



Streets and Walkways Sub (Planning and Transportation) Committee

Date: MONDAY, 14 JANUARY 2013

Time: 12 Noon

Venue: COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

Members:

Jeremy Simons (Chairman)	Alderman Robert Hall (Ex-Officio Member)
Archie Galloway (Deputy Chairman)	Brian Harris (Ex-Officio Member)
Deputy John Barker	Michael Hudson
Martin Farr (Ex-Officio Member)	Sylvia Moys
Marianne Fredericks	Deputy John Owen-Ward
Alderman Alison Gowman (Ex-Officio Member)	Deputy Michael Welbank (Ex-Officio Member)

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Lunch will be served in Guildhall Club at 1pm

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**
2. **DECLARATIONS BY MEMBERS OF ANY PERSONAL AND PREJUDICIAL INTERESTS IN RESPECT OF ITEMS ON THIS AGENDA**
3. **MINUTES**
To agree the public minutes and summary of the meeting held on 11 December 2012.

For Decision
(Pages 1 - 6)
4. **ORDER OF THE COURT OF COMMON COUNCIL**
Order of the Court of 6 December 2012, concerning the Post-implementation review of the Governance Arrangements. Please see the second page of the Order for the matter of relevance to this Committee.

For Information
(Pages 7 - 8)
5. **RELOCATION OF DOROTHY ANNAN CERAMIC PANELS TO BARBICAN HIGHWALK AND TRANSFER OF OWNERSHIP TO CITY OF LONDON CORPORATION**
Report of the City Surveyor.

For Decision
(Pages 9 - 14)
6. **SPECIAL EVENTS ON THE PUBLIC HIGHWAY**
Joint report of the Director of the Built Environment and the Director of Public Relations.

For Decision
(Pages 15 - 28)
7. **DECISIONS TAKEN UNDER DELEGATED AUTHORITY OR URGENCY POWERS**
Report of the Town Clerk.

For Information
(Pages 29 - 30)
8. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
9. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 11 December 2012

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Room - 2nd Floor West Wing, Guildhall on Tuesday, 11 December 2012 at 11.00 am

Present

Members:

Jeremy Simons (Chairman)
Archie Galloway (Deputy Chairman)
Martin Farr (Ex-Officio Member)
Marianne Fredericks
Alderman Alison Gowman (Ex-Officio Member)
Alderman Robert Hall (Ex-Officio Member)
Brian Harris (Ex-Officio Member)
Michael Hudson
Sylvia Moys
Deputy John Owen-Ward
Deputy Michael Welbank (Ex-Officio Member)

Also in attendance – Alderman Nick Anstee

Officers:

Mark Paddon	- Chamberlain's Department
Rob Oakley	- Department of the Built Environment
Paul Monaghan	- Assistant Director Engineering
Steve Presland	- Department of the Built Environment
Victor Callister	- Department of the Built Environment
Iain Simmons	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Patrick Hegarty	- Open Spaces Department
Norma Collicott	- City Police
Alan Rickwood	- City Police

1. APOLOGIES FOR ABSENCE

An apology for absence was received from Deputy John Barker.

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

The Chairman declared a pecuniary interest in respect of item 5(f) as the owner of a property in Pemberton Row.

3. MINUTES

The Minutes of the meeting held on 19 November 2012 were approved subject to the following amendment –

Item 3 – Trinity Square: ‘Members were advised that the road markings which were causing some confusion in the Trinity Square area *had been removed.*’

Matters Arising:

Millennium Bridge approach – Members were informed that it had been agreed to retain the existing paving on Millennium Bridge which would be cleaned and repaired and that this was being progressed under delegated authority.

Riverside Walk Enhancement Strategy – The Chairman informed Members that information regarding the enforcement on City Walkway would be provided at the next meeting.

4. REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-

4.1 Road Danger Reduction Plan 2013

This item was considered before Item 4a on the Agenda.

Consideration was given to a report of the Director of the Built Environment which presented a draft version of the City’s Road Danger Reduction Plan 2013.

During the debate, reference was made to the follow –

- Education – Members were informed this was a shared responsibility both the Road Safety Team and the City Police. Work was also being undertaken in schools.
- Appropriate resources, i.e. Road Safety Officers – it was considered that two dedicated posts was sufficient, however, the effective delivery of work was being monitored closely. A key was to ensure resources were channelled to the right place.
- 20mph speed limits – Members were informed that a report was approved at the Planning and Transportation Committee meeting on 27 November to investigate the benefits and dis-benefits of a 20mph speed limit or a 20mph zone across the city, preferably including the Transport for London road network and it was agreed that the results of the investigation would be presented to the Sub Committee in the spring. The Director agreed that once a timescale for the completion of the investigation had been established, he would inform Members.
- Improvements to high risk junctions, e.g. Bank Junction, specifically the reconfiguration of traffic signals may reduce accidents.
- Following concerns raised regarding the safety of cyclists in the city, particularly at the busier junctions, Members were informed that accident rates were carefully monitored and a campaign to educate cyclists was been drawn up in an attempt to change behaviour and create awareness.
- ‘Yellow box’ – There was a proposal from Transport for London regarding the Cities infrastructure and it was hoped the ‘Yellow box’ would be forthcoming at Upper Thames Street/Southwark Bridge.

RESOLVED – That,

- i) the Road Danger Reduction Plan be approved in principle;
- ii) the measures set out for the delivery up to December 2014 be approved;
- iii) an annual report setting out the future years’ delivery plans be received; and

- iv) a report on the outcome of the investigation regarding the benefits and dis-benefits of a 20mph speed limit or a 20mph zone across the city be reported to the Committee in the spring of 2013.

