



Planning and Transportation Committee

INFORMATION PACK

Date: TUESDAY, 5 NOVEMBER 2024

Time: 10.30 am

Venue: LIVERY HALL, GUILDHALL

10. * **RISK MANAGEMENT UPDATE REPORT**

Report of the Executive Director, Environment.

For Information
(Pages 3 - 20)

11. * **ANNUAL ON-STREET PARKING ACCOUNTS 2023/24 AND RELATED FUNDING OF HIGHWAY IMPROVEMENTS AND SCHEMES**

Report of the Chamberlain.

For Information
(Pages 21 - 26)

12. * **FINANCE PROGRESS REPORT (Q2 JULY - SEPTEMBER) 2024/25**

Report of the Executive Director, Environment.

For Information
(Pages 27 - 32)

13. * **TO NOTE THE DRAFT MINUTES OF THE STREETS AND WALKWAYS SUB-COMMITTEE MEETING HELD ON 01 OCTOBER 2024**

For Information
(Pages 33 - 46)

18. * **ANNUAL ON-STREET PARKING ACCOUNTS 2023/24 AND RELATED FUNDING OF HIGHWAY IMPROVEMENTS AND SCHEMES - APPENDIX**

For Information
(Pages 47 - 48)

19. * **CITIGEN AND HEAT NETWORK ZONING - INITIAL DECISIONS**

Report of the City Surveyor.

For Information
(Pages 49 - 122)

20. * **DEBT ARREARS - ENVIRONMENT DEPARTMENT**

Report of the Executive Director, Environment.

For Information
(Pages 123 - 132)

Committee: Planning and Transportation Committee	Dated: 05/11/2024
Subject: Risk Management Update Report	Public report: For Information
This proposal: <ul style="list-style-type: none"> • delivers Corporate Plan 2024-29 outcomes • provides statutory duties • provides business enabling functions 	<ul style="list-style-type: none"> • Providing Excellent Services • Vibrant Thriving Destination • Leading Sustainable Environment • Dynamic Economic Growth
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:	Katie Stewart, Executive Director Environment
Report author:	Joanne Hill, Environment Department

Summary

This report provides the Planning and Transportation Committee with assurance that risk management procedures in place within the Environment Department are satisfactory and that they meet the requirements of the Corporate Risk Management Framework.

Risk is reviewed regularly within each service area as part of the ongoing management of operations. In addition to the flexibility for emerging risks to be raised as they are identified, a process exists for in-depth periodic review of the risk register.

This report considers the key business risks managed by the service areas of the Environment Department which fall within the remit of the Planning and Transportation Committee.

Recommendation

Members are asked to:

- Note the report and the actions being taken by the Environment Department to identify, mitigate and effectively manage risks arising from their operations.

Main Report

Background

1. The Risk Management Framework of the City of London Corporation requires each Chief Officer to report regularly to Committee on the key risks faced by their department.
2. To fulfil this requirement, the key risks held by the service areas of the Environment Department which fall within the remit of the Planning and Transportation Committee are presented to you every four months.
3. Risk Management is discussed regularly by the Department's Senior Leadership Team and at the meetings of each service area's Senior Management Team.
4. Between Management Team meetings, risks are reviewed in consultation with risk and control owners, and updates are recorded in the corporate risk management system.

Current Position

5. This report provides an update on the key risks to the operations of service areas of the Environment Department which fall within the remit of the Planning and Transportation Committee:
 - The Planning and Development Division, including the District Surveyor
 - The City Operations Division: Highways and Transportation services

Summary of key risks

6. The key risks held by the service areas which report to your committee are summarised below and the detailed Risk Register is presented at Appendix 2. The Register contains seven risks (two currently scored as RED, and four as AMBER and one GREEN).
7. Since the date of the last report to your Committee, all risks have been reviewed and updated in the risk management information system. The risk score of '**ENV-PD-PD 007: Adverse planning policy context**' has reduced from a six to a four.
8. The two highest risks remain:
 - **ENV-CO-TR 001: Road Safety** which is currently scored at Red 24 (possible likelihood, with an extreme impact) to reflect the risk of a fatal collision occurring. Officers are undertaking a range of mitigating actions to deliver safe streets, as shown at Appendix 2.
 - **ENV-CO-HW 010: Car parks: Fire safety** which addresses the risk of a fire occurring in one of the City's car parks. This risk has a current score of Red

16 (unlikely to occur, but an extreme impact). A variety of actions are underway or planned to reduce the risk of fire. Further details are provided at Appendix 2.

9. The other key risks are as follows. Appropriate actions are in place to control each risk:

- **ENV-CO-HW 009: Car parks: Repairs and maintenance** (*AMBER, 12*)
- **ENV-CO-TR 003: Transport and public realm projects not delivered due to lack of funding** (*AMBER, 12*)
- **ENV-PD-DS-001: The District Surveyor's (Building Control) Division becomes too small to be viable** (*AMBER, 12*)
- **ENV-CO-HW 002: Working in service/pipe subways (confined spaces)** (*AMBER, 8*)
- **ENV-PD-DS 003: Inspecting dangerous structures** (*AMBER, 8*)
- **ENV-PD-PD 007: Adverse planning policy context** (*GREEN, 4*)

10. New and emerging risks are identified through a number of channels, the main being:

- Directly by Senior Management Teams as part of the regular review process.
- In response to ongoing review of progress made against Business Plan objectives and performance measures, e.g., slippage of target dates or changes to expected performance levels.
- In response to emerging events and changing circumstances which have the potential to impact on the delivery of services, such as availability of funding, new or amended legislation.

Corporate & Strategic Implications

11. Effective management of risk is at the heart of the City Corporation's approach to delivering cost effective and valued services to the public as well as being an important element within the corporate governance of the organisation.
12. The proactive management of risk, including the reporting process to Members, demonstrates that the department is adhering to the requirements of the City of London Corporation's Risk Management Policy and Strategy.
13. The risk management processes in place in the Environment Department support the delivery of the Corporate Plan, our Departmental and Divisional Business Plans and relevant Corporate Strategies.

Conclusion

14. Members are asked to note that risk management processes within each service area adhere to the requirements of the City Corporation's Risk Management Framework. Risks identified within the operational and strategic responsibilities of each area are proactively managed.

Appendices

- Appendix 1 – City of London Corporation Risk Matrix
- Appendix 2 – Environment Department Key Risks (Planning and Transportation Committee)

Contacts

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City of London Corporation Risk Matrix (Black and white version)

Note: A risk score is calculated by assessing the risk in terms of likelihood and impact. By using the likelihood and impact criteria below (top left (A) and bottom right (B) respectively) it is possible to calculate a risk score. For example a risk assessed as Unlikely (2) and with an impact of Serious (2) can be plotted on the risk scoring grid, top right (C) to give an overall risk score of a green (4). Using the risk score definitions bottom right (D) below, a green risk is one that just requires actions to maintain that rating.

(A) Likelihood criteria

	Rare (1)	Unlikely (2)	Possible (3)	Likely (4)
Criteria	Less than 10%	10 – 40%	40 – 75%	More than 75%
Probability	Has happened rarely/never before	Unlikely to occur	Fairly likely to occur	More likely to occur than not
Time period	Unlikely to occur in a 10 year period	Likely to occur within a 10 year period	Likely to occur once within a one year period	Likely to occur once within three months
Numerical	Less than one chance in a hundred thousand (<10-5)	Less than one chance in ten thousand (<10-4)	Less than one chance in a thousand (<10-3)	Less than one chance in a hundred (<10-2)

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(B) Impact criteria

Impact title	Definitions
Minor (1)	Service delivery/performance: Minor impact on service, typically up to one day. Financial: financial loss up to 5% of budget. Reputation: Isolated service user/stakeholder complaints contained within business unit/division. Legal/statutory: Litigation claim or find less than £5000. Safety/health: Minor incident including injury to one or more individuals. Objectives: Failure to achieve team plan objectives.
Serious (2)	Service delivery/performance: Service disruption 2 to 5 days. Financial: Financial loss up to 10% of budget. Reputation: Adverse local media coverage/multiple service user/stakeholder complaints. Legal/statutory: Litigation claimable fine between £5000 and £50,000. Safety/health: Significant injury or illness causing short-term disability to one or more persons. Objectives: Failure to achieve one or more service plan objectives.
Major (4)	Service delivery/performance: Service disruption > 1 - 4 weeks. Financial: Financial loss up to 20% of budget. Reputation: Adverse national media coverage 1 to 3 days. Legal/statutory: Litigation claimable fine between £50,000 and £500,000. Safety/health: Major injury or illness/disease causing long-term disability to one or more people Objectives: Failure to achieve a strategic plan objective.
Extreme (8)	Service delivery/performance: Service disruption > 4 weeks. Financial: Financial loss up to 35% of budget. Reputation: National publicity more than three days. Possible resignation leading member or chief officer. Legal/statutory: Multiple civil or criminal suits. Litigation claim or find in excess of £500,000. Safety/health: Fatality or life-threatening illness/disease (e.g. mesothelioma) to one or more persons. Objectives: Failure to achieve a major corporate objective.

