

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)
COMMITTEE

Tuesday, 4 December 2018

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 10.00 am

Present

Members:

Christopher Hayward (Chairman)	Marianne Fredericks
Oliver Sells QC (Deputy Chairman)	Paul Martinelli (Ex-Officio Member)
Randall Anderson	Deputy Alastair Moss
Deputy Keith Bottomley	Graham Packham
Deputy Jamie Ingham Clark	

Officers:

Leah Coburn	- Department of the Built Environment
Joseph Anstee	- Town Clerk's Department
Olumayowa Obisesan	- Chamberlain's Department
Ian Hughes	- Department of the Built Environment
Alan Rickwood	- Department of the Built Environment
Melanie Charalambous	- Department of the Built Environment
Zahur Khan	- Department of the Built Environment
Emily Black	- Department of the Built Environment

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Deputy Kevin Everett, Alderman Alison Gowman and Alderman Gregory Jones.

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

Graham Packham declared a pecuniary interest in item 10.

3. MINUTES

RESOLVED – That the minutes of the meeting held on 23 October 2018 be agreed as a correct record.

4. OUTSTANDING REFERENCES

The Sub-Committee received a list of outstanding references.

Swan Pier

The Chairman expressed his disappointment that an officer from the City Surveyor's Department was not present at the meeting to give an update on the project and advised the Sub-Committee that he would follow this up outside the meeting.

22 Bishopsgate

The Director of the Built Environment advised the Sub-Committee that there had been some delay as the developer had shifted their programme, slowing negotiations, but the details of the agreement were in place and a meeting would be taking place that week.

Dockless Bikes

The Director of the Built Environment advised the Sub-Committee that more general work on reviewing the Street Obstructions Policy had begun, and this would be brought back to Members in Spring 2019.

Beech Street

The Director of the Built Environment and the Chairman advised Members that there had been positive meetings in the last month with London Borough of Islington at Member and Officer level, and there was political agreement to push together to complete all relevant projects at the highest possible standard.

The Sub-Committee noted that Blackfriars Bridge Underpass should be added to the outstanding references for the Sub-Committee, having been taken off the Grand Committee's outstanding references. A Member stated that there were repairs and maintenance that still needed to be carried out.

A Member asked if officers could provide any details on accelerations to the Beech Street project. The Director of the Built Environment responded that the aim was to put an interim scheme in place within the next 18 months, which had been communicated to TfL and Islington, and officers were awaiting feedback. It was hoped that officers would have firmer idea of wider timescales for the project by March 2019.

A Member asked that the timescales charted on the outstanding references list be made more specific, rather than, for instance, describing a project as 'ongoing'. The references list should give a specific target date for the project to progress to its next step, with items split up into phases if necessary.

RESOLVED – That the list of outstanding references be noted, and updated accordingly.

5. **FREDERICK'S PLACE ENVIRONMENTAL ENHANCEMENTS**

The Sub-Committee considered a report of the Director of the Built Environment seeking Combined Gateway 3, 4 and 5 approval for environmental enhancements at Frederick's Place. The Director of the Built Environment introduced the report and gave Members an overview of the scheme alongside a short presentation. Members noted a tabled letter from the Mercer's Company requesting a change to the granite sett design, and were advised that the change, if approved, would not have cost implications or create conservation concerns. Members agreed the Mercers' Company's proposed design change.

Following assessment, it was proposed to raise the carriageway to footway level and repave it to improve accessibility. The Mercers' Company had agreed to provide funding for materials in advance and wanted to tie the project in with their own development of several buildings that faced onto Frederick's Place, due for completion in Summer 2019.

The Chairman reported that there had been recent public nuisance issues reported in the space, particularly relating to on-street drinkers, and that as a result the Mercers' Company had proposed that they take ownership of the space so that it could be gated-off. A Member added that this would be cause for a licensing review if the problems persisted, as there was also the public health issue of broken glass on the street. A Member suggested that whilst this had been an ongoing problem for some time, the completion of both the Mercers' Company development and the project under consideration may help.

A Member suggested making the space more pedestrianised by making it access-only for vehicles. The Director of the Built Environment responded that the Mercers' Company had requested access for vehicles to make drop-offs.

A Member reminded officers to be mindful of consulting heritage and filming teams when devising projects, particularly when they relate to original areas such as Frederick's Place, and added that a yellow line should not be put in. The Director of the Built Environment responded that a pedestrian zone would need to be put in place to avoid putting in a yellow line, otherwise traffic restrictions could not be enforced without one.

