

**STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)  
COMMITTEE  
Tuesday, 30 January 2024**

Minutes of the meeting of the Streets and Walkways Sub (Planning and  
Transportation) Committee held at Committee Room 3 - 2nd Floor West Wing,  
Guildhall on Tuesday, 30 January 2024 at 1.45 pm

**Present**

**Members:**

Graham Packham (Chairman)  
John Edwards (Deputy Chairman)  
Deputy Marianne Fredericks  
Deputy Shravan Joshi  
Deputy Charles Edward Lord  
Alderwoman Susan Pearson  
Ian Seaton

**Officers:**

Zoe Lewis	- Town Clerk's Department
Luke Major	- Communications and External Affairs Department
Olumayowa Obisesan	- Chamberlain's Department
Gillian Howard	- Environment Department
Ian Hughes	- Environment Department
Daniel Laybourn	- Environment Department
Bruce McVean	- Environment Department
Olumayowa Obisesan	- Environment Department
Emmanuel Ojugo	- Environment Department
Giles Radford	- Environment Department
Bob Roberts	- Environment Department
Michelle Ross	- Environment Department
Kristian Turner	- Environment Department
Clarisse Tavin	- Environment Department
Giacomo Vecia	- Environment Department
Clive Whittle	- Environment Department
George Wright	- Environment Department

**1. APOLOGIES FOR ABSENCE**

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

**2. MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN  
RESPECT OF ITEMS ON THE AGENDA**

There were no declarations of interest.

3. **MINUTES**

**RESOLVED**, That the public minutes of the meeting of 7 November 2023 be approved as an accurate record of the proceedings.

**Matters Arising**

**Barbican and Golden Lane Healthy Streets Plan**

The Chairman asked when the meeting would take place with Islington Council to discuss the governance of the Barbican and Golden Lane Healthy Streets Plan. An Officer stated that this was due to be arranged by Islington Council. Work between Officers at the City and in Islington was ongoing and there would be a report back to the Sub-Committee to a future meeting on emerging ideas for the Plan. The Chairman stated the importance of meeting with Islington Council to consider the governance arrangements of the project.

**Underpass at Blackfriars Station**

The Chairman queried the ownership of the underpass. Officers stated they would confirm the ownership.

**Threadneedle Street**

Officers confirmed that the Bank Junction improvement work on Threadneedle Street had started.

4. **PEDESTRIAN PRIORITY STREETS PROGRAMME - OLD JEWRY**

Members considered a report of the Interim Executive Director Environment concerning options for Old Jewry and whether to make changes to the previously approved scheme to mitigate Members' concerns raised about the impact on people who needed to travel by motor vehicle.

An Officer stated that Officers considered that the changes had resulted in improvements for people walking and cycling and data supported this.

A Member stated that changes towards pedestrianisation were made to this area during the pandemic but there were unintended consequences to certain closures including increased congestion and increased travel times by motor vehicles. He commented that Old Jewry was not a welcoming environment for pedestrians and was misused by service vehicles. He suggested that, once opened up, Ironmonger Lane would be a more welcoming cut through and suggested an experimental traffic order be put in place to open up Old Jewry southbound. He added that this would lower congestion around St Paul's Gyratory and ease congestion and at the end of the experimental traffic order, if successful, street works could create a more pleasant environment for walkers and cyclists. He stated that the Mercers' Company, a large stakeholder in the area, were in principle, broadly supportive of Jewry Street being opened up southbound and Ironmonger Lane having time closures. He added that they wanted the street works to be undertaken and that they still had concerns around Frederick's Place as highlighted in the Officer report. He suggested that Option 2a be selected with an additional piece of work undertaken on the intent around Ironmonger Lane.

A Member commented that vehicle numbers were small compared to the numbers of people cycling and walking and therefore an increase in driving times did not align with the Transport Strategy, He commented that changes would need to resolve other issues e.g. congestion caused by three-point turns.