(C) Risk scoring grid

	X	Impact			
		Minor (1)	Serious (2)	Major (4)	Extreme (8)
Likelihood	Likely (4)	4 Green	8 Amber	16 Red	32 Red
	Possible (3)	3 Green	6 Amber	12 Amber	24 Red
	Unlikely (2)	2 Green	4 Green	8 Amber	16 Red
	Rare (1)	1 Green	2 Green	4 Green	8 Amber

(D) Risk score definitions

RED	Urgent action required to reduce rating
AMBER	Action required to maintain or reduce rating
GREEN	Action required to maintain rating

This is an extract from the City of London Corporate Risk Management Strategy, published in May 2014.

Contact the Corporate Risk Advisor for further information. Ext 1297

October 2015

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Environment Department Key Risks (Planning & Transportation Committee)


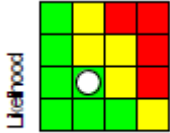

Generated on: 10 October 2024

Rows are sorted by Risk Score

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
P 009 V-CO-TR Road Safety 02-May-2023 Ian Hughes;	<p>Cause: Limited space on the City’s medieval street network to cope with the increased use of the highway by vehicles, pedestrians and cyclists within the City of London. Interventions and legal processes take time to deliver safely and effectively.</p> <p>Event: The City Corporation’s statutory duties and the measures outlined in the Transport Strategy are not fully and effectively implemented.</p> <p>Effect:</p> <ul style="list-style-type: none"> •The number of casualties occurring on the City’s streets rises or remains unchanged instead of reducing •The safety and feeling of safety of the City’s communities is adversely affected (Corporate Plan Outcome 1) •Physical or mental harm suffered by those involved in collisions and their associates •Economic costs of collisions impact on individuals, City businesses and wider society •The City Corporation’s ability to improve road safety is adversely impacted with businesses and/or the public by virtue of loss of credibility and/or authority 	<p>Likelihood</p> <p>Impact</p>	24	The risk assessment remains at 24 (Impact 8 - Extreme, Likelihood 3 – Possible). This reflects the risk of a fatal collision occurring, there has been one fatal collision in the last three years. Mitigating actions include a range of projects to deliver safe streets, including St Paul’s Gyratory; the Vision Zero Safer Streets Programme, the Pedestrian Priority Programme and Healthy Streets Minor Schemes. Campaigns and engagement activities are delivered in partnership with the City of London Police throughout the year, a spring/summer campaign is currently being developed. We are continuing to provide cycle training.	<p>Likelihood</p> <p>Impact</p>	16	31-Mar-2028	
							Reduce	

Bruce McVean					
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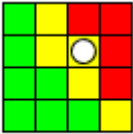
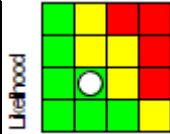
Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-TR 0011	<p>A programme of projects to reduce road danger on the City's streets including:</p> <ul style="list-style-type: none"> • All Change at Bank • St Paul's Gyratory Transformation • Healthy Streets Minor Schemes. 	<p>Projects and programmes to reduce road danger include:</p> <ul style="list-style-type: none"> • Vision Zero Safer Streets Programme - investigating and delivering safer streets proposals at priority locations as identified in the Vision Zero Plan 2023 – 2028. • St Paul's Gyratory – preferred option approved and now progressing through detailed design. • Pedestrian Priority Programme – Improvements to King William Street are expected to start construction in July. Design for Threadneedle Street and Old Broad Street are in development. • City Cluster pedestrian priority and traffic reduction – developing proposals for improvements to St Mary Axe and Leadenhall Street, to be coordinated with new developments. • Healthy Streets Minor Schemes – a range of smaller scale projects at various locations. • Moorgate - walking and cycling improvements, including at the junction with Ropemaker Street. • Cycle programme – including Bevis Marks cycle lane and ongoing development of cycle route between Aldgate and Blackfriars. 	Ian Hughes; Bruce McVean	10-Oct-2024	31-Mar-2028
ENV-CO-TR 001m	<p>Campaigns and engagement activities to encourage safe behaviours and promote safe vehicles, including:</p> <ul style="list-style-type: none"> • Active City Network • User and stakeholder liaison • Partnership working with City of London Police 	<p>Campaigns and engagement activities are delivered in partnership with the City of London Police throughout the year, a spring/summer campaign is currently being delivered. We are continuing to provide cycle training, including professional cargo bike training. The Vision Zero Action Plan identifies a range of actions relating to Safer Behaviours.</p>	Ian Hughes; Bruce McVean	10-Oct-2024	31-Mar-2028

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-CO-HW 010 Car Parks: Fire Safety 02-Sep-2022 David Morris	Cause: Dilapidation of the car parks and the location of some car parks, e.g. London Wall car park is beneath the road where a fire or structural issue could have wider implications. Event: Fire risk is increased and there is a greater likelihood of accidents and near misses within the car parks. Effect: Serious injury or death; structural failure could have wider implications; vehicle damage; increased insurance claims; potential enforcement action and fines; reputational damage.	 Likelihood Impact	16	We are aiming to improve the safety of the car parks by replacing lighting, undertaking redecoration and Facilities Management projects. A range of projects are underway or being considered for future implementation which should help to reduce this risk. We have received approval for our bid for circa £2.4 million from the On Street Parking Reserve for fire safety works for London Wall car park and this has started to be drawn down from November. A bid for funding for additional fire doors on all car parks has been approved at the first stage of the Committee process and will now move on to the next approval stages.	 Likelihood Impact	4	31-Mar-2025	
							Reduce	

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-HW 010a	Monthly meetings are held with City Surveyor's Department (CSD) on the fire works project, and we request regular updates on progress.	London Wall ventilation works and sprinklers have been agreed by the Priority Board and are now required to be referred to Chamberlain's Department for funding. This is out to tender and is due to start in April 2025, finishing in October 2025.	David Morris	02-Oct-2024	31-Oct-2025
ENV-CO-HW	A Fire Risk Assessment is carried out at each car park by	The next Fire Risk Assessments for all four car parks were due to be undertaken during 2024.	David	02-Oct-	31-Mar-

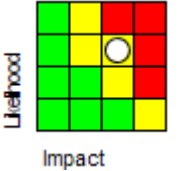
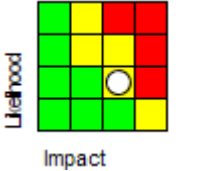
Appendix 2

010b	an external body every 18 months.	However, in light of the recent fire at Luton Airport, we are looking to do this earlier than planned after discussion with the Fire Safety Team.	Morris	2024	2025
ENV-CO-HW 010c	Finalise the Fire Management Plan.	The Fire Management Plan has been drafted. Life Care Plans for the Car Parks have now been prepared in collaboration with the City Surveyor's Department (CSD) and incorporate the Fire Strategy and the Fire Management Plan. Bi-monthly meetings are held with CSD to discuss the Life Care Plan. Governance and progress will be reviewed by new Parking Assistant Director.	David Morris	02-Oct- 2024	31-Mar- 2025
ENV-CO-HW 010d	Improve lighting across all car parks to improve safety and reduce energy use.	There is an ongoing project led by the Energy Team to change all lighting across CoL buildings to LED. This will include the car parks. Works have been completed in Tower Hill coach and car park for ventilation and lighting. Smithfield car park has been completed. London Wall car park is omitted due to the bid that has been submitted for major works which includes lighting and ventilation. Baynard House and Minories are still to be scheduled by the Energy Team.	David Morris	02-Oct- 2024	31-Mar- 2025

