

PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 3 October 2023

Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 10.30 am

Present

Members:

Graham Packham (Deputy Chairman)	Deputy Alastair Moss
Deputy Randall Anderson	Alderwoman Jennette Newman
Brendan Barns	Deborah Oliver
Ian Bishop-Laggett	Alderwoman Susan Pearson
Mary Durcan	Deputy Henry Pollard
John Edwards	Ian Seaton
Anthony David Fitzpatrick	Hugh Selka
Deputy John Fletcher	Shailendra Kumar Kantilal Umradia
Deputy Marianne Fredericks	Alderman Sir David Wootton
Deputy Brian Mooney	

Officers:

Zoe Lewis	-	Town Clerk's Department
Raquel Pinto	-	Town Clerk's Department
Fleur Francis	-	Comptroller and City Solicitor's Department
Ian Hughes	-	Environment Department
Stuart McGregor	-	Environment Department
Rob McNicol	-	Environment Department
Bruce McVean	-	Environment Department
Gwyn Richards	-	Environment Department
Bob Roberts	-	Environment Department
Samantha Tharme	-	Environment Department
Isobel Tucker	-	Environment Department
Peter Wilson	-	Environment Department

1. APOLOGIES

Apologies for absence were received from Deputy Michael Cassidy, Dawn Frampton, Alderwoman Martha Grekos, Jaspreet Hodgson, Deputy Shravan Joshi, Deputy Natasha Lloyd-Owen, Judith Pleasance and William Upton.

The Chairman welcomed Alderwoman Grekos to the Committee although apologies had been received.

The Chairman paid tribute to Mark Bostock who had been a Member of the Planning and Transportation Committee from 2017 to 2022. He was described as a gentle and erudite person, who was very knowledgeable and wise. He had

contributed greatly to the Committee, and he would be greatly missed. The Chairman, on behalf of the Committee sent his best wishes to Mr Bostock's friends and family and proposed a 30 second silence in memory of Mr Bostock.

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

There were no declarations.

3. **MINUTES**

RESOLVED – That the public minutes of the previous meeting held on 18 July, be approved as an accurate record, subject to the correct spelling of Anthony Fitzpatrick.

MATTERS ARISING:

The Chairman requested an update regarding the letter to TfL regarding Bank Station entrance closures. An Officer stated that a response from TfL was sent to Members in August. The letter acknowledged the issue, and stated steps that were being taken to address it, such as, having more travel ambassadors. Arrangements were in place for people to request for the Walbrook entrance to be opened if they required access to the lift. It was recognised that although this was not an ideal solution, it was ultimately due to staffing resources, which TfL were working to address in the longer term.

The Member who had initially raised the issue, expressed his thanks to Officers and the Chairman of the Planning and Transportation Committee for their work on this matter.

4. **OUTSTANDING ACTIONS***

The Committee received a report of the Town Clerk setting out the list of Outstanding Actions.

A Member requested an update on Heritage training. An Officer explained that the training was being arranged for the coming months and would be delivered by an external expert.

The Chairman asked for an update on Members' Training. An Officer stated that Fire Safety training would be scheduled.

A Member asked when the Committee would see the results of the dashboard as listed on item three, as it was important to see performance. An Officer explained that work was underway, and although there were some technical issues, the expected timeline was approximately four weeks. The Officer explained that this would be published with Members being notified.

5. **CITY FUND HIGHWAY DECLARATION: WATLING HOUSE, 33 CANNON ST, LONDON, EC4M 5SB**

The Committee considered a report of the City Surveyor which sought approval to declare a volume of City Fund owned airspace measuring 118.83 square feet, situated at Watling House, 33 Cannon St, London, EC4M 5SB, to be

surplus to highway requirements to allow its disposal in conjunction with the permitted development.

