

**STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)
COMMITTEE
Tuesday, 7 July 2020**

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Virtual Public Meeting (Accessible Remotely) on Tuesday, 7 July 2020 at 1.45 pm

Present

Members:

Oliver Sells QC (Chairman)
Graham Packham (Deputy Chairman)
Randall Anderson
Peter Bennett
Deputy Keith Bottomley
Sheriff Christopher Hayward
Shravan Joshi
Deputy Alastair Moss
Alderman Alison Gowman (Ex-Officio Member)
Paul Martinelli (Ex-Officio Member)
Barbara Newman (Ex-Officio Member)

Officers:

Zahur Khan	-
Ian Hughes	- Department of the Built Environment
Olumayowa Obisesan	-
Shani Annand-Baron	-
Kristian Turner	-
Melanie Charalambous	-
Clarisse Tavin	-

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Deputy Jamie Ingham Clark.

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

There were no declarations.

3. MINUTES

The Sub Committee noted a grammatical error on page 3 under Item 6 in relation to the treatment of underspends.

RESOLVED – That, pending the above correction, the public minutes and non-public summary of the meeting held on 26 May 2020 be agreed as a correct record.

4. **CITY CLUSTER AREA - UPDATED DELIVERY PLAN**

The Sub Committee considered a report of the Director of the Built Environment seeking approval for an updated City Cluster area delivery plan 2020-2023, centred around

three programmes that would enable the initial set of high priority projects to be developed and implemented. The Director of the Built Environment introduced the report and drew Members' attention to the key points. The Sub Committee was advised that the project had been adjusted to account for COVID-19 recovery work.

The Sub Committee then proceeded to discuss the proposals. Members were supportive of the project, but sought assurances or further details regarding funding, the proposed Steering Group, project prioritisation and climate resilience. In response to a question from a Member, the Director of the Built Environment advised that there were contingencies in place with regards to the funding of the project, with some still awaiting confirmation. The Director of the Built Environment noted Members' suggestions for inclusion on the Steering Group, and advised the Sub Committee on how the project would be linked to the Climate Action Strategy and other relevant City of London Corporation work. The Director of the Built Environment then gave the Sub Committee some further detail on project prioritisation arising from the impact of COVID-19.

The Chairman advised that he had received positive feedback on the proposals from people in the area and Ward Members, and added that improvements to local environments would be important in encouraging people back to the area. Arising from the discussion, the recommendations were put to vote amongst eligible Members, who voted unanimously in favour of the recommendations.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Agree the updated City Cluster area delivery plan 2020-2023 as set out;
2. Note the estimated cost of £2.4m - £2.9 to deliver the three programmes for 2020-2023, to be fully funded by site-specific Section 106 contributions and the Transport for London Liveable Neighbourhoods grant, however this cost estimate does not preclude the opportunity to secure additional funding to deliver further change where there is a demonstrable need from TfL, from restricted funds linked to local development sites or from third party sponsorship, subject to Member approval (refer to Appendix 4 for detailed information on funding structure);
3. Note that gateway reports will be submitted for each individual project and area programme reports are to be submitted annually;
4. Approve the allocation of £37k staff costs from the Pinnacle S106 towards the development and management of the City Cluster Area programme; and

5. Approve the appended report: "Gateway 3: Well-being and Climate change resilience Programme", as set out in Appendix 5 to the report.

5. **MARK LANE PUBLIC REALM AND TRANSPORTATION ENHANCEMENTS - PHASES 2 AND 3**

The Sub Committee considered a report of the Director of the Built Environment seeking approval for Phases 2 and 3 of the Mark Lane Public Realm and Transportation Enhancements project. The Director of the Built Environment introduced the report and gave a short presentation on the proposals to the Sub Committee, outlining the project so far and the proposals for consideration.

The Sub Committee then proceeded to discuss the proposals. In response to questions from Members, the Director of the Built Environment assured Members that the project accounted for a significant development in the vicinity, and the two projects would be connected without conflict. The Sub Committee was advised that the substantial increase in project cost, which had caused concerns, was mostly due to the addition of Phase 3 of the project, which had not originally been part of the project. The Director of the Built Environment further advised that the project was low-risk, with a more detailed Risk Register to be submitted to the Projects Sub Committee, and that officers were not expecting the proposed Traffic Order to be obstructed.