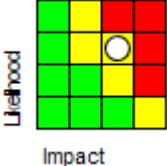
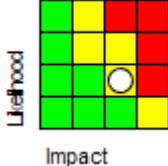

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-CO-HW 009 Car Parks: Repairs and maintenance 02-Sep-2022 David Morris	Cause: The facilities management of the car parks is dependent upon action by City Surveyor's Department (CSD). Event: Required repairs and maintenance to the car parks is delayed. Effect: Increased possibility of structural and safety failure; greater likelihood of fire; serious injury or death of member of the public; our liability as the occupier increases; financial impact of insurance claims and increased premiums; reputational damage.	 Likelihood Impact	12	We are reliant on the City Surveyor's Department (CSD) assistance with actioning our requests for facilities management (FM). On a continuous basis, we liaise with CSD to address outstanding issues. We are currently recruiting a Parking Asset Manager who will take control of Facilities Management. 02 Oct 2024	 Likelihood Impact	4	31-Dec-2025	Constant
							Reduce	

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Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-HW 009a	The contractor responsible for each car park reports daily and weekly on any issues, including near misses. Issues are logged on the Concerto (CSD) system by CoL officers for action to be taken.	This is an ongoing action which is kept under review and continues to be monitored under the parking contract to ensure reports are received and issues logged appropriately.	David Morris	02-Oct-2024	31-Mar-2025
ENV-CO-HW 009b	Quarterly meetings are held with CSD and other stakeholders to discuss all CoL owned car parks and current issues.	This is ongoing action. Meetings continue to be held regularly.	David Morris	02-Oct-2024	31-Mar-2025
ENV-CO-HW 009c	Monthly site 'walk-arounds' of each car park are carried out with the FM Manager, car park management contractor and CoL staff to identify and review issues.	This is an ongoing action. CoL staff ensure the monthly visits are carried out with appropriate attendees.	David Morris	02-Oct-2024	31-Mar-2025
ENV-CO-HW 009d	Consider alternative options for the provision of facilities management.	Alternative FM options are being investigated, such as direct FM arrangements at each car park. This will be reviewed in light of moving the funding for repairs and maintenance to the On-Street Parking Reserve (OSPR) on a permanent basis.	David Morris	02-Oct-2024	31-Mar-2025

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-CO-TR 003 Transport and public realm projects not delivered due to lack of funding 22 Jun-2023 Page 14	Cause: Insufficient capital funding available or failure to secure sufficient capital funding through internal or external bidding processes. Event: Funding for capital programme ceases or is significantly reduced. Effect: <ul style="list-style-type: none"> • Unable to deliver transport and public realm improvement projects. • Reduced delivery of City of London Transport Strategy. • Reduced delivery of transport elements of Climate Action Strategy. • Reduced delivery of projects that support Destination City. 		12	Impact of 4 (Major) reflects the potential for failure or delay in delivering corporate strategies and initiatives, including the Transport Strategy, Climate Action Strategy and Destination City. Likelihood of 3 (Possible) reflects current lack of TfL or other external funding and competing demands for CIL and OSPR funding. Mitigating actions including maximising the potential to use S278 funding and bidding internally for CIL and OSPR funds. 10 Oct 2024		8	31-Mar-2029	Constant
							Reduce	

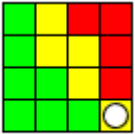


Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-TR 003a	Submit prioritised OSPR and CIL bids for projects	Expect to submit bids for Ironmonger Lane and Moorgate (north of London Wall) in Q3 bidding round. A long list of potential future bids has been prepared and is currently being prioritised, this exercise is due to complete in November 2024.	Bruce McVean	10-Oct-2024	31-Mar-2029
ENV-CO-TR 003b	Submit bids for TfL and other external funds as opportunities arise	2025/26 LIP submission has been prepared and will be considered by Committees in November 2024. The submission includes bids for funding to deliver Vision Zero safer streets projects (Ludgate Hill and Aldgate High Street). Successfully bid for funding for micromobility parking, to be delivered in 2025/26.	Bruce McVean	10-Oct-2024	31-Mar-2029
ENV-CO-TR 003c	Maximise the use of developer and other external (e.g. BIDs) contributions to support delivery of the Transport Strategy	Continuing to maximise benefits from s278 projects and explore potential for third party funding.	Bruce McVean	10-Oct-2024	31-Mar-2029

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-PD-DS 001 The District Surveyor's (Building Control) Division becomes too small to be viable Page 15 25-Mar-2015 Gordon Roy	Cause: Reduced income causes the service to be unviable. Event: Development market fails to maintain momentum or our market share shrinks. Effect: Reduced staffing levels do not provide adequate breadth of knowledge and experience.		12	The City of London has been working with other Boroughs under the London District Surveyors Association to deliver a single point of contact for the Building Safety Regulator (known as the 'HUB'). Application volume has increased resulting in the City starting to working directly with the regulator on a number of projects increasing income. Recruitment and retention of building control staff remains a concern. All relevant staff have now registered with the regulator in accordance with the workforce plan, but recruitment of registered building inspectors is extremely difficult. The Grenfell Enquiry Report has been issued by government and we are awaiting further information on its recommendations which may affect application numbers and income.		8	31-Dec-2025	
							Reduce	

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-PD-DS 001a	(1) Continue to provide excellent services [evidenced by customer survey];	Business as usual controls have been reviewed and are suitable.	Gordon Roy	02-Oct-2024	31-Dec-2025

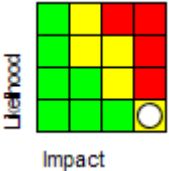
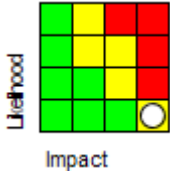

	(2) Maintain client links with key stakeholders; (3) Continue to explore new income opportunities; (4) Continue to undertake cross-boundary working. (5) Involvement with developers as part of the planning application process.				
ENV-PD-DS 001c	Following approval by P & T Committee, a Business Plan is being developed and will be presented to Members for consideration in due course.	District Surveyor HUB for LDSA and the Building Safety Regulator has now been live for 12 months. Constant communication with the Building Safety Regulator is being maintained and City is now receiving applications through this process. We will continue to monitor the situation.	Gordon Roy	02-Oct- 2024	31-Mar- 2025

Appendix 2

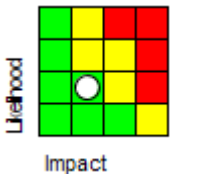
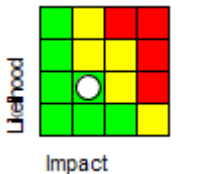
Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-CO-HW 002 Service/Pipe Subways 02-Dec-2015 Ian Hughes; Giles Radford	<p>Cause: Safe access and egress for utilities and maintenance functions is required, whilst having operatives entering the confined space to undertake checks.</p> <p>Event: A lack of Oxygen; poisonous gases, fumes and vapour, liquids and solids that suddenly fill spaces; fire and explosions; hot conditions; entrapment and falling debris.</p> <p>Effect: Fatality / major injury / illness.</p>	 Likelihood Impact	8	This risk assessment is suitable and sufficient. 07 Oct 2024	 Likelihood Impact	8	Accept	 Constant

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-HW 002a	Confined space working is avoided when possible. All PPE and other equipment required for a SSOW shall be suitable and sufficient for the tasks identified. Suitable PPE and equipment shall be provided, as stated in the approved code of practice. All openings are controlled through a central booking system. A subway must not be entered if permission to do so has been refused. No booking will be granted to parties who are not on the database. If the contractor is not on the database, they must seek approval from CoL regarding their works. Once confirmed, the contractors will be added to the system before agreeing access. All works and operatives entering the pipe subway must comply with the code of practice for access and safe working in local authority subways. Regular inspections of the structure, covers, condition and asbestos surveys are undertaken. The Permit to Enter form must be completed and contractors checked to ensure they have suitable and sufficient equipment to enter a confined space. No smoking is allowed at any time.	This is an ongoing action.	Giles Radford	07-Oct-2024	31-Mar-2025

