



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, 6 MAY 2025

Time: 9.00 am

Venue: OLD LIBRARY - GUILDHALL

11. ***QUARTERLY PUBLIC LIFT & ESCALATOR REPORT – JANUARY TO MARCH 2025**

Report of the City Surveyor.

For Information
(Pages 3 - 8)

12. ***STREETS AND WALKWAYS SUB-COMMITTEE DRAFT MINUTES**

To note the Draft Minutes of the Streets and Walkways Sub-Committee Meeting held on 04 February 2025

For Information
(Pages 9 - 24)

13. ***REPORT OF ACTION TAKEN**

Report of the Town Clerk.

For Information
(Pages 25 - 28)

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City of London Corporation Committee Report

Committee(s): Planning and Transportation Committee – For Information	Dated: 06/05/2025
Subject: Quarterly Public Lift & Escalator Report – January to March 2025	Public report: For Information
This proposal: <ul style="list-style-type: none"> delivers Corporate Plan 2024-29 outcomes 	Providing Excellent Services Flourishing Public Spaces
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:	City Surveyor
Report author:	Matt Baker, Assistant Director – Head of Facilities Management

Summary

This report outlines the availability and performance of publicly accessible lifts and escalators monitored and maintained by City Surveyor’s, in the reporting period 1 January 2024 to 31 March 2025.

In this reporting period, publicly accessible lifts and escalators were available for **88%** of the time.

Recommendation(s)

Members are asked to:

- Note the report.

Main Report

1. There are 16 public lifts/escalators in the City of London portfolio, which are monitored and maintained by City Surveyor's. A location map is provided as an annex to this document. Table 1.0 provides a breakdown of availability during the reporting period of 1 January 2025 to 31 March 2025.

Table 1.0

Asset Reference	Name	Quarterly
SC6459244	Glass South Tower	n/a
SC6458967	Little Britain	100%
SC6458963	Tower Place Scenic Lift	99%
SC6459146	Speed House Glass/Public Lift	99%
SC6462771	Blackfriars Bridge	99%
SC6458966	Atlantic House	99%
CL24	Duchess Walk Public Lift	97%
SC6458970	Wood Street Public Lift	97%
SC6458964	London Wall East	96%
SC6458965	London Wall West	95%
SC6458959	London Wall Up Escalator	92%
SC6458958	London Wall Down Escalator	92%
SC6458969	Pilgrim Street Lift	88%
SC6458968	Moor House	87%
SC6462850	33 King William Street	79%
SC6458962	Tower Place Public Lift	30%

2. Tower Place Public Lift. Autodialler speaker fault, therefore the lift was removed from service for health and safety reasons. Faulty speaker was replaced but faults with phone line kept the lift out of service for a prolonged period. Issue resolved and back in service.
3. 33 King William Street. Downtime caused by phone line faults in February. Now resolved and back in service.
4. Moor House. Downtime due to damage caused during a lift entrapment. Repaired and back in service.
5. Pilgrim Street. Downtime a result of damage caused to doors, which required realignment following a lift entrapment. Repaired and back in service.

6. London Wall/Up Down Escalator. London Wall Up/Down Escalator. Damage caused by misuse/vandalism requiring specialist parts on order. Back in service following repair.
7. Glass South Tower. No issue with lift but due to asbestos removal work, access to the lift motor room was blocked which would prevent the rescue of any trapped passengers. As a result, the lift was taken out of service. Asbestos removal work complete and now back in service.
8. Table 3.0 categorises the causes of faults/outages in this quarterly reporting period. Please note that reported faults do not necessarily result in downtime.

Table 3.0

Category	No of call outs
External/Environmental factors	2
Equipment faults/failure	7
Planned Repairs	0
Resets following emergency button press or safety sensor activation	5
Damage/misuse/vandalism	2
Autodialler/Phone line faults	4
Total	20

9. There are currently no projects being conducted on public lifts or escalators.
10. The City's transportation team have surveyed locations for the provision of signage and wayfinding (related to public lifts/escalators) as part of the work being completed to update Legible London signage. Pricing is now being sourced to produce and install the signage.
11. The new managing agent (Colliers) at 125 Alban Gate, have been contacted on multiple occasions since the last committee meeting by City Surveyors' regarding the faulty escalators within their demise, which provide public access to the high walk. They have committed to providing a plan of action to rectify the escalators which will be shared when received.

