

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

Tuesday, 31 May 2022

Minutes of the meeting of the Streets and Walkways Sub (Planning and
Transportation) Committee held at Committee Room 1 - 2nd Floor West Wing,
Guildhall on Tuesday, 31 May 2022 at 10.30 am

Present

Members:

Deputy Graham Packham (Chairman)
John Edwards (Deputy Chairman)
Deputy Shravan Joshi
Deputy Randall Anderson
Deputy Marianne Fredericks
Deputy Edward Lord
Deputy Susan Pearson
Ian Seaton
Paul Martinelli (Ex-Officio Member)
Oliver Sells QC

Officers:

Ian Hughes	-	Department of the Built Environment
Olumayowa Obisesan	-	
Gillian Howard	-	
Leah Coburn	-	
Deborah Cluett	-	Comptroller and City Solicitor's Department
Michelle Ross	-	
Shani Annand-Baron	-	
Emmanuel Ojugo	-	

1. APOLOGIES FOR ABSENCE

Apologies were received from Alderman Ian David Luder, Deputy Alastair Moss, and Judith Pleasance.

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 of 03 May 2022 be confirmed as an accurate account of the proceedings.

A Governor commented that a question referenced in paragraph 10 of the minutes (p. 9 of the agenda) relating to a request for a clarification on aspirations around Bank Junction had not been answered. The Governor commented that there had been an original aspiration to remove all traffic that had been debated at higher levels, and that no such aspiration had progressed to the recommendation stage for submission to Grand Committees - though complete pedestrianisation was referenced and taken into account.

The Chairman confirmed that the minutes of a part of the Committee's discussion relating to Beech Street on 03 May 2022 would be available to the public, having been discussed in the meeting's non-public section on that date. The Chairman issued an apology for the lack of clarity around the reason given for the exemption of that discussion, which should have clearly referenced Paragraph 3 of Schedule 12 of the Local Government Act 197 relating to the financial or business affairs of any particular person (including the authority holding that information) taking into account the fact that the London Borough of Islington was in their pre-election purdah period at the time, when the discussion was expected to touch on LBI business.

It was confirmed that now that LBI elections have taken place the formal record of the meeting - the minutes - on that point could be put into the public domain, it was also confirmed that no recording is made of non-public sessions, that the minutes constitute the formal record of such proceedings, that any documentation was available to the public, and that no decision was taken in relation to Beech Street on 03 May 2022.

4. **100 FETTER LANE S278**

A Member sought clarification on whether there were options for amending the scope, taking into account increased costs. The meeting heard that negotiations were under way to clarify the amendment of any scope, given the likelihood of increased materials costs.

A Member asked what construction cost increases had been factored in, and the meeting heard that the new contract rate had been set out.

The meeting heard that the previous governance processes encompassed the Corporate Project Board, and noted that the CPB would be removed from the circulation of the project in future.

RESOLVED, That the Committee:

1. Approve the budget of £50,000 to reach the next Gateway, fully funded from a Section 106 agreement;
2. Note the total estimated cost of the project at £200,000(excluding risk);
3. Authorise officers to enter into a Section 278 agreementwith the developer.

5. **WOOD STREET POLICE STATION S278**

The Committee considered the report of the Executive Director Environment.

RESOLVED, That the Committee:

1. Approve a budget of £100,000 to reach the next Gateway, fully funded from the relevant Section 106 agreement;
2. Note the total estimated cost of the project at £1,200,000 (excluding risk);
3. Authorise officers to enter into a Section 278 agreement with the developer.

6. **ALL CHANGE AT BANK**

In response to a question from a Member on approval stages, the meeting heard that the Committee would be consulted at each stage of the plan.

A Member commented on the cost risk set out in paragraph 19, and asked whether there was a sum to be submitted to the Court, and the meeting heard that cost estimates were awaited subject to approval of the overall approach.

A Member expressed concern that private vehicle hire interest groups might not fully support the proposals, and that their interests were not necessarily reflected in the equalities analysis that did not appear to reflect the make-up of that group.