A Member noted that Option 2B would preserve Old Jewry pedestrian exclusivity between Poultry and Frederick's Place for part of the day. Another Member was in support of this option as this would enable servicing to take place.

The Chairman raised concern about three point-turns and stated that Ironmonger Lane should be open for pedestrians.

Officers were asked to outline the differences between Options 2a and 2b. Members were informed that when the assessments took place, the numbers of people using Old Jewry were large for a constrained space. Option 2a would enable the whole street to be one-way which could open up more opportunities for improvements in the future. Option 2b recognised that there were large spikes of people using Old Jewry during peak hours. Under Option 2b, the street would remain a two-way street as when the restrictions were not in place, vehicles would go in and out. Three point-turns issues would remain under Option 2b.

The Officer confirmed that Ironmonger Lane was expected to reopen in Autumn 2024.

In relation to three-point turns, a Member stated that some drivers would know the hours the restrictions were in place and would plan their journeys accordingly. A Member stated that service vehicles were an issue. An Officer stated that the vehicles currently on the street were either there to serve the buildings or use the parking spaces. An Officer stated that currently there were more three-point turns taking place as a result of increased servicing traffic for the construction and fit-out work the Mercers' Company was undertaking.

The Chairman asked whether, if minded to, Members could indicatively support Option 2a with a caveat that it would not be implemented until Ironmonger Lane was reopened. An Officer stated that Members could indicatively support Option 2a with Officers submitting to a future meeting, a report for final decision along with detail on plans for Ironmonger Lane.

**RESOLVED** – That Members of the Sub-Committee indicatively support Option 2a to initiate a traffic experiment to reopen Old Jewry to all traffic in a southbound direction at all times and pause any work on potential improvements until the conclusion of the experiment, with Officers submitting to a future meeting, a report for final decision along with details on plans for Ironmonger Lane.

5. **GENERAL MICROMOBILITY UPDATE AND ACTIONS FOR IMPROVING DOCKLESS BIKE HIRE IN THE CITY**

The Sub-Committee considered a report of the Interim Executive Director Environment which, following Member briefing sessions with two of the operators, proposed further short, medium and long-term actions for improving dockless cycle hire operations in Square Mile.

In the discussion the following main points were made:

- Although there was no formal timeline for the pan-London joint dockless micromobility contract, procurement was set to start in early summer. It was anticipated that the contract would be in place by late 2025 or during 2026. Officers were continuing to collaborate with TfL and London Councils on this and considered this to be the most effective way to manage dockless cycles in London whilst awaiting additional primary legislation from central government.
- Officers had held several meetings with operators who were willing to implement some of the actions.
- Officers were looking to introduce additional spaces and improve reporting and data collection to understand and challenge operators on levels of compliance.
- A Member stated that working with operators to review their approach to warning, fining and banning users was a key action. An Officer agreed but stated that to compel operators to increase fines and fine more regularly would require better regulation.
- The Chairman suggested that testing could take place to identify and record bicycles parked inappropriately using their serial numbers and then checking this against the operators' records. An Officer stated that there could be resource implications. Officers were working informally with operators to ask them to share compliance data.
- Members suggested that the existing CCTV could be used to aid with data collection. It was also suggested that parking enforcement officers could be used to take and send photographs of bicycles parked inappropriately. An Officer stated that currently street operators had reported thousands of inappropriately parked bicycles since they had begun in 2018.
- An Officer stated that there could be an intensive approach to collecting data over a period of a week, which would have less impact on resources. He added that Officers were looking at creative ways to mitigate issues such as using technology and making it easier for people to report inappropriately parked bicycles.
- It was suggested that a campaign week, when good cycling behaviour was promoted, could be used to take a sample e.g. 10 inappropriately parked bicycles and track what happened to them.
- Officers had met with TfL and London Councils to discuss the implementation of new actions and to address discrepancies between the operators.

