

**STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)  
COMMITTEE  
Thursday, 2 December 2021**

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Thursday, 2 December 2021 at 10.30 am

**Present**

**Members:**

Graham Packham (Chairman)  
Shravan Joshi (Deputy Chairman)  
Randall Anderson  
Peter Bennett  
Deputy Jamie Ingham Clark  
Christopher Hill (Ex-Officio Member)  
Paul Martinelli (Ex-Officio Member)  
Deputy Edward Lord (Ex-Officio Member)

**Officers:**

Ian Hughes	-	Department of the Built Environment
Olumayowa Obisesan	-	
Gillian Howard	-	
Leah Coburn	-	
Shani Annand-Baron	-	
Kristian Turner	-	
Melanie Charalambous	-	
Clarisse Tavin	-	
Patrick Hegarty	-	Open Spaces Department
Ruth Calderwood	-	Air Quality Manager
Maria Herrera	-	
Simon Glynn	-	Department of the Built Environment
Emmanuel Ojugo	-	

**1. APOLOGIES FOR ABSENCE**

Apologies were received from Marianne Fredericks and from Christopher Hayward.

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

There were no declarations.

**3. MINUTES**

The Town Clerk confirmed that discussions were ongoing on the best way to produce an accurate and concise record of meetings: discussions have taken

place at the Corporation around the use of transcripts but that has, for the time being, ruled out given the cost and the imperfect technology. The Committee agreed that for the time being the format and comprehensiveness of the minutes should remain unchanged for now.

**RESOLVED**, That the minutes of the meeting of 12 October 2021 be approved as a true and accurate record of the proceedings.

4. **BEECH STREET TRANSPORTATION AND PUBLIC REALM PROJECT - G5**  
The Committee heard that correspondence had been received on the subject suggesting that diverse views existed, and that a wide and comprehensive public consultation was an optimum way forward.

A Member made the following points:

- Option 1 and option 2 are not necessarily in opposition to each other
- There is merit in presenting a wider range of options and consulting a wider audience of affected people
- A clearer understanding of phase 2 would be helpful
- Modelling might need to be reviewed
- London Wall congestion is more than “sporadic” (paragraph 71), and pollution levels there are likely to get worse
- Clarity of signage continues to be an issue
- Compliance is problematic at 10%, with a lot of PCNs being handed out

The meeting heard that the consultation option was a preferred way forward, though issues may emerge from the Healthy Streets Plan in relation to Beech St. The modelling was based on a range of pieces of work completed by TfL and CERC among others that would guide further work around traffic reassignment. The meeting heard that compliance is relatively low compared to Bank partly because the scheme has not been in place for as long as the Bank scheme.

A Member commented that the scheme had not necessarily been presented accurately, and that the scheme had progressed well.

A Member expressed concern about the proposed delegation of authority and asked whether the Committee would have sight of the outcome.

A Member expressed concern that the evidence presented did not necessarily support the suggestion that there had been “meaningful” air quality improvements (paragraph 116).

The Sub Committee heard that the reduction was significant given background levels and previous levels, and that particulate and NO<sub>x</sub> levels had reduced.

The Committee was supportive of a consultation.

**RESOLVED**, That Members agree that a public consultation be undertaken for a permanent scheme on Beech Street based on the traffic management

restrictions of the experiment, bearing in mind that that does not preclude a longer-term approach to managing traffic and addressing air quality on Beech St and across the Barbican and Golden Lane areas through the Healthy Streets Plan that is currently being progressed.

**RESOLVED**, That Members of the Sub Committee delegate authority to the Executive Director Environment in consultation with the Chairman and Deputy Chairman to approve the (non-statutory) public consultation content and then proceed with the public consultation, and (together with the Projects Sub-Committee):

1. Approve the drawing down of costed risk (£189k) for the risks that have turned into issues
2. Approve an increase in the project budget of £50k available from the 2021/22 capital bid to fund the investigation of occasional culture events on Beech Street
3. Note the experiment findings (as set out from paragraph 33) and conclusions
4. Note the intent to comprehensively engage with the public, user groups and stakeholders on the next phase of the project (Appendix 9).
5. Note that the Barbican Healthy Streets Plan has been initiated which (in the medium term) will work towards delivering an area-based plan to delivering Healthy Streets, managing traffic and improving air quality in the Barbican and Golden Lane area.

5. **BANK JUNCTION - ALL CHANGE AT BANK - G5**

The Sub Committee considered the report of the Executive Director Environment.

A Member welcomed the proposed changes to the area, and expressed disappointment that taxis (even electric ones) were not allowed in the area, even through the sections that were allowable to buses, and asked to what extent the area would continue to be the ceremonial space that it presently is.

The Sub Committee heard that the ceremonial element of the space had been taken into account for the Lord Mayor's Show, and that some of the street furniture was removable. The Sub Committee heard that other ceremonial events were expected to be taken into account for future planning, including Remembrance Sunday.

A Member commented that the proposals were a flagship scheme for the Corporation and suggested that the focus on pedestrians and more greenery was welcome, and asked whether a 20% cost uplift was proportionate, viewing it as built-in pessimism.

The Sub Committee heard that the 20% uplift was based on a reflection on where the industry is going rather than inflationary increase.

Members suggested that cycle movements and behaviour should be examined in greater detail and sought clarification on when the 12-month period following completion was to begin.

Members heard that completion referred to construction completion, expected to be summer 2023 (so a review would need to have been completed by summer 2024), though peripheral works could continue beyond summer 2023.

