



**Transport for London City of London Stakeholder Transport Forum
22nd July 2019**

Chairman: Councilman Marianne Fredericks (MF)

Secretaries: Abbas Raza (AR) and Ciaran McCartan (CMc)
abbasraza@tfl.gov.uk and ciaranmccartan@tfl.gov.uk

Transport for London:

Abbas Raza (AR)
Ciaran McCartan (CMc)
Duncan Weir (DW)
Rob Edwards (RE)
Jon Fray (JF)

City of London elected officials:

Deputy Tomlinson (DT)
Councilman Henrika Priest (CHP)
Councilman Mary Durcan (CMD)
Councilman Mark Bostock (CMB)
Councilman Adrian Bastow (CAB)
Councilman Jeremy Simons (CJS)

City of London Officers:

Rachel Pye (RP)
Tom Parker (TP)

City residents and/or workers

Robin Carley (RC)
Mike Bristow (MB)
Charlotte Spetch (CS)
Jackie Ashurst (JA)
James Ball (JB)
Guy Nisbett (GN)
Shahnan Bakth (SB)
Richard Collins (RC)
Steve Stevenson (SS)

Apologies

Councilman Barbara Newman
Councilman Sylvia Moys



Draft Meeting Minutes

Meeting	Transport for London City of London Stakeholder Transport Forum	
Date	22 nd July 2019	
Venue	Committee Rooms 3 & 4, Guildhall, City of London Offices	
Prepared by	Abbas Raza and Ciaran McCartan	
Date of issue	August 2019	
1.0	Welcome from Chair & introductions	Action
	The Chairman, Councilman Marianne Fredericks (MF) welcomed and thanked everyone for attending the TfL City of London Stakeholder Transport Forum.	
2.0	Minutes (Including matters arising)	
	<p>The Chairman (MF) went through the minutes of the last meeting and asked Ciaran McCartan (CMc) and Abbas Raza (AR) from Transport for London's Local Communities and Partnerships team to provide a brief update on matters arising from the last meeting.</p> <p>CMc informed attendees that an update on improving customer communications at Moorgate would be provided later in the meeting. AR provided a brief updated on the City of London's (CoL) proposals for Beech Street but directed attendees to the City of London Corporation for more information, as it went through the Corporation's committee system including the Streets and Walkways Sub Committee.</p> <p>CMc confirmed that he had been in touch with TfL London Underground (LU) colleagues with regards to Deputy Tomlinson's concerns over deep tube pollution. LU confirmed that they are taking proactive steps to address Tube dust in a number of key areas, including preventing/containing Tube dust at source, enhancing the cleaning regime and conducting further research into Tube dust and its effects. They also reaffirmed that on average LU operates within the Institute of Occupational Medicine standards and, in January 2019, the government advisory committee, the Committee on the Medical Effects of Air Pollutants (COMEAP), concluded that "it is no possible to determine the nature and extent of any health risk to those travelling on the London Underground".</p> <p>AR confirmed that he is working closely with The Aldgate Partnership (TAP) to respond to a number of queries that they have raised. This mostly included investing in station upgrades around TAP's vision for the area between and around Aldgate and Aldgate East stations.</p> <p>CMc indicated that accessibility will feature as a future agenda item but that there was not enough time to cover this item in this meeting.</p>	



	<p>AR informed attendees that he had been responding to a number of complaints about Barbican tube noise and recognised the distress that this was causing some residents. AR reiterated TfL’s commitment to working with the CoL to find a solution to this issue and hoped that Duncan Weir’s update this evening would reassure residents and members that it being taken extremely seriously within TfL. AR also confirmed that he would ensure that the sidings usage would be provided in the minutes.</p> <p>Update – Sidings usage</p> <p>Following Duncan’s Weir’s presentation and update, it was agreed that he would provide this information in his response to the Chairman of the Port Health and Environmental Services Committee.</p> <p>CMc confirmed that TfL’s bus operations team were not aware of any bus stops being removed in and around Aldersgate but would get in touch with Councilman Barbara Newman to find out further details.</p>	<p>CMc to contact Councilman Newman for bus stop details</p>
<p>3.0</p>	<p>TfL London Underground Update</p>	
	<p>Duncan Weir (DW) Head of Track for London Underground summarised the current noise and vibration issues underneath the Barbican Estate and referred to Defoe House and Brandon Mews, as the two blocks where noise complaints had been most prevelant.</p> <p>DW confirmed that the ballast track renewal on the eastbound road (underneath Defoe House) had now been completed and that prior to these works, his team had taken vibration measurements from the tunnel structure. Readings will be taken again in August 2019, at the same location, to assess the noise impact and these results will be shared with officers and Members.</p> <p>DW acknowledged that he considered the measurements taken from a resident’s property in Brandon Mews as significant as it was above 40db and confirmed that it was emanating from trains passing over the points and crossings known as 35A/B. DW confirmed that LU Operations – who are responsible for managing the network – have indicated that it is not possible to remove or move these crossings, as they allow trains to safely transfer between track in the event of an emergency or change in service which is essential in providing flexibility across the network..</p> <p>DW expressed his commitment to look into what other measures could be considered to reduce noise at this location and confirmed that there was already a speed restriction in place.</p>	