**RESOLVED** – That Members of the Sub Committee

1. Agree the short-term actions laid out in paragraph 23 of the Officer report, which sought to:

- Implement a City-wide no-parking zone outside of approved parking areas;
  - Establish rapid response areas; and
  - Enhance warning, fining and banning procedures
2. Note the other actions laid out in paragraphs 23-27 of the Officer report.
  3. Request Officers update all Members.

## 6. **ST PAUL'S GYRATORY TRANSFORMATION PROJECT - PHASE 1**

Members considered a report of the Interim Executive Director Environment which summarised the results of the recent public consultation, detailed proposed modifications to the highway design following an assessment of consultation feedback, sought Member approval for the project team to progress the recommended highway design option to detailed design stage and provided an update on progress with the RIBA stage 3 developed design for the new public space.

In the discussion, the following main points were made:

- An Officer confirmed that the £15-£17m funding was in place. Officers intended to report back to the Sub-Committee with the proposed developed design in May 2024, with a Gateway 5 report in October 2025 to start work and they looked to start work in Spring 2025. It was anticipated that all works would be completed by May 2027.
- The Chairman stated that with so many expectations and demands on the space, care would need to be taken not to try and accommodate everything as this would likely prove to be unsuccessful.
- Members welcomed the playground space. A Member stated that there had been equal written responses from public consultation with a preference for sports and playground space. It was considered that the space would be a better location for children playing than for adults exercising and play space was desirable in this location as it was close to a number of tourist attractions. There had been much feedback from hotels and Destination City that play space was needed.
- Members discussed whether the square could successfully accommodate both a play area for children as well as exercise space and facilities for adults. It was agreed that play space for children was the highest priority of the two, and Officers were requested to note and factor this into their final design proposals.
- A Member commented on the loss of coach parking and asked where this would be located. An Officer stated that on-street provision had been cross referenced against Tower Hill coach park provision. Since the 81 Newgate Street work had commenced, there had only been two spaces in the project area and two spaces would be retained at Angel Street.
- An Officer clarified that the guard railing would be removed at the junction of Newgate Street and St Martin Le Grand. He added that this junction was the most complex in the scheme. Signage and road markings on the ground would be improved to assist cyclists and pedestrians. There would be advance stop lines and early release traffic lights to assist cyclists.

- The Officer confirmed that TfL were involved in the modelling and stated that it had not been possible to formalise a diagonal crossing for pedestrians and although there would be an all-green phase, it would not last long enough for a formal diagonal crossing.
- A Member stated that the parts of the project on the routes used for the Lord Mayor's Show and Cart Marking needed to be able to accommodate wide vehicles.
- A Member commented that the changes should be child-friendly.
- A Member requested that the Christ's Hospital statue be a prominent feature in any design. An Officer stated that there were proposals and these would be sent to Members of the Sub-Committee.
- A Member commented that this was an historic area and she would have preferred two-way traffic, with St Martin Le Grand, King Edward Street and Little Britain for blue light services, local traffic and cyclists and she considered that this would be safer for cyclists and be better for the hospital. An Officer stated that others including St Bartholomew's Hospital had the same view but when this approach was modelled, it did not work and was therefore set aside. Officers had undertaken to look at this approach again when phase 2 was being considered. The Officer added that this approach would mean King Edward Street could become a Healthy Hospital Street. The Member asked that flexibility should be retained by having temporary rather than permanent build-outs and loading bays which could be changed in the final design.

**RESOLVED –** That Members of the Sub-Committee

1. Approve commencing detailed design of the traffic and highway elements of Option 1A that include: the introduction of two-way working on Newgate Street, part of St. Martin's Le Grand and Montague Street; the reversal of traffic flow on Angel Street; and the closure of the southern section of King Edward Street to enable the creation of the new public space.
2. Authorise officers to progress the statutory consultation on the necessary Traffic Management Orders related to the highway option 1A ahead of Gateway 5.
3. Delegate authority to the Interim Executive Director Environment, in consultation with the Chairman of Streets & Walkways, to make changes to highway option 1A that arise during the detailed design stage.
4. Note that the design for the new public space is currently being progressed to a RIBA Stage 3 (incorporating changes arising from the public consultation feedback) and the final proposal will be presented to Members for approval in an Update Report in May.
5. Agree that up to 116m<sup>2</sup> of space be reserved for either play or exercise equipment or retained as planting/seating within the new square; noting that the introduction of play or exercise equipment will result in up to a 10.6% reduction of planting (66m<sup>2</sup>), up to a 12.5% reduction in seating (20 linear metre) and up to a 1.8% reduction in footway (50m<sup>2</sup>) and reduced permeability (see Appendix 10 of the Officer report for more information). A final recommendation on the use of this space for either play, exercise or planting (along with any proposed equipment to be introduced) will be made in the Update Report.