Corporate & Strategic Implications

None

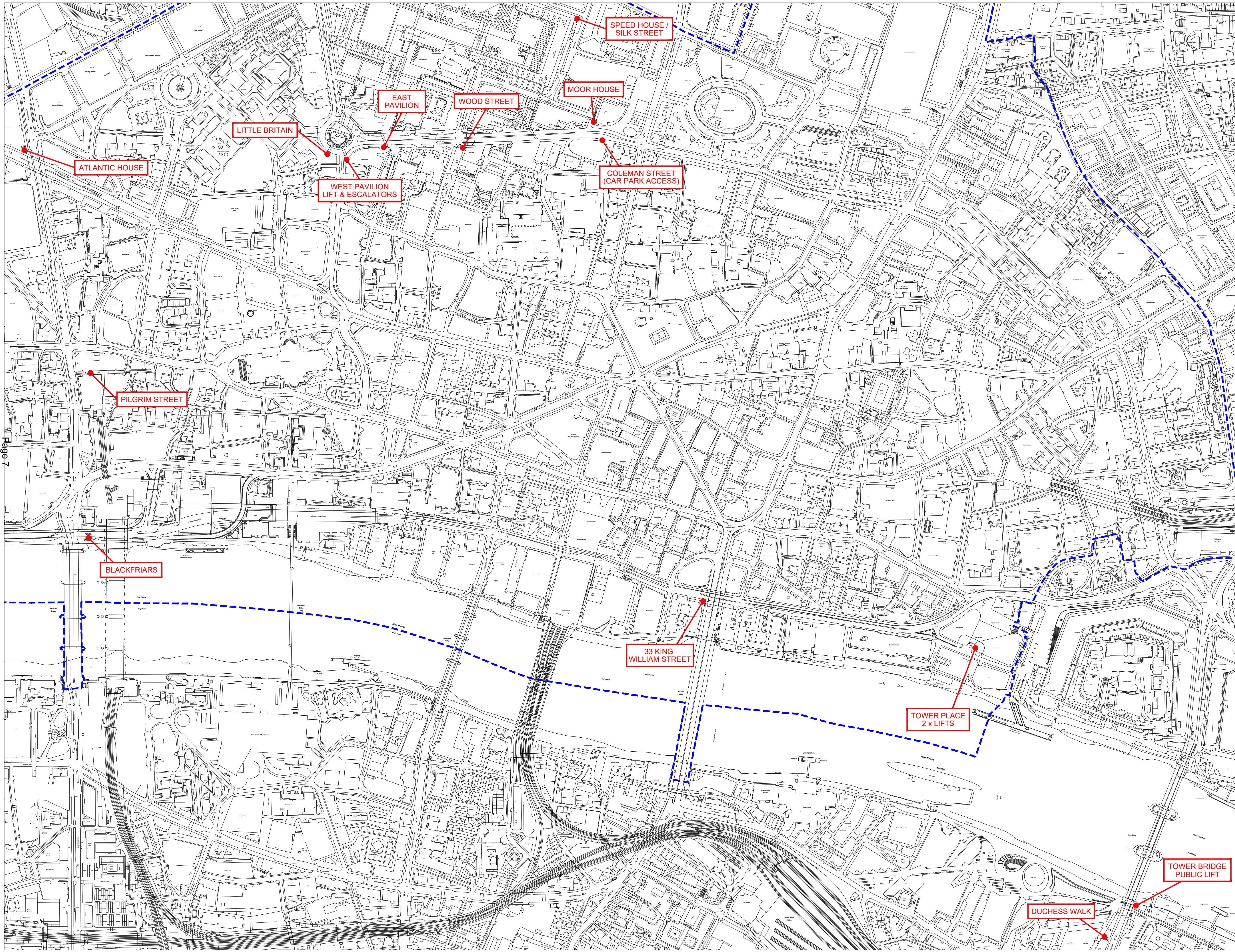
Appendices

- Appendix 1 – Public Lift & Escalator location map “1-C-40132 - City Map - Public Lifts - Rev E - A1 revised May 2022”

Matt Baker

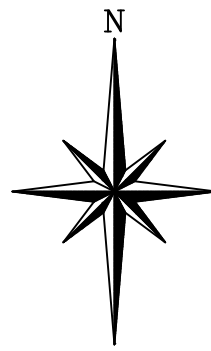
Assistant Director – Head of FM, City Surveyors

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Notes
Do not scale. All dimensions to be checked on site.
Errors to be reported to supervising officer.



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Rev	Drawn	Date
E	LIFT INFO UPDATED	S.B. 05/22
D	LIFT INFO UPDATED	S.J.C. 07/18
C	LIFT INFO UPDATED	S.B. 08/17
B	LIFT INFO UPDATED	D.M. 05/14
A	LIFT INFO UPDATED	S.B. 02/13



P.G.Wilkinson BSc MSc MRICS
City Surveyor

CITY SURVEYOR'S DEPARTMENT
Corporate Property Group:
Plans & Records Section

Project :	CITY OF LONDON
Drawing :	PUBLIC LIFT LOCATIONS

Scale at A1	NTS	Drawn by :	DRF
Des :	JJ	App :	
Date :	MAR 2011	Pro code	UPRN
Drawing No:	1-C-40132	(Formerly PLL\05\01)	
Revision	A	B	C

12/05/2022 15:38:10 Baynes, Scott H:\Projects\New Structure\CAD\Citymaps\All General Citymap Plans\Citymap Public Lifts - LU - Carparks Etc\1-C-40132 - City Map - Public Lifts - Rev D.dwg

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STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 4 February 2025

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Rooms - 2nd Floor West Wing, Guildhall on Tuesday, 4 February 2025 at 10.31 am.

Present

Members:

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

Officers:

Melanie Charalambous	- Environment Department
Gillian Howard	- Environment Department
Ian Hughes	- Environment Department
Bruce McVean	- Environment Department
Tom Noble	- Environment Department
Clarisse Tavin	- Environment Department
George Wright	- Environment Department
Polly Dunn	- Town Clerk's Department

1. APOLOGIES FOR ABSENCE

No apologies were received.

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

The Chairman made a declaration of non-pecuniary interests for items 7, 12, and 13. In relation to item 12, the Chairman noted he was a resident in the area.

The Deputy Chairman made a declaration of non-pecuniary interest for item 12 as he was a resident in the area.

3. MINUTES

RESOLVED – That, the public minutes of the previous meeting held on 19 November 2024 were agreed as an accurate record of the meeting.

