

**STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)
COMMITTEE
Thursday, 15 October 2020**

Minutes of the virtual meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held on Thursday, 15 October 2020 at 11.00 am

Present

Members:

Oliver Sells QC (Chairman)
Graham Packham (Deputy Chairman)
Randall Anderson
Peter Bennett
Deputy Keith Bottomley
Marianne Fredericks
Sheriff Christopher Hayward
Shravan Joshi
Deputy Alastair Moss
Alderman Alison Gowman (Ex-Officio Member)
Christopher Hill (Ex-Officio Member)
Paul Martinelli (Ex-Officio Member)
Barbara Newman (Ex-Officio Member)

Officers:

Ian Hughes	- Department of the Built Environment
Olumayowa Obisesan	- Chamberlain's Department
Gillian Howard	- Department of the Built Environment
Leah Coburn	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment
Kristian Turner	- Department of the Built Environment
Melanie Charalambous	- Department of the Built Environment
Clarisse Tavin	- Department of the Built Environment
Emmanuel Ojugo	- Department of the Built Environment
Maria Curro	- Department of the Built Environment
Neil West	- Department of the Built Environment
Andrea Moravicova	- Department of the Built Environment
Antoinette Duhaney	- Town Clerk's Department
Nina Houghton-Worsfold	- City of London Police

At the start of the meeting, Alderman Alison Gowman, as senior Alderman present, was moved into the Chair until the Election of Chairman. Members and those watching the live broadcast of the meeting via YouTube were welcomed, before Members were reminded of the guidance circulated for the conducting of remote meetings.

1. APOLOGIES FOR ABSENCE

There were no apologies.

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

There were no declarations.

3. **ELECTION OF CHAIRMAN**

The Sub Committee proceeded to elect a Chairman in accordance with Standing Order No.29, and Oliver Sells, being the only Member who expressed his willingness to serve, was duly elected as Chairman of the Sub Committee for the ensuing year.

The Chairman thanked the Sub Committee for their continuing support, and expressed his aims of continuing to implement the Transport Strategy, making spaces safer, green and open, and supporting businesses.

4. **ELECTION OF DEPUTY CHAIRMAN**

The Sub Committee proceeded to elect a Deputy Chairman in accordance with Standing Order No.30, and Graham Packham, being the only Member who expressed his willingness to serve, was duly elected as Deputy Chairman of the Sub Committee for the ensuing year.

5. **MINUTES**

RESOLVED – That the public minutes and non-public summary of the meeting held on 7 July 2020 be agreed as a correct record.

6. **BANK JUNCTION IMPROVEMENTS PROJECT: ALL CHANGE AT BANK**

The Sub Committee considered a report of the Director of the Built Environment concerning the Bank Junction Improvements Project. The Director of the Built Environment introduced the report, drew Members' attention to the key points and outlining the options presented.

The Sub Committee then proceeded to discuss the proposals. Members asked for further clarification on the proposals in respect of bus routes, the wider impact of the scheme on Equalities considerations, the implications arising from other schemes, and business consultation. In response the Director of the Built Environment explained the intended rerouting of buses in both directions along Queen Victoria Street, adding that the existing routes would eventually be reinstated, before confirming some assumptions had been made with regards to related schemes such as on Bishopsgate.. Equalities had been considered thoroughly with assessments done at each stage of the project, regular consultation with relevant interest and user groups and ensuring all crossing points were to standard. With regards to Low Traffic Neighbourhoods (LTNs), the Director of the Built Environment advised that the impact of these schemes was assessed with traffic modelling forming part of this assessment.

A Member commented that the measures needed to be flexible and adaptable given the current and future impact of Covid-19 on traffic and pedestrian and cyclist numbers, which would need to be monitored on an ongoing basis.

Members then asked for further detail on the planned bus shuttle lane on Princes Street, equalities analysis and strategic alignment with TfL, in light of the assumptions regarding related schemes. The Director of the Built Environment advised that the bus shuttle lane proposal was still in development, but would consist of one lane operated with TfL signalling and would involve a small number of buses. The operation of open arms of the junction was still under consideration, with further public consultation to come, and could account for taxi ranks and drop-off points for Equalities and accessibility concerns. Officers had worked with TfL throughout the project and would engage further prior to public consultation. The Director of the Built Environment also gave the Sub Committee some assurance around the impact of Covid-19 and its future implications on the project.

A Member outlined their concern that the proposals were likely to cause more traffic on roads such as Cheapside and Poultry, on which businesses had come used to decreased traffic, and stressed that consultation should be carefully managed with multiple options presented if possible. The Member also sought clarification on cut-throughs under the option recommended. Members then raised further points regarding air quality, a possible exemption for taxis with passengers who were registered disabled, a possible extension of the 7am-7pm Monday-Friday closure to cover weekends, and resilience.

