



Streets and Walkways Sub (Planning and Transportation) Committee

Date: TUESDAY, 14 OCTOBER 2025

Time: 1.45 pm

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

Members:

Deputy John Edwards, Farringdon Within (Chair)	Deborah Oliver
Jacqui Webster (Deputy Chair)	Hugh Selka, Bridge and Bridge Without
Deputy Marianne Fredericks	Deputy Tom Sleight, Bishopsgate Without
Alderman Alison Gowman CBE	Matthew Waters
Mercy Haggerty, PHES appointee	Deputy Timothy Butcher (Ex-Officio Member)
Shravan Joshi MBE	Charles Edward Lord, OBE JP (Ex-Officio Member)

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Ian Thomas CBE
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**

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

3. **MINUTES**

To agree the public minutes and summary of the meeting held on 16 September 2025.

For Decision
(Pages 5 - 20)

4. **ARTHUR STREET - SECTION 278 AGREEMENT FOR HIGHWAY REINSTATEMENT**

Report of the Executive Director, Environment.

For Decision
(Pages 21 - 28)

5. **CROSSRAIL LIVERPOOL STREET URBAN INTEGRATION (PHASE 2)**

Report of the Executive Director, Environment.

For Decision
(Pages 29 - 44)

6. **OUTCOME REPORT (G6) - 100 FETTER LANE: SECTION 278 (AND LIP-FUNDED RAISED JUNCTION TREATMENT OF NEW FETTER LANE, FETTER LANE AND BREM'S BUILDINGS)**

Report of the Executive Director, Environment.

For Decision
(Pages 45 - 64)

7. **POLICY AND PROJECTS DELEGATED DECISIONS - JULY TO SEPTEMBER 2025**

Report of the Executive Director, Environment.

For Information
(Pages 65 - 68)

8. **OUTSTANDING REFERENCES**

Report of the Town Clerk.

For Information
(Pages 69 - 70)

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

10. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

11. **EXCLUSION OF THE PUBLIC**

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

Part 2 - Non-public Agenda

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

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

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.

RESOLVED –

1. That the public minutes and summary of the meeting held on 16 September 2025 be agreed.
2. That, regarding the report presented to the Sub-Committee on Fenchurch Street Healthy Streets Plan, the erroneous reference in Table 3 of Appendix 3 to 120 Fenchurch Street instead of 20 Fenchurch Street be noted.

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.

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 Sleight, 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:

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:

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

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, as 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 though 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.
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

Contact Officer: Judith Dignum
Judith.Dignum@cityoflondon.gov.uk

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City of London Corporation Committee Report

Committee(s): Streets & Walkways Sub Committee	Dated: 14 October 2025
Subject: Arthur Street – Section 278 Agreement for Highway Reinstatement	Public report: For Decision
This proposal: <ul style="list-style-type: none"> delivers Corporate Plan 2024-29 outcomes 	<ul style="list-style-type: none"> Vibrant Thriving Destination
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	External TfL funding
Has this Funding Source been agreed with the Chamberlain's Department?	Yes
Report of: Executive Director Environment	
Report author: Albert Cheung – Street Space Planning	

Summary

Arthur Street at its junction with King William Street has been closed since 2015 to facilitate the Bank Station Capacity Upgrade (BSCU). The BSCU has delivered new Northern line platforms and a new station entrance on Cannon Street, which opened in spring 2023. Transport for London (TfL) is required under the Transport and Works Act Order to agree a reinstatement proposal and then to reinstate the highway on Arthur Street following completion of the station works.

The reinstatement proposal will permanently close Arthur Street at its junction with King William Street to motorised vehicles, as agreed by this Sub-Committee in July 2023. A new public space will be introduced, incorporating greenery, seating and cycle parking.

Following negotiations, The City Corporation has agreed to undertake the reinstatement works on behalf of TfL, with all costs fully funded by TfL through a Section 278 agreement. This approach ensures the works are delivered to the City Corporation's standards. Members are therefore asked to authorise officers to

negotiate and enter into a Section 278 agreement with TfL to secure the funding required to deliver the reinstatement works.

