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## Report of meeting from external body

Author : Dan Taylor

Agenda item 10e

LTW 43

Drafted 21.5.07

### **City Together Transport Sub-group**

#### **1 Purpose of report**

- 1.1 To record for information the proceedings of an external body attended by a representative of London TravelWatch.

#### **2 Information**

- 2.1 Annexed to this report are the minutes of the City Together Transport Sub-group meeting held on 6 March 2007.
- 2.2 These minutes have been prepared by the Corporation of London. No responsibility for their content or format rests with London TravelWatch.

#### **3 Equalities, inclusion and financial implications**

- 3.1 Not applicable – report is for information only.

#### **4 Legal powers**

- 4.1 Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider - and where it appears to the Committee to be desirable, to make recommendations with respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight). Section 252A of the same Act (as amended by Schedule 6 of the Railways Act 2005) places a similar duty upon the Committee to keep under review matters affecting the interests of the public in relation to railway passenger and station services provided wholly or partly within the London railway area, and to make representations about them to such persons as it thinks appropriate.

#### **5 Recommendation**

- 5.1 That the report is received for information.



**Transport Sub-group minutes  
Tuesday 6 March 2007 (Committee room 4, Guildhall)**

Item

Actions

**1 Introductions**

**Present:**

Steve Burton, Transport Policing and Enforcement Directorate, Transport for London

Gillian Cadd, Strategic Transportation Team, City of London

Mike Gibson, Southeastern Railway

Helen Hill, London Chamber of Commerce

Paul Houston, City Property Association

Luke Howard, Public Carriage Office

Simon Jenner, Hines

Peter Knight, City resident

Barbara Leighton, City of London Access Group

Robin Lovell, Network Rail

Andrew McMurtrie, City worker

John Owen-Ward, Member, City of London (Chairman)

Simon Phillips, Local Transport Team, City of London

Andy Phipps, Strategic Transportation Division, City of London

Alan Rickwood, City of London Police

Virginia Rounding, London TravelWatch

Patty Singleton, City Guide

Iain Simmons, Local Transportation Planning, City of London

Ralph Smyth, City Cyclists

Vaughan Sutton, Arup

Brenda Wallman, Access Team, City of London

David Warrender, Foggo and Associates

Lisa Webb, Moseley and Webb

Louise Wootton, Strategic Transportation Team, City of London

Jay Wyper, Hines

**2 Apologies**

Mary Bonar, City resident

Natalie Chapman, Freight Transport Association

Yvonne Leslie, Southern Railways

Paul Lewis, Stanhope

Rob Oakley, Access Team, City of London

Stephen O'Connor, London Buses

Deborah Palmer, Town Clerk's Department, City of London

Miles Price, British Land

Joe Weiss, Transportation and Projects Director, City of London

### 3 Approving the minutes of the last meeting

The minutes were approved as a correct record of the last meeting.

### 4 Transport for London's Crime and Disorder Strategy

Steve Burton, Deputy Director for Transport Policing and Enforcement gave a presentation about Transport for London's (TfL) Crime and Disorder Strategy. *Steve's PowerPoint slides are available on the extranet (<https://www.cityoflondon.gov.uk/extranet/documents/management/viewDocument.aspx?edocID=2026&catId=43&title=&apId=40>).*

Steve gave an overview of the strategy and the responsibilities of the Policing and Enforcement Directorate. TfL have voluntarily signed up to section 17 of the Crime and Disorder Act which means that they commit to considering the crime and disorder implications of their policies. It is a target for all TfL business areas to embed crime and disorder reduction into everything they do. TfL's work is not done in isolation and they have a good working relationship with the City of London Police. The strategy brings together all joint actions into a single document. The strategy is currently out for consultation. Although the consultation period officially closed on 28 February, TfL are still happy to receive comments. It will be reported to the TfL board in April.

Steve explained that TfL found Anti-Social Behaviour Orders (ASBOs) to be effective for the transport network. ASBOs ban specific individuals from specific places at specific times, so work well for the transport system. His team also finds that mapping crime and disorder can be helpful.

