	18.07.2018
Planning and Transportation Committee	26.07.2018
Subject: Gateway 1 – 4 Project Proposal and Options Appraisal London Bridge Waterproofing and Bearing Replacement	Public
Report of: Director of the Built Environment Report Author: Trina deSilva	For Decision

Recommendations

1. Approval track and next Gateway	Approval track: 2. Regular Next Gateway: Gateway 5 – Authority to Start Work (Regular)																										
2. Resource requirements to reach next Gateway	<table border="1" style="width: 100%;"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Cost (£)</th> <th>Funding Source</th> </tr> </thead> <tbody> <tr> <td>Preparation of Specification for works – AECOM</td> <td>To enable works tender</td> <td>25,000</td> <td>Bridge House Estate</td> </tr> <tr> <td>Early Contractor Involvement to ensure the design is buildable Contractor</td> <td>To enable works tender</td> <td>35,000</td> <td>Bridge House Estate</td> </tr> <tr> <td>Quantity Surveyor</td> <td>Evaluation of costs and procurement routes</td> <td>12,000</td> <td>Bridge House Estate</td> </tr> <tr> <td>Staff Costs</td> <td></td> <td>12,000</td> <td>Bridge House Estate</td> </tr> <tr> <td>Total</td> <td></td> <td>84,000</td> <td></td> </tr> </tbody> </table> <p>AECOM (our term consultant for the Thames Crossings) have provided a quotation to complete the works specification. A</p>			Item	Reason	Cost (£)	Funding Source	Preparation of Specification for works – AECOM	To enable works tender	25,000	Bridge House Estate	Early Contractor Involvement to ensure the design is buildable Contractor	To enable works tender	35,000	Bridge House Estate	Quantity Surveyor	Evaluation of costs and procurement routes	12,000	Bridge House Estate	Staff Costs		12,000	Bridge House Estate	Total		84,000	
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	<p>price has been obtained from a bearing replacement contractor for Early Contractor Involvement (ECI), to ensure the buildability of AECOM's design. An additional allowance has been included for a main contractor's involvement in the ECI. An estimate of time and staff charge rates has been used to estimate internal costs at £12,000, and the total works cost is estimated at £5 million. Funds have been allocated for these works in the Bridge House Estates 50 year plan.</p>
<p>3. Next steps</p>	<p>Instruct AECOM, under the Thames Crossings term consultancy contract, to prepare a specification for the replacement of the bearings and waterproofing at London Bridge. This engagement will be under the existing term consultancy contract. Engage a specialist bearing replacement contractor to complete the works specification in conjunction with AECOM. This will be under the existing term contractor's contract with JB Riney.</p> <p>This report covers gateways 1 – 4. As it is a replacement project, there are limited options of how the work is completed, and they are determined by the conditions on site. It is recommended that approval of the procurement process is delegated to Chief Officer. A report will be prepared for committee approval at Gateway 5, before any work starts on site.</p> <p><u>Recommendations</u></p> <ul style="list-style-type: none"> • Approve spend of £84,000 from the Bridge House Estates Funds to appoint AECOM (term consultants) and a bearing replacement contractor to prepare a specification for the bearing and waterproofing replacement. • Approval of the procurement strategy is delegated to Chief Officer in conjunction with the Chamberlain.

Project Summary

<p>4. Context</p>	<p>London Bridge was constructed in the early 1970s. The joints on the bridge were replaced in 2010. The waterproofing layer to the bridge is overdue for renewal. The waterproofing is planned to be renewed every 40 years. The biennial bridge inspections have identified problems with water ingress, but replacement of the waterproofing layer has been delayed over the last couple of years to avoid conflict with the road closures for works to London Bridge Station. The bridge inspections also identified defects in the bridge bearings, and replacement of the bearings has been recommended.</p> <p>This project will prevent further water ingress to the bridge and protect it from structural degradation.</p>
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<p>5. Brief description of project</p>	<p>Works to be carried out are:</p> <ul style="list-style-type: none"> • Renewal of the waterproofing to the bridge • Replacement of bearings at north and south abutments • Sealing of ducts in bridge pavement to prevent leaks and avoid corrosion of pre-stressing anchorages • Locating and sealing water ingress points around services <p>Access to the bearings is severely restricted. There will be enabling works required (creation of a new access to the north abutment) to allow the bearing replacement works. It is recommended that a contractor is involved in the specification of the project to minimise risk and so that the scope of the enabling works is correctly defined. It is proposed that AECOM are appointed to produce the works specification, and a contractor (probably JB Riney) is employed to review AECOM's design and ensure a contractor would be able to build it.</p>
<p>6. Consequences if project not approved</p>	<p>If water ingress continues, this allows corrosion of the structure, which is particularly concerning around the pre-stressing cable anchorages.</p> <p>In the extreme case, corrosion around these anchorages could result in loosening of one end of the cable and failure of the structure.</p>
<p>7. SMART objectives</p>	<p>Replace waterproofing and reduce water seepage through the structure</p> <p>Replace bearings</p> <p>Complete all works by winter 2019. This programme is based on the works needing to be tendered following the EU tender rules.</p>
<p>8. Success criteria</p>	<ul style="list-style-type: none"> • No further leakage through the structure. No risk to stability of the structure from further leakage and corrosion. • No risk to bridge movement (expansion/contraction) from further deterioration of the bearing plates or the bearings themselves. • Repairs completed on time and to budget. • Minimised traffic disruption.
<p>9. Key Benefits</p>	<p>Reduced leakage will ensure the safety of the structure.</p> <p>Repair of the bearings will ensure the structure can articulate without stress.</p>
<p>10. Notable exclusions</p>	<p>N/A.</p>

11. Governance arrangements	<p>Spending Committee: Planning and Transportation Committee</p> <p>Senior Responsible Officer: Paul Monaghan</p> <p>The project does not require a project board.</p>
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Prioritisation

12. Link to Strategic Aims	2. To provide modern, efficient and high quality local services and policing within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes
13. Links to existing strategies, programmes and projects	This work is additional to the routine annual maintenance of the Thames Crossings.
14. Project category	7b. Major renewals, typically of a one-off nature (supplementary revenue)
15. Project priority	A. Essential

Options Appraisal

16. Overview of options	<p>The project is replacement of the waterproofing and bearings on London Bridge. As a replacement job, there are limited options and they will be determined by the circumstances on site. For example – a waterproof membrane or spray-applied waterproofing system could be used, the choice of which (or possibly use of both) will be determined by the number and arrangement of services. For this reason, an options appraisal matrix has not been included in the report.</p> <p>A specification for the works will be put together by our term consultants, AECOM, in conjunction a contractor appointed for the pre-construction phase. This will clarify what enabling works are required to replace the bearings and minimise risks at construction stage.</p>
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Project Planning

17. Programme and key dates	<p>Overall programme: 6 months on site</p> <p>Key dates:</p> <p>July – October 2018: Preparation of Specification</p> <p>November 2018 – July 2019: Works Tender (Conservative assessment of timescales, based on completing an EU-rules tender)</p> <p>August 2019 – January 2020: Works on site</p>
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	<p>Other works dates to coordinate:</p> <p>Co-ordination with construction works at London Bridge Railway Station and Thames Tideway will be necessary. The works have not been able to go ahead so far because of closures at Tooley St. Unfortunately, it will not be possible to combine these works with the emergency gas works currently in place at Monument Junction, as those works will be completed by July.</p>
18. Risk implications	<p>Overall project risk: Green</p> <p>Project risks:</p> <ul style="list-style-type: none"> • Obtaining lane closures when required – Transport for London may restrict the amount of the bridge that can be closed at any one time. Early Contractor Involvement will allow liaison with TfL during the design. • Damage to services during jacking
19. Stakeholders and consultees	<p>Approvals for lane closures will be necessary from Transport for London.</p> <p>Statutory Authorities will be notified of the works, to ensure they can mitigate the effects of jacking the bridge, if necessary.</p> <p>The occupants of the bridge abutments (the Gun Club and the Gym) will be notified of the works. ECI with the bearing replacement contractor is recommended to ensure disruption to the Gym is avoided during the works.</p> <p>An equalities ‘Test of Relevance’ has been undertaken and no Equality Impact Assessment is considered necessary.</p>

Resource Implications

20. Total estimated cost	<p>Likely cost range:</p> <p>2. £250k to £5m</p> <p>The works are estimated to cost £5,000,000.</p>
21. Funding strategy	<p>This project is already included in the Thames Crossings 50 year plan. A sum of £2.8 million has been included over the next two financial years. £84,000 of this is now required to progress this scheme.</p> <p>The cost of the works is likely to be higher than the levels stated in the 50 year plan. The Thames Crossings 50 year plan will be amended to meet these additional costs.</p>
22. On-going revenue implications	None.

23. Investment appraisal	Not applicable.
24. Procurement strategy/Route to Market	<p>AECOM, the Thames Crossings term consultant, will be engaged to provide a specification for the works in conjunction with a contractor involved for the pre-construction phase of works.</p> <p>The works will be tendered by City Procurement in accordance with the City's Procurement Rules.</p> <p>The procurement strategy will be agreed with City Procurement and recommended in a subsequent Gateway report. It is recommended that the approval of the procurement strategy is delegated for Chief Officer approval.</p>
25. Legal implications	None.
26. Corporate property implications	<p>Access will be needed through the South Abutment of the bridge. This access is shared with the Gun Club.</p> <p>Access to the north abutment is currently either through a manhole in the pavement or through Fitness First. An alternative access to avoid going through the gym will be explored.</p>
27. Traffic implications	The waterproofing works will require lane closures. The timing of this will need to be agreed with Transport for London. TfL may require that we pay lane rental for the lane closures needed.
28. Sustainability and energy implications	None.
29. IS implications	None.
30. Equality Impact Assessment	An equalities 'Test of Relevance' has been undertaken and no adverse impacts have been identified. Therefore, no Equality Impact Assessment is considered necessary.

Appendices

Appendix 1	Photos
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Contact

Report Author	Trina de Silva
Email Address	trina.desilva@cityoflondon.gov.uk
Telephone Number	020 7332 3049

Appendix 1 – Photos



Photo 1: Cracked and broken top plate on bearing at south abutment

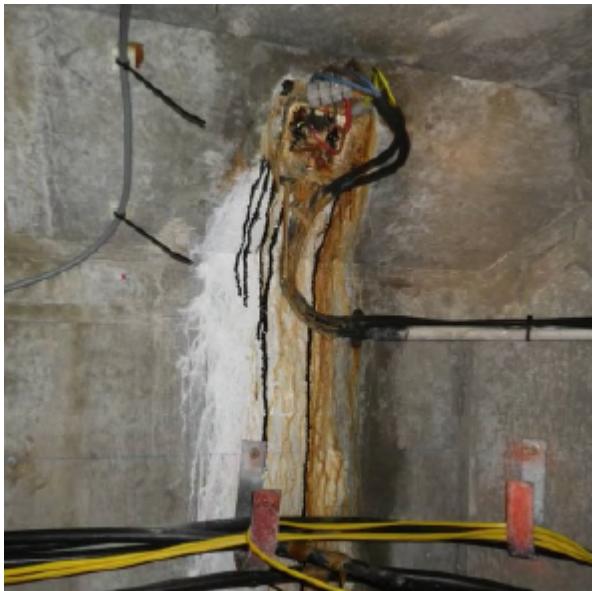


Photo 2: Staining due to water ingress around service duct.



Photo 3: Water ingress from a duct in the southern half-joint

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Committees:	Dates:	
Streets and Walkways Sub-Committee Resources Allocation Sub Projects Sub	03 July 2018 05 July 2018 18 July 2018	
Subject: Temple Area Traffic Review – Bouverie Street	Gateway 3/4/5 Options Appraisal and authority to commence work (Regular)	Public
Report of: Director of the Built Environment Report Author: Saleem Patel	For Decision	

Summary

Dashboard

- (i) Project status: Amber
- (ii) Total estimated cost of whole project: up to £3.0M
- (iii) Total Estimated cost for Bouverie Street: £165k (excluding the £160K for the evaluation of the wider project)
- (iv) Overall project risk: Low to moderate
- (v) Total spend (including committed) to date: £59,000. This includes £44,000 on consultancy, data collection and analysis.

Progress to date

To date, this project has been progressed in two distinct parts, as described in the Gateway 2 report. These were:

- A. A review of the streets within the area controlled by the City Corporation;
- B. A review of the two junctions (Temple Avenue and Carmelite Street) at the Victoria Embankment (controlled by TfL).

The overall objective of the project is to deliver an acceptable balance between improved convenient vehicle movement, appropriate security needs and consequent environmental impacts.

Significant progress has been made on Part A. It was reported in the approved Gateway 2 report that progression of Part B would be delivered separately and led by Vectos, the transport consultant engaged by the Inns. However, there has been limited progress on this element of the project to date. Officers are liaising with Vectos at this time to establish whether the agreed approach remains viable.

In relation to Part A, an independent transport consultant was appointed to carry out the initial study in January 2018. This commenced later than anticipated due to emergency gas works in Tudor Street affecting the data collection.

The consultant's study principally consisted of two elements: (i) establishing the existing evidence/data and any related issues (ii) identifying opportunities and developing options to improve motor vehicle circulation within the area.

Due to the extensive work involved, particularly the huge amount of data analysis required, the consultant's report is still in draft form but is now largely complete following several reiterations as a result of observations and feedback from officers.

Further work such as assessing the options identified for improvement, conducting any necessary consultation and producing cost estimates (other than for Bouverie Street) remains outstanding. However, as Members have requested that proposals for Bouverie Street be brought forward as quickly as possible, officers have advanced this element ahead of the wider project, requiring, in some circumstances, reliance on provisional information or assumptions to be made. This report therefore primarily focuses on Bouverie Street but where appropriate, information relating to the wider area has been included.

More detailed information relating to the wider area can be found in the draft consultant's report which will be made available in the Members reading room.

Proposals for the wider area including the junctions off the Embankment will therefore be separately reported once sufficient progress has been made.

As part of the consultant's work for Part A, comprehensive traffic surveys covering 24 hours per day over a 7-day week were undertaken. The surveys obtained data on existing traffic volumes, composition, speeds, kerbside activity, arrival and departure points. The main findings are summarised below: -

- Bouverie Street is the main entry route into the area, accounting for 51% (1,955 of 3,800) of all vehicles.
- Whitefriars is the main exit route for the area, accounting for 44% (1,662 of 3,800) of all vehicles.
- 20% (771 vehicles) of all traffic entering and exiting the area does so by entering via Bouverie Street and exiting via Whitefriars Street.
- 70% (2,660 of 3,800) of all vehicles were found to be using the area as a through route (spend less than 5 minutes in the area). Of this 27% (718 of 2,660) were goods vehicles
- Speeds in the area generally remained within the 20mph speed limit.
- Most goods vehicles were found to be the smaller 2-axle rigid vehicles, with the highest volume utilising Whitefriars Street and Bouverie Street.

Appendix 1 and 2 provides a visual representation of the key traffic routes in the area.

Appendix 3 provides a further breakdown of the traffic composition specifically for Bouverie Street. From this, it can be seen that, over an average weekday (24 hours) that was surveyed, light goods vehicles comprise some 55% (1,310 of 2,362) of all traffic. In contrast, looking at the largest permitted vehicles, there was only one

articulated lorry with five or more axles and two 4-axle rigid lorries found to be using Bouverie Street.

Vehicle swept path analysis using computer simulation for the largest permitted vehicle type (16.5m articulated lorry) and a typical large delivery lorry (10m long rigid lorry) at all significant movement junctions within the area was carried out by the consultant. For Bouverie Street, this included the junctions at Fleet Street and Tudor Street. Appendix 4 illustrates these swept paths. From these, it can be seen that there is a pinch point in the northern end of Bouverie Street, particularly for left turning HGV's. In this case, vehicles entering Bouverie Street would either need to mount the footway or utilise much more of Fleet Street to complete their left turn. However, the location plan used for this analysis is worse than on site (the corner is actually smoother than shown on the maps) and therefore the over-run is less significant than modelled. Despite this, the consultant has observed some minor damage to the footways in this location, which indicates that some footway over-runs do occur. Furthermore, if the disabled persons' parking bay is occupied, it would be extremely difficult for this manoeuvre to be completed without the need to mount the footway or for multiple attempts to complete the turn.

Swept path analysis for the southern end of Bouverie Street identified a restriction on the left turn manoeuvre for this type of vehicle (16.5m articulated lorry). However, this information is still being verified, as the analysis carried out by officers indicates that this turn is achievable.

The study included measurements of existing carriageway widths to inform if there are any other pinch point locations along the street. The existing layout for Bouverie Street including the carriageway widths are shown in Appendix 5. A summary of these pinch points can be seen in Appendix 6.

Overview of Options

Based on the above analysis, potential options to improve traffic circulation have been suggested by the Consultant. However, officers have expanded these options to present a comprehensive range of options for Member consideration as follows: -

Option 1: Do nothing. Although the consultant has found some potential pinch points along Bouverie Street, the data from the traffic surveys has indicated that the street is very lightly trafficked by larger HGV's. Additionally, Bouverie Street has remained unchanged for several years and public complaints regarding traffic circulation have been very low as are collisions/casualties. The only reported casualties over the last five years relate to the junction with Fleet Street (eight) and Tudor Street (one).

Option 2: Relocate the disabled persons' parking bay and introduce additional waiting & loading restrictions. The current disabled persons' parking bay would be relocated to a position immediately south of the existing cycle hire station. The waiting and loading restrictions would be on both side nearest Fleet Street and on the remaining western side of Bouverie Street would be increased to "at any time" See Appendix 7. This is the option suggested by the consultant to address the

identified movement restrictions whilst minimising impact and balancing local needs.

Option 3: This option includes the additional waiting and loading restrictions as in Option 2, but it includes the removal of all parking bays (diplomatic and disabled). The cycle hire docking station will also be removed or relocated to a nearby location, such as the western end of Tudor Street. See Appendix 8. This option would further enhance the movement function of Bouverie Street as it would address some of the identified but less significant pinch points found by the consultant. This option will have negative impacts for some users including the Polish Consulate and disabled users (and cycle hire users, if not relocated). It will reduce opportunities for drivers to park, service or load from the carriageway. Observations have shown that both the disabled persons' and diplomatic parking bays are very well used and frequently occupied. Cycle hire usage is also expected to be very high, but this is being verified. It is also likely that this option may lead to an increase in traffic speeds due to the removal of all "physical obstructions" The removal or relocation of the cycle hire docking station will require TfL's agreement. There are currently no nearby locations which can accommodate a cycle hire station without the need to remove other on-street facilities such as parking bays. Appendix 8 does not, therefore, show the relocated position for the cycle hire station. If this option were to be approved, detailed consultation would be needed with the Polish Consulate and a detailed Equalities Impact Assessment completed.

Option 4: This option includes all of those identified for Option 3 plus it would include the removal of the advisory contra-flow cycle facility, "at any time waiting and loading restrictions" throughout, and the widening of junction corners. See Appendix 9. This would address all the identified circulation restrictions (including the less significant pinch points) and make turning around corners much easier. This option would have additional negative implications including a reduction of facilities for general pedal cycle users, where northbound cyclists will have to use Whitefriars of Dorset Rise/Salisbury Court. It would also remove any ability to park and service from the street, result in wider crossings points and narrower footways at junctions for pedestrian and may increase traffic turning speeds.

Officers have also considered options for "greening" the area with trees. This has been investigated but as the footways and carriageways along Bouverie Street are narrow, officers would not recommend tree or other planting. This is because of the loss of pedestrian or carriageway space, which would cause obstructions, particularly for the visually impaired pedestrians.

Proposed Way Forward

The Gateway 2 report identified that this project would follow the "complex" route as per the Cost vs Risk analysis matrix as part of the approved project management process. However, as this element of the project is low in value and with low to moderate risks, it is now suggested that progression of the Bouverie Street options follow the "Regular" route.

Based on the data and the consultant's study, officers consider that Option 2 would be appropriate as a proportionate response to address the identified

movement restrictions. To enable this option to be delivered as soon as possible, this report is therefore a combined Gateway 3, 4 and 5.

If Members are minded to approve Option 1, then no further work would be required for Bouverie Street.

If Members are minded to approve Option 2, implementation could commence from November 2018, subject to no material objections being received as a result of the statutory public consultation. If there are objections which cannot be resolved by officers, an update report would be submitted to the S&W Sub for Member consideration and resolution.

If Members are minded to agree Options 3 or 4, discussions with TfL would commence immediately and assuming that they agree to the removal or relocation of their cycle hire station speedily, statutory public consultation would then follow in Quarter 3 of 2018/19. A Gateway 5 report would then be presented in Quarter 4, to confirm costs, legal position, to consider and potentially offer resolution options to resolve any objections. If such objections are resolved speedily then works could commence in early 2019/20.

Evaluation of the wider area together with the review of the junctions onto/off the Embankment is still to be progressed subject to confirmation that the Inns consultants, Vectos, remain able to complete this work. Progress on this matter and the wider street network will be subject to further reports.

Procurement approach

All highway works will be carried out by the City's term contractor, J. B. Riney.

Work to remove or relocate the cycle docking station will be undertaken by TfL or their agents.

Legal Implications

In relation to Options 3 & 4, the City entered into agreements with TfL in 2009 and 2012 to provide the cycle hire station. The location of this and all other cycle hire stations are regulated by the agreements and are intended under the agreements to remain in their designated location unless or until the scheme (cycle hire) is terminated, or where a material adverse changed circumstance arises. Only TfL has the power under the agreements to remove the cycle hire station. The City would need to negotiate with TfL to obtain its approval to the removal or re-siting of the same.

The City Corporation must have regard to their overall traffic management duties of securing: the efficient use of the road network, expeditious, safe and convenient movement of traffic, and avoiding congestion and disruption.

Financial implications

There are no financial implications associated with Option 1.

The estimated cost to deliver Option 2, is £15,000 including fees and staff costs.

The estimated cost to deliver Option 3 is in the region of £125,000 which includes a provisional sum of £100,000(based on costs of other past examples), to relocate the cycle hire station.

The estimated cost to deliver Option 4 is in the region of £140,000. This estimate currently does not include any alterations to affected utility equipment which is subject to further assessment.

To progress either Options 3 or 4 to Gateway 5, a funding of £22,000 (£12k staff, £10k fees) will be required.

Costs associated with the proposals for the wider area and the review of the two junctions with the Embankment will be provided separately, as part of further future reports.

The Gateway 2 report for this project identified that the whole project could cost £3.0M to be funded from the OSPR. Of that, Members agreed a funding of £160,000 to get project to the next Gateway (Gateway 3). So far £49,000 has been spent/committed. The remainder sum of £111,000 is still required to complete the evaluation of the wider area, and to work with Vectos to review the two junctions at the Embankment.

To deliver the most expensive option (Option 4) for Bouverie Street as identified in this report, a provisional sum of £140,000 would be required. This does not include the costs associated with diverting any utility services (as this is still being confirmed). Any additional funding implications as a result of this, and confirmation of the cost for the relocation of the cycle hire, will be set out in the Gateway 5 report. It is proposed that this would be funded from the OSPR, as originally outlined in the Gateway 2 report or CIL, if this was more appropriate. Request for OSPR or CIL funding requires the approval of the Resource Allocation Sub committee.

Recommendations

The **S&W Sub-Committee** is recommended to:

1. Advise which Option they wish officers to progress.
 - a. If Option 1 is agreed, then no further action will be taken.
 - b. If Option 2 is agreed, the next stage would be to proceed to implementation, subject to no material objections being received as a result of statutory public consultation.
 - c. If Option 3 or 4 is agreed, then the next stage would be to prepare the Gateway 5 report.

