



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, 11 FEBRUARY 2025

Time: 10.30 am

Venue: LIVERY HALL - GUILDHALL

8. *FINANCE PROGRESS REPORT (Q3 OCTOBER - DECEMBER) 2024/25

Joint Report of the Chamberlain and the Executive Director, Environment.

For Information
(Pages 3 - 8)

9. *RISK MANAGEMENT UPDATE REPORT

Report of the Executive Director, Environment.

For Information
(Pages 9 - 28)

10. *TO NOTE THE DRAFT MINUTES OF THE STREETS AND WALKWAYS SUB COMMITTEE MEETING HELD ON 19 NOVEMBER 2024

For Information
(Pages 29 - 50)

17. *PROPOSAL FOR DEVELOPMENT OF A CITY BUSINESS INVESTMENT UNIT

Report of the Executive Director, Environment.

For Information

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City of London Corporation Committee Report

Committee(s): Planning & Transportation Committee – For Information	Dated: 11 February 2025
Subject: Finance Progress Report (Q3 October – December) 2024/25	Public report: For Information
This proposal: <ul style="list-style-type: none"> • provides business enabling functions 	N/A
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	£0
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	
Report author: Dipti Patel, Chamberlain	

Summary

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

Recommendation(s)

Members are asked to:

- Note the report.

Main Report

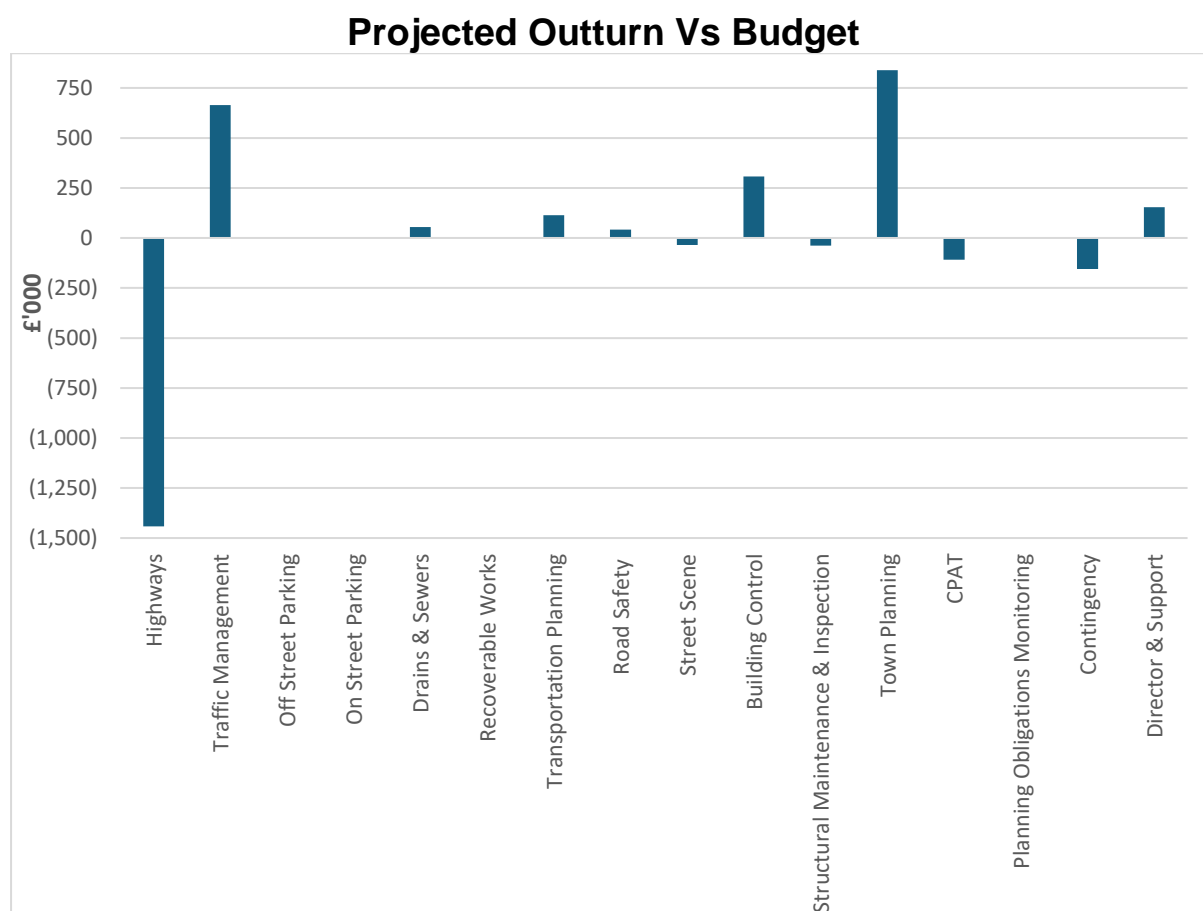
Background

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.
2. In the various tables, income, increases in income, and reductions in expenditure are shown as positive balances, whereas brackets will be used to denote expenditure, increases in expenditure, or reductions in income. Only significant variances (generally those greater than £50k) have been commented on.

Local Risk Revenue Forecast Outturn 2024/25

3. The end of December 2024 monitoring position for the overall Environment Department forecasts a projected year-end underspend of £390k. This consists of a £352k underspend on City's Estate and £38k underspend on City Fund.
4. Within the overall Environment Department position, the Divisions of Service (all City Fund) that fall into the remit of your Planning & Transportation Committee, currently have a net local risk expenditure budget of (£13.278m). As at the end of December 2024 they were projecting an outturn for 2024/25 of (£12,882m), a forecast underspend of £396k.
5. This is broken down by Division of Service in the graph below and Appendix 1 provides a more detailed financial analysis of each Division of Service, including reasons for significant variations (generally those over £50k).
6. The forecast underspend of £396k represents an increased underspend of £98k on the position reported for your Committee as at 30th September 2024, at which point an underspend of £298k was projected. The main change is due to increased salary underspends across a number of Divisions of Service due to vacancies and further increases in hoarding & scaffolding and road closure income within the Traffic Management Division of Service.
7. Due to the overall projected underspend across the Environment Department within City Fund services this financial year, the planned agreed funding draw down from the On-Street Parking Reserve (OSPR) to fund Highways maintenance works is not required this financial year and will be retained within the OSPR for future new funding bids.

8. The Executive Director Environment is also continuing to absorb other local risk overspends across the wider department whilst financial recovery plans are implemented.



Notes:

- Zero is the baseline latest approved budget for each Division of Service
- Graph shows projected outturn position against the Latest Approved Budget
- Variance above the baseline is favourable i.e. either additional income or reduced expenditure
- Variance below the baseline is unfavourable i.e. additional expenditure or reduced income
- Overall, the Committee is forecasting an underspend of £396k at year end

9. The main reasons for the projected underspend of £396k are:

- **Town Planning** - underspend £838k mainly due to salary underspends and increase in Planning fee income;
- **Traffic Management** - underspend £664k due to increase in income from Hoarding and Scaffolding licences and Road Closure fees;
- **Building Control** - underspend £308k due to salary underspends and increase in income from Building Regulation fees;
- **Director and Support** – underspend £153k due to salary underspends;

- **Transportation Planning** - underspend £114k mainly due to salary underspends.
-

These underspends have been partly offset by:

- **Highways** - overspend (£1,441k) due to planned agreed funding from the On-Street Parking Reserve (OSPR) to fund Highways maintenance works not required due to overall Departmental underspend position;
- **Contingency** – overspend (£155K) relates to salary vacancy factor which has been met by salary underspends in the various Divisions of Service;
- **CPAT** – overspend (£108k) due to costs relating to Opportunity London Sponsorship, NLA partnership contract and other events spend.