Members were opposed to a yellow line being put in place and asked officers to explore alternative solutions, such as 'smart' bollards at the entrance to the space that allowed access at specified times. The issue of anti-social behaviour was also pertinent to this scheme. A Member suggested a removable yellow line for now whilst alternative traffic order options were explored. The Director of the Built Environment advised the Sub-Committee that officers could look at the scheme and the possibilities of a different traffic order or signs. Similar roads elsewhere had yellow lines and had been required for enforcements.

RESOLVED – That, after accounting for Members' observations, the Streets & Walkways Sub-Committee agree that:

- i) The project be approved at a cost of **£543,230** as funded by a Section 278 agreement with the developer of 1-3,7&8 Frederick's Place, The Mercers' Company;
- ii) Authority is given for the release of funds to purchase long lead-time materials and associated costs amounting to **£43,500**, in advance of the full S278 payment to avoid delays to the programme, subject to the letter of agreement with the developer. The amount would be deducted from the full S.278 payment;
- iii) Authority to start work be granted subject to completion of the Section 278 and receipt of full funding from the developer;

- iv) Approval is given for City officers to publish proposals in relation to any necessary traffic orders or other consents to implement the project as described in this report (Traffic orders will be necessary to implement a loading restriction, relocate the motorcycle parking and to remove the disabled parking bay); and
- v) Delegated authority be given to the Director of Transportation and Public Realm to consider any objections to the traffic orders detailed in this report.

6. **80 FENCHURCH STREET**

The Sub-Committee considered a report of the Director of the Built Environment seeking approval to commence work on the 80 Fenchurch Street development.

A Member asked whether servicing vehicles for the scheme using Northumberland Alley would also be using Crutched Friars, as there had been recent capacity issues on Crutched Friars, particularly with regard to parking bays. The Member asked that Crutched Friars be taken into consideration when undertaking consultation, as noisy deliveries had also been an issue, and it was vital to keep stakeholders on Carlisle Avenue and Northumberland Alley informed and engaged during the consultation process. The Director of the Built Environment responded that consultation would be undertaken before starting work on the scheme, which was still in the design phase.

RESOLVED – That the Streets & Walkways Sub-Committee agree:

- i) Approval to commence the project;
- ii) Approval to recover existing shadow code staff costs from the received £40,000 design and evaluation sum;
- iii) Delegation of authority to the Director of the Built Environment to approve the start of work (Gateway 5); and
- iv) Delegation of authority to the Director of the Built Environment to approve budget adjustments within the approved total project budget amount.

7. **55 MOORGATE SECTION 278 PUBLIC REALM AND HIGHWAY IMPROVEMENTS**

The Sub-Committee considered a report of the Director of the Built Environment seeking approval to initiate a project to make public realm and highway improvements at 55 Moorgate. The Director of the Built Environment advised the Sub-Committee that the scheme would lead to the creation of a helpful new pedestrian connection between Moorgate and Coleman Street.

RESOLVED – That the Streets & Walkways Sub-Committee approve the initiation of the project.

8. QUEENHITHE AND VINTRY PUBLIC REALM IMPROVEMENTS PROGRAMME REPORT

The Sub-Committee considered a report of the Director of the Built Environment updating the Sub-Committee on a number of live and forthcoming public realm improvement projects and developments in the Queenhithe and Vintry area, and proposing to manage these projects using a programming approach in order to coordinate reporting and updates and ensure that dependencies and risks are managed. Members noted a tabled document detailing amendment to the finance tables as set out in Appendix 5 and the consequent revised recommendation to the report.

The Director of the Built Environment introduced the report and gave Members an overview of each scheme within the programme alongside a short presentation. The projects involved were Mansion House Station environs public realm enhancements, the Queensbridge House Hotel S278, and Globe View Walkway.

With regard to the Mansion House Station environs scheme, a Member asked who would be responsible for maintenance, and associated costs, of the pergola if that option was approved. The acoustic wall proposed in the other option would be valuable as Upper Thames Street was a noisy and busy road, and the Member suggested looking at a way to combine the two options as they both had merits. A Member added that officers should ensure measures were taken to discourage skateboarding in the area.

The Director of the Built Environment responded that maintenance of the pergola was not expected to be burdensome. The plants would take around a year to mature, although faster-growing plants could be used. An irrigation system could also be installed. Officers could look into a solution which combined the acoustic wall with a 'green screen', although this might have cost implications, and could take measures against skateboarding.

