

**STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)
COMMITTEE
Thursday, 18 February 2021**

Minutes of the virtual meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held on Thursday, 18 February 2021 at 11.00 am

Present

Members:

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

Officers:

Olumayowa Obisesan	- Chamberlain's Department
Deborah Cluett	- Comptroller & City Solicitor's Dept.
Ian Hughes	- Department of the Built Environment
Gillian Howard	- Department of the Built Environment
Leah Coburn	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment
Simon Glynn	- 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
Tom Noble	- Department of the Built Environment
George Wright	- Department of the Built Environment
Maria Curro	- Department of the Built Environment
Sam Lee	- Department of the Built Environment
Giles Radford	- Department of the Built Environment
Kay English	- Department of the Built Environment
Michelle Ross	- Department of the Built Environment
Leila Ben-Hassel	- Department of the Built Environment
Patrick Hegarty	- Open Spaces Department
Nina Houghton-Worsfold	- City of London Police
Joseph Anstee	- Town Clerk's Department

Also in attendance:

Deputy John Tomlinson

1. **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Oliver Sells (Chairman), Deputy Keith Bottomley and Deputy Alastair Moss.

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 1 December 2020 be agreed as a correct record.

4. **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 outlined the proposals.

The Sub Committee then proceeded to discuss the proposals. Members raised the possibility of delay to the TfL Bank Station upgrade project and queried whether there had been any indication from TfL on reopening the Waterloo & City line, which would be material for the usage of the junction. Members expressed some disappointment at the binary nature of decisions on the consultation and sought assurances on the format and reach of the consultation, given many users of the junction were not currently in the area.

The Director of the Built Environment advised that the proposed options in the consultation were limited by the complexity and scale of the project and the constraint of the current timescale. The Sub Committee noted that the Bank Station upgrade project, as well as TfL's Bishopsgate scheme, were currently uncertain factors. Reaching people as part of the consultation would be a challenge, but there were lessons from the successful Climate Action Strategy and Return to Work Task Force consultations to draw on. The Director of the Built Environment advised that the project process so far had included working through many possible options and narrowing them down along the Gateway process based on practical and other considerations. The methodology for this was available to view and would be explained in the consultation.

In response to a question from a Member, the Director of the Built Environment outlined the planned westbound diversion for the 521 bus route, and explained that event guests at Mansion House would leave via the existing left-turn only down Queen Victoria Street. The Sub Committee endorsed the suggestion of a Member to ask TfL to use their channels for communicating the consultation. This would amplify and extend the reach of the consultation and provide a more diverse range of responses.

Members queried whether the 2022 timeline should be reconsidered if it was constraining, given the possibility of delays arising from TfL matters, and the anticipated gradual return of traffic. A Member posited that if Members were content to accept later delivery, this would present the opportunity to consult on

more options. The Director of the Built Environment responded that progress to this point had been on a systematic basis, and that whilst with more time there could have been an earlier consultation on multiple options, now that work to this stage had been completed, there was risk attached to returning to an earlier stage. The Deputy Chairman, in the Chair, commented that there was no guarantee that the project would run to existing timeline or cost, as it was not unusual for projects to face unforeseen challenges, and as pausing the project would cause significant slippage this should be considered as a last resort.

The Director of the Built Environment advised that there was a more natural break point for the project in July, as there would be more complete information on the matters relating to TfL, and the results of the public consultation. In response to a question from a Member, the Director of the Built Environment advised that there were easier schemes to implement, but which would not have as much benefit, and that taking everything into consideration, the option proposed was the best available.

Members asked whether it was worth deferring or extending the consultation period, and what would be considered a satisfactory level of response. In response, the Director of the Built Environment advised that there had been 2,600 responses to the Climate Action Strategy consultation in Q1 2021, and 1,200 responses to the Return to Work Task Force consultation in the first week, by comparison. The Director of the Built Environment added that six weeks was longest available consultation period within the existing timeline, and that there would be the option to consider pausing the project or extending consultation in July, if it was felt that the response rate was insufficient.

The Deputy Chairman, in the Chair, summarising the discussion, proposed that the Sub Committee consider the recommendations, on the basis that there would be a more natural break point at next the stage of the project in July if any aspects needed to be reconsidered, and this was agreed.