An Officer introduced the report stating that planning consent was obtained on 17 December 2020, and this had been approved in principle by the City Engineering Team. The canopy, measuring a total of 133.58 square feet, would encroach on City Corporation airspace. A canopy already existed at the entrance door at Watling House. The proposed replacement canopy did not change the massing of the building, and although the proposed canopy was larger than the previous, it would be situated higher on the building which made it less obstructive to the public highway. The proposed canopy would clear the highway by 5.7 metres in Cannon Street and 5.5 metres on Bread Street, but this was due to the existing slope on the street. The proposed surplus declaration did not extend to the highway stratum, which would remain as public highway and vested in the City Corporation as the highway authority. The airspace in question was not considered necessary for the use of highway and the exercise of the highway and was therefore proposed that subject to the Committee's agreement, to declare the area of City Fund airspace around at Watling House, 33 Cannon Street, to be surplus to highway requirements. This would enable the City Corporation to dispose of a suitable interest in the airspace, upon terms to be approved by the delegated authority of the City Surveyor.

A Member commented that there was a bollard which would stop a collision but asked for confirmation that highways tracking had taken place to ensure that, if for example, a crane was being moved, it would not hit the canopy. An Officer explained that the two crash prevention bollards would remain in situ after the installation of the new canopy. Members were informed that the new canopy would be higher up than the current one, and that in terms of safety and impact on the public highway this had been approved in principle by the engineering team and also had planning consent.

A Member asked for clarification on the units used by the Corporation to ascertain if they used metric units, as the report referred to feet. An Officer explained that square feet had been used as the premium value was calculated in square feet. However, this could be changed into metres in future reports.

RESOLVED – That Members resolve to declare a volume of City Fund owned airspace totalling 118.83 sq ft (held for highway purposes), situated around Watling House, 33 Cannon St, London, EC4M 5SB, to be surplus to highway requirements to enable its disposal upon terms to be approved under the delegated authority of the City Surveyor subject to the City Surveyor and Deputy Director of Transportation and Public Realm first determining the relevant ordnance datum levels to suitably restrict the vertical extent of the leasehold airspace demise.

6. **TRANSPORT STRATEGY REVIEW**

The Committee considered a report of the Interim Executive Director Environment on the Transport Strategy Review.

An Officer stated that The Transport Strategy was adopted in May 2019 with a three-year review scheduled at the point of adoption. The review commenced three years later, but due to the impacts of the Covid-19 pandemic, the review period was extended. This allowed for more engagement, for patterns of work to become more stable, and to collect data accordingly. The strategy was a 25-year plan up to 2040 and was a framework for decisions going forward as well as providing the overall direction which tied into other objectives such as Destination City and the City Climate Action Strategy. The significant changes had been considered by the Streets and Walkways Sub-Committee and public engagement on the proposed changes had taken place.

The Officer outlined the main changes as follows:

- The vision to be more inclusive, with inclusion embedded in all proposals.
- The use of the terms 'wheel' and 'wheeling' to specifically acknowledge the use of pavements and other pedestrian spaces by people who used wheelchairs, mobility scooters and other wheeled mobility aids. These terms had been adopted by other bodies such as Active Travel England and the suggestion had come from mobility aid users.
- Regarding charging of road users, TfL was working to bring together the congestion and ULEZ charging. This would allow more flexible and area specific approach which could give the City the framework to reduce traffic more effectively in certain areas.
- To make streets fully accessible, an accessibility tool was used to help with design. This was being updated to make space and streets more accessible and would be applied to all projects.
- It was anticipated that the legislation around the use of e-scooters could change and it was expected that e-scooters and e-bikes would be included in the infrastructure set up for cyclists. If this was the case, they would be included on the highway under the same rules i.e., not permitted on pavements.
- In relation to air quality management, two zero emission zones were previously introduced in the City. These zones alongside ULEZ, have been effective in bringing down nitrogen oxides. Officers now considered it no longer necessary to introduce distinct zero emission zones, and the air quality team supported this. Hotspots would still be monitored and dealt with accordingly. It was also stressed that there was a new duty to look at smaller particles PM 2.5 and those were better addressed by overall traffic reduction and were still affected by electric vehicles.
- On the issue of freight, it was noted that there had previously been a strong commitment to introduce a consolidation centre with the Corporation's support. Having conducted extensive research and a detailed study with the City Surveyor's team this was now no longer recommended, but there needed to be a focus on how to enable effective last mile delivery. The consolidation upstream was dealt with

by the market but the last mile delivery required work with the Business Improvement Districts (BIDs), neighbouring local authorities and with Transport for London to provide the right locations and infrastructure.