Subject to the recommendation of the S&W Sub, the **Project Sub** is asked to

2. Agree to proceed with the project as agreed by the S&W Sub.
3. Agree to the revision of the Project Management route from “complex” to regular for this element of the project.

Subject to the recommendations of the S&W and the Project Sub-Committees, the **Resource Allocation Sub** is asked to

4. Agree funding of either:
 - a. £15,000 to deliver Option 2 to be met from the On-Street Parking Reserve (OSPR) **or**
 - b. £22,000 to progress either Options 3 or 4 to Gateway 5, to be met from the OSPR
5. If Option 3 or 4 is approved, agree a works budget, to be funded from the OSPR, of
 - a. £125,000 to deliver Option 3 **or**
 - b. £140,000 to deliver Option 4.

Options Appraisal Matrix

See attached.

Appendices

Appendix 1	Dominated local access/egress traffic routes in the area
Appendix 2	Dominated through traffic routes in the area
Appendix 3	Traffic composition for Bouverie Street
Appendix 4	Swept path analysis for Bouverie Street
Appendix 5	Existing layout of Bouverie Street and widths
Appendix 6	Summary of pinch points
Appendix 7	Option 2 proposals
Appendix 8	Option 3 proposals
Appendix 9	Option 4 proposals

Contact

Report Author	Saleem Patel
Email Address	Saleem.patel@cityoflondon.gov.uk
Telephone Number	020 7332 3970

Options Appraisal Matrix

Bouverie Street Options

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 4</i>
1. Brief description	Do nothing. The current layouts remain as they are.	<p>Relocation of the disabled persons parking bay and additional waiting & loading restrictions. See Appendix 7.</p> <p>Bouverie Street is the main access route into the area for all traffic including HGVs.</p> <p>The swept path analysis identified a potential pinch point which would restrict HGV movements at the Fleet Street junction and the existing disabled persons parking bay.</p> <p>However, it has been noted that the location plan used for this analysis is worse than on site (the corner is actually smoother than shown on the maps) and therefore the over-run is less significant than modelled.</p> <p>The proposed relocation of the disabled persons' parking bay to a location immediately south of the cycle hire station will remove this pinch point.</p>	<p>Additional waiting and loading restriction as in Option 2 plus the removal of all parking bays (diplomatic and disabled). The cycle hire docking station would also be removed or relocated. See Appendix 8.</p> <p>This would effectively clear Bouverie Street from any physical "obstruction" caused either by the cycle hire station or vehicles parked in the designated parking bays.</p>	As Option 3 plus the removal of the advisory contra-flow cycle facility, "at any time waiting and loading restrictions" throughout and the widening of junction corners. See Appendix 9.

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 4</i>
		It has also been identified that there is the potential for vehicles to park on the single yellow lines thereby restrict movement, especially if parking takes place opposite the existing parking bays, cycle hire station or opposite each other. Additional waiting and loading restrictions would therefore help to keep a route through Bouverie Street clear of obstruction caused by parking in the scenario described above.		
2. Scope and exclusions	N/A	<ul style="list-style-type: none"> The diplomatic parking bays, cycle hire docking station, advisory contra-flow cycle lane and kerb line changes are excluded. 	<ul style="list-style-type: none"> The contra-flow cycle lane and kerb line changes are excluded 	<ul style="list-style-type: none"> Any diversion of utility equipment is excluded, as this is still being assessed
<i>Project Planning</i>				
3. Programme and key dates	N/A	<ul style="list-style-type: none"> July – Sept 2018: Statutory public consultation November 2018: Implementation 	<ul style="list-style-type: none"> July onwards: Dialogue and discussions with TfL on the removal of the cycle hire station Q3 of 2018/19: Statutory public consultation Q4 2018/19: Gateway 5 report (authority to commence works). Early 2019/20: Implementation 	
4. Risk implications	No significant risks envisaged.	Potential for formal objections from members of the public and	As those stated for Option 2 plus	

	Option 1	Option 2	Option 3	Option 4
	<p>Although the consultants work identified a potential restriction on access movement at the northern end of Bouverie Street, the volume of HGV's using Bouverie Street is very low and considered acceptable.</p>	<p>will therefore require appropriate resolution before it can proceed.</p> <p>The "at any time" waiting and loading restrictions will reduce the availability of kerbside space for servicing and delivery vehicles, however, there are still space for these activities to take place on the eastern side but further away from Fleet Street.</p> <p>The loss of loading and servicing areas close to Fleet Street may transfer loading and servicing elsewhere (including on restricted streets) and could impact on traffic flow.</p>	<p>Observations by officers have shown that the disabled bays are well used. Its removal would therefore have a direct impact on them.</p> <p>Observations by officers have also shown that the two diplomatic parking bays are well used and therefore unlikely to be supported by the Polish Consulate. It is possible to convert two of the nearby parking bays (such as those on Tudor Street) to maintain this facility but this would be further from their building.</p> <p>The removal or relocation of the cycle hire station requires TfL's agreement. It is unlikely that their agreement would be readily given bearing in mind that demand for cycle hire is very popular and that there is a lack of cycle hire stations in the City, particularly near to Fleet Street.</p>	
5. Benefits and disbenefits	<ul style="list-style-type: none"> Status quo maintained 	<ul style="list-style-type: none"> Improved access for HGVs into the area. Loss of space for parking (outside the existing single yellow restriction), servicing and loading 	<ul style="list-style-type: none"> As in Option 2 plus Further enhancements for traffic circulation Loss of cycle hire provisions in the area (if not relocated) Loss of one parking bay for disabled users. Loss of diplomatic parking provisions (if not relocated) for the Polish Consulate Potential for higher traffic speeds due to clearer carriageway 	<p>As Option 3, plus</p> <ul style="list-style-type: none"> Loss of provision for pedal cyclists Loss of kerbside space for local servicing and loading Narrower footways at junctions for pedestrians Wider crossing points for pedestrians at junctions where the majority of pedestrian cross.

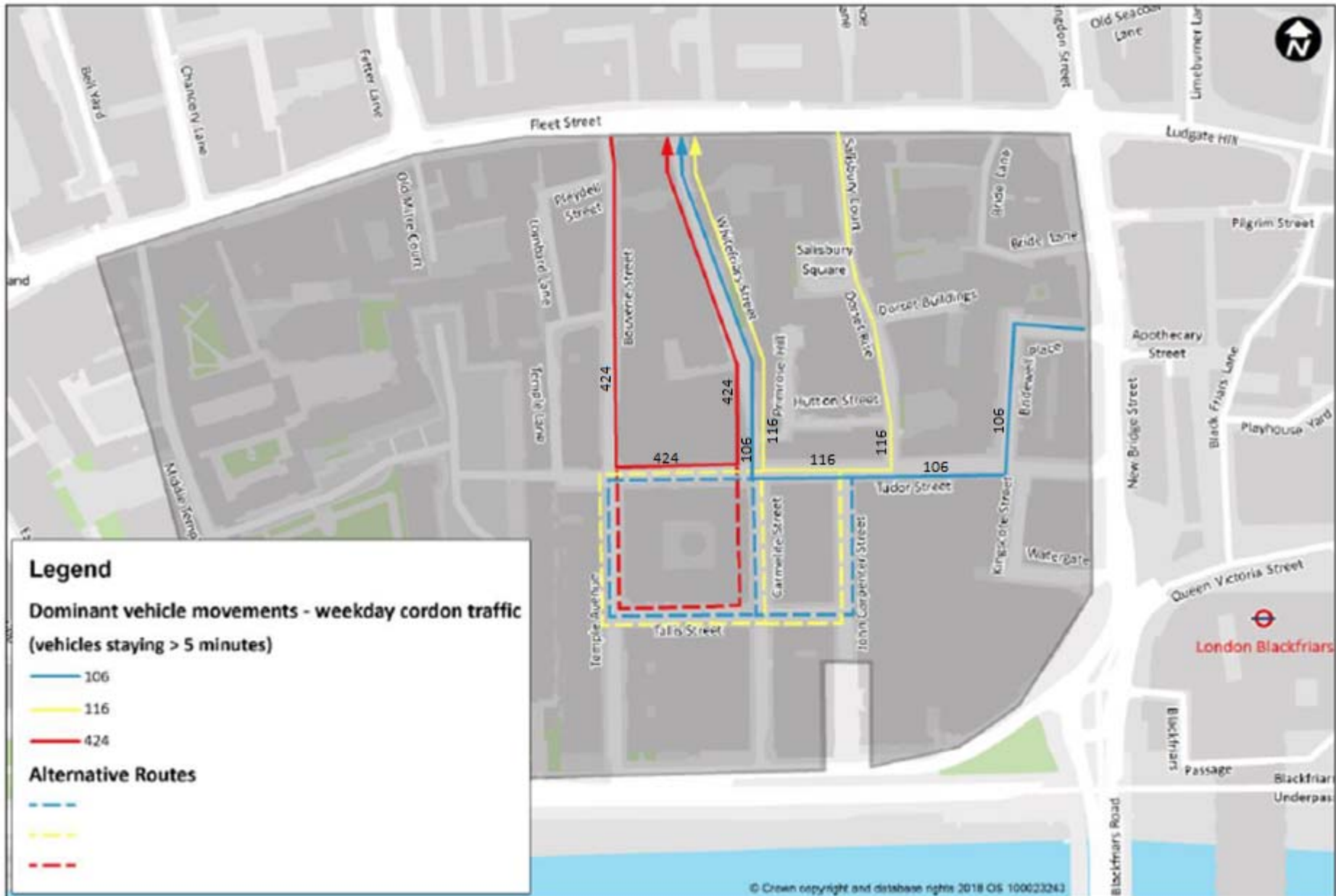
	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 4</i>
				<ul style="list-style-type: none"> Potential for higher turning speeds, particularly for smaller vehicles.
6. Stakeholders and consultees	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> The Access Team Local occupiers and Ward Members Organisations representing road user including the emergency services will be consulted as part of the statutory consultation process. TfL in relation to potential implications to the Strategic Road Network (Fleet Street). 	<ul style="list-style-type: none"> As with Option 2 plus TfL (for any potential implications on Fleet Street and cycle hire station) Comptroller Pedal cycle users and groups Polish Consulate 	
Resource Implications				
7. Total Estimated cost	£0	£15,000	£125,000	£140,000
8. Funding strategy	N/A	Funding from On-Street parking Reserve (OSPR) will be sort.		
9. Estimated capital value/return	N/A	N/A	N/A	N/A
10. Ongoing revenue implications	N/A	On-going maintenance of signs and road markings will be required but this is contained within existing business as usual resources.		
11. Investment appraisal	N/A	N/A	N/A	N/A

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 4</i>
12. Affordability	N/A	The estimated costs across the options are fairly modest. However, there is a significant call for funding for fund other projects across the corporation from both the OSPR and CIL. Priority for funding is being considered by the Corporate Priorities Board and will form their recommendations to the Resource Allocation Sub.		
13. Legal implications	None	<p>The proposals to relocate the disabled persons parking bay and “at any time” waiting and loading restrictions require statutory public consultation to be carried out. Any objections received will require appropriate consideration and resolution before it can proceed.</p> <p>TfL’s approval may be required (under the Traffic Management Act) if the proposals affect the expeditious movement of traffic on Fleet Street.</p>	<p>As with Option 2. Additionally, the City entered into agreements with TfL in 2009 and 2012 to provide the cycle hire station. The location of this and all other cycle hire stations are regulated by the agreements and are intended under the agreements to remain in their designated location unless or until the scheme (cycle hire) is terminated, or where a material adverse changed circumstance arises. Only TfL has power under the agreements to remove the cycle hire station. The City would need to negotiate with TfL to obtain its approval to the removal or re-siting of the same.</p> <p>The City Corporation must have regard to their overall traffic management duties of securing: the efficient use of the road network, expeditious, safe and convenient movement of traffic, and avoiding congestion and disruption.</p>	
14. Corporate property implications	None	None. The City Surveyor has confirmed that proposals for Bouverie Street would not affect or have any impact on the New Combine Court development.		
15. Traffic implications	None	No significant implications envisaged.		
16. Sustainability and energy implications	N/A	N/A	N/A	N/A
17. IS implications	None	None	None	None

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 4</i>																				
18. Equality Impact Assessment	N/A	An equality impact assessment will be carried. Any material implications will be considered and if necessary, reported back for further Member consideration.																						
19. Recommendation	Not recommended	Recommended	Not recommended	Not recommended																				
20. Next Gateway	Choose an item.	Choose an item.	Gateway 5 - Authority to Start Work	Gateway 5 - Authority to Start Work																				
21. Resource requirements to reach next Gateway	<p>If Members agreed to Option 2 the estimated cost to implement the measures is £15,000. A breakdown of this is provided in the table below.</p> <table border="1"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Cost (£)</th> <th>Funding Source</th> </tr> </thead> <tbody> <tr> <td>Staff Cost</td> <td>Project Management and works co-ordination</td> <td>£4,000</td> <td>OSPR</td> </tr> <tr> <td>Fees</td> <td>Statutory public consultation & notices</td> <td>£5,000</td> <td>OSPR</td> </tr> <tr> <td>Works</td> <td></td> <td>£6,000</td> <td>OSPR</td> </tr> <tr> <td>Total</td> <td></td> <td>£15,000</td> <td>OSPR</td> </tr> </tbody> </table>				Item	Reason	Cost (£)	Funding Source	Staff Cost	Project Management and works co-ordination	£4,000	OSPR	Fees	Statutory public consultation & notices	£5,000	OSPR	Works		£6,000	OSPR	Total		£15,000	OSPR
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Total		£15,000	OSPR																					

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 4</i>																
	<p>If however, Options 3 and 4 are agreed, then the resources required (same for both options) to reach the next Gateway (Gateway 5) is detailed below.</p> <table border="1"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Cost (£)</th> <th>Funding Source</th> </tr> </thead> <tbody> <tr> <td>Staff Costs</td> <td>Project Management, Reporting, agreement with TfL</td> <td>£12,000</td> <td>OSPR</td> </tr> <tr> <td>Fees</td> <td>Statutory public consultation and surveys</td> <td>£10,000</td> <td>OSPR</td> </tr> <tr> <td>Total</td> <td></td> <td>£22,000</td> <td>OSPR</td> </tr> </tbody> </table>				Item	Reason	Cost (£)	Funding Source	Staff Costs	Project Management, Reporting, agreement with TfL	£12,000	OSPR	Fees	Statutory public consultation and surveys	£10,000	OSPR	Total		£22,000	OSPR
Item	Reason	Cost (£)	Funding Source																	
Staff Costs	Project Management, Reporting, agreement with TfL	£12,000	OSPR																	
Fees	Statutory public consultation and surveys	£10,000	OSPR																	
Total		£22,000	OSPR																	

Appendix 1: Dominant (local access/egress) traffic routes (where stay is more than 5 mins & flows greater 100 vehicles/day)



Appendix 2: Dominant (through) traffic routes (where stay is less than 5 mins & flows greater 100 vehicles/day)

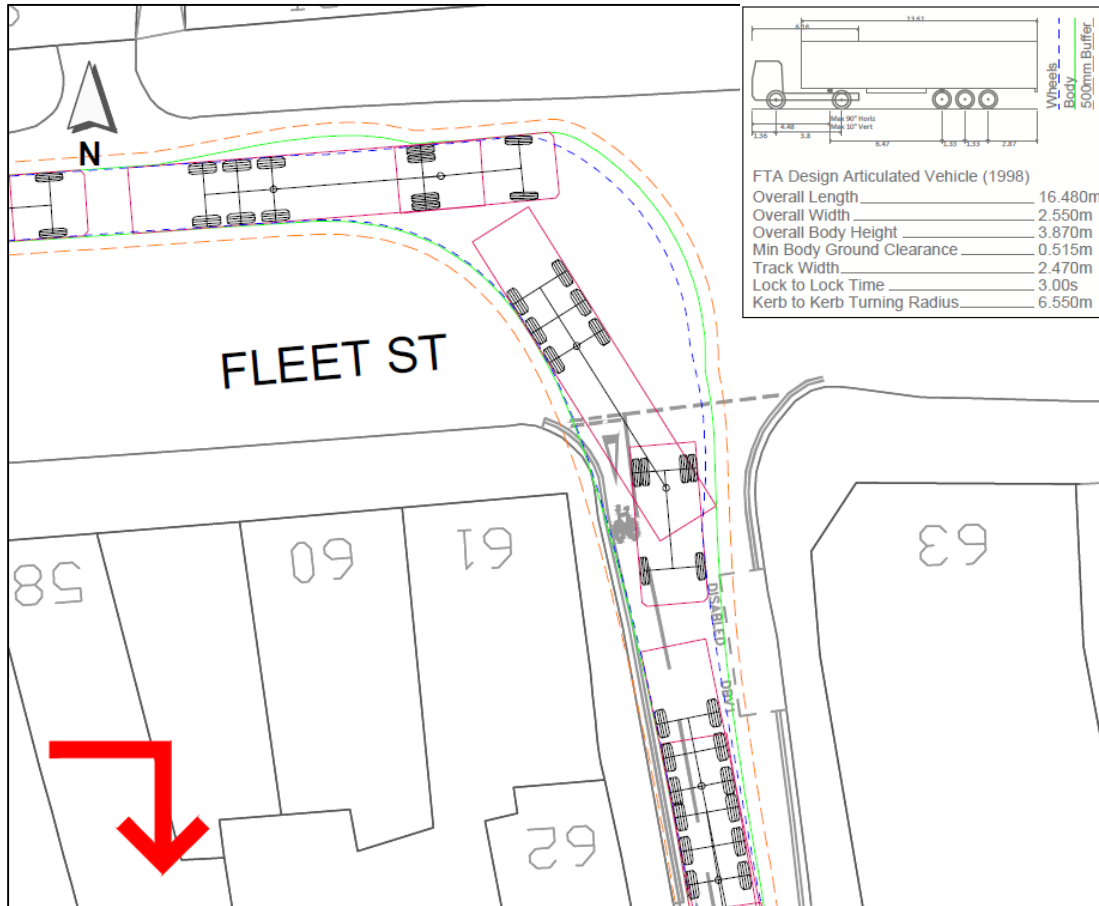


Appendix 3: Traffic composition on Bouverie Street weekday (24 hrs) average

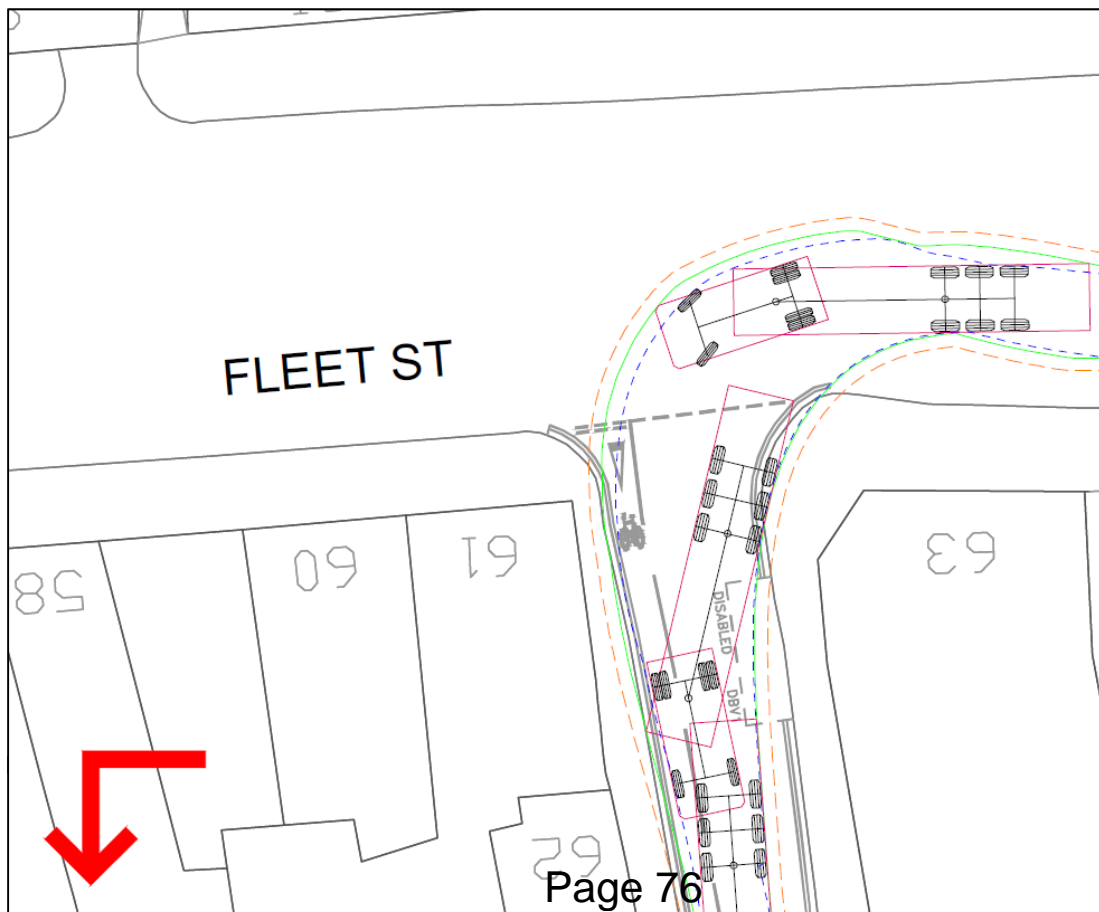
Day	Date (2018)	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Coach
Tue	09/01	2282	222	218	559	1194	76	1	1	9	0	0	2
Wed	10/01	2407	223	197	572	1307	91	5	3	8	0	1	0
Thu	11/01	2449	190	229	570	1344	92	6	4	13	0	0	1
Fr	12/01	2393	181	191	548	1346	99	4	1	21	0	2	0
Mon	15/01	2279	151	181	474	1358	89	3	3	19	1	0	0
	Average	2362	193	203	545	1310	89	4	2	14	0	1	1