Members heard that a clear demarcation to facilitate cycle-pedestrian segregation has been planned.

A Member suggested that chicanes might be a useful tool to slow cyclists along with the other behavioural change mechanisms developed to manage cyclist behaviour.

### **RESOLVED,** That the Sub Committee

1. Agree that any outstanding traffic order objections be considered by the Executive Director Environment in consultation with the Chairman and Deputy Chairman in January.
2. Agree that depending on the issues raised in any objections that the Executive Director Environment takes a decision as to whether it would be recommended to hold a public inquiry. (This would be seen as the last resort of resolution)
3. Agree that if following consideration, it is agreed to proceed, that the Traffic Management Orders can continue to be made.
4. Approve the revised project budget of **£6,677,930**.
5. Note the total estimated cost of the project (for the base scheme and some enhancement) is now £6.7 million of which currently **£1,090,000** is in the costed risk provision; and agree that as risk decreases and the risk provision is released, the money will be diverted towards the further delivery of the enhancements of the scheme.
6. Agree that the following additional funding is approved to be used to reach the next gateway:
  - **£394,473** of S106 funding (outlined in appendix 3 – table 3)
  - The remaining existing approved Capital funding of **£3,415,724** is released (outlined in appendix 3 table 3); and
  - The sum of up to **£700,000** of Capital funding is also approved to be used (subject to the outcome of the Capital Bid approvals); and
  - That all remaining funding from pre-evaluation and up to gateway 5 will be carried forward to reach the next gateway as set out in table 2 of Appendix 3
7. Agree that the risk register in appendix 2 with the requested costed risk provision of £1,090,000, which is to be drawn down via delegation to Executive Director Environment.
8. Take forward Option 1, described in section 4 (subject to the outcome of the statutory consultation of the Traffic Management Orders) to construction.
9. Agree that if the funding Bid for 2022/23 is not successful that the Project budget and costed risk provision be amended accordingly to (£5,977,930 and £390,000 respectively) and that the descoped scheme option – Option 2, be

taken forward to construction (subject to the outcome of the Statutory Consultation of the Traffic orders).

6. **BARTHOLOMEW CLOSE AND LITTLE BRITAIN ENHANCEMENT SCHEME  
- G6**

**RESOLVED**, That Members

1. Approve the project's closure once the outstanding actions referred to in section 13 are complete.
2. Approve the budget adjustment outlined in Appendix 4, table 4 existing funding commitments with JB Riney to be receipted.
3. Authorise the return of any underspend funds to the developer or their successor in title following closedown of the accounts related to the Section 278 and Section 106 contributions.

7. **STONECUTTER COURT S278**

**RESOLVED**, That Members

1. Approve the budget of £65,000 to reach the next Gateway;
2. Authorise officers to enter into a section 278 agreement with the Developer;
3. Note that the total estimated cost of the project is £400,000 - £550,000 (excluding risk).

8. **OUTSTANDING REFERENCES**

The Sub Committee received the list of outstanding references.

9. **WEST SMITHFIELD AREA PUBLIC REALM AND TRANSPORTATION PROJECT**

**RESOLVED**, That Members

A Member suggested that a progress audit be established for future reference.

A Member pointed out that there appeared to be no agreement to move a working market, that some of the current proposals were "fanciful" did not appear to work well with the current Smithfield market, and that tenants and those working in the market had not been properly consulted. The current proposals would impede the movement of vehicles loading and unloading for the market, negatively affecting access to the market. It was unlikely that the market would move soon, and the Member objected in the strongest terms and suggested the report should be reviewed and tenants should be properly consulted, and that the poultry market should not be included in the project given that it has not been declared as surplus and continues to be a working market.

Two further Members agreed that there had been no proper consultation with tenants, and commented that Area 1 referred to places that were essential to the market's proper operation (such as Charterhouse Street,

Smithfield Street, and West Smithfield) and that Area 1 covered too wide an area.

The Sub Committee heard that local stakeholders, including the market Superintendent, were being consulted as part of the ongoing developments, and that the current report was focussing only on area 1 at the western end of Smithfield, and the overall vision statement did not refer to work currently being progressed.

The Sub Committee commented that there was merit in the project being reviewed for proper scoping and proper consultation.

The Sub Committee agreed that elements of the project proposals referred to items that needed to be considered in a non-public setting, and that the discussion should be moved to the non-public part of the meeting.

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

There were no questions.

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

The Sub Committee heard that a closure at Cannon Street (13 December to 19 December 2021) for cable connection works was required, so current restrictions are to be relaxed in one direction, resulting in a likely increase in traffic at Bank junction during that period.

A Member asked whether necessary diversions such as those had been incorporated into future plans, and the Sub Committee heard that such restrictions had been factored in for planned works along other streets such as Queen Victoria Street and Threadneedle Street.

**12. EXCLUSION OF THE PUBLIC**

**RESOLVED**, That Members agree to exclude the public.

**13. NON-PUBLIC MINUTES**

Members considered the non-public minutes of the meeting of 12 October 2021.

**14. BANK STATION UPGRADE - CANNON STREET ENTRANCE S278**

Members considered the report of the Executive Director Environment.

**15. EASTERN CITY CLUSTER SECURITY SCHEME**

Members considered the report of the Director of Environment.

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

17. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED

The meeting ended at Time Not Specified

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Chairman

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**Officer:**

**Jayne**

**Moore**