6. Note that Greyfriars Square was the most popular name for the new space in the public consultation and that officers will progress the statutory process for re-naming a street pursuant to existing delegations.
7. Approve an additional budget of £2,116,630 from the agreed capital allocation (OSPR) to reach Gateway 5.
8. Note the total project budget of £5,344,622 (excluding risk) to reach Gateway 5.
9. Note the total estimated cost range of the project at £15- 17 million.
10. Delegate authority to the Interim Executive Director Environment, in consultation with the Chamberlain, to make any further adjustments (above existing authority within the project procedures) between elements of the budget.
11. That Officers consider whether a formal diagonal crossing could be included in the scheme.

## 7. **MOOR LANE ENVIRONMENTAL ENHANCEMENTS**

The Sub-Committee considered a report of the Interim Executive Director Environment which provided an update on the progress of the project and sought approval to revise the design for Area B.

A Member stated that having consulted residents, they were broadly in support of Option 1 as recommended by Officers. This would ensure the Clean Air Garden was part of one unified scheme. The Members thanked Officers for their work.

An Officer confirmed that a further report detailing the working party arrangements and the development of the project milestones would be submitted to the Sub-Committee in May 2024.

A Member asked when the bridge link would be opened. An Officer stated that the developer could open this once snagging issues had been addressed. There was also a separate process for the link to be formally declared as City Walkway but the link could be opened to the public prior to the declaration.

### **RESOLVED** - That Members of the Sub-Committee

1. Approve that the existing design for Area B (approved in May 2023) is not constructed. Instead that the project reverts to the Gateway 3/4 Options Appraisal stage, to allow revision of the proposed design in line with the Healthy Neighbourhood programme and consideration of traffic management changes along Moor Lane.
2. Note that this will put the delivery of this project within the Bunhill, Barbican and Golden Lane Healthy Streets Neighbourhood programme.
3. Agree the formation of a working party made up of local stakeholders, including residents, occupiers and developers, the Culture Mile BID and a small number of ward Members to enable a collaborative and more co-productive approach to developing the revised design. Governance of the project and decision making will remain with Streets and Walkways Sub Committee.
4. Note that a further report detailing how the working party will work and the development of the project milestones will follow in due course.

5. Authorise the budget adjustment related to staff costs and fees to be actioned as outlined in section 3 below and in Appendix 3 of the Officer report.
6. Note the current total estimated cost of the project (areas A and B) at £2,968,680 (excluding risk).

8. **SALISBURY SQUARE DEVELOPMENT HIGHWAY AND PUBLIC REALM WORKS**

The Sub-Committee received a Gateway 2 Issue Report of the Interim Executive Director Environment.

**RESOLVED** - That Members of the Sub-Committee

1. Approve Option 2\*; and allow for the additional budget of £154,000 (staff costs and fees) to be included in the budget to reach the next Gateway subject to the receipt of funds from the City Corporation in its capacity as developer.
2. Note the updated increased cost of the highways and public realm works, currently estimated at £5m - £6m (excluding costed risk provision and commuted sums).
3. Note the revised timescales for delivery outlined in this report.

\*Option 2 (Recommended): Additional budget Staff costs and fees approved to complete the work and ensure the street environment is fit for purpose and in line with the requirements of the Unilateral Undertaking.