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 (Q3)

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Planning & Transportation Committee
Local Risk Revenue Budget as at 31 December 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)	(4,960)	(1,441)	1
Traffic Management	1,249	1,913	664	2
Off Street Parking	1,712	1,712	0	3
On Street Parking	(3,603)	(3,603)	0	4
Drains & Sewers	(409)	(355)	54	5
Recoverable Works	0	0	0	
Transportation Planning	(1,481)	(1,367)	114	6
Road Safety	(288)	(246)	42	
Street Scene	0	(35)	(35)	
Building Control	(1,012)	(704)	308	7
Structural Maintenance & Inspection	(767)	(805)	(38)	
Town Planning	(2,552)	(1,714)	838	8
CPAT	(570)	(678)	(108)	9
Planning Obligations Monitoring	0	0	0	
Contingency	155	0	(155)	10
Director & Support	(2,193)	(2,040)	153	11
TOTAL PLANNING & TRANSPORTATION COMMITTEE	(13,278)	(12,882)	396	

Notes:

- 1. Highways** - planned overspend due to reduced draw-down from On Street Parking Reserve as a result of underspends elsewhere across the committee.
- 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. Transportation Planning** - projected underspend mainly due to salary underspends from staff vacancies, offset by shortfall in staff cost recharges to projects.
- 7. Building Control** - projected salary underspend due to vacancies and increase in Building Regulation/ Building Safety Regulator fees.
- 8. Town Planning** - projected underspend mainly due to salary underspends from staff vacancies and increase in Planning Fee income, offset by expected Legal Counsel fees, Computer Licences and Subscription costs.
- 9. CPAT** - projected overspend due to costs relating to Opportunity London sponsorship, NLA Principal Partnership contract, LREF and MIPM Asia.
- 10. Contingency** - projected overspend relates to vacancy factor which has been achieved for 2024/25.
- 11. Director & Support** - projected salary underspend relates to vacancies.

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Agenda Item 9

Committee: Planning and Transportation Committee	Dated: 11/02/2025
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, 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.
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 projects, campaigns and engagement activities to deliver safe streets, as described in 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-PD-DS-001: The District Surveyor's (Building Control) Division becomes too small to be viable** (*AMBER, 12*)
 - **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 003: Inspecting dangerous structures** (*AMBER, 8*)
 - **ENV-CO-HW 002: Working in service/pipe subways (confined spaces)** (*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)

(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 and Transportation Committee)

Generated on: 27 January 2025



Rows are sorted by Risk Score

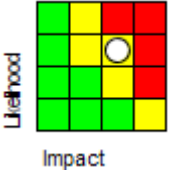
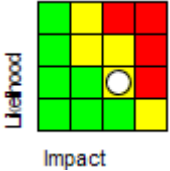

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-CO-TR Road Safety 02-May-2023 Ian Hughes; Bruce McVean	<p>Cause: Limited 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. 22 Jan 2025	<p>Likelihood</p> <p>Impact</p>	16	31-Mar-2028	<p>Constant</p>
							Reduce	

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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 complete in summer 2025. Designs for Threadneedle Street and Old Broad Street are in development. • City Cluster pedestrian priority and traffic reduction – Currently consulting on proposals for improvements to 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 – Currently consulting on proposals for a cycle route between Aldgate and Blackfriars. 	Ian Hughes; Bruce McVean	22-Jan-2025	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	22-Jan-2025	31-Mar-2028

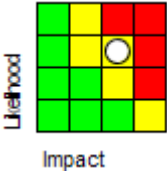
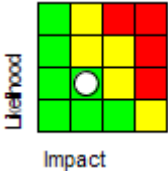
Appendix 2

010c		up in 2023 and incorporate the Fire Strategy and the Fire Management Plan. Life Care Plans will be updated during 2025 and will include development of revised Fire Management Plans. Bi-monthly meetings are held with CSD to discuss the Life Care Plans. Governance and progress are reviewed by the new Parking Assistant Director.	Morris	2025	2025
ENV-CO-HW 010d	Improve lighting across all car parks to improve safety and reduce energy use.	<p>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.</p> <p>Tower Hill (including coach park), Baynard and Smithfield are complete. London Wall will be picked up after the sprinkler system project has been completed (estimated to be December 2025). Funding for Minorities car park is not currently available, but this may be taken forward at a later date should there be unspent monies in the CWP backlog funds.</p>	David Morris	16-Jan- 2025	30-Sep- 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-DS 001 The District Surveyor's (Building Control) Division becomes too small to be viable</p> <p style="text-align: center;">Page 19</p> <p>25-Mar-2015 Gordon Roy</p>	<p>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.</p>		<p>12</p>	<p>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').</p> <p>Application volume has increased resulting in the City starting to work directly with the Regulator on a number of projects, increasing income.</p> <p>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.</p> <p>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. Further information is due in Spring 2025.</p> <p>16 Jan 2025</p>		<p>8</p>	<p>31-Dec-2025</p>	
							<p>Reduce</p>	<p>Constant</p>

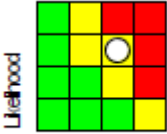
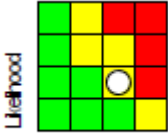

Appendix 2

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
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 continues to grow with over 600 requests being received. We will continue to monitor the situation, but the HUB is active.	Gordon Roy	16-Jan-2025	31-Dec-2025

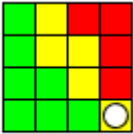
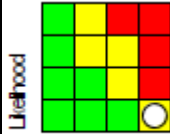
Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-CO-HW 009 Car Parks: Repairs and maintenance 02-Sep-2022 David Morris	<p>Cause: The facilities management of the car parks is dependent upon action by City Surveyor's Department (CSD).</p> <p>Event: Required repairs and maintenance to the car parks is delayed.</p> <p>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.</p>		12	<p>We are reliant on the City Surveyor's Department's (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.</p> <p>16 Jan 2025</p>		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	16-Jan-2025	30-Sep-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	16-Jan-2025	30-Sep-2025

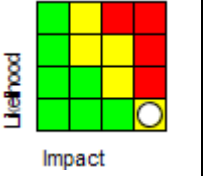
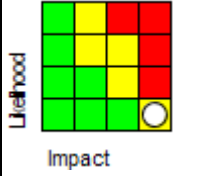

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-CO-TR 003 Transport and public realm projects not delivered due to lack of funding 22 Jun-2023 Bruce McVean	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. 	 Likelihood Impact	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. 22 Jan 2025	 Likelihood Impact	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	Submitted bids for Ironmonger Lane and Moorgate (north of London Wall) in Q3 bidding round. Decision expected in February 2025. Submitted bid in Q4 bidding round for additional funding for the experimental traffic order to allow taxis through Bank junction. A long list of potential future bids has been prepared and is currently being prioritised, this exercise is due to complete in February 2025.	Bruce McVean	22-Jan-2025	31-Mar-2029
ENV-CO-TR 003b	Submit bids for TfL and other external funds as opportunities arise	No current opportunities but we continue to keep this under review.	Bruce McVean	22-Jan-2025	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. BIDs are contributing funding to several projects. Continuing to explore potential for third party funding.	Bruce McVean	22-Jan-2025	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 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.	 Likelihood Impact	8	Risk is unchanged and remains valid. A range of mitigation measures are in place (as shown in the action) to control the risk. The Target Date shown is the date of the next risk review. 16 Jan 2025	 Likelihood Impact	8	30 April 2025	Constant
							Accept	

