



Streets and Walkways Sub (Planning and Transportation) Committee

INFORMATION PACK

N.B: These matters are for information and have been marked * and circulated separately. These will be taken without discussion, unless the Clerk has been informed that a Member has questions or comments prior to the start of the meeting.

Date: TUESDAY, 30 JANUARY 2024

Time: 1.45 pm

Venue: COMMITTEE ROOM 3 - 2ND FLOOR WEST WING, GUILDHALL

16. * TRAFFIC ORDER REVIEW - UPDATE

Report of the Interim Executive Director Environment.

For Information
(pages 3-12)

17. * ANNUAL ON-STREET PARKING ACCOUNTS 2022/23 AND RELATED FUNDING OF HIGHWAY IMPROVEMENTS AND SCHEMES

Report of The Chamberlain.

For Information
(pages 13-18)

18. * OUTSTANDING REFERENCES

Report of the Town Clerk.

For Information
(pages 19-20)

22. *** ANNUAL ON-STREET PARKING ACCOUNTS 2022/23 AND RELATED FUNDING OF HIGHWAY IMPROVEMENTS AND SCHEMES - NON-PUBLIC APPENDIX**

Report of The Chamberlain.

For Information
(pages 21-22)

23. *** NON-PUBLIC REPORT OF ACTION TAKEN**

Report of the Town Clerk.

For Information
(pages 23-27)

**Ian Thomas CBE
Town Clerk and Chief Executive**

Committee(s): Streets & Walkways Sub-Committee – For Information	Dated: 30/01/2024
Subject: Traffic Order Review – Update	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	1,2,9,11,12
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£500,000
What is the source of Funding?	On Street Parking Reserve
Has this Funding Source been agreed with the Chamberlain’s Department?	Y
Report of: Bob Roberts, Interim Executive Director Environment	For Information
Report author: Clive Whittle, Environment Department	

Summary

In April 2022 the Court of Common Council passed a motion relating to Traffic orders, which instructed this Committee to review all traffic orders currently in effect on the City’s streets.

The outcome of the review indicated that the majority of the 1299 traffic orders are operating as intended and are in alignment with the relevant Transport Strategy outcomes. However, Members agreed for officers to assess if modifications to 67 traffic orders would be beneficial.

A programme, which is underway, has been developed to complete the assessment. This report updates Members on progress.

Recommendation(s)

Members are asked to:

- Note the programme, categories and processes for assessing the recommended changes to the 67 traffic orders identified from the review, and where appropriate deliver the necessary changes.
- Note the study currently underway to assess potential changes to the six timed road closure restrictions as shown in table 1 of Appendix 1.

Main Report

Background

1. In May 2022, following a motion passed by the Court of Common Council in April, officers were tasked by the Planning & Transportation Committee with reviewing all Traffic Management Orders (TMOs) in the City.
2. This review was completed in February 2023 and submitted to Court of Common Council in April 2023. The review identified 35 orders that might require modification, and officers identified a further 32 orders that might require modification. It was agreed that unspent funds from the review would be spent on the implementation of any changes. Background to the review methodology and outcomes can be found in earlier reports.
3. This report updates Members on the progress on the investigation the 67 traffic orders.

Current Position

4. To facilitate the detailed investigation of the 67 traffic orders, a programme, grouped in four distinct categories has been developed and progressed. Further details can be found in Appendix 1. The four categories are:
 - i. Pedestrian Zones
 - ii. Signage issues
 - iii. To be included in other projects or programmes
 - iv. Other changes which may be beneficial
5. **Pedestrian zones:** The first category of the programme relates to the traffic orders for six pedestrian zones (listed in Table 1 in Appendix 1). These were identified as potentially requiring an extension to the existing restrictions hours. These zones are often very busy with people walking through or gathering for social reasons into the evening, particularly during the summer months when the weather is good. Requests have also been received to consider extending the operational hours of the traffic restrictions on Bow Lane and Watling Street for these reasons.
6. In September 2023, a consultant was commissioned to undertake detailed investigation which is due to be completed by the end of March 2024. The investigation mainly focuses on the operational hours but other issues will be looked at such as signage, vehicle type, road markings, enforcement, and any other issues the consultant considers are needed or would be beneficial. Potential changes could be very impactful on local occupiers and will therefore require significant engagement before any changes are made.

