

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)
COMMITTEE

Tuesday, 15 October 2019

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 11.00 am

Present

Members:

Oliver Sells QC (Chairman)	Deputy Jamie Ingham Clark
Graham Packham (Deputy Chairman)	Shravan Joshi
Randall Anderson	Deputy Alastair Moss
Peter Bennett	Christopher Hill (Ex-Officio Member)
Deputy Keith Bottomley	Paul Martinelli (Ex-Officio Member)

Officers:

Joseph Anstee	- Town Clerk's Department
Zahur Khan	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Gillian Howard	- Department of the Built Environment
Leah Coburn	- Department of the Built Environment
Steven Bage	- City Surveyor's Department
Julian Kverndal	- City Surveyor's Department
Sam Lee	- Department of the Built Environment
Rory McMullan	- Department of the Built Environment

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Sheriff Christopher Hayward, Alderman Alison Gowman and Barbara Newman.

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 July 2019 be agreed as a correct record.

4. CROSSRAIL LIVERPOOL STREET URBAN INTEGRATION (WIDER AREA)

The Sub-Committee considered a report of the Director of the Built Environment concerning the new Crossrail station at Liverpool Street. The Director of the Built Environment introduced the report and outlined the key points for Members, confirming that there had been some delays to immediate work resulting from the wider delay to Crossrail, but that currently these would not significantly affect the project outcomes.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. Note the next steps for Phase 2 of the Liverpool Street Crossrail Urban Integration Project;
2. Agree to the increases in scope, including three pedestrian junctions around the area and the inclusion of the northern arm of Finsbury Circus, as shown in Appendix 3 –Requested and Approved Areas of Scope;
3. Note the establishment of a new external working group to include Network Rail, Transport for London, British Land and other local stakeholders;
4. Note the with the current local development timescales, it could mean that delivery of this Phase 2 work may have to be staggered;
5. Note the new estimated cost of £4.1m for Phases 1 & 2, with Phase 1 being funded by Crossrail and Phase 2 from existing Section 106 funding as identified in the 'Review of Projects within the Built Environment Directorate' report (July 2019);
6. Agree the allocation of £206,500 (excluding risk) from the Phase 2 agreed funding allocation to be utilised to reach the next gateway stage;
7. Agree to the Costed Risk Provision of £25,700 up to the next Gateway funded from the Phase 2 agreed funding allocation; and
8. To delegate to the Director of the Built Environment authority to approve budget adjustments above the existing authority within the project procedures, in consultation with the Chamberlains, between budget lines provided that these are within the total agreed allocation.

5. **CROSSRAIL REINSTATEMENT PROJECTS - UPDATE REPORT**

The Sub-Committee received a report of the Director of the Built Environment providing the Sub-Committee with a wider update on Crossrail and the reinstatement of public highway areas following construction of Crossrail. The Director of the Built Environment introduced the report and addressed several points raised by Members, regarding the emerging risk at Lindsey Street and Finsbury Circus, also assuring the Sub-Committee that officers were confident on the range of costs resulting from delays to the Crossrail programme.

Members then discussed Community Infrastructure Levy (CIL) and queried how the CIL budget was controlled and the process for allocating funds. The Director of the Built Environment explained that funding bid reports would be presented to relevant Committees in December, and this would determine whether CIL funding was allocated to the Crossrail Finsbury Circus reinstatement project. The City of London Corporation had moved towards an annual bid process for allocating central funding such as CIL or On-Street Parking Reserve (OSPR). As Members felt the matter was not clear, it was

requested that officers provide a clear explanation on the processes around the allocation of funding following the meeting.

RESOLVED – That the report be noted.

6. **80 FENCHURCH STREET**

The Sub-Committee considered a report of the Director of the Built Environment seeking authority to undertake the required Section 278 highways works in the vicinity of the development at 80 Fenchurch Street. The Director of the Built Environment introduced the report and drew Members' attention to the key points.