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Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-PD-DS 003a	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	16-Jan-2025	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
ENV-CO-HW 002 Service/Pipe Subways 02-Dec-2015 Le 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>		8	<p>This risk assessment is suitable and sufficient.</p> <p>All mitigations are business as usual and are kept under regular review. They are all current and continue to work effectively to maintain the risk at its current score.</p> <p>The target date shown is the date of the next risk review. 22 Jan 2025</p>		8	22-Apr-2025	 Constant
							Accept	

Action no	Action description	Latest Note			Action owner	Latest Note Date	Due Date
ENV-CO-HW 002a	<p>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.</p> <p>All openings are controlled through a central booking system. A subway must not be entered if permission to do so has been refused.</p> <p>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.</p> <p>All works and operatives entering the pipe subway must comply with the code of practice for access and safe working in local authority subways.</p>	<p>This is an ongoing action.</p> <p>All mitigations are business as usual and are kept under regular review. They are all current and continue to work effectively.</p>			Giles Radford	22-Jan-2025	22-Apr-2025

	<p>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.</p>				
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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	27-Jan-2025	30-Sep-2025

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**STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)
COMMITTEE
Tuesday, 19 November 2024**

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Room 3 - 2nd Floor West Wing, Guildhall on Tuesday, 19 November 2024 at 1.45 pm

Present

Members:

Graham Packham (Chairman)
Deputy John Edwards (Deputy Chairman)
Deputy Randall Anderson
Mary Durcan
Deputy Marianne Fredericks
Deputy Shravan Joshi MBE
Eamonn Mullally (Ex-Officio Member)
John Foley (Ex-Officio Member)

Officers:

Baljit Bhandal	- Comptroller and City Solicitor's Department
Ben Bishop	- Environment Department
Ian Hughes	- Environment Department
Gillian Howard	- Environment Department
Bruce McVean	- Environment Department
Tom Noble	- Environment Department
Giles Radford	- Environment Department
Callum Southern	- Town Clerk's Department

1. APOLOGIES FOR ABSENCE

Apologies for absence were received by Brendan Barns, Deputy Alastair Moss, and Ian Seaton.

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

No declarations were made under the Code of Conduct in respect of items on the agenda.

3. MINUTES

RESOLVED – That, the public minutes of the previous meeting held on Tuesday 1 October 2024 were agreed as an accurate record of the meeting.

4. **BANK JUNCTION IMPROVEMENTS: EXPERIMENTAL TRAFFIC ORDER TO REINTRODUCE TAXIS**

The Sub-Committee received a Gateway 3/4 report which introduced a new phase into the Bank Junction Improvements project following the completion of the main construction works for All Change at Bank, and the decision by the Court of Common Council to move forward with an Experimental Traffic Order (ETO) at Bank. The report set out the routing options for licensed taxis to travel through Bank Junction.

Officers provided a presentation on the five routing options discussed in the report. For all options access to Cornhill from Princes Street for vehicles making deliveries (for servicing) would be maintained. Officers explained that Option A allowed taxis access and egress into the junction from Poultry and Cornhill and egress only via Lombard Street. Option B only allowed taxis to enter the junction via Cornhill and Poultry, and also only to allow exit in those two directions so that there would be no turning movements. Option C would allow taxis to do what they currently could do after 7:00pm Monday to Friday which meant they would be allowed to enter and exit on three of the arms of the junction, (Poultry, Cornhill and Lombard Street). Option D allowed for north-south routing into and out of the junction (Princess Street and Lombard Street) and would allow taxis to exit via Cornhill and Poultry. Option E would open four of the arms off Bank Junction (Princess Street, Poultry, Cornhill and Lombard Street) for taxis to enter Bank Junction and exit. Officers added that Option D and E would likely require the reconfiguration of Princes Street.

A Member queried why it was not possible to have only northbound traffic from taxis on King William Street as it would allow taxis to use King William Street without exacerbating issues on Lombard Street. Officers stated it was technically possible and was an option that had not be considered.

Another Member queried whether allowing only northbound traffic from taxis on King William Street would create a turning movement. The Member stated it would be a turning move, but would allow more access for taxis which was desirable without affecting Lombard Street.

A question was asked by a Member on how success criteria would be quantifiably measured if Option B was adopted. Officers explained that they had set out what the broad measures could be and had sought agreement on that. Officers added they needed to do some work with Transport for London (TfL) about what tolerances they may feel comfortable with, particularly around bus journey times as that was the aspect of the project that would affect them most. Officers confirmed the monitoring strategy would come to the next meeting in February.

The Member also queried what measures would be taken to ensure the safety of cyclists and pedestrians at Bank Junction. Officers stated there would not be any physical changes except for the signage. Officers added that they could potentially look at enforcement.

The Member further queried, if there was a will for a different option, how the project would address potential negative impacts of bus journey times. Officers explained more work would need to be done with TfL, but it would effectively involve adding more pedestrian wait time into traffic signals to allow for more vehicle movement, but that had negative consequences. The Member stated that what they were hearing was Option B was the optimal proposal for achieving what the Court of Common Council had asked the Sub-Committee to investigate. Officers agreed as it offered the ability to allow taxis through Bank without impacting too negatively on everyone else and did not involve having to adjust traffic signals too much.

Another Member stated they supported Option B as Bank Junction had become a complex web of movements and he felt Option B had the simplest line of logic east to west and was easy to communicate to the users of Bank Junction. The Member added that, the stated desired outcome from cab drivers had been a both ways east-west -movement.

The Member also stated, if Option B was approved, that they wanted to understand more on how the consultation would operate, the process once the ETO had been established and how the feedback loop from the consultation would feed into a more permanent decision. Officers explained there would be a draft communications and engagement strategy appended to the next report which would be draft for feedback to ensure it had been sufficient captured.

A Member suggested only allowing westbound taxi movement from Cornhill into Poultry and eastbound movement through Princes Street and around so there would not be eastbound movement from Poultry into Cornhill, this would reduce the conflict between traffic coming from Poultry to Cornhill at the same time as traffic tried to travel from Princes Street into Cornhill. The Member also stated a need to widen the success criteria to measure the impact of the changes on the traffic lights on a wider scale across the City, a need to measure the accessibility of taxis during the day, and how many taxis were making use of Bank Junction who were transporting passengers. Officers stated the attraction to Option B was the simplicity of the communications for road users, specifically taxi drivers, and it was difficult to describe the different routes for eastbound and westbound across the Junction. Officers also stated they needed to keep the movement from Princes Street to Cornhill for everyone due to loading requirements and noted that all the options presented to the Sub-Committee retained that aspect. Officers added, in relation to other things that needed to be looked at, that they were in the report for things to be brought forward for Members' consideration at the end of the process on issues such as the wider impact on the traffic network around taxi availability, safety, pedestrian wait times and bus journey times. Officers further added that they felt they were the key things to be monitored, but that was not to say there were the only things.

The Member also suggested that Paragraph 46 of the report needed to read "monitoring should include" rather than "monitoring could include" and stated while Option B might be easier to explain from a communications perspective, it did not demonstrate the full picture as traffic that needed to get into Cornhill

could go to Cornhill via Princes Street, and if that movement was not communicated effectively, it could create a risk of collision.

The Member also asked, in relation to success criteria, whether the trial would be stopped or whether it would continue until there were further accidents.

