



Streets and Walkways Sub (Planning and Transportation) Committee

INFORMATION PACK

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

Date: TUESDAY, 19 NOVEMBER 2024

Time: 1.45 pm

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

10. ***ACCESSIBLE STREETS UPDATE**

Report of the Executive Director, Environment.

For Information
(Pages 3 - 14)

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

Report of the Chamberlain.

For Information
(Pages 15 - 20)

12. ***OUTSTANDING REFERENCES**

Report of the Town Clerk.

For Information
(Pages 21 - 22)

13. ***DECISIONS TAKEN UNDER DELEGATED AUTHORITY OR URGENCY POWERS**

Report of the Town Clerk.

For Information

Part 2 - Non-public Agenda

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

Report of the Chamberlain.

For Information
(Pages 25 - 26)

Committee(s): Streets & Walkways Sub Committee	Dated: 19/11/2024
Subject: Accessible streets update	Public
This proposal a) delivers Corporate Plan 2024-29 outcomes	
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£
What is the source of Funding?	
Has this Funding Source been agreed with the Chamberlain’s Department?	N/A
Report of: Katie Stewart, Executive Director Environment	For Information
Report author: Bruce McVean, City Operations	

Summary

Following a Member question at the July meeting of the Planning & Transportation Committee this report provides an update on actions to improve accessibility for people walking and wheeling.

Making the City’s streets more accessible is at the heart of the Transport Strategy. Measures to improve accessibility include:

- Applying the City of London Street Accessibility Tool (CoLSAT) as standard on projects to inform and test design options.
- Widening and repaving pavements, raising crossings and side street entrances to pavement level and installing new mid-street crossing.
- Regular inspections and maintenance to ensure pavements throughout the City provide a surface without trip hazards.
- Installing new seating as part of projects and through partnership working with the Business Improvement Districts.
- Minimising obstructions on pavements through decluttering and the application of policies on tables and chairs, A-boards and dockless cycle parking.

Recommendation(s)

Members are asked to note the report.

Main Report

Background

1. Following a Member question at the July meeting of the Planning & Transportation Committee this report provides an update on actions to improve accessibility for people walking and wheeling.
2. Making the City's streets more accessible is at the heart of the Transport Strategy. Proposals to achieve this are mainly set out under Outcome 1: The Square Mile's streets are great places to walk, wheel and spend time and Outcome 3: The Square Mile is accessible to all.
3. Relevant proposals include:
 - Proposal 2: Put the needs of people walking and wheeling first when designing and managing our streets
 - Proposal 16: Make the City's streets more accessible and apply the City of London Street Accessibility Tool
 - Proposal 17: Keep pavements free of obstructions
4. Improving the accessibility of the City's streets is part of a wider commitment, set out in the Transport Strategy, to embed an inclusive approach to transport planning and delivery that puts the lived experience of people using our streets and spaces at the heart of our decision-making and delivery. The details of how we will deliver this commitment are set out in Proposal 1b: Embed inclusion in our approach to transport planning and delivery.
5. The City of London Street Accessibility Tool (CoLSAT) was published in 2022. COLSAT enables street designers to easily identify how street features impact on the differing needs of disabled people.
6. The tool recognises that the needs of different groups of disabled people can be contradictory; that improving accessibility for one group may decrease accessibility for another. CoLSAT identifies the trade-offs that may be needed to ensure no one is excluded from using the City's streets and provides the basis for engagement and discussion to maximise the benefits for all.
7. The tool is available on our website (<https://www.cityoflondon.gov.uk/services/streets/city-of-london-street-accessibility-tool>) and we have promoted CoLSAT to other local authorities and consultancies. CoLSAT has been awarded a National Transport Award for best practice in diversity, inclusivity and accessibility and a CiTTi Award for transport accessibility.

Current Position

Applying and updating CoLSAT

8. CoLSAT is applied as standard on projects to inform and test design options. Before and after scores are included in relevant Committee reports to aid decision making. Reports typically highlight the number of 'zero' and 'one' scores.
9. A zero score means a street feature is likely to exclude people from using a street. A one score means people may be able to negotiate the street feature, but doing so would significantly deplete their levels of confidence and energy, and they would be likely to give up on the journey if they had to negotiate this feature more than once or twice.

10. While we seek to address all zero and one scores this is not always possible. The reasons why any remaining issues cannot be addressed are set out in the report.
11. CoLSAT has recently been updated to include people who use cycles as their primary mobility aid.