The Officer stated that many elements of the Strategy would not change and the approach outlined would provide the framework to deliver against the City's objectives over the next 20 years. It was proposed that a five-year review cycle would be introduced. The Officer stated that Appendix 7 of the Officer report set out the framework for how decisions would be made and highlighted the hierarchy of need for space and access. This would provide those people who were walking and wheeling priority in terms of space considerations, and it would make it explicit that pedestrians and those wheeling would take priority over others.

The Chairman assured the Committee that the document would go out to public consultation and was not the final version, therefore Members had the opportunity to raise any issues. The Chairman added that it was important to be as consistent as possible with the rest of London. He stated that although the 15 mile per hour speed limit was no longer included, there was still a commitment to vision zero, and although it was recognised it was a stretch target, it could be used to reduce the figured of those killed or seriously injured (KSI's). The Chairman reinforced the point made by Officers on the hierarchy of need for space, as the largest number of people who use the streets were pedestrians and people who were wheeling, and this needed to be prioritised.

A Member welcomed the options for mobility and agreed that all the improvements were important. It was noted that the City of London was starting from a good base as other places did not have the infrastructure, however, there were still improvements to be made. The Member commented that a black spot in terms of lack of accessibility, was Leadenhall Market.

A Member expressed disappointment regarding the pushback on the 15 miles per hour but understood the move. A Member raised the point that there was good statistical evidence that suggested reducing speeds from 30 to 20 miles per hour saved lives and prevented serious injuries and asked if there was further evidence to suggest that reducing this from 20 to 15 miles per hour had commensurate impact. Officers explained that if a collision occurred, the lower the speed in which it occurred, the less severe the consequences of the collision. Officers had collated evidence and stated this could be shared but there were few places in Europe with speed limits of 15mph so evidence of the difference in severity of collisions between 20mph and 15mph was limited. An Officer stated the thinking around the 15 miles per hour speed limit at the City was to reinforce the point around the City being a place people where people should drive and ride at slow speed. However, the Department for Transport were not supportive of introducing 15mph limits which meant that this was not an option. Consideration had been given to implementing 15mph advisory signs in particular streets, however, this had been discounted and the focus now was on how the City could reduce speeds using other measures such as behaviour change

A Member raised concerns that Destination City was only referenced superficially in the report. He stated that the report referenced London Underground trends from Monday to Friday but did not address weekend footfall, and if the aim was to make the City a weekend destination, this should be included, along with predicted future footfall and plans for this. The Member also stated that there were timed traffic restrictions which were relaxed over the weekend in favour of vehicles and there was nothing in the report to suggest this might need to be re-addressed in the future with increasing weekend footfall. The Member stated that workers from offices were able to dispose of their rubbish in offices and use the toilet facilities there, but other visitors did not have that option and as part of Destination City this should be addressed. The Member reported that Kings Cross was also a business destination where weekend footfall was the same as their weekday footfall. The Member expressed concerns over how the document was disjointed in relation to Destination City.