A Member commented that weekends were increasingly busy in the City, and that any plan should be future-proofed to take into account a 7-day week. The meeting heard that different timings had been considered on p.46 of the agenda, and that timing extensions were being considered. The meeting heard that pedestrians were the top priority in future plans.

A Member commented that if private e-scooters were allowed then that would represent increased risk, and that increases in e-scooter should be considered as a way of future-proofing the proposals. The meeting heard that privately owned e-scooters were currently illegal (excluding trial e-scooters) and that if private e-scooters were legalised then further consideration would need to be given to the proposals, though they had not been included in modelling so far. The meeting heard that further information on e-scooters was likely to be provided to the July meeting.

A Member commented that further consideration needed to be given to signage, including flashing lights, to alert drivers.

RESOLVED, That the Committee

1. Recommend to the Grand Committee, in principle, the methodology set out in Appendix 1 for undertaking the traffic and timing mix review as part of the All Change at Bank project; and

2. Note the associated risks with the proposed plan (outlined in paragraphs 19-24).

7. **ALL CHANGE AT BANK - TRAFFIC ORDERS OBJECTION REPORT**

The Committee considered the report of the Executive Director Environment.

A Member commented that taxi app registration could incorporate information on blue-badge holders that could make signage issues less complex, and the meeting noted that such a system needed to be London-wide and linked with TfL and that the technology needed to be impeccable.

A Member asked for clarification on U-turns on different types of streets, and the meeting heard that the issue was being further examined.

A Member asked for clarification on taxi casualty fatality figures, and the meeting heard that the figures were intended to illustrate differences across modes of transport and that the term 'taxi' did not refer solely to licensed black cabs.

A Member asked for clarification on a bus shuttle provision, but that the term 'shuttle' was no longer being used and referred to a bus travelling along a single lane.

The Committee considered aspects of appendix 5 in the non-public section of the meeting.

RESOLVED, That the Committee

1. Note the report;
2. Agree that in this instance no public inquiry is necessary before making the orders;
3. Consider the objections received and endorse that the traffic orders related to the All Change at Bank project be approved to be 'made', taking into consideration the objections received to the traffic orders as detailed below;
4. Agree the modification of the proposed 'at anytime' loading restriction in Mansion House Place be modified from the advertised 15.6m to 15m at the junction with Mansion House Street; and
5. Note that on this basis, construction of the All Change at Bank project will commence in the Autumn of 2022, subject to no legal challenge being filed.

8. LEADENHALL STREET TRAFFIC MANAGEMENT- EASTERN CITY CLUSTER

The Committee considered the report of the Executive Director Environment.

RESOLVED, That the Committee

1. Note and approve the contents of this report;
2. Note and agree that this project's original Gateway 1/2 proposals for Leadenhall Street will not be progressed at this time;
3. Approve a change in project title to 'Leadenhall Street Improvements – City Cluster Vision Programme' to better reflect the approved scope of work;
4. Approve the amendment of the previously agreed budget (no change in the approved overall amount) detailed in Appendix 2, Table 2;
5. Approve the updated funding strategy set out Appendix 2, Table 3;

6. Approve a Costed Risk Provision (CRP) of £57,000 detailed in Appendix 3 (to be drawn down via delegation to Chief Officer);
7. Note that the requested CRP includes provision for the implementation of an experimental timed point closure on Leadenhall Street that can be seen in Appendix 4 should this be required (subject to recommendation 8).
8. By virtue of the promotion of experimental timed point closure proposals being placed within the risk register, that authority to implement this is delegated to the Executive Director Environment subject to their prior consideration of the statutory consultation responses, TfL's TMAN process and the Equalities Impact Assessment (and to them being satisfied, following such consideration, that implementation should proceed);
9. Note that the next report to committee is planned for Q2 2023 when funding to progress the transformational scheme for Leadenhall Street may be in place.

9. **60 LONDON WALL S278**

The Committee considered the report of the Executive Director Environment.

RESOLVED, That the Committee

1. Approve the content of this outcome report noting that the project was delivered to meet the developers programme and within the budget approved at G5.
2. Authorise the Chamberlain's department to return unspent S278 funds to the Developer as set out in the s278 legal agreement (subject to the verification of the final account); and
3. Agree to close the 60 London Wall project.