Recommendation(s)

Members are asked to:

- Authorise officers to negotiate and enter into a S278 agreement with TfL, to reinstate Arthur Street as detailed in this report.

Main Report

Background

1. Arthur Street at its junction with King William Street has been closed since 2015 to facilitate the Bank Station Capacity Upgrade (BSCU). The BSCU has provided new Northern line platforms and a new London Underground station entrance on Cannon Street which opened in spring 2023. However, due to extended negotiations between the City Corporation and Transport for London (TfL), the commencement of the backfill of the large underground shaft was delayed until June 2025 and is expected to be completed by January 2026.
2. Under the Transport and Works Act Order, TfL has an obligation to agree the reinstatement proposal and then to reinstate the highway on Arthur Street following the completion of the BSCU development. However, it has now been agreed that the City Corporation will deliver the reinstatement works on behalf of TfL, with all costs fully funded by TfL. This arrangement will ensure the works are delivered to the City Corporation's standards.
3. In February 2023, TfL carried out a public consultation on the proposal to permanently close Arthur Street at its junction with King William Street (except for cycle access). As part of this process, local Ward Members were briefed. Following the consultation, TfL's reinstatement proposal was presented to the Streets and Walkways Sub-Committee in July 2023. The Sub-committee agreed to the permanent closure (except for cycle access), subject to the condition that the new public space incorporates greenery and seating. The approved proposed layout of Arthur Street is included in Appendix 1.

Current Position

4. Officers are working in close coordination with TfL to facilitate a handover of the Arthur Street site, enabling the delivery of the highway reinstatement, which will be fully funded by TfL. Given that the approved reinstatement proposals is significant both in terms of costs and changes to the highway layout, it is necessary to secure the funding to deliver the works through a Section 278 agreement. Member approval is therefore sought for officers to negotiate and enter into a Section 278 agreement with TfL.
5. Project approvals will be sought through delegation, as the estimated cost of the highway reinstatement falls within the threshold delegated to Chief Officers. This reporting process will ensure approvals are obtained efficiently, with a delegated report seeking authority to start work planned for later this year.
6. TfL is expected to hand over the Arthur Street site in January 2026. Following the handover, prioritised temporary improvements will be delivered to enhance accessibility for adjacent frontages and for people walking, wheeling, and cycling. In parallel, surveys will be undertaken, detailed design of the approved layout will be completed, materials will be procured, and site mobilisation will begin. The construction is scheduled to start in June 2026, with completion expected in September 2026.

Strategic implications

7. The delivery of the approved layout supports the delivery of Corporate Plan Outcome: Vibrant thriving destination by improving the experience of people walking and wheeling and making the City's streets more accessible.
8. The scheme also supports the delivery of the Transport Strategy which sets out our approach to improving people's experience on the City's streets (Outcome 1: The Square Mile's streets are great places to walk, wheel and spend time). Utilising developer funds to improve our streets is included in Proposal 5: Ensure new developments contribute to improving the experience of walking, wheeling and spending time on the City's streets

Financial implications

9. The estimated cost of the highway reinstatement is £510,000 and will be fully funded by TfL. Should the actual delivery cost exceed this estimate, TfL will incur the additional expense. Conversely, if the final cost is lower, the extra funds will be returned to TfL.
10. The City Corporation's legal staff cost is £5,000, this has been agreed by TfL and will be charged to TfL directly as normal.

Resource implications

11. The City Corporation's legal team will assist officers to negotiate the S278 agreement.

Legal implications

12. TfL has an obligation to reinstate the highway on Arthur Street through the Transport Works Act Order (TWAO) which authorised TfL to undertake the BSCU.
13. A Section 278 agreement under the Highways Act 1980 is considered necessary for the City Corporation to secure funding from TfL to deliver the Arthur Street highway reinstatement proposals.

Risk implications

14. There is a reputational risk to the City Corporation if approval to enter into a Section 278 agreement is not granted. The highway reinstatement would then be required to be delivered by TfL, which poses a risk to the quality of delivery and is likely to result in delays to the Arthur Street reinstatement, with adverse impacts on residents, businesses, workers, and visitors.

