



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, 21 OCTOBER 2025
Time: 10.30 am
Venue: THE OLD LIBRARY - GUILDHALL

12. ***LEGIBLE LONDON SECTION 106 FUNDS**

Report of the Executive Director Environment.

For Information
(Pages 3 - 6)

13. ***QUARTERLY PUBLIC LIFT AND ESCALATOR REPORT - 1 JULY TO 30 SEPTEMBER 2025**

Report of the Executive Director Environment.

For Information
(Pages 7 - 12)

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

To note the draft minutes of the Streets and Walkways Sub-Committee held on 16 September 2025.

For Information
(Pages 13 - 28)

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City of London Corporation Committee Report

Committee(s): Streets & Walkways Sub-Committee (For decision) Planning & Transportation Committee (For information)	Dated: 16/09/2025 21/10/2025
Subject: Legible London S106 funds	Public report: For Decision
This proposal: Delivers Corporate Plan 2024-29 outcomes	Diverse Engaged Communities Leading Sustainable Environment Vibrant Thriving Destination Flourishing Public Spaces
Does this proposal require extra revenue and/or capital spending?	Yes
If so, how much?	£245,000
What is the source of Funding?	Section 106 (Legible London)
Has this Funding Source been agreed with the Chamberlain's Department?	Yes
Report of: Executive Director Environment	
Report author: Samantha Tharme, City Operations	

Summary

The City of London is in the process of updating its existing Legible London wayfinding signage. This report seeks approval to allocate the ring-fenced S106 funds secured for this purpose to make these updates. The updates will include the installation of step-free diversion signage at City-managed public lifts.

Recommendation(s)

Members are asked to:

- Approve the allocation of £245,000 in S106 Legible London deposits to a project to update the City Corporation's Legible London signage.
- Note that the City Corporation will be entering into a contract with Trueform, the supplier of Legible London signage, via a call-off process under the Transport for London framework agreement.

Main Report

Background

1. The Legible London programme is a London-wide wayfinding programme managed by TfL which aims to provide a consistent wayfinding style and approach across Greater London. TfL coordinates the wider programme, including updates to the Legible London basemap.
2. The signs are City Corporation assets and it is the responsibility of the City Corporation to maintain and update them. The City Corporation owns and manages 319 Legible London signs, including 222 map-based signs and 97 directional only signs.
3. The City Corporation collects S106 contributions specifically for updates to its Legible London signage system, including for new signage where required.

Current Position

4. Most of the signs were first installed in phases between May 2019 and January 2021, with two more added in October 2022 by the new entrance at Bank station.
5. Almost all have not been updated since they were installed. Most of the signs are now between 4 and 6 years old. TfL recommend that the signs are updated at least every 5 years.
6. There have been around 100 individual changes to the Legible London basemap since the maps were first installed, including to building or business names, street layouts, and public toilet labels.
7. The City Corporation also manages multiple public lifts in the City of London, which currently do not have any step-free diversion signage in the event of a lift fault.
8. The City Corporation currently holds £245,000 in ringfenced S106 Legible London funding. This funding is collected specifically for installing and updating signage and legally cannot be used for other uses.
9. TfL holds £255,000 of funds for sign updates within the Square Mile which was approved and deposited with them when the signs were first installed.
10. Trueform Engineering Ltd have been appointed as the sole supplier on the Transport for London framework for the installation of and updates to Legible London signage, following a competitive procurement process. The framework is in place for the period from 1 August 2024 to 31 July 2026, with the option to extend by up to two years.

Proposal

11. Signage showing step-free diversions to be used in the event of a lift fault will be created as part of the Legible London programme and installed at City Corporation managed public lifts.

12. The expected total cost for updating the Legible London map signs and installing diversion signage at City-managed public lifts is £500,000. This includes costs for map artwork, signage materials and installation.
13. The deferred income (£255,000) held by TfL will be paid directly to the cartography and signage suppliers and will not be transferred back to the City Corporation. These funds will be used first, followed by the S106 funds when the deferred income has been spent.
14. To facilitate the required updates to Legible London signage, the City Corporation will enter into a contract with Trueform through a call-off arrangement under the existing Transport for London framework.
15. Should the committee approve the allocation as requested, we will initiate a project through the usual projects procedure which allows further approvals to be taken under delegation.