RESOLVED – That the Streets & Walkways Sub Committee:

- 1) Approve the detail and programme set out within this report to go out to public consultation, including:
 - a) Agree to maintain the current restriction timings and mix of traffic of Monday to Friday 7am to 7pm on the 'open arms' to bus and cycle only as the base assumption for the consultation
 - b) That Queen Victoria Street between Bucklersbury and Bank Junction is closed to all Motor Vehicles in an eastbound direction 24/7
 - c) That Threadneedle Street is closed to Motor Vehicles between the junction and Bartholomew Lane in both directions 24/7
 - d) That Princes Street is open to buses and cycles only in a northbound direction 24/7
 - e) That Princes Street southbound is also intended to be the route for traffic to access Cornhill for servicing, as well as bus and cycles.
 - f) Seeking views on potentially extending the restrictions times
 - g) Seeking views regarding the traffic mix during the hours of restriction

- h) Seeking feedback on the various public realm enhancement proposals outlined in paragraphs 39 to 50;
- 2) Approve the following details to maintain pace of the programme;
 - a) Agree that for the reasons set out in this report the proposed traffic model submission for TfL traffic management approvals, has the 'open' arms of Cornhill westbound, King William/Lombard Street and Poultry operating as Buses and cycles only Monday to Friday 7am to 7pm.
 - b) Note that Members will be asked to approve the design, timings and mix of traffic following the public consultation, and should they consider it appropriate to seek amendments to the timing and vehicle mix assumptions (in 1a), these can still be considered prior to the scheme becoming operational at the end of 2022.
 - 3) Agree to delegate the final approval of the consultation material and consultation survey to the Director of the Built Environment in consultation with the Chairman and Deputy Chairman of Streets and Walkways Sub-Committee;
 - 4) Agree that the project can go to Projects Sub Committee in June ahead of the Streets and Walkways Committee in July if necessary, given the programme constraints;
 - 5) Agree that if necessary, delegated authority is given to the Town Clerk in consultation with the Chairman and Deputy Chairman of both Streets and Walkways and Projects Sub Committee, to consider the outcome of the public consultation to take minor design decisions, and/or agree changes to process or programme that require earlier approval ahead of the next available committee date in July; and
 - 6) That a Costed Risk Provision of £95,000 is approved to be retained (to be drawn down via delegation to Chief Officer).

5. **BEECH STREET ISSUES REPORT**

The Sub Committee considered a report of the Director of the Built Environment concerning the Beech Street Transportation and Public Realm Project. The Deputy Chairman, in the Chair, introduced the item and advised of a correction, asking Members to disregard a sentence within paragraph 35 of the report.

The Director of the Built Environment then introduced the report and drew Member' attention to the key points, summarising the understanding of feedback received and the outcomes of the judicial review in respect of the scheme. The Director of the Built Environment then outlined the options presented for consideration, with Option 2 recommended for approval.

The Deputy Chairman, in the Chair, then reminded Members that two briefings on the project had recently been held for local Ward Members not on the Sub Committee, and on both occasions the Members had expressed a preference for Option 2, before inviting Members to discuss the proposals. A Member

commented that the scheme had been subject to unfortunate timing, and that due to the circumstances the impact of the scheme had not been fully assessed. The Member added that the case in favour of the scheme should be strengthened, using robust data from Beech Street and the surrounding areas, and referencing the additional points made, before seeking clarification that the funding strategy for the scheme was still in place. The Director of the Built Environment responded that Resource Allocation Sub Committee would be considering funding in March, but there were options for funding the scheme.

Members further raised the possibility of involving the Barbican Centre, as well as consulting residents' associations other than Barbican and Golden Lane. A Member also inquired as to the enforcement of PCNs, caused by the absence of a right-hand turn through the central reservation, and raised issues reported by residents of Lauderdale Tower such as taxi access and deliveries.

The Director of the Built Environment advised that the scheme was co-ordinated with other schemes as part of a wider project in the area, and would clarify progress made on the Exhibition Halls with the City Surveyor. The inclusion of other residents' association would be noted for the consultation, which would be rolled out in March. The Director of the Built Environment advised that exemptions for the scheme were complicated and involved a high level of administration, but officers would explore the legal and operational implications.

The Director of the Built Environment then outlined the data regarding PCNs including their frequency and enforcement. Members' points on the right-hand turn and access to car parks were noted, and the Sub Committee were advised that officers continued to work with companies on sat-nav maps and with interest groups to address some of the challenges faced by users. A Member responded that they felt communication on the scheme needed to be improved, as there seemed to be a lack of progress on several longstanding issues such as mapping and access for taxis, carers and deliveries.

A Member asked what would be required for a 'white list' of exempt vehicles, before raising several points regarding monitoring, air quality and PCNs. The Member advised that during the Bank On Safety scheme, PCNs had significantly decreased after the signage had been improved. The Member added that the new reservation openings were crucial, as the delivery issue was usually caused by larger deliveries, and it was hoped the reservation changes would improve this. In addition to Option 2, it was suggested going forward that officers consult on the permanent order and a wider zero-emission zone.