In response, the Director of the Built Environment advised that consultation with businesses could be strengthened, but the decrease in traffic levels prior to Covid-19 had been caused by utilities work and was then maintained by the temporary measures. Whilst the intention had always been for traffic to return to its previous levels in the area, consultation with businesses on this would be beneficial. The Director confirmed that the focus of the air quality aspect of the project centred on reducing nitrogen oxide (NOx) levels.

Arising from the discussion, the Chairman moved that the Sub Committee consider the recommendations of the report. Whilst two Members indicated that they were not in favour, as there was a clear majority of Members in favour, the recommendations were approved.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Agree that the project continues at the outlined pace to submit a Gateway 5 in September/October 2021 (see paragraph 5-6);
2. That Design Option 1 is taken forward to detailed design (the closure of Threadneedle Street and further restriction of Queen Victoria Street and Princes Street);
3. That further investigation into permitting general traffic on the 'open arms' during the current restricted hours is not carried forward for further investigation;

4. That a budget of £541,935 is agreed to reach the next Gateway, giving a cumulative budget of £1,923,410 after allowing for the underspend to date of £201,983;
5. That funding for this budget be partially met from unspent S106 deposits arising from the underspend to date, with the balance of £339,953 to be drawn down from the central funding agreed in principle via the 2020/21 annual capital bid process, subject to the approval of the Resource Allocation Sub Committee;
6. Note the total estimated cost of the project at £5-5.6 million (excluding risk);
7. That a Costed Risk Provision of £95,000 is approved (to be drawn down via delegation to Chief Officer) subject to the Resource Allocation Sub Committee approval to draw this down from the capital funds if necessary; and
8. That Gateway 4c Detailed Design is approved via Streets and Walkways and Projects Sub Committee.

7. **BEECH STREET TRANSPORTATION AND PUBLIC REALM PROJECT**

The Sub Committee considered a report of the Director of the Built Environment concerning the Beech Street Transportation and Public Realm Project. The report updated Members on the progress of the project, requested an increase in the project budget and sought Member decisions on amendments to the scheme. The Director of the Built Environment introduced the report, updating Members on the scheme so far and outlining the proposals for consideration.

The Sub Committee then proceeded to discuss the proposals. A Member raised the issue of crime in the Beech Street tunnel following a recent incident and whether the scheme's consequent decrease in traffic may lead to an increase in crime. The Member also asked about liaison between the Department of the Built Environment and the Road Safety team at City of London Police. The City of London Police representative present advised that the incident in question was a popular form of theft. Officers would discuss about how this could be mitigated in the area but were not aware of any further incidents of this type. The Director of the Built Environment added the Beech Street Working Group included representative from the Police, as was the case for most schemes.

A Member advised that they supported the recommendations for modifications to the scheme and reported issues with deliveries and signage as well as enforcement for motorcycles in the Golden Lane area. Members also asked for clarification on air quality and reported communications and messaging issues. The Director of the Built Environment responded that officers had observed a solution for delivery vehicles by U-turning on Silk Street, and would look into the issues around motorcycles. Camera enforcement was not recommended at this time due to the low number of compliant vehicles, but could be introduced later.

The Director of the Built Environment confirmed that NOx was the central focus for measuring air quality rather than small particles.

The Director of the Built Environment advised that the issues relating to signage would be rectified to minimise confusion, and consultation with Barbican residents had been undertaken on messaging. Improvements to communications were underway and officers were looking at strengthening messaging across various mediums to reinforce availability to all vehicles. A Member suggested that officers also ensure advice given by satnavs was up to date.

A Member commented that it was important to implement modifications to the scheme in a phased way, for instance by improving the central reservation before improving signage so as not to entice contravention of the scheme. In response to a question from a Member regarding recent litigation in respect of the scheme, the Director of the Built Environment advised that the hearing had concluded during the previous week, but additional information had been requested and a decision was expected within a month.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Approve an increase in the project budget of £200,000 to cover:
 - the estimated additional staff costs (£160k);
 - the estimated additional fees (£40k)
2. Approve the purchase of a spare enforcement camera (from the existing budget);
3. Approve a revised Costed Risk Provision (CRP) up to a total of £260,000 (Appendix 2) to account for the currently identified risks;
4. Delegate authority to the Director of the Built Environment, in consultation with the Chamberlain to:
 - draw down the costed risk provision if risks become issues
 - make any adjustments between elements of the approved budget, provided the total approved budget is not exceeded
5. Agree a decision, in principle [and subject to Recommendation 6], on whether to implement four modifications to the experimental scheme which have been requested by residents and the Barbican Association, these are:
 - a) Creating two gaps in the Beech Street central reservation to allow vehicles accessing Lauderdale Place forecourt and the Shakespeare House / Defoe House car park to travel eastbound and perform a right-hand turn (recommended) (£50k)
 - b) Note the request for residents who have car parking spaces around Beech Street to be exempted from the ETO so that they may drive through Beech Street in any vehicle, and instruct officers to undertake a