The Chairman stated he did not understand why there would be a risk of collisions with traffic turning left from Princes Street into Cornhill with taxis entering the junction from Cornhill as there were traffic lights in place. The Member responded that pedestrians had been crossing the junction without taking notice of the traffic lights for a number of years and the Bank Junction had dramatically changed since the traffic had been significantly reduced. The Member added that reintroducing traffic would be a new environment for pedestrians and was keen to ensure the number of turning options were reduced as far as possible to keep it as safe as possible.

A Member moved a Motion.

MOTION: That the existing option which was Princes Street into Cornhill to go West-East for all traffic and taxis, and if one wanted to go east to west, they would do so via Cornhill into Poultry so that would keep a lot of the traffic away from that Junction.

A Member seconded the Motion.

The Chairman brought the meeting to a debate on the Motion.

A Member queried whether the concern raised was pedestrians being irresponsible and stated that was an issue that could not be helped. Another Member stated that there was an increase in pedestrians since traffic had been taken out of the Junction and this encouraged pedestrians to informally cross the Junction using desire lines because there had been very little traffic.

Another Member indicated the Sub-Committee had to be careful as five options had been developed in consultation with TfL traffic modelling to identify what the best options were and expressed concern that Members were now trying to reformulate a sixth option which they were unsure the Sub-Committee was qualified for. The Member added that the Sub-Committee could renegotiate it through the Officer team, if it wished, to look at another option, but stated that it had to be mindful of the professional body of officers in attendance and was wary of looking at other options now.

A Member told the Sub-Committee that there was a valid point to be made that those who used the Bank Junction area of the City had changed their perception of it and one would notice if they observed the area that there were people everywhere during the day and it was literally a new space. The Member added there was a question about how we simplify it and the whole reason it would be brought to Committee proceedings was to get the opportunity to get the wisdom of the crowd which may provide different dimensions not previously considered. The Member stated there was a need to

mitigate potential implications and noted that the Order would occur anyway as the Court of Common Council had asked for the trial to take place, so some time for reflection seemed appropriate.

Another Member stated that opening the junction up both ways east-west would supplant a fair number of the current access via Princes Street and that was a turning movement the Sub-Committee did not want and suggested the Option B presented was actually safer, as well as being easier to explain. The Member added they would oppose the Motion.

The Chairman moved the meeting to a vote and asked the proposing Member to wrap-up.

The Member stated that the whole purpose of the Motion was that there was current movement already from Princes Street into Cornhill and the public and cyclists were aware of that movement. The Member added by just having Cornhill into Poultry, it introduced one more movement, not two, as Option B proposed two and the existing third one. They further added that by having the existing one and allowing all traffic and taxis to use that and a new route which was Cornhill to Poultry, that was two directions, not three which would actually reduce the impact on signal changes and the effect of increased traffic outwards. The Member stated they felt that was easier to communicate as Option B was two plus the existing one which made three and felt it would be more acceptable to TfL. The Member further added that Officers may not have thought of that approach and the point of Members taking decisions was to ensure they could scrutinise decisions.

The Town Clerk read out the Motion made by the Member.

Having fully debate the Motion, the Committee proceeded to vote on the Motion to Amend before them.

Votes were cast as follows: IN FAVOUR – 2 votes
OPPOSED – 7 votes
There were 0 abstentions.

The Motion, therefore, fell.

The Chairman brought the discussion back to the substantive item.

The Chairman asked Officers what the plans were for gathering good benchmarking data so the impact of the trial could be evaluated. Officers explained it would be part of the January report as the monitoring strategy would be attached to that and that would set out what Officers planned to monitor when the experiment proceeded and would outline what baselines would be set.

The Chairman queried when the experimental trial was likely to begin. Officers stated the purpose of the January report was largely to get feedback before the Court of Common Council elections and the rest of the work would continue so

a submission could be made to TfL for the traffic management approval. Officers added they had hoped to do that in March 2025, but felt that would slip due to difficulties on TfL's side. Officers stated they had hoped they could implement the experimental traffic order in late Spring, but until TfL had examined the programme on traffic modelling, an update could not be provided. The Chairman asked if the delay was related to IT issues at TfL. Officers confirmed it was.

A Member noted that ordinarily the Corporation would budget for the whole project and expressed concern that a significant amount of money was being spent to get to a point where the cost could be estimated and getting agreement on how to fund the implementation, this was not the way a project was supposed to be carried out.

The Member suggested approving the project subject to the total estimated cost being approved by the two other Committees that had to approve it. The Sub-Committee indicated agreement.

Officers stated they had enough budget to get to the point of implementing the scheme and were aware, depending on the decision of the Sub-Committee, how much was needed to deliver the monitoring once the scheme was in place and knew they initially did not have enough money to do that. Officers added that monitoring and other asks would inform how much it would cost to reach the conclusion of the trial scheme and, if Members approved the funding requested, Officers could estimate what would be required, the shortfall, and could take that to the officer review groups, RASC and P&R.

Officers stated it was a key decision being requested as it established the way forward with one version of a model of the junction and one set of criteria. Officers added that there would likely be a bid for the On Street Parking Reserve which is where the existing funding had come, and wanted to get that allocated sooner rather than later.

The Chairman queried when that allocation would occur. Officers indicated it would be around the next bidding round potentially before the end of the year and would need to double-check the timelines as it may not be something that could be agreed in January before the Court of Common Council elections. Officers suggested they would look to see if there was an approval process that could be done in lieu of that so the funding could be allocated.

A Member indicated they were happy to agree the recommendations and support Option B, subject to the funding being put in place to ensure that it could be delivered as they did not want to spend more to find out the OSPR had all been spent. Officers indicated it could be validated in the January report. The Committee indicated agreement with ensuring the funding was put into place to ensure that the ETO could be delivered.

A Member asked if the monitoring would include ensuring that taxis were not using Princes Street as they were not meant to and was a service access only route from Cornhill. Officers explained taxis could legitimately use Princes

Street to access Cornhill if they wished to and added that the monitoring would do traffic counts on all arms of the junction which would enable Officers to see if usage had increased or decreased.

Another Member suggested they were happy to leave Bank Junction as it was as they did not want to put taxis through at all and indicated they wished to vote for the option that brought about the least amount of change. The Chairman stated he believed it was Option B.

A question was raised by a Member as to what other projects would have to be shelved to cover the funding for the ETO as a lot of money had been spent on Bank Junction to date and there were a number of streets that required safety measures being put into place. Officers indicated that the OSPR was still in surplus and explained the point of having the chief officer review group, RASC and P&R processes. Officers added they would review it, but were equally respectful of the Court decision and needed to offer something that was a full well-rounded view of what the project intended to measure and experiment on. Officers further added the project was the highest priority not currently funded.

The Member also queried whether there were any other options for funding RASC could find rather than using the On-Street Parking Reserve. Officers stated that there were limited funds available to look at other options, but there was a considerable allocation already from the On-Street Parking account and from the Community Infrastructure Levy (CIL) which were two of the primary routes for funding for Vision Zero.

The Member suggested a report could be written for the Sub-Committee highlighting outstanding safety projects which needed to be funded and could not be funded from the OSPR so alternative funding could be sought. Officers stated it would be worth spending committees understanding what portfolio of projects they were responsible for and noted there was a project governance review of projects and how they were reported to ensure Committees had a broader sense of what commitments they had and what they might wish to with available funding. Officers suggested there was a need for a report which summarised the projects being delivered and, when the project governance review had concluded, a conversation could be had with the Chairman and Deputy Chairman about what reports could be brought to the Sub-Committee so a broader understanding of funding commitments was provided.

A Member suggested there was another option where the Sub-Committee could send a message to the Court outlining that it did not support any of the options and taxis should not be going through Bank Junction.

