

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)
COMMITTEE

Wednesday, 17 April 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:

Christopher Hayward (Chairman)	Alderman Alison Gowman (Ex-Officio Member)
Oliver Sells QC (Deputy Chairman)	Alderman Gregory Jones QC
Randall Anderson	Paul Martinelli (Ex-Officio Member)
Deputy Keith Bottomley	Deputy Alastair Moss
Deputy Jamie Ingham Clark	Barbara Newman
Marianne Fredericks	Graham Packham

Officers:

Ian Hughes	- Department of the Built Environment
Olumayowa Obisesan	- Chamberlain's Department
Gillian Howard	- Department of the Built Environment
Leah Coburn	- Department of the Built Environment
Deborah Cluett	- Comptroller & City Solicitor's Department
Tom Noble	- Department of the Built Environment
Simon Glynn	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment
Sam Lee	- Department of the Built Environment
Mark Lowman	- City Surveyor's Department

1. APOLOGIES FOR ABSENCE

There were no apologies.

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 26 February 2019 be agreed as a correct record.

Matters Arising

Car Free Day

The Director of the Built Environment gave the Sub-Committee an update on discussions regarding a Car Free Day on 22 September 2019 and tabled a map of two potential car-free areas, the Bank area and Guildhall, and the City Cluster area, along with a TfL proposal, which would include the closing of London Bridge and Tower Bridge. The Director of the Built Environment added that TfL's proposal was challenging and would have significant implications for traffic.

Members were asked for their feedback on the proposals and were generally supportive. The areas highlighted for proposed Car Free Areas were sensible and were a good opportunity to incorporate the Tower of London and Riverside Walkway, and take advantage of Open House Weekend, which would fall on the same weekend. A Member suggested that a buffer zone may be required to prevent excessive traffic on Mansell Street, which was a residential area, and Commercial Street. Officers were also asked to consider the area around St. Paul's Cathedral and Postman's Park.

In response to a query from a Member, the Director of the Built Environment advised that both the areas proposed could be taken forward, rather than being one or the other, and officers were happy to explore expanding the zones. A decision had not been taken on the status of taxis and buses, although TfL had suggested allowing buses to use Bishopsgate and the bridges. The Sub-Committee was advised that all effort would be made to minimise disruption to sensitive areas. Officers would explore expanding the car free zone westward, but it may create difficulties if the car free zone included St. Bart's Hospital.

Members were supportive in principle and asked for the proposals to be brought back with more detail.

3D Zebra Crossings

Following a question asked by a Member at the previous meeting, the Director of the Built Environment tabled a briefing note for the Sub-Committee on 3D zebra crossings. Westminster City Council had installed a 3D zebra crossing on St. John's Wood High Street, but this was the first of its kind. Officers' position was that this was an untested road marking, with effects as yet unknown, and that it was not currently a compliant road marking. As such it was not considered appropriate to install any until they had been tested and were considered compliant.

A Member asked whether any alternatives, such as strip lighting, had been considered for Ludgate Circus, as an innovative approach may be needed. A Member added that surface treatment was expected for the junction. The Chairman reminded Members that TfL were expected at the 24 May meeting of the Planning & Transportation Committee with proposals for the junction. The Director of the Built Environment added that any changes would ultimately require TfL approval but officers continued to engage, and the City of London Corporation continued to have a part to play in facilitating change.

A Member advised that the coloured crossings around the Barbican had attracted some complaints as they caused difficulty for the visually impaired. The Director of the Built Environment responded that officers had been made aware of this and were monitoring the situation before bringing back information to Members.

4. **OUTSTANDING REFERENCES**

The Sub-Committee received a list of outstanding references.

Swan Lane & Trigg Lane

The City Surveyor advised that the project was still on programme. The part of the project relating to Swan Lane was complete, and Trigg Lane was due for completion at the end of May.

22 Bishopsgate

The Sub-Committee was advised that 22 Bishopsgate would be discussed during Part 2 of the agenda.

Dockless Bikes

The Director of the Built Environment advised the Sub-Committee that the Planning & Transportation Committee had approved the trial of a new approach to managing dockless cycle hire. Invitations had gone out to operators inviting them to take part in the trial and it was aimed to launch the trial in May. Each operator would be permitted an equal number of bikes to be deployed, with a minimum and maximum in total and at each parking area. It was expected that many regular users would sign up to multiple operators.

The Sub-Committee was advised that SEOs had been more proactive in reporting bikes left in inappropriate places to operators. Operators currently had 90 minutes to remove offending bikes, and the charge for recovering bikes not removed had been increased to £235. Operators not participating in the trial would be asked to remove their bikes straightaway, and one of the criteria for participating in the trial was that it be made clear on the bikes themselves how to report them to their operators. These details would also be included on the website.

Beech Street

The Sub-Committee was advised that TfL had confirmed progress on the Eastbound closure, with discussions ongoing on the potential two-way closure. A report would be brought to the Sub-Committee for a decision on the closures. Meetings with Islington were ongoing at Member and officer level. The Director of the Built Environment confirmed that the Beech Street project was not affected by the Fundamental Capital Funding review on the basis of its significance with regard to the corporate risk relating to Air Quality. The options report to be brought to the Sub-Committee would include an option to retain access for buses.

Blackfriars Bridge Underpass

The Director of the Built Environment confirmed that all work on the underpass had now been completed and the outstanding reference could be closed. A Member thanked officers for their work on the junction, which was significantly improved, but stressed that regular monitoring would be required to keep the underpass clean.