Appendix 4. Bouverie Street Junctions Swept Paths

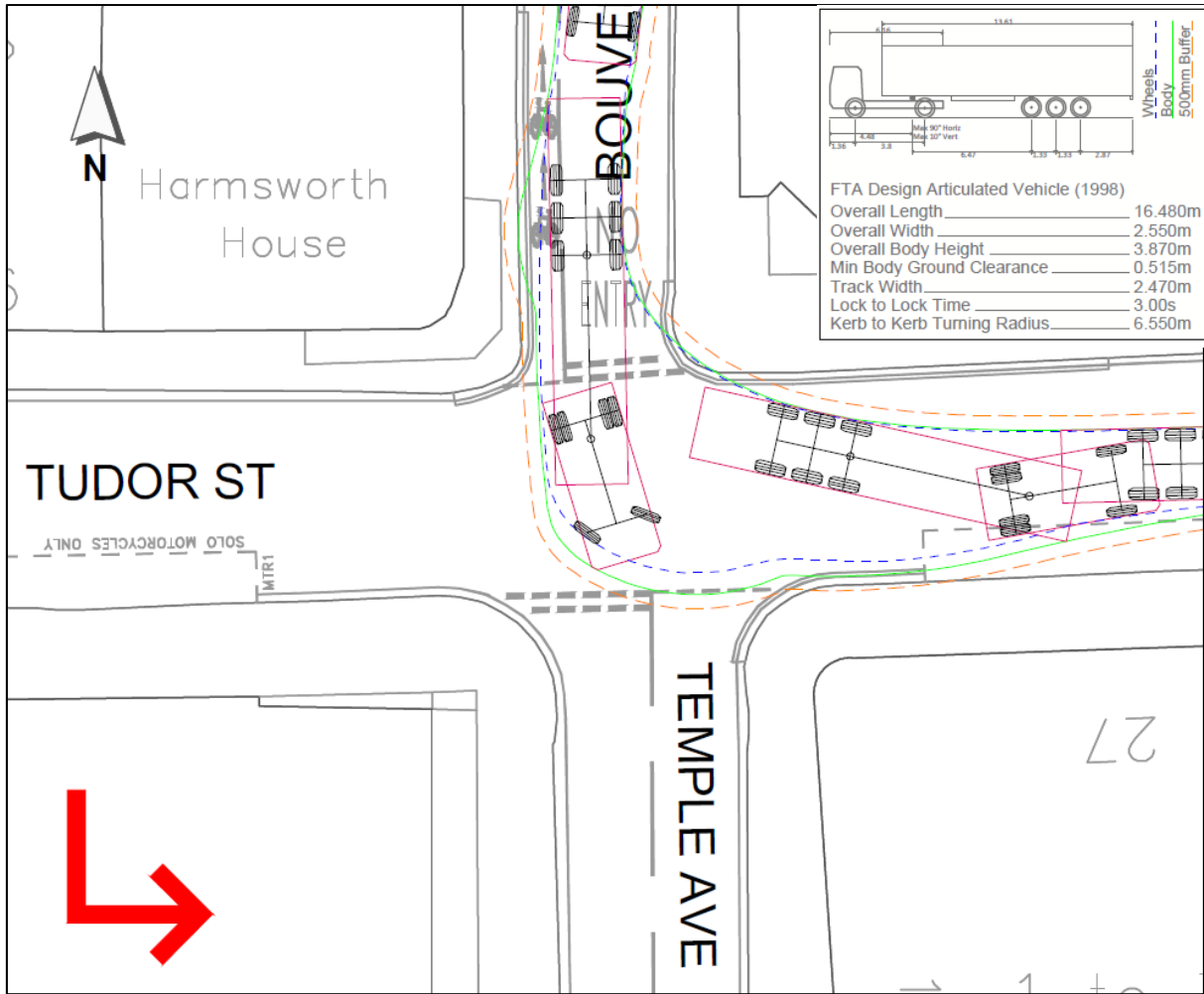
Right turn from Fleet Street



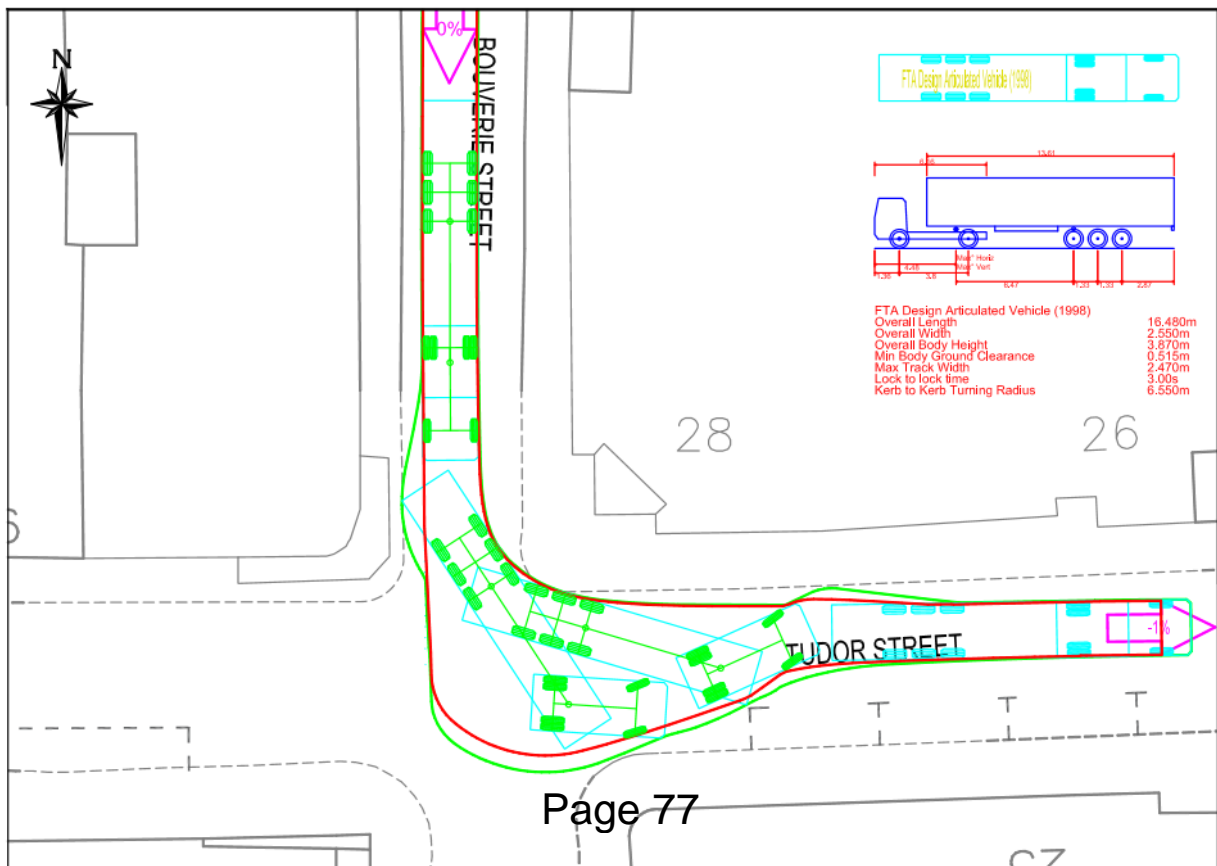
Left turn from Fleet Street



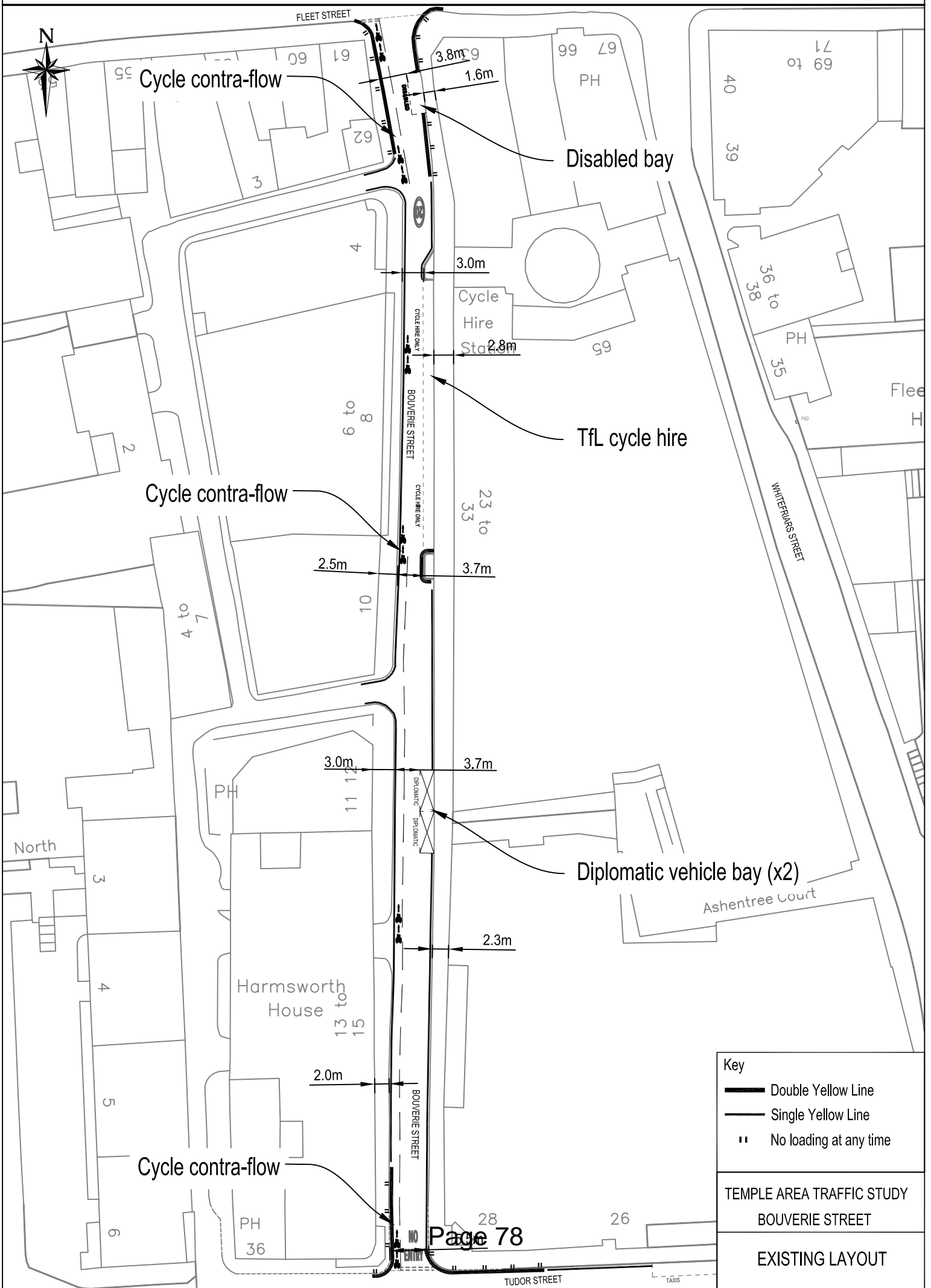
Left turn from Bouverie Street



Left turn from Bouverie Street (Officer's analysis)

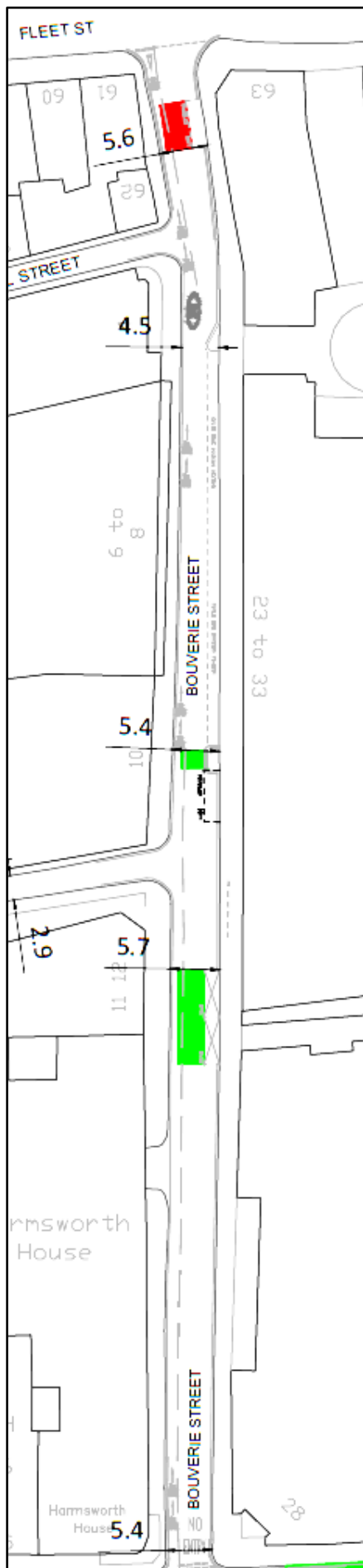


Appendix 5: Bouverie Street Existing Layout



Key
Double Yellow Line
Single Yellow Line
No loading at any time
TEMPLE AREA TRAFFIC STUDY
BOUVERIE STREET
EXISTING LAYOUT

Appendix 6: Bouverie Street Pinch Points



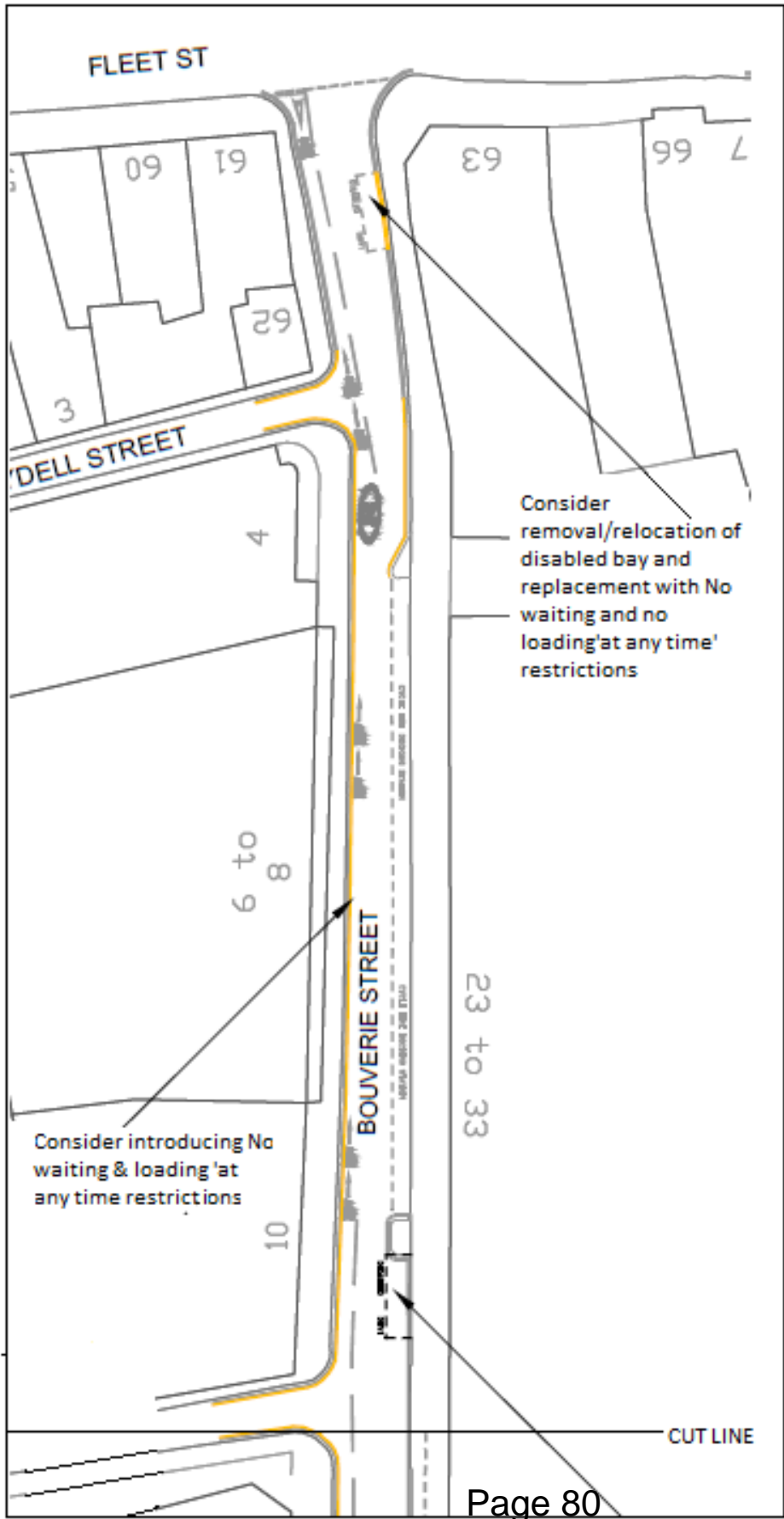
Key:

■ Significant pinch-point

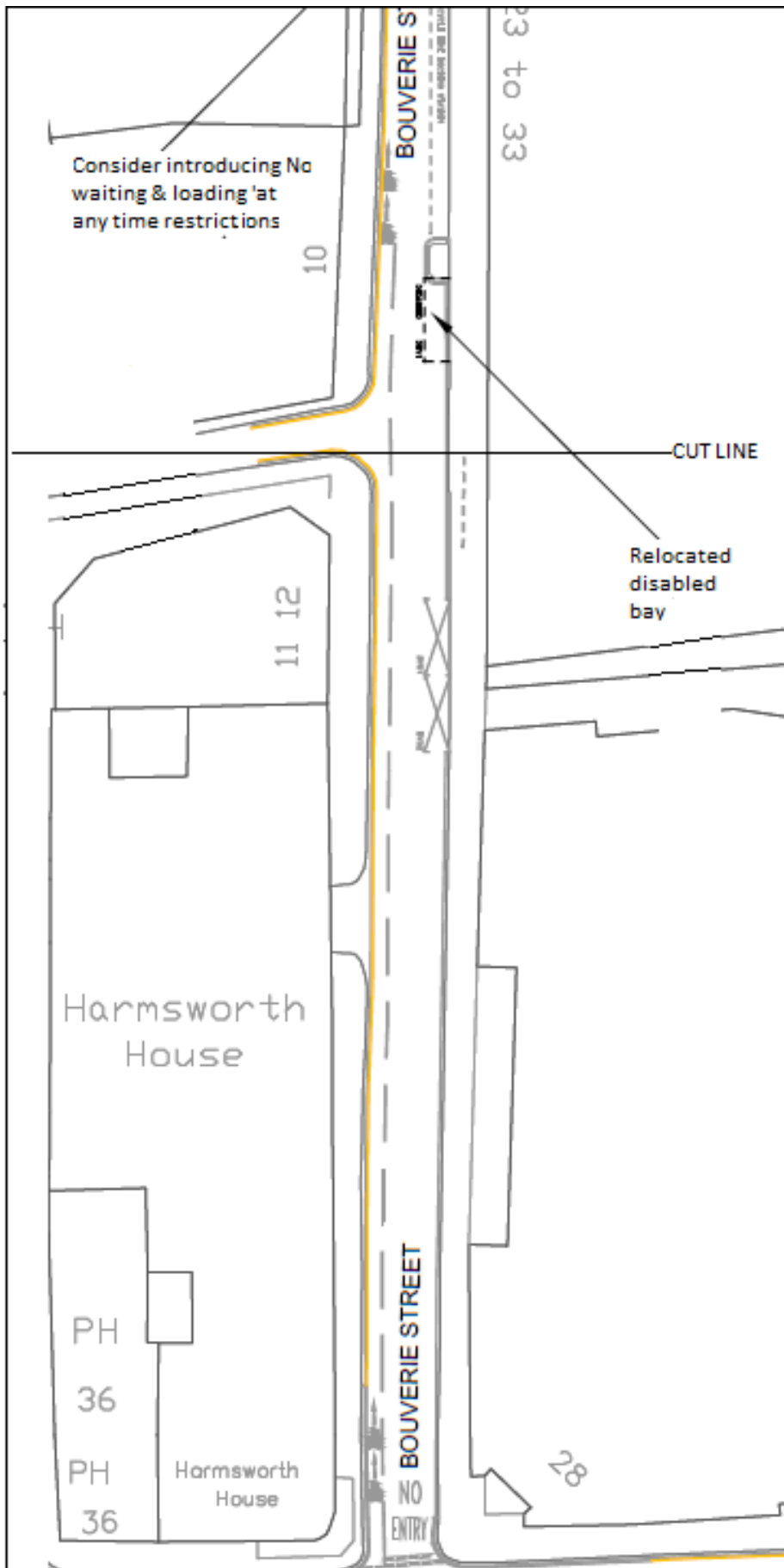
■ Insignificant pinch-point

Appendix 7. Option 2: Relocate one parking bay and additional waiting & loading restrictions along key sections

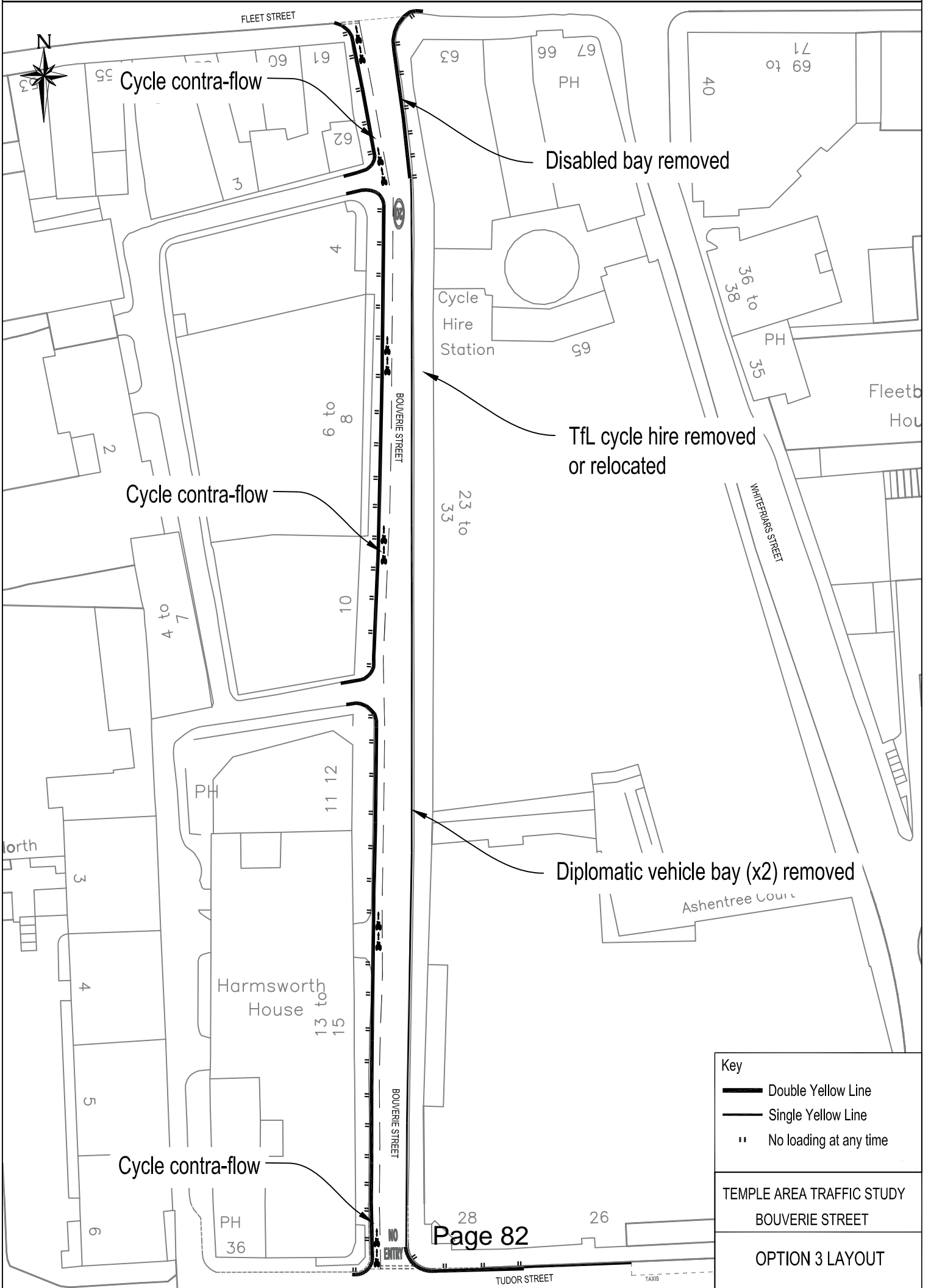
Northern Section



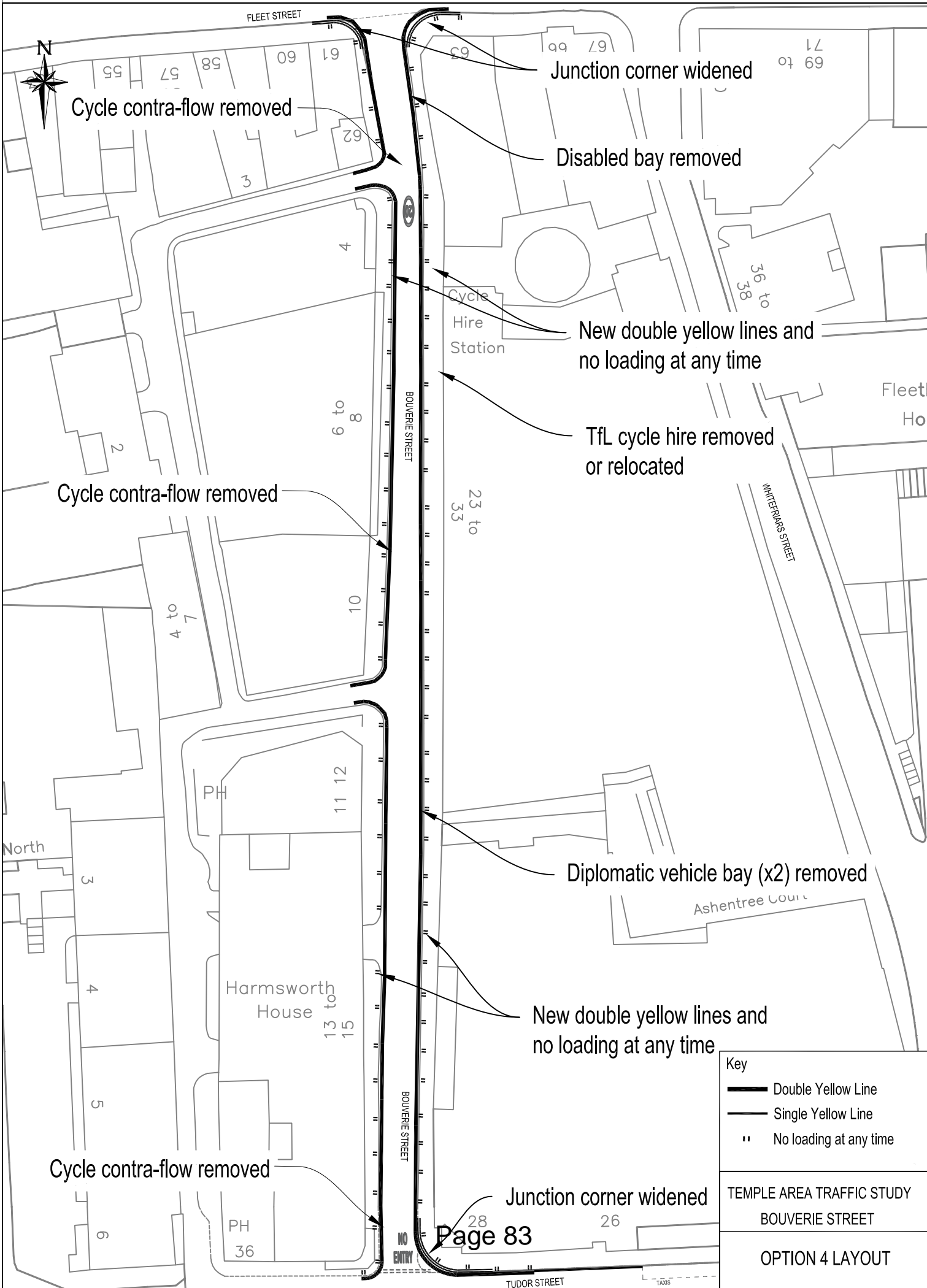
Southern Section



Appendix 8: Option 3 - Removal of all parking bays, remove or relocate the cycle hire station and additional waiting & loading restrictions along key sections



