

**STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)  
COMMITTEE**

**Tuesday, 5 July 2022**

Minutes of the meeting of the Streets and Walkways Sub (Planning and  
Transportation) Committee held at Committee Room 2 - 2nd Floor West Wing,  
Guildhall on Tuesday, 5 July 2022 at 10.00 am

**Present**

**Members:**

Deputy Graham Packham (Chairman)  
Deputy Shravan Joshi  
Deputy Marianne Fredericks  
Deputy Edward Lord  
John Edwards (Deputy Chairman)  
Deputy Susan Pearson  
Ian Seaton  
Alderman Ian David Luder (Ex-Officio Member)  
Oliver Sells QC (Ex-Officio Member)

**Officers:**

Ian Hughes	- Environment Department
Olumayowa Obisesan	- Chamberlains
Bruce McVean	- Environment Department
Kristian Turner	- Environment Department
Melanie Charalambous	- Environment Department
Sam Lee	- Environment Department
Gillian Howard	- Environment Department
Tom Noble	- Environment Department
Clarisse Tavin	- Environment Department
Giles Radford	- Environment Department

**1. APOLOGIES FOR ABSENCE**

Apologies were received from Deputy Randall Anderson, Deputy Alastair Moss, and Paul Martinelli.

**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 of the meeting of 31 May 2022 be approved as an accurate record of the proceedings.

4. **TFL'S BISHOPSGATE EXPERIMENTAL CLOSURE**

The Committee considered the report of the Executive Director Environment.

A Member commented that little information was shown in the report that related to inter-dependence with neighbouring boroughs, suggesting that discussion on that matter should be taking place - particularly around traffic displacement. The meeting heard that discussions with neighbouring boroughs had not taken place and that priority was being given to the impact on City roads, and that discussions with other boroughs lay within the remit of TfL. Detailed data on traffic displacement had not yet been provided, and further data would be sought. The Member commented that TfL should be encouraged to liaise with all relevant local authorities.

A Member asked whether a weight limit (excluding for access purposes) for Fore St and Moor Lane could be implemented to avoid their use as a bypass. The meeting heard that such a proposal would be examined, including enforcement measures.

A Member sought clarification on the impact of traffic on Eastcheap, Mincing Lane, Rood Lane, and other City streets, and asked whether monitoring equipment could be provided to measure any such impact. The meeting heard that further detailed data was awaited and that discussions with TfL were taking place around measures to mitigate the impact of traffic displacement. The meeting heard that TfL was monitoring the traffic impact, and that there may be gaps in some of the monitoring – such gaps would be discussed with TfL within the confines of future discussions.

**RESOLVED,** That the Committee

1. Agree the City Corporation's response to the Bishopsgate ETO as set out in paragraphs 36 – 38 and agree that officers will continue working with TfL to resolve the objection;
2. Delegate the final wording of the response to TfL to the Director of City Operations in consultation with the Chairman and Deputy Chairman of this sub-committee; and
3. Note that a further report will be brought back to this committee setting out the outcome of the further discussions for agreement, more details of the London Bridge experiment, and also to confirm the City's response to that ETO.

5. **TFL CONSULTATIONS: BUS ROUTE CHANGES CENTRAL LONDON - ULEZ EXPANSION AND ROAD USER CHARGING**

The Committee considered the report of the Executive Director Environment.

A Member commented that there was merit in asking TfL to consider cutting some bus frequencies as a way of reducing costs and pollution that would keep more bus routes open.

Members pointed out a few inaccuracies on the bus route maps shown on pages 67-71 of the agenda pack, commenting also that routes serving St

Bartholomew's Hospital and Moorfields Hospital should be retained, and that there was a concerning lack of clarity and detail on the precise nature of the cuts set out in Appendix 2 (pages 73-78). Members commented on the need for continued access for disabled and/or elderly users, and on the need for suitable alternatives to the tube. Members also flagged up the wider social benefits of appropriate bus provision.

A Member asked whether affected hospitals had been contacted to ensure that they had been made aware of the proposed cuts, and the meeting heard that there was time for this to be undertaken given that the TfL consultation period had been extended.

Members noted the impact of proposed bus provision cuts on children attending the City of London School.

Members noted that the points raised above, including - in particular - suggestions around implementing changes in frequencies to services rather than outright cuts, would be submitted to the Planning & Transportation Committee.