Accessible pavements and crossings

12. Wide, level and smooth pavements are the fundamental element of an accessible street and are essential for an enjoyable walking and wheeling experience. Most projects include at least some element of pavement widening and/or repaving.
13. As a minimum we seek to ensure that all pavements have an obstruction free width of 2m. Given the busyness of the City's pavements more width is required in many locations, with the aim of achieving a pedestrian comfort level of B+
14. Pedestrian comfort levels are used to assess crowding on a pavement or at a crossing. The level of comfort, which is graded between A+ (most comfortable) and E (least comfortable), is based on the number of people walking and wheeling, and the space available, taking account of street furniture and other restrictions. A minimum comfort level of B+ provides enough space for people to feel comfortable when walking and wheeling. Below this level, conflicts between people become frequent, walking and wheeling is increasingly uncomfortable and frustrating, and this can lead to people stepping into the carriageway.
15. On some narrow streets it is not possible to widen pavements and maintain vehicle access. In these instances, raising the carriageway to pavement level may be the only way to create an accessible street.
16. Regular step free crossings with the appropriate tactile paving are essential to barrier free travel and make streets easier to cross. Crossings include both controlled crossings (i.e. signalised crossing or zebra crossings) and informal, uncontrolled crossing points (including crossings at entrances to side streets).
17. Where possible we seek to raise crossings and side street entrances to pavement level. This creates a step and ramp free crossing, gives more priority to people walking and wheeling, makes people more visible when crossing and slows vehicles. Where this is not possible a dropped kerb (ramp) is provided.
18. We are seeking to increase the number of mid-street crossings. These increase the ease of crossing and convenience for people who require a step free crossing by avoiding the need for them to walk or wheel to the end of the street to cross. Mid-street crossings may be signalised but are most likely to be informal crossings.
19. Examples of recent and planned improvements delivered through projects include:
 - a. King Street: Pavements widened on both sides of the street to provide a minimum width of 2m. New raised crossings installed at the junction with Trump Street.
 - b. King William Street: Significant pavement widening on both sides of the street. Seven side street entrances to be raised or enhanced. Two new mid-street informal raised crossings to be installed. New informal dropped crossing installed at the junction with Monument, with signals to be added as part of future TfL delivered improvements to Monument junction.
 - c. Leadenhall Street: Significant pavement widening is planned on both sides of the street. All side street entrances to be raised or enhanced. Two mid-

- street informal raised crossings to be installed in addition to improvements to the existing raised crossing at the St Mary Axe junction.
- d. Improvements around the new Bank Station Cannon Street entrance included raising the carriageway on Nicholas Lane to provide more space for people walking and wheeling as pavements were very narrow. Widening the pavement on Cannon Street outside the new station entrance.
 - e. Improvements to be delivered through the s278 for 1 Leadenhall Street include Whittington Avenue becoming access only for vehicles and the street raised to pavement level along the full length, providing improved access for people walking and wheeling to and from Leadenhall Market.
20. Improvements to streets not covered by projects are delivered through the Healthy Streets Minor Schemes Programme. This programme is funded through our TfL Local Implementation Plan funding with £325,000 per annum currently committed.
 21. The programme is largely focussed on installing raised crossing points, both at side street entrances and mid-street. Where possible delivery is coordinated with planned maintenance and adjacent projects. Details of projects delivered since 2021/22 and planned to be delivered over the next three years are provided in Appendix 1.
 22. Monthly safety inspections and reactive highway maintenance are essential to ensuring pavements and City Walkways provide a suitable surface, without trip hazards. Safety Inspections and condition surveys are undertaken by the Highways team to identify and address locations where there are defects and/or a level difference of over 15mm on the pavement (and 25mm on the carriageway).
 23. Planned maintenance works on also undertaken by the Highway teams to tackle larger areas of pavement where there are a number of defects that require a permanent repair.

Seating

24. Providing places for people to stop and rest is essential to creating an accessible City. New seating is delivered as part of projects and through partnership working with the City's business improvement districts. In 2023/24 117 seats were installed across the Square Mile.

Minimising obstructions on pavements

25. Street furniture, including seating, signage and cycle parking, is a necessary feature on most streets. The City Corporation's Public Realm Toolkit (<https://www.cityoflondon.gov.uk/services/streets/public-realm-and-lighting-design-guidance>) sets out principles for street furniture placements to minimise the risk of obstructions. This includes:
 - Maintaining a clear width if at least 2m that is free of obstacles and clutter.
 - Locating street furniture in a zone adjacent to the kerbline to maintain unobstructed access to building frontages.
 - Mounting traffic signs onto buildings where appropriate to reduce street clutter.

