

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

**Tuesday, 11 December 2012**

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Room - 2nd Floor West Wing, Guildhall on Tuesday, 11 December 2012 at 11.00 am

### **Present**

#### **Members:**

Jeremy Simons (Chairman)  
Archie Galloway (Deputy Chairman)  
Martin Farr (Ex-Officio Member)  
Marianne Fredericks  
Alderman Alison Gowman (Ex-Officio Member)  
Alderman Robert Hall (Ex-Officio Member)  
Brian Harris (Ex-Officio Member)  
Michael Hudson  
Sylvia Moys  
Deputy John Owen-Ward  
Deputy Michael Welbank (Ex-Officio Member)

**Also in attendance** – Alderman Nick Anstee

#### **Officers:**

Mark Paddon	- Chamberlain's Department
Rob Oakley	- Department of the Built Environment
Paul Monaghan	- Assistant Director Engineering
Steve Presland	- Department of the Built Environment
Victor Callister	- Department of the Built Environment
Iain Simmons	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Patrick Hegarty	- Open Spaces Department
Norma Collicott	- City Police
Alan Rickwood	- City Police

### **1. APOLOGIES FOR ABSENCE**

An apology for absence was received from Deputy John Barker.

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

The Chairman declared a pecuniary interest in respect of item 5(f) as the owner of a property in Pemberton Row.

### **3. MINUTES**

The Minutes of the meeting held on 19 November 2012 were approved subject to the following amendment –

Item 3 – Trinity Square: ‘Members were advised that the road markings which were causing some confusion in the Trinity Square area *had been removed.*’

**Matters Arising:**

Millennium Bridge approach – Members were informed that it had been agreed to retain the existing paving on Millennium Bridge which would be cleaned and repaired and that this was being progressed under delegated authority.

Riverside Walk Enhancement Strategy – The Chairman informed Members that information regarding the enforcement on City Walkway would be provided at the next meeting.

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

**4.1 Road Danger Reduction Plan 2013**

*This item was considered before Item 4a on the Agenda.*

Consideration was given to a report of the Director of the Built Environment which presented a draft version of the City’s Road Danger Reduction Plan 2013.

During the debate, reference was made to the following –

- Education – Members were informed this was a shared responsibility both the Road Safety Team and the City Police. Work was also being undertaken in schools.
- Appropriate resources, i.e. Road Safety Officers – it was considered that two dedicated posts was sufficient, however, the effective delivery of work was being monitored closely. A key was to ensure resources were channelled to the right place.
- 20mph speed limits – Members were informed that a report was approved at the Planning and Transportation Committee meeting on 27 November to investigate the benefits and dis-benefits of a 20mph speed limit or a 20mph zone across the city, preferably including the Transport for London road network and it was agreed that the results of the investigation would be presented to the Sub Committee in the spring. The Director agreed that once a timescale for the completion of the investigation had been established, he would inform Members.
- Improvements to high risk junctions, e.g. Bank Junction, specifically the reconfiguration of traffic signals may reduce accidents.
- Following concerns raised regarding the safety of cyclists in the city, particularly at the busier junctions, Members were informed that accident rates were carefully monitored and a campaign to educate cyclists was being drawn up in an attempt to change behaviour and create awareness.
- ‘Yellow box’ – There was a proposal from Transport for London regarding the Cities infrastructure and it was hoped the ‘Yellow box’ would be forth coming at Upper Thames Street/Southwark Bridge.

**RESOLVED – That,**

- i) the Road Danger Reduction Plan be approved in principle;
- ii) the measures set out for the delivery up to December 2014 be approved;

- iii) an annual report setting out the future years' delivery plans be received; and
- iv) a report on the outcome of the investigation regarding the benefits and dis-benefits of a 20mph speed limit or a 20mph zone across the city be reported to the Committee in the spring of 2013.

#### **4.2 Mitre Street – Anti-Social Behaviour Noise Complaints A Highway Authority Response**

Consideration was given to a report of the Director of the Built Environment in relation to the waiting and loading restrictions at Mitre Square, including the existing mixture of pay and display, disabled and motorcycle bays.

Following a question raised, the Director agreed to provide a response to Members regarding how the Corporation was directing its night time enforcement resources.

**RESOLVED** – That the current waiting and loading restrictions at Mitre Square, including the existing mixture of pay and display, disabled and motorcycle bays be retained.

#### **4.3 Options Appraisal and Authority to start work - Heron Plaza**

Consideration was given to a report of the Director of the Built Environment regarding an options appraisal and authority to start work at Heron Plaza.

**RESOLVED** – That,

- i) Option 3 be supported which required the:
  - Houndsditch carriageway to be surfaced in granite for aesthetics; and.
  - The area entering the new vehicle service entrance to also be surfaced in granite for aesthetic reasons.

N.B: Option 3 provides the most benefits when assessed against economic, social/cultural and environmental sustainability subject to the inclusion of the maintenance costs being funded by the developer (providing greater economic sustainability for the City) and the granite being locally sourced (providing a better environmental sustainability outcome). The granite carriageway in option 3 provides a higher aesthetic appeal (social/cultural sustainability) and therefore sets this option as the preferred option under this assessment method (the same method as was used in the Review of Materials in December 2010).

