

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

**Tuesday, 23 October 2018**

**Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 10.30 am**

**Present**

**Members:**

Christopher Hayward (Chairman)  
Oliver Sells QC (Deputy Chairman)  
Randall Anderson  
Deputy Keith Bottomley  
Deputy Jamie Ingham Clark  
Marianne Fredericks

Alderman Alison Gowman (Ex-Officio Member)  
Paul Martinelli (Ex-Officio Member)  
Deputy Alastair Moss  
Graham Packham  
Deputy Kevin Everett

**Officers:**

Leah Coburn	- Department of the Built Environment
Joseph Anstee	- Town Clerk's Department
Olumayowa Obisesan	- Chamberlain's Department
Iain Simmons	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Alan Rickwood	- City of London Police
Melanie Charalambous	- Department of the Built Environment
Steven Bage	- City Surveyor's Department
Simon Glynn	- Department of the Built Environment
Zahur Khan	- Department of the Built Environment
Sam Lee	- Department of the Built Environment
Mark Lowman	- City Surveyor's Department

**1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Alderman Gregory Jones 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 minutes of the meeting held on 4 September 2018 be agreed as a correct record.

**4. OUTSTANDING REFERENCES**

The Sub-Committee received a list of outstanding references.

Swan Pier

The Director of the Built Environment updated the Sub-Committee. There had been a slight delay to the restoration of the stonework, and further funding would be requested from Resource Allocation Sub-Committee under urgency procedures. The Environment Agency had been updated on the work undertaken. The scheme would comprise of work on the Thames Wall and the old pierhead would be replaced with a new one.

#### 22 Bishopsgate

The Chairman advised the Sub-Committee that the S278 agreement was nearly complete following discussions with the applicant. The Director of the Built Environment added that officers were working hard to resolve the last stages of the agreement.

#### Dockless Bikes

The Chairman reminded Sub-Committee Members of the Planning & Transportation Committee's decision to continue with current policy, also fitting it into the Transport Strategy. The item would stay on the outstanding references list as it would be coming back to the Sub-Committee.

A Member added that the relevant technology was improving greatly and having designated areas where the dockless cycles could be parked was still a possibility.

#### Fann Street

The Sub-Committee was advised that the experimental traffic order had been made. Members advised that this could be publicised more, as some drivers were not aware that they could make U-turns. The Director of the Built Environment responded that the order was only relevant to a small minority, and that officers would monitor the situation over time.

#### Committee Structure

The Sub-Committee welcomed Deputy Kevin Everett to the Sub-Committee, having been nominated to the Sub-Committee as a representative of the Port Health and Environmental Services Committee.

#### Beech Street

The Director of the Built Environment updated the Sub-Committee. The Gateway 3 report had been approved and baseline information was being collected. Whilst there were no outcomes yet officers were meeting regularly, and there had been meetings with colleagues at Islington who had seemed amenable to co-operating and working closely together on the project.

A Member asked that the key action dates be updated and filled in on the references list as they were helpful for Members.

**RESOLVED** – That the list of outstanding references be noted and updated accordingly.

## 5. **DRAFT TRANSPORT STRATEGY**

The Sub-Committee considered a report of the Director of the Built Environment, seeking comment on the draft Transport Strategy, to be fed back to the Planning & Transportation Committee when the final draft is presented on 30 October 2018.

The Chairman advised Sub-Committee Members that the draft strategy had attracted a lot of media interest and praise for radical and innovative elements of the strategy. A new strategy was important given the expected growth in the near future and it was hoped the draft could be recommended unanimously to the Grand Committee.

A Member told the Sub-Committee that they strongly supported the strategy. Radical proposals were what was needed, and whilst some might not be immediately successful this should not be a deterrent. Temporary interventions and timed closures would support the project, particularly in working towards car-free days and pedestrian-priority areas. As it would be useful to have something to make publicity around, Members were advised that planning was underway for a car-free week round St. Mary Axe in September 2019.

The Deputy Chairman drew the Sub-Committee's attention to the survey responses, specifically that greenery was the biggest non-transport topic amongst survey respondents. Technology was moving fast, and this could prove useful in taking environmental measures further. Members supported holding a combined meeting with the Open Spaces & City Gardens Committee, along with any other interested Members, to ensure these issues were taken forward, as it would not happen without joined-up thinking at Member and officer level. A cross-cutting reference group could also be set up to involve other stakeholders.

