

**STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)**  
**COMMITTEE**

**Tuesday, 15 October 2019**

**Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 11.00 am**

**Present**

**Members:**

Oliver Sells QC (Chairman)	Deputy Jamie Ingham Clark
Graham Packham (Deputy Chairman)	Shravan Joshi
Randall Anderson	Deputy Alastair Moss
Peter Bennett	Christopher Hill (Ex-Officio Member)
Deputy Keith Bottomley	Paul Martinelli (Ex-Officio Member)

**Officers:**

Joseph Anstee	- Town Clerk's Department
Zahur Khan	- Department of the Built Environment
Ian Hughes	-
Gillian Howard	- Department of the Built Environment
Leah Coburn	- Department of the Built Environment
Steven Bage	-
Julian Kverndal	- City Surveyor's Department
Sam Lee	- Built Environment
Rory McMullan	- Department of the Built Environment

**1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Sheriff Christopher Hayward, Alderman Alison Gowman and Barbara Newman.

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

There were no declarations.

**3. MINUTES**

**RESOLVED** – That the public minutes and non-public summary of the meeting held on 22 July 2019 be agreed as a correct record.

**4. CROSSRAIL LIVERPOOL STREET URBAN INTEGRATION (WIDER AREA)**

The Sub-Committee considered a report of the Director of the Built Environment concerning the new Crossrail station at Liverpool Street. The Director of the Built Environment introduced the report and outlined the key points for Members, confirming that there had been some delays to immediate work resulting from the wider delay to Crossrail, but that currently these would not significantly affect the project outcomes.

**RESOLVED** – That the Streets & Walkways Sub-Committee:

1. Note the next steps for Phase 2 of the Liverpool Street Crossrail Urban Integration Project;
2. Agree to the increases in scope, including three pedestrian junctions around the area and the inclusion of the northern arm of Finsbury Circus, as shown in Appendix 3 –Requested and Approved Areas of Scope;
3. Note the establishment of a new external working group to include Network Rail, Transport for London, British Land and other local stakeholders;
4. Note the with the current local development timescales, it could mean that delivery of this Phase 2 work may have to be staggered;
5. Note the new estimated cost of £4.1m for Phases 1 & 2, with Phase 1 being funded by Crossrail and Phase 2 from existing Section 106 funding as identified in the 'Review of Projects within the Built Environment Directorate' report (July 2019);
6. Agree the allocation of £206,500 (excluding risk) from the Phase 2 agreed funding allocation to be utilised to reach the next gateway stage;
7. Agree to the Costed Risk Provision of £25,700 up to the next Gateway funded from the Phase 2 agreed funding allocation; and
8. To delegate to the Director of the Built Environment authority to approve budget adjustments above the existing authority within the project procedures, in consultation with the Chamberlains, between budget lines provided that these are within the total agreed allocation.

5. **CROSSRAIL REINSTATEMENT PROJECTS - UPDATE REPORT**

The Sub-Committee received a report of the Director of the Built Environment providing the Sub-Committee with a wider update on Crossrail and the reinstatement of public highway areas following construction of Crossrail. The Director of the Built Environment introduced the report and addressed several points raised by Members regarding the emerging risk at Lindsey Street and Finsbury Circus, also assuring the Sub-Committee that officers were confident on the range of costs resulting from delays to the Crossrail programme.

Members then discussed the Community Infrastructure Levy (CIL) and queried how the CIL budget was controlled and the process for allocating funds. The Director of the Built Environment explained that funding review reports would be presented to relevant Committees in December, and this would determine whether CIL funding was allocated to Crossrail projects. The City of London Corporation had moved towards an annual bid process for allocating non-central funding such as CIL or On-Street Parking Reserve. As Members felt the

matter was not clear, it was requested that officers provide a clear explanation on the processes around the allocation of funding following the meeting.

**RESOLVED** – That the report be noted.

6. **80 FENCHURCH STREET**

The Sub-Committee considered a report of the Director of the Built Environment seeking authority to undertake the required Section 278 highways works in the vicinity of the development at 80 Fenchurch Street. The Director of the Built Environment introduced the report and drew Members' attention to the key points.