Appendix 9: Option 4 - Removal of all parking bays and contra-flow cycling, remove or relocate the cycle hire station and additional waiting & loading restrictions throughout



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Committee(s)	Dated:
Police Committee Planning & Transportation Committee Policy & Resources Committee	12 July 2018 26 July 2018 6 September 2018
Subject: Anti-Terrorism Traffic Regulation Order: 2017 Review	Public
Report of: Director of the Built Environment	For Information
Report Author: Ian Hughes, Assistant Director (Highways)	

Summary

This report reviews the uses of the City’s permanent Anti-Terrorism Traffic Regulation Order (ATTRO) during 2017.

The ATTRO authorises the City Police to potentially control the movement of pedestrians and vehicles on City streets, and was originally requested as part of a package of measures aimed at both improving the security of people in crowded places & preventing damage to buildings from a potential terrorist attack.

Members approved the ATTRO in 2016 on the basis that the City Corporation’s area was particularly vulnerable to terrorism due to its highly dense nature and the concentration of high profile, historic, prestigious and financial targets that can be found throughout the Square Mile.

Matters since would suggest this assessment has not changed, albeit the use of the ATTRO to control traffic and pedestrians for anti-terrorist purposes has been limited to a small number of high-profile special events. In that context, the very limited use of the ATTRO would suggest it has been used proportionately and to the minimum extent necessary in order for the Commissioner to better protect the City community.

Recommendation(s)

Members are recommended to receive this report.

Main Report

Background

1. In September and October 2016, the Planning & Transportation Committee (for decision), the Police Committee (for information) and the Policy & Resources Committee (for decision) discussed and agreed to the creation of an Anti-Terrorism Traffic Regulation Order (ATTRO) in the City Corporation area.

2. This was in response to a request from the Commissioner of the City Police in July 2015 to introduce such an order, and followed a statutory public consultation.
3. The Commissioner's request was informed by advice received from his counter-terrorism security advisors, including the Centre for the Protection of National Infrastructure (CPNI). The advice related to the whole administrative area of the City, and was in the context of the potential impact of terrorism due to the City's intensely crowded nature and its role as a high-profile world centre of economic activity.
4. The ATTRO is a counter terrorism measure pursuant to the provisions of the Civil Contingencies Act 2004, which allows traffic orders to be written by the Traffic Authority under s6, s22C and s22D of the Road Traffic Regulation Act 1984. These orders can only be made on the recommendation of the Commissioner of Police, and are for the purposes of:
 - Avoiding or reducing the likelihood of, or danger connected with, terrorism, or;
 - Preventing or reducing damage connected with terrorism.
5. On the basis of a security assessment or an intelligence threat, the ATTRO gives a City Police Inspector or above the discretion to restrict traffic and / or pedestrians to all or part of any street in the City. That discretion must be exercised in accordance with an agreed protocol so that any interference is proportionate, and that such restrictions are in place for the minimum extent and time necessary.
6. The Commissioner requested the ATTRO be put in place on a permanent basis, but that its use be contingent on it only being used as a proportional counter terrorism response to the needs of an event, incident or item of intelligence.
7. The permanent ATTRO allows the controls to be activated at any time, albeit in accordance with an agreed protocol that reflects the statutory requirements for making such an order. Nevertheless, its permanent nature enables speedier activation of security measures to meet operational requirements given the unpredictability of the current terrorist threat.
8. Members agreed to making the ATTRO on two key conditions, namely that an annual review be presented to Members, and as part of that review, confirm that the ATTRO had been used in a proportionate matter.

Current Position

9. The protocol established for using the ATTRO allowed for two main types of scenario, namely for intelligence-based Police led urgent situations, and secondly for pre-planned special events. In the latter case, the ATTRO would be used by the Police to supplement the City Corporation's event planning process, which would typically have a separate pre-advertised temporary traffic regulation order (TTRO) granted to the organiser to close roads just to facilitate the event. In such

circumstances, the ATTRO could be used to authorise additional protective security measures and / or additional road closures that might be determined nearer the event.

10. During 2017, the ATTRO was only used in relation to these event-related circumstances, so a summary of ATTRO uses was included in the annual Special Events report to Policy & Resources Committee, Culture, Heritage & Libraries Committee and Streets & Walkways Sub Committee in January 2018.
11. However, Members have since requested a stand-alone report on the ATTRO to review its use and impact, with that report now including Police Committee as well.

Security & Special Events

12. In the context of this report, recent events in the UK, Continental Europe and the United States have highlighted the vulnerability of crowded spaces to terrorist attack. With incidents such as the Boston Marathon bombing, the Nice Bastille Day lorry attack and the Manchester bomb, special events and event venues have also been recognised as being particularly at risk.
13. A recent study suggested that 50% of people may now be influenced by security when deciding whether to attend an event, concert or festival, suggesting there is a public expectation that events will be protected in some way. As a result, the City Corporation is working at a strategic and operational level with the GLA, Westminster, TfL, the City Police, the Metropolitan Police and other security agencies to develop a consistent and proportionate approach; to reassure & protect the public and participants without impeding the look & feel of an event.
14. This has led to a new assessment process for the largest high-profile events where mass participation, large spectator numbers, TV coverage and iconic locations combine to create a higher than usual threat level. This process involves the appropriate police force appointing a Security Coordinator to make recommendations to the event organiser on how to best mitigate that threat, and in certain circumstances, to consider requesting the City Corporation to authorise measures to control traffic and pedestrians for counter terrorism purposes under the permanent ATTRO.
15. In 2017, the Town Clerk was requested by Commissioner of Police to authorise the use of the permanent ATTRO on six separate occasions, each in relation to a particular special event. All six requests were agreed, and further details on each event are contained in Appendix 2. However, in summary, those events were:
 - The 2016 New Year's Eve celebration
 - The funeral of PC Keith Palmer at Southwark Cathedral (11 April)
 - The IAAF Marathon event (6 August)
 - The 2017 Lord Mayor's Show & Fireworks (11 November)
 - Grenfell Tower Memorial Service at St Paul's Cathedral (14 December)
 - The 2017 New Year's Eve celebration

(Note: At the time of writing this report, no further requests to use the City's ATTRO have been made since New Year's Eve.)

16. On four of those occasions (New Year's Eve (twice), PC Keith Palmer's funeral and the IAAF marathon), operations were led by the Metropolitan Police, and the City's ATTRO was used in parallel to similar measures requested and implemented by the Met Police outside the Square Mile.
17. As described above, the ATTRO potentially gave the City Police the authority to control traffic and pedestrians for counter terrorism purposes at each of these events, but in practice, these ATTRO powers were used sparingly, and in general had no noticeable impact on the public.
18. For each of the events listed above, the overarching City Corporation TTRO in place to facilitate the event allowed the restriction of traffic and was in keeping with the advance warning notices about the extent of the event footprint. In terms of public impact, the only noticeable change in stance was the use of 'hard' measures to prevent vehicle incursion within the ATTRO footprint, such as those seen around the Lord Mayor's Show.
19. The small number of ATTRO requests in 2017 and their limited consequential impact would suggest they were used proportionately, and that a fair balance was struck between the public interest and an individual's rights. No single use of the ATTRO exceeded 48 hours which would have triggered a review by the Town Clerk & Commissioner, and in fact none of the ATTRO uses in 2017 lasted more than 12 hours.
20. In addition, the Department of the Built Environment (who is responsible for both writing the ATTRO and for authorising on-street special events) did not receive, nor was made aware of, any complaints, traffic disruption or human rights infringements specifically deriving from the use of the ATTRO for any of these events.
21. Finally, to reiterate, the permanent City ATTRO was not used at any point in 2017 to implement controls as a result of intelligence-based Police led urgent situations. Its use was carefully balanced with the need to facilitate public events, and to give the City of London Police the ability to respond quickly to an emerging terrorist threat. Ultimately the use of the ATTRO was to provide enhanced protection and reassurance to the public.

Corporate & Strategic Implications

22. Counter Terrorism is a tier one threat against our country as per the National Strategic Policing Requirements. Nationally and locally, there is quite rightly a strong expectation that the threat against terrorism is met by an appropriate and proportionate response by the police and our partners.
23. The Government's Contest Strategy aims to reduce the risk to the UK and its interests overseas from terrorism, so people can go about their daily lives freely and with confidence. The City of London Police, part of the London counter

terrorism region, supports the Contest Strategy through the four P's approach of Pursue, Prevent, Protect and Prepare. Protective Security as a theme, and therefore the ATTRO, fits firmly under Protect element of the Government's Contest Strategy.

24. The City of London Policing Plan for 2017-20 has a mission statement aiming to 'maintain the City of London as one of the safest places in the country'. The plan states 'the threat from extremism remains high and is becoming more diverse and complex in how it is manifested'. In addition, the Corporation of London's Corporate Plan 2018-2023 states an ambition that 'people are safe and feel safe'.
25. The City of London's historical, cultural and economic importance means it will always be an attractive target for those who are intent on causing high profile disruption. By continuing to protect the City of London from terrorism we will continue to protect the UK's interests as a whole. In terms of prevention, the City of London Police plan states 'we will continue to develop different ways to engage and work with partners in a coordinated way to deter, detect and disrupt terrorist activity'.
26. The City of London Local Plan 2015 aims to ensure that the City remains a safe place to live, work and visit. Core Strategic Policy CS3 makes specific provision for implementing measures to enhance the collective security of the City against terrorist threats, applying measures to broad areas, including the City as a whole. The Policy also encourages the development of area-based approaches to implementing security measures.
27. Finally, the risk of terrorist attack remains at the top of the current Corporate Strategic Risk Register because of the City's concentration of high profile, historic, prestigious and financial targets.
28. Otherwise, the legal implications on the use of the ATTRO remain unchanged from the original 2016 report and are repeated in Appendix 1 for reference.

Conclusion

29. Due to the exceptional environment of the Square Mile, the City of London remains particularly vulnerable to terrorist attack. As a result, the City's permanent ATTRO was approved in 2016 as an appropriate measure to enable the Commissioner of Police to more readily and better protect the City community.
30. Given the small number of occasions the ATTRO was used in 2017, and the limited extent to which the police used it to prohibit the movement of traffic and / or pedestrians, the evidence would suggest the ATTRO powers were used proportionately and to the minimum extent necessary in accordance with both the statutory requirements and Members' wishes.

Appendices

Appendix 1 – ATTRO Legal Considerations

Appendix 2 – ATTRO Uses in 2017

Ian Hughes
Assistant Director (Highways)
Department of the Built Environment

T: 020 7332 1977

E: ian.hughes@cityoflondon.gov.uk

Appendix 1: ATTRO Legal Considerations

1. Statutory power to make the ATTRO – Sections 6, 22C and 22D of the Road Traffic Regulation Act 1984 (as amended by the Civil Contingencies Act 2004) enables traffic orders to be put in place by the traffic authority for the purposes of avoiding or reducing the likelihood of danger connected with terrorism, or preventing or reducing damage connected with terrorism.
2. Statutory duties of traffic authority - As traffic and highway authority, the City Corporation has the duty to secure the expeditious, convenient and safe movement of traffic (having regard to the effect on amenities) (S122 Road Traffic Regulation Act 1984) and the duty to secure the efficient use of the road network avoiding congestion and disruption (S16 Traffic Management Act 2004). The Schedule to the ATTRO sets out requirements aimed at meeting these duties by ensuring that any restrictions will be the minimum necessary to remove or reduce the danger and are consistent with the statutory requirements for making such Orders. In implementing the ATTRO the traffic impacts of restricting or prohibiting traffic to roads within the City, including, potentially, pedestrian traffic, should be considered. In the event of a threat, the disruption to traffic flow would also have to be weighed against the threat of more severe disruption and greater risk being caused due to failure to prevent an incident.
3. Further controls - The Schedule to the draft ATTRO requires that in most cases at least seven days' notice of any restrictions must be given to persons likely to be affected (unless this is not possible due to urgency or where the giving of notice might itself undermine the reason for activating the ATTRO), and notice must also in any event be given to the City, TfL and other affected traffic authorities.
4. Human Rights and Proportionality - In considering the request for the ATTRO, there is a duty to act in accordance with the European Convention on Human Rights. In relation to possible restriction of access to property, any interference with Article 1 rights to enjoyment of property must be justified. Interference may be regarded as justified where it is lawful, pursues a legitimate purpose, is not discriminatory, and is necessary. It must also strike a fair balance between the public interest and private rights affected (i.e. be proportionate). It is considered that the public interest in being protected by the existence and operation of the ATTRO can outweigh interference with private rights which is likely to occur when restrictions are in operation. The scope of restrictions must be proportionate and should only last until the likelihood of danger or damage is removed or reduced sufficiently in the judgment of a senior police officer. The Schedule to the ATTRO sets out arrangements (further expanded in the Protocol) for ensuring that any interference is proportionate. Given the risks to life and property which could arise if an incident occurred, and the opportunity provided by the ATTRO to remove or reduce the threat of and/or impacts of incidents, it is considered that the ATTRO can be justified and any resulting interference legitimate.

Appendix 2 – ATTRO Uses in 2017

Date	Event	Justification	Impact
31 Dec / 1 Jan	New Year's Eve celebrations	New Year's Eve celebrations impact both the City of London and the wider London area, policed by all three London police forces. Therefore the overall command for the New Year's Eve event in London is the responsibility of the Metropolitan Police Service (MPS), with the City of London taking geographical command. The celebrations in London attract well over 100,000 people, all descending on specific, predictable locations. This report has already highlighted the threat from terrorism and New Year's Eve is a high profile, crowded event. The MPS requested the use of the ATTRO for New Year's Eve to protect the public by ensuring stronger controls were in place to prevent vehicles entering crowded areas. This was not based on specific intelligence but on the current national threat from terrorism, highlighted further by a number of attacks in the UK during 2017.	The ATTRO still facilitated the event and the movement of people and therefore it can be concluded that it had little impact on the members of the public who attended.
11 April	Funeral of PC Keith Palmer at Southwark Cathedral	This ATTRO was also requested by the MPS and complimented by the City of London to ensure the event footprint was protected as per the MPS Gold Commander's Strategic Intentions. The funeral was facilitated for the family and all those affected by the death of PC Palmer and the anticipation of crowds forming to pay their respects to the procession meant the need to consider all protective security measures. The ATTRO enabled the MPS to put in place protective security measures on the roadway to protect the public and also protect the procession. The funeral was high profile and well-advertised.	The policing plan for the funeral enabled the facilitation of the event for the family, those affected and those wishing to pay their respects.

6 August	International Association of Athletics Federations – World Championship Marathon	This particular event is a high-profile sporting fixture played out on the world stage and hosted against the backdrop of historic and iconic London landmarks. The overall command of the event, which spanned both City and Metropolitan police areas, was by the Metropolitan Police. Therefore the request of the use of an ATTRO was made by the Metropolitan Police and supported by the City of London to facilitate the wider protective security plan. The use of hostile vehicle mitigation was proportionate against a range of vulnerability factors and therefore fully rationalised. The ATTRO allowed for greater protection to the public and participants and had no greater impact on traffic movement than the wider TTRO for the event.	The event was successful and both participation and viewing facilitated, with no notable impacts.
11 Nov	Lord Mayor's Show & Fireworks	The area wide TTRO for this event created a wide event footprint that would attract large numbers of people in roadways that (with the exception of the parade) would be traffic free. The event itself is a very predictable one that is televised and annually attracts crowds. This report has already highlighted the terrorist threat picture at the time of the event and the backdrop of several attacks in the UK. The overlaying of an ATTRO on to the TTRO enabled the placement of hard measures in the roadway to prevent vehicle incursion into the areas densely populated with the people.	The ATTRO had very little impact on the event and the public attending. The TTRO prevented traffic from entering the wider footprint and the additional controls in place within the ATTRO area meant some delays as vehicles were checked again before being allowed into the parade area. There was no impact on the walking public.
14 Dec	Grenfell Tower Memorial Service & St Paul's Cathedral	The area around St Paul's Cathedral is ordinarily open to the public. This event was highly publicised, anticipated to attract large numbers of people and had the potential to be very (and understandably) emotionally charged. As part of the policing plan for this event it was considered necessary to implement	The event was successful for all those involved and who attended. The security measures implemented as part of the ATTRO and beyond facilitated a safe

		an ATTRO to provide greater ability to control the movement of pedestrians into the area and to provide suitable mitigation to vehicles. All this control was to mitigate against the national terrorism threat of low sophistication attack methodology.	event and provided that reassurance of safety to the public in attendance.
31 Dec / 1 Jan	New Year's Eve celebrations	As previously described for New Year's Eve, above. Whilst each event is assessed in its own merit and against the current intelligence and threat picture, the rationale for both New Year's Eve celebrations was the same.	The ATTRO still facilitated the event and the movement of people and therefore it can be concluded that it had little impact on the members of the public who attended.

Committee(s)	Dated:
Planning and Transportation	26/07/2018
Subject: Renaming of Part of Pedestrian Route as Barker Bridge: Consultation Response	Public
Report of: Director of the Built Environment	For Decision
Report author: Paul Beckett, Department of the Built Environment	

Summary

This report advises Members of the responses to a consultation to re-name a replacement bridge which forms part of St Alphage Highwalk as 'BARKER BRIDGE'. This would commemorate John Alfred Barker OBE, the former Chief Commoner and Member for Cripplegate Ward who died in May 2017. Members agreed in principle in February 2018 to name it Barker Bridge subject to consideration of responses from the statutory consultation process, and that if no objections were received the Director the Built Environment was delegated to approve the name. There were no objections from statutory consultees and supportive responses from ward members. However there were other responses objecting to the name and therefore this report is brought before the Committee to consider them and its previous decision.

Recommendations

Members are recommended to:

1. Consider all the responses to the public consultation on re-naming a replacement bridge which forms part of St Alphage Highwalk as BARKER BRIDGE.
2. Confirm their previous decision and instruct the Director of the Built Environment to approve the name BARKER BRIDGE, issue the statutory order and make arrangements for a suitable naming ceremony.

Main Report

Background

1. On 20 February 2018 Planning and Transportation Committee received a report, following a request made by the Streets and Walkways Sub-Committee, that a replacement bridge which forms a section of St Alphage Highwalk be re-named as 'BARKER BRIDGE'. This would commemorate John Alfred Barker OBE, the former Chief Commoner and Member for Cripplegate Ward who died in May 2017. The Committee was advised that the naming of streets, structures or buildings after living or recently deceased persons was contrary to the City Corporation's published Street Naming and Numbering Advice Note. The report asked Members to consider whether an exception was merited on this occasion.
2. Planning and Transportation Committee agreed that while Mr Barker died recently in 2017, in this instance an exception could be made owing to his long

history of public service. It considered that this would not prejudice the ability of the City Corporation to refuse any inappropriate naming proposals in future.

3. Planning and Transportation Committee considered the report and decided to:
 - a. Agree the name “BARKER BRIDGE” for a section of St Alphage Highwalk and to instruct officers to carry out statutory consultation on the proposed name; and
 - b. Agree that if the statutory consultation resulted in no objections, then the Director of the Built Environment be delegated to approve the name “BARKER BRIDGE” and issue a statutory order.
4. A statutory consultation was carried out inviting the views of the London Fire Brigade, Royal Mail and the Ward Members for Bassishaw and Cripplegate. Notices were also posted on site, in accordance with standard practice, advising the public of the proposed re-naming and the opportunity to comment. Appendix 1 includes a map which shows the site with the replacement footbridge to be named indicated in short dashes on the map (ref **SXALHW1000**).

Summary of Consultation Responses

5. Appendix 2 sets out in full the consultation responses received.
6. No objections were received from Statutory Consultees: London Fire Brigade and Royal Mail (see Table 1) as it was not considered that the re-naming would cause addressing or wayfinding difficulties. Two emails of support were received from local Ward Members (see Table 2).
7. Twenty emails of objection were received:
 - Three on behalf of residents groups/local organisations (see Table 3);
 - Seventeen from Barbican residents (see Table 4).
8. These objections raised the following main points:
 - The proposal conflicts with the City Corporation’s published Advice Note regarding naming after individuals, and thereby sets a dangerous precedent for future applications.
 - Re-naming just the footbridge section risks confusion for visitors trying to locate the newly re-opened and realigned St Alphage Highwalk.
 - The original process of street and building naming around the Barbican Estate was made with reference to historical figures associated with the area. Mr Barker does not have sufficient profile or local connection to be recognised within the Barbican in this way. Many other historic figures would be better suited were a new name required.
 - A name with a strong cultural resonance consistent with aspirations for the Culture Mile would be more appropriate were a new name required.
 - Naming a bridge after a former Member leaves the City Corporation open to accusations of ‘cronyism’.