Equalities implications

15. Not applicable

Climate implications

16. Not Applicable

Security implications

17. Not Applicable

Conclusion

18. The reinstatement proposals and associated public realm improvements for Arthur Street will complete the Bank Station Capacity Upgrade project.
19. The City Corporation will secure full external funding for the works through a Section 278 agreement with TfL which safeguards delivery standards. Authorising this agreement will allow the reinstatement to proceed as efficiently as possible, ensuring that residents, businesses, workers, and visitors benefit from the scheme at the earliest opportunity.
20. The project approval for the scheme will be sought through a separate report to the Chief Officer.

Appendices

Appendix 1: Arthur Street Reinstatement – Approved Proposed Layout

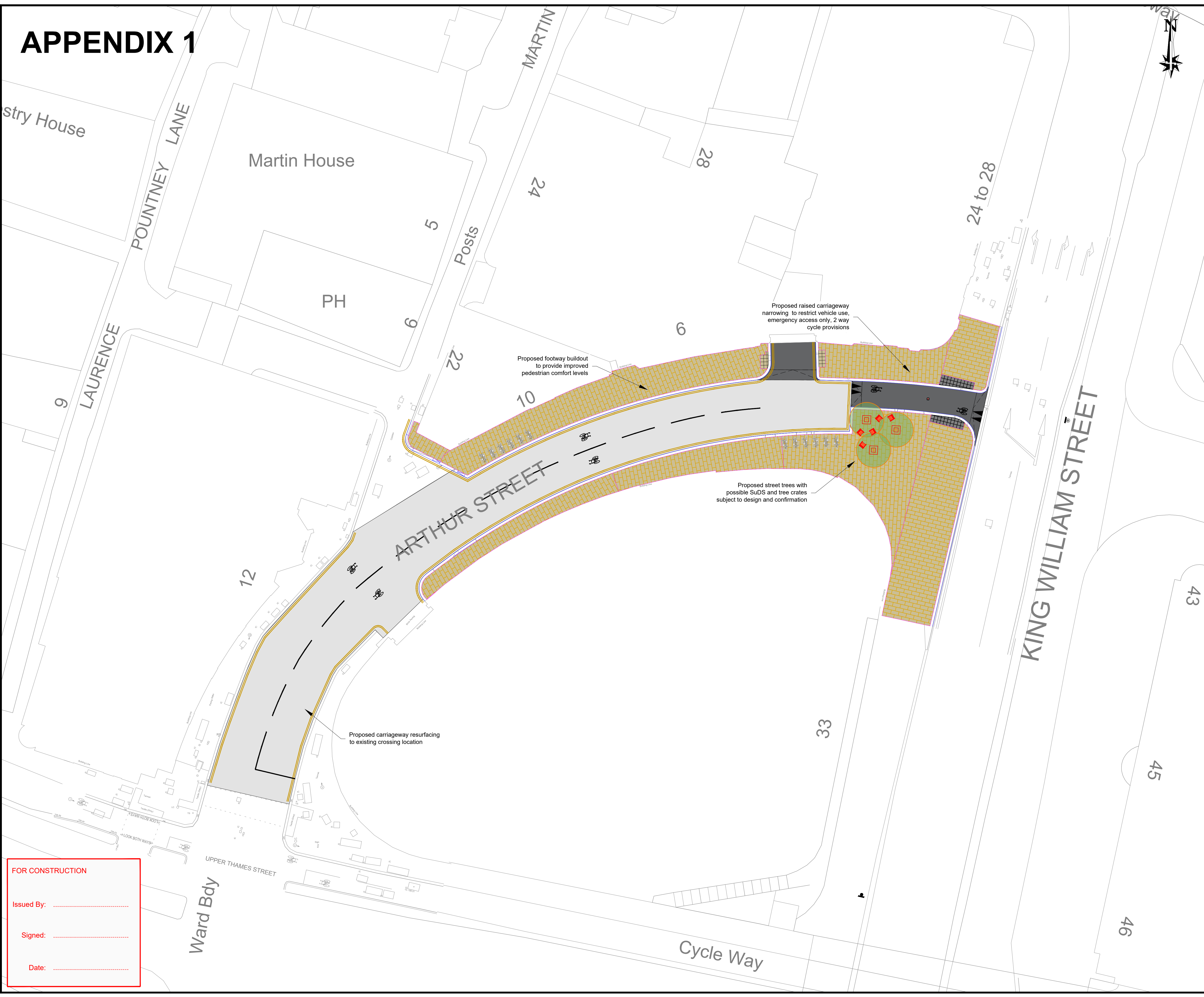
Albert Cheung

Street Space Engineer, Environment Department

E: albert.cheung@cityoflondon.gov.uk

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APPENDIX 1



- Notes:**
1. No information to be scaled from this drawing.
 2. Works shall comply with the current City of London Specification for Highway works.
 3. All road markings refer to the "Traffic Signs Regulations and General Directions 2016". Refer to drawing number 1200-16100462-RM
 4. This drawing is to be read in conjunction with all relevant drawings
 5. The Contractor will be held responsible for any damage caused to private highways and privately owned street furniture.