In response to a query from a Member, the Director of the Built Environment confirmed that the project enabled improvements to the lighting in the area, and that officers were working with the police on anti-social behaviour. An update on the implementation of the Lighting Strategy could be brought to a future committee meeting ahead of its completion. In response to a query from Member regarding carriageway reprofiling and the costs it incurred, the Director of the Built Environment advised that efforts were made to mitigate against this during the planning process, including a standard planning condition. However, errors were still sometimes made by developers during construction, and the costs of rectifying these errors were picked up by the developer.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. Approve the revised budget of £291,397 (an increase of £251,397, excluding risk and commuted maintenance) is set up to reach Gateway 6;
2. Note the Risk Provision of £24,478 (to be drawn down via budget adjustment if required);
3. Note the Commuted Maintenance sum of £9,650;
4. Note the revised total project cost of £325,525 inclusive of risk and commuted maintenance;
5. Approve the project to move from the 'light' to 'regular' route as set out in the Gateway Procedures;
6. Approve the design option shown in Appendix 4 – Scheme Design for construction;
7. Delegate to the Director of the Built Environment authority to approve budget adjustments, above the existing authority within the project procedures and in consultation with Chamberlains, between budget lines if this is within the approved total project budget amount; and
8. Delegate to the Director of the Built Environment, in consultation with the Chamberlain, authority to further increase or amend the project budgets

in the future (above the level of the existing delegated authority) should any increase be fully funded by the Developer.

7. CITY CYCLEWAYS PROGRAMME - PHASE 1

The Sub-Committee considered a report of the Director of the Built Environment regarding delivery of a programme of pedal cycle projects as proposed in the City of London Corporation's adopted Transport Strategy. The Director of the Built Environment introduced the report, drew Members' attention to key points and outlined the options available. The Sub-Committee noted an error on the risk register wherein the pre- and post-mitigation scores were the wrong way around.

In response to a number of queries from Members, the Director of the Built Environment confirmed that no existing infrastructure on Queen Street would be removed, although some would be moved around to clear space, and that the project budget accounted for project monitoring to continue. Whilst a wider servicing and loading review was ongoing, officers were proposing increasing restrictions at some problem locations. The roads were sufficiently wide that the scheme would allow adequate space for both pedestrians and cyclists. The increased costs could be met within the existing budget due to savings made during procurement, with TfL likely to provide additional funding if required due to their support for cycling projects.

Members were supportive of the scheme and of efforts to create shared spaces for pedestrians and cyclists to coexist on the streets and roads, which would also combat key issues including aggressive cycling. The Chairman added that this could be the first of a number of schemes and was important for the future.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. Agree to the proposals as detailed in Option 2 (Intermittent surface treatment of the shared use spaces and improvements to the existing Q11 route, and other Quick Win measures) to proceed to the next gateway (authority to start work);
2. Agree to increase the scope to include proposals on Wood Street and the raised carriageway at the southern end of Queen Street;
3. Agree to a revised total estimated cost to deliver Phase 1 (Option 2) of £680k (an increase of £100k), which can be funded from the overall grant of £880k for 2019/20, subject to agreement from TfL;
4. Agree the revised budgets for the three phases as set out in Appendix 2 (tables 2 to 4); and
5. Agree to delegate the resolution of any objections to the Director of the Built Environment in consultation with the Chairman and Deputy Chairman of the Streets & Walkways Sub-Committee.

8. **PUDDLE DOCK IMPROVEMENT MEASURES**

The Sub-Committee considered a report of the Director of the Built Environment regarding improvement measures for Puddle Dock, principally to introduce a new pedestrian route between Blackfriars Pier and Queen Victoria Street. The Director of the Built Environment introduced the report, drew Members' attention to key points and outlined the options available. The scheme would reduce dangerous pedestrian crossing for expediency, particularly on Upper Thames Street.

The Director of the Built Environment advised the Sub-Committee that the two options proposed would be similar in its delivery for pedestrians, but Option 1 was recommended as Option 2 would require more substantial work and a greater budget for a negligible increase in impact.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. Approve a revised evaluation budget of £148,026;
2. Note the estimated cost of £509,126 for the project;
3. Note the risk register;
4. Approve the proposals as shown in Appendix 1;
5. Agree that an additional budget of £361,100 is approved to reach the next Gateway; and
6. Agree authority to start work.

