

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)
COMMITTEE

Tuesday, 26 February 2019

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 1.45 pm

Present

Members:

Christopher Hayward (Chairman)	Marianne Fredericks
Oliver Sells QC (Deputy Chairman)	Alderman Gregory Jones QC
Randall Anderson	Paul Martinelli (Ex-Officio Member)
Deputy Keith Bottomley	Barbara Newman
Deputy Kevin Everett	Graham Packham
Deputy Jamie Ingham Clark	

Officers:

Joseph Anstee	- Town Clerk's Department
Zahur Khan	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Leah Coburn	- Department of the Built Environment
Alan Rickwood	- City of London Police
Clarisse Tavin	- Department of the Built Environment
Tom Noble	- Department of the Built Environment
Jon Wallace	- Department of the Built Environment
Simon Glynn	- Department of the Built Environment
Mark Lowman	- City Surveyor's Department
Kristian Turner	- Department of the Built Environment

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Alderman Alison Gowman.

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 and non-public summary of the meeting held on 22 January 2019 be agreed as a correct record.

Matters Arising

The Director of the Built Environment advised the Sub-Committee that following consideration by the Police Committee and the Policy & Resources Committee, from the next municipal year, the City of London Corporation's permanent Anti-

Terrorism Traffic Regulation Order (ATTRO) would be reviewed every three years.

4. **OUTSTANDING REFERENCES**

The Sub-Committee received a list of outstanding references.

Swan Pier and Trigg Lane

The City Surveyor advised the Sub-Committee that work on Swan Lane was progressing and on programme. The project was due for completion in May 2019.

22 Bishopsgate

The Director of the Built Environment advised the Sub-Committee that the proposal taken to the developer to agree the remainder of the Section 278 agreement had been successful, with only one aspect, concerning drainage, outstanding.

Dockless Cycles

The Sub-Committee was advised that the Chairman had made a statement on dockless cycles at the most recent meeting of the Planning & Transportation Committee, and that a report on the matter would be brought to the next meeting of the Sub-Committee.

Members felt that the cycles were still an issue, as they were still being left in obstructive positions across the City. Some Members felt that it was possible the operators were placing the cycles deliberately in some locations, which was contrary to the Memorandum of Understanding between the City Corporation and operators. Members asked what powers the City Corporation had to remove the cycles and whether the operators could be charged for this.

The Director of the Built Environment responded that this was still a developing situation. The City Corporation did have an agreement in place with operators on removing the cycles from within the City boundaries, but there were no direct powers to remove the cycles and officers were still working with other local authorities to produce a pan-London approach on dealing with the cycles and operators.

Members suggested that the City Corporation issue notice to operators of intention to remove cycles on a specified date, with warning that the operators will be charged if the cycles were not removed by that time, or looking into passing byelaws to cover Corporation highways to give the Corporation more power to take action. A Member added that it was a criminal offence to obstruct the highway, so whilst there may be resource issues, the Corporation did have some power to act against obstructions, and supported the idea of giving clear notice and advice to operators to remove obstructing cycles.

A Member added that a pilot scheme under the new Transport Strategy could provide an opportunity, as the City Corporation could choose not to allow any operator that they had enforced against to participate in the pilot.

The Director of the Built Environment advised the Sub-Committee that there was a need to review the wider Street Obstructions Policy, which was focussed on A-boards, and a report would be brought to Committee on the subject. A Member asked that the report clearly distinguished between legal and policy considerations and separated out obstructions by type, so that each could be dealt with as appropriate.

Beech Street

The Sub-Committee noted that a report on Beech Street was on the agenda.

Blackfriars Bridge Underpass

The Sub-Committee was advised that TfL had the required items to repair the steps on order and it was hoped this would be completed by May 2019.

A Member added that progress had been made and one of the steps had now been replaced. The underpass was in a significantly better state than it had been previously, and the challenge now was to maintain it and keep it clean.