- KEY**
- 300 x 200 flame textured silver grey granite kerb
 - Proposed 63mm thick (600mm x varied) Scoutmoor Yorkstone paving
 - Proposed raised table/entry treatment
 - Proposed HRA carriageway surfacing
 - Proposed 63mm thick (400mm x 400mm) Scoutmoor tactile paving
 - Proposed cycle stand
 - Proposed sign / sign & post
 - Proposed collapsible bollard (TBA)
 - Proposed timber single seats
 - Proposed 450 x 450mm cycle friendly gully
 - Proposed street tree

Rev No.	Date	Description	By
Revision			

TITLE:

Arthur Street
TfL - Crossrail
Reperation Works

TITLE:

General Arrangement

CLIENT:

HIGHWAY DESIGN AND CONSTRUCTION

DEPARTMENT OF THE BUILT ENVIRONMENT
PO BOX 270
GUILDHALL
LONDON
EC2P 2EJ
TEL: 020 7606 3030

CITY OF LONDON

Sheet: SHEET 1 of 1

Date: September 2024

Designed by: CO'K

Checked by: BM

Scale & Drawing Size: 1:200@A1

Revision: -

Drawing No: 100/CE90020/GA1

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FOR CONSTRUCTION

Issued By:

Signed:

Date:

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Committees: Streets & Walkways Sub Committee <i>[for decision]</i> Projects & Procurement Sub Committee <i>[for information]</i>	Dates: 14 October 2025 18 November 2025
Subject: Crossrail Liverpool Street Urban Integration (Phase 2)	Gateway 3 Regular Issue Report
Unique Project Identifier: 11375	
Report of: Executive Director Environment Report Author: Tom Noble, Transport & Public Realm Projects	For Decision
<h1>PUBLIC</h1>	