<p>Following this update, the Chairman welcomed attendees to ask questions to DW and the TfL team. Shahnan Bakth (SB) asked whether the readings taken in his property could be taken during the morning and evening peak and whether it was possible for the noise monitoring equipment to be left behind? SB also asked whether a speed restriction could be introduced, as the noise levels are significantly lower when the trains enter the platform at a slower speed.</p> <p>Tim Collins asked if TfL could provide details on how many unscheduled movements take place at the points and crossings and what the operational impact would be if they were moved towards Farringdon?</p> <p>Councilman Mary Durcan referred to Ducan Weir's recent letter, where he stated that the new signalling system (4LM) will not go live until 2021 (PLEASE NOTE : the year of completion for the overall project is 2023 however elements of the project will be completed before this date) and that it wasn't acceptable for residents to have to wait another two years before any significant action is taken.</p> <p>Robin Kaley asked about track matting and why it was only used on certain parts of the track underneath Defoe House.</p> <p>Deputy John Tomlinson (DT) reiterated that this problem was not going to go away and for DW to ask the Operational Team at LU whether it really is necessary to retain these points and crossings or simply a nice to have?</p> <p>James Ball (JB) expressed his concern over the contradiction in replies he had received from TfL on this issue, particularly around cost and operational necessity. JB asked for further information on what flexibility the operational team actually require and stated that since 2010, the noise situation for residents had become considerable worse.</p> <p>Councilman Adian Bastow (CAD) asked about the floating track underneath the central section of the Barbican Estate and whether the new track form matting would make any difference. CAD also requested a full cost breakdown of repositioning the points and crossings.</p> <p>DW responded to each of the points raised and then agreed to follow up on the actions below.</p> <ol style="list-style-type: none">1. Examine the current condition of points and crossings underneath the Barbican Estate to ensure they operating in an optimum condition to minimise noise and vibration2. Longer periods of noise and vibration monitoring to take place in residential properties affected by noise3. Determine the number of uses of the crossover other than for regular operational use, from a historic perspective, to establish the anticipated level of use during operating difficulties	<p>DW to provide written response to CoL on the points raised</p>
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	<p>4. Determine the full cost break-down for signalling and operational work necessary for either the complete removal of the crossover under the Barbican Estate or its relocation eastwards to another non-noise sensitive location</p> <p>5. Undertake a detailed investigation of a temporary speed limit whilst traversing the crossover, to examine both noise and vibration issues and operational implications including any additional costs</p> <p>The Chairman thanked DW for his attendance and hoped that some progress on this issue would now be made.</p> <p>Update – Follow up actions</p> <p>DW will reply to the Chairman of the Port Health and Environmental Services Committee on all of the above but in the interim the following actions have been taken.</p> <p>1. On Friday 2 August, Barbican residents and members were informed that LU's track team would be undertaking maintenance work to pack ballast under rail joints under Defoe House and at the set of points and crossings located at Brandon Mews. This follows on from DW's commitment to investigate what further maintenance could be done underneath the Estate to reduce noise and vibration to properties.</p> <p>4. As requested, the full cost breakdown to relocate the Points and Crossings underneath Brandon Mews can be found in Appendix A of these minutes.</p>	
3.1	<p>Discussions moved onto congestion issues at Moorgate station. Abbas Raza (AR) passed on the apologies of the Moorgate Station Manager who was due to provide an update on the work that had been done to address this issue. AR confirmed that GTR will install a train information screen in the ticket hall where customers can view platform and service information. AR also relayed that GTR will install a screen in the lower concourse (in place of the next platform indicator).</p> <p>James Ball asked about the stairwell that was removed permanently to create room for a accessible lift and about accessibility at other stations in the City.</p> <p>The Chairman confirmed that the City of London Residents Crossrail Forum had lobbied hard to secure the lifts at Moorgate and the connecting lifts at Farringdon Stn linking up to one side of the platform at Barbican Stn. Lift access to the otherside of the platform could only be achieved when redevelopment of the existing building happens in the future. The Bank Station project would also be making considerable improvements to customer accessibility.</p>	



