



Report – Planning and Transportation Committee Adoption of Liverpool Street Area Enhancement Strategy

*To be presented on Thursday, 12th September 2013
To the Right Honourable The Lord Mayor, Aldermen and Commons
of the City of London in Common Council assembled.*

SUMMARY

This report seeks approval for the adoption of the Liverpool Street Area Enhancement Strategy.

In order to deliver public realm improvements in other areas, the City has adopted several Area Enhancement Strategies.

The Liverpool Street Area Enhancement Strategy would:-

- i) provide prioritised enhancement proposals for public realm and road danger reduction;
- ii) provide an improved, accessible, functional and safe environment that would support the increased footfall caused as a result of the work being undertaken by Crossrail at the entrances in Liverpool Street and Moorgate stations and in the buildings of the nearby Eastern City Cluster; and
- iii) identify current issues and future demands, setting out a framework for addressing these in the context of existing policies and guidance.

A copy of the Liverpool Street Area Enhancement Strategy along with the consultation results and analysis are available in the Members' Reading Room.

RECOMMENDATION

That the Liverpool Street Area Enhancement Strategy be adopted.

MAIN REPORT

Background

1. The evaluation of the Liverpool Street Area Enhancement Strategy was first approved in June 2011 and has been funded through the 201 Bishopsgate Section 106 (S106) contributions.

2. In July 2012, the draft Liverpool Street Area Enhancement Strategy was approved by your Planning and Transportation Committee to be issued for public consultation.
3. The Strategy expands on the objectives contained within the following: –
 - London Plan
 - Mayor of London's Transport Strategy
 - City's Corporate Plan
 - Core Strategy
 - Emerging Local Plan
 - Road Danger Reduction Plan; and
 - Built Environment's Departmental Business Plan.
4. The public consultation ran from September through to December 2012, and was carefully targeted through various communication methods to ensure that the views of all relevant stakeholders were obtained. In total, 109 written submissions were received.
5. Overall, the response was positive and the proposals have been well received and the comments have assisted in prioritising and refining the improvement projects.
6. The amendments to the Strategy following the consultation are summarised below: -

a) Liverpool Street

Liverpool Street would be made into a new civic space for pedestrians; taxis should be removed from the existing taxi rank and relocated to the unused taxi rank in the station with wider area smaller ranks being established.

However, there was negative feedback from taxi drivers who did not support the removal of the Liverpool Street taxi rank; thus, the strategy prompts further discussion with Network Rail regarding this. Further concerns relating to access for deliveries and the proposals were updated to include a vehicle access area on the East end of Liverpool Street.

b) Bishopsgate

Heavy traffic congestion and the related safety concerns for all road users and the relocation of the airport coach were raised. These comments have been passed to Transport for London (TfL) for consideration as part of the detailed design process.

c) Middlesex Street Area

The Strategy now includes Middlesex Street in its entirety. The comments received were supportive of the public realm improvements which would provide more space for pedestrians and add more greenery. Other proposals include improving the historical area and Rose Alley to discourage anti-social behaviour and rough sleepers and the inclusion of Artizan Street as a result of changes to the Library and Community Centre.

d) Cycling

The strategy recognised a clear need for the pedestrian environment to be improved, however this would not be undertaken without consideration for the needs of cyclists or other vulnerable road users.

e) Signage and Way finding

Signage would be improved as part of the Strategy.

f) Cleansing and Public toilet facilities

Further to the consultation, the Strategy makes provision for public toilets in Bishopsgate. In addition, issues concerning the lack of bins have been raised and negotiations are taking place with TfL regarding the installation of additional bins to prevent clutter.

Financial Implications

7. The consultant fees to develop the strategy have been met by the developer of 201 Bishopsgate with staffing costs to date totalling £56,711.

Conclusion

8. It is recommended that the amended Liverpool Area Enhancement Strategy, full details of which can be found in the Members' Reading Room, be adopted. On adoption, a number of the high priority proposals can be initiated as projects subject to the gateway project procedures.

All of which we submit to the judgement of this Honourable Court.

DATED: This 16th day of July 2013.

SIGNED on behalf of the Committee.

DEPUTY MICHAEL WELBANK
Chairman, Planning and Transportation Committee