The Member asked whether taxis were being prevented from coming from Princes Street into Cornhill unless they were dropping off a passenger and indicated there was no reason for that not to continue if it was not being enforced. The Member also added that anyone who believed the amount of taxi movements would change needed to think again as there were well-established patterns of behaviour.

The Member also stated they understood that the Planning & Transportation Committee (P&T) had delegated powers to the Streets and Walkways Sub-Committee rather than it being a pure spending Committee and suggested it would be helpful to understand that further. Officers stated they were personally referring to it as a spending committee and potentially needed guidance from the Town Clerks and the Chamberlain's Department. The Officer added that the Sub-Committee did make decisions, and their minutes were reviewed by P&T. The Town Clerk clarified that the Sub-Committee approved its own minutes, and the minutes went to P&T for noting. The Town Clerk also indicated they would come back with a response.

The Chairman suggested that the number of left turns that taxis made would potentially drop once the experiment went ahead as there would be a route west through Bank Junction and if taxis were taking the left turn to go east for non-servicing reasons, they might find the new option more convenient.

RESOLVED – That, Members agreed:

1. That Option B is approved to be taken forward to the next stage of traffic modelling, subject to the cost total estimated cost being approved by the Resource Allocation Sub-Committee and Policy and Resources Committee. This option would allow taxis to enter and exit Bank Junction via Cornhill and Poultry only, during the restricted hours of Monday to Friday 7am to 7pm.
2. Subject to further agreement with TfL, that the four broad key success criteria of Taxi Availability, Safety, Pedestrian Wait times and Bus journey times, as set out in Paragraphs 32-44, are agreed.
3. Note the other areas proposed to be included in the monitoring strategy in paragraphs 45-49.
4. Note the total estimated cost of the project (to reintroduce taxis to Bank junction through an experimental traffic order) is £760k-860k (excluding risk);
5. That a Costed Risk Provision of £150k is retained for this gateway (to be drawn down via delegation to Chief Officer).
6. Note that the total Project Budget (all phases) currently sits at £7.3M (including risk.)

Deputy Marianne Fredericks asked for it to be formally noted that she voted against the recommendations.

5. **LEADENHALL STREET IMPROVEMENTS – CITY CLUSTER VISION PROGRAMME**

The Sub-Committee received a Gateway 3: Outline Options Appraisal report sought in relation to improvements on Leadenhall Street to enhance the experience of walking, wheeling and cycling. The project also sought to include pavement widening, new and improved crossings, public realm enhancements, greening and seating.

A Member commented it was a fantastic scheme and was exactly what was needed.

Another Member stated he did not disagree but questioned how Members could add value to the project and asked Officers to provide some more detail on metrics of success. Officers explained that one success metric in relation to the scheme was improved pedestrian comfort levels and Officers would also undertake a further Healthy Streets check to measure against what was currently shown. Officers added an accessibility check would also be carried out at the end to ensure that what had been implemented matched what was intended.

The Member queried how the success would be measured, particularly in relation to increase safety due to the change of road layout. Officers stated that the current situation had been measured with a score, and a score would be provided at the end of the process which would be brought back to Sub-Committee. In relation to road safety, Officers noted they would undertake a multistage road safety audit before constructions of different options and eventually the final option. Officers told the Sub-Committee that there would be a road safety audit three at the end of the scheme to check whether anything had transpired that was not expected.

Another Member sought assurance that the project was able to deal with overheating and climate change extremes given the amount of people who would be working in the area and the heating effect of the buildings and stated it was important there was street level and greening.

A Member sought to understand the communication strategies in place to ensure stakeholders were kept informed throughout the project. Officers told the Sub-Committee that was an existing programme board which dealt with high-level stakeholders and the plan, when public consultation started, was to send a leaflet out to a massive area to try to engage people and that exercise would be repeated with different letters and communications to try to get as much engagement as possible. Officers added they would keep updating the website and should stakeholders miss the consultation, they could speak to Officers directly.

The Sub-Committee was told by another Member that the project would be a huge addition to Destination City and, from a Culture, Heritage and Libraries point of view, it would be wonderful for those coming into the City.

RESOLVED – That, Members:

1. Approved an additional budget of £295,000 to reach the next Gateway funded from S106 budgets as detailed in Appendix 2;
2. Noted the revised project budget of £686,000 (excluding risk);
3. Approved the principles of the highway and public realm design and the proposed way forward detailed in this report to further develop this;
4. Approved a Public Consultation and Engagement exercise be undertaken based on the design and principles set out in section 4,

paragraph 4 of this report, and for the final detail of this to be agreed with the Director of City Operations;

5. Agreed the reporting approach as detailed in section 5, paragraph 12 of this report, including the proposal to combine the Gateway 4 and 5 reports; and
6. Noted the project's total estimated cost range of £8m- £9.5m (inclusive of costed risk and any maintenance sums) and the funding strategy in Appendix 2.

6. LLOYDS AVENUE IMPROVEMENTS (COOL STREETS AND GREENING PROGRAMME AND CITY CLUSTER PROGRAMME)

The Sub-Committee received a Gateway 4 Detailed Design report on a project which sought to deliver the addition of greening and the incorporation of sustainable drainage whilst providing more seatings in the public realm. The project also sought the introduction of a series of rain gardens at the north and south ends of Lloyds Avenue, with associated pavement widening, the introduction of seating adjacent to the new planting to provide space for people to rest, and the relocation of payment parking bays, e-scooter & cycle hire bay and motorcycle bay to provide space to enable the introduction of the scheme.

A Member enquired into whether there was a projected timeline for the project. Officers explained it was part of the Cool Streets and Greening Programme, and some local consultation was currently underway which was almost complete. Officers added they would then develop the detailed design and aimed to build it in mid-to-late 2025, subject to the advertisement of traffic orders which was needed to move the parking around.

The Member asked whether their assumption was correct that it would be an 18-month project in relation to the construction. Officers stated that the construction would be relatively quick as they were only looking at the north and south ends of the street and believe it could be condensed into around four or five months.

Another Member asked if there was provision for water fountains as part of the project given the Migration Museum would attract a lot of visitors and wanting people to be plastic free. Officers told the Sub-Committee they had not looking at it for Lloyds Avenue, but it could be looked at for Leadenhall and Aldgate as there was more space.

RESOLVED – That, Members:

1. Approved the development of the design of the project as described in this report to reach the next gateway.
2. Approved the budget of £60,000 (staff costs and fees) for the project to reach the next gateway, funded from the Section 106 agreement for the 40 Leadenhall Street development and the Cool Streets and Greening Programme (OSPR).
3. Noted the total estimated total cost of the project at £500K-670K (excluding risk).

4. Approved the Risk Register in Appendix 5; and delegate approval of any future costed risk provision and its drawdown to the Director of City Operations should this be required at Gateway 5.
5. Agreed to undertake the process to prepare the traffic orders to relocate payment, motorcycle, e-scooters, and cycle hire parking in the area in advance of Gateway 5 stage.
6. Noted that the making of the necessary traffic orders, subject to no objections, or the resolution and consideration of any objections arising from the statutory processes, is delegated to the Director of City Operations under the Scheme of Delegation.

7. 2 ALDERMANBURY SQUARE

The Sub-Committee received a Gateway 4: Detailed Options Appraisal report which sought to deliver changes to the public highway in the vicinity of the development at 2 Aldermanbury Square, also known as City Place House, through a Section 278 agreement that was fully funded by the developer.

A Member queried whether the roundabout would be taken away. Officers stated the intention was to slightly reconfigure it so it would become a more formal junction.