The strategy has three priority areas:

- 1 – Improve perception of safety and security on the transport network
- 2 – Reduce anti-social behaviour and low-level disorder
- 3 – Reduce crime by tackling priority crimes

Addressing the perception of crime is important, as the network is relatively safe. On average there are less than 1½ robberies a day on the Underground which carries 3½ million passengers a day. The priority crimes include: terrorism; violent crime; hate crime; criminal damage; minicab touting and theft.

It is particularly important that staff assault is addressed as it is staff who provide the visible authority for passengers. If staff are assaulted this has a big impact on how the public view the network. It also impacts how staff deal with and approach passengers. Criminal damage (which includes graffiti and trespass) is another crime that has a significant impact on how the network is perceived, and so it is important that this is tackled. Pick-pocketing is the main crime on the network, which is why theft is included as a priority crime.

One of the purposes of the strategy is to prioritise activities of TOCU (Transport Operational Command Unit) and Safer Transport Teams (made up of PCSOs and PCs). Safer Transport Teams have a geographical remit, to

ensure a local focus. The initial deployment is to 21 outer London boroughs. TOCU is assigned to 20 bus routes, most of these go through central London. The 700 BTP officers assigned to the London Underground, also have a higher concentration in the central area due to the location of the Underground stations. It was therefore felt that the priority for Safer Transport Teams should be outer London to give a more even distribution of resources. It is hoped that the teams may free up some of the other resources to reinforce activities in the central area. Today the first Safer Transport Team went live in Bromley.

TfL has received a large number of responses to the consultation, many of which have been useful and supportive.

Barbara commented that there was a good system of policing on the trains she uses from Enfield to Liverpool Street. She met two officers on Saturday and the same two were on the train again today. She felt that their presence helped the feeling of wellbeing of the passengers. Steve confirmed that TfL's experience was that passengers found visible policing very reassuring.

Ralph commented on the focus of the strategy on public transport. TfL are also responsible for the red routes, but there was little about issues surrounding cycling and walking on these routes. Steve had received several responses to the consultation highlighting this. Consequently, the revised version of the strategy will include a section on cycling, walking and road safety. Recent research had found that the general public were concerned about speeding and that this was considered an anti-social behaviour and Ralph asked if the revised version would refer to this. Steve confirmed that it would.

## **5 Cannon Street Station Redevelopment**

Robin Lovell, from Network Rail, explained the context to this project. More people are using trains, and Network Rail have to consider how to fit this growth into their stations in a way that retains functionality. Work undertaken by Network Rail identified about 100 stations that needed intervention. Funding all these schemes is a challenge and new ways to raise money, such as from the air rights above station buildings, are being used. The operational, integration and ambience issues at Cannon Street are being addressed using money from the office development above the station.

Simon Jenner, explained that as the property developer for the site, Hines wanted to create a significant public benefit alongside a good development. He handed over to David Warrender, from Foggo, who are the architects for the site, to explain the detail of the site. David explained that the commercial office space above the station had been developed in the 1960s. It is now out of date for modern City occupier requirements, in particular it has very narrow floor plates. The building also performs badly against modern environmental standards. Currently the location of the station is not obvious and so the vision of the new proposal is to have a suitable 'gateway' into the City.

There are five elements to the new building: office building; station concourse;

station forecourt; office entrance; and London Underground, and the design makes these all distinct. The design of the new building was constrained by several factors: preserving strategic views of St Paul's cathedral, the height of the Victorian viaduct which brings the railway in, the working height of the station and there is also a scheduled monument to the east of the site. There cannot be any structural support into the ground at the front of the building due the location of the District and Circle lines. This has heavily influenced the cantilevered design of the building.

The developers are intending to re-use the existing foundation block. The new office block has a simpler floor plate, giving 50,000 sq ft of office floor space that could be occupied by 32 different tenants.