1. Status update	<p>Project Description: To explore design changes to the public realm across the wider Liverpool Street area to enhance the pedestrian environment and facilitate the anticipated pedestrian uplift in the area resulting from the opening of the Elizabeth line.</p> <p>The Liverpool Street Area Healthy Streets Programme serves to implement the Liverpool Street Area Healthy Streets Plan which was adopted in May 2024.</p> <p>RAG Status: Green (Amber at last report to committee)</p> <p>Risk Status: Low (Low at last report to committee)</p> <p>Total Estimated Cost of Programme (excluding risk): £15-20m – this is the total estimated cost of delivering the full programme as set out in the delivery plan at Appendix 2, and would include funding from a variety of sources, the majority of which is not yet secured.</p> <p>Spend to Date: £127,000</p> <p>Costed Risk Provision Utilised: None</p>
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<p>2. Requested decisions</p>	<p>Next Gateway: N/A</p> <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. Note and approve the contents of this report; 2. Approve the renaming of the Crossrail Liverpool Street Urban Integration (Phase 2) project, to the Liverpool Street Area Healthy Streets Programme; 3. Approve the closure of the Crossrail Liverpool Street Urban Integration (Phase 2) project and the transfer of any unspent budgets to Liverpool Street Area Healthy Streets Programme; 4. Approve the allocation of £50,000 from the existing Crossrail Phase 2 Urban Integration project, to create a programme management budget for the Programme, as set out in Section 7; 5. Approve the remaining allocation from the existing Crossrail Liverpool Street Urban Integration Phases, to be put towards delivery of individual projects emerging from the Programme; 6. Approve the inclusion of any underspend from the Finsbury Circus Access Improvements project, to be put towards delivery of individual projects emerging from the Programme; 7. Note that future update reports on the Programme will be outside of the Gateway process, but that individual projects within the Programme will be subject to approval through the Gateway process.
<p>3. Background</p>	<p>3.1 The Crossrail Liverpool Street Urban Integration project was initiated in 2013, with the overall aim of delivering public realm improvements to support the opening of the new Elizabeth line entrance at Liverpool Street. Phase 1 of the project delivered a pedestrianised area around the new Elizabeth line entrance in Liverpool Street and a raised carriageway on the adjacent section of Blomfield Street. Phase 2 of the project delivered:</p> <ul style="list-style-type: none"> • Retiming of traffic signals at nearby junctions to increase priority for walking and wheeling; • Decluttering of redundant street furniture in Old Broad Street (between Liverpool Street and Wormwood Street); • Temporary measures to increase space for walking and wheeling on Old Broad Street to support social distancing during COVID-19, and the development of concept designs to make these changes permanent (not yet delivered). <p>3.2 In May 2023 an Issue report was approved to amend the scope of the Crossrail Liverpool Street Urban Integration (Phase 2) project to include a public consultation exercise</p>

	<p>on the Liverpool Street Area Healthy Streets Plan (HSP). This report also confirmed that the project would be put on hold until the HSP was adopted, and that it would then be subsumed into the Liverpool Street Area Healthy Streets Programme.</p> <p>3.3 The creation of the HSP was largely in response to the high level of development activity in the area, including the forthcoming transformational scheme for Liverpool Street Station which will enable significant changes and improvements to the public realm.</p> <p>3.4 The consultation on the HSP was conducted between October and December 2023, with over 100 responses received. The majority of responses indicated broad support for the proposals; the HSP was subsequently amended and then adopted in May 2024.</p>
4. Progress since last report	<p>4.1 This report provides an update on the of the adopted Healthy Streets Plan progress and establishes a programme to continue delivery of the Plan.</p> <p>4.2 Since the HSP was adopted in May 2024, a number of projects in the area have progressed or have completed.</p> <p>Completed projects</p> <p>4.3 Finsbury Circus western arm (completed May 2025) – conversion of a redundant area of carriageway space to a pedestrianised area featuring new planting, seating and cycle parking.</p> <p>4.4 Finsbury Circus access improvements (completed July 2025) – widened pavements, raised table crossings and additional cycle parking provided at the four entrances to Finsbury Circus, complementing the recently-completed enhancement of the Circus.</p> <p>4.5 101 Moorgate s278 (completed July 2025) – provision of a widened pavement and a new signalised pedestrian crossing in the vicinity of the development on Moorgate, and the reinstatement of Moor Place and Keats Place.</p> <p>Projects underway</p> <p>4.6 Moorgate / Ropemaker Street junction (construction expected to commence in September 2025 at time of writing) – reconfiguration of the junction to provide widened pavements on the southeastern and southwestern sides and</p>