In response to a query from a Member, the Director of the Built Environment confirmed that the project enabled improvements to the lighting in the area, and that officers were working with the police on anti-social behaviour. An update on the implementation of the Lighting Strategy could be brought to a future committee meeting ahead of its completion.

In response to a query from Member regarding carriage reprofiling and the costs it incurred, the Director of the Built Environment advised that efforts were made to mitigate against this during the planning process, including a standard planning condition. However, errors were still sometimes made by developers during construction, and the costs of rectifying these errors were picked up by the developer.

**RESOLVED** – That the Streets & Walkways Sub-Committee:

1. Approve the revised budget of £291,397 (an increase of £251,397, excluding risk and commuted maintenance) is set up to reach Gateway 6;
2. Note the Risk Provision of £24,478 (to be drawn down via budget adjustment if required);
3. Note the Commuted Maintenance sum of £9,650;
4. Note the revised total project cost of £325,525 inclusive of risk and commuted maintenance;
5. Approve the project to move from the 'light' to 'regular' route as set out in the Gateway Procedures;
6. Approve the design option shown in Appendix 4 – Scheme Design for construction;
7. Delegate to the Director of the Built Environment authority to approve budget adjustments, above the existing authority within the project procedures and in consultation with Chamberlains, between budget lines if this is within the approved total project budget amount; and

8. Delegate to the Director of the Built Environment, in consultation with the Chamberlain, authority to further increase or amend the project budgets in the future (above the level of the existing delegated authority) should any increase be fully funded by the Developer.

7. **CITY CYCLEWAYS PROGRAMME - PHASE 1**

The Sub-Committee considered a report of the Director of the Built Environment regarding delivery of a programme of pedal cycle projects as proposed in the City of London Corporation's adopted Transport Strategy. The Director of the Built Environment introduced the report, drew Members' attention to the key points and outlined the options available.

**RESOLVED** – That the Streets & Walkways Sub-Committee:

1. Agree to the proposals as detailed in Option 2 (Intermittent surface treatment of the shared use spaces and improvements to the existing Q11 route, and other Quick Win measures) to proceed to the next gateway (authority to start work);
2. Agree to increase the scope to include proposals on Wood Street and the raised carriageway at the southern end of Queen Street;
3. Agree to a revised total estimated cost to deliver Phase 1 (Option 2) of £680k (an increase of £100k), which can be funded from the overall grant of £880k for 2019/20, subject to agreement from TfL;
4. Agree the revised budgets for the three phases as set out in Appendix 2 (tables 2 to 4); and
5. Agree to delegate the resolution of any objections to the Director of the Built Environment in consultation with the Chairman and Deputy Chairman of the Streets & Walkways Sub-Committee.

8. **PUDDLE DOCK IMPROVEMENT MEASURES**

The Sub-Committee considered a report of the Director of the Built Environment regarding improvement measures for Puddle Dock, principally to introduce a new pedestrian route between Blackfriars Pier and Queen Victoria Street.

**RESOLVED** – That the Streets & Walkways Sub-Committee:

1. Approve a revised evaluation budget of £148,026;
2. Note the estimated cost of £509,126 for the project;
3. Note the risk register;

4. Approve the proposals as shown in Appendix 1;
5. Agree that an additional budget of £361,100 is approved to reach the next Gateway; and
6. Agree authority to start work.

9. **PUBLIC STATUARY - RELOCATION OF THE LIFFE TRADER STATUE**

The Sub-Committee considered a report of the City Surveyor advising of the Section 106 agreement to relocate the LIFFE Trader Statue from its original position in Walbrook, which is being paid for by the developer of the Bloomberg Walbrook Square project, and seeking Members approval for the new proposed location of the statue in Dowgate Hill, near LIFFE's last home.

**RESOLVED** – That the Streets & Walkways Sub-Committee:

- a) Approve the proposal to relocate the LIFFE Trader statue to the southern end of Dowgate Hill, at no cost to the City of London Corporation; and
- b) Agree that the unspent funds deposited by the developer of the Bloomberg Walbrook Square project to meet the cost of relocating the statue be returned to the developer, after deduction for the City's supervisory and administration costs.