- feasibility study to explore the legal, statutory, operational framework and cost implications of such a permitting regime (recommended) (£20k)
- c) Reopening the southern end of Golden Lane (in both directions) at the junction with Beech Street to zero emission vehicles (not recommended at this stage) (£35k)
 - d) Creating a gap in the central reservation on Aldersgate Street to allow vehicles accessing the Lauderdale Tower underground car park to travel northbound and perform a right-hand turn (not recommended at this stage) (£75k)
6. Note that any decision to make the proposed modification/s is subject to a road safety audit, consultation with the Chief Officer of City Police and the applicable statutory notice arrangements; and
7. Delegate authority to the Director of the Built Environment to consider the safety audit/s; response of the Police and responses to the publication of the proposals, and subject to such consideration, to make the modification/s if deemed appropriate.

8. **ST. BARTHOLOMEW'S HOSPITAL ENVIRONMENTAL ENHANCEMENTS**

The Sub Committee considered a report of the Director of the Built Environment concerning a project involves improvements to the public highway surrounding St Bartholomew's Hospital. The Director of the Built Environment introduced the report and drawing Members' attention to the key points, before giving a brief presentation explaining the two phases of proposals.

A Member asked whether the project would involve transport infrastructure, particularly in respect of buses. The area was currently used as a bus stand with buses parking there and this should be prevented if possible. The Director of the Built Environment responded that the location in question would be looked at as part of the wider Smithfield Area project, which would consider traffic and potentially relocating transport infrastructure.

RESOLVED – That the Streets & Walkways Sub Committee:

- i) Agree authorisation to increase the current approved budget of £30,000 by £3,235 to complete the design evaluation and cover the overspend as per Appendix 3, Table 1;
- ii) Agree authorisation to initiate the delivery of public realm works in the area in 2 phases, funded through St Barts and the London NHS Trust 106 agreement at a total cost of £532,161 (inclusive of indexation and interest accrued); and
- iii) Approve the revised total project budget increase from £400K-£550K to £565,396 and updated budget as per Appendix 3, Table 2.

9. **CURSITOR STREET / BREAMS BUILDINGS PUBLIC REALM IMPROVEMENTS**

The Sub Committee considered a report of the Director of the Built Environment concerning the public realm improvement projects for Cursitor Street and the Breams Buildings.

A Member commented that buses parking was also an issue at this location, and expressed some concern for residents and businesses, given that work on this area had been done as recently as 2018. Whilst this may have been utilities work, public realm improvements had also been undertaken in the recent past. As repeated disruptions were problematic effort should be taken to ensure the scheme represented value and quality. The Chairman advised that he had received correspondences to this effect and suggested this be taken into account.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Approve the proposed reconfiguration of current funding allocation for Cursitor Street (£240,934) and Breams Buildings (£239,832) a total of £480,766. (Section 106 agreements require that the interest be used for the same purpose as the principal sum);
2. Approve that the existing funding allocation for Cursitor Street and Breams Buildings be reconfigured as follows: Cursitor Street (£371,647) and Breams Buildings (£109,119), a total allocation of £480,766. (Section 106 agreements require that the interest be used for the same purpose as the principal sum);
3. Agree authorisation to increase the current approved budget of £10,000 for Cursitor Street by £6,048 to cover the overspend as per Appendix 4, Table 1;
4. Agree authorisation to adjust the current approved budget of £40,000 for Breams Buildings to reflect the spend as per Appendix 4, Table 2;
5. Approve authority to start work on Cursitor Street (Phase 1) at a total of £355,599, as detailed the funding strategy in Appendix 4; and
6. Approve authority to start work on Breams Buildings (Phase 2) at a total of £80,262, as detailed the funding strategy in Appendix 4.

10. **1-2 BROADGATE SECTION 278 HIGHWAY WORKS**

The Sub Committee considered a report of the Director of the Built Environment in respect of the 1-2 Broadgate Section 278 highway works.

RESOLVED – That the Streets & Walkways Sub Committee:

1. That a budget of £50,000 is approved for design and evaluation to reach the next Gateway; and
2. Note the total cost of the project is estimated to be between £750,000-£900,000 (excluding risk).