26. Opportunities to declutter streets by removing redundant street furniture are identified through projects and maintenance programmes.
27. Highways management teams proactively manage space on our streets, for example using the Considerate Contractor Scheme standards to ensure utility excavations and building sites provide appropriate alternative routes for people walking and wheeling and ensuring those routes are accessible to all.
28. Site operations through the Considerate Contractor Scheme must be completely enclosed to provide protection for the public, this keeps pedestrian routes around sites safe and easy to use. Where working on the highway is unavoidable, we agree to keep works and activities clearly separate from the public and to provide safe and well signed alternative routes if required.
29. Waste collections are time banded to minimise the amount of time that waste is left on-street before collection. All businesses and residents are restricted from putting out waste and recycling on street during certain hours every day of the week. No bags should be left between 8am and 6pm and after that 2-hour windows apply up to midnight. The inspection and enforcement by street cleansing teams and street enforcement officers ensure compliance with this requirement.
30. The City Corporation's AI Fresco Eating and Drinking Policy (<https://www.cityoflondon.gov.uk/services/licensing/pavement-licence>) requires a minimum of 2.2m of unobstructed pavement, and more in areas with high footfall. This ensures that pavements remain accessible while facilitating outdoor dining and drinking in suitable locations.
31. The popularity of dockless cycles has led to issues of bikes being left outside designated bays, sometimes in large numbers, and potentially causing obstructions. As set out in previous reports we are continuing to work with Lime and Forest to improve compliance with the requirement for bikes to be left in designated bays. This includes delivering more parking bays.
32. A-boards pose safety and accessibility issues, particularly for people who are visually and mobility-impaired. The Planning & Transportation Committee approved a City-wide ban in March 2020. However, the implementation was delayed during the COVID 19 Pandemic. As reported in July, we will be engaging businesses to inform them of the City's a-board ban. An update report will be submitted in January ahead of any enforcement.

Corporate & Strategic Implications

Strategic implications

33. Providing more space for walking and wheeling and making the City's streets more accessible is one of the actions outlined in the Corporate Plan that is delivering the Vibrant Thriving Destination outcome. Accessible streets that give more space and priority to people walking and wheeling are also deliverables of the Transport Strategy and the Climate Action Strategy.

Financial implications – None

Resource implications – None

Legal implications

34. The City Corporation is also subject to the public sector equality duty under section 149 of the Equalities Act 2010. This means that in the exercise of its functions it must have

due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it. This includes removing or minimising disadvantages suffered by people due to their protected characteristics (such as visual or mobility disabilities).

Risk implications – None

Equalities implications

35. Accessible streets that give more space and priority to people walking and wheeling will deliver benefits for disabled people, older people, children, parents of younger children and pregnant women. There may also be disbenefits to these protected characteristic groups if changes to traffic routes are required to enable the reallocation of street space to widen pavements. Benefits and disbenefits, and any necessary mitigations, will be identified and considered in the Equality Impacts Assessment for relevant projects.

Climate implications – None

Security implications – None

Conclusion

36. Ensuring the City's streets are accessible to all is a key outcome of the City Corporation's Transport Strategy and supports delivery of other strategies and outcomes including the Climate Action Strategy and Destination City.

37. Accessibility improvements are delivered through planned projects and programmes as well as routine maintenance. Policies on tables and chairs, a-boards and dockless cycles also help to improve accessibility to reducing obstructions.

Appendices

- Appendix 1 – Healthy Streets Minor Schemes programme – recent and planned projects