4.2 Mitre Street – Anti-Social Behaviour Noise Complaints A Highway Authority Response

Consideration was given to a report of the Director of the Built Environment in relation to the waiting and loading restrictions at Mitre Square, including the existing mixture of pay and display, disabled and motorcycle bays.

Following a question raised, the Director agreed to provide a response to Members regarding how the Corporation was directing its night time enforcement resources.

RESOLVED – That the current waiting and loading restrictions at Mitre Square, including the existing mixture of pay and display, disabled and motorcycle bays be retained.

4.3 Options Appraisal and Authority to start work - Heron Plaza

Consideration was given to a report of the Director of the Built Environment regarding an options appraisal and authority to start work at Heron Plaza.

RESOLVED – That,

- i) Option 3 be supported which required the:
 - Houndsditch carriageway to be surfaced in granite for aesthetics; and.
 - The area entering the new vehicle service entrance to also be surfaced in granite for aesthetic reasons.

N.B: Option 3 provides the most benefits when assessed against economic, social/cultural and environmental sustainability subject to the inclusion of the maintenance costs being funded by the developer (providing greater economic sustainability for the City) and the granite being locally sourced (providing a better environmental sustainability outcome). The granite carriageway in option 3 provides a higher aesthetic appeal (social/cultural sustainability) and therefore sets this option as the preferred option under this assessment method (the same method as was used in the Review of Materials in December 2010).

This option:

- is strongly preferred by the developer;
 - reflects a previously agreed decision by Members (albeit prior to the Review of Materials in December 2010);
 - will best reflect the high quality nature of the development; and
 - will have negligible impact on traffic during construction and maintenance (see street works implications in paragraph 10).
- ii) that the surface of the Houndsditch carriageway, between Outwich Street and Bishopsgate, be constructed at the same level as the footways (Option A in paragraph 10). This will create an environment that allows easy movement for the high number of people that will cross Houndsditch informally.
 - iii) a Section 8 agreement (S.8) be signed with Transport for London (TfL) permitting the City to implement the works on Bishopsgate, part of the Transport for London Road Network.
 - iv) Prior to signing the S.278 agreement the following funds be required from the developer:
 - The remainder of the evaluation and design payment (£44,704)

- The deferred improvement works payments (£80,000 per year since summer 2011)
- v) the S.278 agreement be finalised (based on the approved option) and signed. Signing the agreement will remove one of the conditions necessary for the developer to commence construction. The S.278 agreement will include a statement that the City and TfL have a S.8 agreement in place.
 - vi) proposed changes to traffic orders (Houndsditch) be advertised for public consultation. If objections are received, this will be reported to Members for decision through an issues report.
 - vii) the approved option for materials and carriageway surface level be progressed into detailed design drawings and a new cost estimate will be undertaken prior to the requesting of the implementation funds from the developer.

4.4 Issue Report – Mariner House Section 106 Improvement Works

Consideration was given to a report of the Director of the Built Environment regarding Mariner House Section 106 Improvement Works.

Members received a brief presentation on the proposals.

RESOLVED – That,

- i) The additional improvement works (Phase 3) at a total estimated cost of £135,000, funded from the Mariner House Section 106, as set out in this report be approved;
- ii) the completion of the detailed design be delegated to the Director of the Built Environment and Authority to Start Work be sought from the Town Clerk in accordance with the 'streamlined' procedure; and
- iii) the revised budget for Phase 2 works as outlined in Appendix B. Table 3C, be approved.

4.5 Cheapside Area Enhancement Strategy – Report on progress and proposed review

Consideration was given to a report of the Director of the Built Environment which provided an update on the implementation of the Cheapside Area Enhancement Strategy and proposed a review and update of the strategy.

RESOLVED – That,

- i) **the update information on the strategy is received and actions noted;**
- ii) **Options for the further greening of the Cheapside area be developed at an estimated cost of £25,000, funded from the interest accrued on the 120 Cheapside Section 106 agreement, subject to the agreement of the developer and a Gateway 1 and 2 report to be submitted for approval;**
- iii) **A revised strategy is prepared at an estimated cost of £45,000, funded from the interest accrued on the 120 Cheapside Section 106 Agreement, subject to the agreement of the developer, with the revised strategy presented to Members in advance of public consultation in 2013.**

4.6 Road Danger reduction in the Shoe Lane area - Stonecutter Street & Little New Street

Archie Galloway in the Chair for this item only.

Consideration was given to a report of the Director of the Built Environment regarding the road danger reduction in Shoe Lane area - Stonecutter Street and Little New Street.

Reference was made to page 162 and the condition of the statue "Resolution" at the junction of Shoe Lane and St Bride Street. The Director advised that the contractor had the repairs in hand.

RESOLVED – That

- i) Option 1 be approved - Permanently close Stonecutter Street at its eastern end to motorised vehicles as set out in Appendix 3 – drawing 22484901-109 - Sheet 1 - REV D.
- ii) The detailed design (Appendix 3) and closure of Stonecutter Street to motorised vehicles be approved subject to:
 - a) The making of any necessary Traffic Management Orders which will be the subject of a separate statutory process, (including statutory consultation);
 - b) The Comptroller and City Solicitor entering into an agreement (under Section 278 of the Highways Act 1980) with Goldman Sachs; and
 - c) That Goldman Sachs provide full funding for the project in accordance with the conditions of the S.278 and prior to the commencement of any works;
- iii) The revisions to the project budgets as detailed in Table 2 of the report be approved.