The Chairman stated that there were many strands and cross-cutting activities involved in Destination City. He stated that the visitor numbers to viewing galleries were impressive. However, regarding the Transport Strategy specifically, more needed to be done as visitors needed to travel to the City. The Chairman asked if more could be done in this document to support and elevate the role of transport in Destination City. Officers explained that the Environment Department was committed to Destination City which was a corporate priority. It was about brand, awareness and events. There would be a one-year review on the policy. The Officer stated that in relation to street cleansing, this would be a matter for the Port Health and Environment Services Committee. Officers also added that the Strategy enabled growth of the City, both as a visitor destination, a place to work and a place to live. It was explained that the proposals delivered against multiple objectives and outcomes and therefore each objective and outcome was not referenced each time. An Officer stated that the Transport Strategy sought to make the streets and public spaces more attractive places to walk, cycle and spend time, which was fundamental to the success of the City as a business destination and as a visitor destination. On the point raised regarding weekend data, the Officer stated that the document was a snapshot of the data and data suggested that tube entry and exit data was a reasonable proxy for footfall. The data suggested numbers were slightly above where they were previously at weekends with 300,000 on Saturdays and 250,000 on Sundays. Footfall was higher in the week with midweek peak at 700,000. Transport was always planned around the busiest times and could be adopted as necessary on a project-by-project basis. On the time restrictions, most of these applied on weekdays with Bank being from 7am-7pm and others such as Cheapside being 24 hours a day. These would be monitored and adjusted accordingly taking into account footfall and traffic levels, and whether they were proportionate to traffic levels. Evenings would also need to be taken into account if they became busier, and timings would be adjusted accordingly to reflect that. The Strategy provided the framework for what would be delivered, and how it would be implemented on a project-by-project basis, which might vary over time. The Member asked for the document to reflect the Officer's explanation in more

detail and explain for instance, that street timing closures would be adjusted in response to changes, particularly if numbers of visitors were to change because of Destination City.

A Member stated that the anticipated demographics of visitors should be included in the Strategy e.g., it was anticipated that more families with children could be visiting in the future.

The Chairman suggested that Officers could refer to the Transport Strategy supporting numerous corporate objectives at the start of the document. The Officer agreed and stated this could also be made clearer on the consultation materials. He added that Members were seeing a partial version of the strategy which set out the changes, however the version that would be submitted for adoption would be fuller and with more context. Officers also agreed to look at the wording surrounding Destination City. The Officer stated that the proposals in the Strategy around monitoring data collection would be used to inform decision making and it was important to reinforce that a data and evidence led approach was taken, which could mean changes over time.

On the issue of ensuring street cleansing, a Member commented that she recognised that work was being done to achieve this, particularly on obtaining more funds to support more street cleaners. The Member however, disagreed with the rating of this issue as green, as this meant no change. She requested this be amended as there was room for substantial change. The Officer stated the proposal referenced the aspiration to have a high standard of cleansing, which is why the statement had not been changed.

A Member stated that the City was different from the rest of London, it had narrower roads and pavements and was busier, and therefore she requested that the 15mph speed limit be kept on the agenda, so it could be pursued in the future if changes made it appropriate. An Officer stated that this was being looked at in more detail in the action plan. She further stated that collectively, there was an opportunity to look at more appropriate speeds for streets that need street management for cycling as well as driving. This could be through street design or advisory speed limits. The Chairman stated that the main focus would be on behavioural change.

A Member stated that constituents continued to raise the issue of black taxis accessing Bank Junction and this was not only just about accessibility, but would also impact on Destination City. An Officer explained that a case-by-case approach was used to assess schemes and the Bank Junction review was a separate exercise which was underway. The review was ongoing and there would be an update report on that to the Planning and Transportation Committee in November. A Member commented that taxis were not as accessible as the bus network and there was a need for a good bus network especially early in the morning and at night to ensure the City was accessible for visitors. Another Member commented that taxis were important for individuals with restricted mobility, the evening economy and in addressing safety concerns.

In reference to cycling numbers increasing, a Member commented that many offices provided cycle racks. He asked for more consultation on the location of on street cycle parking. Officers explained that on street cycle parking, work was being done to identify locations to accommodate regular cycles and e-scooters and e-bikes. Planning colleagues were also assisting with securing cycle hub locations through the development process.