	<p>Steve Stevenson reminded TfL that he had asked about passenger numbers for Moorgate, Farringdon and Barbican stations when Crossrail goes live. CMC and AR agreed to provide the projected numbers and add them to the minutes. MF also suggested that Tom Parker would be able to provide this information.</p> <p>Update – Moorgate and Farringdon Station Crossrail figures</p> <p>The following figures are for 2026 AM peak. These show those passing through the ticket hall to or from Crossrail platforms.</p> <table border="1" data-bbox="186 790 1142 969"> <thead> <tr> <th>2026 AM</th> <th>Entry</th> <th>Exit</th> </tr> </thead> <tbody> <tr> <td>Farringdon East TH</td> <td>1,211</td> <td>12,763</td> </tr> <tr> <td>Farringdon West TH</td> <td>955</td> <td>5,844</td> </tr> <tr> <td>Moorgate</td> <td>2,145</td> <td>8,951</td> </tr> </tbody> </table>	2026 AM	Entry	Exit	Farringdon East TH	1,211	12,763	Farringdon West TH	955	5,844	Moorgate	2,145	8,951	<p>TP to provide the CoL projected figures once Crossrail goes live.</p>
2026 AM	Entry	Exit												
Farringdon East TH	1,211	12,763												
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3.2	<p>AR gave an update on Crossrail and confirmed that Crossrail have identified a six-month delivery window between October 2020 and March 2021 for the start of Elizabeth line services through the central section. Initially 12 trains per hour will run in both directions through the central section of the line, however Bond Street is not expected to be open until 2021.</p> <p>Councilman Mary Durcan asked for clarity on step-free access at Farringdon and Barbican stations.</p> <p>Tom Parker confirmed that Barbican station eastbound won't have step-free access but the westbound will. He confirmed that the City of London are looking at what properties would need to be redeveloped if they were to make both entrances step-free.</p>													
4.0	<p>TfL Surface Transport Update</p>													
	<p>The forum then moved onto the Surface Transport section of the meeting and the Chairman welcomed Rob Edwards (RE), Lead Sponsor TfL Schemes and Jon Fray, Principal Sponsor for City of London to update attendees on our plans for Ludgate Circus.</p> <p>RE confirmed that since April's forum, TfL have developed a proposal to improve pedestrian comfort, convenience and quality of experience at the junction. The proposal involves banning two existing traffic turning movements namely the right turn from Fleet Street to new Bridge Street and the left turn from Ludgate Hill to New Bridge Street. This would enable an additional pedestrian crossing stage (green man) to show when the east west traffic movement is running. This will give</p>													