In future, when passengers get off the trains, they will be able to see through the station to the street. Conversely as passengers approach the station from the street they will be able to see where the trains are. The London Underground station is currently a small space, fairly dark and disorientating. At the moment all routes to the station have steps. The entrance to the new station will be relocated further down Dowgate Hill, enabling level access from the street, and a lift will be provided between the main line and Underground concourses. A lift will also be installed to the westbound District and Circle line platform. The Underground station will be brighter and more open.

Simon Jenner set out the proposed timescale for the project:

- currently submission to City of London for a new planning permission.
- August 2007 : take possession of the site
- October 2007: start demolition
- August 2010: station completed.

*The powerpoint slides from the presentation can be found on the extranet (<https://www.cityoflondon.gov.uk/extranet/documents/management/viewDocument.aspx?edocID=2027&catId=43&title=&apId=40>)*

Barbara Leighton asked if there was currently a lift to give access into the mainline station. Andrew confirmed that there was and that this would be retained and an addition a lift would be installed to give access to the Underground.

Andy Phipps clarified the situation regarding lift access to the eastbound Underground services. It is not possible to provide this as part of this scheme. However, there has been another planning application submitted for a property on the other side of Cannon Street. In the planning permissions provision has been made for an emergency exit for the eastbound services, which will enable London Underground to construct a safe step free route to that platform. City officers are hopeful that it will be possible to achieve step free access to both platforms.

Mike Gibson highlighted the issue of passenger access during the construction period. Simon admitted that some level of disruption was unavoidable. However, the work is being phased to allow both stations to be fully operational throughout. He appreciated that it was important to

communicate effectively to passengers what they plan to do. Robin agreed that keeping the station operational was a priority.

Patty Singleton asked about the toilets in the station. Currently they are down a lot of steps and she wanted to know if they would be relocated or made accessible. Andrew explained that most of the toilets will be in a similar location to today, however, in addition there will be a fully accessible toilet and a baby changing facility on the ground floor.

Ralph Smyth queried the amount of cycle parking. He was concerned that if passenger cycle parking is not provided the station design may become out of date very quickly. Simon explained there were 290 cycle spaces provided for occupants of the office building. In terms of public cycle parking for the train station this is not in the proposal. Hines are currently reviewing this and assessing what could be provided on adjacent streets.

Ralph also asked how the scheme interacted with Thameslink. Robin explained that the work on Cannon Street should be completed by 2010. Thameslink has yet to get the financial go ahead, but even if it receives this imminently, Cannon Street station would be completed well in advance of the disruptive works at London Bridge station. The Thameslink Programme will increase the number and length of trains and so there is forecast to be an element of abstraction from Cannon Street. The Thameslink Programme has been taken into account when forecasting the passenger growth at Cannon Street. John Owen-Ward asked how the Integrated Kent Franchise will affect the passenger growth at Cannon Street. Robin confirmed it would have an abstracting affect on trains to Cannon Street. However, people, such as himself, who work in the northern part of Central London will find it more convenient to travel on the high speed trains to St Pancras.

Louise Wootton asked whether anything was being done to alter the stepping distances onto the trains. Andrew confirmed that this was not being altered. Brenda Wallman asked if it was possible to include platform humps like the ones recently installed on the Waterloo and City line. Andrew explained that financial constraints meant that the remit of the scheme could not be extended to include extra things. It would be up to Network Rail or the train operator to address this. Robin undertook to look into the issue of platform humps to establish whether Network Rail had a position on them and if there was any scope for introducing them at Cannon Street.

RL

## **6 Transport Officers' Reports**

### **a Strategic Transportation Team**

In the absence of Joe Weiss, Andy Phipps reported on some of the issues the strategic team have been working on over the last few months.

- *Crossrail*. The City has had negotiations with the promoters about noise and ground settlement at the Barbican and also Billingsgate. The promoters will no longer be providing a crossover under the Barbican. The City is continuing to lobby for funding at a high level. Hoping for Royal Assent early 2008. This would mean the scheme could be

running in 2016.

