

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Monday, 20 October 2014

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Monday, 20 October 2014 at 11.30 am

Present

Members:

Marianne Fredericks (Chairman)
Jeremy Simons (Deputy Chairman)
Randall Anderson
Deputy John Barker (Ex-Officio Member)
Alderman Alison Gowman (Ex-Officio Member)
Sylvia Moys
Graham Packham
Deputy Michael Welbank

Officers:

Steve Presland	Department of the Built Environment
Sam Lee	Department of the Built Environment
Victor Callister	Department of the Built Environment
Ian Hughes	Department of the Built Environment
Rob Oakley	Department of the Built Environment
Alan Rickwood	City Police
Norma Collicott	City Police

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Alex Bain-Stewart, the Reverend Dr Martin Dudley, Brain Harris and Oliver Lodge.

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

There were no declarations of interest.

3. MINUTES

RESOLVED – That the Minutes of the meeting held on 22 September 2014, be approved.

4. **CYCLE SUPERHIGHWAYS - THE CITY'S INTERIM RESPONSE TO THE PUBLIC CONSULTATION**

The Sub Committee received a report of the Director of the Built Environment regarding the City's interim response to the public consultation in relation to the Cycle Superhighways.

The Committee acknowledged that the proposals had implications that could not easily be reversed. Members noted that key data was still not forthcoming from Transport for London. It was unlikely that this data would be available in time to inform the City's response prior to the expiry of the consultation. It was therefore appropriate based on the information that was available, to request Transport for London (TfL) to consider the points detailed in paragraph 44 (a-k) of the report.

During discussion, reference was made to the following –

- A further public consultation should be undertaken if the proposals were to change;
- The implications of increased journey times for the E-W route;
- The implications of waiting times on restrictions;
- Phasing of deliveries to the evening, where possible to reduce traffic levels throughout the day which would be included in a larger project;

The Committee requested that the implications of other major projects such as the Thames Tideway Tunnel Development and the Bank Station Upgrade should also be considered when responding to the consultation.

RESOLVED – That the report be noted.

5. **MUSEUM OF LONDON ROUNDABOUT - PROPOSED ROAD DANGER REDUCTION MEASURES**

The Sub Committee considered a report of the Director of the Built Environment in relation to the Museum of London Roundabout and the proposed road danger reduction methods.

Members noted that in view of the considerations, a short term, low cost scheme was being proposed to reduce collisions. The proposal consisted of the following -

- Reduce the width of the circulating carriageway from 10m to approximately 6m. This will reduce speeds and improve lane discipline but maintain a route for HGVs;
- Introduce cycle lanes at key conflict locations;
- Reduce the approach and exit lanes on London Wall and Aldersgate Street (north) to a single lane. This will reduce speeds, improve lane discipline and reduce conflict; and
- Upgrade the lighting units under the covered area to reduce the rapid light dark transition.

Members were informed that it was likely that the proposal would have a minor impact on traffic capacity and journey times, however, the safety benefits expected to be achieved outweighed this impact.

RESOLVED – That the Road Danger Reduction measures detailed in the report be approved, at an estimated cost of £49,000, to be funded from DBE's Traffic Management Budget of £125,000 in 2014/2015.

6. 40-45 CHANCERY LANE (SOUTHAMPTON BUILDINGS) - EE074

The Sub Committee considered a report of the Director of the Built Environment in relation to 40-45 Chancery Lane (Southampton Buildings).

RESOLVED – That approval be given for the following –

- a) the design outlined in this report;
- b) the reprioritisation of projects, with Southampton Buildings now being top priority;
- c) Officers to pursue the necessary approvals to pedestrianise this small section of carriageway and to relocate existing motorcycle parking;
- d) the release of funds necessary to progress to the next Gateway (£15,323), as detailed in Section 17 of this report, and;
- e) the Gateway 5 (Authority to Start Work) report to be delegated to the Chief Officer in consultation with the Chairman and Deputy Chairman of the Streets and Walkways Sub Committee.

7. LUDGATE HILL CROSSING - EE070

The Sub Committee considered a report of the Director of the Built Environment concerning Ludgate Hill crossing.

The Chairman reported that a letter had been received from 'Living Streets' in which concern was expressed regarding the proposed trial which they considered would have a negative effect on pedestrians and motor traffic flows. They considered that traffic congestion in Ludgate Hill was the result of problems in other locations, such as Ludgate Circus Junction. The Sub Committee acknowledged these concerns.

The Sub Committee noted that the recommended option would provide the benefit of permanent improvement to the public realm in the area, regardless of the type of crossing provided. The widened footway would remain in place with either a signalised or a zebra crossing, allowing more circulation space for pedestrians whilst still accommodating road traffic in both directions.

The proposed option would also reduce the amount of overall impact of disruption caused by the works, as there would be no requirement to remove the footway infrastructure at the end of the trial. The benefits of the footway widening would continue to be felt following the culmination of the trial, and would better serve the safety of pedestrians which the Sub Committee considered was paramount.

Members noted that this project would be undertaken in conjunction with the development of the Fleet Street Corridor Strategy.

The Sub Committee considered that a maximum wait time for pedestrians of 30 seconds would be appropriate. They felt that TfL's proposal for a 68 second green time for vehicles would be excessive, particularly during the lunch time period, and requested that Officers take this up with TfL.

RESOLVED – That approval be given for the following,

- a) Option 3, with the trial results reported back to Members for a decision on the permanent crossing type in due course;
- b) the start of works for the purpose of undertaking a 12 month trial, based on the revised costs as set out above and in sections 7 and 18 below;
- c) to officers to pursue TfL LIP funding under delegated authority; and
- d) the release of funds required to reach the next Gateway (£178,478) as outlined in section 18 below.

8. FISHMONGER'S RAMP

The Sub Committee considered a report of the Director of the Built Environment concerning the Riverside Walk Enhancement Strategy: Fishmongers' Wharf Access Improvements.

RESOLVED – That,

- a) the project be approved at an estimated implementation cost of £379,000 funded from TfL LIP funding for 2014/15 (£100,000) and 2015/16 (£279,000);
- b) approval of the Gateway 5 report (Authority to Start Work) to be delegated to the Director of the Built Environment as per the Regular Route of the Project Approval Procedure; The underspend (£9,245.71) will be used to finalise the design towards Gateway 5;
- c) officers be authorised to enter into a licence agreement with the Fishmongers' Company to allow construction of the works, subject to obtaining planning permission; and
- d) approval be given for the procurement approach in accordance with the City of London Procurement Regulations (January 2014).

9. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE

Following the incident involving a cyclist and a lorry on Ludgate Circus, a Member requested that consideration be given to immediate measures that could be put in place to improve the safety of this junction. The Transport and Public Realm Director assured Members he would engage with Transport for London on this matter.

20mph speed limit – Superintendent Norma Collicott reported that since the implementation of the 20mph speed limit in the City, out of 1988 vehicles stopped for speeding 56 were prosecuted. Members agreed it would be useful to have regular updates on this matter at future meetings.

10. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There were no items of urgent business.

The meeting ended at 1.20 pm

Chairman

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