Resource requirements to complete the project

It is anticipated that the total costs to complete the project will come to £149,838. Goldman Sachs has committed to fund the costs of the entire project, and has already provided £100,000 advance funding for this purpose.

5. RELOCATION OF DOROTHY ANNAN CERAMIC PANELS TO BARBICAN HIGHWALK AND TRANSFER OF OWNERSHIP TO CITY OF LONDON CORPORATION

Consideration was given to a report of the City Surveyor which sought approval to relocate the Dorothy Annan Ceramic Panels to Barbican Highwalk and transfer ownership to the City of London Corporation.

One Member opposed the relocation of the Panels and considered they would not be complementary with the architecture of the Barbican Estate. Other Members questioned whether the Culture, Heritage and Libraries Committee or the City Arts Initiative had been consulted.

Alderman Anstee, who attended the meeting as an observer, questioned whether alternative sites had been considered. The City Surveyor advised that he would investigate whether other locations had been considered and in light of this Members resolved to defer consideration of the relocation of the Panels until further information had been provided, both in respect of alternative sites and the decision making process.

RESOLVED – That the decision be deferred until further information was provided both in respect of the alternative sites considered and the decision making process.

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

1. Following a question raised regarding the Georgian pump at Cornhill, Members were informed that the pump had been removed in the last 24 hours and would

be repaired and replaced. The trough would be relocated to St Paul's Churchyard for dogs and horses.

2. Officers agreed to update the current cycle map with a view to circulating in April 2013.

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

There were no items of urgent business.

8. **EXCLUSION OF THE PUBLIC**

RESOLVED: That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act.

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

There were no questions.

10. **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 items of urgent business.

The meeting ended at 1.00 pm

Chairman

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TO: STREETS AND WALKWAYS SUB COMMITTEE

Gifford, Mayor



A Court of Common Council holden in the Guildhall of the City of London on Thursday, the sixth day of December, 2012.

Post-implementation Review of the Governance Arrangements

At its meeting on 3 March 2011 the Court agreed a number of changes to the City Corporation's Governance. In approving the new arrangements it was also agreed that a post-implementation review should be undertaken after a year of operation to take stock and to ensure that the revised arrangements were operating effectively. To this end, a Working Party was established by the Court to conduct the post-implementation review.

A consultation exercise on the revised arrangements was subsequently carried out over the summer recess on behalf of the Working Party with both Members and City Corporation Committees. The Working Party has considered the responses in detail and concluded that overall the new arrangements are operating well but that there were one or two areas that required modification.

Whilst the various conclusions and recommendations of the Post-implementation Review of Governance are set out within the Working Party's report, the principal changes recommended are as follows:-

- An increase from 10 to 15 in the number of elected Members on the Establishment Committee, two of whom shall have less than 5 years' service on the Court.
- The Chief Commoner should be elected in October rather than September; should take office at the first Court meeting after the wardmotes and the current arrangement whereby there is an expectation that Aldermen will not vote in the election of that office should be dispensed with.
- The West Ham element of the Open Spaces, City Gardens and West Ham Park Committee should be reconstituted as a separate committee but with the same Court-elected Members on each committee.
- The Corporate Asset and Energy and Sustainability Sub Committees be transferred from the Policy and Resources Committee to the Finance Committee and the Planning and Transportation Committee respectively.
- The Policy & Resources Committee should, in future, elect three Deputy Chairmen with the "chairman-in-waiting" being electing one year before the expected date of an election for Chairman.

We submit for consideration and **recommend** approval of, a printed and circulated report containing the various conclusions and recommendations of the Post-implementation Review of Governance Working Party.

Read.

Of particular relevance to your Committee:-

(Extract of the report Paragraphs 26 to 28)

26. Two comments had been received in relation to the operation of the Policy and Resources Committee. One called for a separate review of the Committee and the other questioned the remit of the Projects Sub-Committee. The Streets and Walkways Sub-Committee also asked for consideration to be given to altering the Project Approval Procedures to allow Gateway 2 reports to be submitted to the Spending Committee.

27. The Working Party noted that the issue of the remit of the Projects Sub-Committee had been considered by the Policy Committee at its meeting in July 2012. This followed concerns raised by the Board of Governors of the City of London School over the way in which the Sub-Committee had dealt with a particular project. It was also accepted that this was a new sub-committee and that certain aspects of how it was working were still being developed and would need time to bed-in.

28. With regard to how Gateway 2 reports are currently considered, a review of the Project Approval Procedure has already been undertaken and is the subject of a separate paper on the agenda for today's meeting. The Chairmen of the Planning and Transportation Committee and the Projects Sub-Committee have already met to discuss ways in which the process can be fine-tuned to reflect the concerns expressed by Streets and Walkways Sub-Committee whilst ensuring that all projects follow a consistent approvals route.

Recommendation: That the comments with regard to the Projects Sub-Committee and the Projects Procedure be noted and that the Streets and Walkways Sub-Committee be advised accordingly.

Motion – 'To agree the recommendation set out in Paragraph 28 of the report?'

Resolved – That the recommendation set out in Paragraph 28 of the report be agreed to.