9. **1 LEADENHALL STREET SECTION 278 HIGHWAY WORKS**

The Sub-Committee received a Gateway 3/4/5 report of the Interim Executive Director Environment.

**RESOLVED** – That Members of the Sub-Committee

1. Note and approve the associated contents of this report;
2. Approve an increase in the approved budget of £831,006 (an increase of £686,777, excluding costed risk and commuted maintenance) to reach Gateway 6, following receipt of funds from the Developer in late December 2023;
3. Approve the Risk Register in Appendix 3 and the requested Costed Risk Provision of £139,000, and that the Executive Director Environment is delegated to authorise the drawdown of funds from this register;
4. Approve the Commuted Maintenance sum of £5,229;
5. Note the revised total project cost of £931,006 inclusive of costed risk and commuted maintenance as detailed in Appendix 2 of the Officer report;
6. Approve the design option, shown in Appendix 4 of the Officer report, for construction.
7. Agree that the Corporate Programme Management Office, in consultation with the Chairman of the Streets & Walkways Sub Committee and Chief Officer as necessary, is to decide whether any project issues or decisions that falls within the remit of paragraph 45 of



the 'City of London Project Procedure – Oct 2023' (Changes to Projects: General), as prescribed in Appendix 8 of the Office report, is to be delegated to Chief Officer or escalated to committee(s).

10. **2-6 CANNON STREET PUBLIC REALM IMPROVEMENTS CLOSEDOWN REPORT**

The Sub-Committee received a Gateway 6: Outcome Report of the Interim Executive Director Environment.

A Member commented on the Lessons Learned and Recommendations section of the Officer report which stated that an in internal officer resource could provide the necessary guidance when planning works adjacent to a Listed Buildings and other scheduled heritage assets. The report stated that this was not currently the case and would improve efficiency of engagement between the Diocese of London and Historic England. An Officer stated that that this would be explored.

A Member commented that the photographs in the Officer report did not show the extent of the improvements and a visit to see the improvements would be welcomed.

**RESOLVED –** That Members of the Sub-Committee

1. Agree to adjust the budget as set out in Appendix E to cover the additional staff time expended;
2. Approve the revised project budget to be utilised to complete minor outstanding public realm works to complete the project;
3. Approve outstanding actions in Section 13 of this report are completed on which final accounts and project closure can commence;
4. Request Officers to arrange a visit to see the improvements to greening; and
5. Request Officers to explore having an in internal officer resource to provide the necessary guidance when planning works adjacent to a Listed Buildings and other scheduled heritage assets.

11. **ST BARTHOLOMEW'S HOSPITAL ENVIRONMENTAL ENHANCEMENTS CLOSEDOWN REPORT**

The Sub-Committee received a Gateway 6 Outcome Report of the Interim Executive Director Environment.

In response to a request from Members, an Officer stated that the quality of before and after photographs would be improved in future reports. An Officer stated that it appeared there was less greening in the after photographs as an existing planter had to be replaced with stand-alone planters containing young trees. However, these would be greener once they matured.

**RESOLVED –** That Members of the Sub-Committee

1. Agree to adjust the budget as set out in appendix 3 to cover the additional staff time expended; and
2. Approve outstanding actions in Section 13 of this report are completed on which final accounts and project closure can commence.

**12. MARK LANE PUBLIC REALM AND TRANSPORTATION ENHANCEMENTS - PHASE 2 AND 3**

The Sub-Committee received a Gateway 6 Outcome Report of the Interim Executive Director Environment.

A Member raised concern about spray paint markings which were still in place. An Officer confirmed that those who had made the markings had not using water-based paint as required in the Code of Practice and would be informed they would need to remove the markings at their own expense.

A Member stated that the raised areas on Hart Street were welcomed by residents with access issues and she thanked Officers for their work on this. She stated that there were now two single lines on Hart Street and a double yellow line should be reinstated on one side.