Matters arising

A Member asked Officers what actions had been taken to respond to the correspondence that Members had received from the National Federation of the Blind UK (NFB) regarding floating bus stops. Officers responded that they would reply to the NFB to arrange a meeting with the committee once the new sub-committees had been elected in May.

Officers confirmed that the Sub-Committee's final decision on floating bus stops would not be made until it had meetings with the groups interested. The Member suggested that in the interim, Officers consider how existing floating bus stops in the City could be improved.

4. ST PAUL'S GYRATORY TRANSFORMATION PROJECT - PHASE 1 (NEW HIGHWAY LAYOUT)

The Sub-Committee considered a Gateway 5: Authority to start work report which sought Member approval to start construction work on the changes to the new highway layout as part of the St Paul's Gyratory transformation project.

With regard to the floating bus stops that were planned to be included in the project, a Member expressed concerns that Belisha beacons would not be effective in slowing down the cyclists.

The Deputy Chairman noted that the success of the City of London Police's Cycle Team could incentivise better behaviour from cyclists, particularly around floating bus stops. Another Member expressed concerns that cyclists might only behave in areas where the Cycle Team was patrolling, and it would not be a permanent fix for the situation. Another Member indicated that the dangers of the floating bus stops needed to be "designed out" as they posed too much of a risk for those with accessibility requirements.

A Member queried whether there was any best-practice, or other design options, for floating bus stops used around the world that could be implemented in this project. Officers noted that TfL had been working closely with the City Corporation, sharing their data and research around the performance of floating bus stops. They noted that this relationship offered the opportunity to feed TfL's findings into the wider schemes on the bus stops.

RESOLVED – That, Members:

1. Approved the General Arrangement designs shown in Appendix 4 of the report and authorise construction of the new highway layout.
2. Approved the £4,864,148 in additional budget for the highway layout.
3. Noted the revised project budget (excluding Greyfriars Square) of £9,433,770 (excluding risk).

4. Noted the total estimated cost of the project at £17.6 million (excluding risk).
5. Approved an additional Costed Risk Provision of £605,000., making a total costed risk of £885,000 (to be drawn down via delegation to Chief Officer).

5. PEDESTRIAN PRIORITY STREETS PROGRAMME – PHASE 1 – CHEAPSIDE

The Sub-Committee considered a Gateway 5: Authority to start work report which requested a decision on making the current experimental traffic order to allow taxis access through the bus gate permanent, and sought authority to start work on the new planters, seating, and greenery as part of the public realm enhancement measures enabled by the bus gate.

A Member sought clarity that the taxi access through the bus gate would only be restricted to licensed black cabs. This was confirmed by Officers.

The Member also expressed concern that proper consultation had not occurred as the consultation results show only 88 responses after being open for 456 days. Officers responded that they had changed their consultation approach since this consultation took place, and they should see much higher response rates for future consultations. Regarding the results of the consultation, Officers explained that it was only gauging opinions on taxis being allowed access through the bus gates and it was not about the overall project, of which the public had already been consulted on. Therefore, the public interest was relatively low.

A Member commented that there should be improvements to make the bus gate signage clearer and more visible, to make the restriction obvious to the public to avoid fines for accidental breaches.

Officers responded that as planned, the signs should be obvious to the public, but they would further examine how this could be improved. The Member also noted that when there were traffic diversions in place, it would need to be clear to the public that the junction would not be available.

RESOLVED – That, Members:

1. Approved making the experimental traffic order on Cheapside permanent to allow taxi access through the bus gate.
2. Authorised the Executive Director Environment to approve the final detailed design of the public realm enhancements.
3. Approved implementation of the construction works for the public realm scheme 4.
4. Approved the requested budget increase of £1.295 million, funded by the approved OSPR allocation.

5. Approved the commuted maintenance budget of £90,000 for the enhanced cleansing of the space and maintenance of the planting on Cheapside.
6. Authorised the Executive Director Environment, in consultation with the Chamberlain, to make any further adjustments (above existing authority within the project procedures) between elements of the budget.

6. MOORGATE CROSSRAIL STATION LINKS – ROPEMAKER STREET JUNCTION IMPROVEMENTS

The Sub-Committee considered a Gateway 5: Authority to start work report which sought Member approval to drawdown a further £1,273,121 to deliver the improvements to the Moorgate/Ropemaker Street junction.

RESOLVED – That, Members:

1. Approved the General Arrangement design, as set out in Appendix 3 of the report, and authorise construction.
2. Approved the virement of funds between the various phases of the MCSL programme as necessary.
3. Approved a budget of £1,198,701 (excluding risk) for phase 4 of MCSL to reach the next Gateway. This excludes the £439,327 already approved for developing the programme.
4. Approved a costed risk provision of £74,420 for this phase.
5. Authorised undertaking the statutory consultation on the Traffic Management Orders to facilitate the works and, subject to no or minor objections, for the Director of City Operations to make the Orders, as per normal delegation.

7. SALISBURY SQUARE DEVELOPMENT HIGHWAY AND PUBLIC REALM WORKS

The Sub-Committee considered a Gateway 3: Options Appraisal report of the Executive Director, Environment which sought Members decision on the recommended option for the Salisbury Square Development Highway and Public Realm Works project.