Agenda Item 5

Committee(s):	Date(s):
Culture Heritage and Libraries Streets and Walkways Sub Committee	28 January 2013 14 January 2013
Subject: Relocation of Dorothy Annan Ceramic Panels to Barbican Highwalk and Transfer of Ownership to City of London Corporation	Public
Report of: The City Surveyor	For Decision
Ward (if appropriate): Cripplegate	
<p style="text-align: center;"><u>Summary</u></p> <p>Nine ceramic panels created by Dorothy Annan are currently located on the Fleet Building, Farringdon Street. The panels were commissioned by the Ministry of Works in 1960 and now are listed. Goldman Sachs is seeking to undertake a comprehensive redevelopment of Fleet Building and Plumtree Court to provide a new HQ building in the City. Goldman Sachs considers that the panels would not sit comfortably within the scheme design for their new building and have sought agreement to relocate them elsewhere within the City.</p> <p>The panels comprise abstract art representations of the telecommunications industry and it was considered any new location should provide an appropriate setting both in terms of architecture and accessibility. Having considered a range of options, a new location has been identified within the Barbican on the highwalk that links the Barbican Centre with Speed House. The location has been agreed in consultation with English Heritage and the 20th Century Society. Planning permission and listed building consent have been granted for their relocation to the highwalk, subject to conditions requesting details of the framing, fixing and lighting scheme.</p> <p>It is proposed that the panels will transfer to the City Corporation ownership on completion of the relocation works and that a dowry of £100,000 provided by Goldman Sachs, be set aside in a ring fenced fund to provide for future maintenance and repair. Analysis of the likely costs associated with repair and maintenance has shown that the sum should be sufficient.</p> <p>Recommendations</p> <ul style="list-style-type: none"> • It is recommended that the Culture Heritage and Libraries Committee agree in principal to the relocation of the panels to the Barbican highwalk and that on completion of the works the ownership shall be transferred to the City Corporation along with a dowry of £100,000 to be set aside in a ring fenced fund for future 	

maintenance and repair.

- It is recommended that, subject to the approval of the Culture, Heritage & Libraries Committee, the Streets and Walkways Sub Committee agree the sum of £100,000 as being appropriate for the future maintenance and repair of the ceramic panels and associated light fittings and add it to the register of art works maintained by the City Corporation

Main Report

Background

1. Goldman Sachs is in the process of formulating proposals for the comprehensive redevelopment of Fleet Building, 70 Farringdon Street and Plumtree Court, 42 Shoe Lane, for a new HQ building. A series of ceramic panels by Dorothy Annan are currently located on the east elevation of Fleet Building. There are a total of nine panels that relate to the sites previous use as a telephone exchange. These ceramic panels were commissioned by the Ministry of Works in 1960 for the building. They are semi-abstract in form and incorporate stylistic images of telecommunications equipment, each are titled and one is signed. They were unveiled by the then Lord Mayor of London in April 1961 and form a representation of the telecommunications industry. On 21 November 2011, the panels were added to the statutory list of listed buildings with grade II designation. Goldman Sachs is of the view that the listed panels would not fit comfortably with their aspirations to deliver a new HQ building and have been liaising with the City Corporation, English Heritage and the 20th Century Society to find an alternative location to display the panels.
2. The artistic merit and historical importance of the panels is recognised by the listing by English Heritage. In discussions with English Heritage and the 20th Century Society, they advised that it would be preferable to keep the panels in the City due to their historic relevance to the City context, and further that they should be placed on a listed building to reduce the risk of future development necessitating a further move. In considering the approach to the panels, officers first considered whether it was desirable to accept the panels from Goldman Sachs, and then secondarily where they should be sited.
3. Following the consideration and deferral of a report to Streets & Walkways in December 2012, the transfer of the panels and the proposed location was considered by the City's Arts Initiative Panel. This group includes elected Members and officers. The Panel strongly supported the transfer of the panels to the City, citing their artistic and historical importance, and further the specific proposed location on the Barbican Highwalk.

4. On 18 September 2012 the Planning and Transportation Committee resolved to grant listed building consent for the removal and safe storage of the ceramic panels. The permission was subject to a S106 agreement which provided that every effort should be made to find the panels a new home in the City. The report to committee indicated that a suitable and agreeable location had been found on the Barbican Highwalk and the S106 required Goldman Sachs to use all reasonable endeavours to secure its safe relocation.
5. When reviewing options to relocate the listed murals a key consideration was their special architectural and historic character and the need to ensure the new location complemented their modern / abstract appearance and the need to seek agreement with both English Heritage and the 20th Century Society that the new setting was appropriate. The need to ensure the murals did not compromise future redevelopment of any building (due to the murals listed status) on which they are sited was also considered relevant. In all respects, the Barbican estate, given its grade II listed status and modern brutalist style, was considered to be the most appropriate location in the City. A number of options were reviewed including the Beech Street Tunnel, the Museum of London Rotund, the external elevations to Silk Street and Frobisher Crescent. None of these options were considered to provide as an appropriate setting as the proposed location on the City of London Highwalk.
6. The S106 was signed on 4 November 2012 and there was provision within the agreement for a maintenance sum of £100,000 to be made to the owner of the panels to cover specialist conservation, future upkeep, maintenance, repair and proper display of the panels. As part of the agreement, provision has been made that the transfer of the ownership and the maintenance sum should occur on completion of the relocation of the panels. All associated costs including removal, refurbishment storage and relocation will be met by Goldman Sachs.
7. On 8 November planning permission and listed building consent were granted for the relocation of the panels to the covered elevated walkway at second floor level on the south wall of the Guildhall School of Music and Drama which forms part of the grade II listed Barbican Estate. Associated conditions were attached requiring details of the lighting arrangement, the means of fixing and appearance of the framework together with the content of an interpretation panel. The site was selected as an appropriate site for the display of the panels as it is open to the public, is protected and relates to a listed building that is similar in period to the building from which it will be removed. Appendix 1 contains an image of how the panels will appear once in situ.
8. The scheme design will see the panels displayed in the same historic sequence and at a comparable height to their original setting. Since the

highwalk is covered, it will be necessary for the panels to be artificially lit in an appropriate manner. The lighting scheme will provide for appropriate enhancement of the panels and will improve the lighting arrangements in what is a currently poorly lit environment. The scheme will also provide for the replacement of existing lighting on the south side of the highwalk with units that are more energy efficient than those currently used. The Guildhall School of Music and Drama has confirmed that they consider that a new lighting scheme that incorporates low energy LED lighting should be cost neutral when compared to the existing situation.