7. **Signage issues:** The second category (Table 2, Appendix 1) relates to 10 traffic orders where there are issues with signage, road markings or where the traffic orders are no longer required/relevant. Corrections to these are relatively straight forward and any impact has been assessed as low. Delivery of any necessary changes is due to be completed by the end of June 2024.
8. **To be included in other projects or programmes:** The third category (Table 3, Appendix 1) relates to 29 traffic orders where officers have assessed to fall within existing or emerging projects or programmes. Delivery of any changes identified within this category will therefore progress in line with those project timescales.
9. **Other changes:** The fourth category (Table 4, Appendix 1) relates to 22 other traffic orders that may benefit from some amending. The potential changes range from very minor, low impact (e.g. additional signage) to significant impact (e.g. increased/more stringent restrictions), with varying degrees of scheme development and engagement required. Delivery will be phased and all the changes identified in this category are due to be completed by April 2025.

Next Steps

10. The assessments of the six pedestrian zones in Table 1 is in progress and due to be completed in March 2024. Work to deliver the changes to signage, etc for orders in category 2 will be completed by the end of June 2024.
11. The assessment of the traffic Orders identified in category 3, will be progressed as part of relevant projects or programmes.
12. The assessment of traffic orders identified under category 4, will commence later in 2024 with any changes delivered by April 2025.
13. Decisions for changes resulting from the study's recommendations will be progressed through the appropriate approval mechanism. Decisions relating to traffic orders are largely delegated.

Corporate & Strategic Implications

Strategic implications

14. Any changes to traffic orders will take account of the Corporate Plan, Transport Strategy and Climate Action Strategy as well as other relevant strategies and initiatives including Destination City.

Financial implications

15. A budget of up to £500,000 (from the On-Street Parking Reserve) was allocated for the traffic order review to cover the costs of data collection and analysis, engagement and consultancy support. Only £200,000 was required for the review itself and it was agreed that the remaining funds would be allocated for delivery of any changes to traffic orders and associated on-street measures.

16. We believe that this funding will be sufficient, however, if it becomes apparent that additional funding is required to deliver some of those changes, we will need to bid for more funding and/or prioritise implementing some changes accordingly.

Resource implications

17. Resources for delivering the recommended changes will either be accommodated within the Street Space Planning team (for changes that are not covered by existing or planned projects) or the Transport and Public Realm Projects team (for changes that can be accommodated within existing or planned projects or programmes).

Legal implications

18. Any changes proposed will be subject to the usual statutory due process for authorising, making and consulting on traffic orders and considering of any objections.

Risk implications

19. The process of making a traffic order is open to legal challenge, including via judicial review. The risks of legal challenge will be considered when recommending any changes to traffic orders.

Equalities implications

20. Equalities implications will be considered as part of any changes proposed to be taken forward.

Climate implications

21. Climate implications will be considered as part of any changes proposed to be taken forward.

Security implications

22. Security implications will be considered as part of any changes proposed to be taken forward.

Conclusion

23. A programme split into four categories has been developed to assess if any changes to the 67 traffic orders identified from the review process would be beneficial.
24. It is anticipated that by April 2025, any changes identified for 38 traffic orders will have been delivered. Any proposed changes will be presented for approval through the appropriate mechanisms. The remaining 29 traffic orders identified to be progressed as part of existing or emerging projects will be delivered as part of those project timescales.

Appendices

- Appendix 1 – Programme for Phase 3 Traffic Order Review

Background Papers

- [Report to the Court of Common Council 27/04/2023, Agenda Item 12](#)
- [Report to the Planning and Transportation Committee, 07/03/22 agenda item 8](#)

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Category 1: TMOs for Pedestrian Zones:

The TMO review identified 6 pedestrian zones that would benefit from further assessment. These, together with their operational hours are detailed in Table 1.

Target completion date for identifying required change: 31 March 2024.

Table 1: Review of Operational Hours

Street Name	Current Pedestrian Zone Hours
Devonshire Row	8am-6pm Mon-Fri
Lime Street	8am-6pm Mon-Fri
Carter Lane	8am-6pm Mon-Fri
Austin Friars	11am-4pm Mon-Fri
Bow Lane	8am-6pm Mon-Fri
Watling Street	8am-6pm Mon-Fri

Category 2: TMOs with signage or road marking issues:

The TMO review identified 10 TMO's that are either missing signs/lines, not implemented or no longer on street and therefore needs to be formally revoked.

It is proposed that these TMO's will involve site visits to check compliance with the TMO, establish what corrections are needed and to arrange for the defect to be corrected with Highways.

Target for completion of any change: 30 June 2024.