Frederick's Place

The Director of the Built Environment advised the Sub-Committee that following the approval for environmental enhancements at Frederick's Place at the meeting on 4 December 2018, officers had looked into the traffic order approved and had found a way to implement it without yellow lines.

5. **BEECH STREET: TRANSPORT AND PUBLIC REALM IMPROVEMENTS**

The Sub-Committee considered a report of the Director of the Built Environment on Beech Street Transport and Public Realm Improvements, seeking approval to increase the scope of the project to investigate the feasibility of a two-way closure of Beech Street and to realign the project objectives. The Director of the Built Environment introduced the report and updated Members on the project. Positive meetings were continuing to take place at Member and officer level with partner stakeholders, including the GLA and TfL.

The Chairman advised Members that he and the Chair of Policy & Resources had met with the Deputy Mayor for Transport and the Walking and Cycling Commissioner at the GLA to discuss a number of issues, including Beech Street, and had gotten their full buy-in, and approval of the collaborative approach with Islington. The project was firmly on the political agenda. The Director of the Built Environment advised Members of his meeting with the Head of Surface Transport at TfL. TfL understood the City Corporation's aims and objectives around the project and the desire to trial closure. The holistic approach to the project would continue to include TfL and Islington going forward.

Members welcomed the report and were encouraged by the continuing dialogue and accelerated timetable. A Member suggested that officers consider the rate of uptake of ULEV vehicles, as this may negate the need for full closure of the street. A Member raised that the 153 bus route now had an entirely electric fleet, and therefore a buses-only exception could be

considered. A Member added that removing traffic was a positive move but access for the residents nearby would need to be considered, and it also needed to avoid diverting traffic to Golden Lane or creating a rat run.

The Director of the Built Environment responded that officers had considered ULEV and that this would be part of the options appraisal for the long-term. TfL had raised the issue of bus routes and officers would work with them to find a solution. Allowing buses had the disadvantage of the loss of public realm benefit so this would need to be taken into consideration.

In response to a query from a Member, the Director of the Built Environment responded that the Gateway 4 report to be brought to Committee in May 2019 on the first interim stage would contain more detailed and complete information on the budget and financing of the project. The £30million set out for programme affiliation related to three workstreams including waterproofing. Modelling of the wider area would also be undertaken during the next stage of the project, and any issues that arose such as rat runs would be mitigated.

RESOLVED – That the Streets & Walkways Sub-Committee:

- a) Note the resolutions from the previous Committee meetings (September 2018) tasking officers with investigating the feasibility of an eastbound and westbound closure, as well as exploring the option of introducing Ultra-Low Emission Vehicle (ULEV) restrictions along Beech Street and investigating options to accelerating the project;
- b) Note the progress and findings to date;
- c) Note the next steps, programme, key project risks & opportunities;
- d) Approve an increase in the scope of the project to investigate the feasibility of a two-way closure of Beech Street (both interim and long-term proposals); and
- e) Approve the Project Objectives.

6. CROSSRAIL REINSTATEMENT PROJECTS - UPDATE REPORT

The Sub-Committee considered a report of the Director of the Built Environment concerning Crossrail reinstatement projects. The Director of the Built Environment introduced the report and gave a short presentation updating Members on Crossrail and the three reinstatement projects at each of the Crossrail Ticket Halls. The report also sought approval for two pieces of public art, the foundations for which would be laid as part of the current public realm works. The Sub-Committee noted that a report would be brought to a future meeting of the Sub-Committee on the potential permanent closure to motorised traffic of the western arm of Finsbury Circus.

A Member advised officers of an issue relating to the pavement on Long Lane between Farringdon Station and Aldersgate Street and asked that this be addressed as part of the public realm works, as it was affecting accessibility. A

Member added that the delay to Crossrail itself was more significant as it could cause cost increases on other projects, and asked if officers had mitigated against this risk.