<p>pedestrians an additional 30-35 seconds crossing time in each cycle across the southern arm..</p> <p>RE reiterated that discussions are still ongoing internally, and the key issue to speedy implementation concerns an existing night bus route that currently makes the right turn from Fleet Street and also fact that a number of buses “ turn south when they need to “curtail” their full journey (they use the Blackfriars junction to turn around). Once the final proposal has been agreed internally, then our Local Communities and Partnerships will begin engaging with key stakeholders including the taxi trade and the London Cycling Campaign.</p> <p>The Chairman (CMF) then asked attendees for their thoughts on the proposals and to put their questions to the project team.</p> <p>Councilman Henrika Priest (CHP) welcomed the proposal and wanted to know what the implications would be for people who currently make these turns. CHP also asked about signage at the junction and the timescales for delivery.</p> <p>RE confirmed that the numbers currently making this turn are relatively small and that too much signage can actually be a hinderance to pedestrians. In terms of timescales, RE felt that the end of this calendar year was realistic but it would depend on how the initial engagement goes with stakeholders (resolving the bus issues).</p> <p>Councilman Marianne Fredericks (CMF) welcomed the use of Queen Victoria Street as an alternative, as the junction is much longer and has a longer crossing time.</p> <p>Steve Stevenson (SS) flagged that many bus diversions use the left turn, particularly rail replacement services and that this should be considered.</p> <p>RE acknowledged this concern and reiterated that TfL’s Bus Operations team were discussing how they would manage this change.</p> <p>Walter Guy-Briscoe (WGB) asked whether TfL had considered banning a right turn at Ludgate Hill to Farringdon Street as he felt vehicles in the junction waiting to turn would affect the whole junction. RE confirmed that they had not looked at this as an option but making any more significant changes would have a major impact on timescales.</p> <p>The Chairman (CMF) referred to the Tower of London area and how red tarmac had been used effectively to make clear to pedestrians where to safely cross. RE indicated that he was not averse to this approach, however there can be maintenance and cost issues.</p> <p>Deputy Tomlinson (DT) said that people who are colour blind would not benefit from</p>	<p>RE to take back other suggestions and comments to the project team.</p>
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	<p>coloured crossings and that this should be considered in any of the design plans.</p> <p>Tom Parker (TP) confirmed that the City of London are developing an accessibility standard, which includes colourful crossings around the Barbican to help people with dementia.</p> <p>The Chairman thanked Rob Edwards and Jon Fray for the update and for taking the time to answer questions from attendees.</p>	
4.1	<p>The Chairman moved onto the next Surface Transport item, which was a an update from AR on the implementation of the Central London Bus changes.</p> <p>AR confirmed that the for the City of London routes 4 and 76 had been impacted by these changes. AR indicated that as an alternative to route 4, route 76 can be used to reach Waterloo Bridge and the 341 can be used from Islington to Fleet Street, Aldwych and Waterloo.</p> <p>Residents seeking to travel to Mansion House, can take the 21 or 76 from Moorgate to Bank and then the 26.</p> <p>Residents seeking to travel to Cannon Street, can take the 21 or 76 from Moorgate to Monument and then the 521 but please be aware of the ongoing road closure due to gas works at Cannon Street.</p> <p>AR indicated that all the changes and detailed justifications can be found on the TfL website at the link below:</p> <p>https://consultations.tfl.gov.uk/buses/central-london/</p> <p>Walter Guy Briscoe welcomed the new on board announcements on route 76 and felt it was a positive way to provide information to customers.</p>	
5.0	AOB	
	<p>The Chairman asked attendees for any other issues that they would like to raise with TfL or the CoL. The dockless bike scheme was raised and Tom Parker (TP) from the City acknowledged that this was a very contentious issue but that the CoL were working to address it.</p> <p>Steve Stevenson (SS) asked about the current legislation regarding electric scooters. Abbas Raza (AR) confirmed that TfL have been lobbying the government to provide clarity on this issue but that the current political situation meant that it was not receiving the attention it deserved. Tom Parker (TP) reiterated that electric vehicles used on pavements or streets is illegal.</p>	<p>TP to speak to City of London</p>



	<p>John Ball asked how the City of London Police would enforce any changes to the legislation. TP confirmed he would speak to the City of London Police to find out what their approach would be.</p> <p>The Chairman informed attendees that the next forum would be in October but a date had not yet been confirmed.</p>	<p>Police to clarify their approach to electric scooter enforcement</p>
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Appendix A – Barbican Crossover Relocation

Barbican Crossover Relocation

	Cost Range	Including	Assumption	Mean
Planning	400,000.00 800,000.00	Programme Management	20% of implementation costs	600,000.00
	1,153.85 2,307.69	Access Planning	1-2 wks of 30k pers. with x2 o'heads	1,730.77
	0.00 2,000,000.00	Programme Delay	2 weeks if not done in FCS closures at 1m per week	1,000,000.00
Design	600,000.00 1,000,000.00	Signalling	Approx. previous used Thales costs	800,000.00
		Signal Control		
	12,000.00 24,000.00	Track Works	5-10 wks, 2 x 30K pers., x2 o'heads	18,000.00
Implementation	2,000,000.00 4,000,000.00	Track Works (Implementation)	£1m - 2m per point, 1-2 weekend closures	3,000,000.00
		P&C Costs (Capital)		
		Access Costs		
		Works Trains		
Performance Impact	200,000.00 400,000.00		Journey time increase over 40 years. No basis	300,000.00

5,719,730.77