A Member commented on the pier at Swan Lane and asked if installing piers at other locations along the River Thames was being considered and whether this part of the consultation could be expanded as the river was important in terms of last mile deliveries. An Officer stated that work was taking place with the Port of London and neighbouring boroughs to find locations for river freight.

A Member welcomed the chapter on river use. She stated that there could be difficulties in aligning fares for passenger services as she understood they were not subsidised by TfL. The Member queried how operators would be encouraged to reduce fares thereby encouraging more people to use the river and how accessibility would be improved, as she had concerns regarding congestion with lots of people trying to get on and off boats.

A Member commented that she would welcome the long-term redevelopment of Tower Hill station as this was always at capacity and the station needed expansion especially considering the alignment with Destination City and with the station being a key gateway into the City. Officers would consult TfL to see where this was on their list of priorities. The Member stated that the list of priorities should also reflect the number of hotels in Tower Ward and consider visitor numbers as most hotel users arrived by public transport.

A Member raised concern around accessibility in relation to pavement licences narrowing pavements. She also stated that it was easier and quicker to walk around the City rather than drive and she suggested that promoting more passageways could make walking around the City easier. She stated that there was an opportunity to signpost these passageways with the history of the City which would enhance navigation as part of Destination City. She also commented on the importance of sites where activities could take place. Officers stated the importance of pedestrian permeability and reminded Members of all the schemes that had been granted in line with the local plan policy to deliver new routes. The examples given were 55 Bishopsgate, 85 Gracechurch, 55 and 70 Gracechurch 2-3 Finsbury Avenue and 120 Fleet Street. These schemes would all introduce new capillaries and alleyways.

An Officer stated that many of the comments raised by Members were covered in the strategy. Officers would ensure that the detail of the strategy was delivered and stated that Officers were working hard to deliver the accessibility of projects.

The Chairman asked about whether input had been sought from other departments. Officers explained that work had been undertaken with other teams across other teams on the detail of the Strategy. Data was being

collected on numbers of visitors, target numbers and demographics and more data would be collected to feedback on the work being undertaken.

A Member asked for more information on the installation of new electric vehicle charging points, which was to be updated every five years, including the use of electric vehicles split across freight, vans and cars as well as use of charging infrastructure and whether it would be possible to accelerate the installation of charging in 2025 considering the latest figures. Officers explained that they wanted to try to future proof this proposal as well as being cautious given that it was a fast-moving area. They had installed seven rapid chargers, with one on street and six in car parks. These were being well used but it was noted that these were not easy to implement en masse due to the electricity network constraints. Members were informed that the 50 chargers in car parks had been upgraded. Members were informed that there were visibility issues and the location of chargers needed to be promoted. In terms of the Corporation fleet make up, work was taking place in relation to zero emission vehicles and predictions for future demand. There was also a residential need as there was no residential on street parking. The Officer stated that electric taxis, private hire and freight vehicles usually did not need charging when they were operating their businesses as they mainly charged at their depots. However, there was a need to have provision for them to top up their charge though.

The Chairman stated that he had received complaints from residents regarding the usage of electric charges in the car parks as those parking had to pay parking charges as well as electricity charges. The Chairman asked if this was discouraging their use. Officers confirmed that residents paid to park in the car park in which they were charging and had to be a member of the scheme that facilitated the recharging process. Officers also added that they had switched contractors. They had undertaken a large-scale notification about the change and as only two people raised this as an issue, they did not believe this was discouraging use. It was also a standard approach in many car parks elsewhere. The Officer advised that the City previously absorbed the electricity costs but they were now being offset.

A Member commented on the importance of up-to-date street signage. An Officer explained there were strict guidelines on street signage to ensure consistency across the country. Officers recognised that changes required effective signalling, and where there was a mix of users, signage should indicate those with priority. Temporary signage could also be used where appropriate. Officers were also working with Destination City on a wayfinding exercise to complement the legible London signs, which were implemented across the City in 2021 and were designed to be consistent across London.