Appendix 2

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-PD-DS 003 Inspecting Dangerous Structures 24-Nov-2015 Gordon Roy	Cause: Officers involved in inspecting a dangerous structure. Event: Any of the following: (a) structural failure or building collapse; (b) falling object(s); (c) fire; (d) live electrics; (e) toxic substances; and/or (f) trips and falls. Effect: Ranging from minor injury to death.		8	Risk is unchanged and remains valid. A range of mitigation measures are in place (as shown in the action) to control the risk. 02 Oct 2024		8	Accept	 Constant

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-PD-DS 003a Page 18	Emergency Planning procedures in place - only authorised personnel to respond to Dangerous Structures call-outs and enter buildings. Take advice from Fire Brigade and emergency services. PPE issued and monitored. ISO9001:2015 Accredited (Quality Management Systems in place)	All mitigation measures in place.	Gordon Roy	02-Oct-2024	31-Dec-2025

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
<p>ENV-PD-PD 007 Adverse planning policy context</p> <p>06-Mar-2015 Rob McNicol</p>	<p>Cause: A desire in Government and others to change the existing planning system in a way which may be detrimental to the City. Event: Changes detrimental to the City are implemented. Effect: Adverse changes cannot be prevented using local planning control.</p>		<p>4</p>	<ul style="list-style-type: none"> The Levelling Up and Regeneration Bill has received Royal Assent. Many aspects of the Act require secondary legislation and/or commencement; the Labour government have indicated that they do not intend to pursue many aspects of these changes. The Government have consulted on changes to the National Planning Policy Framework, to which the City Corporation has submitted a response. These changes are unlikely to have a significant impact for the future development of the Square Mile. Officers will continue to monitor proposals, respond to consultations and work through the Remembrancer to promote the City's objectives. <p>Risk rating impact has been reduced to unlikely, reducing score to a 4 because we are confident that changes are unlikely in the coming years that would detrimentally impact the Square Mile.</p> <p>10 Oct 2024</p>		<p>4</p>	<p>Accept</p>	<p>↓ Decreasing</p>

Appendix 2

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-PD-PD 007a	(1) Ongoing monitoring of government regulations; (2) continue monitor progress of, and seek to influence, forthcoming legislation.	A consultation response has been submitted to the latest (and previous) government consultations.	Rob McNicol	10-Oct-2024	31-Mar-2025

Committee(s)	Dated:
Planning & Transportation Finance Streets and Walkways Sub Court of Common Council	5 th November 2024 12 th November 2024 19 th November 2024 5 th December 2024
Subject: Annual On-Street Parking Accounts 2023/24 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 2023/24 was £10.220m;
- a total of (£7.810m) was applied in 2023/24 to fund approved projects; and
- the surplus remaining on the On-Street Parking Reserve at 31st March 2024 was £58.628m, 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 parking related 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.

2023/24 Outturn

4. The overall financial position for the On-Street Parking Reserve in 2023/24 is summarised below:

	£m
Surplus Balance brought forward at 1st April 2023	56.218
Surplus arising during 2023/24	10.220
Expenditure financed during the year	(7.810)
Funds remaining at 31st March 2024, wholly allocated towards funding future projects	58.628

5. Total expenditure of (£7.810m) in 2023/24 was financed from the On-Street Parking Reserve, covering the following approved projects:

Revenue/SRP Expenditure:	£000
Highway Resurfacing, Maintenance & Enhancements	(2,626)
Concessionary Fares & Taxi Card Scheme	(402)
Dominant House Footbridge Future Options	(372)
Climate Action Strategy – Cool Streets & Greening	(228)
St Paul's Gyrotory	(123)
West Smithfield Area Public Realm & Transportation	(80)
Highways Ground Penetrating Radar Survey	(75)
Traffic Review Order	(60)
Cleaning Maintenance Lord Mayors Show	(60)
Highways Street Furniture ASB Protection Measures	(50)
Aldgate Maintenance for City Open Spaces	(40)
Special Needs Transport	(34)
London Wall Car Park Waterproofing and Repairs	(24)
Climate Action Strategy – Pedestrian Priority	(7)
Temple Area Traffic Review	(4)
London Wall Car Park Fire Safety Works	(1)
Minorities Car Park – Structural Building Report	10
Off-Street Car Parking Contribution to Reserves	238
Total Revenue/SRP Expenditure	(3,938)
Capital Expenditure:	
Bank Junction Improvements (All Change at Bank)	(2,003)
Climate Action Strategy – Pedestrian Priority	(989)
Barbican Podium Waterproofing – Phase 2	(474)
Climate Action Strategy – Cool Streets & Greening	(340)
Traffic Enforcement CCTV	(65)
Crossrail Liverpool Street Phase 2	(16)
Baynard House Fire Safety	15
Total Capital Expenditure	(3,872)
Total Expenditure Funded in 2023/24	(7,810)

6. The surplus on the On-Street Parking Reserve brought forward from 2022/23 was £56.218m. After expenditure of (£7.810m) funded in 2023/24, a surplus balance of £2.410m was carried forward to future years to give a closing balance at 31st March 2024 of £58.628m.
7. Currently total expenditure of some £106.8m is planned over the medium term from 2024/25 until 2028/29 (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; Climate Action Strategy Cool Streets & Greening and Pedestrian Priority; Holborn Viaduct & Snow Hill Pipe-Subways Repairs; Traffic Enforcement CCTV; Minories 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; Lindsey Street Bridge Strengthening; Fire Safety at the Car Parks; Pedestrian Priority Programme @ King William Street; Enhancing Cheapside; Vision Zero Safer Streets; and Outdoor Fitness Equipment @ Old Watermans Walk. Progression of individual schemes is 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; streets decluttering; and Riverside Lighting Upgrade.
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 corresponding contribution (from)/to the On-Street Parking surplus, over the medium-term financial planning period, is shown below in Table 1. This highlights that the current surplus held of £58.628m as at 31st March 2024 will reduce to £8.5m by 31st March 2027 and is fully committed in the longer term.
12. The increase in annual operating expenditure forecast from 2024/25 onwards is mainly due to increased enforcement contract costs, back-office support contract costs (printing, postage and IT software) plus staff salary increases.

Table 1 On-Street Parking Account Reserve Projections 2023/24 to 2028/29	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	Total
	Actual £m	Forecast £m	Forecast £m	Forecast £m	Forecast £m	Forecast £m	£m
Income	13.0	13.1	13.5	13.9	14.3	14.7	82.5
Expenditure (<i>Note 1</i>)	(2.8)	(4.0)	(4.1)	(4.3)	(4.4)	(4.5)	(24.1)
Net Surplus arising in year	10.2	9.1	9.4	9.6	9.9	10.2	58.4
Capital, SRP and Revenue Commitments	(7.8)	(32.0)	(30.2)	(16.0)	(12.2)	(16.4)	(114.6)
Net in year contribution (from)/ to surplus	2.4	(22.9)	(20.8)	(6.4)	(2.3)	(6.2)	(56.2)
(Deficit) / Surplus cfwd at 1 st April	56.2	58.6	35.7	14.9	8.5	6.2	
(Deficit) / Surplus cfwd at 31st March	58.6	35.7	14.9	8.5	6.2	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.

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 2023/24.

Appendix

Appendix 1 – Non-Public Confidential Appendix of Proposed OSPR Schemes

Report author

Simon Owen

Chamberlain's Department

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Committee(s): Planning & Transportation Committee	Dated: 05/11/2024
Subject: Finance Progress Report (Q2 July – September) 2024/25	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?	N
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: Executive Director Environment Chamberlain	For Information
Report author: Dipti Patel, Chamberlain’s Department	

Summary

This report provides an update on your Committee’s 2024/25 local risk budget position as at the end of September 2024.