This option:

- is strongly preferred by the developer;
  - reflects a previously agreed decision by Members (albeit prior to the Review of Materials in December 2010);
  - will best reflect the high quality nature of the development; and
  - will have negligible impact on traffic during construction and maintenance (see street works implications in paragraph 10).
- ii) that the surface of the Houndsditch carriageway, between Outwich Street and Bishopsgate, be constructed at the same level as the footways (Option A in

- paragraph 10). This will create an environment that allows easy movement for the high number of people that will cross Houndsditch informally.
- iii) a Section 8 agreement (S.8) be signed with Transport for London (TfL) permitting the City to implement the works on Bishopsgate, part of the Transport for London Road Network.
  - iv) Prior to signing the S.278 agreement the following funds be required from the developer:
    - The remainder of the evaluation and design payment (£44,704)
    - The deferred improvement works payments (£80,000 per year since summer 2011)
  - v) the S.278 agreement be finalised (based on the approved option) and signed. Signing the agreement will remove one of the conditions necessary for the developer to commence construction. The S.278 agreement will include a statement that the City and TfL have a S.8 agreement in place.
  - vi) proposed changes to traffic orders (Houndsditch) be advertised for public consultation. If objections are received, this will be reported to Members for decision through an issues report.
  - vii) the approved option for materials and carriageway surface level be progressed into detailed design drawings and a new cost estimate will be undertaken prior to the requesting of the implementation funds from the developer.

#### **4.4 Issue Report – Mariner House Section 106 Improvement Works**

Consideration was given to a report of the Director of the Built Environment regarding Mariner House Section 106 Improvement Works.

Members received a brief presentation on the proposals.

**RESOLVED – That,**

- i) The additional improvement works (Phase 3) at a total estimated cost of £135,000, funded from the Mariner House Section 106, as set out in this report be approved;
- ii) the completion of the detailed design be delegated to the Director of the Built Environment and Authority to Start Work be sought from the Town Clerk in accordance with the 'streamlined' procedure; and
- iii) the revised budget for Phase 2 works as outlined in Appendix B. Table 3C, be approved.

#### **4.5 Cheapside Area Enhancement Strategy – Report on progress and proposed review**

Consideration was given to a report of the Director of the Built Environment which provided an update on the implementation of the Cheapside Area Enhancement Strategy and proposed a review and update of the strategy.

**RESOLVED – That,**

- i) the update information on the strategy is received and actions noted;
- ii) Options for the further greening of the Cheapside area be developed at an estimated cost of £25,000, funded from the interest accrued on the 120

- Cheapside Section 106 agreement, subject to the agreement of the developer and a Gateway 1 and 2 report to be submitted for approval;
- iii) A revised strategy is prepared at an estimated cost of £45,000, funded from the interest accrued on the 120 Cheapside Section 106 Agreement, subject to the agreement of the developer, with the revised strategy presented to Members in advance of public consultation in 2013.

#### 4.6 **Road Danger reduction in the Shoe Lane area - Stonecutter Street & Little New Street**

Archie Galloway in the Chair for this item only.

Consideration was given to a report of the Director of the Built Environment regarding the road danger reduction in Shoe Lane are - Stonecutter Street and Little New Street.

Reference was made to page 162 and the condition of the statue resolution at the junction of Shoe Lane and St Bride Street. The Director advised that the contractor had the repairs in hand.

**RESOLVED – That**

- i) Option 1 be approved - Permanently close Stonecutter Street at its eastern end to motorised vehicles as set out in Appendix 3 – drawing 22484901-109 - Sheet 1 - REV D.
- ii) The detailed design (Appendix 3) and closure of Stonecutter Street to motorised vehicles be approved subject to:
  - a) The making of any necessary Traffic Management Orders which will be the subject of a separate statutory process, (including statutory consultation);
  - b) The Comptroller and City Solicitor entering into an agreement (under Section 278 of the Highways Act 1980) with Goldman Sachs; and
  - c) That Goldman Sachs provide full funding for the project in accordance with the conditions of the S.278 and prior to the commencement of any works;
- iii) The revisions to the project budgets as detailed in Table 2 of the report be approved.

#### Resource requirements to complete the project

It is anticipated that the total costs to complete the project will come to £149,838. Goldman Sachs has committed to fund the costs of the entire project, and has already provided £100,000 advance funding for this purpose.

#### 5. **RELOCATION OF DOROTHY ANNAN CERAMIC PANELS TO BARBICAN HIGHWALK AND TRANSFER OF OWNERSHIP TO CITY OF LONDON CORPORATION**

Consideration was given to a report of the City Surveyor which sought approval to relocate the Dorothy Annan Ceramic Panels to Barbican Highwalk and transfer ownership to the City of London Corporation.

One Member opposed the relocation of the Panels and considered they would not be complementary with the architecture of the Barbican Estate. Other Members questioned whether the Culture, Heritage and Libraries Committee or the City Arts Initiative had been consulted.

Alderman Anstee, who attended the meeting as an observer, questioned whether alternative sites had been considered. The City Surveyor advised that he would investigate whether other locations had been considered and in light of this Members resolved to defer consideration of the relocation of the Panels until further information had been provided, both in respect of alternative sites and the decision making process.

RESOLVED – That the decision be deferred until further information was provided both in respect of the alternative sites considered and the decision making process.

6. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
  1. Following a question raised regarding the Georgian pump at Cornhill, Members were informed that the pump had been removed in the last 24 hours and would be repaired and replaced. The trough would be relocated to St Paul's Churchyard for dogs and horses.
  2. Officers agreed to update the current cycle map with a view to circulating in April 2013.
  
7. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

There were no items of urgent business.
  
8. **EXCLUSION OF THE PUBLIC**

RESOLVED: That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business 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.
  
9. **QUESTIONS ON NON-PUBLIC MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

There were no questions.
  
10. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

There were no items of urgent business.

**The meeting ended at 1.00 pm**

-----

Chairman

**Contact Officer: Katie Odling**  
**tel. no.: 020 7332 3414**  
**[katie.odling@cityoflondon.gov.uk](mailto:katie.odling@cityoflondon.gov.uk)**