	<p>a diagonal crossing to serve the southwest / northeast pedestrian desire line.</p> <p>4.7 One Broadgate s278 (underway, expected to complete in November 2025) – provision of a widened pavement and a lined cycle lane on the north side of Eldon Street adjacent to the development.</p> <p>Section 278 projects (initiated) – see map at Appendix 4</p> <p>4.8 One Liverpool Street (expected completion in 2026) – repaving of the western pavement adjacent the development on Blomfield Street, and the potential installation of a raised table crossing at the junction of Blomfield Street and Finsbury Circus.</p> <p>4.9 1-5 London Wall Buildings (expected completion in 2027) – reconfiguration of the junction of Blomfield Street / London Wall, and repaving of pavements adjacent to the development on Blomfield Street and Finsbury Circus.</p> <p>4.10 75 London Wall (expected completion in 2027) – repaving of the pavement on London Wall adjacent to the development, widened and repaved pavement on Old Broad Street and the introduction of pedestrian priority measures in Great Winchester Street (some of these measures are outside of the HSP area).</p> <p>4.11 2-3 Finsbury Avenue (expected completion in 2027) – improvements to pavements and carriageways adjacent to the development on Sun Street and Wilson Street, and the planting of street trees.</p> <p>4.12 55 Old Broad Street (expected completion in 2029) – pedestrian priority measures adjacent to the development in Old Broad Street and repaved pavements on Wormwood Street and Bishopsgate Churchyard.</p> <p>4.13 An updated delivery plan reflecting progress on these schemes, and incorporating other projects being progressed by the Policy & Projects team, is shown in Appendix 2.</p>
5. Issue description	<p>5.1 As previously reported, the Crossrail Liverpool Street Urban Integration (Phase 2) project has been on hold pending completion of the HSP.</p> <p>5.2 A combination of Section 278 and City of London projects have since come forward covering the entire scope of the Urban Integration project (see plan in Appendix 3). These projects will progress through their own reporting routes and</p>

	<p>design processes but will be coordinated through the Programme.</p> <p>5.3 It is therefore proposed that the name of the project is changed from ‘Crossrail Liverpool Street Urban Integration (Phase 2)’ to ‘Liverpool Street Healthy Area Streets Programme’. It is further proposed that the remaining budget from the original project is retained and repurposed, as set out in Section 7.</p> <p>Governance</p> <p>5.4 It is expected that a Liverpool Street Stakeholder Group for the redevelopment of the station and opportunities around this will be established. This will be used as a Steering Group for the Healthy Streets Programme.</p> <p>5.5 The Programme area is partially covered by the Eastern City BID and Culture Mile BID areas and is bounded to the east by the Aldgate Connect BID. Updates will be provided to these BIDs on a periodic basis, and opportunities to deliver projects with the Eastern City and Culture Mile BIDs will be explored.</p>												
6. Next steps	<p>6.1 As with other adopted Healthy Street Plans, an annual update report will be presented to Members, highlighting progress on the delivery of the Programme.</p> <p>6.2 As noted above, updates will be provided to existing groups with an interest in the area, therefore a separate working group is not proposed.</p>												
7. Budget	<table><tr><th>Item</th><th>Reason</th><th>Funds/ Source Funding of</th><th>Cost (£)</th></tr><tr><td>Programme management (T&PR staff costs)</td><td>To coordinate delivery of projects, including funding bids, and liaise with stakeholders</td><td>Crossrail funding (committed)</td><td>50,000</td></tr><tr><td>Project delivery</td><td>To implement priority projects within the</td><td>Crossrail funding (committed)</td><td>1,417,527*</td></tr></table>	Item	Reason	Funds/ Source Funding of	Cost (£)	Programme management (T&PR staff costs)	To coordinate delivery of projects, including funding bids, and liaise with stakeholders	Crossrail funding (committed)	50,000	Project delivery	To implement priority projects within the	Crossrail funding (committed)	1,417,527*
Item	Reason	Funds/ Source Funding of	Cost (£)										
Programme management (T&PR staff costs)	To coordinate delivery of projects, including funding bids, and liaise with stakeholders	Crossrail funding (committed)	50,000										
Project delivery	To implement priority projects within the	Crossrail funding (committed)	1,417,527*										

		programme area		
	Future project delivery	To implement further projects within the programme area	Section 278, CIL, OSPR (uncommitted)	13,532,473 - 18,532,473
	Total			15,000,000 - 20,000,000
<p>* Note that this figure will increase once the underspend from the Finsbury Circus Access Improvements project is finalised and transferred to this budget.</p> <p>Costed Risk Provision requested for this Gateway: None</p> <p>7.1 The prioritisation of projects will be assessed as part of the programme management process.</p> <p>7.2 Additional funding required to deliver the programme will be provided through a combination of Section 278 agreements from developments in the area and CIL / OSPR (bids will be made accordingly via Resource Allocation Sub-Committee and Policy & Resources Committee, and will be subject to prioritisation against other requests for this funding).</p>				