Recommendation(s)

Members are asked to:

- Note the report.

Main Report

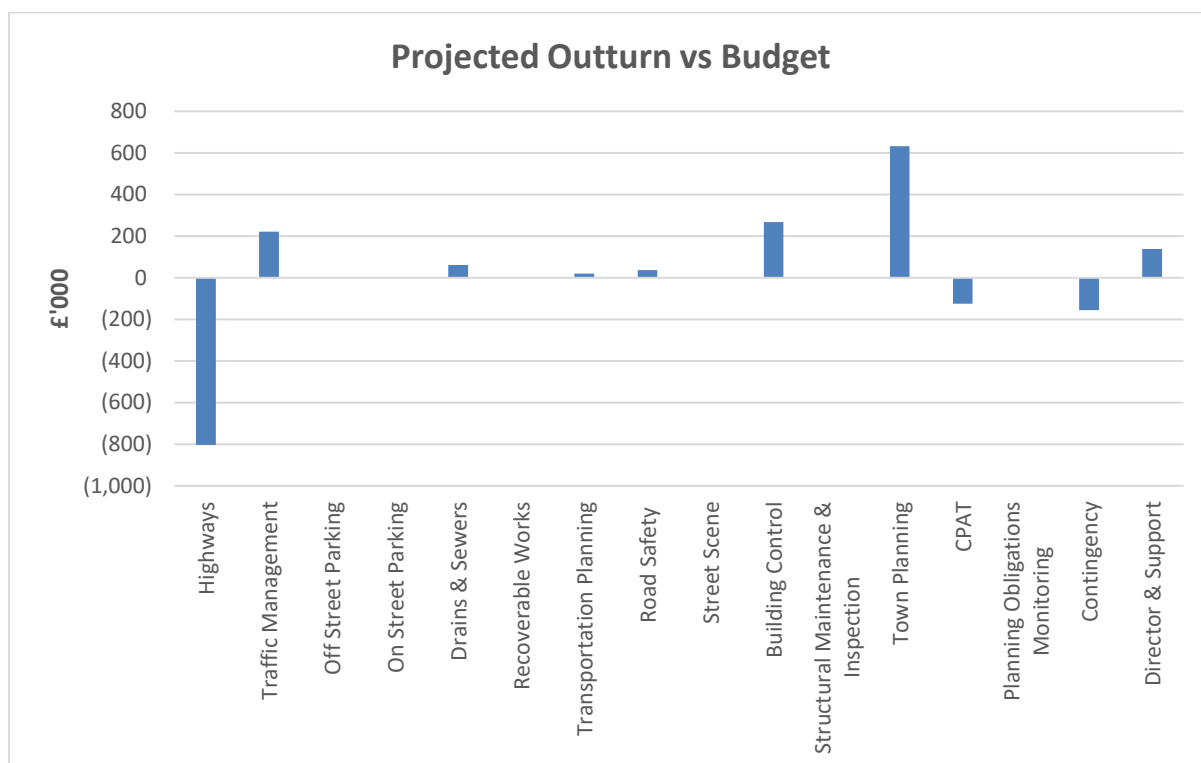
Background

1. Quarterly updates on the financial performance of your Committee’s services have previously been incorporated into wider Business Plan progress updates. Where a Business Plan update is not produced for a particular reporting period, a separate finance update will be reported to you.

Local Risk Revenue Forecast Outturn 2024/25

2. The end of September monitoring position for the Environment Department shows a projected year-end underspend of £0.746m against a budget of £37.689m. This is made up of £10k underspend on City Fund and £0.736m underspend on City’s Estate.

3. Within that overall Environmental departmental position, the divisions of service (all City Fund) that fall into the remit of your Committee currently have a net local risk expenditure budget of £13.278m. As at the end of September, they were projecting an outturn for 2024/25 of £12.980m, an underspend of £0.298m. This is broken down by division of service in the graph below. Appendix 1 provides a more detailed financial analysis of each division of service, including reasons for significant variations (generally those over £50k).



Notes:

1. Zero is the baseline latest approved budget for each Division of Service.
 2. Graph shows projected outturn position against the latest approved budget.
 3. A variance above the baseline is favourable i.e. either additional income or reduced expenditure.
 4. A variance below the baseline is unfavourable i.e. additional expenditure or reduced income.
 5. Overall the Committee is forecasting an underspend of £0.298m at year end.
4. This is an adverse change of £65k from the position for your Committee at the last quarter end June 2024, at which point an underspend of £363k was projected. The main underspend reason at September 2024 is due to salary underspends and increases in income within Town Planning, Traffic Management and Building Control divisions of service. This is partly offset by a planned reduced requirement to draw down funds from the On-Street Parking Reserve for Highways maintenance expenditure, due to other City Fund Environment departmental underspends.

Corporate & Strategic Implications

Strategic implications – none

Financial implications – none

Resource implications – none

Legal implications – none

Risk implications – none

Equalities implications – none

Climate implications - none

Security implications - none

Appendices

Appendix 1 – P&T Local Risk Revenue Forecast Outturn 2024/25 (Q2)

Dipti Patel

Finance Business Partner, Chamberlain's Department

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Planning & Transportation Committee
Local Risk Revenue Budget as at 30 September 2024
(Expenditure and unfavourable variances are shown in brackets)

	Budget 2024/25 £'000	Forecast for the Year 2024/25		Notes
		Forecast Outturn £'000	Better / (Worse) £'000	
Planning & Transportation Services (City Fund)				
Highways	(3,519)	(4,322)	(803)	1
Traffic Management	1,249	1,471	222	2
Off Street Parking	1,712	1,712	0	3
On Street Parking	(3,603)	(3,603)	0	4
Drains & Sewers	(409)	(347)	62	5
Recoverable Works	0	0	0	
Transportation Planning	(1,481)	(1,461)	20	
Road Safety	(288)	(251)	37	
Street Scene	0	0	0	
Building Control	(1,012)	(744)	268	6
Structural Maintenance & Inspection	(767)	(767)	0	
Town Planning	(2,552)	(1,919)	633	7
CPAT	(570)	(695)	(125)	8
Planning Obligations Monitoring	0	0	0	
Contingency	155	0	(155)	9
Director & Support	(2,193)	(2,054)	139	10
TOTAL PLANNING & TRANSPORTATION COMMITTEE	(13,278)	(12,980)	298	

Notes:

1. **Highways** - projected overspend due to planned transfer from reserve not required as this is offset by overall Departmental underspends.
2. **Traffic Management** - projected underspend due to staff vacancies and increase in income from Hoarding and Scaffolding licences and Road Closure fees.
3. **Off Street Parking** - projected overspends due to car park emissions based system cost, rates revaluations, and shortfall in car park income have been offset by a transfer from the On Street Parking Reserve.
4. **On Street Parking** - projected underspends due to staff vacancies and reduced enforcement contract costs which have been offset by a transfer to the On Street Parking Reserve.
5. **Drains & Sewers** - projected underspend due to increase in Pipe Subways Opening fees and admin charges.
6. **Building Control** - projected salary underspend due to vacancies.
7. **Town Planning** - projected underspend mainly due salary underspends from staff vacancies and increase in Planning Fee income, offset by expected Legal Counsel fees, Computer Licences and Subscription costs.
8. **CPAT** - projected overspend due to costs relating to Opportunity London sponsorship, NLA Principal Partnership contract, LREF and MIPM Asia.
9. **Contingency** - projected overspend relates vacancy factor which has been achieved for 2024/25.
10. **Director & Support** - projected salary underspend relates to vacancies.

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STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 1 October 2024

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Room 2 - 2nd Floor West Wing, Guildhall on Tuesday, 1 October 2024 at 1.45 pm

Present

Members:

Deputy John Edwards (Deputy Chairman)
Deputy Randall Anderson
Mary Durcan
Deputy Marianne Fredericks
Ian Seaton
Hugh Selka
Brendan Barns (Ex-Officio Member)
John Foley (Ex-Officio Member)
Eamonn Mullally (Ex-Officio Member)

Officers:

Albert Cheung	- Environment Department
Gillian Howard	- Environment Department
Ian Hughes	- Environment Department
Bruce McVean	- Environment Department
Sam Lee	- Environment Department
Stephen Oliver	- Environment Department
Callum Southern	- Town Clerk's Department

1. APOLOGIES FOR ABSENCE

The Committee received apologies from Chairman Graham Packham and Shравan Joshi MBE.