**RESOLVED** – That Members of the Sub-Committee

1. Note the contents of this report;
2. Agree to adjust the budget as set out in Appendix 3 of the Officer report to cover the additional staff time expended;
3. Note outstanding actions in Section 13 of this report are to be completed, on which final accounts and project closure can commence; and
4. Request that a double yellow line be reinstated on Hart Street.

**13. CURSITOR STREET/ BREAMS BUILDINGS PUBLIC REALM IMPROVEMENTS**

The Sub-Committee received a Gateway 6 Outcome Report of the Interim Executive Director Environment.

The Chairman commented that the photographs in the Officer report did not adequately show the improvements to greening. The Officer stated that a new large tree had been installed as had large planters containing trees. They had been planted in the winter so had not yet had time to develop. The Chairman stated the importance of greening and requested that a visit for Members of the Sub-Committee be arranged to see the improvements to greening.

**RESOLVED** – That Members of the Sub-Committee

1. Agree authorisation to revise the current approved budget allocation for the Cursitor Street phase of £371,647(within existing totals), to cover an overspend attributable to additional officer resource required to accommodate some design changes, as reflected in Appendix 4 of the Officer report. Note: Any funds that remain will be reallocated to Breams Buildings and reported as part of the programme of delivery for the Fleet Street Area Healthy Streets Plan;
2. Approve outstanding actions in Section 13 of the Officer report to be completed, on which final accounts and project closure can commence;
3. Approve the reprogramming of the Breams Buildings phase of works to be implemented as part of the wider delivery of the Fleet Street Area Healthy Streets Plan approved in November 2023;

4. Agree authorisation to revise the current approved budget allocation for the Breams Building phase of £109,119 (within existing totals), to cover an overspend attributable to additional officer resource required, as reflected in Appendix 4 of the Officer report; and
5. Request Officers to arrange a visit to see the improvements to greening.

14. **TEMPLE AREA TRAFFIC REVIEW**

The Sub-Committee received a report of the Interim Executive Director Environment which requested that the project be closed.

An Officer stated that the project had been superseded by the Healthy Streets Plan so there was a need to close the project.

**RESOLVED** – That Members of the Sub-Committee formally close the project in respect of the Temple Area Traffic Review.

15. **SPECIAL EVENTS ON THE HIGHWAY**

The Sub-Committee received a report of the Interim Executive Director Environment concerning the major special events planned for 2024.

A Member stated the importance of publicising events and also of clean-up expenses being recouped. An Officer confirmed that expenses were recouped and there was a recharge for any additional resource deployed.

A Member stated that at least one event made a contribution to the City of London Corporation for sport development. He requested that Officers establish whether other event organisers might be encouraged to make contributions for sport development.

In response to a Member's query, an Officer stated that there were 6,000 participants and not 6,000 spectators (which were far higher) at the Lord Mayor's Show and the number of spectators and participants at events would be clarified in future reports.

**RESOLVED:** - That Members of the Sub-Committee

1. Agree to support the regular core events programme listed in paragraph 6 of the Officer report and also detailed in Appendix 1 of the report;
2. Note the Benefits in Kind listed in Appendix 4 of the Officer report; and
3. Request that Officers establish whether event organisers could be encouraged to make contributions for sport development.

16. **\* TRAFFIC ORDER REVIEW - UPDATE**

The Sub-Committee received a report of the Interim Executive Director Environment concerning an update to the Traffic Order Review.

**RESOLVED** – That Members of the Sub-Committee

1. 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; and

2. Note the study currently underway to assess potential changes to the six timed road closure restrictions as shown in table 1 of Appendix 1 in the Officer report.

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

The Sub-Committee received a report of the Chamberlain detailing action taken in respect of the surplus in its On-Street Parking Account for 2022/23.

**RESOLVED** – That Members of the Sub-Committee note the contents of the report before submission to the Mayor for London.

18. **\* OUTSTANDING REFERENCES**

The Chairman asked for an update on the Bank Junction Traffic and Timings Review. An Officer stated that work was ongoing and engagement with TfL was taking place in line with the timetable set out in the last report to the Court of Common Council. A twin-track was being used towards engagement, with the continuation of political engagement and engagement at an operational level. Wherever possible, activities were being conducted in parallel rather than sequentially.