The Director of the Built Environment responded to points raised by Members. The approval of the Sub-Committee was needed for the increase in budget to cover works and for the physical public realm work needed to install the public art, rather than for the art itself. Public realm work on Long Lane was intended to form part of Culture Mile Improvement work, a report for which would be brought to the Sub-Committee in the near future. With regards to delays to Crossrail, the risk had been considered and factored in, with contingency within the budget. The City of London Corporation could still proceed with its work in order to minimise overall delay. Annual increases to the costs of contractors and materials had also been factored in.

In response to a query from a Member, the Director of the Built Environment confirmed that greening had not been secured for the reinstatement projects due to the risk to substructures in the area. However, officers could push for more greening in the surrounding streets. Members also asked that officers keep accessibility in mind, particularly with regards to Farringdon station and the buildings around the Barbican.

RESOLVED – That the Streets & Walkways Sub-Committee:

- a) Note the current position with regards to the Highway reinstatement projects at each of the Crossrail Ticket Halls; and
- b) Authorise the inclusion of the fabrication and delivery of two pieces of public art into the existing projects at Liverpool Street and Moorgate, subject to the release of funds being approved by the Town Clerk in conjunction with the Chairman of the Policy and Resources Committee.

7. **SPECIAL EVENTS ON THE HIGHWAY**

The Sub-Committee considered a report of the Director of the Built Environment outlining the major special events planned for 2019 and providing Members with an opportunity to consider and comment on the appropriateness of those events, taking into account their nature, scale, impact and benefits. The Director of the Built Environment introduced the report and drew Members' attention to the key points. There was a core of 14 regular major events which were professional and well-run, with an increasing variety of one-off events and increasing authorised filming events. The Sub-Committee was advised of the Lunchtime Streets event to promote the evolving Transport Strategy, and that the City of London Corporation had been approached to support an event in conjunction with international Car Free Day on Sunday 22 September 2019. Members were asked for their views on such an event.

Members discussed whether the annual report needed to be referred to the Policy & Resources Committee following consideration at Streets & Walkways Sub-Committee as a matter of course. Members felt that consideration at Streets & Walkways Sub-Committee was sufficient, except in cases where an

event was considered to be particularly controversial or political, and escalation was required. This could then be considered on an individual basis. The Chairman added that he would raise the matter with the Chair of Policy & Resources going forward.

The Chairman added that several approaches had been made regarding the Car Free Day, and that if it was supported by Members, the City of London Corporation should work with the GLA and TfL in organising an event.

A Member queried whether a Car Free Day would apply to all traffic, or just private vehicles, and whether the City of London Corporation had the power to refuse requests for road closures for filming made under new powers.

Members were supportive of the City of London Corporation participating in Car Free Day, and raised a number of points, including the possibility of a Car Free Week, Car Free Areas or joining up the Car Free Day with other events in September such as Totally Thames Month or the River Marathon. A Member added that this was a good opportunity to see how a Car Free Day would work in practice, as this could be the first of many such events, which would be beneficial for visitor attractions such as St. Paul's Cathedral.

A Member said that the increase in filming was positive, but that the income often seemed to get lost, and could be put to better use by being used to promote the Corporate Plan. The Member also suggested that the section on benefits in kind be sent on to Finance Grants Oversight and Performance Sub-Committee.

Members stressed that the organisation of the event needed to account for the impact on residents and workers, and on the wider implications for visitors such as through access to car parks. A Member suggested that if there were to be significant crowds then limits on drinking should be considered, as there had been issues during the London Marathon last year. Officers should also consider the impact of cleaning the streets following events and ensure these costs were recovered where possible.

The Director of the Built Environment responded to points raised by Members. Officers would undergo further discussions with relevant stakeholders, but the proposal was likely to be for full closure to all traffic on certain roads, with any issues arising from this to be worked through as appropriate. Soft-level engagement would be undertaken over what to do with the space freed up by road closures. Officers would commit to progressing discussions and would keep Members updated. The Director of the Built Environment confirmed that the City of London Corporation did have powers to push back on requests for road closures for filming, and that officers could look into the way income from filming was used.