Considerations

9. The City Corporation's published Street Naming and Numbering Advice Note states (in line with Historic England's eligibility policy for blue plaques):
"In applications to name streets after deceased persons...the individual in question should:
 - Have been dead for 20 years or have passed the centenary of their birth;
 - Have a significant and demonstrable connection to the site in question."
10. Members decided at their meeting in February that they wished to make an exception to the Advice Note owing to Mr Barker's long history of public service. It was considered that this would not prejudice the ability of the City Corporation to refuse inappropriate naming proposals in future, the decision was not setting a precedent and each case would be considered on its merits.
11. The naming application relates just to the name Barker and alternative historical or cultural names are not under consideration on this occasion.
12. The naming of the bridge will not create a wayfinding issue as the existing nameplate for the newly re-opened St. Alphage Highwalk will remain in place and will be adjacent to and clearly visible from the bridge. The London Fire Brigade did not consider that the naming would create a wayfinding issue.

Conclusions

13. The consultation process did not raise any objections from statutory consultees and received support from local ward Members. The formal site notice did generate objections and a range of comments from local groups and residents. It is not considered that these comments justify changing the original decision to name the new structure Barker Bridge.

Contact: Paul Beckett

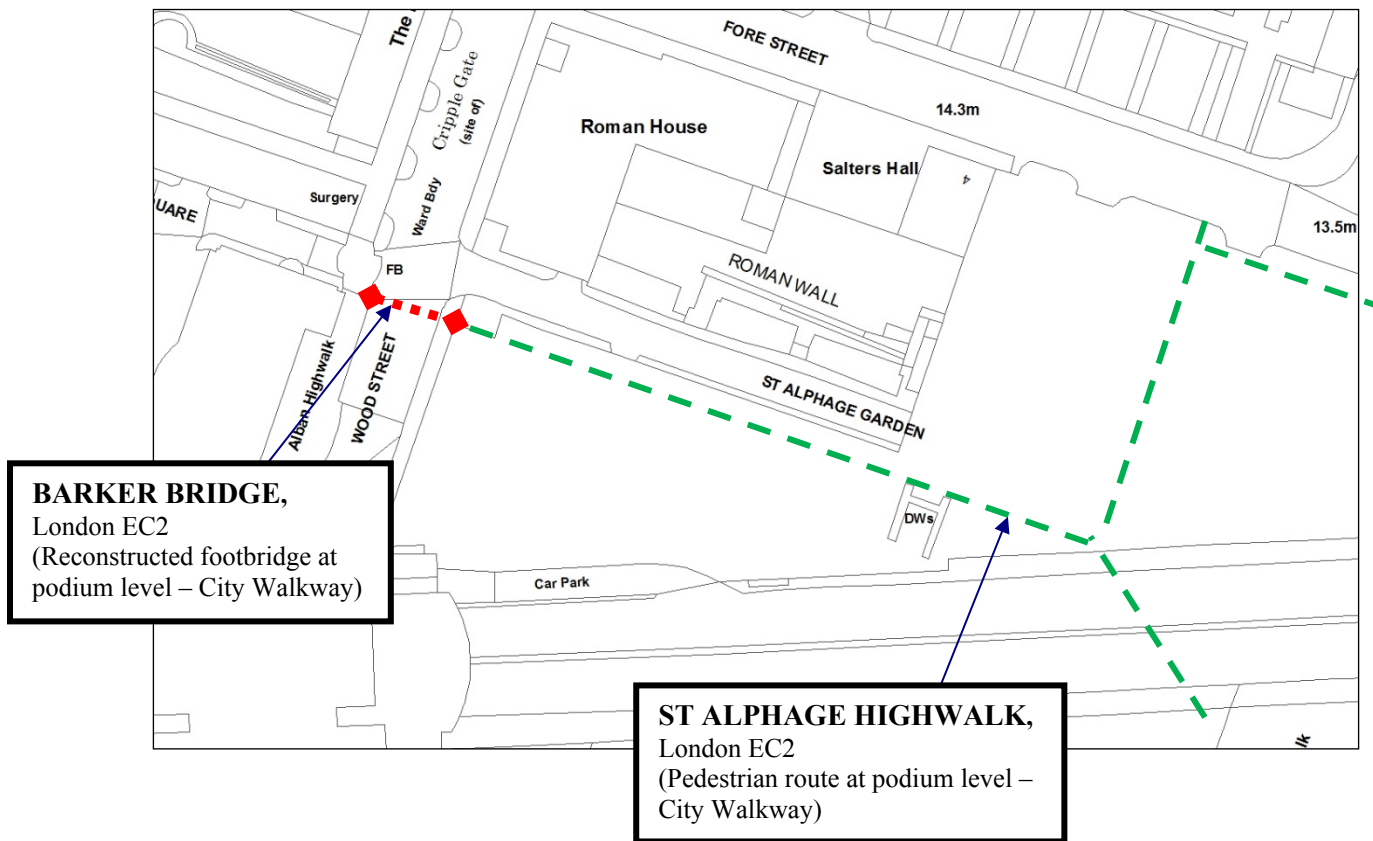
Policy and Performance Director

T: 0207 332 1970

E: paul.beckett@cityoflondon.gov.uk

Appendix 1: Drawing Reference SXALHW1000

Podium level site plan with indicative new alignment of City Walkway



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Map Reference: TQ – 532387, 181623

If you require further details on this development, reference can be made on the City of London's internet site to Planning Application 10/00832/FULEIA (varied by 14/00259/FULL and 13/00464/LBC).

<http://www.planning2.cityoflondon.gov.uk/online-applications/>

The development description: Demolition of existing buildings and structures and erection of two buildings comprising an 18 storey west building and 14 storey east building providing 66,839sq.m of office (Class B1) floorspace and 2,075 sq.m of retail floorspace (Classes A1/A2/A3). Alterations to City Highwalk at Willoughby Highwalk, removal, realignment and reinstatement of Bassishaw Highwalk across London Wall, alterations to Moorfields Highwalk over Fore Street Avenue, removal, realignment and reinstatement of Alban Highwalk between Wallside/The Postern and Alban Gate and removal of Alban Gate Rotunda at London Wall and Alban Gate. Removal of stair from St Alphage podium level to St Alphage Garden and Salters Garden. Hard and soft landscaping and necessary enabling works, including alterations to and within the public highway.

Appendix 2: Consultation Responses

Table 1: Statutory Consultees

Respondent	Comment
London Fire Brigade	No objection
Royal Mail	There are no objections to the name and we will not postcode a footbridge as there are going to be no mail deliveries

Table 2: Ward Members

Respondent	Comment
David Graves (Member, Cripplegate)	I fully support this proposal.
Vivienne Littlechild JP (Member, Cripplegate)	What a lovely way to commemorate a member for Cripplegate over many years. I support this.

Table 3: Residents Groups/Local Organisations

Respondent	Comment
Nicholas Kenyon (on behalf of the Barbican Centre)	<p>While we hold the late John Barker in high esteem, not least for his chairmanship of the Barbican Centre Board as part of his service on the Court of Common Council, and admire the sentiment which has given rise to this proposal, we strongly consider the proposal to be</p> <ul style="list-style-type: none"> · inappropriate · unnecessary and · an unfortunate precedent <p>1. It is inappropriate because City Street Naming and Numbering Advice clearly states that in order to qualify to be considered for a naming, the person should have been dead for 20 years or have passed the centenary of their birth. Neither applies in this case.</p> <ul style="list-style-type: none"> · The process of naming the buildings and walkways in and around the Barbican Estate was carried out by the Corporation with great care when the Estate was planned, and in February 1967 a list of suggestions was made with special reference to historical figures associated with the area. Hence the names Gilbert, Frobisher, Cromwell, Andrewes, Milton, Bunyan and Defoe were suggested through their association with the with Ward of Cripplegate Without, and further names were added through association with the Ward of Aldersgate. · (This became a matter of some debate during 1967 with the Greater London Council which had to approve the naming, following objections from the postal authorities and ambulance services to some of the names, including that of Prince Rupert who had lived at the corner of Whitecross Street and Beech Lane. This gave rise to the use of some generic names, including Wallside and The Postern. The final list of names was approved by the Barbican Committee on 11 December 1967.) · Hence the conclusion should surely be that any addition to the roster of names on the Barbican Estate should be

Respondent	Comment
	<p>historical names with demonstrable connection to the heritage of the area. Drawing attention for residents and visitors alike to the heritage of the area is even more important now that the area forms the heart of the City of London's newly designated Culture Mile. There is no compelling reason to make an exception in this case.</p> <ol style="list-style-type: none"> <li data-bbox="523 434 1380 1066">1. We also believe the proposal to be unnecessary and confusing. As the proposal states, the bridge referred to is already part of the St Alphage Highwalk EC2 and has been designated as such since 2016, and further naming would not be in the interests of clarity of wayfinding which is a vital part of the City's new strategy for the area. It would complicate both signage and directional instructions, whereas reference to the St Alphage Highwalk, which now connects directly to the Alban Highwalk leading to Gilbert Bridge, is clear and simple. <ul style="list-style-type: none"> <li data-bbox="571 770 1380 1066">- The reference in the Planning and Transportation paper paragraph 5 to the analogy of Gilbert Bridge is somewhat misleading. Gilbert Bridge is a City highway in its own right, related to the residential Barbican Estate block Gilbert House which is over and around it, and is marked on maps as a principal highwalk route to the north/south and to the Barbican Centre. Its name indicates where it is. The proposed short Barker Bridge fulfils no such function and is not related to the surroundings in this way. <li data-bbox="523 1077 1380 1792">2. Finally, the proposed naming would set an unfortunate precedent. If the City were to begin to name or rename available walkways after recently deceased Members, it will be difficult to decide which Members should be thus honoured for their connection to the City and to the area, and will raise continual problems of precedence and suitability. <ul style="list-style-type: none"> <li data-bbox="571 1272 1380 1536">· In the externally facing strategy now adopted by the City generally and in particular for Culture Mile, it is therefore more appropriate that, if it were still deemed really necessary to name the bridge, it should use a name which would enjoy wide recognition by both residents and visitors to the area. (For example, the name of John Wesley would be one choice to consider because of his nearby association with Aldersgate Street. <li data-bbox="571 1547 1380 1792">· However, in view of the considerations raised above, we believe that such a naming in this case would be unnecessary and unhelpful. In spite of the admiration we all share for the late John Barker, we feel that this method of commemoration, though prompted by the best motives, is inappropriate. We hope that on further consideration and consultation with other Members, this view will be shared by Planning and Transportation Committee.

Respondent	Comment
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Respondent	Comment
Jane Smith (on behalf of the Barbican Association)	<p>The Barbican Association objects to your proposal to rename part of St Alphage Highwalk the Barker Bridge. The BA would not normally comment on what might seem rather a small matter. But we do so because it seems to go completely against City policy for no beneficial gain to the wider City. We return to this point in point 6 below. Our objection is not because we have anything against John Barker, who clearly served the City well for many years and lived in the Barbican (your reasons for naming the bridge after him). Our reasons for objecting are as follows: 1. It is against your own policy and national guidance. You need a very strong reason to breach policy - "it would be nice to do so" isn't strong enough. 2. The policy is there for a good reason. Otherwise you get into debates about why this local councillor and not that. There are many people who have served the City well for many years and lived in the Barbican (eg ex Lord Mayors). For example, why John Barker, why not another Barbican resident who served the City well and died not that long ago (eg Douglas Woodward, and there are others)? 3. This bridge is in the Culture Mile in a City that claims to be world class. It seems parochial to be naming part of the Highwalk in a prominent part of the City after a local councillor. This is especially so at a time you are expecting more visitors and are taking measures to improve how they find their way round the area. 4. There is a well established policy for the naming of the Highwalks. Nearly all the other names of Highwalks have some historical/cultural link to the area - and visitors and others can find out what that is (Bunyan, Cromwell, Lauderdale, St Alphage, Defoe etc). Indeed, the Highwalks celebrate the historical celebrities of London. You can't even look John Barker up in Wikipedia. 5. You say it won't create a precedent- but of course it will. 6. Most importantly, as a matter of principle, we would like the City to stick to its policies. As residents we rely on what policies say to know what may and may not happen in this City we live in. It is unsettling and undemocratic for a reasonable policy to be overturned on what seems like little more than a whim. The end result is we don't know actually know what the policy is - and every decision has to be argued over anew. That's not sensible, efficient, or a sign of good governance. We would therefore like the City to stick to its policy. We understand that the naming of the reopened Highwalks after the completion of London Wall Place was settled back in 2016. Please follow that decision and enact it. The reason for overturning it is not only not strong enough; it will carry disbenefits in its wake.</p>

Respondent	Comment
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Respondent	Comment
<p>Helen Hulson (on behalf of the Ben Jonson House Group)</p>	<p>After discussion at the committee meeting of the Ben Jonson House Group on 14.03.2018, I am writing to you to register our objection to the proposal to rename the reconstructed bridge over Wood Street "Barker Bridge". We wish to emphasise that our objection in no way diminishes our respect for the late Mr Barker or for his valuable contribution in service to the City of London. We object to the renaming of the bridge in Mr Barker's name for the following reasons: 1. The naming of the highwalks in this area is based on relatively renowned historical figures with City associations. If the bridge is to be renamed, we feel this principle should be followed. 2. The City guidelines refer to an interval of 20 years following death before an individual's name is to be considered in the naming of a public way. Mr. Barker died in 2017 so his name does not fulfil this requirement. We suggest that this proposal be deferred until 2037, when it could be reconsidered. 3. Mr. Barker is one of several relatively recently deceased local people who have made significant contributions in their service to the City of London and the local community. To rename the bridge in his name would set a precedent, both in terms of public expectations and in terms of historic practice for the naming of public ways. 4. We believe that other ways of publicly honouring Mr Barker could be considered without overturning a set of principles guiding the naming of public ways, which are both sensible and have a unifying effect. 5. These are the sources of our objection to the proposal to rename the reconstructed bridge over Wood Street, "Barker Bridge". We earnestly request that you give them your serious consideration.</p>

Table 4: Local Residents/General Public

Respondent	Comment
Maggie Urry	<p>I am writing to object to the proposal to rename the St Alphage Highwalk bridge as Barker Bridge. The Barbican Estate has a tradition of naming buildings and walkways after significant historical figures with a local connection - Shakespeare, Milton, Lauderdale, Wesley and so on. This was maintained when the Fann Street YMCA was refurbished as Blake Tower. St Alphage was a Saxon saint and an Archbishop of Canterbury over 1,000 years ago. The remains of the church named after him on London Wall date back to medieval times and that church was built on the site of a much older church named after St Alphage, thought to date to back to 1068. thus St Alphage has had a connection with the area for nearly a millennium. The highwalk leads to St Alphage garden, and so it's name indicates it's connection with that site. While Mr Barker was no doubt an admirable servant of the City for many years, his achievements can hardly rank alongside St Alphage, and his connection with the area is of negligible standing compared to the church and garden named after St Alphage. Renaming the bridge after Mr Barker does not even meet the City's own guidelines for naming streets and buildings after people, since he died less than a year ago, and the proposal to change the name from St Alphage Highwalk would, in my opinion, set a precedent for renaming other Barbican buildings and walkways which would be detrimental to the character and ethos of the Barbican Estate. Mr Barker was awarded an OBE during his lifetime for his services to the City and that should be sufficient recognition of his contribution to the area.</p>

Respondent	Comment
Jane Smith	<p>I am writing in a personal capacity to object to the proposal to rename St Alphage Highwalk after John Barker OBE. I have nothing against Mr Barker personally and he clearly served the corporation well for many years. But</p> <p>a) It is clearly against City policy b) it breaches the guideline that someone needs to be dead for 20 years, and that guideline is there for a good reason. Who will know who Mr Barker is in 20 years? c) It's nonsense to say that it won't set a precedent. Of course it will. d) Fairness. Why Mr Barker? Why not name a bridge after Douglas Woodward, who died a couple of years ago and had an equally distinguished record of service to the City (including establishing the City Heritage Society) and lived in the Barbican so had a connection to the area? Arguably his claim is greater because of his role in setting up the City Heritage Society I'm sure there are others who fall into that category. Ernest Angell, Stella Currie....etc d) The highwalks are in the Culture Mile - so the names on the estate should make sense to people in some broad cultural terms - currently they do because they are historical figures of literary or religious or military prominence - Bunyan, Ben Jonson, Defoe, St Alphage, Cromwell, Lauderdale. Even the more minor characters who give their names to Barbican buildings and highwalks have some historical interest. Mr Barker hasn't even got a wikipedia entry - no one will know who he is. e) This is the City of London, not an outer London Borough. People come from all over the world to visit the Barbican and will come increasingly to the Culture Mile. Naming the highwalks after a local councillor is parochial, not appropriate to a place that claims to be world class. Please take account of this objection in your statutory consultation.</p>
John Whitehead	<p>As a 40+ year long Barbican resident I object to this proposal and support the existing rule that 20 years should elapse the death of any eminent citizen and naming streets, etc after them. I have no wish to enter in to such a debate, but I could make an equal case for naming the bridge after Douglas Woodward, for instance, or Stella Currie, or even Dennis Delderfield! The passage of time will give a better perspective on their respective contributions to the City.</p>

Respondent	Comment
Bruce Badger	<p>Regarding the posted notice of the proposal to call a new foot bridge "BARKER BRIDGE" (image and planning proposal attached). I knew Mr. Barker and had a great deal of respect for him, but I do not think it would be appropriate to name a portion of the highwalk for him for a number of reasons. Please take this message as an objection to the proposal.</p> <p>The pattern of highwalk naming has been to use the name of a well known historical figure associated with the City. Mr. Barker only fairly recently passed away and is not a widely known historical person. I can think of other recently deceased people who have a link with the City and are much more widely known, but I would not suggest their names either. If, in 20 years or so, we look back and think Mr. Barker should be recognised as proposed then this could be revisited, but now is too soon after his death and doing so would obviously create a precedent, a precedent which I think is undesirable.</p> <p>If you're looking for a name for the new footbridge, surely there are other historical figures who could be recognised. Perhaps a woman could be considered; and that would be a welcome first for many. Could you please point me to, or let me have as an attached PDF, the rules, guidelines and criteria the City uses when selecting names for highways, highwalks, paths etc?</p> <p>Perhaps the people within the City who wish to recognise Mr. Barker could establish a fund to pay for a piece of street furniture in his name or perhaps a portrait to be hung in the offices used by common councilors?</p> <p>Naming a public way after a living or recently deceased (<20 years) council member, however well liked, seems wrong on many levels. Please don't.</p>
Jane Northcote	<p>I write to object to the proposal to name the bridge on St Alphage Highwalk after John Barker.</p> <p>I have nothing against John Barker.</p> <p>I object to the City contravening its own policies.</p> <p>The policy is clear:</p> <p>"Regarding naming proposals relating to a deceased person, the City Corporation's Advice Note follows the English Heritage guideline that 20 years should have elapsed before the case is considered to give time for the merit of the individual to be properly established. Mr Barker died in May 2017, aged 87, and so consideration of the naming application today is not consistent with the Advice Note."</p> <p>The rule is a wise one: there are good reasons why one might want to wait 20 years before commemorating someone in this way. As a matter of principle, as a City Resident, I would like the City to abide by its own policies. We rely on policies to know what is permissible and what isn't. It is undemocratic and chaotic for policies to be overturned unless the need is pressing and the matter openly debated, with options presented.</p> <p>The need is not pressing. We have been offered no options in this case.</p> <p>I therefore object to this proposal.</p>

Respondent	Comment
E Hirst	<p>I write to OBJECT to the proposal dated 20 February 2018 to re-name the soon to be re-opened footbridge as the "Barker Bridge" on the following grounds.</p> <ol style="list-style-type: none"> 1. This breaches both City published policy and national guidance on both the key criteria - Mr Barker has not been dead for 20 years, and he did not have a significant and demonstrable connection to the site in question. 2. The test of what is significant and demonstrable in the context of the Barbican is set by the existing naming on the Estate - Bunyan, Milton etc 3. The officer's report sets out no evidence for the significance of Mr Barker with regard to this honour 4. As there is no evidence that the impact of Mr Barker living and working locally is so great that its significance is likely to be demonstrable 20 years after his death, there can be no reason for selecting him for this honour over all the other potential candidates who have been dead for 20 years and whose reputations are there for all to see. (Mr Barker does not even warrant a mention in Wikipedia) 5. The breach of policy for no clear reason does set a very unwelcome precedent 6. The proposal, so soon after the 2016 decision on street naming and numbering is an unwarranted waste of public money. <p>Emergency services and others who rely on the SNN data to give them unequivocal positional information when responding to incidents will all have to update their systems less than 12 months after the matter was suitably settled in consultation with all concerned.</p> <p>The existing City Policy and national guidance is there for a reason, and was put in place to make sure that a) only those who have made a lasting contribution are honoured and b) there is not a time-consuming and wasteful debate each time a street naming and numbering decision comes up. I'm extremely surprised that the Committee and the officers writing the report have such little regard for upholding established policy.</p> <p>Can I suggest that if Mr Barker's family and the Corporation wish to honour his memory now, they seek donations that do not rely on the public purse and find an alternative and more fitting memorial?</p>
Michele Cohen	<p>I understand that there is a proposal, being consulted on, to name part of the new St Alphage High walk the Barker Bridge - after John Barker, the common councillor for Cripplegate who died last year. Ref No SXALHW1000.</p> <p>I understood that this is against City policy and national guidance (which says someone should be dead for at least 20 years before they are so marked - in order to judge their impact)</p> <p>There are plenty of other people who could be acknowledged. In this centenary of the vote for women, are you seriously not even taking that into account.</p> <p>You are the ones that can make a change in our small part of the world. Please do the right thing.</p>

Respondent	Comment
Lydia Goldberg	<p>I would like to inquire as to the renaming of part of St Alphage high walk to Barker Bridge.</p> <p>In whose honour is this renaming?</p> <p>And if not a woman, could we make a concerted effort to redress the fact that every building in the Barbican is named after a celebrated man of the City.</p> <p>And may I make the suggestion of Beeton Bridge: 1836 Isabella Mayson (Mrs Beeton) born Isabella Mayson is born in Milk Street, off Cheapside. In 1856 she marries publisher Samuel Beeton and her organisational abilities and dynamism contribute greatly to the success of their publishing house. She is best known, however, for Beeton's book of household management.</p>
Cherry Hart	<p>I am opposed to the renaming of the St Alphage Highwalk Bridge to that of Barker Bridge; not least because the proposed change has no relevance to the location and bears no historical significance to the area either.</p> <p>With the demise of the church, the surroundings were (and I believe still are) designated as St Alphage Gardens. Therefore, the bridge being so named provides a good reference point for the remains of what has been preserved of the St Alphage church, which I understand were designated a Grade II listed structure, as well as a gateway towards the gardens.</p> <p>Whereas, naming the bridge after the deceased City councilman, Mr Barker, seems somewhat of an emotional 'knee jerk' and would wipe out all the historical links with the area leaving nothing that only living memory will keep safe.</p> <p>Mr Barker may have made a contribution to the area as a City councillor (as I am sure have many others) but it is of very limited significance by comparison and one that I feel sure the next generation will question and consider unwarranted.</p> <p>I would therefore ask you not to proceed with this change of name.</p>
Peter L Smith-Bullion	<p>The Chair of our Barbican House Group has forwarded your invitation to respond to the proposal to rename "St. Alphage Highwalk Bridge" to "Barker Bridge".</p> <p>Accordingly, I wish to place on record my request that this proposal be rejected and the existing name "St. Alphage Highwalk Bridge" be retained.</p> <p>As a resident of a Barbican property, and working in the City of London for over 5 decades, I appreciate the strong reference to the heritage and close location to the St. Alphage Garden and former Church, that the St. Alphage Highwalk Bridge currently demonstrates, as against a relatively unknown former City Councilman.</p> <p>What is being proposed would be similar to renaming "Threadneedle Street" with the long history to the Merchant Taylors, as "Restaurant Row" to reflect many of the food and drink business establishments located on the Street.</p> <p>Also, I am at a complete loss to understand why it has taken the developers so long to re-open these highwalks, which just seem to have provided many months of useful excess storage capacity for the developers, rather than providing the safe walking pathways for pedestrians.</p>