Current Position

9. Goldman Sachs has now submitted a formal application to redevelop their site and are keen to progress arrangements for the seamless removal and relocation of the murals to a yet to be determined timetable that is suitable for the Guildhall School of Music and Drama.
10. On completion of the relocation, the ownership of the panels shall transfer to City Corporation and a sum of £100,000 will be paid by Goldman Sachs to be set aside in a ring fenced fund to provide for future management and maintenance of the panels to be managed by the City Surveyors Department. The likely cost of future maintenance and repair has been reviewed with our consultants and an annual figure of £3,220 has been derived (including 20% contingency). The sum of £100,000 would therefore be more than sufficient to provide for maintenance over a 25 year period, which has been the norm for calculating such payments. This sum includes a provision of £1,750 for an annual clean which due to the covered nature of the highwalk would not always be necessary. An additional insurance premium has been provisioned for within this payment.
11. It is considered that the display of the ceramic panels will not harm the special architectural and historic interest of the Barbican. The current area of highwalk is poorly lit and the panels and associated lighting will provide an enhanced environment within this part of the Barbican estate.

Proposals

12. It is proposed that the relocation of the ceramic panels to the Barbican highwalk on the south face of the Guildhall School of Music and Drama be approved, subject to agreeing the precise timings, and that the panels are transferred to City Corporation ownership along with £100,000 to provide for future maintenance.

Conclusion

13. The relocation of the ceramic panels to the Barbican highwalk would provide a fitting environment for their display. The introduction of new and replacement lighting will create an enhanced environment for this part of the Barbican. The transfer of the ownership to the City Corporation will be accompanied by £100,000 dowry to provide for future maintenance and repair.

Appendices

Appendix 1 – computer generated image of panels in situ

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Appendix 1



Agenda Item 6

Committee(s):	Date(s):	Item no.
Streets & Walkways Sub Committee	14 January 2013	
Policy & Resources Committee	19 January 2013	
Subject: Special Events on the Public Highway	Public	
Report of: Director of the Built Environment Director of Public Relations	For Decision	
<p><u>Summary</u></p> <p>This report outlines the major events planned for 2013. The report allows Members the opportunity to comment on the proposals and consider the appropriateness of the events, taking into account the nature, scale and impact on the City streets. Most are due to take place during the evening, at weekends or on Bank Holidays to minimise disruption to the City and its businesses.</p> <p>The report also provides an update on the RideLondon Cycling Event that will take place on 3rd & 4th August 2013, and highlights a request for a road closure to facilitate the Children's Parade.</p> <p>Recommendations</p> <p>Members are recommended to:</p> <ol style="list-style-type: none"> 1. Receive this report and note the major events taking place in the City as detailed in Appendix 1. 2. To note progress and planning to date in relation to the RideLondon Cycling Event. 3. To agree to a short term road closure to facilitate the Children's Parade planned to take place on 28 June 2013. 		

Main Report

Background

1. Members are reminded that in previous years, a report has been presented to the Streets and Walkways Committee detailing the major special events planned for the year ahead. This report updates Members on events so far planned for 2013.
2. A significant proportion of these events take place on Transport for London's (TfL) streets. Again, some of these are aimed at promoting charitable organisations, whilst others seek to promote specific Mayoral initiatives such as cycling. Consultation on all such activities takes place well in advance as the traffic implications of closing a street on the Transport for London Road Network can still impact on the City.

Event Approval Process

3. There is a formal approval process for events, which was agreed at the Streets & Walkways Sub Committee held on 21 March 2011. Whilst it is acknowledged that events on the public realm have social and community benefits, it is also considered important to ensure that the impact of these events in terms of traffic management continue to be contained to an acceptable level, and that demand is managed in a transparent manner.
4. The Significant External Events Group (SEEG), which comprises of officers from Highways, Public Relations and City of London Police meet every four weeks to consider major event applications. The merits of each event are considered in the context of public safety and traffic management. If appropriate, the Sports Development Section of the Department of Community & Children's Services is also consulted in determining whether or not the event can take place.
5. The Director of the Built Environment has delegated authority to make traffic orders to allow roads to be closed for special events; as such formal Member approval for each event is not required. However, should SEEG consider it appropriate, then an event can be referred to the Streets and Walkways Committee on matters of traffic impact, or to the Policy and Resources Committee on matters of policy.

6. The responsibility for the organisation of an event and its associated activities such as traffic management and stewarding rests with the named organiser and not with the City of London Corporation. Where there is no objection to the planned event, the City of London works closely with organisers to ensure its success and adherence to City of London Corporation standards and Guidelines on Special Events.
7. The delivery of safe and successful events is central to the planning process. In line with other local authorities, the City has a Safety Advisory Group (SAG) comprising of representatives from the emergency, health and transport services with the primary objective of overseeing the detailed operational planning of events.