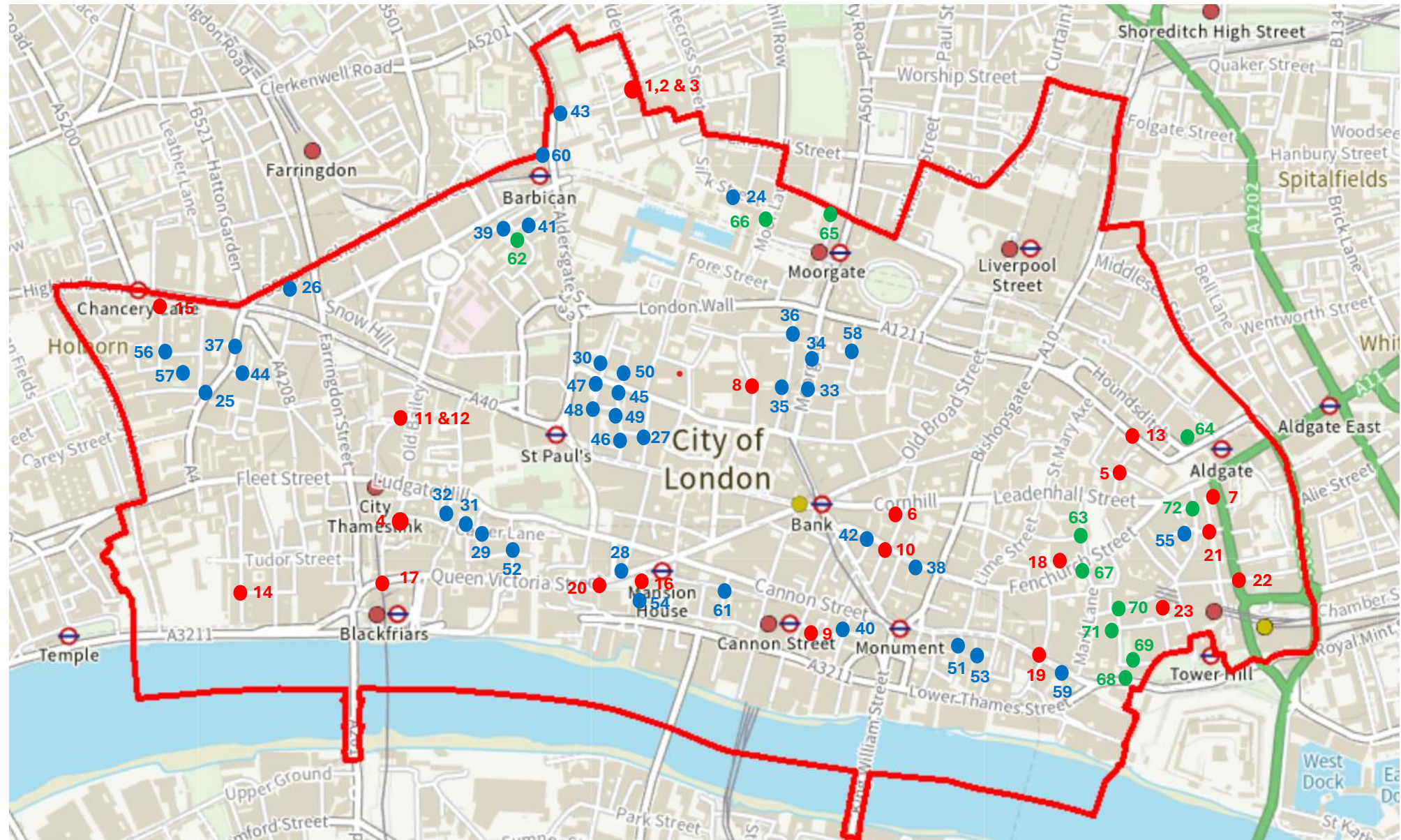
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Accessible Streets – Location Map



Key

Schemes delivered in the past 3 FY

● 1 - 23

Future schemes over the next 3 years

● 24 - 61

Reserve schemes

● 62 - 72

Year of delivery	Map ref no.	Locations	Measures
2021/2	1	Fann Street by Golden Lane	Raised carriageway with tactile paving
	2	Brackely Street by Golden Lane	Raised carriageway with tactile paving
	3	Golden Lane outside Fortune Street Park	Raised carriageway on existing zebra crossing
	4	Playhouse Yard	Dropped kerbs to improve accessibility in Playschool Yard
	5	Mitre Street by Creechurch Lane	Dropped kerbs to improve accessibility on Creechurch Lane
2022/3	6	Finch Lane by Cornhill	Dropped kerbs
	7	Minories by Aldgate Bus Station	Raised carriageway on existing zebra crossing
	8	Basinghall Street by Mason's Avenue	Raised carriageway busy walking route
	9	Gophir Lane by Bush Lane	Raised carriageway with tactile paving
	10	Nicholas Lane by Lombard Street	Raised carriageway with tactile paving
	11	St George's Court by Old Bailey	Raised carriageway with tactile paving
	12	Limeburner Street by Old Bailey	Raised carriageway, kerb build-out with tactile paving
	13	Bevis Marks by Dukes Place	Raised carriageway on existing signalised pedestrian crossing
2023/4	14	Tallis Street by Temple Avenue	Raised carriageway with tactile paving. A dropped kerbs was installed to service entrance nearby
	15	Furnival Street by Holborn	Raised carriageway with tactile paving
	16	Garlick Hill by Cannon Street	Raised carriageway with tactile paving
	17	Blackfriars Lane by Queen Victoria Street	Raised carriageway with tactile paving
	18	Cullum Street by Fenchurch Street	Raised carriageway with tactile paving
	19	St Mary-At-Hill by Eastcheap	Raised carriageway with tactile paving
	20	Queen Victoria Street by Peter's Hill	Raised carriageway on existing signalised pedestrian crossing
	21	Vine Street by India Street	Raised carriageway with tactile paving
	22	Minories by Crosswall, Portsoken Street	Raised carriageway on Minories to create a raised 4-armed raised junction with Crosswall and Portsoken Street which are already raised.