Table 2

Street Name	Issue
Apothecary Street	Missing No Waiting
Bear Alley	Missing No Waiting
Blackfriars Court	Missing No Waiting
Turnagain Lane	Missing signs for yellow line restrictions as TLRN means they are isolated from CPZ, or upgrade to 'at any time'
Little Britain	Doctor's Bay, TMO expired – convert to alternative use
Hayne Street	At any time restriction not implemented – consider revoking
Silk Street	Bus stop clearway removed, revoke Order
Great Tower Street	Amend One-way eastbound TMO, as it is not needed because island enforces it.
Old Bailey	Introduce loading ban on southern section to reduce congestion
Worship Street	Bus stop clearway removed, revoke Order

Category 3: TMOs that can be reviewed / actioned as part of other projects.

Table 3 has identified 29 TMO's which overlap with existing or future projects. It is therefore proposed that the assessment of these TMO's will be undertaken as part of those projects.

Target completion date for any change: ongoing.

Table 3

Street Name	Potential TMO Issue	Project/Programme
Aldersgate Street	Review loading south of Beech Street and add at any time restrictions if necessary	Barbican, Bunhill and Golden Lane Healthy Neighbourhood Plan
Beech Street	At any time, Loading needed?	Barbican, Bunhill and Golden Lane Healthy Neighbourhood Plan
Fann Street	Extend length of closure	Barbican, Bunhill and Golden Lane Healthy Neighbourhood Plan
Moorgate (Southern section)	Change loading hours 7am-1pm or 1pm-7pm to peak periods	Bank and Guildhall Healthy Streets Plan.
Leadenhall Street	Review loading at junction as potential to cause obstruction	City Cluster Programme
Monument Street	Extend length of closure	Fenchurch Street Healthy Streets Plan
St Mary At Hill	Extend length of closure	Fenchurch Street Healthy Streets Plan
Harp Lane	Extend length of closure	Fenchurch Street Healthy Streets Plan
Bear Alley	At any time Waiting & Loading needed?	Fleet Street Area Healthy Streets Plan
Blackfriars Court	At any time Waiting needed?	Fleet Street Area Healthy Streets Plan
Holborn Viaduct	Extend loading restrictions where it would be unsafe to stop	Fleet Street Area Healthy Streets Plan
Ludgate Hill	Police checkpoints create pinch point for cyclists. Consider removing	Fleet Street Area Healthy Streets Plan
Ludgate Hill	Upgrade loading restrictions at junction with Creed Lane, to 'at any time' to reduce potential for obstruction of sight lines and cycle lane	Fleet Street Area Healthy Streets Plan
Ludgate Hill	Upgrade loading restrictions throughout at junctions to 'at any time' to reduce potential for obstruction	Fleet Street Area Healthy Streets Plan
New Fetter Lane	Upgrade loading restrictions at throughout to 'at any time' to reduce potential for dangerous passing of loading HGVs, particularly at slight ben	Fleet Street Area Healthy Streets Plan

Pageantmaster Court	Introduce loading ban at junction. Install repeater signs for single yellow lines	Healthy Streets Minor Schemes
Fleet Street	Increase loading restrictions to 'at any time' to reduce potential for obstruction	Fleet Street Area Healthy Streets Plan
Fleet Street	Consider right turn ban from Whitefriars to reduce risk of collisions with cyclists	Fleet Street Area Healthy Streets Plan
Temple Avenue	Consider 'at any time' no waiting and no loading on east side and at junction with Tudor Street.	Fleet Street Area Healthy Streets Plan
Queen Victoria Street	Introduce loading ban at junctions	Cycleways
Breams Buildings	Extend length of closure	Fleet Street Area Healthy Streets Plan
Blackfriars Lane	Extend length of closure	Fleet Street Area Healthy Streets Plan
St Andrew's Hill	Extend length of closure	Fleet Street Area Healthy Streets Plan
Coleman Street	Extend length of closure	Bank & Guildhall Healthy Streets Plan
Gresham Street	Upgrade loading restrictions at junction with St Martin's Le Grand to 'at any time' to reduce potential for obstruction	King Edward Square project
Moor Lane	Extend operational hours of timed closure to reduce traffic.	Barbican, Bunhill and Golden Lane Healthy Neighbourhood Plan
Great Winchester Street	Extend one way to cover whole street	75 London Wall Development (Winchester House)
Grand Avenue	Amend no vehicles restriction to allow cyclists outside of market hours	West Smithfield public realm and future market redevelopment project
7.5T Weight limit, Various Zones	Review zone boundaries to ensure they are appropriate, and camera enforceable if required	Project underway to review CCTV enforcement

Category 4: Other TMOs that may be beneficial

Table 4 has identified 22 remaining TMO's that require separate and detailed investigations. It is proposed that this would be undertaken by officers.