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

No declarations were received.

3. MINUTES

RESOLVED – That, the public minutes of the previous meeting held on 09 July 2024 were agreed as an accurate record of proceedings.

4. MATTERS ARISING

No matters were raised for discussion.

5. BUNHILL, BARBICAN AND GOLDEN LANE HEALTHY NEIGHBOURHOODS PLAN

The Sub-Committee received a Gateway 4 report on the Neighbourhood Plan that sought to identify opportunities to improve air quality and the experience of walking, cycling and spending time in the Barbican and Golden Lane area and increasing greening. The plan also sought to develop and test the feasibility of traffic management changes.

Members received a presentation from Officers who noted that the Bunhill, Barbican and Golden Lane scheme had received a positive response and had worked with the London Borough of Islington on a series of proposals. Officers reported they had engaged with local stakeholders and their comments were being incorporated into the Plan. Traffic data collection had also been done on usage of the Barbican car park and an ANPR count that measured how many vehicles were driving into the area. Officers indicated there were around 10,000 vehicles a day, with around 70% of the traffic being through-traffic. Officers explained they were exploring two options for Beech Street both which maintained access to resident car parks, buses and cycles travelling through. Four options had also been put in for Moor Lane, including three to change it and another option for it to remain as is. Officers were also exploring the idea of closing Golden Lane and Islington had agreed they would ban the right-hand turn out of Fortune Street which meant issues with speeding and traffic could be dealt with on that Lane.

The Sub-Committee expressed approval that Officers were working with London Borough of Islington to reduce through-traffic on Beech Street and the ban of the right-hand turn on Fortune Street.

A Member considered whether traffic may decide to turn down Silk Street once it realised it could not go down Chiswell Street when the right-turn ban on Fortune Street came into effect and expressed the need for improved signage. Officers suggested that, in time, residents would realise they could not go down Beech Street and Google Maps would begin to re-direct them.

Committee Members noted that people were still not being encouraged to avoid Beech Street to access the Barbican Centre and reiterated the need for access points to be better explained with improved signage.

A Member suggested they had directly consulted with residents and received a less positive response than was suggested and warned there was a perception that the consultation process would not be real and there was a bias toward motorised vehicles over the pedestrian experience. It was also noted that it was important to express that genuine change could take place through consultation process. The Chairman indicated the public could affect change, proof being the last public consultation which shut down the Beech Street experiment based on a 51/49% return against it. Officers suggested everyone they had spoken to had anecdote of almost being hit by a cyclist on the southern pavement of Beech

Street and explained the only way to widen pavements was to restrict through-traffic through there.

A Member indicated that previous consultations had not been effective, referencing the Neighbourhood Scheme around Carter Lane, and suggested something needed to be done differently to improve them. Officers explained they used the same consultation software as the London Borough of Camden and noted it was an effective platform that provided multiple options during consultations clearly. Officers were also looking at contacting residents' groups and holding drop-in sessions.

One Member of the Committee expressed the need to reduce the 10,000 vehicles using Beech Street every day due to the unacceptable level of pollution being produced and accepted it may inconvenience road users and residents.

Another Member expressed concerns about raising the carriageway to pavement height and considered whether studies had been done on the benefits and cost implications of that. Officers explained they were exploring raising the carriageway at junctions and crossings to improve accessibility and provide a level surface but indicated that curbs would be desirable on Beech Street. The Member responded that there were already gradients where crossings were. Officers noted some areas had dropped kerbs and others had raised entries; benefit would be that there was a continuous surface.

RESOLVED – That, Members:

1. Approved the draft Healthy Neighbourhood Plan in Appendix 3 and 4 to form the basis of a public consultation exercise.
2. Authorised Officers to proceed to public consultation on the Neighbourhood Plan.
3. Approved a £33.5k increase in the project budget to £283,500.
4. Noted that the Director of City Operations, in consultation with the Chairman and Deputy Chairman of Streets and Walkways Sub-Committee, will approve the final content of the public consultations materials.

6. CITY CYCLEWAYS PROGRAMME

The Sub-Committee received a Gateway 3/4 report which provided a brief update on the Monument to Sun Street cycleway and sought agreement for a recommended design option for the Aldgate to Blackfriars cycleway.

Members received a presentation from Officers on the three options for consideration for the Aldgate to Blackfriars cycleway. Officers explained that Option 1 provided a two-way cycle track on the Northern curb side, Option Two provided a two-way cycle track on the southern curb side, and Option Three provided cycle lanes on both the northern and southern side. Officers noted it had been necessary to provide protected cycling facilities on Queen Victoria Street due to the volume of motorised traffic at over 500 vehicles an hour. Protected cycle facilities had also been provided at Aldgate, but they were

consistent with all three options which is why they had not been displayed. Officers argued that the benefit of Option One was due to the cycle tracks being on the northern side so cyclists would not be in conflict with the side roads and Baynard House Car Park and would be safer. Both Option Two and Option Three would force cyclists to meet conflict points.

The Committee expressed concerns regarding traffic flowing down the road during the Lord Mayor's Show and sought assurances there would be no pinch points. Officers indicated this had been discussed internally and informed amendments could be made to ensure carts could get through during the Show. Officers also committed to ensuring the Pageant Master was involved in the planning.

A Member considered whether cyclists would use the cycle crossing to access the north lane. Officers noted it was becoming more common to have two-way cycle tracks on one side in London and two big ones were already in operation on Farringdon Street and Upper and Lower Thames Street. Initial observations indicated some cyclists used the crossings, but Officers acknowledged there would always be those who did not. Another Sub-Committee Member noted it was impossible to get 100% compliance but emphasised effective signage would ensure it was easier for cyclists to take an easier route.

Members raised questions over how the split in funding of £4.0 - 4.5m for the project would operate between the City Corporation and Transport for London (TfL). Officers indicated they had some initial engagement with TfL who asked for part-funding of the scheme to match TfL funding; Officers confirmed it was a 50/50 split.

A Member indicated their preference for Option 3 as complaints had been received regarding Farringdon Street and pedestrians had experienced issues during rush hour with crossing the road. The Member also expressed concern with bus islands having to be installed with Option 1 and 2 and suggested that following the flow of traffic was the better solution. Officers explained that more space would be required to have cycle lanes on both sides of the road to protect cyclists which would also mean less additional space for on-street servicing to take place without blocking the carriageway. Officers also noted that the Aldgate to Blackfriars cycleway would not have the same level of usage as the Farringdon Street cycleway. Officers noted there was a lot of research done by TfL and that bus stop bypasses were, at the moment, the most appropriate way for cyclists to get around bus stops. Officers also believed that, should Option 3 be approved, they would struggle to justify securing the TfL funding due to the safety risk of turning vehicles to cyclists.

One Member explored the possible provision of dockless cycles as part of the project. Officers reported that they had a separate project looking at installing dockless cycles and warned that tying that scheme to the Cycleways Programme could extend how long it took to complete the project.

Information was requested by a Member on the Aldgate end of the cycle lane, particularly with regard to cyclists being directed around the back of Aldgate

Square to get onto Fenchurch Street. Officers explained that the complexity of the bus operation on Aldgate High Street meant an inability to incorporate protective cycle lanes and noted this alternative was there as an option for less-confident cyclists and for cyclists who will only use cycle paths if they have physical separation barriers between them and vehicular traffic. .

A Member queried what the capacity was for cyclists on Aldgate Square and considered whether the number of cyclists would increase the risk to pedestrians in that location. Officers indicated that there was an existing cycle track there and were confident there was a lot of capacity before it overflowed.

It was recommended by a Member that going up St. Bevis Marks, to St. Mary's Axe and into Fenchurch Street would be a better option as the Option advocated by Officers was a main route for children who would have to cross the cycle lane if it was running from north to south. Officers indicated it was about providing a choice of routes rather than forcing cyclists down one route.