A Member asked what material would be used for the structure of the pergola as this would have implications, and the Corporation did not want to find itself rebuilding the pergola every ten years. The Director of the Built Environment responded that timber would be used, similar to other structures in the City of London. Whilst they were not permanent, they did last a long time. Metal and lighting could also be incorporated into the structure, but officers would be sure to take maintenance and sustainability into account when agreeing the final scheme.

Members were supportive of option two for the Mansion House Station public realm enhancements and asked officers to look into combining the wall and the pergola options.

RESOLVED – That the Streets & Walkways Sub-Committee:

- a) Agree the proposed programming approach which will include joint project Gateway reporting and updates;

- b) Approve funding of £65,000 from TfL Local Implementation Plan (LIP) to progress the Globe View Walkway project to Gateway 4/5;
- c) Approve Option two ('public realm enhancements of area with pergola structure to boundary') to develop to Detailed design and Authority to Start work (Gateway 4/5);
- d) Approve the Revised Budget of £113,007 to reach the next gateway to be funded by TfL Local Implementation Plan 2018-19/2019-20, as set out in Table 2.
- e) Approve initiation of the Queensbridge House Hotel S278 project (as set out in Appendix 4) with funding of £57,800 from the developer to reach the next Gateway.

9. **LANE RENTAL**

The Sub-Committee considered a report of the Director of the Built Environment concerning Lane Rental schemes. The Director of the Built Environment introduced the report which covered the background of lane rental schemes and outlined the advantages and disadvantages of introducing them in the City of London.

The schemes had an intuitively attractive feel but carried notable disbenefits. Guidance from central government had made it clear that lane rental fees would also apply equally to local authority works and works by utilities companies, thus affecting Corporation investment decisions. The Department for Transport (DfT) had limited the extent of the road network covered by Lane Rental to 5%, except for TfL who were considered a special case.

Having engaged with colleagues at other authorities, officers felt there was no great demand to progress the introduction of the schemes, as the significant disbenefits meant the overall benefit was not significant. For example, the schemes incentivised a shift to night-time work which, in turn, created conflicts with residents and incurred costs in managing the complaints process. However, officers would continue to assess the benefits and challenges of Lane Rental, internally and in conjunction with officers at other authorities.

Members were supportive of keeping the matter under review, particularly in conjunction with the aims and objectives of the forthcoming Transport Strategy, and asked for more detail on where payments from local authorities would be directed, what feasibility work had been done, and what percentage of the City of London's streets the schemes would likely apply to. Members noted that whilst the schemes might result in shorter disruptions to the network, when highway works had been undertaken, reinstatement work needed to be done well, and lane rental schemes risked this work being rushed in order to avoid Lane Rental costs.

In response to queries from Members, the Director of the Built Environment advised the Sub-Committee that payments made under the schemes would be ringfenced and could only be spent on funding anti-congestion initiatives.

Officers had engaged with Kent County Council at the outset of their scheme, but had not yet undertaken feasibility work as the requirements of a Lane Rental scheme had made the size of the challenge clear. Officers had found, in the instance of Cadent undertaking work on gas mains on Gracechurch Street, that having to pay a big sum had not incentivised them to complete the work faster.

RESOLVED – That the Streets & Walkways Sub-Committee agree:

- a) That the City work with other highway authorities to establish whether a ‘critical mass’ of Lane Rental streets in Central London can be established (paragraph 12, Option 3);
- b) To keep matters under review in conjunction with the aims & objectives of the forthcoming Transport Strategy; and
- c) That officers continue to identify & promote safe and effective ways of working that help reduce the duration of works on City streets.

10. **REVIEW OF PROJECTS WITHIN THE BUILT ENVIRONMENT DIRECTORATE**

The Sub-Committee received a report of the Director of the Built Environment proposing a review and prioritisation of transportation and public realm projects within the Department of the Built Environment in order to best utilise available funds to deliver corporate priorities and enable continued development to support economic growth.

The Director of the Built Environment advised the Sub-Committee of the need to consider the context of developing against the Corporation’s strategies and the wider economic context. A number of projects requiring significant investment were on the horizon which necessitated a review of the whole portfolio to ensure projects undertaken were cost-effective and supported the Corporation’s aims. A two-stage process was proposed, with the results of the first stage brought back to committees in 2019.

Officers recommended that projects fully funded by S278 agreement monies, projects previously approved at Gateway 5 and fully funded, and Highways Structures fully funded by the Bridge House Estates should fall outside the scope of the review, along with eleven projects that could be fully funded with unallocated Section 106 funding. Forty-three pre-project proposals were recommended for archiving in the Project Vision system. The proposed approach and methodology for the review and prioritisation of projects was set out in the report. A ten-year plan for the second stage of the process would be drafted.