Year of delivery	Map ref no.	Locations	Measures
	23	Coopers Row	Dropped kerb was delivered as a part of the Mark Lane project

Future Schemes

Year	Map ref no.	Location	Proposed Measures
2024/5	24	Silk Street by Milton Street	Raised carriageway on existing zebra crossing
	25	New Fetter Lane, Fetter Lane and Breams Building	Raised carriageway on sections of Fetter Lane, New Fetter Lane and Breams Building. This includes raising an existing zebra crossing on Fetter Lane by New Fetter Lane.
	26	Shoe Lane by Charterhouse Street	Raised carriageway, kerb build-out, cycle stands with tactile paving
	27	Staining Lane by Gresham Street	Raised carriageway, kerb build-out, cycle stands with tactile paving
	28	Bread Street by Queen Victoria Street	Raised carriageway, kerb build-out with tactile paving. Dropped kerbs will be installed to an inaccessible footway nearby.
	29	Dean's Court by Carter Lane	Raised carriageway with tactile paving. Dropped kerbs will be installed on a nearby vehicle entrance in Dean's Court and a vehicle service entrance on Carter Lane.
	30	Noble Street by Gresham Street	Raised carriageway, kerb build-out, cycle stands with tactile paving
	31	Adle Hill by Carter Lane	Raised carriageway with tactile paving
	32	St Andrew's Hill by Carter Lane	Raised carriageway with tactile paving
2025/6	33	Moorgate by Telegraph Street	Raised carriageway with tactile paving
	34	Moorgate by Great Swan Alley	Raised carriageway with tactile paving
	35	Coleman Street by Mason's Avenue	Raised carriageway with tactile paving
	36	Coleman Street by Basinghall Avenue	Raised junction. Pavement widening if possible
	37	Fetter Lane by Norwich Street	Raised junction. (Accelerate to co-ordinate with development)
	38	George Yard by Lombard St	Raised carriageway with granite setts (to match existing) & new tactile paving

Year of delivery	Map ref no.	Locations	Measures
	39	Middle Street by Cloth Street	Raised carriageway with tactile paving
	40	Laurence Pountney Hill by Laurence Pountney Lane	Raised carriageway with tactile paving
	41	Newbury Street by Cloth Street	Raised carriageway with tactile paving
2026/7	42	Abchurch Lane by Lombard Street	Raised carriageway with tactile paving
	43	Fann Street by Aldersgate Street	Raised carriageway, kerb build-out to reduce 'bell-mouth' junction with new tactile
	44	New Fetter Lane by Bartlett Court	Raised carriageway with tactile paving
	45	Gutter Lane (north)	Road closure and raise to footway level
	46	Gutter Lane (south)	Road closure and raise to footway level
	47	Foster Lane by Gresham Street	Raised carriageway with tactile paving
	48	Carey Lane by Foster Lane	Raised carriageway with tactile paving
	49	Carey Lane by Gutter Lane	Raised carriageway with tactile paving
	50	Goldsmith Street by Gutter Lane	Raised carriageway with tactile paving
	51	Botolph Lane by Eastcheap	Raised carriageway with tactile paving
2027/8	52	Carter Lane by Godilman St	Extending raised carriageway with tactile paving
	53	St Dunstan's Hill by St Mary at Hill (by Premier Inn Hotel)	Raise carriageway in granite setts to match existing
	54	Garlick Hill, Great Trinity Lane & Great St Thomas Apostle	Raised junction
	55	India Street by Jewry Street	Raised carriageway with tactile paving
	56	Norwich St by Furnival St	Raised carriageway with tactile paving
	57	Furnival Street by Curtisor Street	Raised carriageway with tactile paving
	58	Copthall Avenue by Great Swan Alley	Raised carriageway with tactile paving
	59	St Dunstan's Hill by Eastcheap	Raised carriageway with tactile paving
	60	Carthusian Street by Aldersgate Street	Raised carriageway. Kerbs low on north side
	61	Cloak Lane by College Hill	Raised carriageway with tactile paving

