

PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 18 June 2019

Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 11.00 am

Present

Members:

Deputy Alastair Moss (Chairman)	Deputy Jamie Ingham Clark
Munsur Ali	Shravan Joshi
Rehana Ameer	Oliver Lodge
Randall Anderson	Natasha Maria Cabrera Lloyd-Owen
Mark Bostock	Sylvia Moys
Deputy Keith Bottomley	Barbara Newman
Karina Dostalova	Graham Packham
Alderman Emma Edhem	Susan Pearson
Marianne Fredericks	Judith Pleasance
Alderman Prem Goyal	Deputy Henry Pollard
Graeme Harrower	James de Sausmarez

Officers:

Gemma Stokley	- Town Clerk's Department
Priya Rane	- Town Clerk's Department
Simon Owen	- Chamberlain's Department
Dipti Patel	- Chamberlain's Department
Deborah Cluett	- Comptroller and City Solicitor's Department
Alison Bunn	- City Surveyor's Department
Annie Hampson	- Chief Planning Officer and Development Director
David Horkan	- Department of the Built Environment
Zahur Khan	- Department of the Built Environment
Paul Monaghan	- Department of the Built Environment
Richard Steele	- Department of the Built Environment

1. APOLOGIES

Apologies for absence were received from Christopher Hayward (Deputy Chairman), Peter Bennett, Henry Colthurst, Peter Dunphy, Tracey Graham, Christopher Hill, Alderman Robert Hughes-Penney, William Upton QC and Alderman Sir David Wootton.

Apologies were also received from the Director of the Built Environment.

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

There were no declarations.

3. MINUTES

The Committee considered and approved the public minutes of the meeting held on 24 May 2019 as a correct record.

MATTERS ARISING

Land Adjacent to 20 Bury Street London EC3A 5AX (page 2) – In response to a Member's request for an update on this application, the Chief Planning Officer and Development Director reported that the situation was largely unchanged since the last update provided to the Committee at its 24 May 2019 meeting. She added that final drafts were about to be circulated imminently and would then prompt discussions with the GLA around whether they were then content to formally receive these.

10 Bolt Court (page 4) – A Member requested a further update on this particular application. The Chief Planning Officer and Development Director reported that consultation would commence on this once the relevant drawings had been received.

Ludgate Circus (page 6) – A Member reported that TfL were continuing to consult on plans to enforce a 20MPH limit on all of their roads. As part of this, plans had emerged to raise two pedestrian crossings at Tower Hill. The Member suggested that this may therefore set a precedent and that the possibility of doing similar at Ludgate Circus should therefore also be explored once again. The Transportation and Public Realm Director undertook to follow up on this matter with TfL.

Another Member wished to further clarify some of the points made on this item at the last meeting and reported that all arms of the crossing at the junction did already feature countdown timers. He also clarified that right turns from Fleet Street through Whitefriars Street were already banned.

4. MINUTES OF THE LOCAL PLANS SUB COMMITTEE

The Committee received the draft minutes of the Local Plans Sub Committee meeting held on 17 May 2019.

RECEIVED.

5. WARDMOTE RESOLUTION

The Committee formally received the Wardmote Resolution from the Ward of Farringdon Within concerning cycle tour groups in narrow, semi pedestrianised areas of the City.

The Committee noted that the corporate risk of Road Safety was to be discussed later on the agenda and that this matter appeared to be a sub-set of this. It was therefore decided that the specifics of this should be discussed in the round, under Item 13.

Two Members, one of whom was elected to represent the Ward of Farringdon Within on the Committee, expressed their support for the resolution and suggested that the conduct of these groups in these areas was unacceptable. One Member provided some further context to the resolution, reporting that these groups were frequently observed in Carter Lane and other, similar, very narrow streets and had led to incidents with pedestrians.

Another Member commented that this should fall under the Transport Strategy and should be addressed, alongside the City of London Police, in terms of behaviours.

RECEIVED.

6. RESOLUTION OF THE AUDIT AND RISK MANAGEMENT COMMITTEE

The Committee received a resolution of the Audit and Risk Management Committee regarding Corporate Risk CR20: Road Safety which was now to be reviewed both in its description and rating in the near future.

The Chair suggested that any debate on this matter also be dealt with at Item 13.

RECEIVED.

7. OUTSTANDING ACTIONS

The Committee received a report of the Town Clerk detailing outstanding actions from their last meeting:

Updates were provided as follows:

Daylight/Sunlight Training

Members wished to place on record their thanks to Gordon Ingram for the training session that had preceded this meeting and which 18 members of the Committee had attended. Members requested that the presentation slides that had accompanied the presentation be circulated to all.