RESOLVED – That, Members, by a majority:

1. Agreed the recommended design option (Option 1) for the Aldgate to Blackfriars Cycleway Project as detailed in Section 5.
2. Agreed for officers to commence the public consultation. The outcomes of the public consultation will be reported back to the Streets and Walkways Sub-Committee for a decision and Projects and Procurement Sub-Committee for information.
3. Approved a budget increase of up to £375,000 (excluding costed risk) subject to the receipt of funds from TfL for the Aldgate to Blackfriars Cycleway project to reach Gateway 5.
4. That a Costed Risk Provision of up to £150,000 subject to the receipt of funds from TfL is approved (to be drawn down via delegation to the Director of City Operations).
5. Authorised the Executive Director of Environment, in consultation with the Chamberlain, to approve budget adjustments between budget lines and within the approved total project budget, above the existing authority within the project procedures.

7. 1 BROADGATE S278 G5

The Sub-Committee received a Gateway 5 report that sought to undertake the required Section 278 highway works in the vicinity of the development at 1-2 Broadgate. The proposed works were fully funded by the developer, British Land, and will involve a land exchange using Section 256 of the Highways Act.

A Member sought clarity on whether Section 278 monies would be returned to the developer should they not be used and could only be used on Section 278 works as that money was ringfenced. Officers confirmed this was correct.

RESOLVED – That, Members:

1. Approved the General Arrangement design shown in Appendix 2.

2. Approved an additional budget of £842,569 to fund the detailed design and implementation of the works.
3. Agreed that any unspent funds from the existing approved budget of £50,000 are carried forward to this Gateway.
4. Approved a costed risk provision of £5,000 with approval for drawdown delegated to the Director of City Operations.
5. Subject to the outcome of an officer review of the best use of the kerb site along the whole length of Eldon Street, modifications to the design relating to the S278 area are approved by the Director of City Operations (paragraphs 4.6)
6. Authorised undertaking the statutory consultation on the Traffic Orders/Notices connected to the works and, subject to no or minor objections, for the Director of City Operations to make the orders.

8. VISION ZERO PROGRAMME

The Sub-Committee received a Gateway 2 report which outlined a programme to investigate and deliver safer streets proposals at priority locations as identified in the Vision Zero Plan 2023-2028.

Officers noted that collision data was reviewed on a regular basis and had deduced that Ludgate Hill needed to be included in the Programme due to a higher collision rate. Officers also indicated they were looking to investigate five priority locations, with three being taken through to completion within the next two financial years. The other two to be taken through for more feasibility work included more complicated locations like Holborn Circus and Beech Street/Aldersgate Street.

The Committee noted that the Healthy Streets Initiative also applied to the Ludgate Hill site as there was no signalised crossing linking the lanes Pageantmaster Court with Old Bailey.

Members queried when work on Aldersgate Street and Beech Street would commence. Officers reported there was a programme which set out the timelines and they would be looking to carry out initial feasibility work which may include traffic capacity reduction, between now and the end of the current financial year.

The Committee queried whether the £15,000 quoted was related to the whole scheme and whether it was sufficient. Officers indicated the cost was related to the initial feasibility work of the schemes rather than cost of implementation.

A Member indicated it would be helpful for the report to have a high-level summary on the first page of project objectives and predicted outcomes. Officers noted it was a corporate template that was required to be used.

Another Member suggested the need for a review of the Fenchurch Street and Mincing Lane area if there was going to be a significant increase in footfall from surrounding tall buildings, particularly in consideration of fire evacuation procedures from those buildings. Officers indicated they were looking to do minor

interventions there as there was a larger Healthy Streets plan for Fenchurch Street that would look at how growth in footfall could be accommodated.

Ludgate Circus was raised as an issue by a Member due to significant numbers of collisions there and attention was drawn to the successful Holborn Circus scheme. With regard to Holborn Circus, Officers indicated there were public benefits with the scheme but issues still persisted with collisions and agreed to flesh out statistics for this in the next report. Officers also noted that works were not currently being carried out at Ludgate Circus as the highway was controlled by TfL who decided when works would commence, not the City Corporation.

It was considered by a Member whether funding would be made available for Holborn Circus works from the tunnel funding planning application and whether Section 106 funding could be used for that development.

The Committee sought clarity on how a left turn was blocked on Ludgate Hill onto New Bridge Street, as well as the pedestrian footway being pushed out and pedestrian signalling being changed. Officers explained that they needed agreement for TfL to exercise their powers to conduct a traffic order change, but the physical works were implemented by TfL. Officers confirmed that changes could not be made to the Ludgate Circus junction as they were not the responsible highway authority, and that TfL were currently focused on improving Monument Junction.

The Committee considered whether it would be possible to acquire a list of junctions that TfL were looking to carry out works on as it expressed concern about priorities. Officers indicated the Chairman of Planning and Transportation Committee was meeting with TfL staff once a quarter and Monument Junction had been on the list for works for 10 to 15 years. Officers emphasised it was important the City Corporation was looking at TfL's accidents and collisions statistics to ensure they were critically assessing the safety on their own network in the City and agreed to share that information with Members.

RESOLVED – That, Members –

- Approved a budget of £175,000 to reach the next Gateway, as well as to deliver the minor measures (to be delivered through existing delegations and outside this programme) at Mincing Lane.
- Noted the total estimated cost of the programme is between £2.8M to £6.4M (excluding risk).
- Noted that £2.4 million has been secured to date from the OSPR for this programme.
- Noted that, to complete the programme, additional bid for capital funding will be submitted. If funding is not available, remaining projects can remain in abeyance and progressed when funding has been identified.
- Noted that the initiation of this programme included the initiation of the forthcoming projects under its umbrella.
- Approved a Costed Risk Provision of £100,000 (to be drawn down via delegation to Chief Officer)

9. **COMBINED SECTION 278 PROJECT INITIATION REPORT**

The Sub-Committee received a Gateway 2 report that highlighted a number of projects that were approved by the Planning & Transportation Committee in recent months of which are conditioned to require the developer to enter into a Section 278 agreement with the City of London Corporation.

RESOLVED – That, Members of the Sub-Committee:

1. Approved budgets for each project, subject to receipt of funds, as set out in the tables in Section 2;
2. Noted the total estimated costs of the projects (excluding risk) as set out in the Project Briefings;
3. Authorised ability to negotiate and entry into individual Section 278 (or equivalent) agreements;
4. Authorised advertisement of Traffic Regulation Orders where required, noting that any objections will be dealt with in the usual way.

10. **TRAFFIC ORDER REVIEW - OUTCOME OF DETAILED REVIEWS AND UPDATE**

The Sub-Committee received a report that requested Members' approval to proceed with recommended changes to six pedestrian zones. It also provided an update on progress with reviewing the remainder of the traffic orders in the programme.

The Sub-Committee received a presentation from Officers which noted it would be a change to the existing motor vehicle restrictions, mostly from 8:00am to 6:00pm to 7:00am to 9:00pm, which matched the pedestrian activity in the area. Officers reported that the results of the consultation would be received toward the end of the year, possibly early next year, before delivery toward the end of the financial year.

A Member indicated support for the change in restrictions to more hours but questioned how the areas may be serviced without causing issues for residents. Officers explained that the study had looked at levels of activity taking place accessing those streets including for deliveries and servicing. Where consultants had recommended extending the restricted hours, the level of impact on servicing was small.

The Sub-Committee queried what the consultation would look like. Officers explained that, should the recommendations be agreed upon, a statutory consultation would have been undertaken with the businesses in the area notified. Officers also noted they would bring another paper to the Sub-Committee should significant issues arise.

A Member sought clarity on what was meant by 'no motor vehicles' and considered what impact that would have on deliveries. Officers confirmed it meant all motor vehicles and they had an ability to provide permits to those who needed to operate outside those hours. Officers indicated it would usually take

three working days to issue permits and acknowledged these issues would form part of the consultation process to see where intricacies may need to apply.