Guidelines for the Planning of Events in the City of London

8. Members are reminded that events in the City are typically classified into one of the following categories: commercial, community and statutory.
 - Commercial events are defined as those that are organised with the objective of making a financial return without a specific community or charitable benefit.
 - Community events are defined as events organised with the objective of providing a service to the community and/or making a financial gain with the surplus raised being for charitable distribution or for distribution to local community organisations.
 - Statutory events are defined as those where there is no financial gain and reflect constitutional rights, or are a royal/national celebration, or in the interests of the public e.g. Lord Mayor’s Show, Submariner’s Parade.

Fees and Charges

9. The Director of the Built Environment has delegated authority to set and review charges annually in order to recover costs. In general the charges cover the following:

Administrative	Physical
Traffic orders	Road closure advertising
Parking dispensations	Policing/Barrier provision
Hoarding & scaffold licenses	Street cleansing
Location fees	Promotion
General staff time	Additional parking enforcement
Parking bay suspensions	Staff overtime

10. The Guidelines on Special Events set out when Fees and Charges are applied. This is summarised below:-

- Commercial Events: Both administrative and physical costs be charged
- Community Events: Only physical costs be charged
- Statutory Events: No costs be charged

11. The majority of events are non-chargeable as they fall into the category of statutory (no charges applied) or community events (only physical costs applied). The application of Fees and Charges is not expected to raise income, but instead is aimed at achieving consistency and recovering legitimate costs.

Current Position

12. Brief details of the events for this year are detailed in the table below. Most of the events listed have taken place before, and at this point in time, are relatively certain to take place in 2013. Nearly all are timed for weekends, Bank Holidays or in the evening. In most cases, the necessary planning is already well advanced. A more detailed outline of the major events planned for 2013 is given in Appendix 1.

Major Special Events Planned for 2013

Event	Date	Day of the week	Area Affected
1. London Marathon	21 April 2013	Sunday	Tower Bridge, Upper and Lower Thames St and Embankment
2. BUPA 10k Road Race	27 May 2013	Bank Holiday Monday	Victoria Embankment, Puddle Dock, Queen Victoria Street, Godliman Street, St Pauls Churchyard, Cannon Street, Cornhill, Leadenhall Street, Fenchurch Street, Mincing Lane, Great Tower Street, and East Cheap

3. Smithfield Nocturne Cycle Event	8 June 2013	Saturday	Smithfield Market area
4. City of London Festival	June/July 2013	Saturday/Sunday	Summer Events Programme at various locations around the City, including storytelling, folk singing, dance, drawing, concerts and street pianos.
5. Children's Parade	28 June 2013	Friday	Guildhall Yard, Gresham Street, Old Jewry, Cheapside, Newgate Street, Warwick Lane, Paternoster Square.
6. Cart Marking	10 July 2013	Wednesday	London Wall, Gresham Street, Guildhall
7. Standard Charter City Road Race	11 July 2013	Thursday 6.30 pm – 8.30 pm	Moorgate, London Wall, Old Broad Street, Threadneedle Street, Bank Junction, Poultry, Cheapside, Gresham Street, Wood Street areas
8. British 10K Road Race	14 July 2013	Sunday	Victoria Embankment, Upper Thames Street, Southwark Bridge, Puddle Dock, Queen Victoria Street, and White Lion Hill.
9. Triathlon	28 July 2013	Sunday	Tower Hill, Upper & Lower Thames Street, Victoria Embankment
10. RideLondon	3 and 4 August 2013	Saturday and Sunday	Victoria Embankment, Puddle Dock, Queen Victoria Street, Friday Street, New Change, Cheapside, King Street, Gresham Street, Bank,

			Cannon King William Street, Cannon Street, Queen Street, Upper & Lower Thames Street
11. Bloomberg Square Mile	12 September 2013	Thursday (evening)	Guildhall, central City
12. World Triathlon	14 and 15 September 2013	Saturday and Sunday	Embankment, Lower & Upper Thames Street, Towerhill
13. Royal Parks Half Marathon	6 October 2013	Sunday	Victoria Embankment
14. Beating the Bounds (on Motorcycles)	13 October 2013	Sunday	Guildhall Yard & Gresham Street
15. Lord Mayor's Show	9 November 2013	Saturday	City Area & Westminster, west of Bishopsgate
16. New Change shopping weekend	7 December 2013	Saturday	Cheapside area
17. New Year's Eve	31 December 2013	Tuesday	City Wide

RideLondon Cycling Event

13. Members gave their support for RideLondon at a previous Committee and since this date, officers from the Highways Division have been working with TfL on the planning of this event, which will take place on 3rd & 4th August 2013.
14. RideLondon is a flagship event for the Mayor of London and TfL's cycling programme and replaces SkyRide, which has taken place in previous years. It is seen as a legacy of the Olympic & Paralympic Games

providing an opportunity for the world's greatest cyclists to compete in front of national and international audiences.

