

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 7 November 2023

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Room 2 - 2nd Floor West Wing, Guildhall on Tuesday, 7 November 2023 at 1.45 pm

Present

Members:

Graham Packham (Chairman)
John Edwards (Deputy Chairman)
Deputy Randall Anderson
Deputy Marianne Fredericks
Deputy Shravan Joshi
Alderswoman Susan Pearson
Oliver Sells KC (Ex-Officio Member)

Officers:

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| Zoe Lewis | - Town Clerk's Department |
| Melanie Charalambous | - Environment Department |
| Gillian Howard | - Environment Department |
| Ian Hughes | - Environment Department |
| Bruce McVean | - Environment Department |
| Giles Radford | - Environment Department |
| Clarisse Tavin | - Environment Department |
| Marta Woloszczuk | - Environment Department |

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Paul Martinelli and Ian Seaton.

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

The Chairman stated that in relation to Item 5, he had a basement in the flood area, which had twice been affected by flooding.

3. MINUTES

RESOLVED, That the public minutes of the meeting of 26 September 2023 be approved as an accurate record of the proceedings subject to the following amendment:

That the public minutes of the meeting of 26 September 2023 be approved as an accurate record of the proceedings subject to Item 4 – 100 Minorities: 278 Highway Works (Phase 1), and public realm enhancements (Crescent) (Phase 2) being amended to state that the Officer advised that there had been a letter

drop of local occupiers but this had not included the residential blocks as they were not close enough to the Crescent.

Matters Arising

Barbican and Golden Lane Healthy Streets Plan

The Chairman asked when the meeting would take place with Islington Council to discuss the governance of the Barbican and Golden Lane Healthy Streets Plan. An Officer stated that this was being arranged.

100 Minorities: 278 Highway Works (Phase 1), and Public Realm Enhancements (Crescent) (Phase 2)

A Member stated that she had asked to see the consultation responses from the Crescent design as well as the letter that was sent out and the premises that were consulted. She stated that there was a residential block closer than some of the business occupiers that were consulted, for example, in the Business Improvement Districts. The Member stated that she was concerned that the residents had not been consulted when they were 24/7 stakeholders. She added, that the letter dated November 2022 had been sent to occupiers of the Crescent but the buildings were empty. She understood the freeholder had sent in a response but she had not seen this. The Member outlined the responses she had seen. She also commented that the two BIDS had advised her that they would stay neutral on the design and she stated they were not in broad agreement with the proposal as was suggested at the last meeting. The Member commented that although the decision had been taken at the last meeting, residents should be properly consulted, especially on the Sports Strategy, Cultural Strategy and Destination City. The Member added that the padel court in the Crescent had been a temporary feature which had encouraged people into the area.

In response to points made by the Member, the Chairman stated that it was regrettable that nearby residents had not been consulted and there was a need to ensure this did not happen in the future. He added that it had not been stated that residents should not be consulted. In response to points raised, a Member clarified that there were 20 million visitors a year to the City and Destination City aimed to increase the figure by 1-2 million, there were 617,000 workers in the City midweek and in comparison there were 4,000 residents who lived in the City at weekends. He stated that when trying to increase those in the City through Destination City, these relative figures were important.

Moor Lane Environmental Enhancements

The Chairman asked for an update on Moor Lane. An Officer stated that since the last meeting, Officers had met with residents on-site to discuss the Clean Air Garden and concerns and desires for the space. The Officer explained that a landscape architect had been commissioned to look at options. In addition, Officers had been reviewing the City's own design for the whole length of Moor Lane and had challenged the design assumptions over the course of the project to ensure that opportunities had not been missed. An external design review panel had been set up and would revisit the design. Officers would report back at a progress meeting with residents in early December. A Member stated that as a future phase of the project and linking in with the Healthy Streets

programme, the scheme would be looked at as a major improvement of the streetscape which might include changes to the road layout. She requested that these potential concepts should be included at the meeting with residents and stated that the scheme would green the street to a certain extent but would also have further possible potential in the longer term.

4. **CITY PUBLIC REALM GUIDANCE - PUBLIC REALM DESIGN TOOLKIT - ADOPTION**

Members received a report of the Interim Executive Director, Environment which provided an update on the review of the public realm design guidance and technical information, and sought adoption of the Public Realm Design Toolkit.

An Officer introduced the report and stated that the review had considered policy and sustainability and there had been co-ordination with the Transport Strategy and the Local Plan. If adopted as guidance, the toolkit, which would not have any weight in policy terms, would be a useful tool for those designing projects and strategies for the public realm.