Respondent	Comment
Gillian Laidlaw	<p>I object most strongly to the proposal to rename part of the St Alphage Highwalk the Barker Bridge. To name a location after a local councillor is the kind of decision which a petty local authority makes, not one of the greatest cities in the world with a long and proud history and connections with many, many famous individuals. The decision to name this walkway was confirmed in April 2016; revisiting the decision is a shocking waste of my money as a community charge payer. More significantly the suggestion is against established City policy which requires an individual to be dead for 20 years to ensure that they have left a lasting legacy. As Mr Barker is not widely known now his reputation is unlikely to have increased in 20 years and he will never be as distinguished as those whose names have been given to other parts of the Barbican Estate: Shakespeare, Cromwell, Defoe, even the lesser known Andrewes was a bishop who helped write the King James's Bible. It is nonsense to suggest that such a decision would not set a very unwelcome precedent.</p> <p>I urge you to abandon this ridiculous proposal and reconfirm the naming of the St Alphage Highwalk,</p>

Respondent	Comment
Richard Tomkins	<p>I am a resident of the Barbican Estate and I wish to object to the proposal to rename a section of St Alphage Highwalk "Barker Bridge".</p> <p>I am very concerned that this proposal has not been accompanied by any consultation with local residents. I do not know whether the bridge in question is technically part of the Barbican Estate but St Alphage Highwalk is certainly part of the network of highwalks that serve the Barbican Estate and Barbican residents, more than anyone, would be affected by this proposal. Yet they have not been consulted other than by an inconspicuous notice posted at the site itself.</p> <p>I would urge you at the very least to make use of the Barbican Estate Office electronic bulletin to communicate this proposal to Barbican Estate residents and to extend the deadline so that they may have an opportunity to comment.</p> <p>My own objections are:</p> <ol style="list-style-type: none"> 1. The lack of consultation with local residents, as set out above. 2. The bridge forms part of St Alphage Highwalk and should be called St Alphage Highwalk. Giving it another name would confuse people looking for St Alphage Highwalk. It would have to be called "Barker Bridge, leading to St Alphage Highwalk," which does not make sense when it could just be called St Alphage Highwalk. 3. The deceased received full recognition of his contribution to public service during his lifetime with the award of an OBE which would have been followed by an investiture at Buckingham Palace. That was an appropriate recognition for a working lifetime of public service and no additional recognition is called for. 4. The proposal is contrary to the City's naming guidelines and represents exactly the kind of situation the guidelines were designed to prevent. When a highly-regarded individual dies, there are understandably calls for a response, but the naming guidelines sensibly demand a 20-year cooling-off period so that long-term decisions can be based on mature consideration of the individual's contribution to history rather than an emotional response to their sudden death. In this case, the individual's death is still recent and no reasons have been put forward for an exception to the City's well-founded policy. 5. The City's streets are traditionally named after historical figures, not public servants. It would be a radical departure from City tradition to start naming streets after people on the basis of their contribution to public service instead of their contribution to history. Large numbers of councillors, many of them already OBEs, would qualify on that basis and so would many council employees, including many deserving people at the bottom of the income ladder. This would be a major shift in City policy and would require consideration at the highest level. 6. It would obviously be undesirable for councillors to start naming streets after each other. It would reflect badly on the reputation of the City by attracting accusations of cronyism and self-aggrandisement. <p>To sum up, I request that the bridge in question should simply become a part of St Alphage Highwalk and that any consideration of whether to honour the deceased with a street name should be</p>

Respondent	Comment
	deferred for a minimum of 20 years, as required by the City's guidelines.
Frances Calman	<p>I write as a Barbican resident in opposition to this proposal. Other landmarks in the Estate are named after noteworthy historical characters with connections to the Barbican and surrounding area. Without wishing to belittle the contributions that Councillor Barker made to the Estate, I feel that this would set a dangerous and perhaps controversial precedent where local pressure groups could lobby for other places to be named after their particular local hero. I understand that the City of London normally sets a 20-year embargo after someone's death before proposing to name something after them. I believe that this is entirely appropriate and allows history to judge the importance of the contribution that they have made. I urge you to reconsider this proposal.</p>
John Murch	<p>I have seen the notice stating a proposal to name part of the Barbican Highwalk, a bridge, after the recently deceased Mr. Barker. While I have no doubt that Mr Barker was an excellent man and contributed greatly, however I do feel that it is inappropriate to start a precedent in naming areas after recently deceased persons. Please take this as an objection to the proposal and I would suggest that the committee reconsiders and selects a more historical name in line with the rest of the estates names. Perhaps a woman's name would be appropriate.</p>
Gordon Griffiths	<p>I would like to object to the proposal to rename part of the new High walk bridge after John Barker.</p> <p>This is not because I have anything against John Barker, who clearly served the City well over many years and lived in the Barbican (the reasons given for naming the bridge after him).</p> <p>a) It is against City policy and national guidance (which says someone should be dead for at least 20 years before they are so marked - in order to judge their impact).</p> <p>b) they say it won't create a precedent - but of course it could.</p> <p>c) Aren't there other people with an equal or greater claim to such an accolade - e.g. Douglas Woodward, and I'm sure people can think of others - so there'll be all sorts of demands for naming of High walks</p> <p>d) This is in the Culture Mile in a City that claims to be world class. It seems awfully parochial to be naming part of the High walk in a prominent part of the City after a local councillor</p> <p>e) All the other names of High walks have some historical link to the area - and people can find out what that is (Bunyan, Cromwell, Lauderdale, St Alphage, Defoe etc). You can't look John Barker up in Wikipedia.</p> <p>"Most importantly, as a matter of principle, I would like the City to stick to its policies. As residents we rely on what policies say to know what may and may not happen in this City we live in. It is unsettling and undemocratic for a reasonable policy to be overturned on what seems like little more than a whim. The end result is we don't know what the policy is - and every decision has to be argued afresh."</p>

Respondent	Comment
Jim Davies	<p>Whilst I have no real problem with the idea of naming things after people of noteworthy deeds, I feel that the City should wait at least the allotted 20 years before naming things after people. This should be done at least for the reason of letting the dust to settle a little, as recent memory provides many examples of formerly important and famous persons slipping into infamy in the years following their deaths. I would therefore like to complain about the City not doing so in this instance. On this matter I think that the City should reflect on their own example of Sir Humphrey Gilbert; he was made to wait almost 400 years before the posthumous naming of his aforementioned house.</p> <p>Additionally, I am unaware of why John Barker would be a more suitable namesake for the bridge than Saint Alphage, who was murdered by Viking raiders on that spot. Has the City consulted any members of Christian orders about the renaming? Incidentally, Saint Alphage had to wait nearly millennia to have that part of the high walk named after him. I therefore am also complaining that the deeds of John Barker are not comparable to the deeds of a Saint, and so should not take precedence over them.</p> <p>I am also complaining at the suggestion that this 'exceptional' case would not set a precedent. All exceptions create precedents by their very existence. This action would clearly undermine the advice note on street naming and numbering in the City.</p> <p>Finally, I am complaining at idea that this case is either unusual or high profile, and therefore requires the attention of the Planning and Transportation Committee rather than delegated officers. It is neither. John Barker was unknown to me before his death, and is still unknown to most people in this area, and so can not be reasonably referred to as 'high profile'. All that seems to be unusual about this case is that the Planning and Transportation Committee have taken a specific interest in it.</p> <p>I would be more than happy to see the Planning and Transportation Committee bring this matter up again in 20 years.</p>
Maureen Flannery	<p>I saw a notice recently regarding the naming of one of the latest high walk to be Called barkers Bridge. I wish to object because Your current policy says people named must be dead for 20 years and I am sure that the policy has sound reason for this Having looked up Barker, it doesn't appear to be listed, so no international recognised connections. This is a city that wants its self to be internationally known!</p> <p>All other Barbican walks building have connections with one another. If you want to go against col policy, at least celebrate it with an internationally known name. Celebrate the architects, Chamberlain, Powell and Bon.</p> <p>It would be better not to have a local Cllr who supported a political party, keep it neutral.</p> <p>Rethink, but do look at your policies, going against them could have serious repercussion elsewhere.</p>

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Committee: Planning and Transportation	Date: 26 July 2018
Subject: Bridging Home (London) 2018: city walkway installation and temporary public access restriction	Public
Report of: The Director of the Built Environment	For Decision
Report Author: Craig. Stansfield	
<p style="text-align: center;">Summary</p> <p>Bridging Home (London) 2018 is a proposed artwork within the Sculpture in the City programme. The artwork is a proposed architectural installation by Do Ho Suh that represents the artist’s childhood home, a hanok-style traditional Korean house. The artwork is proposed to be installed on the little-used city walkway bridge over Wormwood Street, EC2. It is proposed to temporarily close the city walkway bridge to the public to allow the artwork to be safely installed and displayed.</p> <p>Recommendations</p> <p>I recommend that your Committee:—</p> <ol style="list-style-type: none"> 1. Authorize the placing of the Bridging Home (London) 2018 artwork on the Wormwood Street city walkway bridge. 2. Delegate to the Assistant Director (City Public Realm) authority to restrict public access to the city walkway bridge for a period of up to three months in order to allow the artwork to be safely installed and displayed. 	

Main Report

Background

1. Bridging Home (London) 2018 is the working title of a proposed artwork within the Sculpture in the City programme. The artwork is a proposed architectural installation by Do Ho Suh that represents the artist’s childhood home, a hanok-style traditional Korean house with a garden, which would contrast with the architecture of the City of London. The artwork is proposed to be installed on the little-used city walkway bridge over Wormwood Street, which is the site that the artist personally selected for the proposed installation when invited to consider an installation for Sculpture in the City.
2. Do Ho Suh’s commission would respond to the architecture of the City of London in line with his artistic approach. Suh creates architecturally scaled installations that are informed by his personal experiences and that recreate

specific domestic spaces where he has lived, including his childhood home, a house in Rhode Island where he lived as a student and his apartment in New York City. The installation coincides with the end of the United Kingdom–Korea Year of Culture 2017–2018 and would be the artist’s first large-scale outdoor installation in London.

3. The artwork is a co-commission between Sculpture in the City and Art Night with additional funding coming from a variety of partners and sponsors including the Arts Council Korea, the Korean Cultural Centre UK, Victoria Miro, Lehmann Maupin and Outset Contemporary Art Fund.
4. Planning permission for the artwork was granted under delegated authority, there being no objections, on 28 December 2017, under reference 17/01091/FULLR3. The permission is subject to a condition that the artwork be taken down on or before 31 March 2019 (condition 2).
5. The artwork has been assessed by the City’s highway structures engineers and approval has been given to the design as being acceptable for installation on the city walkway bridge.

Current Position

6. Section 18(1) of the City of London (Various Powers) Act 1967 (“the Act”) empowers the City to “place and maintain in or over a city walkway, or any part thereof anything for the use, convenience or entertainment of members of the public, or otherwise for the benefit of the public, or for the improvement of amenities, or for decorative purposes, and may use any part of a city walkway temporarily for the purpose of any exhibition or entertainment”. This report asks your Committee to make use of this power to authorize the placing of the Bridging Home (London) 2018 artwork on the Wormwood Street city walkway bridge.
7. It would be desirable to restrict public access to the city walkway bridge while the artwork is in place to reduce the risk of unnecessary damage to the artwork, given the evidence of anti-social behaviour in this location. The artist has also created the artwork to be seen from a distance rather than in close proximity.
8. The city walkway bridge is one of the remaining parts of the city walkway network that formerly extended through the buildings to the north and south of Wormwood Street but that now, as a result of building redevelopment, solely provides access between some of the first-floor fire escapes of 26 Wormwood Street and of Broad Street House (52–55 Old Broad Street and 27–34 Wormwood Street) to the north of Wormwood Street and the stairs providing egress onto the southern footway of Wormwood Street. It is proposed to install a one-way door on the southern side of the city walkway bridge which would allow persons using the escape route over the city walkway bridge from 26 Wormwood Street and from Broad Street House to exit but that would prevent persons from entering onto the city walkway bridge from the south while the artwork is in place.

9. Section 11A(1) of the Act provides that “If the Corporation are satisfied that pedestrian access along a city walkway should be restricted or prohibited, by reason that works are being or are proposed to be executed on, in or near the walkway, or by reason of the likelihood of danger to the public, they may by notice restrict or prohibit temporarily the use of the walkway, or any part, to such extent and subject to such conditions or exceptions as they consider necessary”. This report asks your Committee to delegate to the Assistant Director (City Public Realm) authority to restrict public access to the city walkway bridge in order to allow the artwork to be safely installed and displayed.
10. Section 11A(2) of the Act requires that “A copy of any notice under subsection (1) above shall while the notice is in force be posted in a conspicuous position at either end of ... the length of the walkway to which the notices relates” and this notice would therefore be given during the period of closure.
11. Section 11A(3) of the Act requires that the closure period may not continue in force for more than three months and therefore the artwork would be removed and the city walkway bridge reopened no later than three months after its installation unless your Committee decides to proceed as outlined in the “Future Options” section *below*. The artwork is scheduled for installation in mid-September 2018.

Future Options

12. The remaining city walkway at Wormwood Street, including the city walkway bridge, is a stub city walkway that receives extremely little public use as it does not provide access to any public place, but only to the fire escapes of the buildings that front onto it. Most of the city walkway network that it once formed part of was discontinued to allow for the redevelopment of the buildings that it once passed through and this stub section would also have been discontinued at the same time if it was not required for fire egress purposes. However, as the city walkway is a stub that does not provide access to any public place, and it therefore receives extremely little public use, it has long suffered from rough sleeping, street fouling, littering and other antisocial behaviour, and officers from the Department of Community and Children’s Services and the Department of the Built Environment are investigating with the various building owners who rely on the stub city walkway for fire egress whether it could similarly be discontinued and replaced by some binding private arrangements for mutual fire and emergency egress over each other’s property. If agreement in principle on this can be reached among the various building owners, a report would be brought to your Committee so that your Committee can consider whether or not the stub city walkway should be discontinued.
13. If it proves possible and your Committee, having considered that report, does resolve to discontinue the stub city walkway, the artwork could remain in place for an extended period (but not longer than 31 March 2019) as the bridge would then be able to be secured as a City-owned private structure.

Corporate and Strategic Implications

14. The Sculpture in the City programme supports the *Corporate Plan 2018–23* aim to shape outstanding environments through inspiring enterprise, excellence, creativity and collaboration. The programme also supports the objective in the Department of the Built Environment's business plan to improve the quality of life for workers, residents and visitors.

Implications

15. There would be a cost involved in providing the one-way door to secure the city walkway bridge and in giving notice of the temporary closure, but these costs would be minor and could be contained within the Sculpture in the City programme budget.

Conclusion

16. This report asks your Committee to authorize the placing of the Bridging Home (London) 2018 artwork on the Wormwood Street city walkway bridge and to delegate to the Assistant Director (City Public Realm) authority to restrict public access to the city walkway bridge for a period up to three months to allow the artwork to be safely installed and displayed.

Appendices

None

Craig W. J. S. Stansfield
Transport Planning and Development Manager
Department of the Built Environment
telephone: 07802 378 810
e-mail: craig.stansfield@cityoflondon.gov.uk

Committee(s): Planning and Transportation	Date: July 2018
Subject: District Surveyors Annual Report 2017/18	Public
Report of: Carolyn Dwyer, Director of the Built Environment	For Information
Report author: Gordon Roy, Assistant District Surveyor	

Summary

The purpose of this report is to update the committee on the workings of the District Surveyor's office which reports to it for the purposes of building control and engineering services for the City's major infrastructure. To provide members with a better understanding of the District Surveyor and proposes to submit annual reports to the committee for information.

Recommendation

Members are asked to accept this report be received as information.

Main Report

Background

1. The principle role of the District Surveyor's Service is to ensure that all building work complies with the requirements of the Building Act 1984 and the Building Regulations 2010. Building Regulations are minimum standards laid down by Parliament to secure the health and safety of people in or about buildings with an increasing emphasis on improving energy efficiency, sustainability and accessibility. The building control section is also responsible for notices submitted under Section 30, London Building Act(Amendment)Act 1939 for temporary demountable structures.
2. In offering this Building Regulation regulatory service within the City, the District Surveyor's Office is in direct competition with over 96 private firms operating as corporate Approved Inspectors authorised to offer a building regulations approval service. In the order of 20 of these competitors have targeted the City as an area for growth; attracting a wide range of clients.
3. In addition, Dangerous Structures within Inner London are dealt with under the London Building Acts 1930-1939. Responsibility for dealing with them is delegated, by your committee to the District Surveyor.

4. This service is provided on a continuous basis, 24 hours a day throughout the year to ensure public safety. A record of all calls is maintained on the CAPS Uniform software.
5. Other responsibilities placed upon the District Surveyor include:
 - Maintaining a register of all work under the control of Approved Inspectors.
 - Registering certificates under the Competent Persons Schemes.
 - Processing and recording Demolition Notices.
 - Advice to the Community and Children's Services on Marriage Licence applications on the technical standards in relation to Health and Safety.
6. Advice and guidance on technical and procedural requirements is made freely available to other areas of the City of London Corporation and the public upon request.
7. The engineering team joined the District Surveyors Division in 2014 and are responsible for the City's Bridges, Highway Structures and Statutory Reservoirs on which they report separately to your committee and Open Spaces Committees respectively. They also provide advice on major Infrastructure Projects to protect the City's interests.
8. The Building Regulations are the primary means of government ensuring acceptable building standards and raising them when necessary.
9. The most frequently and significantly changed area is Part L with standards being regularly up rated as part of the measures required to meet government targets on CO² emissions.
10. Following the Grenfell tragedy, the Government appointed Dame Judith Hackett to conduct a review into the Building Regulations and Fire Safety. Her interim report has acknowledged evidence provided by several consultees that competition from the Approved Inspectors has had an adverse effect on compliance of the Regulations.
11. Following the publication of the Interim Report, The Assistant District Surveyors have attended a number of workshops and provided advice on Building Regulation matters to the committees and working groups set up by Dame Judith for the preparation of the final report.
12. Dame Judith Hackett issued her Final Report on the 17th May 2018 which made a number of recommendations in how the Building Regulations are administered, particularly to residential high-rise buildings over 10 storeys and how these buildings are managed over their lifespan. The report may also lead to changes in Part B Fire Safety. Further developments from the Government are expected over the following few months.

Current Position

13. As referenced earlier in the report the Building Regulations function of the District Surveyor's office is open to extensive competition. This competition has steadily increased since its introduction to the commercial market in 2001.
14. The workload into the office is affected by the fluctuating extent of building work within the City as much as it is by the degree of challenge from private competitors. The following table shows the number of applications and Initial Notices received by the City District Surveyors office over the years 2015 to 2018. It also shows the market share percentage enjoyed by the District Surveyors for each of these years.

Market Share			
	Yr. 2015/16	Yr. 2016/17	Yr. 2017/18
City of London Applications	266	216	248
Initial Notices Received	750	763	773
Total Number of Applications	1016	979	1021
City of London Market Share	26%	22%	24%

Table 1

15. The market share is only one way to measure the amount of work. From an analysis of the Initial Notices received, the vast majority of the work that Approved Inspectors are employed on is generally office and shop fit-outs. The District Surveyors office is employed on the full spectrum of construction work with approximately 95% of the new buildings requesting the District Surveyors provide the Building Regulation service.
16. A summary of the Building Control workload is shown in Table 2.

Building Control Stats				
		2015/16	2016/17	2017/18
Corporate Complaints		1	0	0
Jobs Commenced		263	224	237
Jobs Completed		197	138	188
Full Plans applications Submitted		183	126	159
Building Notice applications submitted		66	66	63
Regularisations		11	13	17
Partnership applications		6	11	9
Total number of applications		266	216	248
Competent Person Notifications		472	333	739
Dangerous Structure call outs		27	32	29
Site Inspections		1812	1457	1603
Income		£1,353,248	£1,295,411	£874,660
Market Share		26%	22%	24%

Table 2.

17. Total workload in the year 2017/18 remains healthy but fluctuates on a year to year basis. This demonstrates the fluctuating market of the construction industry.

18. Dangerous structure call outs remain constant over the last three years with no significant dangerous structures that required our dangerous structures contractor to be called out, reported. 29 reported dangerous structures were investigated in 2017/18 including one on Christmas Day 2017.

19. Other areas where Building control services have been requested include:

- Special and Temporary and Special Structures-(including structures for the Lord Mayors Show)- 27 applications.
- Approvals in Principal for Engineering Team- 29 applications.
- Marriage Act applications to carryout a technical assessment for the premises prior to a Licence being issued- 17 applications.
- Fire Risk Assessments- Including the Old Baily- 8 applications
- Sustainable Urban Drainage System (SuDS)- providing the technical advice and assessment for major planning applications- 24 applications.
- Demolition Notices- 12.

20. The engineering team is also affected by varying developer workload but the last year has also seen the commencement of tunnelling for the Bank Station Upgrade. The workload of the team is balanced to match their capacity.

21. Income in the year 2017/18 was lower than expected, but analysing workload, this drop in the income can be associated with a small number of on-site projects falling behind schedule, therefore we were unable to recover our projected fees for the year 17/18. To prevent construction delays affecting income in the future, we have introduced a revised fee collection procedure to collect fees for large scale projects every quarter, rather than just once a year.

22. The cost of work is only one measure of the workload to the office with the number of applications and the duration of the contract also important factors. Large developments have extended contract periods which spread work over several years. With the fees being taken in stages the fee intake provides a better measure of the work carried out by the office at a time. Table 3 shows income over a number of years.

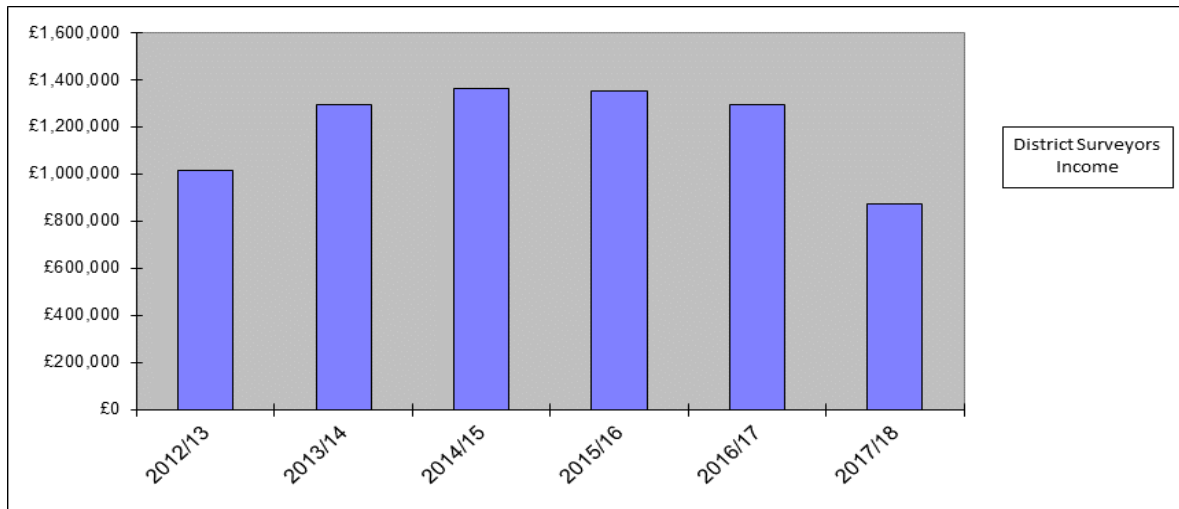


Table 3 Income 2012 to 2018

23. Fees and charges for Building Regulation work are governed by The Building (Local Authority Charges) Regulations 2010 and the City are required to approve a Building Regulation Charges Scheme. In 2010 the charges scheme was approved and was reviewed annually to ensure the principles of the Regulations, to ensure full cost recovery of the service, was being maintained. In March 2018 a report was submitted to your committee recommending a new charges scheme, for commencement from April 2018. This proposal was agreed and has been implemented from the 1st April 2018, resulting in higher fees for smaller projects and a new hourly rate of £107 per hour for larger projects.