10. **RESOLUTION OF THE BARBICAN RESIDENTIAL COMMITTEE**

The Sub-Committee considered a resolution from the Barbican Residential Committee regarding public realm in and around the Barbican Estate. The Chairman advised that following consultation with officers, it had become apparent that the resolution was not within the remit of the Sub-Committee and therefore the Sub-Committee had limited power to discuss it.

The Director of the Built Environment confirmed that this was the case and advised that officers would confer to redirect the resolution as appropriate, before outlining the Department of the Built Environment's (DBE) position. Whilst City of London walkways were under the remit of the Streets & Walkways Sub-Committee, a review previously undertaken in respect of the Barbican Estate had resulted in a rationalisation of roles and responsibilities. As part of this rationalisation, responsibility for inspecting and maintaining the highwalk surface, drainage, wayfinding and signage had transferred from the DBE to the Department of Community and Children's Services. As part of this handover, a review of funding was undertaken, and a budget fully transferred from DBE to the Department of Community and Children's Services.

The Director of the Built Environment advised that DBE continued to be responsible for facilitating access to the Estate for contractors undertaking minor works, also funded by the Department of Community and Children's

Services, and highwalk lighting, which was part of the City of London's integrated street lighting system and was currently being upgraded as part of the City-wide lighting strategy. Major projects relating to the Estate were delivered by the City Surveyor's Department on behalf of the Department of Community and Children's Services.

Members agreed that whilst the resolution was not within the remit of the Streets & Walkways Sub-Committee, it raised important points and concerns that should be acknowledged. The Sub-Committee was supportive of officers redirecting the resolution as appropriate and suggested the resolution be forwarded to the Department of Community and Children's Services.

**RESOLVED** – That the Streets & Walkways Sub-Committee:

1. Acknowledge the reasonable concerns of Barbican residents and on behalf of visitors, as set out in the report appended to the resolution; and
2. Instruct officers to redirect the resolution as appropriate.

11. **UPDATE ON REPLACEMENT ON NON-ELECTRIFIED STREET FURNITURE TO SUPPORT CITY OF LONDON WIRELESS CONCESSION**

The Sub-Committee considered a report of the Director of the Built Environment seeking delegated authority to permit the replacement of 3 metre columns with 8 metre columns across the Square Mile to support the roll out of 5G mobile small cells in a further 150 locations, on the basis that the initial 10 locations are not considered to present an impact on users of the public highway.

**RESOLVED** – That delegated authority be granted to the Director of the Built Environment, in consultation with the Chairman and Deputy Chairman of Streets & Walkways Sub-Committee, to approve the further replacement of 3 metre columns with 8 metre columns in 150 locations to facilitate the housing 5G small cell equipment to improve mobile coverage across the Square Mile.

12. **PROGRESS UPDATE ON THE BANK ON SAFETY INTERIM SCHEME IMPROVEMENTS PROGRAMME**

The Sub-Committee received a report of the Director of the Built Environment providing a progress report on the programme for the interim work at Bank Junction.

**RESOLVED** – That the report be noted.

13. **LUNCHTIME STREETS - FIRST YEAR REVIEW**

The Sub-Committee received a report of the Director of the Built Environment providing the Sub-Committee with a review of the first year of 'Lunchtime Streets' events.

**RESOLVED** – That the report be noted.

14. **REPORT OF ACTION TAKEN**

The Sub-Committee received a report of the Town Clerk advising 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).

**RESOLVED** – That the report be noted.

15. **OUTSTANDING REFERENCES**

The Sub-Committee received a list of outstanding references.

**RESOLVED** – That the outstanding actions list be noted, and updated accordingly.

16. **ANY OTHER BUSINESS**

Members of the Sub-Committee raised items of other business.

17. **NON-PUBLIC MINUTES**

**RESOLVED** – That the non-public minutes of the meeting held on 22 July 2019 be agreed as a correct record.

18. **ANY OTHER BUSINESS WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

There was no other business.

**The meeting closed at 12.26 pm**

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Chairman

**Contact Officer: Joseph Anstee**  
**tel. no.: 020 7332 1480**  
**Joseph.Anstee@cityoflondon.gov.uk**