Target for completion of this work including any changes is by 31 March 2025.

Table 4

Street Name	Recommendation / Opportunities
High Holborn	Extend bus lane from 7am-7pm Mon-Sat to AAT and consider allowing non blue light emergency service use
Holborn Viaduct	Extend bus lane from 7am-7pm Mon-Sat to AAT and consider allowing non blue light emergency service use
St Paul's Churchyard	Extend bus lane from 7am-7pm Mon-Sat to AAT and consider allowing non blue light emergency service use
Blackfriars Passage	At any time Loading needed?
Devonshire Row	Does one way require CCTV signage and enforcement?
Devonshire Row	At any time Loading needed?
Middlesex Street	Extend length of closure
Warwick Lane	Install inset loading bays, or upgrade loading to 'at any time'.
Long Lane	Consider extending loading restrictions to 'at any time' to minimise danger to cyclists using cycle lane.
Eastcheap	Scope for additional kerbside parking (consider Dockless bays)
Eastcheap	No loading restrictions, so potential for obstructive loading
Fenchurch Street	Inconsistent loading restrictions and unclear signage for restricted sections, and worn out blips
Liverpool Street	Consider restricting loading at the junction with Bishopsgate to ensure vehicles and cycles can manoeuvre safely.
Gresham Street	Change loading hours 7am-1pm or 1pm-7pm to peak periods
Lothbury	Change loading hours 7am-1pm or 1pm-7pm to peak periods
Philpot Lane	Install repeater signs with CPZ hours. Consider loading restrictions on west side
Ludgate Hill	Upgrade loading restrictions at junction with TLRN to 'at any time' to reduce potential for obstruction
Godliman Street	Extend length of closure
Martin Lane	Extend length of closure
Brushfield Street	Extend length of closure
Dowgate Hill	Extend length of closure
White Lion Hill	Consider 'at any time' loading restrictions as it isn't safe to stop.

Committee(s)	Dated:
Streets and Walkways Sub Planning & Transportation Finance Court of Common Council	30 th January 2024 31 st January 2024 20 th February 2024 7 th March 2024
Subject: Annual On-Street Parking Accounts 2022/23 and Related Funding of Highway Improvements and Schemes	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	n/a
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	n/a
What is the source of Funding?	n/a
Has this Funding Source been agreed with the Chamberlain's Department?	n/a
Report of: The Chamberlain	For Information
Report author: Simon Owen, Chamberlain's Department	

Summary

The City of London in common with other London authorities is required to report to the Mayor for London on action taken in respect of any deficit or surplus in its On-Street Parking Account for a particular financial year.

The purpose of this report is to inform Members that:

- the surplus arising from on-street parking activities in 2022/23 was £10.186m;
- a total of (£5.620m) was applied in 2022/23 to fund approved projects; and
- the surplus remaining on the On-Street Parking Reserve at 31st March 2023 was £56.218m, which will be wholly allocated towards the funding of various highway improvements and other projects over the medium term.

Recommendation

Members are asked to:

- Note the contents of this report for their information before submission to the Mayor for London.

Main Report

Background

1. Section 55(3A) of the Road Traffic Regulation Act 1984 (as amended), requires the City of London in common with other London authorities (i.e. other London Borough Councils and Transport for London), to report to the Mayor for London on action taken in respect of any deficit or surplus in their On-Street Parking Account for a particular financial year.
2. Legislation provides that any surplus not applied in the financial year may be carried forward. If it is not to be carried forward, it may be applied by the City for one or more of the following purposes:
 - a) making good to the City Fund any deficit charged to that Fund in the 4 years immediately preceding the financial year in question;
 - b) meeting all or any part of the cost of the provision and maintenance by the City of off-street parking accommodation whether in the open or under cover;
 - c) the making to other local authorities, or to other persons, of contributions towards the cost of the provision and maintenance by them, in the area of the local authority or elsewhere, of off-street parking accommodation whether in the open or under cover;
 - d) if it appears to the City that the provision in the City of further off-street parking accommodation is for the time being unnecessary or undesirable, for the following purposes, namely:
 - meeting costs incurred, whether by the City or by some other person, in the provision or operation of, or of facilities for, public passenger transport services;
 - the purposes of a highway or road improvement project in the City;
 - meeting the costs incurred by the City in respect of the maintenance of roads at the public expense; and
 - for an “environmental improvement” in the City.
 - e) meeting all or any part of the cost of the doing by the City in its area of anything which facilitates the implementation of the Mayor’s Transport Strategy, being specified in that strategy as a purpose for which a surplus can be applied; and
 - f) making contributions to other authorities, i.e. the other London Borough Councils and Transport for London, towards the cost of their doing things upon which the City in its area could incur expenditure upon under (a)-(e) above.
3. In the various tables of this report, figures in brackets indicate expenditure, reductions in income or increased expenditure.