Appendices

Appendix 1	Project Coversheet
Appendix 2	Updated Liverpool Street Healthy Streets Programme delivery plan
Appendix 3	Original Crossrail Liverpool Street Urban Integration phasing plan
Appendix 4	Locations of initiated Section 278 projects

Contact

Report Author	Tom Noble
Email Address	tom.noble@cityoflondon.gov.uk

Project Coversheet

[1] Ownership & Status

UPI: 11375

Core Project Name: Crossrail Liverpool Street Urban Integration Phase 2 (proposed to change to Liverpool Street Area Healthy Streets Programme)

Programme Affiliation: Crossrail Liverpool Street Urban Integration under the Crossrail Urban Integration Projects

Project Manager: Tom Noble

Definition of need: To explore design changes to the public realm across the wider Liverpool Street area to enhance the pedestrian environment and facilitate the anticipated pedestrian uplift in the area resulting from Crossrail. These proposals will also be required to account for emerging and known adjacent private developments and Transport for London's aspirations for the nearby A10 corridor.

Key measures of success:

- | |
|---|
| 1) Key highway improvements completed in time for opening of the Elizabeth Line |
| 2) Improved user experience in the vicinity of the station |
| 3) Improved user comfort levels |
| 4) Improved pedestrian safety |

Expected timeframe for the project delivery: The majority of the work to deliver the scope of the Crossrail Liverpool Street Urban Integration Phase 2 project is either complete or is due to be delivered imminently through other projects.

The Healthy Streets Programme will cover the delivery of projects in the area over the next 10 years.

Key Milestones: The programme will align with current and emerging development projects which will be mapped out in more detail as part of the programme management process.

Are we on track for completing the project against the expected timeframe for project delivery? N/A.

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? No.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Proposal' G2 report (as approved in November 2013):

- Total Estimated Cost: £250k - £2m
- Resources to reach next Gateway: £60,000
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: 2018 (for Crossrail station completion)

Scope/Design Change and Impact: Set the scope for the Phase 1 work that was to be delivered in time for the opening of Crossrail which was then estimated as '2018'.

'Outline Options Appraisal' G3 report (as approved by PSC 22/7/14):

- Total Estimated Cost: £2-3.5 million (excluding value of remediation by Crossrail)
- Spend to date: £20,513
- Resources to reach next Gateway: £115,000
- Costed Risk Against the Project: n/a
- Estimated Programme Dates: 2018 (for Crossrail station completion)

Scope/Design Change and Impact: none

'Detailed Options Appraisal' G4 Stage 1 report (as approved by PSC 23/2/15):

- Total Estimated Cost: £2-3.5 million
- Resources to reach next Gateway: £115,000
- Spend to date: £135,513
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: 2018 (for Crossrail station completion)

Scope/Design Change and Impact: Removal of traffic from the western arm of Liverpool Street.

'Issue Report' (as approved by PSC 29/6/16):

- Total Estimated Cost: £2-3.5 million
- Resources to reach next Gateway: £35,000
- Spend to date: £251,579
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: 2018 (for Crossrail station completion)

Scope/Design Change and Impact: Requested further funding to cover unforeseen staff time/ work.

'Update Report' (as approved by PSC 12/12/16):

- Total Estimated Cost: £2.5-3.5m
- Resources to reach next Gateway: £213,000
- Spend to date: £247,000
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: Late 2018 (for Crossrail station completion). Late 2016 for a delegated decision on work site proposals

Scope/Design Change and Impact: Requested further funding to develop the work site proposals, and defined the 'wider area'

Issue Report (as approved by PSC 18/7/17):

- Total Estimated Cost: £2.5-3.5m (although not explicitly stated within the report)
- Resources to reach next Gateway: No extra resources requested.
- Spend to date: £268,000
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: Crossrail due to open in December 2018. City highways construction start in January 2018, complete in December 2018.