The Director of the Built Environment advised that an exemption scheme would be similar in operation to a Controlled Parking Zone, and that officers were exploring the legal and operational implications. This could be brought back for consideration once these issues had been worked through. Officers were monitoring the extensive network of traffic changes relevant to the scheme, and would aim to carry the lessons on signage from the Bank on Safety scheme, as well as on compliance. The Director of the Built Environment added that

changes had been made to the signage following comments from Barbican residents, and it was hoped that the central reservation gaps would assist further. The Comptroller and City Solicitor then advised that the terms of the traffic order, including exemptions, had to be based on traffic management grounds.

A Member commented that the scheme had been planned prior to the COVID-19 pandemic and Members should consider the matter in this context. However, there had been a level of concern from residents and issues identified, but it seemed these had not been resolved. Noting that Members were willing to amend the scheme in order to resolve issues, the Member suggested a timeline for resolving the issues as solutions were needed sooner rather than later.

The Director of the Built Environment reiterated that a decision on whether to make the scheme permanent was not scheduled until July 2021, and it was hoped that officers could gain fuller measurements of the impact of the scheme and resolve outstanding issues by this time. Members urged officers to consider the feedback received and assess whether there were satisfactory resolutions to the outstanding issues raised as a priority, as there was also motivation to move forward on considering a wider Zero Emissions scheme in the area.

The Deputy Chairman, in the Chair, then summarised the discussion and drew Members' attention to the recommendations set out in the report, proposing that the Sub Committee agree Option 2, and additionally to formally record the Sub Committee's desire to move forward with the consideration of a wider Zero Emissions scheme, and this was agreed.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Approve the following options to progress the project:
 - 2) Option 2 – Approve the continuation of the Experimental Traffic Order until September 2021 with the changes to the central reservation (set out in Paragraph 69-77) made immediately. Continue to monitor the impacts while working towards consulting on a permanent scheme (based on the experiment as amended);
2. Delegate authority to the Deputy Director (Transportation and Public Realm), in consultation with the Chairman, to approve the (non-statutory) public consultation content and then proceed with the consultation;
3. Agree that the feasibility for an additional gap in the central reservation at Barbican Centre Car Park no.5 be explored in order to inform consideration of whether this should be promoted in the proposed permanent order;

4. If the above is deemed feasible, delegate authority to the Deputy Director (Transportation and Public Realm) to make amendments to the existing traffic order (subject to regular statutory processes);
5. Agree that a provisional Streets and Walkways (virtual) meeting be arranged for early September 2021 (for Members to consider any objections to the statutory consultation on the permanent traffic order, as the next meeting of Streets and Walkways is not until October 2021);
6. Note the experiment findings (as set out in paragraph 37 to 68 of the report);
7. Note the representations of the Barbican Association (Appendix 2);
8. Note and consider the request from a local resident to revoke the Experimental Traffic Order (paragraph 35);
9. Note the intent to comprehensively engage with the public, user groups and local stakeholders on the next phase of the project (paragraph 119 to 124);
10. Note the continued work on delivering the public realm vision for Beech Street; waterproofing of the Barbican podiums and the redevelopment of the Exhibition Halls;
11. Note that a Gateway 1/2 Report will be submitted later this year for the proposed initiation of the Barbican Healthy Streets Plan. If approved this will work towards delivering an area-based approach to delivering healthy streets and addressing air quality in the Barbican/Golden Lane area as per Proposal 29 of the City Transport Strategy.

6. **CROSSRAIL LIVERPOOL STREET URBAN INTEGRATION (PHASE 2)**

The Sub Committee considered a report of the Director of the Built Environment regarding Phase 2 of the Crossrail Liverpool Street Urban Integration project. A Member stressed the importance of stakeholder engagement, as there were a number of new offices and tenants in the area who may be uninformed. The Member asked officers to continue with consultation in order to seek as many responses and views as possible on the project, including from newer stakeholders.

RESOLVED – That the Streets & Walkways Sub Committee:

- a) Note the recent delays incurred by the project, the reasons behind them and what the next steps are; and
- b) Note and approve the updated Costed Risk Register as set out in the appendix to the report (overall CRP has not changed).

7. **1 LEADENHALL STREET SECTION 278 HIGHWAY WORKS**

The Sub Committee considered a report of the Director of the Built Environment regarding Section 278 (S278) highway works to facilitate the 1 Leadenhall Street development. The Sub Committee noted that an additional recommendation authorising officers to enter into the S278 agreement once negotiated with the developer had been omitted in error, and this was also agreed.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Agree that a budget of £100,000 is approved for detail design, engagement with stakeholders and survey work to reach the next Gateway;
2. Note the total estimated cost of the project at £550,000 - £800,000 (excluding risk); and
3. Authorise officers to enter into the S278 agreement once negotiated with the developer.