24. Income for the year 2018/19 will be closely monitored to ensure actual and projected income are on target.

Major Projects that Completed in 2017/18

25. A number of the Building Control team's major projects completed in 2017/18 and these included:

- Bloomberg's
- Creechurch Place
- 181 Queen Victoria Street

26. A significant piece of the work last year, for the engineering team was working with the Metropolitan Police to help their installation of the security measures on the River Crossings to ensure that these were not injurious to the Bridges.

Staff

27. Last financial year saw the retirement of the District Surveyor, Bill Welch in June 2017, with the responsibility for managing the Division being temporary passed to the two Assistant District Surveyors for Building Control functions, and to the Assistant Director Engineering for the engineering team.

28. The District Surveyors Division has a team of 30, 25 within Building Control team and 5 within the engineering team. The Building Control team has a number of officers of various seniority and specialisms to reflect the work we do. These include structural engineers, chartered surveyors, services engineers and a dedicated drainage surveyor. All members of the engineering team are civil engineers.

29. In addition to losing the District Surveyor, the Building Control team has also lost 3 members of staff and has successfully refilled two of these positions in a very difficult recruitment market.

30. The number of suitably experienced and qualified persons capable of carrying out the Building Control service in the City has reduced significantly providing a much-reduced pool of talent to recruit from. This is due to several factors including the lack of trainee recruitment across London, the rise in the number of Approved Inspectors operating, retirement of experienced staff and reduced pay differentials.

31. The engineering team are down by one engineer after negotiating the priority of one Engineer dedicated to the Thames Tideway Project at their expense.

32. As a measure to retain existing staff and increase the chance of recruiting externally market forces supplements were introduced in July 2008. Even with this local increase in salary the recruitment of suitable staff at the salary grades available is proving extremely difficult. No market supplement is paid to the engineering team engineers.

33. Customer expectations are increasing due to the competitive nature of building control and we continue to spend a significant amount of our training budget on technical and customer procedure training.

34. The development of staff remains a high priority to ensure excellent service.

35. We continue to actively seek out potential clients and win new work, with applications recently received for the development of the properties at Linsey Street and Moorfields which are over the new Crossrail stations. Discussions are

continuing with the developers of 6-8 Bishopsgate/150 Leadenhall, and 1-2 Broadgate and we are hopeful of securing both.

36. Other potential future work may also include, the Museum of London relocation, with a bid already submitted to provide the Building Control Service, and a bid will be submitted shortly to the London Legacy Company for the Stratford Waterfront development, for which the City is already providing the pre-application advice. Other markets are also being explored in partnership with other neighbouring boroughs.
37. The District Surveyors office has also been reviewing alternative models to deliver its building control service to enhance service delivery. This initial review is complete, and report is currently being prepared for submission to Summit Group.
38. We are optimistic for the future and continue to market the service at every opportunity.
39. The London District Surveyors Association (LDSA) represents the heads of Building Control in the 33 London authorities. The District Surveyor office continues to support the work of the LDSA and is represented on all its major committees.
40. To help steer both the regulatory format and technical standards staff participate in full consultation with government and have been involved with the review to the Hackett enquiry. We also take part in a number of British and European Standards committees and panels.
41. Close working with the London Fire and Emergency Planning Association (LFEPA) ensures a coordinated response on fire related issues is fed back to clients.
42. To develop staff and promote good relations between ourselves and client's secondment of staff in both directions is encouraged. Recent secondments include Arup Fire.
43. Regular reviews of our workload and performance are carried out and reviewed in the light of regular customer surveys.
44. Performance standards are measured by means of Key Performance Indicators which indicated in table 4. All indicators above target.

	KPI'S									Completion Certificates Issued		
	Total no of apps.	Total success	Total success %	5 week apps			8 week apps			Final Inspections	Success	%
				Apps.	Success	%	Apps.	Success	%			
2017/2018												
Q1	43	40	93%	15	15	100%	28	25	89%	38	36	95%
Q2	47	44	94%	20	18	90%	27	26	96%	47	47	100%
Q3	22	22	100%	9	9	100%	13	13	100%	31	29	94%
Q4	30	28	93%	15	13	87%	15	15	100%	43	41	95%
YEAR TOTAL	142	134	94%	59	55	93%	83	79	95%	159	153	96%

Table 4. KPI's 2018

45. The Building Control division operate a Quality Management System which was externally audited in December 2017 and received a very satisfactory pass. By September 2018 the Quality Management System will be updated to the ISO 9001:2015 system where it will require to be audited and recertificated.
46. On completion of the transfer to ISO 9001:2015 the engineering team procedures will be added to the new QMS system to further integrate the team in to the Division.
47. The District Surveyor's office uses the Building Control module of CAPS Uniform software to record all applications and records. This is the same software that the Planning department use for their purposes. The use of a common system enables easy abstraction of information for building searches and shared information.

Highlights

48. The LABC London Building Excellence Awards 2018 were held on the 11th May 2018, where 4 City of London projects were nominated. They included Bloomberg's, Creechurch Place, Levels 3&4 Monument Building, Principle Place, Shoreditch, which was carried out by the City on behalf of Hackney, and Bank of America at 2 King Edwards Street.
49. On the night the City had two winners. Bloomberg's for the best Inclusive Building and Bank of America for the Best Small Commercial.
50. Our surveyor, Jon White qualified as a Chartered Fire Engineer.
51. The engineering team also had a very successful year last year collecting a number of national awards for the Tower Bridge redecking Project and the Hampstead Heath Ponds Project.

Conclusion

52. This report describes the background of building control and the engineering team within the City of London and the work of the District Surveyor's office over the last year and looks positively forward to the challenges ahead.

Gordon Roy
Assistant District Surveyor

T: 0207 332 1962

E: Gordon.roy@cityoflondon.gov.uk

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Committee(s):	Date(s):
Policy & Resources Committee – for decision	05/07/2018
Planning & Transportation Committee – for decision	26/07/2018
Property Investment Board – for decision	18/07/2018
Public Relations and Economic Development sub-committee – for decision	28/06/2018
Subject: MIPIM property conference 2018/2019	Public
Report of: The City Surveyor / Director of the Built Environment	For Decision

Summary

This report informs your Committees of the City of London Corporation’s activities at the MIPIM property exhibition in March 2018 and seeks approval for City of London Corporation attendance at MIPIM 2019. This report also identifies potential areas to develop to maximise the benefit of the City Corporation’s attendance at MIPIM 2019.

MIPIM provided an opportunity to engage with local and international representatives of the property industry together with high-level representatives of other international and UK cities and regions. It provided a unique opportunity to engage in the debate relating to key issues and demonstrate how the City Corporation will provide leadership in taking forward matters of local and international importance. The programme of activities was extremely well received by delegates attending.

Key activities from MIPIM 2018 included:

- Promote the City and London
- Relationship building with UK/international cities and regions
- Launch of the *City as a Place for People* research report:
- A pre-MIPIM research launch event hosted by the City Property Association and media interviews to generate publicity on the research report before MIPIM
- A City-hosted dinner with high-level guests.
- An evening reception hosted jointly with the City Property Association and the London Chamber of Commerce
- Meetings with high-level representatives of property companies and stakeholders active in the Square Mile.
- Participation in six panel sessions involving the Chairman of Policy and Resources Committee, the Chairman of Planning & Transportation Committee and Director of the Built Environment.
- Production of a new promotional video for the City stand
- Significant pieces of media coverage in national, local and trade publications
- Property tech company Built ID’s dynamic platform that incorporates many of the City developments was on display at the City stand.

The cost of representation at MIPIM 2018 was above the approved budget of £98,000 totalling £99,197. The additional cost related to last minute loss of accommodation due to flooding for 4 members of the delegation and the need to source alternative accommodation.

Recommendations

- I. That this report on MIPIM 2018 is received
- II. That the additional cost of attending MIPIM 2018 be noted
- III. That the Policy & Resources, Planning & Transportation Committees, and the Property Investment Board, approve that the City of London Corporation should attend MIPIM 2019 with a total budget of £94,000.

Main Report

Background

1. **MIPIM** is widely recognised as the world's leading and most influential event for the property sector. It is a global marketplace that offers the opportunity to connect with key players in the industry, from investors to end-users and local government to international corporations. This year 28,000 delegates attended from 100 countries.
2. The focus of The City Corporation's attendance at MIPIM 2018 centred on the following headline objectives:
 - a) Promoting the City to the international property investment market, including investors from the Far East, building on last year's research theme of *The City as the original co-working space* while also incorporating the key messages from this year's research theme: *The City as a place for people*.
 - b) Managing relationships with and extending hospitality to new and existing investors, developers and influencers.
 - c) Positioning the City as a thought leader in property and place making.
 - d) Supporting the London stand, and a joined-up message of London is Open.
 - e) Building relationships with UK cities and regions.
3. The City Corporation representatives attending MIPIM 2018 were the Chairman of Policy and Resources Committee, Chairman of Planning and Transportation Committee, Chairman of the Property Investment Board in addition to the City Surveyor, Director of the Built Environment, Chief Planning Officer and the Director of Investment Property Group. The senior team were supported by three representatives from the City Property Advisory Team and one officer from the Communication's team
4. **City Corporation events and speeches:**
The City Corporation jointly hosted a seminar with the City Property Association (CPA) to launch "*The City as a Place for People* – based on [research](#) undertaken

by the City Corporation's research team. 130 delegates attended the session chaired by the Chairman of Policy & Resources Committee. The report was an opportunity to highlight future work trends and the impact of "place" on current and future occupier needs.

5. The Head of Research in the Economic Development Office was flown over for 24 hours to present the findings of this report at the seminar. The cost of flights and accommodation (£500) came out of the research local risk project budget utilised for disseminating the research to key audiences. This cost together with the cost of producing the report has not been included as part of the main MIPIM budget.
6. The seminar examined the current trends and drivers of change – including Brexit, automation; and the rise of agile working which all have the potential to disrupt the existing links between jobs and location. The session also explored the ways in which firms are putting people at the heart of their location decisions.
7. A pre-MIPIM launch of the research was also hosted by the CPA with the Chairman of Planning and Transportation Committee providing the keynote address at an event in the City.
8. The Chairman of Policy & Resources chaired the seminar promoting the research at MIPIM and also participated in three other panel sessions. This year, the Chairman was invited to participate on a panel in the main conference programme as part of the "*London: a special city in a world of cities*" together with the Deputy Mayor for Planning Regeneration and Skills. The Chairman also chaired a seminar that was promoted by the City Corporation with the title "Collaboration not competition: the integrated UK offer for financial and professional services" together with representatives of Edinburgh, Belfast, Manchester and the Department for International Trade (DIT). The Chairman also sat on a panel as part of a City Property Association session titled "The power of public private partnerships for regenerating UK City centres", as part of the DIT programme of events within their pavilion.
9. The Chairman of the Planning & Transportation Committee participated in a specific panel session hosted on the London Stand entitled "*Smart Streets*" which looked at the work the City Corporation is doing in the areas of vehicle/pedestrian discord, air quality and freight consolidation.
10. The Director of the Built Environment was invited to sit on the Placemaking panel session which examined key placemaking strategies across the capital.
11. One City dinner and one evening reception were held during MIPIM 2018. The key City dinner was hosted for 7 high level guests and a joint evening reception was hosted in conjunction with the CPA and the London Chamber of Commerce where 120 delegates attended. The evening reception was a new feature for MIPIM 2018 and was organised and funded in partnership with the London Chamber of Commerce (LCCI) and the City Property Association (CPA). Delegates from across the property sector attended the event, including Far Eastern investor contacts with the DIT. It was felt that this form of event provided considerable opportunities to make new contacts and develop existing relationships that were invaluable and that the event should form part of the City's MIPIM programme for 2019.

12. The Chairman of Policy and Resources participated in a programme specifically designed to engage with UK and European cities to promote new contacts and enhanced relationships and support development of the Regional Strategy. A focussed engagement programme with the UK regional stands included: Belfast, Manchester, Birmingham, Glasgow, Leeds, Bristol and Bath. The Chairman also met with senior level representatives from Paris, Berlin and Amsterdam. The meetings were felt to be a valuable opportunity to engage with key officials from other UK and international cities and regions.

Meetings

13. Programmed meetings were held with 18 developers and investors actively investing in the Square Mile. The meetings provided an opportunity to engage on emerging trends and issues and to reinforce existing relationships. In addition, there were several un-programmed meetings relating to inquiries that MIPIM provides an opportunity to engage in.

City Stand

14. The stand also showcased emerging property tech company Built ID's dynamic platform that incorporates many of the developments in the City providing key information relating to stakeholders that were involved in delivering the project. Built ID also produced a video that highlighted these developments which was complementary to the City Corporation film. The stand design incorporated a new film commissioned by CPAT that highlights key elements of the City's economy and built environment which showcases many of the vibrant new developments recently completed in the City as well as future opportunities and developing strategies such as Culture Mile.

Media campaign and coverage

15. Media consultants FTI Consulting provided support for the City's attendance of MIPIM, working closely with the Communications Officer, as part of its year-round engagement to support development of key messages relating to initiatives being delivered by the Department of the Built Environment. Key messages were delivered through a co-ordinated campaign which commenced in the week prior to MIPIM when briefings were undertaken with national, local and trade media. The campaign picked up on key City messages about the City as a place to work and invest which aligned closely with the research launched the week before MIPIM "The City as a Place for People".
16. The campaign secured coverage in: Le Monde, Estates Gazette, Property Week, MIPIM News, Evening Standard, City AM, CoStar, Building Magazine, The Telegraph, London Loves Business and Commercial News Media. A complementary social media campaign was launched on Twitter with the hashtag #TheCityforPeople.
17. A new promotional video was created to showcase the totality of the City's offer in terms of offices, leisure amenities, arts, culture and green space.
18. "The City of London: The Original Co-Working Space" brochure and the CPAT brochure were both refreshed for the trade show. The brochures were

accompanied by a Chinese information fact sheet highlighting some of the key points that were set out in the brochure, for use when engaging with Chinese businesses / investors.

MIPIM 2019

19. The MIPIM 2018 programme provided an opportunity to fully engage with local and international representatives of the property industry together with high level representatives of other London boroughs and UK cities. It provided a unique opportunity to engage in the debate relating to key issues and demonstrate how the City Corporation will provide leadership in taking forward matters of local and international importance. The programme of activities was extremely well received by those who attended. Due to the value derived from the programme, it is considered that there will be similar/better opportunities to develop a programme that would be beneficial to the City Corporation's attendance at MIPIM 2019.
20. Following an event de-brief by those attending, it was considered that there are areas where further thought should be given to ensure the value of the City Corporation's attendance at MIPIM 2019 is maximised and to support emerging strategic priorities. These include:
 - A greater emphasis placed on promoting the City and the wider London area and delivering the Regional Strategy.
 - Ensure that meetings with investors are not specific to development but have a strong focus on the wider City offer to support on-going investment to maintain the City as the pre-eminent place to do business.
 - An increased focus on Brexit readiness in light of the March 2019 transition period which coincides with the timing of MIPIM 2019
 - The 2019 research report will similarly focus on the competitiveness and attractiveness of the City for location decisions post-Brexit
 - The composition of the MIPIM team will be reviewed to reflect strategic business objectives
 - The layout of the City stand will be reviewed to make it more open and welcoming to delegates by creating an open meeting space on the stand
 - Following the success of this year's evening reception It is considered worthwhile to repeat in 2019. The London Chamber of Commerce and City Property Association have both indicated their willingness to jointly support such an event at MIPIM 2019.

MIPIM Team

21. The Chairman asked for the MIPIM team to be reviewed in light on the more strategic approach on promoting the City and London around Brexit. It is not intended to hold meetings about individual developments, which can be done in London. As such the proposed team to attend MIPIM 2019 are: The Chairman of the Policy & Resources Committee, the Chairman of the Planning & Transportation Committee and the Chairman of the Property Investment Board who will be accompanied by the Director of the Built Environment, the City Surveyor, the Investment Property Director and the CPAT Team Manager. To ensure the smooth running of the event, two members of the CPAT team and one member of the

Communications team will also be in attendance. It is not proposed that the Chief Planning Officer attends on this occasion.

MIPIM Expenditure

- 22. There was a slight overspend of £1,197 on the approved MIPIM budget of £98,000 which was as a direct result of hotel accommodation for some of the team being cancelled two days before the event due to flooding. The estimated budget and actual budget for MIPIM 2018 are set out in the table below. The additional cost of £1,197 was absorbed by the CPAT local risk budget. Whilst there was an underspend in the actual Corporate hospitality budget there was an increase in the cost of accommodation which in part was a consequence of the cancellation of accommodation 2 days prior to the event and in part due to a general increase in the cost of accommodation.
- 23. The City Property Association has jointly sponsored the delivery of the research for MIPIM over the last 4 years and as part of its contribution towards next year’s research they have agreed to fund the costs of the auditorium hire for the seminar which will be a cost saving of £4,750. They have also agreed to absorb any costs associated with flying out the Head of Research to present the findings.
- 24. The reduction of the team to attend MIPIM by one person would deliver a cost saving of £3,350 (event pass, flights, accommodation).
- 25. The cost savings will reduce the overall cost for MIPIM 2019 by £8,100. The table below sets out a full cost comparison between 2018-19. It is proposed that the baseline budget for MIPIM 2019 should be reduced to £94,000 reflecting the savings set out in Para’s 21-22 and a contingency of £3,000 from the CPAT local risk budget to cover any additional costs that could be associated with stand design, hotel accommodation and airfares. Previous budgets have not built in a contingency, but it is considered prudent to do so.

MIPIM 2018/2019 Budget

Item	Approved budget 2018	Actual spend 2018	Proposed budget 2018
Exhibition and attendance costs: City Model, stand delegate passes, artwork graphics, furniture hire and technical support	£58,500	£58,200	£56,850
Travel (including transfers) accommodation and subsistence expenses	£21,000	£24,010	£21,650
Seminar room hire and technical support	£5,000	£4,743	£0
Corporate hospitality (evening reception and dinner)	£13,500	£12,244	£12,500
Contingency			£3,000
Total	£98,000	£99,197	£94,000

26. In the previous sixteen years, each committee has contributed a sum of money for MIPIM in approximate proportion to the level of representation and relevance to the work of each committee.

The anticipated contributions from existing budgets for MIPIM 2019 are:

Policy & Resources Committee

Communications Director Budget	£5000.00 – City Fund
Planning & Transportation Committee	£11,250.00 – City Fund
Property Investment Board	£23,750.00 – <i>(split equally between City Fund, City Cash and Bridge House)</i>
City Property Advisory Team	£54,000.00 – City Fund
Total:	£94,000.00

Legal implications

27. The main purpose of the City’s attendance is to support key adopted strategies to promote the City as a leading world business centre and encourage inward investment. As such, its power to undertake the activity in its City Fund capacity and to incur City Fund expenditure is in Section 1 of the Localism Act 2011. No power is required in respect of its City’s Estate capacity and expenditure. In respect of its involvement and expenditure in its capacity as trustee of Bridge House Estates, this may be considered in the best interests of the charity in that, as a significant owner of property within the City, it is in the charity’s interests that inward investment be encouraged, and the City’s status as leading business centre be promoted. In addition, potential investors with an interest in any particular BHE property will have an opportunity to explore that interest.

Conclusion

28. MIPIM 2018 provided the City Corporation with an excellent opportunity to showcase the City’s attributes as a place to live, work and invest. MIPIM is still the premier event of its kind, and it is felt that there is no real alternative to MIPIM at which the City Corporation’s City of London message would be as effectively disseminated, given the predominance of senior and influential property professionals and the increasing number of representatives of UK and European cities attending MIPIM, and the amount of press attention that it receives. It is also felt that the City Corporation’s attendance is a key factor in promoting the Square Mile as a place to invest and do business in the face of increasing competition from other centres and countries, and underpinning confidence in London post Brexit, as the leading global financial centre.
29. MIPIM 2019 takes place from 12-15 March 2019 and will provide similar opportunities as experienced at MIPIM 2018. The Policy & Resources Committee, Planning and Transportation Committee, and the Property Investment Board are now asked to decide if the City Corporation should attend MIPIM 2019.

Contact:

Simon McGinn, City Surveyors Department
E:simon.mcginn@cityoflondon.gov.uk | 020 7332 1226

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Agenda Item 16

Committee	Dated:
Planning & Transportation Committee	10 July 2018
Subject: Revenue Outturn 2017/18	Public
Report of: Chamberlain Director of the Built Environment Director of Open Spaces The City Surveyor	For Information
Report author: Dipti Patel, Chamberlain's Department	

Summary

This report compares the revenue outturn for the services overseen by your Committee in 2017/18 with the final budget for the year. Overall total net expenditure across all risks during the year was £20.926m, whereas the total budget was £20.676m, representing an overspend of £250k as set out below:

Summary Comparison of 2017/18 Revenue Outturn with Final Agreed Budget			
Direct Net Expenditure	Final Budget £'000	Revenue Outturn £'000	Variations (Increase)/ Reduction £'000
Director of Built Environment	(5,838)	(5,735)	103
Director of Open Spaces	(1,676)	(1,646)	30
The City Surveyor	(795)	(955)	(160)
Total Direct Net Expenditure	(8,309)	(8,336)	(27)
Capital & Support Services	(12,367)	(12,590)	(223)
Overall Total	(20,676)	(20,926)	(250)

Chief Officers submitted requests to carry forward underspends and these have been considered by the Chamberlain in consultation with Chairman and Deputy Chairman of the Resource Allocation Sub Cttee. The Director of Built Environment now has agreement to carry forward £65,000 for the Committees within her remit.

Recommendation

It is recommended that this revenue outturn report for 2017/18 and the carry forward of local risk underspending to 2018/19 are noted.

MAIN REPORT

Revenue Outturn for 2017/18

1. Actual net expenditure across all risks for your Committee's services during 2017/18 totalled £20.926m, an overspend of £250k compared to the final budget of £20.676m. A summary comparison with the final budget for the year is tabulated below. In this and subsequent tables, expenditure and adverse variances are presented in brackets. Only significant variances (generally those greater than £50,000) have been commented on.