A Member suggested the importance of wayfinding and a joined-up approach to enable people to find the many hidden treasures in the City. Officers stated that discussions were taking place with the Destination City team. This involved looking at legible London signs and map wayfinding system as well as phone maps. The Chairman stated the priority was around helping people on foot find interesting locations in the City. He asked for clarification regarding the use of smart phone map providers and how the City engaged to ensure that the City's

key locations were shown on their platforms. An Officer stated that he would need to seek a response from Destination City. He stated that there was flexibility in relation to wayfinding signs. Legible London was a tool, but other ways of encouraging people to explore and find hidden parts of the city without requiring lots of extra signage was also important to avoid extra infrastructure which would reduce the space available for those walking and wheeling.

A Member commented on St Paul's gyratory in terms of making sure a children's playground and facilities were there for children to use which would help encourage families into the City. Officers recognised that the St Pauls gyratory provided a good opportunity for this and they were looking into the design for that space. There had been discussions with City Gardens colleagues and with the Parent/Carer Forum about play facilities and overall inclusive facilities too. This would be considered by the Streets and Walkways Sub-Committee in more detail in due course.

The Chairman commented that Tower Hill Gardens had a closed children's play area which was run down and needed work, that money was being allocated to this and the work should be a priority. A Member stated that play equipment would be used by resident families and would also encourage visitors to use these facilities too. The Member stated that policies should be employed, and funding prioritised, to encourage visitors from the Tower of London into the City by improving accessibility, linking up open space and telling the City's history.

A Member stated that there should be a note in the consultation to clearly explain the use of the term 'wheeling' as otherwise, there could be comments to the consultation which were based on a misapprehension of what the term meant. Officers agreed to include an explanatory note and provide examples.

A Member raised concern regarding two-dimensional signage of elevated places as without sufficient signage, elevated spaces would not receive the number of visitors they should and would not be fully utilised. Officers explained that they had been in discussions with their planning colleagues recently about this and there was an aim to find a standard that was clearly recognised.

A Member commented on e-scooters and e-bikes being abandoned and covering concrete seating areas. An Officer stated that work was taking place with providers of scooters and e-bikes to ensure that customers abandoning cycles were fined. The City was also providing spaces for e-scooters and e-bikes to park, so there was a legitimate place for them which was clearly marked. Furthermore, work was taking place with the police on anti-social behaviour issues and a report would be submitted to the Police Authority Board.

RESOLVED – That Members

Approve the draft changes to the Transport Strategy for public consultation (Appendix 5 of the Officer report);

- Note that the following documents would be published alongside the consultation:

- Summary of progress on delivery of the Transport Strategy (Appendix 3 of the Officer report)
- Transport in the City - data summary (Appendix 4 of the Officer report)
- Transport Strategy Map Pack - recommended revisions to figures and maps - September 2023 (Appendix 6 of the Officer report)
- Transport Strategy review Equalities Impact Assessment (EqIA) (Appendix 8 of the Officer report);
- Approve the Proposed approach to managing traffic movement and access for consultation (Appendix 7 of the Officer report); and
- Note the approach to stakeholder engagement to inform the review of the Transport Strategy (Appendix 2 of the Officer report).

7. LONDON COUNCILS LONDON PARKING AND TRAFFIC ENFORCEMENT PENALTY CHARGES CONSULTATION

The Committee considered a report of the Interim Executive Director, Environment regarding the London Councils' London Parking and Traffic Enforcement Penalty Charges Consultation.

An Officer explained that London Councils were consulting on whether it was appropriate to increase the penalty charge notice on the City of London's streets in line with the TfL controlled streets so that there was a consistent approach to fining. Officers recommended that the Committee agree this and support that alignment and respond to London Councils accordingly.

The Chair asked if this still required Central Government's agreement even if there was unanimity across London. An Officer explained that this still required approval by the Department for Transport.