Corporate & Strategic Implications

16. Strategic implications – The allocation of S106 Legible London funds as described in this report supports the outcomes of the Corporate Plan, particularly Vibrant Thriving Destination, Flourishing Public Spaces and Leading Sustainable Environment. This project also supports the Transport Strategy and Destination City. This project complements the Destination City programme by ensuring key new visitor attractions such as viewing galleries and public spaces are highlighted, enabling people to navigate the City easily using new routes and changed street layouts, and ensuring the locations of community facilities like public toilets are up to date. The Legible London wayfinding system is a London-wide programme so has some limits on what local elements can be included, but we are liaising with the Destination City team on other wayfinding opportunities to further support the Destination City programme.
17. Financial implications – This project will use the full extent of the Legible London S106 funds currently held by the City of London. We will continue to collect Legible London S106 funds as developments go through the planning system and aim to increase the consistency with which we collect these funds to ensure we have sufficient to cover future updates.
18. Resource implications – Delivery of the updates project will require officer time, but most of the work will be delivered by TfL and their contracted artwork provider and signage manufacturers.
19. Legal implications – The S106 payments made and held for updating or improving Legible London signage will be spent on those purposes for which they are held in accordance with the City's obligations under the relevant S106 Agreements.
20. Risk implications – There are no risk implications arising from this report.
21. Equalities implications – There are no equalities implications arising from this report.

22. Climate implications – The signs are designed such that to update the maps only one part of the totems need to be replaced, rather than the entire totem, reducing the embedded carbon associated with these map updates. Having an up-to-date wayfinding system will also make it easier for individuals to choose to walk or wheel more journeys around the City.
23. Security implications – There are no security implications arising from this report.

Conclusion

24. The City's Legible London signage requires updating. It is proposed to allocate the £245,000 of ring-fenced Legible London update funds collected via S106 agreements to deliver these required updates including costs for artwork, materials and installation.
25. Subject to approval of the funding, the next steps will be to initiate a project to deliver the updates, and further approvals will be under delegated authority. The City Corporation will also enter into a call-off contract with Trueform, TfL's supplier of Legible London signage.

Appendices

None

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Committee(s): Planning and transportation committee – For Information	Dated: 14 October 2025
Subject: Quarterly Public Lift & Escalator Report – 1 July to 30 September 2025	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	Shape outstanding Environments – Our spaces are secure, resilient, and well-maintained
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	n/a
What is the source of Funding?	n/a
Has this Funding Source been agreed with the Chamberlain’s Department?	
Report of: City Surveyor	For Information
Report author: Matt Baker – 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 July 2025 to 30 September 2025.

In this reporting period, publicly accessible lifts and escalators were available for **86%** of the time.

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 July 2025 to 30 September 2025.
2. It should be noted that we have seen a clear drop in performance from our lift and escalator maintenance contractors, Amalgamated Lifts, over the last 6 months. This can be largely attributable to several key staff responsible for the contract with the City leaving their business.

3. The main issues we are experiencing are

- a. Responsiveness to reactive repairs
- b. Quality of reporting
- c. The ability for Amalgamated to resolve issues without the support of specialist contractors
- d. Their ability to quickly procure and install replacement parts

An improvement notice has been issued to Amalgamated and we will continue to monitor their performance and utilise all contractual levers at our disposal.

Table 1.0

Asset Reference	Name	Quarterly
CL24	Duchess Walk Public Lift	100%
SC6459146	Speed House Glass/Public Lift	100%
SC6458959	London Wall Up Escalator	100%
SC6458958	London Wall Down Escalator	100%
SC6458969	Pilgrim Street Lift	100%
SC6462771	Blackfriars Bridge	99%
SC6458964	London Wall East	99%
SC6458970	Wood Street Public Lift	97%
SC6458965	London Wall West	97%
SC6458966	Atlantic House	90%
SC6458963	Tower Place Scenic Lift	85%
SC6462850	33 King William Street	76%
SC6458967	Little Britain	54%
SC6459244	Glass South Tower	50%
SC6458968	Moor House	40%
SC6458962	Tower Place Public Lift	n/a

4. Tower Place Public Lift. Fault with monitoring system not allowing provision of availability data for the reporting period. This is in progress for rectification. Failed door suspension rollers caused the doors to fail to operate effectively during the reporting period. The lift was taken out of service for safety reasons and rectified within 48 hours.
5. Moor House. Lift failed on the top floor which prevented access to the main lift controller to diagnose the fault and resolve. This is an installation issue that has not been previously encountered. To rectify, specialist contractors were required to move the lift car manually to reach the controller, diagnose and resolve. Works are underway to install an override circuit that will enable trained engineers to move the lift in future should it fail on the top floor again. Further delay was caused due to the insurance inspection expiring during this period of downtime. The insurance

inspection was completed on the 6 October 2025, and the lift will be brought back into service.