RESOLVED – That, Members:

1. Approved the recommended option of delivering the highways and public realm work enhancement scheme detailed by the Environment Department, as set out in the Options Appraisal Matrix of the report, to reach the next gateway.
2. Approved the additional budget of £185,000 (staff costs and fees) for the project to reach the next gateway, subject to receipt of funds from the Developer.

3. Noted the total estimated cost of the project at £5 million - £6.5 million (excluding risk).
4. Agreed the reporting approach, as set out in Section 3 of the Option Appraisal Matrix in the report, including the proposal to combine the Gateway 4 and 5 reports.
5. Agreed to undertake the process to prepare the traffic orders and undertake the statutory public consultation to relocate payment, motorcycle, disabled parking in the area in advance of the Gateway 4/5 report.
6. Agreed to undertake the process to prepare the traffic order and undertake the statutory public consultation to implement changes to vehicular movements and loading provision as required in advance of the Gateway 4/5 report.

8. **MUSEUM OF LONDON S278**

The Sub-Committee considered a Gateway 4: Detailed Options Appraisal report which sought approval for the proposed design and requested that Members agree to delegate the decision on the G5 report to the Director of City Operations, subject to funding sources being agreed.

A Member expressed concern about the risk that if the Museum development timelines for handing over the public highways were delayed, therefore delaying the City's programme to start work, the General Market building might not be completed by the scheduled opening.

The Member asked whether the delivery of the site was on schedule. Officers responded that they were still aiming to open the General Market building in June 2026. They noted there may be areas of the General Market that were still under development at that stage.

A Member requested that the project be referred to as the London Museum in the future, to avoid confusion. Officers noted that referring to the project as the Museum of London was legacy from when it started. They reassured the Member that they would refer to the project as the London Museum in the public realm report.

RESOLVED – That, Members:

1. Noted the total estimated cost of the project at £2.93 million - £3.43 million (excluding risk).
2. Noted that the Costed Risk Provision is £0 and that any subsequent Costed Risk Provision will be agreed at Gateway 5 and drawn down.
3. Agreed the design option set out in sections 4 and 5 of Appendix 3 of the report for the S278 work associated with London Museum development.
4. Authorised the undertaking of the necessary statutory traffic order consultations in advance of the Gateway 5 report.

5. Authorised the Executive Director Environment to approve the Gateway 5 should it be needed between now and the next scheduled Streets & Walkways Sub-committee in May 2025, subject to funding being received.
6. Granted authority to enter into a legal agreement for the S278 between City Corporation and the Museum.
7. Authorised a Section 8 order between the City Corporation and TfL for the City Corporation to carry out works on the TfL highway.
8. Authorised agreement with Islington for works on the north side of Charterhouse St.

9. **MOOR LANE ENVIRONMENTAL ENHANCEMENTS**

The Sub-Committee considered a Gateway 3/4 regular issue report which requested that Members authorise officers to work with the project working group to procure consultants for a design for Moor Lane, and authorise the budget adjustment related to staff costs and fees to be actioned.

A Member commended Officers for the work on the Healthy Streets consultation, noting that it seemed like it was effective and had a good response.

A Member asked whether there had been conversations with the businesses that use Moor Lane to queue vehicles when there was not space on their premises to park the vehicles. Officers responded that there were representatives from all the businesses on Moor Lane in the project working group. They noted if there were issues with traffic management, this would be raised with the relevant businesses.

The Chairman confirmed that access to New Union Street would remain for servicing.

RESOLVED – That, Members:

1. Authorised officers to work with the project Working Group to procure consultants to develop a design for Moor Lane based on a closure to through movement of motor vehicles.
2. Authorised the budget adjustment related to staff costs and fees to be actioned as set out in section 3 and Appendix 3 of the report.

10. **CRIPPLEGATE HOUSE, 1 GOLDEN LANE S278 PUBLIC REALM AND HIGHWAY WORKS**

The Sub-Committee considered a Gateway 3/4: Options Appraisal report on the public realm and highway works proposed at Cripplegate House.

RESOLVED – That, Members:

1. Approved additional budget of £25,000 for detailed design work, stakeholder engagement, and traffic management changes to reach the next Gateway.
2. Noted the total estimated cost of the project at £500,000- £1 million (excluding risk).
3. Approved Option 1, as set out in the Options Appraisal Matrix in the report, to reach the next gateway.
4. Approved the statutory consultation on the proposed traffic orders in advance of the Gateway 5 report, including making Brackley Street one-way, loading and waiting changes, and changes to parking bays as set out in the report.
5. Agreed that if a Costed Risk Provision is required at the next gateway, it is to be approved and drawn down via delegation to the Chief Officer.

11. CITY CLUSTER PROGRAMME UPDATE REPORT

The Sub-Committee considered a report of the Executive Director, Environment that provided an update on the delivery of the City Cluster programme and sought approval for the allocation of programme funding.

RESOLVED – That, Members:

1. Noted and approved the content of this programme update report.
2. Approved the allocation of programme funding of £45,000 from the S106 obligation of 40 Leadenhall Street for staff costs for the management of the City Cluster programme for the next reporting period.
3. Approved the allocation of programme funding of £40,000 from the S106 obligation of 40 Leadenhall Street to develop and deliver the 'City Views' project in partnership with the Eastern City BID and the London Festival of Architecture.
4. Approved the updated funding strategy for the programme as set out in Appendix 2 of the report.
5. Noted the planned initiation of the Lombard Street/Birchin Lane junction improvements project, fully funded by the Eastern City BID.
6. Noted that a feasibility study will be undertaken to assess improvements to the churchyard at St. Botolph's Bishopsgate to address anti-social behaviour and introduce climate resilience measures, funded from the programme management budget.
7. Noted that a number of small-scale seating and planting improvements are proposed to be carried out across the area, in partnership with the Eastern City BID, as detailed in the report.