RESOLVED – That the Streets & Walkways Sub-Committee:

- a) Agree to support the regular core events programme listed in paragraph 5 and detailed in Appendix 1;

b) Agree to support the additional Cultural, Visitor & Transport Strategy events outlined in paragraphs 18-36, subject to the appropriate degree of due diligence regarding safety, licencing approval, traffic orders (where required) and impact on local stakeholders; and

c) Note the Benefits in Kind listed in Appendix 4.

8. **CULTURE MILE LOOK AND FEEL EXPERIMENTS**

The Sub-Committee considered a report of the Director of the Built Environment seeking approval for a programme of Culture Mile Look and Feel Experiments in support of Culture Mile Look and Feel for summer 2019 and beyond. The Director of the Built Environment introduced the report and gave a short presentation, setting out each installation and key observations on each item. Elements of the programme included a Rotunda Garden installation, Sound Installations in Salters' garden and across the Culture Mile, City Parklets, branding in the public realm, Culture Mile North-South connections, and Culture Spine Meanwhile Projects. Officers wanted to work with local communities to deliver the programme and would continue stakeholder engagements. There would also be Key Performance Indicators for the programme which would be monitored through surveys and with partners. The Chairman praised officers for their work on the programme, which was imaginative and carefully considered.

In response to a query from a Member, the Director of the Built Environment said that any underspend could roll over to the next stages of the Culture Mile Look and Feel programme in Autumn/Winter 2019/20. A Member asked whether officers had considered reuse and sustainability in designing the installations, and the Director of the Built Environment confirmed that legacy had been an important consideration. Officers were looking at ways to reuse structures and gave the example of a past structure that was reinstalled in a local school. The digital legacy of the programme was also being taken into account.

A Member asked for more detail on the North-South connections element of the programme. The Director of the Built Environment responded that this would be an experiment to improve the connection between the Millennium Bridge Approach in the South and Culture Mile to the North. Visitors would be guided through this route. A Member suggested that officers record the traffic impacts around the City Parklets and Meanwhile spaces, so that the data could be used if a decision was taken later on whether to make the installations permanent.

RESOLVED – That the Streets & Walkways Sub-Committee:

a) Approve the programme of installations for the next phase of Culture Mile Look and Feel Experiments in 2019, and the release of funds of £409,000 to implement the programme; and

- b) Authorise delegation of budget adjustments between staff costs, works and fees, to the Chief Officer in consultation with the Chamberlain Department.

9. **BERNARD MORGAN HOUSE PUBLIC REALM**

The Sub-Committee considered a report of the Director of the Built Environment concerning public realm works around Bernard Morgan House, seeking approval to enter into a Section 278 agreement with the developer and for funding to proceed with design development and stakeholder engagement.

The Sub-Committee was advised that the project would be fully funded by the Section 278 agreement and provided an opportunity to implement recommendations from the Barbican and Golden Lane Strategy. The Chairman stressed the importance of continuing stakeholder engagement by both officers and the developer going forward.

RESOLVED – That the Streets & Walkways Sub-Committee:

- a) Authorise officers to enter into a S.278 agreement with the developer; and
- b) Approve the release of £35,000 in order to proceed with the evaluation process with a Gateway 3/4 Options Appraisal submitted in due course, under the Regular reporting route.

10. **LORD MAYOR'S SHOW 2019**

The Sub-Committee received a report of the Director of the Built Environment concerning the Lord Mayor's Show for 2019, with particular regard to the public fireworks display. The Director of the Built Environment introduced the report and outlined the key points for Members. Following the challenging issues and escalation of impact of the 2017 fireworks display, it had been decided to cancel the display in 2018. Officers had been instructed to explore the possibility of reinstating the display for 2019 Lord Mayor's Show or explore alternatives.