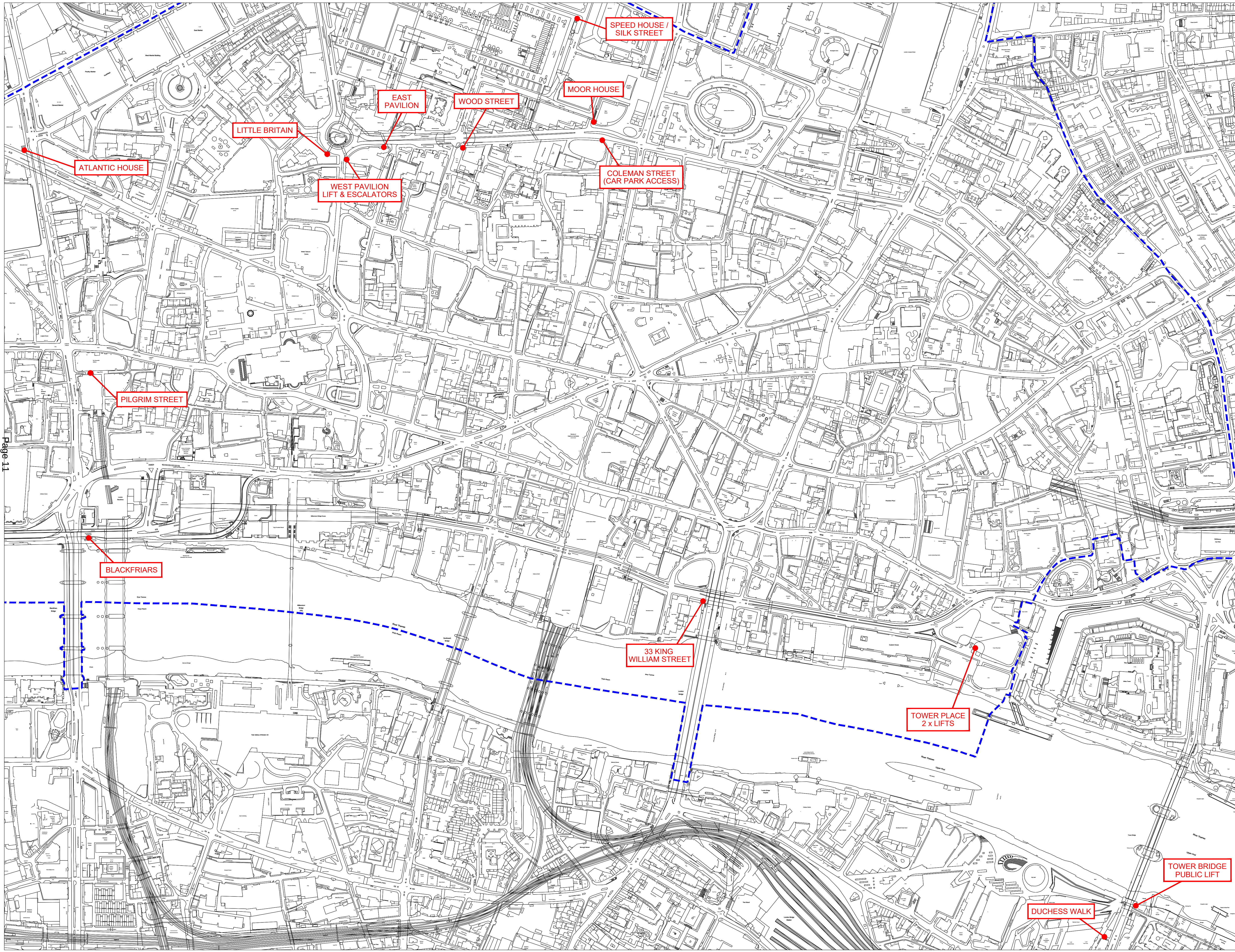
6. Glass South Tower. The landing door glass was smashed by a motorised wheelchair. Replacement glass needed to be fabricated and installed by the original manufacturer which took a significant amount of time to arrange with the manufacturer resulting in extended downtime.
7. Little Britain. The electronic control system on the hydraulic power unit failed which Amalgamated Lifts were unable to rectify and required specialist contractors resulting in extended downtime.
8. 33 King William Street. Safety gear issue which Amalgamated lifts were unable to rectify and required specialist contractors to resolve resulting in extended downtime.
9. Tower Place Scenic. Car door system failures requiring parts that had to be ordered resulting in 3 days of downtime.
10. Atlantic House. All downtime caused by debris/environmental factors effecting the functioning of the lift.
11. 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

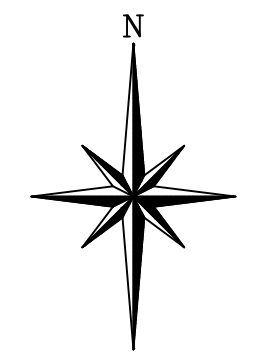
Category	No of call outs
External/Environmental factors	5
Equipment faults/failure	25
Planned Repairs	0
Resets following emergency button press or safety sensor activation	5
Damage/misuse/vandalism	5
Autodialler/Phone line faults	2
Total	42

12. There are currently no projects being conducted on public lifts or escalators.
13. The new managing agent (Colliers) at 125 Alban Gate, have provided the following update regarding the repairs to the faulty escalators within their demise, which provide public access to the high walk.
 - Finalise specification and product documentation: Complete
 - Tender process: Complete
 - Procurement period: In progress
 - Installation: May 2026
 - Testing and commissioning: July 2026

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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