Members discussed the necessity for bollards and the standard location 450mm into the pavement. An Officer stated that some bollards were necessary for security or road safety. They were set back from the roads so that if a vehicle pulled up next to the kerb, they would not hit their wing mirror and would be able to open their door without hitting a bollard. In the majority of locations, the bollards were integrated e.g., into the new seats at Bank Junction. The Officer stated that this particular footway was previously a small space contained by a guard railing and was now a permeable space. The Officer stated that consideration was given to the best way of providing or integrating bollards at each location. There were many options for street furniture that could be used for security purposes and would blend into the location. An Officer stated that the Transport Strategy and Healthy Streets Programme took a broader, more holistic view of streets and in certain locations, raising footways could be more appropriate than using bollards to stop vehicles from mounting kerbs. A Member raised concern about bollards placed at 450mm from the kerb on narrow pavements. An Officer stated this had previously been considered but could be reviewed again. He advised that there were constraints with the way streets were constructed as bollards required a base and it was not possible to insert bollards into kerbstones so they would need to be set back.

A Member stated that bollards protected pedestrians and provided them with a sense of safety that they would not come in contact with a vehicle.

A Member suggested that although bollards were placed at a standard 450mm into the pavement, this should be a guideline and narrow pavements could be an exception.

A Member raised concerns about litter bins. An Officer stated that if litter bins were provided in some locations, they would be overwhelmed and it had been shown that they did not work well in the City. The Officer stated that the matter

would be discussed at the next Port Health and Environmental Services Committee. A Member stated that if more visitors were being encouraged into the City, the policy needed to evolve as it was more challenging for them to take their litter home than it was for residents or workers.

A Member raised concerns about water spilling out from drinking fountains. An Officer stated that the design had been chosen as it enabled bottles to be filled and discouraged people from drinking directly from the water spout. It had also been signed off by Thames Water as an acceptable design. Officers stated they could look at the efficiency of the button and the timer. The Officer added that the Water Refill Point Programme had been a success and they had not received any complaints since their installation.

A Member stated that play and exercise was mentioned under the street furniture section of the guidance but this should refer to children's playgrounds specifically.

The Chairman asked Officers to clarify why, in some areas, e.g. on one side of Tudor Street, Yorkstone paving became slippery in wet conditions and stated the importance of non-slip paving. An Officer stated that new paving being laid had to meet a certain skid resistance. Paving could become slippery from sap from trees or could become worn over time. Officers would investigate the issue.

RESOLVED – That Members of the Sub-Committee

1. Agree to adopt the City Public Realm Design Toolkit as design guidance for the City's public realm; and
2. Agree that there should be a more flexible approach to the standard 450mm into the pavement placement of bollards, where pavements were narrow.

5. CLIMATE ACTION STRATEGY, COOL STREETS AND GREENING PROGRAMME - PHASE 4, SUDS (SUSTAINABLE URBAN DRAINAGE) FOR CLIMATE RESILIENCE

Members received a report of the Interim Executive Director, Environment which sought approval to progress the Phase 4 SuDS (Sustainable Urban Drainage) for the Climate Resilience workstream.

An Officer introduced the report. She stated that this work was part of the Cool Streets and Greening Programme which consisted of four phases. Phases 1-3 were underway. Phase 4 was challenging due to the number of utilities underground, especially under the pavements.

The Officer informed Members that the original plan had been to implement 10 sites. To date, space had been found for 6 sites. Officers recommended taking these six sites forward and continuing to investigate other sites concurrently.

The Officer advised that most of the projects included sustainable drainage and rain gardens in the former carriageway, as the pavement was congested with utilities. At the site in St Andrew Undershaft, work was taking place with the

church to introduce sustainable drainage, including capturing rainwater from the roof.

The Chairman commented that only 6 sites had been identified and asked if Officers were confident that more sites could be found. He also asked for more information on the scope of where these schemes could be implemented and whether they could be located in parts of the City liable to flooding. An Officer stated that the SuDS being proposed were primarily preventative, slowing the flow of water getting into the sewer and to some extent diverting that water from reaching the sewer. He explained that the difficulty with placing these schemes in flooded areas was that they were already full of water so they were not benefiting from the slowing down of water. Therefore, in flooded areas, to avoid potential damage, resilience measures such as traditional flood defences were more appropriate.