Daylight/Sunlight – Alternative Guidelines

It was noted that this would be the subject of a report to the 30 July 2019 meeting of this Committee.

Ludgate Circus

Members noted that this matter had now been removed from the list of outstanding actions following the address from TfL on this matter at the last meeting of this Committee. It was, however, noted that there were ongoing discussions around this and other matters with TfL and other third-party stakeholders.

The Chair underlined the importance of these ongoing discussions, recognising TfL as a huge organisation with whom it was important to retain a positive working relationship. He added that he was also currently undertaking a series of meetings with his counterparts in all of the City's surrounding boroughs.

A Member noted that Ludgate Circus continued to feature on the Streets and Walkways Sub Committee's list of outstanding actions and cautioned against declaring premature victory in this area.

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

The Committee received a report of the Chief Planning Officer and Development Director detailing development and advertisement applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegated powers since the report to the last meeting.

A Member noted that West Sussex County Council were one of the applicants featured in the report. The Chair stated that this was a useful reminder of the diversity of ownership in the City of London.

RECEIVED.

9. **VALID PLANNING APPLICATIONS RECEIVED BY THE DEPARTMENT OF THE BUILT ENVIRONMENT**

The Committee received a report of the Chief Planning Officer and Development Director detailing development applications received by the Department of the Built Environment since the report to the last meeting.

A Member wanted to take the opportunity to flag that he had received feedback to suggest that there had been very limited notification provided to those who would be affected by the proposed development at The Whitbread Brewery.

Another Member questioned whether, once permission had been granted for a development, and works had commenced, could we control the timing of when works were carried out and also whether there were any rules applied as to when the works should conclude.

The Chief Planning Officer and Development Director reported that, once planning permission had been granted, there was usually a period of three years in which works could commence and planning could not determine a commencement date. Serving any sort of completion notice could be an extremely long and complex process. She added that Officers were notified of when works on a particular site commenced if this was tied to a S106 for example but were not routinely notified of this.

The Chair suggested that this was perhaps something that Officers could consider further going forward as the length of time that some sites were undergoing construction in the City and the resulting noise and disruption was an increasingly common observation. He suggested that Officers consider what levers were at their disposal to encourage completion within a certain time frame.

Another Member highlighted that some developments led to closures of lanes of traffic or pavements which had very real impacts. In these cases, he argued that there should be enforceable deadlines around completion.

The Chief Planning Officer and Development Director advised that she would look into this matter with relevant Officers.

A Member questioned if there was any update regarding the two City Point Plaza applications which the report detailed as being for temporary use of the public realm for an open-air market four days per week from the 17th June 2019 to 22nd July 2019. Officers undertook to report back to the Member on this matter.

RECEIVED.

10. REVENUE OUTTURN 2018/19

The Committee received a joint report of the Chamberlain, the Director of the Built Environment, the Director of Open Spaces and the City Surveyor comparing the revenue outturn for the services overseen by the Planning and Transportation Committee in 2018/19 with the final budget for the year.

The Chamberlain updated the Committee on the proposals put forward by the Director of the Built Environment relating to activities overseen by this Committee to be pursued using some of the underspend to be carried forward. He reported that proposals around the drainage and lighting irrigation of the Guildhall North Plaza Pond and pedestrian modelling had since been rejected and it was suggested that the funding for these activities be met from elsewhere.

RESOLVED – That, the revenue outturn report for 2018/19 and the carry forward of local risk underspending to 2019/20 are noted.

11. PUBLIC LIFT REPORT

The Committee received a report of the City Surveyor containing details of the two public escalator/lifts where the service was less than 95%.

The City Surveyor highlighted that the Millennium Bridge Inclinator remained a challenge. She added that a full specification for the maintenance of the lift had now been worked up alongside TfL and that a tender document would now be prepared and put out to tender shortly. The City Surveyor also clarified that recent breakdowns of the Inclinator had occurred at weekends but, under the current specification, repairs could not be effected at weekends or bank holidays – this would be addressed within the new specification.

Finally, the City Surveyor made Members aware that, at present, the Inclinator's compactors were situated at the wrong end of the lift door. Further details around this and any possible remedy would be brought back to the Committee.

RECEIVED.

12. MIPIM PROPERTY CONFERENCE 2019/2020

The Committee considered a joint report of the City Surveyor and the Director of the Built Environment informing Members of the City of London Corporation's activities at the MIPIM property exhibition in March 2019 and seeking approval for City of London attendance at MIPIM 2020.