15. It is anticipated that RideLondon could attract over 200,000 spectators, lead to a major boost in cycling numbers and generate millions of pounds in economic benefit. This annual cycling festival is planned to take place for the next five years attracting worldwide TV audiences. It is expected to be a source of income for cycling improvements in London, as well as an opportunity to promote cycling initiatives generally.
16. The RideLondon weekend will start on Saturday 3rd August 2013 with a family fun ride for up to 70,000 cyclists on an eight mile loop of closed roads around London's iconic landmarks including St Paul's Cathedral, Guildhall, Mansion House, Tower of London and Victoria Embankment. By its very nature the cycling event on Saturday is likely to have the greatest impact on the City streets requiring early road closures lasting for most of the day. The event is expected to be widely promoted in March 2013.
17. This will be followed on Sunday 4th August 2013 by a 100 mile road ride for up to 25,000 amateur, club and world class elite cyclists beginning in the Queen Elizabeth Olympic Park with a route mirroring the 2012 Games cycle road race. There will also be a city centre grand prix race involving the women's elite, junior and hand cyclists. The cycle races will follow a route through London & Surrey and is likely to include Upper Thames Street, Lower Thames Street and Byward Street in the City.
18. The event on Sunday is not considered as significant in terms of impact on the City as it is restricted to the lower route i.e. Upper & Lower Thames Street, Byward Street. However the impact on London and the south-east as a whole is expected to be considerable.

Lower Route

19. There has been an increase in the number of requests from event organisers, supported by TfL, to use the lower route through the City i.e. Upper Thames Street, Lower Thames Street and Byward Street. Invariably these events require lengthy road closures and consequently impacts on residents and businesses particularly in terms of access to properties and services. In all cases, organisers are expected to undertake extensive publicity to minimise the impact their events have on the wider community, and address specific concerns that might be raised by residents or businesses.

20. The streets that make up the lower route are managed by TfL and therefore approval for road closures to facilitate events does not rest with the City. However, Members are asked to note the increase in the number of occasions the lower route will be affected by events in 2013, and the steps taken to minimise the inconvenience to residents and businesses as a result of the road closures.

Children's Parade

21. The Children's Parade is an annual event that follows a route from Guildhall Yard to Paternoster Square via Cheapside, Newgate Street and Warwick Lane. It attracts nearly 1,000 participants and is popular with residents and businesses alike. The procession lasts approximately 10 minutes and has historically been facilitated by a series of temporary traffic holds.
22. As a result of its success, and the fact that the event has grown in size, traffic holds are no longer appropriate to ensure the necessary levels of safety required. The organisers have requested that short-term road closures (e.g. 1 hour) are put in place to enhance safety levels and address concerns raised by the City of London Police.
23. The traffic impact of closing a main east-west route through the heart of the City on a weekday i.e. 11 am on a Friday would not normally be supported. However the success of this particular event is wholly dependent on it taking place within school hours to ensure all pupils can attend, and there are sufficient teachers and support staff to supervise the procession. Members are therefore recommended to agree a short term road closure (approximately 1 hour) along parts of Gresham Street, Cheapside, Newgate Street, and Warwick Lane to allow this event to take place.

Legal Implications

24. The City as traffic authority may temporarily restrict the use of roads for sporting events, social events or entertainments held on a road under section 16A Road Traffic Regulation Act 1984. In carrying out its traffic authority functions the City must also have regard to its duty to secure the expeditious, convenient and safe movement of traffic (section 122 Road Traffic Regulation Act 1984), and its duty to secure the efficient use of the road network avoiding congestion and disruption (section 16 Traffic Management Act 2004).

Community Strategy & Other Significant Implications

25. By facilitating special events to take place within the Square Mile, the City can help address its Community Strategy Themes of ‘A World Class City’ and ‘A Vibrant and Culturally Rich City’ through its encouragement of filming and its management of special events.

Consultees

26. The Town Clerk, the Chamberlain, Comptroller and City Solicitor, the City of London Police and the Director of Community & Children’s Services have been consulted in the preparation of this report and their comments included.

Conclusion

27. The City seeks to support a series of charitable, cultural and fund-raising organisations by facilitating special events on its road network, and accommodating similar events on Transport for London’s Road Network. This report summarises the major events for 2013 and provides an update on RideLondon, which is a pan-London event and also highlights a request for a weekday road closure for the Children’s Parade.

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APPENDIX 1 - SUMMARY OF EVENTS FOR 2013

EVENT	ORGANISER	AUTHORITY	TYPE OF EVENT	NO.	EVENT HISTORY	ROUTE	TRAFFIC MANAGEMENT
1. London Marathon 21 April 2013	London Marathon Limited	Transport for London	Community event. Fun Run. Surplus funds from this event are used to assist specific sporting projects.	35,000	Established event of more than 20 years	Lower Route: Tower Bridge, Lower and Upper Thames Street, Victoria Embankment	Many roads closed along the route. 7 am to 6 pm.
2. BUPA 10K Road Race 27 May 2013 Bank holiday Monday	London Marathon	Transport for London	Community event. Fun Run Funds from this race promote sporting initiatives to the City's resident and workforce population	10,000	5th year	Westminster via Embankment to Fenchurch Street area and return to Westminster	Various road closures along the route with streets reopened as soon as possible. 10 am to 12.30 pm
3. Smithfield Nocturne Cycle Event 8 June 2013	Face Partnership	City of London	Community Event. Cycle races around a circuit within the City. Encourages	500	6th year	West Smithfield circuit around market	Smithfield closed, including access to car park. Smithfield Market & Tenant Association

Sunday			participation from local shops and residents				consulted in approval process. 4 pm – 10 pm.
4. City of London Festival June/July 2013	City of London	City of London	Community Summer Events Programme	1,000	2nd year	Various locations around the City	Possible closure of Cheapside
5. Children's Parade 28 June 2013	City of London Festival	City of London	Community event Carnival Procession	1,000	3 rd year	Guildhall Yard, Gresham Street, Old Jewry, Cheapside, Newgate Street, Warwick Lane, Paternoster Square	Closure of Cheapside and along the route for approximately 1 hour
6. Car Marking 10 July 2013	Livery Hall	City of London	Statutory Event. Vehicle Procession	1,000	Statutory Event	London Wall, Gresham Street, Guildhall	Closure London Wall