The Chairman advised the Sub-Committee that this was a complicated but significant report. The process was necessary given the Corporation potentially faced a new spending environment and less funding for projects was a possibility. Members were supportive of the review and commended officers on the work that had been done so far. Members recognised the importance of

being pragmatic and strategy-led, with cross-departmental co-operation, and the benefit of having a process to identify priorities with the courage to cancel outliers. A Member suggested that the process could be used as an exemplar and could be shared with other departments through the Town Clerk's Department.

In respect of Table D, which outlined pre-project proposals to be archived, Members expressed some concern. A broad range of proposals were set out and there was some concern that areas such as Golden Lane and Whitefriars, which were either significant to wider initiatives, or had not seen many projects to enhance the streetscape, were in danger of being left behind, so an overarching process for the whole City would be required. A Member added that the table lacked detail and information such as the impact and the budget on the proposals to be archived, and suggested that this be added. The ability to initiate projects quickly was useful and it would be a shame to lose the ability to get funding and swiftly match it with a project. A Member queried whether the proposals were recommended for archiving purely on the basis that no money had been spent on them. If a project would have been higher if spending had been initiated, this did not represent thoughtful prioritisation.

The Director of the Built Environment thanked Members for their comments and responded to points raised. Tables A and B related to projects enabling economic growth and the key was supporting overall economic wellbeing. With regards to Table D, some areas had seen less spending when compared to others, and this was often on the basis that spending priorities followed private sector investment. The list was also quite historic, and a number of the projects also related to older strategies. Whilst they were not unimportant, there were new policies and proposals that required focus.

The Sub-Committee was advised that the report would go on to Planning & Transportation Committee for decision, taking account of comments from Members of the Sub-Committee. The Chairman gave thanks to the Director of the Built Environment for the significant amount of good work done so far and for the clear explanation of the proposals.

RESOLVED – That the report be noted.

11. **MAJOR HIGHWAY ACTIVITIES 2018 & 2019**

The Sub-Committee received an annual report of the Director of the Built Environment, reflecting on major highway activities in 2018 and 2019. The Director of the Built Environment introduced the report and advised the Sub-Committee of the key points.

Work volumes from developers and utilities in particular were expected to remain high in 2019. There had been deregulation with regards to independent connection partners which had increased flexibility for developers. Major works across the width of Leadenhall Street were planned for the first quarter of 2019, and around 150 days of disruption had been saved through combining and managing projects. It was important going forward to motivate utilities

developers to complete their work quickly without compromising the quality of their work.

In response to queries from Members, the Director of the Built Environment advised that gas works in Fenchurch Street could not continue during the winter due to the impact on the gas network, creating a window to co-ordinate works in Leadenhall Street. A Member advised that this be made clear in communications about the work, otherwise residents might find it odd. The deregulation of the utility industry was an underlying concern for officers, although the Corporation could charge more for permits where it was deemed necessary.

Regarding the structural investigations under Lindsey Street, the Director of the Built Environment advised that it was not clear if structural weakness had been caused by Crossrail or by general deterioration, but it was unlikely that Crossrail would fund any repair work. Any surface level work would be done sensitively bearing in mind the upcoming Christmas period around the Market.

In response to a query from a Member, the Director of the Built Environment advised that the Corporation did not have to accept applications for filming-related road closures. A review of the process was ongoing with the Film Office and this would be covered in the Special Events report that would be brought to Committee in the New Year, along with details of recent filming in the City of London which included several major Hollywood films.

RESOLVED – That the report be noted.

12. **ANNUAL ON-STREET PARKING ACCOUNTS 2017/18 AND RELATED FUNDING OF HIGHWAY IMPROVEMENTS AND SCHEMES**

The Sub-Committee received a report of the Chamberlain, updating Members on action taken in respect of any deficit or surplus in its On-Street Parking Account for the financial year.

RESOLVED - That the contents of the report be noted for information, before submission to the Mayor for London.

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

There were no questions.

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

There was no other business.

15. **EXCLUSION OF THE PUBLIC**

RESOLVED – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Local Government Act.

Item No.	Exempt Paragraphs
16	3
17 – 18	-

16. **NON-PUBLIC MINUTES**

RESOLVED – That the non-public minutes of the meeting held on 23 October 2018 be agreed as a correct record.

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

There were no questions.

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

There was one item of other business.

The meeting closed at 11.35 am

Chairman

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