A Member highlighted that attendance at last year's exhibition had been facilitated under budget. He spoke in support of the great opportunities that arose as a result of regularly attending the exhibition and was in strong support of the organisation's continuing participation here.

Other Members echoed these sentiments and underlined that they felt that it was essential that the organisation continued to be represented at the event, particularly in the lead up to Brexit.

A Member highlighted that a large part of the organisation's costs (approximately £50k) were associated with the City model and questioned whether this was still considered appropriate given that the City utilised 3D modelling which might be more interesting and cost effective to present going forward. Officers clarified that the figure mentioned was for the City model but also hire of the meeting room site for which the organisation received a 50% discount when compared with commercial rates.

Officers went on to report that funding had been received from various sources, including Innovate UK, to develop a virtual reality model of the whole of the City of London. This would be an 18-month programme, but it was hoped that at least some of the work on this would be available as part of next year's exhibit. Officers also clarified that the traditional City model was always a fantastic centre point for the City's exhibition site and that this was always evolving with the addition of new model buildings where necessary.

A Member noted that it was no longer the case that the Director of the Built Environment was invited to attend and questioned why this decision had been made. Officers reported that this had been a decision of the Chair of Policy and Resources and the former Chairman of this Committee as they wanted to introduce a more strategic focus.

Another Member suggested that he felt that the report should contain better metrics on the effects of MIPIM going forward and the effects on the work of the Planning and Transportation Committee in particular. Officers underlined that the metrics were a difficult matter as the conversations held at MIPIM could often not come to fruition until 2-3 years later. Conversations also tended to take place between Members and investors and there could also be some reluctance around making these conversations public even though they did not relate to specific sites. Officers went on to report that the strategy employed this year had been to target foreign investors such as WeWork that the Corporation had not held conversations with previously.

A Member stated that it was evident from the City Corporation's media coverage from MIPIM that the organisation was held up as a 'model local authority'. He suggested that attendees should therefore look to share their knowledge with others and seek to promote wider London/the UK asset, particularly as Brexit approached. Officers clarified that the work that the City Corporation did around MIPIM was with the 'London stand' and that they also worked collaboratively with organisations such as the GLA and London

Councils wherever possible. This year's programme engaged more widely in terms of both messaging and support.

A Member noted that there was a suggestion that money was saved by City of London attendees staying further away from the event site. She stated that she felt that this was a very short-sighted proposal given the benefits of staying in the appropriate hotels and the business that was often conducted here over breakfast for example. Officers accepted that the accommodation costs continued to escalate but underlined that convenience was very important given the extremely busy schedules of delegates.

The Chair thanked Officers for their work on what he felt was now a very well-run operation. He added that it was also extremely useful to have the Chair of Policy and Resources present at MIPIM to help underline the strategic importance of this Committee's work.

RESOLVED – That:

1. The report on MIPIM 2019 is received; and
2. The Planning and Transportation Committee approve that the City of London Corporation should attend MIPIM 2020 with a total budget of £92,000 to be funded via the Central Communications Director budget (£5,000), Planning & Transportation Committee budget (£11,250), the Property Investment Board (£21,750), and from the CPAT budget (£54,000).

13. DEPARTMENT OF THE BUILT ENVIRONMENT RISK MANAGEMENT - QUARTERLY REPORT

The Committee received a quarterly report of the Director of the Built Environment regarding the Department of the Built Environment Risk Register.

Officers highlighted that, as detailed within the resolution of the Audit and Risk Management Committee at Item 6, Risk CR20, relating to Road Safety had had its rating increased to 12. The risk was also to be reviewed in its description and would therefore differ from the wording contained within Appendix 2. Members were informed that Summit Group would assess the suitability of the newly proposed description at a meeting scheduled to take place next week and that a 'deep dive' of the risk would also take place on 16 July 2019. The Chair of the Planning and Transportation Committee and the Member who had originally moved that the risk be reviewed would be invited to attend and provide input at this session.

A Member noted that it was hoped that the risk rating and score would decrease by half by the end of the year and questioned whether it was intended that this be achieved by decreasing the impact on the risk as Appendix 2 seemed to suggest. He stressed that reducing the likelihood of this risk should be more of a priority. Another Member seconded this view and stressed that he had already raised this with Officers suggesting that the methodology and how this was applied could also be looked at going forward.

Officers reported that, as soon as the risk of death was present as an outcome of a risk, that risk was defined as 'level 8' in terms of impact. The risk could therefore never, even if the likelihood of it was rare, be anything lower than an amber risk.