7. Standard Charter City Road Race 11 July 2013 Thursday evening	London Marathon Ltd	City of London	Community Fun Run event. Participants drawn from City institutions and is usually sponsored by a City company.	6,000	7 th year	City Road, London Wall, Bank, Cheapside, and return to City Road.	Road closures along route. 7 pm – 8.30 pm
8. British 10K Road Race 14 July 2013	BUPA	Transport for London	Community Road Race	5,000	Over 5 years	Lower route: Embankment Area	Closure of Upper & Lower Thames Street
9. Triathlon	Upsolut Sports UK Ltd	Transport for London	Community Event	5,000	3 rd time	Lower route	Closure of Upper & Lower Thames Street
10. RideLondon 3 and 4 August 2013 Sunday	GLA	Transport for London and City of London	Community event. Part of London Mayor's campaign to encourage cycling.	75,000	1st year	Central City of London streets; Lower route: Upper and Lower Thames Street, St Paul's	Roads closed along route. Weekend event.
11. Bloomberg	London Marathon Ltd	City of London	Regular event that takes place	5,000	Annual Community	Guildhall, central City	Road closures along the route

Square Mile 12 September 2013 Thursday evening			in the City		Event		
12. World Triathlon 14 and 15 September 2013	London Triathlon UK Ltd	Transport for London	Community event.	5,000	1 st Year	Lower route: Victoria Embankment , Upper and Lower Thames Street to Tower of London.	Embankment to Tower Hill closure. All day.
12. Beating the Bounds (on motorcycles) 13 October 2013	Livery Hall	City of London	Statutory Event	5,000	1 st year involving motorcycles	Guildhall area	Closure of Gresham Street, London Wall
13. Royal Parks Half Marathon October 2013	Royal Parks	Royal Parks and Transport for London	Fun Run. Community event for Royal Parks	5,000	5 th year	Victoria Embankment west of Blackfriars.	Closure of Victoria Embankment. 9 am – 12 pm.

Sunday			Foundation.				
15. Lord Mayor's Show 9 November 2013 Saturday	City of London	City of London	Statutory event. Procession to facilitate the Lord Mayor's obligations to the Sovereign.	6,000	Historical event.	City area west of Bishopsgate.	City wide road closures. 8 am – 4 pm.
16. New Change Shopping Event 7 December 2013	Cheapside Initiative in partnership with New Change	City of London	Commercial event. Details not yet known.	Not known.	3rd event.	Cheapside area.	Road closure of Cheapside. Times not yet confirmed.
17. New Year's Eve 31 December 2013	To be Confirmed	City of London and Transport for London	Community event.	10,000	Annual Event	Blackfriars area	Extensive closures across London & City

Agenda Item 7

Committee:	Date:
Streets and Walkways Sub Committee	14 January 2013
Subject: Decisions taken under delegated authority or urgency powers	Public
Report of: Town Clerk	For Information
<u>Summary</u> This report provides details of action taken by the Town Clerk in consultation with the Chairman and Deputy Chairman of the Streets and Walkways Sub (Planning and Transportation) Committee, in accordance with Standing Order Nos. 41(a) and 41 (b). Recommendations:- That the action taken be noted.	

Main Report

Background

1. Standing Order Nos. 41(a) and 41(b) provide mechanisms for decisions to be taken between scheduled meetings of the Planning and Transportation Committee, either where it is urgently necessary that a decision be made or where the Committee has delegated power for a decision to be taken.

Decisions Taken under Urgency Procedures

2. The following actions have been taken under **Urgency**, Standing Order No. 41 (a) :-

Approval of the temporary installation of the Robert Hooke Bell

The City received an application to install the Robert Hooke Bell immediately outside the south gate of St Paul's garden for a period of six months. Officers confirmed this location as suitable and consequently, the terms set out in the urgency report were approved in accordance with Standing Order No.41(a) on 4 October 2012.

Action agreed under urgency :-

That the Culture Heritage and Libraries and Streets and Walkways Sub Committees, subject to Planning Permission being granted, approve the installation of the Robert Hooke Bell immediately outside the south gate of St Paul's garden for a period of six months, commencing in November 2012.

Reason for urgency –

If the report was not considered under urgency, the application could not be approved in time for installation on November. This was important to the applicant as they had a part of American sponsors intending to visit the Bell on site.

3. The following actions have been taken under **delegated authority**, Standing Order No. 41 (b) : -

Globe View Walkway – Opening Up and Enhancing the Riverside Walkway

At the Streets and Walkways Sub Committee meeting held on 15 October 2012 and the Projects Sub Committee meeting on 16 October 2012, delegated authority was granted to the Town Clerk in conjunction with the Chairman and Deputy Chairman Streets and Walkways Sub Committee to approve the outline options appraisal in respect of Globe View Walkway.

Action agreed

- i) Option 1 as detailed below to be taken through to the detailed options appraisal stage at a cost of £50,000 to be funded from TfL Local Implementation Plan (LIP) funding for 2012/13 under the “Streets as Places” category.

Option 1 (Recommended to be taken through to detailed options appraisal stage).

Re-configuring the existing internal walkway to create wider openings and a clearer, more direct section of internal walkway on the west side of the building, together with a smaller external walkway on the east side that would connect with Stew Lane.

- ii) Globe View Walkway Project be added to the Riverside Walk Enhancement Strategy as a High Priority Project.

Conclusion

4. Members are asked to note to contents of this report.

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