10. **CITY CLUSTER VISION - WELL-BEING & CLIMATE CHANGE RESILIENCE: JUBILEE GARDENS IMPROVEMENTS**

The Committee noted that the report had been dealt with at the meeting of 03 May 2022 and had been dealt with at that meeting.

11. **OUTSTANDING REFERENCES**

The Committee received the report of the Clerk.

On Beech St, a Member asked how pedestrian modelling might work given the changes in use of Farringdon Station (Elizabeth Line) given the likely increase in pedestrian flow, and the meeting heard that some City-wide modelling had shown no significant increases in pedestrian flow but further surveys would be undertaken.

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

A Member asked whether there were any developments on concerns previously expressed about heavy traffic on Tower Bridge, and asked whether accurate data was being collected on traffic on Tower Bridge. The meeting heard that dialogue with TfL was ongoing and that the Committee's concerns had been clearly expressed, and that data was more accurate than it had been.

A Member asked whether key individual Members could be thoroughly briefed ahead of networking events in order to convey key messages, taking into account the opportunities provided by such events. The meeting heard that communication channels (including sharing seating plans) would be streamlined to ensure that such events could be fully exploited.

In response to a question about planning decisions and areas of responsibility around stopping up and air rights, the Committee heard that the Grand Committee dealt with planning issues, including the 'stopping up' of highways but the Sub Committee was consulted on such issues.

A Member asked whether there was a cohesive linking strategy around Healthy Streets initiatives, and the meeting heard that four areas had been identified around Healthy Streets and that the transport strategy covered overarching objectives among those four areas. A Member commented that there was merit in linking these with BIDs and proposing an overall masterplan, and the meeting heard that the City transport strategy had overarching objectives that also identified key projects.

A Member commented that Goswell Road's City side needed extra work and that residents were looking for reassurance that the matter was being dealt with. The meeting heard that the boundary agreement was such that LBI maintained the full width of the street and that the matter would be picked up with LBI. Pollution and nuisance issues such as speeding were to be reported to the relevant authority.

A Member commented on noise camera trials in other cities, and asked whether such a trial might take place in the City. The meeting heard that the City was exploring such an initiative, and that such a trial had taken place in Kensington and Chelsea in respect of anti-social use of high-end sports cars.

13. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

The meeting heard an update on the City's Platinum Jubilee celebrations.

Members commented that better communication was needed on City events and road closures, and that there was merit in giving residents opportunities to sign up to a newsletter. The meeting heard that the information (including information on road closures) was available on the website and that the City Twitter feed was being used as a real-time information update stream, in the wake of issues with MailChimp.

14. EXCLUSION OF THE PUBLIC

RESOLVED, That Members agree to exclude the public.

15. NON-PUBLIC MINUTES

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

The Committee considered the implications of Appendix 5 of item 7.

A Member referred to paragraphs 12 and 13, and commented that the support appeared weak, and that a judicial review could take place. The Member asked whether it was reasonable to suggest that there was a 50% chance of a judicial review taking place, and what might be the cost and timescale around a public inquiry and a judicial review process.

The meeting heard that there was a wide range of implications and that the issue centred on loading and unloading at Threadneedle Street and that interpretations could vary as to interpretation of regulations. The risk was felt to be mitigated by the fact that those affected had been consulted, and that no objections were focussed on loading or unloading at Threadneedle St. The meeting heard that no judicial review had been initiated around Bank, and in the event of a challenge it was unlikely to focus on loading/unloading location. The cost and timescale of a public inquiry would depend on the issues being challenged, and it could involve a three to four month timescale and a cost of around £500 though there were many variables.

A Member asked whether there was any case law around the issue, and the meeting heard that case law existed around the definition of 'road' and 'part of a road'.

A Member commented that loading zones were moved on a regular basis, and that it appeared excessive to have a public inquiry every time that happened, and also asked whether a judicial review could be brought by someone without an interest. The meeting heard that there was potentially a wide pool of interested parties, and there was a possibility of vexatious legal action.

A Member commented that "reasonable" in the report was not a strong enough word given the circumstances.

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 12.30 pm

Chairman

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