CITY OF LONDON
*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 D E	

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STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 16 September 2025

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Room 2 - 2nd Floor West Wing, Guildhall on Tuesday, 16 September 2025 at 1.45 pm

Present

Members:

Deputy John Edwards (Chair)
Jacqui Webster (Deputy Chair)
Deputy Marianne Fredericks
Alderman Alison Gowman CBE
Shravan Joshi MBE
Deborah Oliver
Hugh Selka
Deputy Tom Sleigh
Matthew Waters
Deputy Timothy Butcher (Ex-Officio Member)
Charles Edward Lord, OBE JP (Ex-Officio Member)

Officers:

Ian Hughes	- Environment Department
John Grimes	- Environment Department
James Agio-Brewer	- Environment Department
Melanie Charalambous	- Environment Department
Albert Cheung	- Environment Department
Gillian Howard	- Environment Department
Andrea Laurice	- Environment Department
Sam Lee	- Environment Department
Bruce McVean	- Environment Department
Clarissa Tavin	- Environment Department
Samantha Tharme	- Environment Department
Kristian Turner	- Environment Department
Judith Dignum	- Town Clerk's Department
Kate Doidge	- Town Clerk's Department

1. APOLOGIES FOR ABSENCE

None received.

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

There were none.

3. **MINUTES**

In introducing the minutes for approval, the Town Clerk advised the Sub-Committee of an error in the report presented under the Fenchurch Street Healthy Streets Plan (Minute 5 referred). A reference in the final row of the Funding Tables set out at Table 3 of Appendix 3 should have been to 20 Fenchurch Street rather than 120 Fenchurch Street as printed.

4. **ALDGATE TO BLACKFRIARS CYCLEWAY**

The Sub-Committee received a report of the Executive Director, Environment which provided an update on the latest position regarding a project to provide the Aldgate to Blackfriars Cycleway. Arising from safety concerns expressed during the public consultation regarding the bus stop bypasses ('floating bus stops') included as part of the project design, the report identified five potential options for taking the project forward. Members' support was requested for Option 2, which recommended a short pause for the project to allow for the release and review of updated London and national guidance on bus stop bypasses, expected early in 2026.

Noting a Member's request for information on certain matters of detail, the Chairman expressed the view that these issues would be more appropriately addressed in future were the Sub-Committee minded to support the recommended deferral of the project. It was therefore agreed to move to a vote on the recommendation.

Resolved – That Members

1. Agree to support the proposal set out at Option 2 of the Summary of Project Options in Section 5 of the report, namely, to defer the project until updated guidance on bus stop bypasses is published, as detailed in Section 6 of the report.

5. **ADVERTISING BOARD UPDATE**

The Sub-Committee received a report of the Executive Director, Environment which set out the current policy on Advertising Boards (A-Boards), agreed in 2020. The Sub-Committee was asked to review options regarding future policy in this area and to make recommendations accordingly to the Planning and Transportation Committee: Two options were considered:

EITHER

- To continue with the current policy and begin engagement prior to enforcement (Option1, recommended).

OR

- To amend the A-board policy to allow A-boards for wayfinding purposes by exception and proceed to public consultation (Option 2). Should this option be supported, further consideration could also be given to other exemptions under licence based on location or other factors.

Points were made in favour of both options. Supporters of Option 1 had been influenced by the following factors:

- There was insufficient pavement space to accommodate A-Boards, particularly given the inclusion of cycles in some areas.
- Pavements were for people. The primary purpose of the public highway was to facilitate movement, and this should be the priority.
- A-Boards represented a public safety risk, forming a trip hazard, obstructing narrow streets and alleyways and limiting space in locations where people were socialising.
- A-Boards offered little value as a method of advertising and other, more effective, means of publicity existed. Phase 1 of the proposed approach to enforcement would see businesses receiving advice on these alternatives.
- When in pedestrianised areas, people tended to walk slowly enough to see the nature of the businesses on offer without the need to a board.
- The existence of A-Boards seemed contradictory given the effort and resources which the City expended to repair and restore roads and footways for the benefit of visitors.
- Option 1 offered a simple, straightforward policy whereby everyone would be treated the same. An absence of exceptions would mean a reduction in the cost of enforcement.

For Members who supported Option 2, their main reasons for objecting to a total ban on A-Boards centred on concerns about the impact on small businesses, which the City had a commitment to support. The view was expressed that, although A-Boards may be inappropriate on main roads, they were of value in smaller pedestrianised streets and alleyways, where small businesses tended to be concentrated. A-Boards highlighted these types of locations and attracted pedestrians to explore them. This position had been supported during informal consultation with the Fleet Street Quarter BID. An exception was proposed for these areas, including streets with timed closures.