Members noted that the local MP (Nickie Aiken) had launched a petition against the proposed cuts.

**RESOLVED**, That the Committee

1. Approve the proposed response to the consultation on proposed changes to bus routes, set out in paragraph 17;
2. Delegate the final wording of the response to the Director of City Operations in consultation with the Chairmen and Deputy Chairmen of the Streets & Walkways Sub Committee and the Planning & Transportation Committee;
3. Approve the proposed response to the consultation on proposed expansion of the ULEZ and future road user charging, set out in paragraphs 25 and 26; and
4. Delegate the final wording of the response to the Director of City Operations in consultation with the Chairmen and Deputy Chairmen of the Streets & Walkways Sub Committee and the Planning & Transportation Committee and the Port Health and Environmental Services Committee.

6. **CITY STREETS: TRANSPORTATION RESPONSE TO SUPPORT COVID -19 RECOVERY: PHASE 3 - CHARTERHOUSE SQUARE SCHOOL STREET - GW6**

The Committee considered the report of the Executive Director Environment.

The Committee noted that the proposed measures involved a street that was shared with London Borough of Islington, noting its impact on schoolchildren attending nearby schools.

**RESOLVED**, That the Sub-Committee

1. Agree to the making of a Traffic Order under section 6 of the Road Traffic Regulation Act 1984 to make the experimental ban on motor vehicles using Charterhouse Square permanent; and
2. Approve the Outcome Report and agree to close the project.

7. **MANSION HOUSE STATION ENVIRONS - LITTLE TRINITY LANE PUBLIC REALM ENHANCEMENTS G3**

The Committee considered the report of the Executive Director Environment.

**RESOLVED**, That the Sub-Committee

1. Approve the amended scope of the project to include climate resilience measures and note that an updated design and cost estimate will be set out at Gateway 4/5;
2. Approve the revised funding strategy as set out in this report to include funding from the Cool Streets and Greening Programme in addition to previously allocated S106 funds;
3. Approve the additional budget of £27,000 to reach the next gateway, funded from the S106 for 39-53 Cannon Street – LCE (as previously agreed as part of the Project Prioritisation report);
4. Note that the wider walking and accessibility improvements are to be brought forward when funding becomes available, with additional funding sources to be investigated prior to Gateway 4/5 to deliver these measures; and
5. Note the revised programme set out in Section 5 of this report.

8. **MOOR LANE ENVIRONMENTAL ENHANCEMENTS - G4C-5**

The Committee considered the report of the Executive Director Environment.

A Member commented that the scheme had been subject to a number of cuts, that there appeared to be a lot of bollards and not many trees, and that the two-phase proposal might be more disruptive. The Member also pointed out that the entire scheme was not being presented, and suggested that any change that further reduced greenery should be submitted to the meeting and that further exploration should be undertaken around delivering more greenery. The meeting heard that some technical constraints had prevented further greening (including tree-planting), and that proposals were being submitted at this stage because some work completion deadlines needed to be met, including the placing of orders for materials and labour. Some overlap between the two phases was possible.

Further designs would be submitted to the Committee in due course.

**RESOLVED**, That the Sub-Committee

1. Approve delivery of the works in two phases as described in the report (and as shown in Appendix 4);
2. Authorise officers to continue design and engagement work for Area B and utilise the Section 106 budget approved at the previous gateway;

3. Authorise the budget adjustment related to staff costs and fees to be actioned as outlined in Appendix 3;
4. Note the total estimated cost of the project at £2,958,680, with the total estimated cost of Area A Section 278 at £1,508, 680;
5. Authorise transfer of any design & evaluation underspend paid under the 21 Moorfields Section 106 agreement from the previous gateway to the Area A (Section 278) implementation budget;
6. Authorise an increase in scope of the Section 278 works compared to the baseline required through the Section 106 agreement and their implementation, subject to receipt of funds;
7. Agree to delegate the final approval of the design to the Director City Operations in consultation with the Chairman and Deputy Chairman of Streets and Walkways Sub-Committee, AND: Delegate authority to the Director City Operations, in consultation with the Chairman and Deputy Chairman of the Streets & Walkways Committee, to permit officers to progress an alternative design should it be required if the outcome of the outstanding surveys does not support the progression of the design in Appendix 5;
8. Authorise a budget setup for implementation of the Area A works at £1,448,680 as set out in section 3 below, subject to receipt of funds;
9. Approve the Risk Register in Appendix 2 and the requested Costed Risk Provision of £50,000; and delegate the drawdown of funds from this register to Executive Director Environment;
10. Delegate authority to the Executive Director Environment 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
11. Delegate to the Director City Operations, 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.