12. FLEET STREET AREA PROGRAMME PROGRESS REPORT

The Sub-Committee considered a report of the Executive Director, Environment that provided an update on the delivery of the Fleet Street Area Healthy Streets Plan and sought approval for the allocation of funds for the programme.

A Member noted that this was an area frequented by many pedestrians, particularly in the evenings, and was also an area where many trades vehicles park during the day. The Member asked Officers to consider what could be done to relieve the pressure points where there was a high and varied use of particular street areas.

The Chairman queried how the cost of parking at Baynard House carpark compared to that of on street parking. Officers responded that it was cheaper to park for longer periods in the Baynard House carparks. They also noted there was a 4-hour limit for on street parking so that anyone needing a carpark for the whole day would need to go to a carpark building. Officers said that the lower carpark tariffs were made to incentivise people to use carpark buildings for long-term parking.

In response to a query, Officers noted that traders who need to park all day were generally aware of the cheaper parking rates in carparks, but most deliveries do not take long so they tended use on-street parking and loading zones instead.

A Member noted that with the current parking technology that allows the public to book the carpark online, it should be possible for people to be notified of the nearest long-term carpark available for use.

The Member also asked for assurance that the improvement of the Ludgate Circus Junction was still being considered, in addition to the rest of the redesign on Fleet Street. Officers responded that Ludgate Circus was a TfL junction, so the City Corporation did not have a project for improvements in that area. However, the Fleet Street project would help inform the City Corporation to have conversations with TfL about possible improvements at Ludgate Circus.

The Member suggested that the City Corporation undertook a partnership project with TfL to improve Ludgate Circus, and requested that TfL provided Members with updates as to what work was being done to improve this junction. Officers noted that TfL's current priorities within the Square Mile were focussed on Bishopsgate and Monument junction, but the City Corporation would be encouraging TfL to look at the opportunities for improvement in Ludgate Circus. Officers noted that they would include an update on Ludgate Circus the next time this project was considered by the Sub-Committee.

The Chairman acknowledged that the Fleet Street project gives the Sub-Committee a natural pathway to communicate its concerns about Ludgate Circus with TfL.

The Deputy Chairman noted that the improvements to Ludgate Hill crossing being made as part of the Fleet Street project should address some of the areas of concern within Ludgate Circus as it would help to direct pedestrians away from the junction. Another Member noted that across these projects, wayfinding would be an integral aspect to consider.

A Member sought clarification on recommendation 3 which requested approval for the allocation of £25,000 for staff costs to the programme, which would take the programme budget to £25,000. Officers responded that the programme budget was only the staff costs to run the programme, and all the individual projects had their own project budgets.

RESOLVED – That, Members:

1. Noted the update on the Fleet Street Area Programme and Delivery Plan
2. Agreed that the remaining Section 106 funds of £76,855.95 from the Bream's Buildings and Cursitor Street projects, which are complete, are reallocated to the Fleet Street Area Programme, to be used over the six-year delivery phase, including any interest accrued.
3. Approved the allocation of £25,000 for staff costs from the Section 106 funds allocated to the Fleet Street Area Programme towards the development and management of the Programme over the next 12 months, as set out in Appendix 3 of the report.

13. FLEET STREET COURTS AND LANES G1/2

The Sub-Committee considered a Gateway 2: Project Proposal report which requested approval for the initiation of the project and its budget.

A Member commended the project, noting the history of the lanes and their potential for attracting visitors.

The Chairman requested that Officers carefully consider the lighting that would be used to ensure that it preserves the ambience of the lanes while still improving the safety. A Member noted that the lighting of these lanes could be easily changed through a computer system.

A Member asked if there was data about the use of the Fleet Street Courts and Lanes. They also asked officers to consider what increase in footfall was expected as a result of these changes, and that this be communicated to the businesses and residents in the area.

RESOLVED – That, Members:

1. Approved the initiation of this project.
2. Approved the budget of £40,000 (staff costs and fees) for the project to reach the next Gateway 3/4, funded from FSQ BID (£15,000) and S106 receipts allocated to the Fleet Street Area Programme (£25,000).
3. Noted the total estimated cost of the project at £500,000 - £600,000 (excluding risk), funded from the FSQ BID and S.106 receipts allocated to the Fleet Street Area Programme.

14. COMBINED SECTION 278 PROJECT INITIATION REPORT

The Sub-Committee considered a Gateway 2: Project Proposal report which made requests to approve the budget for the projects, and grant authorities for entering into Section 278 agreements and advertising Traffic Regulation Orders when required.

A Member was assured that it was an error that Councillors had not been included in the Stakeholders and Consultees list in section 15 of the report.

RESOLVED – That, Members:

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

15. MIDDLESEX STREET AREA ENHANCEMENT PHASE 2: PETTICOAT LANE MARKET IMPROVEMENTS AND PUBLIC REALM

The Sub-Committee considered a Gateway 6 outcome report which sought the approval of a budget adjustment and agreement to close the project.