RESOLVED – That, Members:

1. Authorised officers to progress with detailed designs for the recommended Option 2 outlined below to be fully funded by Section 278 agreement with the developer of 2 Aldermanbury Square and undertake relevant consultations, including Traffic Management Orders if necessary.
2. Authorised officers to invoice the developer for additional staff costs, as outlined Table 1 in section 3 below, required to progress the project to the next Gateway (Authority to Start Works).
3. Noted the total estimated cost of the project at £926,023 based on option 2 (excluding risk).
4. Noted that, as per the Projects Procedure and subject to approval of the recommended Option 2, and scope and costs remaining within the parameters agreed in this report, the approval of Gateway 5 report will be delegated to Director City Operations.
5. Approved the Risk Register in Appendix 6; and delegate approval of any future costed risk provision and its drawdown to Executive Director Environment should this be required at Gateway 5.
6. Delegated to the Director City Operations, in consultation with the Chamberlain, authority to further increase or amend the project budgets in future (above the level of existing delegated authority) provided any increase is fully funded by the developer, and the scope and timelines of the project remain unchanged.

8. CLIMATE ACTION STRATEGY, COOL STREETS AND GREENING PROGRAMME – PHASE 3 CITY GREENING AND BIODIVERSITY (FANN STREET AND ST PETER WESTCHEAP)

The Sub-Committee received a Gateway 4: Detailed Design report which sought approval to progress to Gateway 5 following detailed designs for the relandscaping of Fann Street (west) and St Peter Westcheap churchyard having been prepared.

The Deputy Chairman indicated they had concerns about the £10m of investment for Golden Lane Recreation Centre and noted the sports board was not enthusiastic because the access was terrible, and it was not obvious that it was a public space. The Member added that there was one tiny red pedestrian desire line in the report, and all the other lines did not give access to the Recreation Centre and stated that the desire lines, which reflected the reality of the day, would be irrelevant following the £10m spend on the Recreation Centre. The Member told the Sub-Committee that a rethink was now needed as the £10m spend would change everything, had make the desire lines shown in the report obsolete, and there would likely be visitors who would walk past the garden and needed to know where to go to find the Recreation Centre.

A Member expressed disagreement and stated it was undoubtedly true that the Sub-Committee wanted visitors to understand how to get into the leisure centre and Officers had said that signage to ensure that people could find it would be part of the plan. The Member added that the park was wholly separate from the Recreation Centre which would continue to be used by people in the way it currently was and did not feel the scheme needed a complete redesign, but needed a very clear focus on ensure that visitors understood where the entrance was.

Another Member wanted to ensure that residents were happy with the project. They also asked what consultation had taken place and whether the Golden Lane Association had been consulted. The Member indicated they agreed on the need for signposting people to the Leisure Centre in order to limit anti-social behaviour (ASB) and anything that could be done to direct people to the Leisure Centre would be helpful. Officers indicated they had taken up three residents consultations beginning in Spring 2022, with the final consultation taking place in July 2023 where the final design was presented by the landscape architect. Officers added they had reviewed a lot of the concerns raised in relation to ASB and the security of the estate throughout the consultation and suggested the general feeling from residents was that creating greening in that area of the public highway did create a natural barrier and reduced the ongoing ASB with the existing seating and blocks. Officers further added that potentially, through the design process, the project would address the issues and told the Sub-Committee that they would be going back to consultation for comments at the final gateway process as they had wanted to co-design the project with residents rather than providing them with an option that they may not wish to take forward. Officers also told the Sub-Committee there were representatives from the wider community involved in the consultation, as well as those from the Golden Lane Estate.

The Chairman asked whether the design would get the go-ahead as presented if approved or whether there was scope to adjust it to improve the ability of

people to navigate and get to the sports centre. Officers confirmed they could make adjustments to the design as it was a Gateway 4 report before the Sub-Committee and the detail had not yet been finalised.

It was noted by a Member that there was an existing project which concerned the lighting in the area and queried whether that project was coordinated with the proposed project. Officers indicated it was and told the Sub-Committee that the lighting project sat with Housing. Officers added that they had consulted with Housing and would consult with the City Surveyors' team, the City of London Police, looking at security and safety, should approval be granted.

Another Member indicated they did not believe the scheme made any difference as to whether the Leisure Centre was more or less visible unless a big sign was erected and noted the Leisure Centre was accessible down a ramp, underground and around the corner. The Member added that they could not see residents objecting to that as they preferred that it was a leisure centre more for Golden Lane's use than for the whole city, which was what it was supposed to be. The Chairman considered whether a name change for the sports centre would make a difference as Golden Lane Leisure Centre potentially gave the wrong impression.

The Deputy Chairman highlighted the desire lines and stated none of the lines were going from the public street on Fann Street to the Golden Lane Recreation Centre and they were on the wrong level. He added there was only one line which was going in the right direction and the blue and green lines would take visitors the wrong way. Officers indicated the desire lines outlined how people currently moved through the space, and it did not show a desire line down the ramp as that was not part of what the exercise was looking to do. They added that all the movements shown in the report with the red lines would still be possible with the design as one would walk along Fann Street along the edge of the new planted area which would take one to the top of the ramp before the turn down to the leisure centre.

A Member queried if there had been a study with regard to how long the leisure centre would continue as there had been historic problems as it had needed to go out to tender multiple times and the swimming pool was a problem.

An Officer told the Sub-Committee that everyone appreciated it was an area that needed enhancing and the funding provision, specifically from the Cool Streets and Greening Programme, and the community feedback had indicated it needed to be made better. Officers added that they did accept something else had happened that may change aspects of the project, and indicated if they would facilitate the other project to help people navigate to the leisure centre, the project was still a Gateway 4 and there would be an opportunity for signposting. However, they added that the Cool Streets and Greening Programme monies were time dependent, and it had to be spent or it would expire and an alternative way of funding would have to be sought and, they therefore, encouraged Members to approve the report, and would work with Community and Children's Services to see if this project would assist navigation to the leisure centre.

RESOLVED – That, Members:

1. Approved the budget adjustment/increase as per the Table 2 in Appendix 4 in order to fund the staff costs and fees required to reach the next gateway. (£31,000 proposed for Fann Street and £45,000 proposed for St Peters) see table 2.
2. Approved the design of the projects as set out in this report.
3. Approved the funding strategy for Fann Street as set out in Table 4 in Appendix 4 and note the estimated project cost post Gateway 5 (excluding risk) is £150,000 - £230,000.
4. Approved the funding strategy for St Peter Westcheap as set out in Table 4 in Appendix 4 and note the estimated project cost post Gateway 5 (excluding risk) is £180,000 - £350,000.
5. Approved the Risk Registers in Appendix 2; and delegate approval of any future costed risk provision and its drawdown to Executive Director Environment should this be required at Gateway 5.
6. Granted authority to City officers to enter into regulatory agreements with the Diocese of London and the Rector of St Vedast to carry out works on church land. In keeping with the various statutory powers in place for agreement between the Diocese of London and the City of London; to grant care management and maintenance to the City Corporation of a schedule of churchyard and disused burial sites throughout the City.

9. TRANSFORMING FLEET STREET - (FLEET STREET AREA PROGRAMME)

The Sub-Committee received a Gateway 2: Project Proposal report which proposed that the Transforming Fleet Street project would deliver change along the length of Fleet Street, with a focus on improving the experience for people walking, wheeling, cycling and spending time on the street. To enable this, changes to traffic movements would be necessary to allow for wider pavements, crossing improvements and public realm improvements.

A Member requested that performance metrics, potential risk, potential cost overruns and community engagement be included in reports.