9. **PUBLIC STATUARY - RELOCATION OF THE LIFFE TRADER STATUE**

The Sub-Committee considered a report of the City Surveyor advising of the Section 106 agreement to relocate the LIFFE Trader Statue from its original position in Walbrook, which is being paid for by the developer of the Bloomberg Walbrook Square project, and seeking Members approval for the new proposed location of the statue in Dowgate Hill, near LIFFE's last home.

The City Surveyor introduced the report and gave Members an overview of previous governance in respect of the statue. The Sub-Committee noted that some bike parking would now have to be restyled to accommodate the statue in its proposed location, but this was not expected to be problematic.

RESOLVED – That the Streets & Walkways Sub-Committee:

- a) Approve the proposal to relocate the LIFFE Trader statue to the southern end of Dowgate Hill, at no cost to the City of London Corporation; and
- b) Agree that the unspent funds deposited by the developer of the Bloomberg Walbrook Square project to meet the cost of relocating the

statue be returned to the developer, after deduction for the City's supervisory and administration costs.

10. RESOLUTION OF THE BARBICAN RESIDENTIAL COMMITTEE

The Sub-Committee considered a resolution from the Barbican Residential Committee regarding public realm in and around the Barbican Estate. The Chairman advised that following consultation with officers, it had become apparent that the resolution was not within the remit of the Sub-Committee and therefore the Sub-Committee had limited power to discuss it.

The Director of the Built Environment confirmed that this was the case and advised that officers would confer to redirect the resolution as appropriate, before outlining the Department of the Built Environment's (DBE) position. Whilst City of London walkways were under the remit of the Streets & Walkways Sub-Committee, a review previously undertaken in respect of the Barbican Estate had resulted in a rationalisation of roles and responsibilities. As part of this rationalisation, responsibility for inspecting and maintaining the highwalk surface, drainage, wayfinding and signage had transferred from the DBE to the Department of Community and Children's Services. As part of this handover, a review of funding was undertaken, and a budget fully transferred from DBE to the Department of Community and Children's Services.

The Director of the Built Environment advised that DBE continued to ensure the Department of Community & Children's Services had access to use the City's term maintenance contractor for undertaking their minor works, also funded by the Department of Community and Children's Services, and highwalk lighting, which was part of the City of London's integrated street lighting system and was currently being upgraded as part of the City-wide lighting strategy by DBE. Major projects relating to the Estate were delivered by the City Surveyor's Department on behalf of the Department of Community and Children's Services.

Members agreed that whilst the resolution was not within the remit of the Streets & Walkways Sub-Committee, it raised important points and concerns that should be acknowledged. The Sub-Committee was supportive of officers redirecting the resolution as appropriate and suggested the resolution be forwarded to the Department of Community and Children's Services.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. Acknowledge the reasonable concerns of Barbican residents and on behalf of visitors, as set out in the report appended to the resolution; and
2. Instruct officers to redirect the resolution as appropriate and forward the resolution to the Community and Children's Services Committee.

11. UPDATE ON REPLACEMENT ON NON-ELECTRIFIED STREET FURNITURE TO SUPPORT CITY OF LONDON WIRELESS CONCESSION

The Sub-Committee considered a report of the Director of the Built Environment seeking delegated authority to permit the replacement of 3 metre

columns with 8 metre columns across the Square Mile to support the roll out of 5G mobile small cells in a further 150 locations, on the basis that the initial 10 locations are not considered to present an impact on users of the public highway. The City Surveyor introduced the report and drew Members' attention to the key points before presenting slides of the columns in the initial 10 locations to outline their impact.

Whilst Members recognised that the 8 metre columns were not a perfect solution, they were supportive of the proposals as they provided important infrastructure and contributed to strategic aims. In response to queries from Members, officers advised that no new locations would be required, only replacements for columns in existing locations. The columns could also be used for other purposes and would have an ongoing use, and would be installed in locations that would not impact pedestrians. The Director of the Built Environment advised that the columns were low-maintenance and had a healthy lifespan, and could be maintained within existing budgets.