RESOLVED – That, Members:

1. Noted the contents of this report.
2. Approved the budget adjustment related to staff costs to be actioned as outlined in Table 2 within section 13 of the report and in table 2 of Appendix 2.
3. Noted the underspend will be reallocated to other projects as part of a S106 allocation report in 2025.
4. Agreed to close this project.

16. ONE CROWN PLACE - SECTION 278 HIGHWAY WORKS

The Sub-Committee considered a Gateway 6 outcome report which sought approval for the project to be closed and for any remaining unspent funds to be returned to the developer.

RESOLVED – That, Members:

1. Approved the content of this Outcome Report and agree for the Project to be closed
2. Agreed to return any remaining unspent funds from the Section 278 Works Payment (along with any accrued interest) to the developer.

17. SPECIAL EVENTS ON THE HIGHWAY

The Sub-Committee considered a report of the Executive Director, Environment which outlined the major special events on the Highway planned for 2025 and sought support from Members for the regular core events listed in Appendix 1 of the report.

The Chairman asked whether there had been any reflection on the Summer of Sports in the City programme in 2024. Officers responded that they received a good report back from the organisers. They also noted that one of the key learnings for the future was to make sure the City Corporation was there to facilitate events that meet the core strategies, rather than just allowing them to happen without the City Corporation's involvement. This was being done by including groups around culture, sport, and Destination City in the consenting process so that event proposers would also need to explain how they would be achieving the City Corporation's aims in running the event.

Officers noted that the organisers produced a helpful report with the learnings from the 2024 events which would inform the proposal for 2025 and help to improve the event. The organisers were also able to compile demographic data about whether the event's visitors were businesses, residents, or tourists of the City of London. Officers said this information would help the City Corporation understand what the benefits of these events were.

A Member expressed concerns that the City Corporation does not seem to communicate these events with the retail and hospitality businesses in the city. The Member queried whether the City Corporation could use Destination City to get these businesses involved with trade for the City's events. Officers agreed and noted that conversations about this point had been happening.

Another Member queried why cycling events were no longer happening in the city. Officers responded that the two events that used to take place in the city were no longer run for various reasons. Ride London was currently paused, and it was unsure whether it would return. Officers noted the City Corporation was open to more formal cycling events returning to the city and they were discussing this with the sports team.

A Member raised that the summary of events in 2024 showed that a longer lead in time before the event was helpful for organisers, as it gave them time to thoroughly publicise the event across City and wider areas. The Member noted that the City Corporation could play a useful role in facilitating this by ensuring the processes were streamlined.

RESOLVED – That, Members:

1. Agreed to support the regular core events programme listed in paragraph 9 and detailed in Appendix 1 of the report.
2. Noted the Benefits in Kind listed in Appendix 4 of the report.

18. *POLICY AND PROJECTS DELEGATED DECISIONS SEPTEMBER TO DECEMBER 2024

The Sub-Committee received a report of the Executive Director, Environment that summarised the decisions relating to Transport and Public Realm projects that had been taken between 1 September and 31 December 2024 under either existing or agreed delegated powers

RESOLVED – That, Members received the report and noted its contents.

19. ***ANTI-TERRORISM TRAFFIC REGULATION ORDER**

The Sub-Committee received a report of the Executive Director, Environment which provided Members with an update on the use of the Anti-Terrorism Traffic Regulation Order in 2024.

RESOLVED – That, Members received the report and noted its contents.

20. ***OUTSTANDING REFERENCES**

The Sub-Committee received a report of the Town Clerk which provided Members with an update on outstanding references.

A Member expressed concern that the next steps for the parapet work in Monument/London Bridge were subject to funding. They queried whether Officers were certain that funding would be approved for the parapet to be prepared. Officers responded that as TfL had not had their budgets confirmed for next year, they could not yet be sure of the funding, but TfL had recognised that this was a priority project.

The Member asked if the Sub-Committee had received an updated risk assessment for the parapet, as there was the risk of pedestrians being injured if it were to fall onto the road below. Officers agreed and noted that this risk was a reason that it was a priority for TfL, because money had to go towards monitoring and maintaining the affected area.

With regard to the Old Jewry Traffic Experiment, a Member asked about how the questions in the public consultation were worded, and whether consultation attracted enough regular members of the public, in addition to responses from Taxi drivers. Officers responded that although they tried to promote public consultation to as wide of an audience as possible, it could be difficult to engage the public in relatively minor changes. Officers also noted that there had been more public consultation at earlier stages, and this consultation was not the only measure that informed decisions on the project.

A Member noted that the data on Old Jewry tends to be slightly skewed, as there were queues on one end for the Chinese Visa Applications Service Centre so pedestrians were not always using the full footway. Officers acknowledged that this was the main area where monitoring was focussed, and where the change would be implemented.

The Member also queried whether it was now time to start looking at Ironmonger Lane alongside Old Jewry now that the passageway was in place.

Officers confirmed they had a funding bid in to fund the rest of Ironmonger Lane which was not covered by section 278 of the Mercer's Scheme.

A Member asked whether the department had a guidance policy for consultations. Officers responded that they believe the quality of consultation was relatively good, but there were areas that could be improved, such as the consultations on smaller schemes. Officers noted that there was not a City Corporation standard, but communication across departments that frequently conduct consultation was important, and they would continue to maintain this connection moving forward.

The Chairman noted the issue that some consultations were misinterpreted as being referenda, resulting in large amounts of template responses. Officers agreed, noting that the volumes of responses could sometimes provide useful indications, the nature of which were provided to the Sub-Committee.