- *Thameslink*. Following the presentation at the last meeting, Andy had brought along the latest documentation for people to look at.
- *Cross River Tram*. Transport for London had recently been consulting on this scheme which would run from Kings Cross and Camden to Brixton and Peckham via Waterloo. The City supports this scheme which would help to relieve the Northern line. The consultation has now closed, but TfL may still accept comments.
- *Stansted Airport*. Group members might like to be aware that there is a consultation about the second runway and surface access.
- *River services*. TfL have notified the City that City Clippers will be running more services down to the O<sub>2</sub> dome.

John Owen-Ward said that he felt Thameslink was as important as Crossrail.

Brenda Wallman asked about accessibility on the Thames Clippers. Andy said that the City might need to look at having a new pier or upgrading a pier, in which case there would be the opportunity to make it more accessible.

Ralph Smyth asked about the Olympics Transport Plan. Louise Wootton confirmed that the City had responded and offered to send him a copy of the response.

LW

Ralph also asked about the potential for a greater range of Eurostar destinations and whether this was something the City was lobbying for. Andy agreed that it was more appropriate to make shorter journeys by rail and that this was consistent with the City's aviation policy and that subject to the chairman's agreement we would write to Eurostar.

AP

## **b Local Transportation Team**

Iain Simmons reported on some of the issues the local team have been working on over the last few months:

- *Bus stops*. There has been a programme of works to make bus stops more accessible. 16 have been done so far, there are 3 remaining which will be undertaken in 2007/08.
- *Guard railing*. Officers are currently assessing how much existing railing is still necessary and where it can be removed.
- *Barbican signage*. The signage in the estate was found to have degraded faster than anticipated. A comprehensive replacement is planned for 5 years' time, so, in the interim, vinyls are being applied to the existing signage to make it fit for purpose.
- *Cycling*. This year's cycling budget has nearly been completely spent and there is a larger allocation for next year. Unfortunately one of the cycle officers will shortly be leaving the City, however a replacement will be recruited and an additional post created. After a road safety campaign there has been a 35% reduction in encroachment of the advanced cycle stop lines.
- *Impact of construction on the network*. There is currently a high level of construction work underway in the Square Mile. The City is working with TfL to keep the transport network moving while the construction work is undertaken. Developments do also have a positive effect on the

public highway by contributing to the cost of improvements. This is currently of the order of £10 million.

- *London Transport Awards*. The City has submitted a number of applications to the London Transport Awards and has been shortlisted for 6 areas. The awards will be announced on 25 April.

Virginia Rounding gave an example she had seen where the Barbican signage points in opposite directions. Iain said he would feed this back.

IS

Patty Singleton commented that the new bus lane in Liverpool Street had made a tremendous difference to bus timings. Ralph Smyth asked about the gates which were installed as part of this scheme. They are currently permanently open, which obstructs the flow of pedestrians and cyclists. Iain explained that staffing issues meant that the gates were currently not being opened and closed daily, however the pedestrian area was still being enforced using cameras.

Patty also raised the issue of lorries turning from Poultry into Prince's Street. They often knock the traffic lights making them twist round. Iain took note of this and will see if there is anything that can be done.

IS

Andrew McMurtrie asked about pedestrian safety. Before Christmas someone was hit by a bus outside 25 Moorgate and he wondered if an analysis of accidents was available. Iain confirmed that this data does exist and that the City has targets for casualty reduction. Pedestrian and cyclist casualties are actually increasing in the City. This is partly due to more people and cyclists on the streets, but it is one of the biggest issues for Iain's team to tackle, as it appears that other central London boroughs do not follow this trend. John Owen-Ward commented that the narrow medieval street pattern of the City compounded the problem. Alan Rickwood commented that the City of London Police continues to work with the City on this issue. Road user behaviour is a critical factor and it is only possible to influence it so far. Helen Hill had been pleased to see the City of London Police actively addressing the issue of cyclists abusing crossings. She asked whether there was anything that could be done about their speed. Alan explained this was difficult, as it was unlikely they were breaking the speed limit. However, he appreciated that pedestrians can be taken aback by cyclists as you cannot hear them approaching. John said he felt there was a similar problem with electric vehicles. Barbara Leighton asked whether cyclists could be encouraged to use bells, but Ralph Smyth explained that the traffic noise often drowned out the sound of the bell.

