

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

**Tuesday, 14 February 2023**

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, 14 February 2023 at 2.30 pm

### **Present**

#### **Members:**

Deputy Graham Packham (Chairman)  
John Edwards (Deputy Chairman)  
Alderman Susan Pearson  
Deputy Shравan Joshi  
Deputy Randall Anderson  
Deputy Marianne Fredericks  
Alderman Ian David Luder (Ex-Officio Member)

#### **Officers:**

Zoe Lewis	-	Town Clerk's Department
Jayne Moore	-	Town Clerk's Department
Simon Owen	-	Chamberlain's Department
Gillian Howard	-	Environment Department
Bruce McVean	-	Environment Department
Olumayowa Obisesan	-	Environment Department
Kristian Turner	-	Environment Department

### **1. APOLOGIES FOR ABSENCE**

Apologies were received from Deputy Lord, Judith Pleasance, Oliver Sells and Ian Seaton. Oliver Sells KC observed the meeting virtually.

### **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 meeting of 17 January be approved as an accurate record of the proceedings subject to the following amendments:

100 Minorities Phase Two: Public Realm Enhancements (pages 39-54 of the agenda pack)

The sentence, 'A Member asked for further clarification on the permeable paving to be used that limited water going into drains.' Be amended to read, 'A Member asked for further clarification on the permeable paving (that comprises resin/rubber material) to be used that allows some rainwater to pass directly into the ground, thereby reducing storm water flow into sewers.'

Vision Zero Plan 2023-2028 (pages 191-200 of the agenda pack)

The wording of the minute be revised to read as follows –

‘The Committee considered the report of the Executive Director, Environment.

A discussion ensued, during which the following points were made:

- Focus should be concentrated going forward on safe behaviours – approximately 50% of City accidents are caused by inattention, there are a significant minority of cyclists who flout the highway code and pedestrians who put themselves and others at risk by using their smart phones when crossing busy streets.
- A commitment to eliminate KSIs by 2040 is unachievable – this is an admirable aspiration which should be maintained - but we should not be committing to outcomes that we know are unrealistic.
- Proper enforcement of existing speed limits is critical, otherwise the benefit of recent reductions to 20mph is reduced;
- Lower speeds reduce the incidence of serious injury in the event of a collision;
- Consistent speed limits across boroughs would be welcome;
- A cyclist could reasonably expect to travel at 15mph so if the speed limit was reduced to 15mph, cyclists would feel safer and this would encourage cycling;
- Speed-limiting devices are currently fitted to about a third of TfL buses travelling through the City;
- It is important for the City to continue to be accessible to vehicles, particularly for those servicing our businesses;
- Further low-tech measures including pedestrian refuges which help traffic-calming are worth considering; and
- There are fewer pedestrian barriers and more dropped kerbs in the City than there used to be, which has altered the pedestrian environment.

A Member disagreed with elements of the draft Plan, noting the change of classification of serious injury and the cumulative effect to the City of the action points, including speed reductions that could negatively impact vehicle movement.

A Member asked whether evidence was available to support a reduction from 20mph to 15mph. The Committee heard that such figures were not currently available and heard that research strongly suggested that speed reductions reduced injuries. The Committee asked for further data on the impact of a reduction from 20mph to 15mph.

**RESOLVED**, That the Committee agree with the recommendation to progress the draft Vision Zero Plan to the Police Authority Board and to the Planning & Transportation Committee for further consideration, noting the points made above.’

### **Matters Arising**

A Member advocated for reducing the speed limit in the City to reduce the number of deaths and serious injuries. The Chairman stated that the Sub-Committee had requested more data on the benefits of changing the speed limit from 20mph to 15mph. An officer confirmed that at the last meeting the Sub-Committee had requested that further data be provided in the report being submitted to the next Planning and Transportation Committee meeting. This

data would be provided in the reports to the next Police Authority Board and the Planning and Transportation Committee meeting.

4. **BANK JUNCTION IMPROVEMENTS (ALL CHANGE AT BANK): TRAFFIC MIX AND TIMING REVIEW UPDATE**

The Sub-Committee considered the report of the Executive Director, Environment which outlined the reasons why the option to allow general traffic (all traffic) through the junction at all times was not feasible.

Officers advised that the next report due in May 2023 would be more detailed and would include more traffic modelling.

A Member asked the reason as to why Members were being asked to eliminate Recommendation D from the options. Officers advised that this option was forecast to increase the bus journey times on eight routes by 15 minutes and it would not be possible to mitigate these to a level acceptable to TfL.

A Member asked whether it would be possible to close a different arm to the one proposed. Officers advised that building work had already commenced following Committee and TfL agreement.

