

**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 it 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 21<sup>st</sup> 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 16<sup>th</sup> 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**

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Chairman