Ralph was pleased to hear that the City would be getting a third cycling officer and also congratulated Simon Phillips on his successful road shows. The City's Local Implementation Plan now addresses 'road danger reduction', which is an approach that Ralph welcomed. A danger which cyclists and pedestrians are exposed to in the City is from traffic at demolition/construction sites. Some sites have signs which warn pedestrians and cyclists to watch out for lorries, but Ralph wondered if there was anything more that could be done, perhaps through the 'Considerate Contractor' scheme. Iain explained that construction traffic was an issue that his colleagues in Environmental



Services were very aware of. He suggested that if group members had specific examples they were concerned about they should report it to Steve Barriff ([steve.barriff@cityoflondon.gov.uk](mailto:steve.barriff@cityoflondon.gov.uk) ).

## 7 Tour de France

Simon Phillips gave a presentation about the Tour de France. *His powerpoint slides are available on the extranet:*

<https://www.cityoflondon.gov.uk/extranet/documents/management/viewDocument.aspx?edocID=2030&catId=43&title=&apId=40>

Simon briefly outlined the history of the event. This is the first time it will start in London. There will be an anticipated 1 million visitors in London. In addition there will be a large media presence in London to cover the event as a further 2 billion are expected to watch on television.

Simon set out the timetable:

- Friday 6 July: *Opening Ceremony* in Trafalgar Square.
- Saturday 7 July: *Prologue*. Circular route in Westminster.
- Sunday, 8 July: *Stage 1*. Procession through central London, and then on to Canterbury.

The event will come through the City on 8 July. Alongside the main event there will be demonstrations and events to promote cycling. During the procession, the cyclists are not racing, it is more like a warm-up lap. There will be a young riders race, followed by the promotional floats. This will be followed by the actual peloton which will clear the City by 1045. There will be a ceremonial start on Tower Bridge, where the youngest cyclist will take an anti-doping pledge. The actual start will be in Greenwich, from which they will race to Canterbury. Afterwards there will be a stunt display and other events to keep visitors to the City entertained.

Simon's team are promoting the Tour de France in City schools. There will also be a roadshow outside Liverpool Street station on 25 May. There is a proposal to have a professional race in the City (or 'nocturne') on the evening of 23 June. This would have a festival atmosphere and also feature other races such as a children's race, a cycle couriers' race and a folding bike race.

Simon showed a map of the road closures that would be necessary to hold the event. It is anticipated that the roads will open again a couple of hours later.

## 8 Any other business and matters arising from the minutes of the last meeting

Virginia Rounding highlighted a problem of a dropped kerb which is frequently blocked by parked vehicles. Iain Simmons confirmed it was an offence to block a dropped kerb. This is enforced by parking attendants. *Post meeting note: Group members can report problems like this to the traffic enforcement helpline on 0207 332 3910 as they have a rapid response team who can be*

*directed to specific areas.*

Peter Knight asked if there was any progress on the crossing of Queen Victoria Street and Upper Thames Street or with the inclinator at the Millennium Bridge. Iain Simmons said he had attended a meeting with TfL recently. The proposed design is novel and will need the permission of the Department for Transport to trial it. He assured Peter that senior officers were giving the issue their attention and that the City had received a commitment from Peter Hendy to find a solution.

Brenda Wallman highlighted some recent press comment about a threat to the Freedom Pass, however Ken Livingstone seemed to be in favour of keeping the full scheme.

Iain Simmons gave an announcement about the Local Development Framework. The next stage is to consult on the preferred options and this will be undertaken between late-April and mid-May. The group will be invited to an event on 2 May 2007.

Louise Wootton highlighted a leaflet about the East London line which was available.

## **9 Date of the next meeting**

12 noon, Friday 15 June 2007  
Venue to be confirmed Guildhall

## **Documentation that was available at the meeting**

Request further copies from Louise Wootton – 0207 332 1057 or  
[Louise.wootton@cityoflondon.gov.uk](mailto:Louise.wootton@cityoflondon.gov.uk)

Cross River Tram – consultation material  
East London line leaflet