2022/23 Outturn

4. The overall financial position for the On-Street Parking Reserve in 2022/23 is summarised below:

	£m
Surplus Balance brought forward at 1st April 2022	51.652
Surplus arising during 2022/23	10.186
Expenditure financed during the year	(5.620)
Funds remaining at 31st March 2023, wholly allocated towards funding future projects	56.218

5. Total expenditure of (£5.620m) in 2022/23 was financed from the On-Street Parking Reserve, covering the following approved projects:

Revenue/SRP Expenditure:	£000
Highway Resurfacing, Maintenance & Enhancements	(2,142)
St Paul's Gyrotory	(368)
Climate Action Strategy – Cool Streets & Greening	(318)
Concessionary Fares & Taxi Card Scheme	(277)
Off-Street Car Parking Contribution from Reserves	(171)
Traffic Review Order	(151)
West Smithfield Area Public Realm & Transportation	(78)
Cleaning Maintenance Lord Mayors Show	(59)
Aldgate Maintenance for City Open Spaces	(40)
Special Needs Transport	(29)
City Streets COVID 19 – Phase 3	(23)
Climate Action Strategy – Pedestrian Priority	(18)
Planting Maintenance for City Open Spaces	(10)
London Wall Car Park Waterproofing and Repairs	(6)
Temple Area Traffic Review	(4)
Total Revenue/SRP Expenditure	(3,694)
Capital Expenditure:	
Barbican Podium Waterproofing – Phase 2	(828)
Bank Junction Improvements (All Change at Bank)	(544)
Climate Action Strategy – Pedestrian Priority	(325)
HVM Security Programme	(132)
Climate Action Strategy – Cool Streets & Greening	(43)
Baynard House Fire Safety	(32)
Traffic Enforcement CCTV	(15)
Holborn Viaduct & Snow Hill Pipe-Subways	(7)
Total Capital Expenditure	(1,926)
Total Expenditure Funded in 2022/23	(5,620)

6. The surplus on the On-Street Parking Reserve brought forward from 2021/22 was £51.652m. After expenditure of (£5.620m) funded in 2022/23, a surplus

balance of £4.566m was carried forward to future years to give a closing balance at 31st March 2023 of £56.218m.

7. Currently total expenditure of some £102.7m is planned over the medium term from 2023/24 until 2027/28 (as detailed in Table 1), by which time it is anticipated that the existing surplus plus those estimated for future years will be fully utilised.
8. The total programme covers numerous major capital schemes including funding towards the Barbican Podium Waterproofing; Bank Junction Improvements (All Change at Bank); Climate Action Strategy Cool Streets & Greening and Pedestrian Priority; Holborn Viaduct & Snow Hill Pipe-Subways Repairs; Traffic Enforcement CCTV; Minorities Car Park Structural Building Report; West Smithfield Area Public Realm & Transportation Project; St Paul's Gyratory; Dominant House Footbridge Repairs; London Wall Car Park Waterproofing, Joint Replacement & Concrete Repairs; Fire Safety at the Car Parks; Lindsey Street Bridge Strengthening; Enhancing Cheapside; and Beech Street. The progression of each individual scheme is, of course, subject to the City's normal evaluation criteria and Standing Orders.
9. The programme also covers ongoing funding of future revenue projects, the main ones being Highway Resurfacing, Enhancements & Road Maintenance Projects; Concessionary Fares & Taxi Cards; Traffic Review Order; Contributions to the Costs of Off-Street Car Parks (including CWP works); Special Needs Transport; Cleansing Maintenance for the Lord Mayors Show; Annual Maintenance of Aldgate; Secure City CCTV system; street cleansing contract; City Gardens highways & cleansing maintenance; Highways ground penetrating radar system; Highways street furniture ASB protection measures; and streets decluttering.
10. Following Member requests to allocate On-Street Parking surplus monies, a newly formed Priorities Board chaired by the Town Clerk now considers all new eligible bids for surplus funds before recommending successful bids to Members of RASC and P&R Committees for decision. This new mechanism has been designed to ensure surplus monies are allocated to eligible projects in an efficient and speedy process to meet spending priorities, a number of which schemes are now included in paragraphs 8 and 9 above to be spent in the medium term.
11. A forecast summary of income and expenditure arising on the On-Street Parking Account and the corresponding contribution from or to the On-Street Parking surplus, over the medium-term financial planning period, is shown below:

Table 1 On-Street Parking Account Reserve Projections 2022/23 to 2027/28	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
	Actual £m	Forecast £m	Forecast £m	Forecast £m	Forecast £m	Forecast £m	£m
Income	13.8	12.6	13.1	13.5	13.9	14.3	81.2
Expenditure (<i>Note 1</i>)	(3.6)	(4.1)	(4.0)	(4.1)	(4.3)	(4.4)	(24.5)
Net Surplus arising in year	10.2	8.5	9.1	9.4	9.6	9.9	56.7
Capital, SRP and Revenue Commitments	(5.6)	(36.5)	(28.4)	(17.0)	(9.3)	(11.5)	(108.3)
Net in year contribution (from)/ to surplus	4.6	(28.0)	(19.3)	(7.6)	0.3	(1.6)	(51.6)
(Deficit) / Surplus cfwd at 1 st April	51.6	56.2	28.2	8.9	1.3	1.6	
(Deficit) / Surplus cfwd at 31st March	56.2	28.2	8.9	1.3	1.6	0.0	

Note 1: On-Street operating expenditure relates to direct staffing costs, current enforcement contractor costs, fees & services (covering bank charges, postage, printing & legal), IT software costs for enforcement systems, provision for bad debts for on-street income and central support recharges.

12. A reduction in income is forecast from 2022/23 onwards for a number of years, mainly due to ongoing long term works and changes to Bank Junction and future projections of motorist's compliance.

Conclusion

13. So that we can meet our requirements under the Road Traffic Regulation Act 1984 (as amended), we ask that the Court of Common Council notes the contents of this report, which would then be submitted to the Mayor of London.

Background Papers

14. Road Traffic Regulations Act 1984; Road Traffic Act 1991; GLA Act 1999 sect 282.
15. Final Accounts 2022/23.

Appendix

Appendix 1 – Non-Public Appendix of Proposed OSPR Schemes

Report author

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<i>Date</i>	<i>Action</i>	<i>Officer responsible</i>	<i>To be completed/ progressed to next stage</i>	<i>Notes/Progress to date</i>
15 October 2020 1 December 2021 18 February 2021 08 July 2021 10 Sep 2021 15 Feb 2022 03 May 2022 31 May 2022 05 July 2022 08 Nov 2022 17 Jan 2023 7 March 2023 23 May 2023 4 July 2023 26 September 2023 7 November 2023 18 January 2024	<u>Dockless Vehicles</u> To keep the Sub Committee informed of activities to manage the use of dockless cycles and e-scooters in the Square Mile and any related issues.	Executive Director, Environment	April 2021 Sep 2021 Dec 2021 Feb 2022 Sep 2022 Nov 2022 Mar 2023 May 2023 July 2023 26 September 2023	Meetings have been arranged for Chairman of S&W with dockless operators; and additionally a full briefing for all members of P&T in November. Sites for additional contained parking are being identified for better parking for all dockless. We are providing comment to TfL on activity of e scooter activity beyond the trial. We expect to come to committees for approval on trial extension in the new year (currently allowed to May 2024). A report is on the 30 January 2024 agenda.
<i>Date</i>	<i>Action</i>	<i>Officer responsible</i>	<i>To be completed/ progressed to next stage</i>	<i>Notes/Progress to date</i>
31 May 2022 17 Jan 2023 7 March 2023 23 May 2023 4 July 2023 26 Sept 2023 7 November 2023 18 January 2024	<u>Bank Junction Traffic & Timings Review</u>	Executive Director, Environment	Sep 2022 Nov 2022 Jan 2023 March 2023 May 2023 June 2023 July 2023 Sept 2023	Following the decision of the Court of Common Council in July, work is progressing on the next phase of the review, with a request for a progress report to be received by the Court in December 2023 which was met. The next report on this is scheduled for the May 2024 S&W and P&T committees, concluding the review recommendations.

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