Table 1 - Summary Comparison of 2017/18 Revenue Outturn with Final Budget

	Final Budget £'000	Revenue Outturn £'000	Variations (Increase)/ Reduction £'000	Variation (Increase)/ Reduction %
Local Risk				
Director of Built Environment	(9,953)	(10,009)	(56)	(0.6)
Director of Open Spaces	(1,676)	(1,646)	30	1.8
The City Surveyor				
- Breakdown Repairs Mtce	(283)	(230)	53	18.7
- Additional Works Programme	(512)	(725)	(213)	(41.6)
	-----	-----	-----	-----
The City Surveyor	(795)	(955)	(160)	(20.1)
	-----	-----	-----	-----
Total Local Risk	(12,424)	(12,610)	(186)	(1.5)
	-----	-----	-----	-----
Central Risk				
Director of Built Environment	4,115	4,274	159	3.9
Capital and Support Services	(12,367)	(12,590)	(223)	(1.8)
Overall Total	(20,676)	(20,926)	(250)	(1.2)

2. The main local risk overspend of £186,000 comprises:

- **Director of Built Environment £56,000 overspend:**

- (i) Highways overspend totalled £241,000, mainly due to a £347,000 increase in repairs and maintenance works being carried out as a result of one of the harshest winters, which led to an increase in emergency callouts from 11% to 46% to correct defects for which there is a mandatory duty to make the highway safe, plus increases in electricity costs £65,000 and consultant costs for the Street Lighting Strategy £25,000. These were partly offset by reduced salary costs £38,000 and increase in recoverable staff costs from working on capital projects £158,000.

- (ii) Building Control overspend £187,000 due to a shortfall in Building Regulation fee income £261,000 which was partly offset by salary savings due to difficulties in recruiting and other running cost savings £74,000.
- (iii) Transportation Planning underspend £185,000 due mainly to increase in recoverable staff costs from working on capital projects, salary savings due to difficulties in recruiting, lower than anticipated spend on professional fees and reduced printing costs.
- (iv) Off-Street Parking underspend £82,000 mainly due to increased car park income.
- (v) Structural Maintenance underspend £54,000 mainly due to structures breakdown maintenance works not required and increase in income from SLA funding for work on Thames Tideway Tunnel.
- (vi) Committee Contingency underspend £46,000. A budget of £479,000 was allocated during the 2017-18 estimate review which was agreed by P&T Committee on 12 December 2017. This related to departmental underspends awaiting to be re-allocated to priority projects required within the department, of which £46,000 remained unspent at year end.

- **The City Surveyor £160,000 overspend:**

The Additional Works Programme (AWP) overspend of £213,000 was mainly due to works for 2017/18 completed ahead of schedule and additional works undertaken at all car parks to complete projects. The £53,000 underspend on 'Breakdown Repairs Maintenance' was due to a reduced requirement for reactive works during the year. The AWP does not form part of the City Surveyor's local risk budget and any variances will be carried over to 2018/19. This is a three year rolling programme reported to the Corporate Asset Sub Committee (CASC) quarterly, where the City Surveyor will report on financial performance and also phasing of the projects. Under the governance of the programme, variances on budgets are adjusted for the life of the programme to allow for the completion of projects which span multiple financial years.

3. The main central risk underspend of £159,000 comprises:

- (i) Off-Street Parking underspend £69,000 due to increased funding transfer required from the Parking Reserve Account to fund increased spending by the City Surveyor on the AWP.
- (ii) On-Street Parking underspend £67,000 due to increased income of £4,262,000, mainly as a result of additional PCN's issued for the Bank on Safety Scheme and additional parking meter and suspended meters/dispensations income generated, plus reduced service operating costs £185,000 relating to the Bank on Safety Scheme. This was largely offset by an increased bad debt provision for PCN's £2,344,000 and surplus funds of £2,036,000 transferred to the Parking Reserve Account.
- (iii) Town Planning underspend £37,000 mainly as a result of additional planning application fee income.

- (iv) Bridge House Estates overspend £41,000 due to increased funding contributions for the London Bridge Staircase project £73,000, partly offset by £32,000 underspend on consultant works for the Thames Bridges.
- 4. The capital and support services overspend of £223,000 is mainly due to increase in costs and changes in time allocations of central departments, the most significant of which are:
 - (i) Central Support (including, Chamberlain, Town Clerks, Comptroller & City Solicitor and Surveyors) - £160,000
 - (ii) City Procurement - £86,000
- 5. Appendix A provides a more detailed comparison of the local and central risk outturn against the final budget, including explanation of significant variations.
- 6. Appendix B shows the movement from the 2017/18 original budget and the latest approved budget (as reported to your Committee in December 2017) to the final budget.

Local Risk Carry Forward to 2018/19

- 7. The Director of the Built Environment had local risk overspending of £56,000 on the activities overseen by your Committee. The Director also had local risk underspends of £175,000 on activities overseen by other Committees she supports, providing a net local risk underspend position of £119,000 which is eligible for carry forward to 2018/19. Agreement has been reached with the Chamberlain in consultation with the Chairman and Deputy Chairman of the Resource Allocation Sub-Committee to carry forward £65,000 of her eligible carry forward for activities overseen by your Committee for the following purposes:
 - (i) Town Planning (smart city initiatives) £36k – funds will be used towards developing a smart app to identify loading bay spaces and available parking space in the City for disabled parking. The app will work similar to the toilets app and use technology to indicate unoccupied spaces at any point in time through sensors installed on the relevant parking spaces.
 - (ii) Highways resurfacing £29k - the Highways maintenance budget has been subject to reduction due to efficiency savings required from local risk budgets over the years and has been supplemented since 2012 from TFL and general DBE underspends. Inflationary effects of raw materials have outstripped the limited increases to the budget, making the situation worse. Additional funding towards repairs & maintenance works to counter the deteriorating condition of our highways is required and this is evident from the increased number of potholes within the City.
- 8. The Director of Open Spaces had a local risk underspend of £30,000 on the activities overseen by your Committee, mostly relating to salary underspends for the Tower Bridge Operational service. The Director also had a local risk underspend totalling £458,000 on activities overseen by the Culture, Heritage and Libraries Committee and is proposing that £130,000 of his underspend be carried forward to 2018/19, none of which relates to activities overseen by your Committee.

Thames Bridges' Repairs, Maintenance and Major Works Fund

9. The Bridges Repairs, Maintenance and Major Works Fund is operated to provide sufficient resources to meet the maintenance costs of the five bridges over a period of 50 years. The fifty year programme of works undertaken by the City Surveyor and the Director of the Built Environment to be met by the fund was agreed by your Committee on 12th December 2017. The breakdown is shown below in Table 2.
10. The actual expenditure for 2017/18 was £1.778m against a budget of £3.108m, representing an underspend of £1.330m.

	Final Budget £'000	Outturn £'000	Variance (Increase)/ Reduction £'000	Variation (Increase)/ Reduction %
Blackfriars Bridge	(166)	(83)	83	50.0
Southwark Bridge	(144)	(36)	108	75.0
London Bridge	(181)	(100)	81	44.7
Millennium Bridge	(194)	(140)	54	27.8
Tower Bridge	(2,423)	(1,419)	1,004	41.4
Total	(3,108)	(1,778)	1,330	42.8

11. The principal reasons for the £1.330m variances are set out below:
- **All Bridges** – The postponing of the Police CCTV camera project £114,000 and unspent consultancy fees £90,000, affected all bridges this year and contributed to the overall underspend. Furthermore, the installation of the Hostile Vehicle Mitigation barrier on the bridges stalled several maintenance works packages. In addition to these general underspends:
 - **Southwark Bridge** - underspend of £108,000 was due to further delays in trying to resolve the leaking water main on Park Street Bridge, reducing the spend on the re-waterproofing project on the bridge in 2017/18.
 - **London Bridge** - underspend of £81,000 was caused by delays in gaining Committee approval for the project requiring bearing replacement work.
 - **Tower Bridge** - underspend of £1,004,000 was largely made up from unused risk allowance from the Tower Bridge Re-decking Project. There was also an underspend on the heating replacement project in 2017/18 due to the spend profile altering slightly after the last review. The loss of key staff also contributed to the postponing of some smaller building maintenance projects.

12. The balance on the fund at 31st March 2018 was £145.587m (£147.799m 31st March 2017), a decrease of £2.212m from a year earlier, as set out in Table 3 below.

Table 3: Thames Bridges' Repairs, Maintenance & Major Works Fund Movement in Fund 2017/18	
	£'000
Balance brought forward 1st April 2017	147,799
<u>Expenditure:</u>	(1,778)
<u>Income:</u>	
Planned contributions to fund on 1 st April	1,104
Interest accruing	15
Rental income	1,205
Investment income	206
<u>Capital Movements</u>	
Gain/(loss) on property revaluation	(2,964)
Balance carried forward at 31st March 2018	145,587

13. The balance on the fund as at the 31st March 2018 of £145.587m will be carried forward to meet the cost of works in 2018/19 and later years.
14. An updated 50 year programme will be presented later on in the year to your committee for approval, as part of the annual estimate cycle.

Contact Officers:

Simon Owen - simon.owen@cityoflondon.gov.uk ext 1358

Dipti Patel - dipti.patel@cityoflondon.gov.uk ext 3628

Appendices:

Appendix A – Planning & Transportation Committee – Comparison of 2017/18 Revenue Outturn with Final Budget

Appendix B – Planning & Transportation Committee – Movement in 2017/18 Latest Approved Budget to Final Budget

Planning & Transportation Committee**Comparison of 2017/18 Revenue Outturn with Final Budget**

	Final Budget £000's	Revenue Outturn £000's	Variation (Increase)/ Reduction £000's	Variation (Increase)/ Reduction %	Notes
LOCAL RISK					
Director of Built Environment					
City Fund					
Town Planning	(2,787)	(2,745)	42	1.5	1
Planning Obligations	0	0	0	0	
Transportation Planning	(1,030)	(845)	185	18.0	2
Road Safety	(434)	(416)	18	4.1	
Building Control	(283)	(470	(187)		3
)		(66.1)	
Structural	(510)	(456)	54		4
Mtce/Inspections				10.6	
Highways	(3,158)	(3,399)	(241)	(7.6)	5
Traffic Management	1,167	1,126	(41)	(3.5)	
Off-Street Parking	475	557	82	17.3	6
On-Street Parking	(2,86	(2,8	(30)		
	5)	95)		(1.0)	
Drains & Sewers	(225)	(192)	33	14.7	
Committee Contingency	(46)	0	46	100.0	7
Total City Fund	(9,696)	(9,735)	(39)	(0.4)	
Bridge House Estates					
Thames Bridges	(257)	(274)	(17)	(6.6)	
Total Director Built Environment	(9,953)	(10,009)	(56)	(0.6)	
Director of Open Spaces					
Tower Bridge	(1,676)	(1,646)	30	1.8	
The City Surveyor*					
Town Planning	(101)	(95)	6	5.9	
Highways	(222)	(244)	(22)	(9.9)	
Off-Street Parking	(472)	(616)	(144)	(30.5)	
Total City Surveyor	(795)	(955)	(160)	(20.1)	8
TOTAL LOCAL RISK	(12,424)	(12,610)	(186)	(1.5)	

(*includes the Additional Works Programme)

Reasons for significant Local Risk variations

1. **Town Planning** - underspend mainly due to reduced salary costs as a result of vacancies.
2. **Transportation Planning** - underspend due to increase in recoverable staff costs from working on capital projects £67,000, lower than anticipated spend on professional fees £50,000, reduced salary costs due to vacancies £46,000 and reduced printing and other running costs £22,000.
3. **Building Control** - overspend due to shortfall in Building Regulation fee income £261,000, which has been partly offset by salary underspends due to vacancies and delays in recruitment of District Surveyor's post £63,000 and reduced spend on other running budgets £11,000.
4. **Structural Maintenance** – underspend mainly due to reduced Highways Structures breakdown maintenance costs £26,000, other running budget savings £3,000 and increased income from SLA funding for work on Thames Tideway Tunnel £25,000.
5. **Highways** – overspend mainly due to high levels of repairs and maintenance works being carried out due to the harsh winter which significantly affected the roads and led to increased emergency callouts to correct defects £347,000, increased electricity costs £65,000 and increased consultant costs for the Street Lighting Strategy £25,000. These were partly offset by an increase in recoverable staff costs from working on capital projects £158,000 and salary underspends due to vacancies £38,000.
6. **Off-Street Parking** - underspend mainly due to increased car park income £124,000, which has been partly offset by increased car park maintenance contract costs due to higher than anticipated CPI and LLW increases £42,000.
7. **Contingency** - a budget of £479,000 was allocated during the 2017-18 estimate review which was agreed by P&T Committee on 12 December 2017. This related to departmental underspends awaiting to be re-allocated to priority projects required within the department, of which £46,000 remained unspent at year end.
8. **City Surveyor** - AWP overspend of £213,000 due to works for 2017/18 completed ahead of schedule and additional works undertaken at all car parks to complete projects. This was partly offset by a £53,000 underspend on 'Breakdown Repairs Maintenance' due to a reduced requirement for reactive works during the year and change in the expected works programme.

Planning & Transportation Committee
Comparison of 2017/18 Revenue Outturn with Final Budget

	Final Budget £000	Revenue Outturn £000	Variation (Increase)/ Reduction £000	Variation (Increase)/ Reduction %	Notes
CENTRAL RISK					
Director of Built Environment					
City Fund					
Town Planning	648	685	37	5.7	9
Transportation Planning	(291)	(255)	(36)	(12.4)	
Street Scene	(477)	(477)	0	0	
Highways	1,938	1,936	(2)	(0.1)	
Off-Street Parking	253	322	69	27.3	10
On-Street Parking	3,205	3,272	67	2.1	11
Structural Maintenance	60	38	(22)	(36.7)	
Committee Contingency	(15)	0	15	100.0	
	5,321	5,521	200	3.8	
Bridge House Estates					
Thames Bridges	(1,206)	(1,247)	(41)	(3.4)	12
TOTAL CENTRAL RISK	4,115	4,274	159	3.9	

Reasons for significant Central Risk variations

9. **Town Planning** - underspend mainly as a result of additional planning application fee income.
10. **Off-Street Parking** – underspend due to increased funding transfer required from the Parking Reserve Account to fund increased spending by the City Surveyor on the AWP
11. **On-Street Parking** – underspend £67,000 due to increased income of £4,262,000, mainly as a result of additional PCN's issued for the Bank on Safety Scheme and additional parking meter and suspended meters/dispensations income generated, plus reduced service operating costs £185,000 relating to the Bank on Safety Scheme. This was largely offset by an increased bad debt provision for PCN's £2,344,000 and surplus funds of £2,036,000 transferred to the Parking Reserve.
12. **Bridge House Estates** - overspend due to increased funding contributions to the City Fund for the London Bridge Staircase project £73,000, partly offset by £32,000 underspend on consultant fee work for the Thames Bridges.

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Planning & Transportation Committee**Movement in 2017/18 Latest Approved Budget to Final Budget**

Service Managed	Original Budget 2017-18 £'000	Latest Approved Budget* 2017-18 £'000	Final Budget 2017-18 £'000	Movement £'000	Notes
CITY FUND					
Town Planning	(2,597)	(3,022)	(3,087)	(65)	1
Transportation Planning	(1,545)	(2,185)	(2,373)	(188)	2
Planning Obligations	0	0	0	0	
Road Safety	(463)	(536)	(550)	(14)	
Street Scene	0	0	(477)	(477)	3
Building Control	(700)	(722)	(736)	(14)	
Structural Maintenance/Inspections	(199)	(244)	(245)	(1)	
Highways	(10,207)	(8,580)	(8,912)	(332)	4
Rechargeable Works	0	0	0	0	
Traffic Management	740	823	797	(26)	
Off- Street Parking	0	0	0	0	
On – Street Parking	0	0	0	0	
Drains & Sewers	(417)	(369)	(370)	(1)	
Contingency	(15)	(494)	(61)	433	5
TOTAL CITY FUND	(15,403)	(15,329)	(16,014)	(685)	
BRIDGE HOUSE ESTATES					
Bridges	(2,024)	(2,304)	(2,329)	(25)	
Tower Bridge Operational	(2,034)	(2,333)	(2,333)	0	
TOTAL BRIDGE HOUSE ESTATES	(4,058)	(4,637)	(4,662)	(25)	
TOTAL	(19,461)	(19,966)	(20,676)	(710)	

*Latest Approved Budget as reported to your Committee on 12th December 2017.

Notes:

- Budget transfer of £45,000 from Contingency for consultancy support for Zero Emissions City Trajectory and Article 4 Direction evidence base and adjustment for DBE Directorate recharge and support service recharge of £20,000.
- Transfer of £125,000 from Contingency for Transport Strategy, £44,000 adjustment for Supplementary Revenue project budget, £4,000 Apprenticeship funding, adjustment for DBE Directorate recharge £14,000 and capital recharge £1,000.
- Supplementary Revenue project budget adjustment of £477,000 for schemes mainly relating to London Development S278 Ph2, 11-19 Monument St Enhancement, 52-54 Lime Street & Leadenhall St Pedestrian Crossing and London Wall Place.

4. Supplementary Revenue project budget adjustment of £300,000, £15,000 transfer from Town Clerks for Lord Mayor's Show HVM costs, adjustment for capital recharge £10,000 and DBE Directorate recharge £7,000.
5. DBE SLT agreed departmental budget transfers to priority projects £433,000 relating to:
 - £125,000 transfer to Transportation Planning for Transport Strategy – Stakeholder engagement and staffing costs.
 - £100,000 towards Thames Footbridge capital project.
 - £60,000 to Cleansing Services for Plastic Free City Campaign.
 - £50,000 to fund modelling of the area in preparation for Centre 4 music project.
 - £45,000 to Planning Policy for consultancy support relating to Zero Emissions City Trajectory and Article 4 Direction evidence base.
 - £40,000 to DBE Directorate for View City and London Festival of Architecture.
 - £13,000 to Road Safety for Cycling Etiquette campaign.

Committee: Planning & Transportation Committee	Date: 26 July 2018
Subject: Decisions taken under Delegated Authority or Urgency since the last meeting of the Committee	Public
Report of: Town Clerk	For Information
Report author: Joseph Anstee, Town Clerk's Department	

Summary

This report advises Members of action taken by the Town Clerk since the last meeting of the Committee, in consultation with the Chairman and Deputy Chairman, in accordance with Standing Order Nos. 41(a) and 41(b). This action related to:

- Former Richard Cloudesley School Site – Planning Conditions

Recommendation

Members are asked to note the report.

Main report

1. Approval was sought for a number of additional planning conditions to be attached to the planning permission to be issued by the City under ref: 17/00770/FULL.
<http://www.planning2.cityoflondon.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>
2. Due to issues around the cross-boundary nature of this planning application, the proposed conditions to be attached to the permission have been expanded from those reported to Planning & Transportation Committee in March 2018, so that there are two duplicate permissions from both authorities, in line with Leading Counsel's advice.
3. The changes were considered beyond the Chief Planning Officer's authority to make minor changes.
4. The form of planning obligations by way of undertakings (with a Deed to follow once ownership of the site has transferred to the City) was also recommended.
5. An urgent decision was required to avoid delay in issuing the planning permission, which would prejudice the construction programme which currently aims to secure completion, ready for occupation by the school in July 2020.

Action Taken

The Town Clerk, in consultation with the Chairman and Deputy Chairman, approved the proposed action, that:

1. the imposition of the planning conditions on proposed planning permission ref: 17/00770/FULL in the schedule annexed to the urgency report be authorised (subject to the Chief Planning Officer's authority to make minor amendments); and
2. Planning permission ref: 17/00770/FULL be issued on the basis of undertakings substantially in the attached form in respect of planning obligations

Contact:

Joseph Anstee
Committee and Services Officer, Town Clerk's Department
020 7332 1480

PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
1.	9 January 2018 23 January 2018 26 March 2018 8 May 2018 29 May 2018 10 July 2018	<p><u>Matters Arising</u></p> <p><u>Ludgate Circus</u></p> <p>The Director of the Built Environment advised that an additional letter would be prepared as a matter of urgency, and gave her assurance that the issue would be treated as a priority.</p>	Steve Presland	SP arranging meeting between senior TfL reps and Chairman and Deputy of P&T	<p>Completed – Letter sent on 9 January and circulated to Members on 10 January.</p> <p>Meeting between Chairman, Deputy Chairman and TfL representatives took place on Tuesday 23rd January to discuss this issue.</p> <p>The meeting between TfL and CoL safety officers to conduct H7S audit (informal) needs to take place prior to committee and the data exchange be completed.</p> <p>UPDATE: Data was exchanged, and CoL have provided written comments back to TfL on their data just before the Easter break. We would expect TfL to respond within the next two weeks.</p>

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
2.	9 January 2018 23 January 2018 20 February 2018 26 March 2018 8 May 2019 29 May 2018 10 July 2018	<p>Major Highway Works for 2018</p> <p>In response to a question concerning 'lane rental', officers advised that the Government was currently consulting on this initiative and undertook to report back to the Committee following the outcome of this.</p>	Ian Hughes	DECEMBER COMMITTEE	The consultation has now closed and DfT are analysing the feedback. As a minimum, they will need to publicise a decision before the current Lane Rental trials with TfL and Kent County Council expire in March 2019.
3.	9 January 2018 20 February 2018 26 March 2018 8 May 2019 29 May 2018 10 July 2018	<p><u>'Green' Initiative</u></p> <p>A Member for Dowgate Ward reported that 'green' initiatives were a priority for his ward and asked if a report detailing these could be brought to a future meeting.</p> <p>The Director of the Built Environment suggested that this could be done by way of an annual report as many of the initiatives came under the remit of other Committees.</p>	Paul Beckett	ONGOING	<p>Initial response email sent 25/01/2018. Existing 'green' monitoring reports are being reviewed for Dowgate-specific material. Investigating the scope for an annual 'green' report contributed to by several departments. Review of 2017/18 could be prepared in mid-2018</p> <p>Consultant preparing a report on potential green initiatives which will be reported 11 Sept committee.</p>

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
4.	9 January 2018 20 February 2018 26 March 2018 29 May 2018 10 July 2018	<p><u>Dockless Bikes</u></p> <p>It was agreed that a copy of the Code of practice should be circulated to all members of the Committee together with details for how to report obstructions.</p>	Bruce McVean	September Committee	<p>Meetings are being held with both cycle operators who currently have agreements to operate in the City.</p> <p>Officers are further reviewing the legal position in relation to obstruction and options to remove bicycles left on City footways.</p> <p>In addition, London Councils are exploring a byelaw to enable operators to be licensed.</p> <p>A further report on these matters is proposed immediately following recess.</p>

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
5.	9 January 2018 20 February 2018 26 March 2018 29 May 2018 10 July 2018	<p><u>Blackfriars Bridge Underpass</u></p> <p>A Member expressed concern regarding the poor state of the underpass at Blackfriars Bridge and asked who was responsible for the cleaning and maintenance of it.</p> <p>Officers advised that there were overlapping responsibilities between the CoL and TfL and discussions were taking place with TfL to address the problem.</p> <p>A Member questioned why Transport for London were reluctant to allow the CoL Corporation to take over responsibility for the underpass and asked if officers had engaged at a senior level.</p> <p>Members expressed concern at the state of the underpass and the fact that people were likely to try and cross the road as an alternative to using it which was extremely dangerous.</p>	Steve Presland		<p>A detailed response was sent to the Member on 09/01/2018.</p> <p>The City are Monitoring it, increasing inspections, scheduled and adhoc cleaning as required is now in place.</p> <p>Put a request in with TfL with a view to arranging a site meeting to agree an allocate clear responsibilities and explore CoL taking over TfL responsibilities.</p> <p>Officers undertook to report back on the options available.</p>

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
7.	26 March 2018 9 May 2018 29 May 2018	<p>Wind Measurement on Tall Buildings.</p> <p>Question – when will the promised "before and after construction" wind measurements on 20 Fenchurch St be made available.</p> <p>Officers advised that a number of extra trees had been planted outside 20 Fenchurch Street and agreed to produce a full report in due course of relevant and predicted readings.</p>	CPO	19 June 2018	

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