The following additional issues arose from Members' consideration of the report:

- There was a discussion concerning arrangements for the phased implementation of enforcement, noting that it would take some time. Suggestions were made as to options for prioritisation, including a focus on areas where there were specific known issues, an approach by ward or by selecting the most challenging areas where the boards were most intrusive. A proposal to begin with areas with the highest footfall rather than the highest number of boards was particularly welcomed.
- In response to a Member's question, Officers clarified that the report before the Sub-Committee concerned the City's responsibilities as a Highway Authority and therefore related to the public highway only. It was also noted that pavement lights remained part of the public highway and did not accrue to the premises concerned, as was widely believed.

- Officers explained that responsibility for the final decision on A-Boards lay with the Planning and Transportation Committee as there were implications for every Ward in the City.

The Chairman invited Members to move to a vote on the issues set out in the report, indicating their support for the recommended Option 1. The motion would read as follows:

“That Members:

1. Record comments as set out in the text of the minute above on options for the future policy approach in relation to A-Boards.
2. Recommend to the Planning and Transportation Committee support for Option 1, as set out below:

‘To continue with the current policy and begin engagement prior to enforcement’.

It was moved by Edward Lord, seconded by Tom Sleigh, that the text of Option 1 as set out in the Motion be amended such that it would read as follows:

To continue with the current policy, **save for pedestrianised and timed-closure streets**, and begin engagement prior to enforcement’.

The amendment was put to the meeting, with votes cast as follows:

In favour: 5

Against: 6

There were no abstentions.

The amendment was declared to be **LOST**.

The Chairman invited Members to vote on the original Motion, as set out below:

“That Members:

1. Record comments as set out in the text of the minute above on options for the future policy approach in relation to A-Boards.
2. Recommend to the Planning and Transportation Committee support for Option 1, as set out below:

‘To continue with the current policy and begin engagement prior to enforcement’.

Upon being put to the meeting, votes were cast as follows:

In favour: 7

Against: 4

There were no abstentions.

The motion was declared to be **CARRIED** and it was therefore:

Resolved – That Members

1. Record comments as set out in the text of the minute above on options for the future policy approach in relation to A-Boards.
2. Recommend to the Planning and Transportation Committee support for Option 1, as set out below:

‘To continue with the current policy and begin engagement prior to enforcement’.”

6. PEDESTRIAN PRIORITY STREET PROGRAMME - THREADNEEDLE STREET AND OLD BROAD STREET AND PROGRAMME UPDATE

The Sub-Committee received a report of the Executive Director, Environment which provided an update on the programme to implement pedestrian priority schemes across the Square Mile. With regard to the Threadneedle Street and Old Broad Street scheme, Members’ approval was sought for authority to implement the scheme and to update the budgets for construction of Threadneedle Street and Old Broad Street scheme and adjust the overall programme budget to cover ongoing delivery, as set out in Appendices 2 and 3 of the report respectively.

Resolved – That Members

1. Grant authority to implement the Threadneedle Street and Old Broad Street scheme, as set out in Appendix 2 of the report.
2. Approve the update of the budgets for construction of Threadneedle Street and Old Broad Street scheme and adjust the overall programme budget to cover ongoing delivery, se set out in Appendix 3 of the report,
3. Note the update on the rest of the programme.

7. PEDESTRIAN PRIORITY STREETS PROGRAMME - OLD JEWRY

The Sub-Committee received a report of the Executive Director, Environment seeking a decision on whether to make permanent the Experimental Traffic Order currently in place to reopen Old Jewry to all traffic or to proceed with an alternative option. Three potential options were described, with Option 3, below, recommended as the preferred course of action:

Option 3

End the traffic experiment and revert to the previous arrangements with Old Jewry closed to through traffic. Resume work on a public realm improvement

between Frederick's Place and Poultry, including improving accessibility for people walking and wheeling.

It was noted that, as the Experimental Traffic Order would expire on 4 January 2026, a decision was required now to allow sufficient time to carry out any required statutory processes.

In presenting the report, Officers explained the background to the current situation and highlighted that, in their view, the preferred option best reflected the stated priority within the Transport Strategy for pedestrian needs to take precedence over vehicle needs. It was noted that no business had submitted an objection to the proposal.

Members expressed their views for and against the proposal with reasons not to support centring on the following concerns:

- The pedestrian cut-through to Ironmonger Lane had not been available for some time due to ongoing works at Frederick's Place, with the potential to affect the statistics provided in support of the proposal.
- Vehicle use of the cul de sac for three-point turns had caused congestion, particularly during morning and evening peak times. Commenting that the only vehicles, apart from service vehicles, which should need to use the road once it was closed were those associated with the buildings located there, Members noted that, according to the traffic analysis outcomes shown in the report, approximately 500 vehicles per day could be expected to access the road between 7am and 7pm were the closure to be made permanent.
- The accuracy of the initial pedestrian counts may have been affected by large numbers of people queuing at the Chinese Embassy.
- The scheme appeared to be working well, with a positive effect on traffic flow onto Poultry. It was suggested that the current arrangements be retained for the time being, pending implementation of planned changes to Bank Junction.
- The current arrangements were safer as local leisure facility users were aware of passing traffic and knew to remain on the pavement.