A Member added that the proposals were based on sound methodology and changes to the proposals should be based on evidence. The proposals on street obstructions should utilise the Corporation's powers as the highway authority and it was a statutory duty to follow up on them.

A Member advised the Sub-Committee that the Active City Network had been briefed on the draft strategy and were very supportive. There was also a great base of support amongst businesses. It was important to remember that 25 years was a long time and things would change within the period. The Corporation could always review and challenge itself further.

A Member suggested that battery weight should be excluded from the measurement of vehicles to encourage the use of electric vehicles. It was also important to remember that vehicle numbers did not count for everything, as two small vehicles were preferable to one larger lorry.

A Member suggested adding a map or list to the partnerships and leadership section that set out stakeholder organisations in more detail, and asked what plans were in place to continue engagement during and after the consultation. The Director of the Built Environment responded that extra information could be

brought to the Grand Committee meeting. Officers held a database of those who had given their details in their response to prior engagement and would continue to encourage people to sign up. There would be further engagement via the website. A Member suggested producing a communications template for Members to send to businesses. Some wards also had a business forum.

A Member advised that it would be helpful to make links to corporate risks, particularly road safety and air quality, and suggested adding mention of the Bank on Safety experiment as an example of using temporary interventions. The Director of the Built Environment responded that the corporate risks had not been picked up explicitly, but links to the Corporate Plan would be made. Amendments could also be made to bring out the health impact of air quality and to make reference to the successful Bank on Safety experiment.

A Member praised the strategy and raised a number of points for discussion. The strategy did not include anything on changing the aggressive cycling culture in the City. The timeframes used should be consistent throughout the strategy. The document also needed to explain the Healthy Streets Indicators used, as these were not currently set out, and should be clear that improvements to pavements were not for purposes of businesses. Blackfriars Junction needed more attention as a key walking route as it had been made worse by the current state of the underpass. A higher speed limit for the London Access street network could be considered as this might discourage the use of the other two categories of networks. Clarification was sought on pedestrian refuges, as they were good for safety and traffic, and were omitted from the section on pedestrian crossings.

The Director of the Built Environment responded to the points raised. There was a desire to change the culture and encourage safe behaviours for cyclists as well as motorists, but this could be made more explicit. It was hoped the 15mph speed limit would demonstrate that the City was different and promoted slower, calmer streets. Blackfriars Junction had not been selected as a key walking route as the routes had been selected by the number collisions in the area, but this would be kept under review. In the London Access network, some roads were managed by TfL who would not agree to different speed limits. The section on road user charging could be made clearer with regards to the position on taxis. Pedestrian refuges could be looked at, as they still fit the aim of priority for pedestrians.

A Member stated that road safety and cycle lanes could be complicated, as segregated cycle lanes were sometimes counter-intuitive to the flow of traffic. More educational signage may be useful to this end. The Director of the Built Environment responded that more information could be added on segregated cycle lanes and shared space. The aim was for legible streets that were obvious and easy to navigate.

A Member advised the Sub-Committee that they had agreed continuing involvement of the Transport Strategy Board, which would provide continued engagement. This was important politically as it represented component groups such as small businesses. A Utility Strategy would probably be needed going

forward to tie in with the transport strategy. It was suggested that the strategy also looked at airspace, as the use of drones, for example, was likely to change the use of this space in future years.

The Director of the Built Environment replied that the Transport Strategy Board had been really valuable and officers would continue to engage. The Chairman added that it was hoped there was a place for it on an ongoing basis, and thanked Deputy Alastair Moss for chairing the Board meetings.

A Member pointed out that both miles and kilometres per hour were used in the strategy and suggested that one measure be used consistently. Members asked that a track-changed version of the draft Transport Strategy, which incorporated Sub-Committee Members' comments, be tabled at the Planning & Transportation Committee meeting.

A Member suggested that the strategy do more to consider automated vehicles, which may become more commonplace in the coming years. It was also hoped the final strategy would do more to explain the real drivers behind the strategy. Policy references would be effective to this end as it would demonstrate joined-up thinking. The proposals on street obstructions needed to be clear on who had control and the ability to change things, as there was little power within the licensing system. References to the relevant legislation would be useful for this. It was also suggested that 'public highway' be used instead of 'pavement' as this was more suggestive of the need to be unhindered and unobstructed.