Members were supportive of the scheme, and expressed particular approval for levelling up the roadway with the pavement within projects. Arising from the discussion, the recommendations were put to vote amongst eligible Members, who voted in favour of the recommendations.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Agree authorisation to increase the current approved budget of £69,261 by £2,869 to cover the overspend as per Appendix 3, Table 3;
2. Agree to utilise the underspend of £15,651 from the previous works phase towards the completion of public realm works. (Phases 2A and 2B);
3. Agree authorisation to initiate public realm works on New London Street and Mark Lane to be fully funded from the Local Community Facilities and Environmental Improvement Contributions from 64-74 Mark Lane Section 106 agreement (£633,168) and Mariner House Section 106 agreement (£82,923), at a total cost of £716,091. (Phases 2A and 2B);
4. Agree authorisation to carry out a design appraisal in the Mark Lane (Phase 3) area to establish the impacts of proposals at Fenchurch Place and the redevelopment of 50 Fenchurch Street on the local street network; at a cost of £25,000, funded by the Public Transport Contribution of £189,655 from the 64-74 Mark Lane Section 106 agreement;

5. Approve the revised total project budget increase from £509,914 to £905,746 which combines the public realm (£716,091) and transportation improvements (£189,655) programmes; and
6. Delegated authority be granted to the Director of the Built Environment for implementing transportation improvements (Phase 3), provided costs are not exceeded in a subsequent Gateway 3/4/5 Report.

6. FREDERICK'S PLACE - GATE AND ACCESS RESTRICTION

The Sub Committee received a report of the Director of the Built Environment proposing the introduction a gate to restrict motor vehicle access from 7pm to 7am on Mondays to Fridays at Frederick's Place. The Chairman, introducing the item, advised the Sub Committee that following discussions with the Deputy Chairman and officers prior to the meeting, he proposed that the item be withdrawn, and the proposals paused for further consideration and due diligence before being brought forward to the Sub Committee for decision.

Members were supportive of the withdrawal, and discussed several potential issues and aspects of the proposal that they felt should be addressed before any proposal was returned to the Sub Committee for decision. Members were advised to submit any further comments or questions on the prospective proposal to officers so that they might also be addressed before any decision.

RESOLVED – That the report be withdrawn.

7. OUTSTANDING REFERENCES

The Sub Committee received a list of outstanding references.

Dockless Bikes

The Sub Committee noted that a report on e-scooters was due to be considered by the next meeting of the Planning & Transportation Committee. Members recognised that this was a period of heightened sensitivity relating to pavements and pedestrian and amenity space, which may require a different approach to that of dockless bikes. The Sub Committee noted that there was likely to be further reporting on the matter of e-scooters to come.

Beech Street

The Sub Committee noted the update provided by the Director of the Built Environment. The Director of the Built Environment advised Members that a date for commencing active enforcement had not been confirmed, but residents and business would be informed in good time beforehand. A Member advised that there was still some confusion around access to Cromwell Place, and this needed to be clarified before any enforcement started. In response to a question from a Member, the Director of the Built Environment advised that air quality data relating to small particles could be provided following the meeting.

The Director of the Built Environment advised the Sub Committee that communications would be clear on the extended consultation period, and confirmed that London Wall was being monitored following a reported increase in traffic in that area. The Director of the Built Environment also advised that

officers continued to meet with their counterparts from Islington with regards to the area, as well as the Old Street/Clerkenwell Road area.

RESOLVED – That the list of outstanding references be noted.

8. **ANY OTHER BUSINESS**

A Member reported an increase in the use of mobility scooters in the Square Mile, which was likely to increase further if more restrictions of buses and taxis were introduced, and asked if this had been accounted for in the City of London Corporation's plans, as it had become an issue elsewhere.

The Director of the Built Environment responded that this was an important issue to raise and clear communication would be vital. As mobility scooters could be used on pavements, widening pavements would be important to ensure that mobility aids could be used comfortably with enough room for others too. It was hoped that the direction of the Transport Strategy would enable the space needed for all.

The Chairman then thanked Members and officers for their attendance and thanked Members of the public watching the live broadcast, before closing the meeting.

The meeting ended at 2.46 pm

Chairman

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