RESOLVED – That, Members:

- Noted the detailed study of six timed road closure restrictions (pedestrian zones) and agree in principles to the recommended changes to the associated traffic orders to amend their hours of operation, as shown in paragraph 6, subject to the completion of the statutory consultation process.
- Agreed that the resolution of any objections received will be considered by the Director of City Operations, but if appropriate, a separate report be prepared for the Streets & Walkways Sub-Committee, to make the necessary traffic Orders.
- Noted the any proposed changes to the remaining traffic orders (not covered by existing projects) will be progressed under delegated authority.
- Noted there is £287,000 remaining in the approved budget, which should be sufficient to cover the cost of the proposed changes required so far to the traffic orders.

11. **BEECH STREET TRANSFORMATION AND PUBLIC REALM PROJECT**

The Sub-Committee considered a Gateway 6 report that sought to close the Beech Street Transportation and Public Realm project.

The Sub-Committee indicated it appreciated the financial discipline of closing projects and returning the money, but argued as the Healthy Streets Initiative was essentially trying to accomplish the same objective, it questioned the logic of returning the money to then withdraw more money further down the line. Officers reported that Policy & Resources Committee and Resource Allocation Sub-Committee (RASC) agreed an in-principle budget for a specific scope and money could not be moved from one project to another.

Officers reported that some the residents from the Barbican felt the Beech Street scheme was not ambitious enough. The Chairman indicated that some of the opposition to the scheme during the consultation reflected this view, so the opposition included both outright opposition and very strong support.

A Member queried whether closing the project would result in the loss of the funding for Beech Street. Officers expressed their understanding of the project governance process and indicated they were happy to clarify their understanding of the project governance process with the Chamberlain but noted that money unspent during a project was ringfenced and could only be released by a new Gateway process through RASC.

It was queried by a Member as to whether lessons had been learned with regard the two grounds undefended during the statutory challenge to the High Court. Officers explained the undefended grounds were due to availability of documents

for the public to view and the quality of the statement of reasons not being clear enough. Officers reported processes had been added to ensure that did not occur again.

RESOLVED – That – Members delegate authority of the closing of the project to the Town Clerk, in consultation with the Chairman and Deputy Chairman of Streets and Walkways Sub-Committee, subject to confirmation of project governance process.

12. **QUEENSBRIDGE HOUSE HOTEL SECTION 278 PUBLIC REALM ENHANCEMENTS AND HIGHWAY WORKS**

The Sub-Committee received a Gateway 6 report on the project which aimed to deliver new highways changes and public realm improvements in the vicinity of the new Queensbridge House Hotel to accommodate and integrate the hotel operations into the surrounding City of London highway. It contained a request to approve the closure of the project upon completion of outstanding signage changes and accounts verification.

A Member queried what had happened to the planting and considered who was responsible for cleaning the area now the public were able to access the inlet. Officers indicated that the City's cleansing team were aware of it and they were in contact with the Port London Authority to raise awareness of the issues with plastic bottles and driftwood washing up. Officers informed the Sub-Committee that planting was outside the scope of the Section 278 as it was privately owned.

A Member noted that a fridge had been removed from the inlet by the Port Health Authority, but it was a matter for the Port of London Authority (PLA) and noted that a permit was needed from the PLA to go on the foreshore.

The Sub-Committee explored how signage in the area could be fixed to ensure pedestrians did not get lost. Officers indicated they were using the Legible London as their wayfinding system to fill in gaps where they existed and indicated the signage could be looked at in the area. Officers also noted they would, with Planners through Section 106 and 278 agreements, to secure funding to change signing that may be affected by recent developments.

A Member sought clarity over issues with the cost-risk provision as aspects of the project seemed to have been removed to ensure it remained within budget. Officers noted it was a difficult negotiation with the developer over what was required which meant key requirements had to be squeezed into the budget available and removed the ability to complete additional tasks, particularly due to delays around drainage. Officers indicated they would not proceed with a project at the Gateway 5 stage against without costed risk to ensure there was an ability to manage risks more effectively.

RESOLVED – That, Members:

- Noted the conclusions of the report.

- Approved the closure of the project upon completion of outstanding signage changes and accounts verification.

13. **DELEGATED REPORTS: OVERVIEW APRIL TO SEPTEMBER 2024**

The Sub-Committee received a report with a summary of decisions that had been undertaken relating to Transport and Public Realm projects between 1 April and 31 July 2024 under either existing or agreed delegated powers by responsible Officers within the Environment Department.

RECEIVED.

14. **OUTSTANDING REFERENCES**

Update on Bank Junction

Officers provided an update to the Sub-Committee noting that over the summer, work had continued to prepare the various stages of the traffic modelling exercise ready for TfL to audit as part of their agreed model audit process and the City's Base traffic model was currently with TfL being audited. Consultants were currently working on the second stage for submission.

Officers reported further that meetings with TfL colleagues both at officer level and political level had taken place to discuss the process, resources and expectations for the programme to look at running an experimental traffic order to reintroduce taxis at Bank Junction during Monday to Friday from 7:00am to 7:00pm.

Officers informed the Sub-Committee that a report was being prepared for the November meeting which would provide a review of the route options that taxis could take across the junction and the likely impacts/benefits of those route choices. Officers were looking to get to just one option to take forward for the final design and the final traffic modelling submission. The report would also set out the broad principles for what the success criteria for the experiment might be and set out the broad principles for what might be contained within the monitoring strategy. The report would give Members an opportunity to discuss and ensure that the development of the success criteria and monitoring met the needs of the experiment and would give Members the information and evidence they would need at the end of the experiment to be able to take a final decision on whether the experiment has been a success.

A Member requested that the Officer statement on Bank Junction be circulated to the Committee following the meeting, Officers agreed on that action.

Another Member requested that the evidence base, rationale and criteria when the Corporation entered the Bank Junction project be included as background information in the Bank Junction report going to Sub-Committee in November. Officers confirmed background papers would be included with the report.

Sporting Events on the Highway

A Member indicated the need to ensure programmes were in place early enough for sporting events to ensure advertising could be done for events held on the highway from the Easter period onwards.

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

There were no questions raised on matters relating to the work of the Sub-Committee.

16. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

Cheapside Planters

The Chairman drew attention to a question that had been raised with Officers from a Ward Member which asked Officers to reconsider the orange planters currently installed on Cheapside.

Officers reported that restrictions were currently in place to only allow bus, cycles and, under experimental order, taxis to use Cheapside. The orange planters had been in place since Summer 2020 and Officers had progressed a revised scheme for that space, with a Gateway 4 report being heard at Sub-Committee in May 2023 and a Gateway 5 report expected to go to Sub-Committee early next year with proposals. Officers indicated they did not disagree that the orange planters had not weathered well and felt it was due process to consult the Sub-Committee due to the scheme being Member-approved.

Officers reported they had looked at accident data which illustrated there had been five collisions, two serious, three slight, between January 2017 and June 2020 before the scheme was installed. Since the scheme had been installed, there had been one slight accident between June 2020 and April 2024. Officers noted that while a number of things had changed on Cheapside itself, including the restriction itself, it was not felt by Officers that it was down to the orange planter. Officers indicated they intended to leave them in place but removal could be done without significant increase in risk given concerns were being raised about visual appearance and sight lines.

Officers sought approval from Committee to Delegate Authority to the Town Clerk in consultation with the Chairman and Deputy Chairman of the Sub-Committee for the orange planters to be removed. Officers indicated they would have a site meeting to determine that and look at the data as to whether that would be the best way forward if that approval was granted.

The Committee indicated it would be reluctant to change something that had appeared to be safer, especially as it had provided a visual barrier for drivers travelling through Cheapside and noted that it was a hugely improved environment since the scheme had been put into place.

A Member noted there was an issue with signage on Cheapside as it was not always obvious to visitors to the City of London that the highway was a bus gate.

The Committee noted that there was a move toward a permanent scheme for Cheapside in process and the removal of the planters, followed by installation of a permanent scheme soon afterward may confuse the public.

The Committee indicated that it wished to retain the orange planters as they were and concluded that a Delegated Authority to the Town Clerk was not required.

The meeting ended at 3.42 pm

Chairman

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