A Member asked how the key targets set out on page 93 had been benchmarked, and noted that there was no key target relating to air quality. The Director of the Built Environment responded that the targets had been devised from various places including the Mayor of London's Transport Strategy and the Local Plans Sub-Committee. There were targets relating to air quality, such as the targets around zero-emission vehicles, and these could be added to the section.

The Sub-Committee discussed the section on key targets. Members suggested that all metrics should have 2030 targets, and stressed the importance of the targets as they highlighted current poor performance in some areas. As 2030 was a comfortable target, the 3-year delivery plan would provide the short-term targets to motivate action. The delivery plan would be submitted to Planning & Transportation and to TfL and would be updated annually.

The Chairman thanked Members for their discussion and officers for their work on a challenging and innovative strategy recommended that the draft Transport Strategy be put forward, with Members' comments, to the Grand Committee.

The Director of the Built Environment confirmed that the consultation would include a bespoke website, briefing sessions and drop-in sessions for the public. Previously most feedback had been received via the online survey and this would be continued.

**RESOLVED** - That the Sub-Committee unanimously recommended that the draft Transport Strategy be approved for consultation, and that officers take the comments of the Sub-Committee into account and produce a track-changed version of the draft Transport Strategy to table ahead of consideration of the matter by the Planning & Transportation Committee.

6. **CENTRAL LONDON CYCLE GRID - QUIETWAYS**

The Sub-Committee considered a report of the Director of the Built Environment advising Members of the completion of the project to deliver two cycle Quietway routes through the City, to support the Mayor of London's Cycle Vision, and seeking agreement to close the Project. The Director of the Built Environment advised that the project had been ongoing for two years and was ready to be closed, having been completed within the agreed budget at a saving of around £135,000. Officers had been unable to gather post-implementation data due to ongoing construction along or near the routes, but future data would be looked at in Phase 2. A report on Phase 2 would be brought to a future meeting.

**RESOLVED** – That the Streets & Walkways Sub-Committee approve the content of the Outcome Report and agree to close the Project.

7. **LEADENHALL STREET, ST MARY AXE - PEDESTRIAN CROSSING**

The Sub-Committee considered a report of the Director of the Built Environment seeking Gateway 5 approval for Phase 2 of the Leadenhall Street pedestrian crossing project.

The Director of the Built Environment advised Members of several amendments to the financial costs of the project. The pre-evaluation budget as set out on the dashboard should be amended from £132,579, to £271,183 of approved of £356,712. The cost of construction as set out on the dashboard should be amended from £520,284 to £458,518. The total estimated cost for Phases 1 and 2 as set out on the dashboard should be amended from £1,125,572 to £976,448.

The Sub-Committee was also advised of an amendment to the second approval requested in the recommendations to the report. The Sub-Committee was now asked to approve the allocation of a sum of £371,160 from the LCFEIW payment of the Section 106 agreement for 52-54 Lime Street, to the Phase 2 works, rather than the £432,926 originally set out.

The Director of the Built Environment informed the Sub-Committee that the pedestrian crossing project had been approved some time ago. A temporary crossing had been put in place at first, and officers now brought forward a permanent solution. Members were advised of the general arrangement plan set out in the appendix to the report, and that the whole junction would be signalised.

A Member asked the Director of the Built Environment to confirm the costs of the projects, as the figures set out initially in the report had been approved by the Projects Sub-Committee, and asked why the figures had now changed. The

Director of the Built Environment responded that a saving of around £60,000 had been made on the project due to Transport for London improvements in technology, and assured Members that the amended figures as reported were correct.

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

- a) Approve the use of the underspend and unallocated monies from the Phase 1 & 2 pre-evaluation funds for the purposes of implementing the crossing;
- b) Approve the allocation of a sum of £371,160 from the LCFEIW payment of the Section 106 agreement for 52-54 Lime Street, to the Phase 2 works;
- c) Note that any monies remaining of the LCFEIW payment be allocated towards the provision of local facilities and the environment in accordance with the agreement;
- d) Approve the Phase 2 implementation budget setup, as set out in Table 3 of Appendix 2; and
- e) Approve Phase 2 design proposal and grant authority to start work.