9. **CITY CLUSTER - WELLBEING AND CLIMATE RESILIENCE PROGRAMME: GREEN STREETS PROJECT**

The Committee considered the report of the Executive Director Environment.

On section 4.3, a Member sought clarification on the use of terracotta and its suitability. The meeting heard that a robust version of the material had been used elsewhere, and that it had been chosen for its sustainable characteristics. There was no risk of vehicle impact at the selected locations, and a prototype would be in place in September 2022.

**RESOLVED**, That the Sub-Committee

1. Approve the change in scope and funding strategy as set out in the report;
2. Note the total estimated cost of the project at £350,000-£400,000 as a result of the additional external funding, and the resulting increased programme budget, details of which will be set out in a forthcoming programme update report in September 2022;

3. Agree the installation of a prototype in September 2022 at a total estimated cost of £20,000 to be funded by the EC BID with soft landscaping costs of £7,000 covered by the City's Cool Streets and Greening programme (Climate Action Strategy); and

4. Note that, following the review of the prototype, a Gateway 5 report is to be prepared under Delegated Approval to Chief Officer for delivery of the installations proposed within Green Streets project.

10. **WEST SMITHFIELD AREA PUBLIC REALM AND TRANSPORTATION PROJECT - PROGRESS REPORT**

The Committee noted the report of the Executive Director Environment.

A Member commented that barriers that echoed the site's historic use (as a cattle market) would be welcome.

11. **150 BISHOPSGATE - G6**

The Committee considered the report of the Executive Director Environment.

**RESOLVED**, That the Committee

1. Approve the content of the report and agree to close the project once the outstanding actions referred to in section 12 are complete;
2. Approve the budget adjustment related to staff costs to be actioned as outlined in Appendix 4;
3. Authorise the transfer of any underspend to the Jubilee Gardens project budget, part of the City Cluster Vision Wellbeing and Climate Change Resilience programme, subject to the developer's agreement (and any necessary agreements), OR;
4. If the developer does not agree the transfer of underspend, authorise return of unused funds to the developer, including any accrued interest as per the S278 agreement.

12. **BERNARD MORGAN HOUSE PUBLIC REALM - G6**

The Committee considered the report of the Executive Director Environment.

A Member noted a steep slope on a section of the works around Golden Lane, and the meeting heard that some site constraints had impacted on the construction of some carriageways.

**RESOLVED**, That the Committee

1. Approve the content of the report and agree to close this project;
2. Approve the budget adjustment related to staff costs to be actioned as outlined in Appendix 4;
3. Authorise the use of a portion of unspent funds (£15,000) for improvements to the north footway in Fann Street between Viscount Street and Golden Lane; and
4. Authorise the return of any underspend to the owner or their successor in title following finalisation of the account.

**13. OUTSTANDING REFERENCES**

The Committee received the report of the Clerk.

Dockless vehicles: A Member sought clarification on whether the Corporation was making representations with a view to regularising their use (including compulsory insurance/lights for example) and the meeting heard that such representations were expected to be made.

Beech St: The meeting heard that traffic levels were being monitored in the area. Consultations are ongoing with LBI and a range of options are being explored, resulting in some delays to the process. The meeting heard that the main obstacle to launching a consultation was the obtention of an agreed approach with LBI.

A Member asked whether one-way restrictions would be helpful in achieving reduced pollution levels. The meeting heard that compromises were being explored during discussions.

TfL London Bridge Experimental Scheme: Further reports were expecting to be submitted during 2022, and the process is continuing as fast as possible given the legal issues involved. A report is expected to be submitted to the September 2022 meeting of the Committee.

**14. JULY STREETS AND WALKWAYS DELEGATED DECISIONS**

The Committee received the report of the Executive Director Environment and of the Director of City Operations.

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

There were no questions.

**16. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

There was no other business.

**17. EXCLUSION OF THE PUBLIC**

**RESOLVED**, That under Section 100A(4) 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 I of Schedule 12A of the Local Government Act.

**18. NON-PUBLIC MINUTES**

The Committee considered the non-public minutes of the meeting of 31 May 2022.

**19. NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

20. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

**The meeting ended at 12.00 pm**

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Chairman

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