Another Member drew attention to Ludgate Circus and suggested it would be difficult to deliver the transformational effect for cycling and pedestrians. The Member added there was an opportunity there to calm traffic to prevent speeding over the junction and, whilst it was outside the City's remit, discussions were needed with TfL to ensure change was delivered to realise the safety benefit.

The Chairman indicated that the BID had produced a number of proposals for Ludgate Circus that he felt were too ambitious to be practical and stated that the proposed project gave the opportunity to Members to make much needed progress. He further added that this was the highest priority public realm project in the area and most of the major building programmes on Fleet Street would be completed in two years, including Salisbury Square and the Telegraph building, and stated there was currently a pit lane in front of Salisbury Court that

presented a good argument for not needing a bus lane which would allow the widening of the pavements.

A Member suggested asking TfL to work with the City and identify what would make Fleet Street safe so future ideas could be built-in.

RESOLVED – That, Members:

1. Approved the initiation of the Transforming Fleet Street project as part of the Fleet Street Area Programme;
2. Approved the budget of £565,285 (staff costs and fees) for the project to reach the next Gateway, funded from City CIL funding that has been approved for this project;
3. Noted the total estimated cost of the project at £9.5m – 10.5m (excluding risk).

10. **HOLBORN VIADUCT LIGHTING IMPROVEMENTS**

The Sub-Committee received a Gateway 2: Project Proposal report. The project sought to develop and deliver an architectural lighting scheme to celebrate the heritage of the Grade II Listed Holborn Viaduct, whilst enhancing the environment for people walking and wheeling along Farringdon Street.

A Member sought clarity as to whether the City had been asked to put together a proposal so a stakeholder could figure out how to fund it. Officers confirmed that was the case, the Fleet Street Quarter BID had identified it as a priority and their board had committed funding to the project. Officers added that they were at a very early stage of trying to work out the feasibility of the project and informed Members that as it is a listed structure and TfL road, TfL lighting and Historic England would be interested. Officers confirmed that planning permission was needed.

RESOLVED – That, Members:

1. Approved the initiation of this project.
2. Approved the budget of £20,000 (staff costs) for the project to reach the next Gateway 3/4, funded from S106 receipts allocated to the Fleet Street Area Programme.
3. Noted the total estimated cost of the project at £150,000- £300,000 (excluding risk) which is expected to be paid for by external funds.

11. ***ACCESSIBLE STREETS UPDATE**

The Committee received a report that provided an update on actions to improve accessibility for people walking and wheeling.

RESOLVED – That, Members:

- Noted the report.

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

The Committee received a report which highlighted that 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.

RESOLVED – That, Members:

- Noted the report.

13. ***OUTSTANDING REFERENCES**

Monument and London Bridge

The Chairman sought an update on the bus stop at London Bridge. Officers indicated they had spoken to TfL, in regard to a suggestion that the bus stop be moved further north to address a pinch point, who had confirmed it would not be possible to relocate the bus stop as there was guard railing along that area to protect the bridge structure which could not be removed and, with that railing in place, the bus stop could not be moved and be fully accessible. Officers confirmed that TfL was looking to make some improvements to the existing bus stop.

Parapet repairs

Officers informed the Sub-Committee they had spoken with TfL who had confirmed that the parapet repairs were a priority project for them and had submitted a funding bid which, if they were successful, would allow them to complete the detailed design for the works, as well as the other works required for delivery. Officers added it was complicated to deliver as it included two parts of the TfL road network and hoped that they would have received confirmation by the next meeting as to whether TfL had been successful in securing that funding. The Chairman queried whether it would ease congestion at the bus stop on London Bridge. Officers confirmed it would.

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

The Sub-Committee received a report which advised Members of action taken by the Town Clerk in consultation with the Chairman and Deputy Chairman in accordance with Standing Order No. 41(b).

RESOLVED – That, Members:

- Noted the report.

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

A Member read a question to the Sub-Committee and noted there were two rough sleeping encampments which had become established in the City at Castle Baynard/Queen Victoria Street Pedestrian subway and Baynard House; and Peninsular House high level walkway above Lower Thames Street. The Member added that The Corporation quite correctly had taken a compassion first approach to rough sleepers working to find suitable accommodation with the aim of setting each person on a journey to a better life. However, it had become clear that the encampments gave the impression of an established community around which rough sleepers gathered and found a longer-term home. As each person was found accommodation their place appeared to be taken by another. This was an issue because such communities were demonstrably not safe for rough sleepers and is a cause of distress for members of the public who live and work near to them. The Member asked what steps could the Streets and Walkways Sub-Committee suggest to prevent the establishment of encampments and help to reduce the speed at which the place of each person successfully moved into accommodation was taken by a new entry to the encampment. The Member added that to avoid misunderstanding, the Corporation's commitment to the welfare of every person sleeping on the streets remained paramount.

The Chairman asked if the Member was looking at measures to discourage rough sleepers. The Member indicated that is why they had worded their question the way they had and sought the wisdom of the Sub-Committee and Officers. The Member stated he had been working behind the scenes on a paper on encampments and it was clear that the only way to address the issue was to have the involvement of the Planning and Transportation, particularly Streets and Walkways, and the Port Heath and Environment Committees as it had to be a multi-agency response. Officers indicated that the Environment Department was very heavily involved in the Safer City Partnership which was the multi-agency group taking a lead on the question of encampments and rough sleeping. They noted that the response was being led by Community and Children's Services and Environment Department Officers were supportive of them in seeking a multi-agency approach. Officers added they had identified that the City had not had a significant problem in this way, but had individual problems of rough sleeping and the two encampments that were now fairly well established had caused problems for the local community. Officers further noted that the Corporation needed to be seen to be thinking about how to keep people safe. Officers confirmed that, as a Sub-Committee, it was not an issue that Officers have had too many direct dealings with and noted that designing out rough sleeping had been a consideration on some schemes, but not a major one as there had been no need to respond to a major issue. Officers indicated they were more connected to the issue from the Port Heath & Environment Committee side of the issue in relation to cleansing, but Officers saw themselves as part of a multi-agency solution and not necessarily leaders in it. Officers indicated they were happy to be party to discussions in terms of public realm design under the umbrella of the Safer City Partnership but, at the moment, did not see anything that had been brought forward to brief the Sub-Committee on, but would if something arrived. Officers further told the Sub-Committee that there was a report expected to go to the Community and Children's Services Committee, the Homeless and Rough-Sleeping Committee,

the Police Authority Board and, potentially, the Port Heath and Environment Committee. Officers indicated they were very aware of the responsibilities of the department the remit of the Sub-Committee and if it needed to be involved.

The Member noted that neighbouring authorities had been reviewing the design of their built environment and stated, while he was intolerant of rough sleeping, was completely passionate about those who found themselves in that predicament and a collaborate approach was needed to address it. He added that the principle of better by design was something worth looking at.

At this point, the Chairman sought approval from the Committee to continue the meeting beyond two hours from the appointed time for the start of the meeting, in accordance with Standing Order 40, and this was agreed.

Another Member stated the practice of street cleansing, washing down and waking up rough sleepers and moving them on under Operation Poncho was an awful way to deal with the problem and indicated it was a nationwide issue which was only going to be solved by making more accommodation available. The Member added it was helpful to know where they currently were in relation to the camp and suggested posting a park guard to ensure they were safe. She also added that it was a shame that policy toward rough sleepers since Covid had been reversed and stated she did not want to go back to the days of Operation Poncho.