The Chair stated that he was delighted that the Audit and Risk Management Committee had taken on board the views of this Committee and looked again at this risk given its clear links with the Transport Strategy and Vision Zero. He underlined that the Wardmote resolution detailed at Item 5 also had clear links to this risk and the attitudinal shifts that were needed from all using the City streets.

The Transportation and Public Realm Director concurred and took the opportunity to inform Members that Officers were already liaising with the Cycle Tour Groups in the City as well as with the City of London Police on behaviours and respect. He added that he would now look to discuss the matter further with the relevant Cycle Tour Group, who he had last met with in March 2019, and question why they appeared to be deviating from some of the agreements made previously. He underlined that tour operators had previously been advised that riders were to dismount where appropriate but that this could be revisited alongside how this behaviour might be better encouraged.

In terms of statistics, the Transportation and Public Realm Director was pleased to report that statistics indicated that, over the past 3 years, the number of accidents relating to road safety on the City streets had started to decrease. In 2016, the total number of recorded accidents was 405 with those involving pedestrians being 111. Latest statistics from 2018 showed a total number of 286 accidents of which 81 involved pedestrians. He reported that it was essential not to be complacent here, but this appeared to reinforce that the organisation's current approach to road safety was appropriate and producing positive results. The Chair also recognised the great progress being made here but underlined that road safety was this Committee's primary concern/duty and that the ultimate aim was for there to be a figure of zero in terms of those killed or seriously injured on the City's streets.

A Member underlined the importance of this issue and stressed that those cycle tour groups not encouraging cyclists to dismount in pedestrian priority areas should be dealt with in terms of encouraging inappropriate use of those streets. Another Member disagreed with this suggestion and urged a less antagonistic approach given the desire to promote tourism and cycling within the City. He suggested that Officers be authorised to continue to pursue the matter with the relevant companies with a view to identifying a solution that worked for all and urged against escalating this to a legal/police matter.

Another Member suggested that this was a London-wide issue that needed to be tackled more holistically. She suggested that a steer be sought from the Mayor of London and his walking/cycling tsar as to how responsible cycling might best be promoted. She went on to suggest that cycle education should be rolled out from a young age in schools.

A Member agreed that a balance between education and enforcement needed to be struck here but underlined that there would also be challenges in terms of the resources for this. He went on to question when Officers would be presenting a delivery strategy for the Transport Strategy to the Committee, particularly around this subject. The Transportation and Public Realm Director reported that a report outlining how over 50 elements of the Strategy would be delivered going forward was currently being worked up by Officers and would be shared with the Committee at the earliest opportunity.

A Member took the opportunity to raise a separate road safety concern reporting that the 'no U turns' sign had recently been removed from Aldersgate/Goswell Road at the junction of Fann Street. She added that, in the past few weeks there had been two accidents between U turning vehicles and a pedestrian in one case, a cyclist in the other, both requiring ambulance attendance. She went on to report that Fann Street was a cul-de-sac and that the only traffic legitimately using it was therefore vehicles entering/exiting one of the Barbican car parks, traffic exiting the Golden Lane Estate car park, short term street parking and deliveries. She asked that Officers consider looking again at this issue to find a safer solution and re-engage with Members to find a way to improve the signage here. The Transportation and Public Realm Director undertook to report back to the Member on this matter.

Members questioned the Target Risk Score assigned to Risk DBE-TP-03 (Major Projects and key programmes not delivered as TfL funding not received) which appeared to be double that of the Current Risk Score. Officers responded to state that, whilst shorter-term funding had been confirmed, longer-term funds remained a concern. The Transportation and Public Realm Director reported that the LIP funds from TfL had always been under review and was something that was under consultation with regard to all London boroughs. He confirmed that the City Corporation had made a robust defence of its allocation to date and had underlined that the Transport Strategy had been heavily backed by TfL. He added that it would be wrong to pre-empt the outcome of this funding review at this stage.

A Member stressed that the organisation's own funding for projects was also of concern given the current Fundamental Review. She referred specifically to the Transport Strategy which was essentially underpinned by Road Safety and questioned whether a potential lack of internal resources to support the delivery of this should be an additional risk.

A Member, also Deputy Chairman of the Finance Committee, clarified that the Fundamental Review was designed to ensure that all outcomes within the Corporate Plan were being appropriately funded. He added that, as Road Safety, for example, was recognised as a corporate risk, funding around this would be made available and not held up by the review process.