A Member commented that he did not see the need to close the road as the current arrangements appeared to be working well. However, if the decision was taken to do so, improvements should also be made to Ironmonger Lane in order to preserve pedestrian safety by encouraging them to use the alleyway.

Reasons given in support of the proposal included:

- The need to restrict traffic accessing Cheapside.
- A recent development in terms of a more consolidated approach to transport and deliveries, leading to a potential reduction in vehicle usage compared with the figures cited in the report.
- The planned public realm improvements associated with the proposals would enhance the local environment through planting.

Members expressed surprise on learning that the local ward members, while they have been aware of this proposal in general terms, had not been specifically consulted upon it. A Member requested that a decision be deferred to allow such consultation to take place, and various ways of achieving this were discussed. Ultimately the request was denied on the grounds that it was adding an element of overcomplication to the process which was unhelpful given the statutory timescales involved. Additionally, given that, as a Ward committee, the Planning and Transportation, included representation from all wards, local members had had adequate opportunity to engage with the proposal had they so wished.

In response to Members' questions, Officers advised that the Mercers Company, a major landowner in the area, had not expressed any views on the proposal, either in favour or against.

Officers clarified the timescales relating to the Experimental Traffic Order and the statutory requirements impacting on the need for a decision on next steps to be taken at this meeting.

The Chairman invited Members to vote on the approval of Option 3 for Old Jewry. Upon being put to the meeting, votes were cast as follows:

In favour: 5

Against: 5

There were no abstentions.

There being an equality of votes, the Chairman exercised a casting vote in accordance with Standing Order 28(1)(c). The votes cast were as follows:

In favour: 6

Against: 5

There were no abstentions

It was therefore

Resolved – That Members

1. Approve the following action in relation to Old Jewry, as set out in the report as Option 3:

'End the traffic experiment and revert to the previous arrangements with Old Jewry closed to through traffic. Resume work on a public realm improvement between Frederick's Place and Poultry, including improving accessibility for people walking and wheeling.'

8. **HIGHWAY MAINTENANCE FOR THE SQUARE MILE**

The Sub-Committee received a report of the Executive Director, Environment seeking approval for the submission to the Secretary of State for Transport of a report on the effective management of the highway network within the deadline

of 25 October 2025. Submission of the report was a condition of the City's receiving a supplementary grant of £70k from the Secretary of State to supplement the 2025/26 highway revenue budget. The additional funding would be used for specific additional carriageway resurfacing and footway repair work.

In presenting the report, Officers commented on the colour-coding in the tables within the report which illustrated the condition of the road network in the City area based on the findings from recent officer-conducted and AI road condition surveys. The apparent discrepancy between the survey outcomes, which appeared to show a road network in poor condition, and perceptions of the network as in better condition from those in other areas, could be explained by the technical and engineering-derived nature of the surveys.

Responding to a Member's question concerning potential savings in officer time generated by AI surveys, Officers explained that the AI surveys were conducted by driving around the City, which could take longer than in other areas. This was also the case for the officer-conducted surveys which often involved a mobile phone mounted in the front of a vehicle to capture video imagery of the highway.

Resolved – That Members

1. Receive the report and approve the submission of further information to the Secretary of State for Transport, as set out in Appendix, enabling the receipt of funds for additional highway maintenance work from the Department for Transport.

9. COOL STREETS AND GREENING - PROGRAMME UPDATE

The Sub-Committee received a report of the Executive Director, Environment providing an update on the delivery of the Cool Streets and Greening programme (CSG). The programme, structured around five phases, was one of the ways that the City Corporation was meeting the aim of the Climate Action Strategy (CAS) to ensure that public spaces and infrastructure were resilient to the impacts of climate change and to create a greener and more pleasant City.

Responding to a Member's question, Officers explained that the consistent level of surplus on each project was due to the consistent approach to risk provision, based on previous experience.

Support was expressed for a request by a Member for consideration to be given to the installation of greater numbers of drinking fountains. Commenting on issues around funding, Officers advised that partnerships existed which worked to restore historic drinking fountains.

A discussion followed concerning cooling methods in general, with Officers commenting that tree canopies, rather than fountains, were usually relied upon for the delivery of this requirement. The potential to revive the past practice of installing awnings on buildings was considered, noting that the idea had received support in the 2024 final report of the London Climate Resilience

Review. Challenges associated with the repair and maintenance of awnings were noted.

Commending the Cool Streets and Greening programme, a Member requested information on maintenance costs. Officers advised that the budget for all projects within the programme included the allocation of a sum for maintenance over 20 years, noting that trees required less maintenance as they matured. There was a general focus on longer term funding provision for projects, with the Cool Streets and Greening programme currently that with the longest-term included sum. Additionally, much work had been done to implement climate resilient planting, for example at Finsbury Circus. A Member also highlighted the scheme under construction at St Andrew Undershaft, whereby rainwater would be captured and reused for irrigation.