**RECEIVED.**

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

A Member raised concern about the bus stop on King William Street at the top of steps that went under London Bridge as this caused a blockage and caused people to walk in the roadway. He asked if this could be moved. An Officer stated that TfL had said it could not be moved but Officers would raise this with them again. The Officer asked that TfL be formally asked and also be asked to provide a reason if they would not. Officers stated that TfL would be challenged on their progress on fixing King William Street Bridge. The bus stop had been moved so TfL could put concrete blocks in front of the bridge to protect the structure and this had created a tight pinch point. Officers would encourage TfL to fix the structure, which would solve the problem, or move the bus stop.

A Member raised safety concerns about the pedestrian crossing at the end of Cannon Street. An Officer stated that TfL had plans in progress for the wider junction of Monument and Cannon Street and would be starting consultations once the mayoral elections had taken place.

A Member requested that operational technical issues be raised outside of the quarterly meetings with TfL which were about alignment in dealing with issues and relationship building. An Officer confirmed that the operational issues would be raised outside of the quarterly meetings.

In response to a Member's question, an Officer confirmed that there was a role for photograph evidence being submitted to TfL.

A Member raised concerns about London Bridge in relation to broken TfL planters with rubbish collecting in them, and retention scaffolding. She added that the underpass which was the Corporation's responsibility had light covers missing, some lights which did not work and a missing handrail. She added that the underpasses should be upgraded to make them more user-friendly and to deter anti-social behaviour.

In response to a Member's concern about the misuse of public payphones, an Officer asked Members to notify him of any payphones affecting their wards in a negative way and he would ask BT to remove them.

A Member asked for assurances that work was ongoing in relation to ensuring that vehicles could navigate around Bank Junction for the Lord Mayor's Show. An Officer stated that this was part of the planning process and a report would be submitted to the Court of Aldermen.

A Member raised concern about buses not slowing down through Bank Junction, and the importance of this, when with the narrowing of the road, they were very close to pedestrians standing on the pavement. An Officer stated that this would be raised with TfL.

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

The Chairman stated that the Sub-Committee had previously agreed a policy to ban A-Boards on City streets as they were an impediment to pedestrian comfort and in some cases were hazardous for mobility impaired pedestrians. It was considered necessary to apply the policy to all City streets as a selective implementation was felt to be impractical. He further stated that due to Covid and the impact of lockdown on the retail trade, the policy was deliberately not implemented to help the retail trade in the City to recover. The Chairman added that footfall during peak days in the City was now close to pre-pandemic levels but the proliferation of A-Boards was becoming problematic. He suggested that preparations take place to implement the policy and that Officers should be requested to submit a report to the next meeting proposing the way forward on this.

A Member requested that any report should include historic paperwork.

An Officer stated that it had previously been agreed that A-Boards should not be permitted on the public highway. Officers could submit a for information report to the March 2024 or May 2024 meeting and in the meantime start the publicity.

**RESOLVED** – That a report be submitted to the Sub-Committee on proposals for the implementation of a ban on A-Boards.

21. **EXCLUSION OF THE PUBLIC**

The Committee agreed to exclude the public from the Non-Public part of the meeting in line with Section 100A(4) of the Local Government Act 1972.

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

The Sub-Committee received a non-public appendix of the public report of the Chamberlain detailing action taken in respect of the surplus in its On-Street Parking Account for 2022/23.

**RECEIVED.**

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

The Sub-Committee received a non-public report of the Town Clerk concerning action taken since the last meeting.

**RECEIVED.**

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

There were no non-public questions.

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

The Sub-Committee received a non-public delegated authority request.

**RESOLVED** – That the Sub-Committee agree the delegated authority request.

**The meeting ended at 3.25 pm**

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Chairman

**Contact Officer: Zoe Lewis**  
**Zoe.Lewis@cityoflondon.gov.uk**