The Officer stated that the schemes were quite small so had to be spatially dispersed. The sites chosen primarily sat on the hill that ran down to the River Thames where there was surface water flooding and where the water flowed most quickly, in order to intercept this before it reached the place that was flooded.

Members were informed that in the City, a significant contributor to flooding was sewer flooding. Locating green SuDs in areas where there was sewer flooding made cleaning up afterwards more difficult as it was not just hard surfaces being cleaned.

The Officer informed the Sub-Committee that the team would be looking to identify more sites and would be targeting kerbside space.

A Member stated that he was disappointed that more greening of the streetscape had not taken place in recent years. He commented that this would improve the streetscape and also soak up water.

The Chairman referred to instances of flooding in the summer during thunderstorms which were a result of sewers being unable to cope with the volume of water and not as a result of saturated land. He queried whether, even though the clean-up would be more difficult, putting SuDS there could assist. The Officer stated that where there was sewer flooding, the water was coming from as far away as Wormwood Scrubs. The project sought to prioritise areas where the City contributed to the water going into the whole system so that the water flooding out in the City was minimised. He added that there was more benefit in doing this in areas which were not flooded because although these flooded areas were, by being flooded, slowing down the water and holding it, these were not places that should be holding water.

RESOLVED – That Members of the Sub-Committee

1. Approve the additional budget of £95,000 to reach the next Gateway, funded from the Cool Streets and Greening Programme (OSPR);
2. Approve the revised total estimated cost range for this Phase (excluding risk) of £1.4m - £1.7m;

3. Delegate approval of the Costed Risk Provision to the Chief Officer if one is sought at Gateway 5;
4. Approve the statutory consultation on the proposed relocation of parking bays as set out in this report;
5. Authorise officers to enter into an agreement with the Church to enable the St Andrew Undershaft churchyard works to proceed.
6. Note that two of the sites (Ludgate Broadway and St Andrew Undershaft) include additional repaving and public realm enhancements that are to be funded by ring-fenced S106 funds that have been allocated to the projects and this will be detailed in future Gateway reports.
7. Note that the sites at Ludgate Broadway and Lloyds Avenue will require further design work and will be the subject of a future Gateway 4 report in early 2024.
8. Note that the underspend from this Phase will be redirected to Phase 3 of the programme to further progress tree planting, relandscaping for climate resilience and climate resilient planting. This will be formalised in a forthcoming programme update report in early 2024.

6. DAUNTSEY HOUSE, FREDERICKS PLACE - PUBLIC REALM IMPROVEMENTS (S278)

The Sub-Committee considered a report of the Interim Executive Director, Environment concerning public realm improvements related to the redevelopment of Dauntsey House, 4A & 4B Frederick's Place, to improve pedestrian movement.

RESOLVED – That Members of the Sub-Committee

1. Approve the budget of £25,000 for Evaluation and Design to reach the next Gateway;
2. Note the total estimated cost of the project £350,000 - £600,000 (excluding risk), funded from the Section 106 and Section 278; and
3. Grant permission to enter into a Section 278 Agreement in accordance with the completed Section 106 Deed of Agreement related to the redevelopment of Dauntsey House, 4A & 4B Frederick's Place.

7. ENHANCING CHEAPSIDE PROGRAMME

The Sub-Committee considered a report of the Interim Executive Director, Environment concerning proposed public realm and highways improvements to enhance Cheapside.

An Officer introduced the report and stated that the programme would focus on the length of Cheapside between New Change and Bank, Bow Churchyard and at the Cheapside Bus Gate (east of Bread Street). The programme aimed to deliver enhancements to complement existing projects developed in the area through the greening of Cheapside and the Pedestrian Priority programme. The programme also aimed to declutter and rationalise the street furniture along Cheapside following the Healthy Streets approach, provide more greening and low maintenance and sustainable planting to align with the Greening Cheapside project already delivered, so there would be consistency in the planting,

improved pedestrian movement through a change of road layout, enhanced lighting and wayfinding, new seating as well as supporting activation and events.

Members were informed that at Cheapside Bus Gate, a permanent traffic order was implemented in July 2023 and in late October 2023 an experimental traffic order meant there was now taxi access through the bus gate.

The Officer stated that the project was funded through the Community Infrastructure Levy (CIL) and £125,000 was required to progress the project to the next gateway – Gateway 3/4 to be submitted in Quarter 4 2024.