RESOLVED – That Members approve the proposed response to the consultation on proposed changes to the London Parking and Traffic Enforcement Penalty Charges, set out in paragraph 29 a – h of the Officer report.

8. UPDATE ON ACTIVITY RELATING TO WARDMOTE RESOLUTIONS FROM THE WARDS OF ALDERSGATE AND CANDLEWICK*

The Committee received a report of the Interim Executive Director, Environment regarding an update on activity relating to Wardmote resolutions from the Wards of Aldersgate and Candlewick.

A Member stated that she had found it helpful to receive the update on the Aldersgate Wardmote issue and she had been advised by Officers that they would discuss having greater engagement and communication, with the communications team. The Member added this was relevant not just to his item, but any issues raised by residents which were discussed at Committee and that more should be done to communicate successes. An Officer agreed that there should be greater communication and stated that he would raise this with the Director of Communications.

RESOLVED – To note the report.

9. **BUSINESS PLANS 2023/24 PROGRESS REPORT (PERIOD 1, APRIL-JULY 2023)***

The Committee received a report of the Interim Executive Director, Environment which provided an update on progress made during Period One (April-July) 2023/24 against the High-Level Business Plan 2023/24 (Appendix 1 of the Officer report) for the service areas of the Environment Department which fell within the remit of the Committee.

RESOLVED – To note the report.

10. **PUBLIC LIFT & ESCALATOR REPORT***

The Committee received a report of the City Surveyor on the availability and performance of publicly accessible lifts and escalators monitored and maintained by City Surveyors, in the reporting period 31 July 2023 to 18 September 2023.

RESOLVED – To note the report.

11. **GOVERNMENT CONSULTATIONS ON PERMITTED DEVELOPMENT AND PLANNING REFORMS***

The Committee received a report of the of the Interim Executive Director, Environment regarding a summary of government consultations on proposed new permitted development rights and planning reforms and set out the responses being made.

A Member enquired about the process of submitting responses on government consultations. An Officer explained that the proposed submission was sent to Members a week before it was published for comments. This was an established process which had been carried out previously in other government consultations. Given the timings of the consultations and their deadlines, Officers were unable to submit this to Committee for a discussion, however this had been agreed and covered under delegated powers and Members had been provided with an opportunity for comment.

RESOLVED – That Members note the proposed changes to the planning system, the new permitted development rights; and the consultation responses being made to the Government, as outlined in Appendix 1 of the Officer report.

12. **REPORT OF ACTION TAKEN***

The Committee received a report of the Town Clerk which advised Members of action taken by the Town Clerk since the last meeting of the Committee, in consultation with the Chairman and Deputy Chairman, in accordance with Standing Order Nos. 41(a) and (b).

RESOLVED – To note the report.

13. TO NOTE THE DRAFT MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE - 21 JULY 2023*

The Committee received the draft public minutes of the meeting held on 21 July 2023.

RECEIVED.

14. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE

A Member asked for a written explanation as to what caused the five-month delay in completing the works on Riverside Bridge, as this had inconvenienced residents and workers there. It was also requested that a written update on the replacement of the inclinor at Millennium Bridge House be provided and sent to all Members.

A Member asked, as the Red Badge consultation had concluded, when the results of this would be published. An Officer explained that the results were being analysed and would be reported to the Director by the end of October 2023. The Officer added, that if there were changes to be submitted to the Committee, this would be in the early 2024.