The Sub-Committee noted the key findings of the strategic review set out in paragraph 11 of the report. The fireworks display was considered to have a significant and disproportionate impact, and whilst other locations for the display had been considered, these would only have an even greater impact elsewhere. The costs were also increasing significantly. It was understood that the Lord Mayor's Show Ltd would support an alternative. The Sub-Committee noted the proposals set out in the report, chiefly that officers would work with the Illuminated River Foundation to deliver a bespoke lighting installation associated with the Lord Mayor's Show. It was felt that a fireworks display would not be supported by relevant stakeholders. The Chairman reminded Members that the decision with regard to whether the fireworks should take place or not ultimately rested with the Policy & Resources Committee.

Members then discussed the report. A Member suggested that the Care Free Day could be combined with the Lord Mayor's Show weekend, which would

mitigate some of the risks, and that there may be a number of other ways around road closures. A Member added that they felt taking the responsibility for traffic and stewarding away from the City of London Police was a retrograde step, and would support leaving the responsibility with them.

The Director of the Built Environment responded to the points raised by Members. The Illuminated River project was due to be completed in July, and the City of London Corporation would be able to interrupt the standing exhibition for an event. The existing security measures only protected footways, and there would be a requirement to protect the whole bridges and connected areas, meaning that the extent of the closures was not easy in the current environment. The City of London Police would maintain an active role in policing in the event, but would be focussed on crime and disorder rather than stewarding. A budget of £20,000 for stewarding costs in lieu of City Police resources was felt to be sufficient. However, the report would also be submitted to the Police Committee for their view on this aspect.

A Member said that it was important to distinguish between retained and additional crowds. If an alternative event such as a light show sought to retain crowds for longer, this would surely face similar issues to a fireworks display. The Chairman thanked Members for their comments, and added that a lack of support from key stakeholders was the significant issue, as it would not be practical to hold the display without it.

RESOLVED – That the report be noted.

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

A Member raised the issue of anti-social behaviour on the public ramp at the back of the City of London School, which was a considerable cause for concern, posing security, safety and reputational risks for the school and City, and asked what could be done to address it.

The Director of the Built Environment responded that the issue had been raised by the school to the City Surveyor and Transportation and Public Realm teams. As there were fire exits and access points in the vicinity, the City of London Corporation would need to engage with BT and the Mermaid Theatre before taking action. Officers would meet with the relevant parties to see what appetite there was to take action without causing any adverse impact. There had been other problems in the area including break-ins. A joint response would be required, and officers would look into the matter and report back to Members.

A Member raised a question about the City's new Lighting Strategy. Certain types of light were known to disrupt circadian rhythms, and it was asked whether the appropriate research and amelioration could be undertaken to ensure there was no adverse impact on public health.

The Director of the Built Environment responded that officers were aware of issues relating to 'blue light'. There was a lot of ongoing research on the subject and officers would take this into account during implementation.

A Member raised the issue of cameras on and under the City's bridges, which had been intended for use to prevent suicides. It had been suggested that the cameras be installed whilst work was undertaken on the Illuminated River installation. However, the project had been incorporated into the City of London Police's 'Ring of Steel' project, and the Member asked what progress had been made.

The Director of the Built Environment responded that he would look into this. The cameras would need to be incorporated into the City of London Police CCTV network, as there would be no location to receive the images apart from the City of London Police control room.

A Member reported that Westminster City Council had recently installed a 3D zebra crossing in a bid to slow traffic, and suggested that officers look into the possibility of using a 3D zebra crossing at the junction of Ludgate Circus.

12. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
There was no other business.

13. **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
14 – 15	-

14. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
There were no questions.

15. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**
There was no other business.

The meeting closed at 3.37 pm

Chairman

Contact Officer: Joseph Anstee
tel. no.: 020 7332 1480
Joseph.Anstee@cityoflondon.gov.uk