A Member asked if there would be a contribution from the Cheapside Business Alliance. The Officer stated that the alliance had provide some design funding and this had been spent. As a key stakeholder, Officers were in regular discussions with the alliance and a request for funding would be submitted. The Officer stated that out of the five Business Improvement Districts (BIDs) in the area, the Cheapside Business Alliance had the least funding available.

The Chairman requested that there be engagement with local Members and stated that there needed to be clarity on the plans for Old Jewry. An Officer stated that there would be a report on Old Jewry submitted to the January 2024 meeting of the Sub-Committee and Officers would seek to coordinate the work, however this project was not covering Old Jewry.

In response to a Member's question about the risk section of the report referring to access to carry out the public realm improvement works being subject to the developer's programme, an Officer stated that this had been included in error. The Officer confirmed that the work would be undertaken entirely in the area in which the Corporation controlled access.

RESOLVED – That Members of the Sub-Committee

1. Approve the budget of £125,000 for Evaluation and Design to reach the next Gateway; and
2. Note the total estimated cost of the project up to £1m (excluding risk).

8. **FLEET STREET AREA HEALTHY STREETS PLAN**

The Sub-Committee considered a report of the Interim Executive Director, Environment concerning the Fleet Street Area Healthy Streets Plan (HSP) which would provide a framework for improvements to streets and public realm in the area.

An Officer introduced the report and stated that the HSP was a high-level plan and as the area was large it had been divided into several neighbourhoods. Officers had been working in coordination with the Fleet Street Quarter Business Improvement District (BID) which was producing their own public realm strategy for the area.

The Officer stated that public consultation had taken place over the summer and there had been approximately 600 responses which was a positive result.

A significant number of those who responded were in support of the proposals. Some drop-in sessions had taken place and businesses and residents were able to discuss the proposals in more detail.

Members were informed that the next stage would be to form a working group made up of Members and interested parties including the BID. The Officer stated that projects from the plan could be taken forward as funding became available or funding bids were submitted. The Officer added that the report indicated some priority for the projects in each neighbourhood but the working group could help prioritise further.

A Member stated that the Fleet Street area suffered severely during the economic difficulties, and it was essential to improve the public realm. The Member commented that the Salisbury Square development would be open in 2026 and would bring a large number of people to the area to work in the development.

A Member commented that the pedestrian underpass under New Bridge Street, joining up Queen Victoria Street with the Thames Path, was not mentioned in the document or the BID equivalent document which had included an idea to decorate underneath the railway bridge. The Member stated that the underpass would provide a canvas for an artist or an art school and he stated there were examples of underpasses in London which included historical information. This could be used to make the underpass an interesting place to go. The Member raised concern about the people losing patience with the traffic signals on the road above and crossing the road without a signal and stated that the underpass could be a safer method of crossing the road. He stated that improving the look of the underpass could attract more people to use it.

The Chairman stated that the development of Blackfriars Station meant passengers were discharged onto the street rather than the underpass but this was a complicated

Junction so there was benefit in re-energising the underpass. An Officer stated that he understood that the underpass was built as a highway structure and therefore when New Bridge Street corridor ownership was transferred to TfL when TfL was created, the highway structure would have been transferred too. The Officer stated that he would clarify the ownership of the underpass, that improving the appearance of the underpass should be added to the plan and this would be discussed with TfL.

A Member asked if the City of London Corporation was closely co-ordinated with the BID project. An Officer confirmed that this was the case and a representative from the BID was attending the Sub-Committee meeting. The BID had been given the Healthy Streets Plan to review and the results of the consultation had been discussed. The BID had also shared their document with Officers. The working group would also include representation from the BID.

In response to a Member's question about whether there were any joint projects with the BID, an Officer stated that if the plan was adopted, and following the Public Realm Strategy launch, discussions would take place with

the BID about the opportunities for working together, both generally across the whole programme but also with a particular initial focus on developing proposals for Fleet Street.

The Chairman stated that both the consultation and traffic analysis supported the approach being adopted and he was in support of the work. He added that this was an area that required greening, despite the difficulties in doing so due to Victorian pavement vaults and utilities under the pavement.

RESOLVED – That Members of the Sub-Committee

1. Approve the Fleet Street Area Healthy Streets Plan in Appendix 4 of the Officer report;
2. Approve the budget adjustment in Appendix 2 of the Officer report;
3. Agree the establishment of a Fleet Street Area Programme Working Group to guide and manage the delivery of projects in the Plan area, including staff costs of £57,434 to manage this process for the next 12 months, funded from the Plan development underspend; and
4. Note the allocation of £1,126,145 of S106 funds towards the delivery of projects in the Plan (as approved by the Sub-Committee on 26 September 2023).