Year of delivery	Map ref no.	Locations	Measures
Reserve schemes	62	Kinghorn Street by Middle Street	Raised junction
	63	Fenchurch Avenue by Billiter Street	Raised carriageway with tactile paving
	64	Stoney Lane by White Kennett Street	Raised carriageway with tactile paving
	65	Moorfields by Ropemaker Street	Raised carriageway & redesign build out
	66	Milton Street by Silk Street	Raised carriageway with tactile paving
	67	Mark Lane by Fenchurch Street	Raised carriageway with tactile paving
	68	Muscovy Street by Trinity Square	Pavement widening and raised carriageway in granite setts
	69	Savage Gardens by Trinity Square	Pavement widening and raised carriageway in granite setts
	70	Savage Gardens by Pepys Street	Raised junction with tactile paving
	71	Pepys Street by Seething Lane	Raised junction with tactile paving
	72	Jewry St by Saracen's Head Yard - footway redesign	Raised carriageway & redesign pavement

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Committee(s)	Dated:
Planning & Transportation Committee	5 th November 2024
Finance Committee	12 th November 2024
Streets and Walkways Sub-Committee	19 th November 2024
Court of Common Council	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

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Date	Action	Officer responsible	To be completed/ progressed to next stage	Notes/Progress to date
13 September 2024	<u>Old Jewry Traffic Experiment</u>	Executive Director, Environment	Experimental order will expire in January 2026 Decision as to whether to keep the traffic changes will need to be made before then	<p>The experimental traffic order came into effect on the 5 July 2024.</p> <p>Public consultation is open until the end of the year and has had 109 responses to date. The majority of the responses are from taxi drivers who support the changes. One formal objection to the traffic order has been received from the London Cycling Campaign.</p> <p>Monitoring counts were undertaken in September which show the street in regular use, but more traffic has been using Old Jewry due to the London Wall closure. Further monitoring is planned for April 2025.</p>
13 September 2024	<u>Monument/London Bridge</u>	Executive Director, Environment	<p>TfL to provide timetable for delivery of parapet works.</p> <p>Bus stop relocation: TfL to identify why the guard railing is in place and whether this can be replaced with bollards.</p>	<ul style="list-style-type: none"> • Site visit with the Chairmen took place on 4 September 2024 • Parapet works: Officers are arranging a progress meeting with TfL to follow up on the plans • Bus stop relocation: TfL will look at what bus stop accessibility improvements may be possible in the stops current site, subject to funding in the new year, and agreed to stay in touch with City Corporation officers.

13 September 2024	<u>Sporting Events on the Highway</u>	Executive Director, Environment		Annual Special Events Report to be prepared for January Streets & Walkways Sub Committee
13 September 2024	<u>Bank</u>	Executive Director, Environment	Progress towards an Experimental traffic order to allow taxi access across Bank Junction	Report on the Agenda.

Committee: Streets and Walkways Sub Committee	Date: 19 November 2024
Subject: Decisions Taken Under Delegated Authority or Urgency Powers	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: Town Clerk	For Information
Report author: Callum Southern, Town Clerk's Department	

Summary

This report advises Members of action taken by the Town Clerk in consultation with the Chairman and Deputy Chair, in accordance with Standing Order No. 41(b).

Recommendation

Members are asked to note the report.

Main Report

Delegated Authority: Beech Street Transformation and Public Realm Project

At a meeting of Streets and Walkways Sub Committee on 01 October 2024, Members agreed to delegate authority to the Town Clerk in consultation with the Chairman and Deputy Chairman of the Sub Committee subject to Officer confirmation of the project governance process following the meeting. Officers confirmed that the unspent Community Infrastructure Levy (CIL) money in the Beech Street and Public Realm Project needed to be returned as it could not be reallocated to the future Beech Street Scheme which was likely to emerge from the Bunhill, Barbican and Golden Lane Healthy Neighbourhoods Plan.

Therefore, the Town Clerk, in consultation with the Chairman and Deputy Chairman of the Streets and Walkways Sub Committee agreed:

1. To formally close the Beech Street Transportation and Public Realm Project and return unused funds to the central CIL fund.

Callum Southern

Governance Officer

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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