RESOLVED – That delegated authority be granted to the Director of the Built Environment, in consultation with the Chairman and Deputy Chairman of Streets & Walkways Sub-Committee, to approve the further replacement of 3 metre columns with 8 metre columns in 150 locations to facilitate the housing 5G small cell equipment to improve mobile coverage across the Square Mile.

12. PROGRESS UPDATE ON THE BANK ON SAFETY INTERIM SCHEME IMPROVEMENTS PROGRAMME

The Sub-Committee received a report of the Director of the Built Environment providing a progress report on the programme for the interim work at Bank Junction, following a request from the Planning & Transportation Committee. The Director of the Built Environment introduced the report and outlined the key points for Members. The Sub-Committee was advised that work at the junction itself was now scheduled to start in early January, with work on Bartholomew Lane scheduled to start on 16 November.

Members stressed the importance of modern and useful signage and effective communications during the works and in future going forward, to enable flexible opening and closing of the junction. It was also felt that enough time had elapsed to justify more enforcement on breaches of the restrictions to the junction.

The Director of the Built Environment advised that the gas works on Cannon Street were due to finish in mid-November. A communications strategy about the resumption of enforcement at the junction was being planned. Whilst drivers were still allowed to have their first Penalty Charge Notice cancelled, ending this concession was now under discussion. Resulting from the Bank on Safety scheme, a contract was in place for the City of London Corporation to begin its own CCTV enforcement, with permanent cameras to be installed at the junction.

The Director of the Built Environment added that a consultant had been commissioned to devise a Directional Signage Strategy. This would enable an

in-depth study of signage and road markings at the junction and elsewhere. Officers had also consulted Satnav companies for assurance that their data was up-to-date, and confirmed that all self-updating systems would have the correct information.

RESOLVED – That the report be noted.

13. **LUNCHTIME STREETS - FIRST YEAR REVIEW**

The Sub-Committee received a report of the Director of the Built Environment providing the Sub-Committee with a review of the first year of 'Lunchtime Streets' events.

Members felt that the events had been a clear success, with a high level of public approval and positive feedback, and therefore ambition should be to expand on the first year with an extended programme of more events in 2020. Proposals were welcome from Members, who should consider potential locations within their wards.

The Director of the Built Environment confirmed that officers continued to engage and work with stakeholder groups, and were considering a programme of six events for 2020, with possibilities including events around Cheapside or Liverpool Street. Members were supportive and encouraging, and requested that a report be brought back to Committee with further details on plans and proposals for 'Lunchtime Streets' events in the next year.

RESOLVED – That the report be noted.

14. **REPORT OF ACTION TAKEN**

The Sub-Committee received a report of the Town Clerk advising Members of action taken by the Town Clerk since the last meeting of the Committee, in consultation with the Chairman and Deputy Chairman, in accordance with Standing Order Nos. 41(a) and 41(b).

RESOLVED – That the report be noted.

15. **OUTSTANDING REFERENCES**

The Sub-Committee received a list of outstanding references.

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

16. **ANY OTHER BUSINESS**

In response to a request for feedback resulting from Car Free Day, which had taken place in September, the Chairman added that he felt the event had been a great success and hoped it would be repeated. The Director of the Built Environment confirmed that the event had been well-received and well-attended, despite bad weather, and advised that any reporting and statistics communicated by TfL could be passed on to Members. Open House weekend figures were slightly down, but this may have been caused by the greater diversity in activities available.

In light of the ULEZ scheme being in place for six months, a Member asked that data relating to the scheme be presented to the Sub-Committee where possible, and requested that officers also look into cycle cargo vehicles, particularly route monitoring and their traffic impact.

The Chairman thanked officers for their work done so far and noted the emerging pattern of topics, representing changes to the City of London which were a fantastic opportunity.

17. **NON-PUBLIC MINUTES**

RESOLVED – That the non-public minutes of the meeting held on 22 July 2019 be agreed as a correct record.

18. **ANY OTHER BUSINESS WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

There was no other business.

The meeting closed at 12.26 pm

Chairman

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