9. **BANK JUNCTION IMPROVEMENTS: ALL CHANGE AT BANK ***

The Sub-Committee considered a report of the Interim Executive Director, Environment which updated Members on the project to improve the safety, air quality and pedestrian experience of the area around the Bank junction.

A Member commented that the Lord Mayor's Show on 11 November 2023 was the time when it was planned that most of the work would be completed, and it had been. He asked Officers to confirm how much of the rubble and hoardings would be removed by 11 November and the Officer stated that work was underway to ensure all the rubble and hoardings would be removed and the area would be swept clean.

A Member asked when the work on Threadneedle Street would begin. An Officer stated that once the street furniture had been put back after the Lord Mayor's Show, work would start on Threadneedle Street.

The Chairman drew the Sub-Committee's attention to the aerial photograph in Appendix 5 of the Officer report which showed the increase in the provision of pedestrian space.

RESOLVED – That the report be noted.

10. **OUTSTANDING REFERENCES***

The Sub-Committee received a report of the Town Clerk setting out the list of Outstanding References.

Dockless Vehicles

Officers confirmed that a date for a Member briefing with the operator, Lime, had been arranged and a Member briefing with Human Forest was being

arranged. The Officers confirmed the briefings were for all members of the Planning and Transportation Committee. The Chairman asked that all Members of Common Council be invited to attend.

A Member stated that in the recent King's Speech, there was a piece about the regulation of pedicyles but e-bikes and e-scooters had not been included. It was suggested that the Sub-Committee could ask the Policy Chairman to write to the Secretary of State to request that consideration be given to the addition of the regulation of e-bikes and e-scooters into legislation alongside pedicyles. Officers stated they would support having e-bikes and e-scooters regulated and within a legal framework and could assist in the drafting of a letter. A Member commented that the primary mover of the Pedicycle Bill was the Cities of London and Westminster MP and another Member stated the importance of the bill given that in the future, with Destination City, pedicyles could start operating in the City. Officers stated they would discuss with the Policy Chairman's office and colleagues in Corporate Affairs, the appropriate form of liaison.

RESOLVED - That Members of the Sub-Committee

1. Agree that all Members of the Court of Common Council be invited to the dockless cycle briefings; and
2. Agree that the Policy Chairman be asked to write to the Secretary of State requesting that consideration be given to the addition of the regulation of e-bikes and e-scooters into legislation alongside pedicyles and request that Officers discuss with the Policy Chairman's office and colleagues in Corporate Affairs, the appropriate form of liaison.

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

Members asked for a map of projects and information on whether they were completed, underway or future projects, to enable Members to see the complete picture. An Officer stated that there was a delivery plan which covered five years and was updated every year for the Transport Strategy which was submitted to the Planning and Transportation Committee for information. Officers had been considering how to provide maps as it was difficult to show all projects on a Citywide map. He suggested this could be done by using healthy street plan areas. The Chairman stated that he would discuss with Officers how maps could be provided in a simple format.

12. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

The Chairman informed the Sub-Committee that the City of London Street Accessibility Tool (CoLSAT) had won a national transport award and requested that this be publicised at the Court of Common Council. It was suggested that the Policy Chairman be asked to include it in his statement.

The Chairman requested that Officers inform other Local Authorities that they could use the best-in-class tool for no charge. An Officer stated that the CoLSAT was available on the City's website for others to use. Officers had held sessions on the use of the tool and several London Boroughs had attended and some were now using it. The Officer added that the CoLSAT had been

promoted at the London Cycling and Walking Conference. The Chairman requested that the tool be promoted outside of London as it could help improve accessibility across the country.

The Chairman asked Officers to update Members on the site visit that was taking place on 24 November. The Officer stated that the details would be recirculated.

The Chairman stated that the visit to the pipe subway had been informative and encouraged Members who had not been able to attend, to attend the next one when it was arranged.

A Member stated that the installation of granite blocks by St Paul's Cathedral had been successful. An Officer stated that they had been installed as part of the From the Thames to Eternity Project which had won a London design award. The Officer stated that the stones had been removed for the Lord Mayor's Show. A Member stated the benefits of the stones included acting as bollards, providing Hostile Vehicle Mitigation, provided seating and an artistic element. An Officer stated that the project assisted with wayfinding and the circular economy.

The meeting ended at 3.15 pm

Chairman

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