Resolved – That Members

1. Note that the completed project underspends will be reallocated to other projects within the Cools Streets and Greening programme.
2. Agree Note the extension of the Cool Streets and Greening Programme time frames by 12 months to March 2027. as agreed by the CAS Square Mile Programme Board.
3. Note the additional projects proposed to be delivered in Phase Five through the relevant gateway processes, detailed in Appendix 3 of the report.

10. SMITHFIELD AREA PUBLIC REALM AND TRANSPORTATION PROGRAMME (PHASE 1B)

The Sub-Committee received a progress update by the Executive Director, Environment concerning the phased project to deliver new public spaces and improved environment in the Smithfield area. The scheme was being undertaken in response to an expected increase in visitor numbers to the area following the opening of the new London Museum, the redevelopment of the Annexe Buildings and the future transformation of the Meat Market.

Following an introductory presentation by Officers, the Chairman commented that, although it did not form part of the issues on which the Sub-Committee was being asked to decide, Members may wish to be aware that the Section 278 legal agreement concerning the emerging public realm design (Phase 1a) remained to be finalised and signed by the London Museum.

A Member expressed support for the project's general direction of travel and requested that consultation with the current occupiers of the Market be conducted as soon as possible while the Market was still operating. Officers confirmed that this was already in hand.

Resolved – That Members

1. Approve an additional budget of £325K for the Smithfield Area Public Realm project, funded from the approved in principle £12m On-Street Parking Reserve (OSPR) project funding.
2. Agree the revised current project budget of £1.945m (excluding risk).
3. Delegate approval to the Executive Director Environment for funding to be received from the Culture Mile BID to support temporary enhancements delivered as part of Phase 1a (as set out in paragraph 6.4 of the report).

11. DAUNTSEY HOUSE, FREDERICK'S PLACE - PUBLIC REALM IMPROVEMENTS (S278)

The Sub-Committee received a report of the Executive Director, Environment which provided a status update concerning ongoing public realm improvements to Ironmonger Lane, including those related to the redevelopment of Dauntsey House, 4A and B Frederick's Place. Approval was sought to amend the scope of the project to include delivery of a raised carriageway for the full length of Ironmonger Lane and to the drawdown of £50,000 from the On-Street Parking Reserve (OSPR) allocation.

Resolved – That Members

1. Note the On-Street Parking Reserve (OSPR) allocation of £450,000 for additional public realm improvements to Ironmonger Lane as approved by Members of the Policy and Resources Committee.
2. Approve a drawdown of £50,000 from the OSPR allocation towards further surveys/investigations to finalise the development of public realm proposals for Ironmonger Lane.
3. Approve the budget adjustment summarised in Table 2 of Appendix 4 to the report.
4. Approve an amendment to the scope of the project to include the delivery of a raised carriageway for the full length of Ironmonger Lane.
5. Note the total estimated cost of the project at £350K-600K (excluding risk), the actual resources required to deliver the project to be finalised at the next reporting stage.
6. Note that the S278 element of the work is expected to be in the region of £160K subject to the last surveys being completed and will be funded by the S278 of the development.

12. **LEGIBLE LONDON S106 ALLOCATIONS**

The Sub-Committee received a report of the Executive Director, Environment concerning the City of London's ongoing update of the existing Legible London signage. Approval was sought to allocate the ring-fenced Section 106 funds secured for this purpose to make the updates, which would include the installation of step-free diversion signage at City-managed public lifts.

In considering the report, and with the permission of the Chairman, the Sub-Committee received a related question from a Member concerning the limited wayfinding and signage directing the large number of visitors arriving at Liverpool Street Station to the Square Mile and its heritage offer. As an example, the Member wondered how a visitor may be encouraged to find their way to Leadenhall Market, if for example they were heading to Monument, and to also discover other assets such as Royal Exchange along the way. He believed that opportunities were being missed, and action was needed to make it easy for visitors to find their way around. Referring to the City's ambition to become a seven day a week destination through the Destination City strategy, the Member requested the prioritisation of wayfinding and signage and asked whether it may be possible for the Sub-Committee to explore how this could be improved at key gateways such as Liverpool Street Station.

Officers replied that the issue which the Member had raised was a key one, on which discussions were ongoing with Destination City colleagues. Consideration was being given to opportunities for adding supplementary wayfinding at a level above basic. A report on Destination City would be submitted to a meeting of the Sub-Committee towards the end of 2025.

Resolved – That Members

1. Approve the allocation of £245,000 in Section 106 Legible London deposits to a project to update the City Corporation's Legible London signage.
2. Note that the City Corporation will be entering into a contract with Trueform, the supplier of Legible London signage, via a call-off process under the Transport for London framework agreement.