A Member queried whether other Members had received an email from the National Federation of the Blind who were showing a film named 'Buses Are Our Lifeline', which outlined the importance of buses to people with sight impairments, with a Q&A session and noted it was taking place at Portcullis House. The Member added concerns had been raised by the NFB about bus stops in the middle of the roads on floating islands and suggested that Members should go to the event on 3rd December as it would assist with decision making.

A Member raised a question in regard to the Eastern City BID public realm document and suggested it would be helpful to have a report which considered how their ideas fit in with the Streets & Walkways Sub-Committee's work.

The issue of servicing was also raised by a Member as the Corporation previously had a strict policy on not allowing street servicing and sought assurance that when applicants were having their pre-application meetings, transport and public realm Officers were fully engaged with the applicants as it was difficult to change designs further down the line. The Member also expressed concern as there was an application in their ward which had workable servicing on site and the proposal was to change that which would be problematic and cause bottlenecks. The Member stated that the development servicing should have no impact on the surrounding area and should be contained within the building. The Member asked what policy there was with regard to servicing being on site rather than on the streets, and at what point transport and public realm officers were engaged with planning applications. The Chairman asked why transport officers tended not to be in attendance at

meetings of the Planning Applications Sub-Committee. Officers explained that the planning team engaged with transport officers as part of the pre-application process, but it was ultimately the transport planners in the planning team who built the feedback into the approvals. The Chairman stated he believed that the policy was to require servicing within buildings and, but there were exceptions normally if there was an attempt to reuse an existing building. The Member stated that there were buildings where servicing was taking place, but when redesigns occurred, it was an issue not thought about by developers and noted in their ward that one vehicle pulling up for servicing would cause gridlocks. The Member stated that as more tall buildings were erected, the City needed to make sure that streets were clear for pedestrians and everything else that needed to be accommodated on the streets, including e-bikes. The Chairman indicated he agreed.

16. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

Floating bus stops

The Chairman raised the issue of floating bus stops as there were concerns, noted that there had been accidents with pedestrians and queried what the Officer view was on the safety of the bus stops. The Chairman added that more had been planned in the City at Greyfriars Square and Aldgate to Blackfriars cycleway and stated he accepted that little could be done about TfL installed stops. Officers told the Sub-Committee they acknowledged that there were some people who rode bikes and did not behave appropriately, as with all street-users, and did not comply with the zebra crossings which for a floating bus stop met the design guidance. Officers added they felt some of the issues stemmed from people not understanding they were zebra crossings as they did not have the beacons that a crossing on the carriageway would which was part of the reasons why TfL had recently completed a review that looked at bus stop bypasses and the behaviour around them. Officers stated that TfL wanted to launch an educational campaign to make people aware of how to behave at bus stop bypasses and Officers indicated they would support that when it launched through communication channels. Officers added they were working with the City of London Police more generally to try to address dangerous behaviour with cycling and noted that the Police had done quite a lot of work around that as well.

Officers indicated there was a question around behaviour, which would be tackled through communications, enforcement, and engagement as appropriate by TfL, the City of London Police and the Metropolitan Police outside the City. As for the question of design, Officers informed the Sub-Committee that schemes had been approved at St. Paul's Gyratory and the Aldgate to Blackfriars Cycleway that had floating bus stops, and all were designed in compliance with TfL's guidance and guidance from the Department for Transport. Officers added that they included zebra crossings and were raised as well.

A Member queried whether TfL had statistics available on floating bus stops on whether they were a real source of accidents. Officers indicated they did and was happy to circulate the report to Members. Officers added the report found

there was a perception of them not being safe and noted there had been six collisions over the time period examined, several of which had not been at the formal crossing point and there were low levels of conflict between pedestrians crossing and people cycling. Officers also stated that TfL had also reviewed all their existing bus stop bypasses as some were not necessarily compliant with current guidelines and needed to be upgraded.

It was stated by a Member that the Sub-Committee needed to be doing its utmost to not create more of the floating bus stops. The Chairman voiced agreement and asked Officers to review Greyfriars Square. Officers indicated they could, but would cause a delay to the project if it was decided to make changes to that and approvals would need to be resubmitted to TfL. Officers indicated that it would be coming to Sub-Committee in February for the Gateway 5 stage.

Another Member advocated a need for a safety-by-design approach and indicated there had been problems with the floating bus stop on New Bridge Street as they had previously had to escort people to the bus stop. The Member added that the City should be accessible, equal, and pedestrians should be able to get around with a sense of independence. She further stated that while it would be harder to tackle TfL's floating stops, the City of London should review any of their proposals including them before they became a problem.

It was stated by a Member that the point of the point of the floating bus stops was to keep cycles away from the traffic and give them a physical barrier on places like New Bridge Street and suggested there would be accidents if there was no physical barrier. Another Member indicated measures had been taken to raise pavements and narrow the carriageways and cyclists should be able to cycle safely with traffic at that speed and, therefore, design bus stops which were not floating in the middle of the road.

Officers told the Sub-Committee that the transport strategy set out to create a safe and accessible cycle network and the vast majority of that network in the City would be people cycling in the carriageway with traffic on the streets that have lower traffic levels. Officers added there was also the 20mph speed limit, and there were some streets where traffic levels were unlikely to ever meet the standards for safe cycling and noted that there were people who used cycles as mobility aids. Officers indicated they were only looking to install floating bus stops where they felt it was absolutely necessary and cycleways such as Leadenhall would only have the carriageways narrowed. Officer suggested it would be best to bring something back to the Sub-Committee in relation to the proposals already in the pipeline, look at the data that TfL had on those bus stops within the Square Mile, and across London, and Officers were following the nationally approved DfT guidance which had consulted various groups. Officers further added at every stage they engaged with disability groups to understand their concerns and understood Member's concerns.

Fleet Street Crossing

A Member raised concerns regarding the removal of the crossing between Ludgate Circus and Felter Lane as there was nowhere to safely cross the road. She had noted her husband had complained to TfL who indicated it was an issue for the City of London. The Chairman added there was a pit lane set to be installed in relation to 65 Fleet Street to facilitate the redevelopment of that building which was at the site of the crossing. The Chairman stated he understood that Fleet Street was a TfL road and wanted to understand the process for the crossing's removal as it was a major desire line across that area of Fleet Street. Officers informed the Sub-Committee that the pedestrian control traffic signal was TfL's infrastructure, TfL's bus stop was part of the process, and Fleet Street was part of TfL's Strategic Road Network, so while it was not a red route, they did have strategic oversight and added it was the same principle why TfL's approval was needed to change Bank Junction. Officers added that the removal of the crossing was to allow for the pit lane for the building site which was agreed could be put in following the Lord Mayor's Show. Officers further noted that TfL's stance was that the crossing point of Felter Lane was close enough to that crossing and was suitable enough to utilised pedestrian movements in the area. Officers confirmed that the pit lane was now being deployed, the crossing decommissioned and were in conversations with TfL Buses as there was a bus stop to the west of Bouverie Street which needed to be slightly moved to allow for a pedestrian refuge that would allow pedestrian movement across the space. Officers further added they were not impressed with the building site moving as fast they did to remove the controlled crossing.

The Chairman asked when the pedestrian refuge would be installed. Officers indicated they were awaiting confirmation from TfL that the bus stop could be moved up the road so the work could be carried out.

17. **EXCLUSION OF THE PUBLIC**

RESOLVED - That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act as follows:-

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

The Sub-Committee received a non-public appendix in relation to Item 12 of the Agenda Pack.

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

No non-public questions were raised relating to the work of the Sub-Committee.

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

No other business was raised that the Chairman considered urgent which the Sub-Committee agreed should be considered whilst the public were excluded.

The meeting ended at 4.13 pm

Chairman

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