5. **ALL CHANGE AT BANK - ISSUES REPORT**

The Sub Committee received a report of the Director of the Built Environment setting out the proposed way forward to reach Gateway 4 for the All Change at Bank project (the long-term vision for Bank Junction). The Sub-Committee noted that following the publication of the agenda, the Policy and Resources Committee at its meeting on 11 April 2019 had approved the deferral of the All Change at Bank project as part of the Fundamental Capital Funding review report.

The Chairman told the Sub-Committee that he was aware of some controversy as to the proposed deferral of this item, and had sought clarification with the Comptroller and City Solicitor and the Director of the Built Environment in order to be clear on the parameters of the pausing of projects, and the options available to the Sub-Committee regarding resolutions on the item, recognising that there was still appetite amongst Members to discuss the report, even if the recommendations as set out could not be actioned at this time. Accordingly, the item was discussed at the meeting.

Members of the Streets and Walkways Sub-Committee reported that their understanding was that centrally funded projects which have been deferred could be worked upon until a suitable break point; if between gateways and funded, and did not necessarily require an immediate halt. Officers explained that their understanding of the decision was that this meant an immediate pause for this project while the fundamental review was undertaken over the next six months. The Sub-Committee noted that further communications had suggested that the pause might only relate to projects requiring central funding, with exceptions given to projects deemed to be mitigating corporate risks. The Comptroller and City Solicitor advised that on the basis of the report submitted to the Policy & Resources Committee, the recommendations of which were approved, a pause to the project was engaged.

The Sub-Committee noted that the All Change at Bank project had some S106 funding, but not enough to reach the next Gateway point. The report sought On Street Parking Reserve (OSPR) funding to bridge this gap. Members queried whether OSPR was included within the definition of Central Funding, and sought clarification on the implications of pausing the project on aspects such as third-party funding, officer deployment, and other projects with links to Air Quality as a corporate risk. A Member added that existing funding may be sufficient to continue the project for the next six months, by which time the review would be completed.

Members of the Sub-Committee argued that there were significant grounds for proceeding with the All Change at Bank project, and that pausing it would have serious implications. The project, which had a lot of political support, directly addressed two areas of the Corporate Risk register, Road Safety and Air Quality and therefore needed to progress. A delay to the programme would mean works would not be completed in time for the London Underground Capacity Upgrade at Bank station in 2022. Whilst it was recognised that the Bank on Safety scheme has delivered a safety improvement to the area, safety remains a key consideration for the future with strong pedestrian growth forecast. Physical change was necessary at the junction to minimise the risk of casualties increasing again in this location. The Sub-Committee felt that the prominence of the junction and public-facing nature of the project meant that pausing the project carried a risk of reputational damage for the City of London Corporation, through failure to act on a matter of public safety and to adequately prepare for the capacity upgrades to Bank Station.

The Director of the Built Environment confirmed that the Bank on Safety scheme would proceed to completion, which would mitigate short-term safety concerns, and that all funding received from yearly TfL grants for the project had been spent, with no further funding expected.

The Sub-Committee Members unanimously agreed to support a resolution to the 2 May meeting of the Resource Allocation Sub-Committee for the All Change at Bank project to be considered as an essential project and for work to continue despite the Capital Funding Review. On Street Parking Reserves of £659,584 could be used to fund the project to the next Gateway. This will allow officers to continue to work at pace to deliver the scheme to minimise the Corporate Road Safety and Air Quality risks, and reduce the risk of reputational damage for the City of London Corporation.

RESOLVED – That the Streets & Walkways Sub-Committee request that the All Change at Bank project proceed during the Fundamental Capital Funding Review, on the grounds that:

- Pausing the project would have significant implications for public safety. The junction is still dangerous, particularly when fully open in the evenings or opened to provide resilience when other roads are closed. Delaying the project also risks the 2022 deadline to align with capacity upgrades at Bank Station;
- The project directly addresses two areas of the Corporate Risk register, Road Safety and Air Quality;
- Pausing the project would therefore create a significant risk of reputational damage for the City of London Corporation;
- The project can be funded to the next Gateway using On Street Parking Reserve; and

- The project has a lot of support and represents one of the City of London Corporation's key political priorities.

6. **MUSEUM OF LONDON GYRATORY PROJECT**

The Director of the Built Environment confirmed that some traffic modelling was ongoing, and would be completed to fit in with the Centre for Music project. The Sub-Committee agreed to defer discussion of the item pending the Fundamental Capital Funding review.

7. **150 BISHOPSGATE**

The Sub-Committee considered a report of the Director of the Built Environment in respect of 150 Bishopsgate. Officers were requesting an increase to the project budget, fully funded by the developer, to allow for an amended design to be developed to construction detail. This design would then be submitted as a new Gateway 5 report in due course.

RESOLVED – That the Streets & Walkways Sub-Committee approve an increase to the approved project budget of £76,668 in order to review the design and submit a revised Gateway 5 report.

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

There were no questions.

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

There was no other business.

10. **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
11 - 12	3
13 - 14	-

11. **NON-PUBLIC REPORT OF ACTION TAKEN**

The Committee received a report of the Town Clerk.

12. **22 BISHOPSGATE**

The Sub-Committee received an update in respect of the outstanding reference relating to 22 Bishopsgate.

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

There were two 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 other business.

The meeting closed at 12.35 pm

Chairman

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