11. WEST SMITHFIELD PEDESTRIAN ACCESSIBILITY IMPROVEMENTS

The Sub Committee considered a report of the Director of the Built Environment regarding the outcomes of a project introducing highway and pedestrian improvements at the West Smithfield Rotunda, Cloth Street and Cloth Fair. A Member clarified an error within the report, advising that the Smithfield Market Tenants Association did not represent WC Butchers, as stated.

RESOLVED – That the Streets & Walkways Sub Committee:

- a) Approve the content of this outcome report; and
- b) Agree that an unspent Section 106 funding is returned to be reallocated following usual processes.

12. CREED COURT

The Sub Committee considered a report of the Director of the Built Environment in respect of a project to deliver public realm enhancements to the area surrounding the new development at Creed Court, to accommodate projected increase in pedestrian traffic and servicing needs of the hotel.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Authorise officers to utilise £100,000 invoiced to the developer to progress the project to Gateway 5 (see section 3 table 1 below), in advance of the full S.278 payment. The amount will be deducted from the full S.278 payment;
2. Authorise officers, subject to receipt of the requested funds, to progress with detailed designs of the recommended option outlined below and fully funded by Section 278 agreement with the developer of Creed Court and undertake public consultation;
3. Note, that as per the Projects Procedure and subject to scope and costs remaining within the parameters agreed in this report, the approval of Gateway 5 report will be delegated to Chief Officer; and
4. Note the total estimated cost of the project at £667,546 - £800,000 (excluding risk).

13. GLOBE VIEW WALKWAY - OPENING UP AND ENHANCING THE RIVERSIDE WALK

The Sub Committee considered a report of the Director of the Built Environment in respect of the project of opening up and enhancement of the currently closed section of walkway at Globe View in order to complete the Riverside Walk, a long-standing policy objective of the City.

RESOLVED – That the Streets & Walkways Sub Committee approve Option One for the allocation of £94,000 funds from the Bath House S106 obligation (public transport improvements) to reach the next Gateway.

14. COVID-19 IMPACTS ON CITY TRANSPORTATION PROJECTS

The Sub Committee received a report of the Director of the Built Environment providing an update on the City Transportation projects that have been impacted by COVID-19.

A Member commented that the holistic reviewing of projects following the impact of Covid-19 was understandable and asked that the Sub Committee be informed about reporting to the Planning & Transportation Committee. Whilst cars should not necessarily be encouraged, measures should be taken to ensure that all modes of transports could operate safely and without delay and congestion across the City. The Director of the Built Environment acknowledged this point and assured that this would be monitored.

RESOLVED – That the report be noted.

15. CROSSRAIL REINSTATEMENT PROJECTS - UPDATE REPORT

The Sub Committee received a report of the Director of the Built Environment concerning the reinstatement of public highway areas around the City's three Crossrail stations. The Chairman advised that the winners of the architectural competition in respect of Finsbury Circus had been announced. It was hoped that the project would proceed with full support.

A Member asked for an update on improvements related to the Farringdon station area, particularly the junction of Beech Street, Long Lane and Aldersgate. The Director of the Built Environment advised that the junction would be included within wider public realm schemes.

RESOLVED – That the report be noted.

16. PEDESTRIAN PRIORITY STREETS PROGRAMME

The Sub Committee received a report of the Director of the Built Environment providing an update on the programme of works developed to bring forward pedestrian priority schemes since the development of the Transport Strategy.

A Member asked whether officers foresaw conflict arising from the Bishopsgate bus scheme and consequent redirecting of traffic down Middlesex Street that had arisen. The Director of the Built Environment advised that officers had worked with TfL on the proposal. There had been consultation and engagement on temporary changes and a comprehensive monitoring package with TfL was in place to account for impacts.

RESOLVED – That the report be noted.

17. OUTSTANDING REFERENCES

The Sub Committee received a list of outstanding references.

RESOLVED – That the outstanding references list be noted.

18. ANY OTHER BUSINESS

A Member expressed their disappointment in the response to the roof canopy failure in the Smithfield area, with the connected thoroughfare closed in August and still closed ten weeks later. The Member asked why there had been no report on this incident to the Sub Committee and asked for clarification on decisions made following the incident which had caused further delays.

The Director of the Built Environment advised that matters relating to building management and the safety of structures were likely to be outside the remit of the Sub Committee. Management of the incident and subsequent review was being undertaken by the City Surveyor, but an update could be sought for the Sub Committee. A Member advised that reporting on these matters could be submitted to the Sub Committee for information as they were relevant to its work and would provide assurance.

A Member raised the issue of school buses being permitted to use Beech Street, specifically that used by the City of London School for Girls, in light of the report submitted. The Chairman asked that the Director of the Built Environment take this away for consideration.

19. **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 on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.

Item No.
20

Paragraph(s) in Schedule 12A

-

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

There was other business.

The meeting ended at 12.38 pm

Chairman

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