A Member commented that reducing traffic at the weekend should be encouraged.

Following a Member's question about whether there was a clear definition of non-black taxi cab and whether 'except taxi' signage exemptions applied to them, an officer advised that this would be clarified in the May report to the Sub-Committee.

A Member asked for the definition of 'powered two wheelers' and an officer advised that this related to motorcycles and mopeds.

An Officer stated that modelling was only one part of the decision making and recommendation making process. It also included road danger reduction, equalities impacts and the look, feel and ambience of the space. TfL had made a number of changes to routes to facilitate the improvements.

A Member asked for clarification on why Finch Lane was one-way from North to South and not South to North. Officers advised that this had been in place for some time and was not a result of the Bank scheme. Officers stated that although no complaints had been received this could be looked at separately.

A Member suggested that discussions could take place with TfL about using electric buses on core bus routes through Bank to improve air quality and make it emission free. Officers advised that it could only be emission free if other permitted vehicles e.g. delivery vehicles were electric too and there could be difficulties in enforcing this. The buses were, however, Ultra Low Emission Zone (ULEZ) compliant and many were hybrid.

**RESOLVED,** That the Sub-Committee

1. Note the contents of the report;
2. Approve that no further work on the option of introducing general traffic into Bank at all times be undertaken, based on paragraphs 14-17;
3. Note the complexities of the work moving forward as explained in paragraphs 18 -19 and 21-25;
4. Note the updated indicative programme of work in Appendix 1.

5. **PEDESTRIAN PRIORITY STREETS GATEWAY 5**

The Sub-Committee considered the report of the Executive Director, Environment which presented the results of the experimental traffic order's statutory and public consultation, sought approval for making the traffic changes permanent at King Street, Old Jewry and King William Street and reported on work that needed to be taken at other locations.

An Officer stated that this Gateway 5 report updated a report to the Sub-Committee in September 2022 which detailed a shift in focus from delivering interim improvements at various locations to delivering permanent Highway changes. This Gateway 5 report set out findings from the public consultation, the statutory consultation on the traffic order monitoring of the traffic experiment and the equalities and healthy streets assessments that had been undertaken. The formal traffic experiments began in January 2022 and would conclude in July 2023. An experimental traffic order for Chancery Lane would be commencing in the next week and would follow a separate timeline and pathway.

The Chairman asked for more information on the use of wands as there had been negative feedback in the consultation. An Officer advised that there were currently wands with a plastic footing secured by four bolts on King Street. An assessment was taking place of the suitability of the standard poles used in the City for these streets. If used, they would be less closely spaced than the existing wands. The number of wands required depended on how many were required to discourage vehicles from stopping and loading and unloading in cycle lanes. Screwed fittings into carriageways were being considered. A raised kerb was not possible as it could not be removed for events such as the Lord Mayor's Show. Low plastic barriers called Armadillos were an option but vehicles could park and drive over these and they could not always be seen.

A Member, who was also a cyclist, stated that wands made her feel safer and prevented vehicles from travelling too close to the cycle lane.

A Member expressed concern about the aesthetics of wands, missing wands and the possibility that changing the street scene could mean those wanting filming locations might seek alternative locations. She suggested that wands at the entrance to the Guildhall should be in keeping with the design of the building.

A Member suggested that a decision could be taken under delegated authority with consultation with the Chairman and Deputy Chairman of the Operational Property and Projects Sub-Committee to progress the work more quickly. An

Officer stated that this could be looked into by Officers, however one of the factors driving the timetable in relation to starting work was Utilities works taking place. Collaborative work would be taking place and the Utilities works would include holes being dug for this scheme.

**RESOLVED:** That the Sub-Committee,

- 1) Approve, subject to the three schemes, King Street, Old Jewry and King William Street receiving approval from TfL and noting the objections to the statutory consultation, the experimental traffic measures be made permanent on: a) King Street (one-way northbound with contra-flow cycle lane); b) Old Jewry (closed to motor vehicles from Poultry to the junction with Fredericks Place and remainder of street two-way); c) King William Street (traffic restricted at certain times, except for vehicles loading, accessing properties or drop off/pick up of passengers);
- 2) Delegate to the Executive Director Environment, in consultation with the Chairman and Deputy Chairman of Streets and Walkways, approval of the final detailed design of the measures at the three locations;
- 3) Note that a separate report would be submitted in May 2023 for Cheapside and Old Broad Street/Threadneedle Street experimental traffic orders and that the results of the Chancery Lane traffic experiment would be reported following the completion of the six-month statutory period;
- 4) Approve the adjustment of the existing Phase 1 budget of £2,402,628 (including Costed Risk as detailed in Section 3, below), to progress the detailed design of three locations and the development of the remaining schemes in the Phase 1 programme;
- 5) Approve the drawdown of the Costed Risk provision of £56,000 as outlined in paragraph 6 of the officer report;
- 6) Approve the costed risk register in Appendix 9 and delegate authority to the Executive Director Environment to draw down funds from this;
- 7) Delegate authority to the Executive Director Environment, in consultation with the Chamberlain, to make any further adjustments (above existing authority within the project procedures) between elements of the budget.