A Member asked when the Sub-Committee would have the opportunity to consult on Bank Junction. Officers responded that the report to the grand committee would set out an engagement and communication strategy and would address how the scheme was going to be consulted on in the course of the project.

RESOLVED – That, Members received the report and noted its contents.

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

A Member requested that Officers communicate with the City Corporation's utilities and streets and walkways contractors to consult residents and businesses before they carry out construction work in the area. Officers assured Members that they would ensure to remind residents and Members for utilities work. They also noted that when there were major road closures, the department tended to send additional communications to Members. Officers later noted that the reason for FMConway's failure to notify residents in the example the Member raised was likely as they were minor works that were being completed within the allowed hours. Officers noted that they would check this with the contractor.

The Member also queried whether the new E-bike parking spaces across the city would have a barrier to prevent the bikes falling on to the road, and if not, who would ensure that they were picked up. Officers responded they were not intending to put any physical in the parking spaces, but the parking bay would be with bollards on either side.

Officer noted that if there were any issues with this, they would consider physical barriers, but in previous spaces where they had used corrals, they had not seen a positive effect on the space. Officers indicated that it would be the E-bike operator's responsibility to pick up fallen bikes.

Another Member queried what stage FMConway's corporate structure and take over was at. Officers stated that FMConway had now been in place as a contractor for 2.5 years. They noted that FMConway had recently been subject

to a bid from VINCI Construction which had now been approved. Officers assured the Sub-Committee that FMConway still exist as a company and the family ethos would continue.

A Member suggested that the Sub-Committee appoint a Member to be a liaison on the topic of cycling in the city, given it had become an important and frequently considered subject. The Chairman responded that this would be an interesting idea to consider. Officers noted that having the Chairs of this Sub-Committee and the Planning and Transport Committee involved in meetings with Lime had been helpful. They noted it would be up to the Chairman to consider whether they would want to continue in this liaison role or whether they would like to nominate another committee member to take this on.

A Member provided an update to the Sub-Committee about discussions that had been held with Lime. The Member noted that there had been constructive discussions and Lime had recognised the gaps that needed to be addressed. The Member indicated the work that needed to be done to improve the use of Lime Bikes in the city included; more operational staff in the City to tidy up the bikes, improving their GPS system, creating better infrastructure to support high volumes of bike users, and addressing the over-provision of cycling spaces within buildings.

With regard to the new E-Bike parking bays, a Member asked whether the Lime app would indicate how many spaces were available in a parking area. The Member expressed concerns that if this were not the case, areas around the parking space would become surrounded by bikes.

In response to the issue of over-provision of bike spaces in buildings, the Member suggested that Lime offer corporate packages where employees of the building's businesses could park their Lime bikes within the building. The Member also noted that in the future, bike parking in buildings should be designed to be in an easily accessible, semi-secure area that could be used by the public.

Officers responded that they had taken on board similar comments at other committees, they believe that the actions being taken were proportional to these comments, and engagement with Lime had been effective. Officers noted that as a result they had seen more Lime staff on the streets, proactively fixing issues with their E-Bikes. They also stated that the online reporting mechanism was generating significant numbers of reports from the public that goes directly to the E-Bike providers to deal with the issues. The Officer concluded that the situation was improving, and they were pleased that the Government was considering providing Local Government with more powers to address these issues.

A Member noted that they had seen improvements in the tidiness of the E-Bikes in their commute to Guildhall.

A Member asked whether Officers had evidence that Lime and other providers had been actively improving their end-of-ride process to prevent customers from parking their bikes outside of the designated parking sites. Officers responded that both operators appear to have improved this process. They noted that Officers had tested this process by attempting to park E-Bikes

outside of a bay, and the app did not allow the user to the end their ride in that location. The Officer noted that Lime was using AI to enhance their end-of-ride monitoring which was already proving effective. They also stated that they would be looking at receiving data from Lime about the numbers of fines and warnings issued for improper parking on a more consistent basis.

A Member noted that Lime had committed to setting up a strategic stakeholder group which would involve the City Corporation. The Member noted that this would allow the City Corporation to get information on how Lime was achieving its KPIs to measure how it was performing in the City.

A Member expressed concern that these measures may work within the central City but the problem might persist on the fringes. They noted it was important to ensure that as the issue was resolved within the City, it isn't pushed out to bordering London Boroughs.

22. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

The Sub-Committee and Officers thanked Giles Radford, who would be leaving the City Corporation, for his contributions to the Sub-Committee's work.

23. EXCLUSION OF THE PUBLIC

The Sub-Committee decided not to exclude the public.

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

There were no non-public questions.

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

There was no non-public urgent business.

The meeting ended at 12.16pm

Chairman

Contact Officer: Callum Southern
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City of London Corporation Committee Report

Committee(s): Planning and Transportation Committee	Dated: 06 May 2025
Subject: Report of Action Taken	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 <p>[delete as appropriate – details should be added in the strategic implications section]</p>	<p>7. We are a global hub for innovation in finance and professional services, commerce and culture</p> <p>10. We inspire enterprise, excellence, creativity and collaboration</p>
Does this proposal require extra revenue and/or capital spending?	Yes/No [delete as applicable]
If so, how much?	£
What is the source of Funding?	[add details]
Has this Funding Source been agreed with the Chamberlain's Department?	Yes/No [delete as applicable]
Report of:	The Town Clerk & Chief Executive, Ian Thomas CBE
Report author:	Callum Southern, Governance Officer

Summary

This report provides details of decisions taken under Delegated Authority procedures under Standing Order 41(b) between Committee meetings.