**8. RESPONSE TO MEMBER'S CONCERNS: REPLACEMENT EXISTING STREET FURNITURE TO SUPPORT CITY OF LONDON WIRELESS CONCESSION**

The Sub-Committee considered a report of the Director of the Built Environment seeking to address Members' requests for further information and recommending that a trial replacing ten of the columns be undertaken.

The City Surveyor advised Members that this was critical to supporting the City's wireless system and implementing 5G technology soon after it was available. Whilst the footprints of the columns were double the size of existing columns, Highways officers did not think this would have a significant impact. The locations for an initial ten columns had been approved by relevant officers and had undergone an Equality Analysis. The Public Realm team would be updated, and a written protocol had been approved.

A Member responded that they supported the recommendations, but asked that the columns be placed as close to the kerb or as close to the building as possible to give the pavement as much width as possible. The Director of the Built Environment said that the placement would be rationalised where they could, but were often dependent on basements and needed to be out of the way of parked vehicles. A report could be brought back after the installation of the initial ten columns, before further delegation was sought. A Member requested that any improvements possible to the placement of columns be made.

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

- a) Grant approval to replace 3 metre columns with taller 8 metre columns, in ten locations (shown in Appendix 2); and
- b) That, subject to Members being content with a), delegated authority to be granted to the Town Clerk and Chairman and Deputy Chairman to approve the further replacement of 3 metre columns with 8 metre columns in 150 locations to facilitate the housing of 4G and 5G small cell equipment to improve mobile coverage across the Square Mile.

9. **CITY PUBLIC REALM PROJECTS - COMPOSITE OUTCOME REPORT**

The Sub-Committee considered a report of the Director of the Built Environment consolidating the outcome reports for ten City Public Realm projects and seeking approval, subject to the completion of the outstanding works/actions, to close the projects.

The Director of the Built Environment gave Members an overview, using slides, of the ten projects undertaken, demonstrating any new features and what the areas had looked like before and after the project. The Director of the Built Environment confirmed that all projects had been completed within budget, and that officers could ask to renegotiate S106 agreements where there had been an underspend.

A Member asked why some of the projects had taken so long, as some even outdated the Gateway process, and suggested that it would be good to have a regular portfolio report on City Public Realm projects. The Director of the Built Environment responded that a ten-year plan was devised for CPR and transport projects. This was previously reported annually but could be made firmer. A number of projects had seen significant delays due to changes of staff and priorities changing due to other projects, but officers would strive to ensure projects were closed faster in future.

Whilst a Member commended the significant increase in the number of trees over recent years, another Member suggested that a higher number of trees should be targeted. There were still areas where there were very few trees, such as around Fleet Street, and increasing their number would improve the area. Whilst they could not be planted everywhere due to the need for enough space for their roots, a Member suggested looking at alternatives where trees could not be planted.

**RESOLVED** – That, subject to the completion of the of the outstanding works/actions set out in Appendix 1, the projects are closed, and lessons noted.

10. **REVIEW OF PROJECTS WITHIN THE BUILT ENVIRONMENT DIRECTORATE**

The item was withdrawn.

11. **SHOE LANE QUARTER PUBLIC REALM ENHANCEMENTS - PHASE 2**

The Sub-Committee received a report of the Director of the Built Environment advising Members of progress on Phase 2 of the Shoe Lane Quarter Public

Realm Enhancements. The Director of the Built Environment advised Members that road work with TfL had been completed, and that there had been a lot of successful co-operation with the main developer. The project was on track to be completed by the expected point of occupation in May 2019.

**RESOLVED** – That the report be received, and its contents noted.

**12. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

A Member asked about the Pay & Display outside Fenchurch Street on Crutched Friars. As there were development hoardings, a two-way cycle lane and cars parked on both sides of the road at night, too much space was being taken up, causing significant safety concerns, particularly ahead of Christmas. The Director of the Built Environment responded that this would be taken away and looked into.

**13. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

There was no other business.

**14. 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 of business on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Local Government Act.

Item No.	Exempt Paragraphs
15	3
16 - 17	-

**15. NON-PUBLIC MINUTES**

**RESOLVED** – That the non-public minutes of the meeting held on 4 September 2018 be agreed as a correct record.

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

There were no questions.

**17. 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 other business.

**The meeting closed at 12.30 pm**

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Chairman

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