A Member raised an issue following an urgent decision from the Streets and Walkways Committee to release £650,000 from the on-street parking reserve for the Bank Junction to look at the traffic and timing review. The Member enquired whether a report should be submitted to the Planning and Transportation Committee before being submitted to the Streets and Walkways Sub-Committee. She stated that this would enable the full cost of the motion approved at the Court of Common Council, to be considered as well as how it impacted officer resources, and the knock-on impact this had on other projects. The Member also suggested that the weekday Bank Junction restrictions should be in force at weekends, so visitors had the opportunity to explore the City safely. An Officer explained that the financial breakdown would be part of a report to the Planning and Transportation Committee. Officers were responding to the decisions from the Court of Common Council in the context of priorities and the costs in terms of officer time, and the work done to deliver these pieces of work would be quantified. The responses to the questions raised would be a part of the report, and Officers had been tasked to report back to the Court before the end of the year. The report would be submitted to the Planning and Transportation Committee before being submitted to Court and, regarding the prioritisation in releasing the funding, these budgets needed to be signed off by the Resource Allocation Sub-Committee.

The Chairman asked for the traffic order component to be separated as a cost, and for officers to articulate benefits that resulted from that. An Officer explained that this was included in the final report for the traffic order review, which went to Court of Common Council. The review of all traffic orders which had been completed and reported to Court of Common Council, and it set out the costs associated there. It was noted that not all of the budget that was allocated to it was spent as part of the review, some of it was spent on

implementing changes too. Officers stated that they would include the costs for the Bank Junction traffic and timing review as part of the report.

The Chairman noted that the report identified a number of traffic orders for further investigation, of which details of their outcome had not been shared. Officers explained that this was undergoing work and that if updates were required they would be submitted to the Street and Walkways Sub-Committee. It was also noted that not all the traffic order changes were required to come to be submitted to the Sub-Committee. The Chairman asked for an update on this to the Streets and Walkways Sub-Committee.

A Member raised concern that Members had taken a decision at the Court of Common Council without a budget. He started that a report should go back to the Court and explain the expense that had been incurred. Another Member raised concerns of the implication of decisions taken at the Court of Common Council without debate.

15. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

The Chairman provided the Committee with updated numbers from the two new viewing galleries that had opened recently. At 22 Horizon (22 Bishopsgate) the statistics from the first five days of opening were over 86,000 bookings. There were 5,000 booking slots, in the first three minutes, and the weekend was fully booked in two minutes. There were 1,200 walk-ins and no-one was turned away. There were international bookings too from the US, Japan, New Zealand, South Africa and Europe.

With regards to 18 Bishopsgate, that had over 17,000 visitors since opening from Mid-August. Over 5,000 walk-in visitors were admitted no pre-booking. Although 22 Horizon was higher, this space was spectacular and being lower, gave it a different perspective.

The Chairman enquired if enough of these spaces had now been provided and whether there were other public benefits from these buildings. An Officer explained that they were seeing ground level benefits from other schemes, but there was evidence to suggest high public appetite for these, and there was an under-supply of this type of space at the moment. The last two galleries were internal viewing galleries, which happened to come online at the same time. Future projects which were under construction included rooftop gardens and terraces and provided a different offer. The focus for these was making each of these unique so there was not a mass supply of the same facilities, as well as these being equally spaced throughout the City.

A Member thanked the Officers and Developers for making these viewing galleries accessible to residents first before the public, and asked if building owners could hold slots for residents so they had priority going forward. An Officer explained that this experience had been a learning curve as to how they operate, and it relied on public feedback, therefore this would be shared.

An Officer provided an update regarding senior changes in Planning and Development regarding assistant directors. The Assistant Director of

Partnership and Engagement had retired from post, following 36 years at the City. A new appointment had since been made who had already started in post. The Assistant Director for Design was undergoing a career break and this position was offered as an acting up opportunity up to April 2024.

The Chairman passed on his congratulations to those who had filled the posts and asked for the Committee's thanks to be passed on the Simon McGinn, for all his excellent work, and wished him a happy retirement.

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

17. **NON-PUBLIC MINUTES**

RESOLVED- that the non-public minutes of the meeting held on 18 July 2023 be approved as an accurate record.

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

There were no non-public questions.

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

There were no additional urgent items of business for consideration in the non-public session.

The meeting closed at 12.23pm

Chairman

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