## 6. **ANNUAL ON-STREET PARKING ACCOUNTS 2021/22 AND RELATED FUNDING OF HIGHWAY IMPROVEMENTS AND SCHEMES**

The Sub-Committee considered the report of The Chamberlain which detailed the on-street parking accounts 2021/22 and the related funding of Highway improvements.

An Officer reported that there had been an annual net surplus of £9m to £10m in recent years so it was unlikely that the account would be in deficit in future years. Legislation stated that if there was ever a deficit, this would have to be remedied within four years and before any money could be spent on any capital revenue schemes.

The Chairman stated that the Sub-Committee had asked for details of future projects. An Officer stated that the currently approved schemes for revenue and capital would be submitted to the Priorities Board and any recommendations

would be submitted to the Resource Allocation Sub (Policy and Resources) Committee.

The Officer stated that when there was an annual capital bidding process there had been delays but having a quarterly Priorities Board would reduce delays.

The Officer advised that a substantial amount of money was spent on capital and revenue schemes and money was also generated through on-street parking.

In response to a Member's question about a need for a clearer understanding of the projects that funds could be used on, the Officer stated the criteria were stringent. A Member stated that the Resource Allocation Sub (Policy and Resources) Committee had requested training on schemes for which the Community Infrastructure Levy funds, On Street Parking Reserves and other ring-fenced funds could be used. It was suggested that Members of the Streets and Walkways Sub-Committees and all other Members be invited to attend.

Officers were thanked for providing the data for the public agenda. A Member stated that although the Sub-Committee no longer controlled the allocation of funds, the Sub-Committee might have a view on how funds should be spent. If the Sub-Committee knew about the proposals and disagreed with any of them, these preferences could be raised. An Officer stated that details of schemes that were subject to approval, had not been included in the report in order that decisions were not pre-empted. However, Members of the Sub-Committee could be provided with details of unspent but approved projects and non-public funding proposals with the caveat that some of them were subject to approval. It was suggested that these details could also be useful to Members of the Planning and Transportation Committee.

**RESOLVED**, That the Sub-Committee

- 1) Note the contents of the report before submission to the Mayor for London.
- 2) Receive details of unspent but approved projects and non-public funding proposals at its March or May meeting.
- 3) Request that all Members be invited to the training requested by the Resource Allocation Sub (Policy and Resources) Committee on schemes for which the Community Infrastructure Levy funds, On Street Parking Reserves and other ring-fenced funds could be used.

## 7. **OUTSTANDING REFERENCES**

The Sub-Committee noted the report of the Town Clerk detailing the Sub-Committee's list of outstanding references.

Officers advised that meetings were taking place with dockless bike scheme operators and there would be a future report back to the Sub-Committee on this matter.

A Member commented that TfL were trying to lead on a pan-London approach and aimed to share proposals in June 2023. There could be a split in views between inner and outer London as issues were more significant in inner London.

Officers advised that the Beech Street consultation would close on 6 March.

The Healthy Neighbourhood consultation was being undertaken in parallel with the Beech Street consultation. Participants were providing feedback on aspirations and problems across the area and a consultant was pulling together key themes across all locations. Monthly working party meetings were taking place with Islington colleagues to develop proposals.

RECEIVED.

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

A Member raised concern about the alterations to the Number 11 bus route. An Officer advised that a response to the consultation had been submitted and the Chairman proposed that he and the Deputy Chairman would look into whether an alternative was proposed and decide whether it was necessary to raise concerns with the Chair of the Policy and Resources Committee.

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

A member commented that Alderman Luder was an appointee rather than an ex-officio member of the Open Spaces Committee and Paul Martinelli was an appointee rather than an ex-officio member of the Finance Committee and asked that this therefore be corrected in terms of future agenda sheets and Sub-Committee minutes.

**10. EXCLUSION OF THE PUBLIC**

The Committee agreed to exclude the public from the Non-Public part of the meeting in line with Section 100A(4) of the Local Government Act 1972.

**11. NON-PUBLIC MINUTES**

The Sub-Committee considered the non-public minutes of the meeting of 17 January 2023 and approved these as a correct record.

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

There were no questions raised in the non-public session.

**13. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB 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 ended at 3.40 pm**

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Chairman

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