The Chairman requested a progress report around the specific issue of Cycle Tour Groups, as detailed within the Wardmote, be provided to the Committee within the next 3 months. He added that, with the introduction of an increasing number of pedestrian priority streets, how cyclists operate in these areas would

be a key consideration. He added that, if it was found that the behaviours of the cycle tour groups failed to improve, the Committee could consider a 'Freebike' style approach clearly setting out the expected behaviours of such groups operating within the City.

RESOLVED – That, Members note the report and the actions taken in the Department of the Built Environment to monitor and manage effectively risks arising from the department's operations.

14. **LONDON BRIDGE WATERPROOFING AND BEARING REPLACEMENT**

The Committee received a report of the Director of the Built Environment regarding the London Bridge Waterproofing and Bearing Replacement works.

RESOLVED – That the Committee note the change in the start date for these works.

15. **DEPARTMENT OF THE BUILT ENVIRONMENT: 'BREXIT' UPDATE**

The Committee received a report of the Director of the Built Environment updating Members on the potential impacts of Brexit for the Department of the Built Environment.

RESOLVED – That, Members note this report and that further update reports will be made to subsequent meetings of the Committee as appropriate.

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

Telephone Kiosk – Fleet Street

A Member referenced a telephone kiosk situated on Fleet Street outside the Old Bell public house. He stated that this traditional style telephone box had now been defaced by various advertisements and, given that it was situated in a narrow space he, regrettably, questioned whether this could be removed and, if possible, re-located elsewhere.

The Chief Planning Officer and Development Director reported that this had been a BT telephone box but had been sold to an advertisement company and now had no telephone function – Officers were currently seeking legal advice as to whether or not they could pursue prosecution. She added that this Committee had previously taken a view that they were keen to preserve such telephone boxes following a lengthy report on the matter two years ago. She stated that she believed that this particular telephone kiosk was a category 'K6' but not a listed 'K6' but undertook to clarify this and report back on the matter.

Another Member reported that the wider issue of telephone boxes had been discussed at a Homelessness and Rough Sleepers breakfast event earlier this morning. There had been a plea to have those situated along Mansell Street removed given that they were no longer utilised (other than for criminal activity) and obstructed the pavements here.

Cannon Street

A Member commented that many retailers at Cannon Street (which was situated within his Ward) had complained about the disruptive and long running utility works in the area. They questioned whether they were able to reclaim or receive a discount on business rates as a result of this. The Comptroller and City Solicitor undertook to liaise with colleagues in the Chamberlain's Department and report back to the Member and his Ward colleagues on this matter.

Signage at Bank Junction

A Member questioned whether Officers felt that the type and arrangement of signage at Bank Junction, particularly at Queen Victoria Street, was sufficient and met national standards.

The Transportation and Public Realm Director responded that this junction had been scrutinised more than any other and that he was therefore content that the signage here was sufficient and met legal requirements, something which had previously been independently verified. He added that he would, however, be happy to review the matter further and report back to the Member concerned with further reassurances.

RMT Strike Action

A Member questioned whether there ought to be some City information/public communication on this and the routes likely to be affected/available as alternatives.

Bow Lane Traffic

A Member referred to this area which was often crowded with drinkers outside establishments. She highlighted that it was often used by minicab drivers and other vehicles to avoid Bank Junction as it had different operating times (which finish at 6pm). The Member highlighted that this was causing issues when vehicles used this road whilst pedestrians were still in the road. She urged Officers to look again at the timings here and urged the need for these to be made consistent. Officers undertook to review the matter, look at scope for consistency, and report back to the Member.

Yellow Line on Coopers Row

A Member referred to yellow lines at Coopers Row which were situated outside the new Novotel Hotel and directly opposite a taxi rank. Vehicles parked on the single yellow lines which obstructed the road and stopped free flow when taxis were also parked up in the rank area. She asked that Officers look to ensure that no such obstruction continued. The Transportation and Public Realm Director undertook to look into this matter and report back to the Member.

17. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There were no additional, urgent items of business for consideration.

18. **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 the Schedule 12A of the Local Government Act.

Item No.	Paragraph No(s).
19	3
20	3, 5 & 7

19. **NON-PUBLIC MINUTES**

The Committee considered and approved the non-public minutes of the meeting held on 24 May 2019 as a correct record.

20. **DEBT ARREARS - BUILT ENVIRONMENT (P&T COMMITTEE) PERIOD ENDING 31ST MARCH 2019**

The Committee received a report of the Director of the Built Environment informing Members of arrears of invoiced income as at 31st March 2019.

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

There were no questions raised in the non-public session.

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

The Chair raised items concerning Crossrail and the Ocean Diva.

The meeting closed at 12.31 pm

Chairman

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