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

The Sub-Committee received a report of the Executive Director, Environment seeking approval for specific next steps in relation to a range of projects, as set out in Appendix 1 to the report. For each project, the next steps would include:

- Set up project budgets.
- Commence design work.
- Negotiate and enter into Section 278 agreements.

Resolved – That Members

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

14. MANSION HOUSE STATIONS ENVIRONS - LITTLE TRINITY LANE (PHASE 1)

The Sub-Committee received a report of the Executive Director, Environment concerning outcomes from the project to undertake public realm improvements at the southern end of Little Trinity Lane.

The Chairman commended the site visit to recently completed projects, including Little Trinity Lane, which had taken place the previous day, noting that more attendees would have been welcome. He thanked Officers for their work in organising the event.

Resolved – That Members

1. Note and approve the content of the outcome report.
2. Authorise the Chamberlain's department to return unspent project funds to the Cool Streets and Greening Programme to be reallocated to other projects within the programme (subject to the verification of the final account).
3. Approve the revised project budget as set out in Table 2 of Appendix 1 to the report.
4. Agree to close the project.

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15. MOORGATE CROSSRAIL STATION LINKS: FINSBURY CIRCUS WESTERN

The Sub-Committee received a report of the Executive Director, Environment concerning outcomes from the Finsbury Circus Western Arm scheme. This scheme, with the aim of enhancing the public realm and introducing new greening along the arm, had formed part of the Moorgate Crossrail Station

Links (MCSL) project and was a core project of the Cool Streets and Greening programme.

The Chairman praised the impressive nature of the scheme.

Resolved – That Members

1. Note and approve the content of the outcome report.
2. Authorise the Chamberlain's department to return unspent project funds to the Cool Streets and Greening Programme to be reallocated to other projects within the programme (subject to the verification of the final account).
3. Agree to close the Finsbury Circus Western Arm project.

16. 150 ALDERSGATE STREET SECTION 278 (G6)

The Sub-Committee received a report of the Executive Director, Environment concerning outcomes from the project to undertake Section 278 works including resurfacing in York stone and associated works in the vicinity of the development at 150 Aldersgate Street.

Responding to a question from a Member concerning the cleaning arrangements in place for the raised tiling in Bradwood Passage and other public art, Officers clarified that this was the responsibility of the building owner, with whom they would raise any issues brought to their attention.

Resolved – That Members

1. Note and approve the contents of the report.
2. Authorise return of unused funds to the developer, including any accrued interest as per the Section 278 agreement once the final accounts for these projects are completed.
3. Agree to close the 150 Aldersgate Street Section 278 project.

17. 16 OLD BAILEY - SECTION 278 HIGHWAY WORKS

The Sub-Committee received a report of the Executive Director, Environment concerning the outcomes from a project to undertake Section 278 highway works in the vicinity of the redevelopment of the Old Bailey.

Resolved – That Members

1. Approve the content of the Outcome Report and agree for the project to be closed.

2. Approve the return of funds remaining unspent from the Section 278 Works Payment (along with any accrued interest) to the developer.

18. ***CYCLING BEHAVIOUR IN THE CITY OF LONDON**

The Sub-Committee received for information a report of the Executive Director, Environment concerning action taken and to be taken by the City Police and Corporation in response to increased concerns about dangerous, anti-social and nuisance cycling behaviours in the City. Plans were noted for the City Police and Corporation to go further on tackling these issues with better data and analysis, more partnership work, better comms, encouraging national action and assessing scope to increase penalties locally.

Responding to a Members' question, Officers advised that they were working with operators to tackle the indiscriminate parking of e-bikes. It was noted that information concerning the location of parking areas was available on operators' apps and was in some cases leading to oversubscribed bays. It was hoped that the powers to licence e-bike operators to be granted to TfL in future would have a positive effect on operator performance.

Responding to a further question concerning action to address challenges associated with cycling culture in the Square Mile, Officers stated that their main focus for the next few months would be to work with TfL to amplify their campaign on this issue. More local initiatives, including the possibility of a City-led campaign to promote courteous cycling, could be considered in the longer term.

During discussion, a Member echoed the thanks expressed by the Chairman to Officers for arranging the site visit to completed projects. It was suggested that a similar event, such as a walk for City residents, may be well-received.

Resolved – That Members

1. Note the report.
2. Authorise the Chamberlain's department to return unspent project funds to the Cool Streets and Greening Programme to be reallocated to other projects within the programme (subject to the verification of the final account).
3. Agree to close the Finsbury Circus Western Arm project.

19. ***OUTSTANDING REFERENCES**

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

RESOLVED – That Members:

- Receive the report and note its content.

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

Responding to concern expressed by a Member regarding the late availability of the hard copy agenda, Officers apologised and undertook to convey the remarks to the Town Clerk's office.

With the permission of the Chairman, a further question from a Member concerning waymarking was addressed during consideration of Agenda Item 12 (Legible London Section 106 Funds), minute 12 above refers.

21. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There was no urgent business.

The meeting ended at 3.18 pm

Chairman

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