Recommendation(s)

Members are asked:

- To note the report.

Decisions taken under Delegated Authority under Standing Order 41(b)

Stonecutter Court, 75 Farringdon Street EC4, Highway Declaration (City Fund)

Background

1. The redevelopment of 75 Farringdon Street EC4 ("Stonecutter Court"), was permitted under planning permission issued on 28 March 2019 (18/00878/FULMAJ). The scheme comprises:
 - a) New high-quality office-led building at 1 Stonecutter Street arranged as 2 basement, ground, podium and 13 upper floors comprising 237,481 sq ft NIA office accommodation, 5,265 sq ft GIA flexible retail / office at podium level, 5,126 sq ft GIA retail at ground floor and a new 631 sq ft GIA retail pavilion on the site of 81 Farringdon Street
 - b) The Hoop and Grapes Public House has been retained as part of the development
 - c) New public access courtyard/ open space.
2. Practical completion of the scheme was due in April 2025.
3. The City Corporation owns the freehold of Stonecutter Court and granted a 154-year headlease to Stonecutter JV Limited ("Stonecutter JV") on 13 August 2021. At the time of granting the headlease it was known that scheme encroached outside of the leasehold title into City ownership, and there would be a requirement for a supplementary lease, however the extent of encroachment had not been fully established.
4. The extents of the airspace encroachment have recently been confirmed following the making of a Highways Act 1980 S247 stopping up order in January 2025 on adjoining land.
5. The City Surveyor's Cartographer confirmed the City Corporation's ownership of the requisite airspace outside the leasehold title measures 2,693.5 sq ft (250.2 sq m) in total. 2,662.2 sq ft (247.3 sq m) was within City Fund and 31.3 sq ft (2.9 sq m) was within City's Estate. A plan of the extent of airspace required is attached at Appendix 1. This is required to regularise the new entrance canopy, cleaning cradle and architectural projections forming part of the consented scheme.
6. The affected airspace in City Fund which was acquired for highway purposes relates to airspace on St Bride's Street (western elevation of the scheme) under 1864 Holborn Valley Improvement Act. The acquisition was for road widening/highway purposes at a time when, although pre-local authority, the legislation was promoted with an apparent perspective of the City acting as a metropolitan administrative body with public service functions, therefore akin to City Fund highway purposes. The remainder of the City Fund affected airspace is held for City Fund planning purposes.

Position at time of Decision

7. Stonecutter JV are seeking to regularise its use of this airspace by the granting of a supplementary leasehold interest in advance of practical completion of the scheme targeted for April 2025. Before the City Corporation is able to dispose of any interests in City Fund (highway) airspace, your Committee should first agree it is surplus to highway requirements.
8. In the event of the airspace being declared surplus, the commercial terms of its disposal are a matter for the City Corporation as landowner. The City Surveyor is responsible for approving the disposal under his Delegated Authority.
9. The upper and lower levels of the projections will be governed by Ordnance Datum Newlyn levels. Ordnance Datum Newlyn is the British mainland national geographic height system by reference to which the volume of land or airspace can be defined and identified by its upper and lower levels. The relevant ordnance datum levels to suitably restrict the vertical extent of the leasehold airspace will form part of a new leasehold interest.
10. Therefore, the airspace in question was not considered necessary for the use and the exercise of the public highway, and a decision was sought to

Proposals

11. Therefore, the airspace in question was not considered necessary for the use and the exercise of the public highway. Subject to the Town Clerk's agreement to declare the area of City Fund airspace (measuring 2,662.2 sq ft (247.3 sq m)) to be surplus to highway requirements, it was proposed that the City Corporation disposed of a suitable interest on terms to be approved by the Delegated Authority of the City Surveyor.
12. The proposed surplus declaration did not extend to the highway stratum which would remain as highway and vested in the City Corporation as the highway authority.

Planning and Transportation Committee

13. On 11th February 2025, Officers introduced a report at Planning and Transportation Committee which sought agreement to Delegate Authority to the Town Clerk, in consultation with the Chair and Deputy Chair, that a decision could be taken to approve declaring a volume of City Fund owned airspace to be surplus to highway requirements, if appropriate, to enable its disposal in connection with a permitted development of Stonecutter Court, 75 Farringdon Street, EC4. The Committee agreed with the Officer recommendation.

14. On 4th March 2025, Officers contacted the Town Clerk's Department to request that the following decisions be taken following Delegated Authority being granted to the Town Clerk at Planning and Transportation Committee:

Conclusion and Decision Made

15. Following consultation with the Chairman and Deputy Chairman of the Planning and Transportation Committee, the Town Clerk, as per Delegated Authority powers granted under Standing Order 41(b):
- a) Resolved to declare a volume of City Fund owned airspace totalling 2,662.2 sq ft (247.3 sq m), situated around Stonecutter Court, 75 Farringdon Street EC4, surplus to highway requirements to enable its disposal upon terms to be approved under the delegated authority of the City Surveyor.
 - b) Noted that City Surveyor and the City Operations Director (City Street and Spaces) have determined the relevant ordnance datum levels to suitably restrict the vertical extent of the leasehold airspace demise.

Please see background papers for more information.

Callum Southern

Governance Officer, Town Clerk's Department

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