8. **100 MINORIES PHASE ONE: S278 WORKS**

The Sub Committee considered a report of the Director of the Built Environment regarding Phase One of the S278 works at 100 Minories.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Note the revised total estimated cost of the project at £510,236 (excluding risk), subject to successful completion of S278 agreement and receipt of monies; and
2. Agree that a Costed Risk Provision of £68,000 is approved (to be drawn down via delegation to Chief Officer), subject to successful completion of S278 agreement and receipt of monies.

9. **GREENING CHEAPSIDE: SUNKEN GARDEN (PHASE 1B & PHASE 2)**

The Sub Committee considered a report of the Director of the Built Environment concerning Phase 1B and Phase 2 of the Greening Cheapside project. The Director of the Built Environment introduced the report and gave a short presentation outlining the project so far and the options available for taking it forward. The Director of the Built Environment advised that all three options provided and delivered the project objectives. The option progressed would be dependent on the funding procured for the project, and officers would return with a preferred option once this had become known.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Agree that the increased scope, in response to additional external funding secured, be approved;
2. That all options are approved and to note that options 2 'silver' and 3 'gold', will only be progressed should further funding be confirmed. This

funding decision will be taken by Members via a separate report on the implementation of the Climate Action Strategy;

3. That additional budget of £50,000 is approved for fees and staff costs (fully externally funded) to reach the next Gateway (G4/5) and that £13,905 underspent from the current budget allocation is carried forward to be used on this next stage of the project; and
4. Note the total estimated cost of the project (Phase 1B) at £296,095-£515,000 (excluding costed risk provision).

10. **80 FENCHURCH STREET**

The Sub Committee considered a report of the Director of the Built Environment regarding a project to undertake the required S278 highways works in the vicinity of the development at 80 Fenchurch Street.

RESOLVED – That the Streets & Walkways Sub Committee:

- i) Approve the content of this outcome report;
- ii) Authorise the Chamberlain's department to return unspent section 278 funds to the Developer as set out in the respective legal agreement (subject to the verification of the final account); and
- iii) Agree to close the 80 Fenchurch Street project.

11. **100 BISHOPSGATE S278**

The Sub Committee considered a report of the Director of the Built Environment regarding highway improvements implemented under the S278 works at 100 Bishopsgate.

RESOLVED – That the Streets & Walkways Sub Committee:

- a) Approve the content of this outcome report;
- b) Authorise the Chamberlain's department to return unspent Section 278 funds as set out in the respective legal agreement (subject to the verification of the final accounts); and
- c) Agree to close the 100 Bishopsgate project.

12. **60-70 ST MARY AXE**

The Sub Committee considered a report of the Director of the Built Environment concerning the creation of a new public space and wider improved public realm in the vicinity of the 60-70 St Mary Axe development.

In response to a question from a Member, the Director of the Built Environment and the Comptroller and City Solicitor respectively outlined usual practices in the agreement and implementation of S278 agreements, particularly regarding the return of unspent funds.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Note the contents of this report and authorise closure of the project; and
2. Authorise the return of £94,030 to the developer under the terms of the Section 278 agreement, subject to verification of final accounts.

13. MAJOR HIGHWAY ACTIVITIES 2021

The Sub Committee received a report of the Director of the Built Environment

14. ANTI-TERRORISM TRAFFIC REGULATION ORDER

The Sub Committee received a report of the Director of the Built Environment

15. THE HIGHWAYS CONSTRUCTION TERM CONTRACT - ANNUAL UPDATE

The Sub Committee received a report of the Director of the Built Environment

16. ANNUAL ON-STREET PARKING ACCOUNTS 2019/20 AND RELATED FUNDING OF HIGHWAY IMPROVEMENTS AND SCHEMES

The Sub Committee received a report of the Chamberlain

17. OUTSTANDING REFERENCES

The Sub Committee received a list of outstanding references.

18. ANY OTHER BUSINESS

There was no other business.

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 item(s) 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.

Paragraph No.

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20. NON-PUBLIC MINUTES

RESOLVED – That the non-public minutes of the meeting on 1 December 2020 be agreed as a correct record.

21. BANK STATION UPGRADE - CANNON STREET ENTRANCE S278

The Sub Committee considered a report of the Director of the Built Environment.

22. BUILDING I HVM MEASURES

The Sub Committee considered a report of the Director of the Built Environment.

23. **21 MOORFIELDS AND FORE STREET AVENUE SECTION 278**

The Sub Committee considered a report of the Director of the Built Environment.

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

There was other business.

The meeting ended at 1.05 pm

Chairman

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