Scope/Design Change and Impact: Members agreed to the City delivering the Liverpool Street east urban realm works on behalf of Crossrail and to receive a G5 report instead of a G4 Stage 2 report.

‘Authority to Start Work G5 report (for the previously mentioned Crossrail works, as approved by PSC 11/12/17):

- Total Estimated Cost: £2.4m
- Resources to reach next Gateway: No extra resources requested.
- Spend to date: £313,687
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: Crossrail due to open in December 2018. Materials procurement/ mobilisation – Q1 2018, Reinstatement of Liverpool Street West – Q2/3 2018, Raised table on Old Broad Street & Liverpool Street construction – Q3 2019, Eldon Street raised table and other works – Q1 2020.

Scope/Design Change and Impact: Members approved the implementation costs for the Liverpool Street east works which Crossrail had asked the City to undertake and noted that delivery of some elements may not be complete until 2022.

‘Authority to Start Work’ G5 report (as approved by PSC 13/6/18):

- Total Estimated Cost: £2,712,843
- Resources to reach next Gateway: £2,399,156
- Spend to date: £313,687
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: Crossrail due to open in December 2018. Materials procurement/ mobilisation – July 2018, Reinstatement of Liverpool Street East – July to November 2018, Old Broad Street construction – May to June 2019, Eldon Street and Blomfield Street – January to April 2020

Scope/Design Change and Impact: Members approved the implementation costs for the works which Crossrail had asked the City to undertake and noted that delivery of some elements may not be complete until 2022.

Urgency report (as approved by PSC August 2019):

- Total Estimated Cost: £2.7m
- Resources to reach next Gateway: n/a
- Spend to date: £0.78m
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: n/a

Scope/Design Change and Impact: Members approved that the City undertook works on private land, fully funded by Crossrail.

Issue Report (as approved by PSC 16/10/19):

- Total Estimated Cost: £4.1m (£2.7m for the existing Crossrail Liverpool Street Urban Integration project (Phase 1) plus the £1.4m allocated to the wider area sub-project (Phase 2) in the ‘Review of Projects within the Built Environment Directorate’ report (July 2019).
- Resources to reach next Gateway: £206,500
- Spend to date: £0.917m
- Costed Risk Against the Project: £25,700
- CRP Requested: n/a
- CRP Drawn Down: n/a

<ul style="list-style-type: none"> Estimated Programme Dates: The new Liverpool Street Crossrail station is currently expected to open in late 2020/ early 2021. <i>Scope/Design Change and Impact: Members agreed to an increase in scope, establishment of an external working group, the revised total project cost and its funding mechanisms and resources to next gateway.</i>
<p>Issue Report (as approved by PSC 23/02/21):</p> <ul style="list-style-type: none"> Total Estimated Cost: £1.4m (no change). Spend to date: £49,551 Costed Risk Against the Project: £25,700 (no change) <p><i>Scope/Design Change and Impact: Report updated on delays that had been incurred due to the pandemic and what the next steps were to be. There were no scope or finance changes.</i></p>
<p>Issue Report (as approved by PSC 17/2/22):</p> <ul style="list-style-type: none"> Total Estimated Cost: Approx. £1.64m (an increase of £155,000 from previous due to the requested inclusion of incomplete Crossrail Liverpool Street Phase 1 work) Spend to date: £97,701 CRP Utilised: None. Slippage: Approx. 4 months slippage on planned reporting timeframes due to Phase 2 design work taking slightly longer than envisaged. <p><i>Scope/Design Change and Impact: Members approved the inclusion of incomplete Phase 1 work and funding, the removal of temporary social distancing measures on Old Broad Street between London Wall and Liverpool Street and two delegations.</i></p>
<p>Issue Report (as approved by OPPS 5/6/23)</p> <ul style="list-style-type: none"> Total Estimated Cost: £1.64m Spend to date: £105,789 CRP Utilised: None. Slippage: Delivery of on-street changes is now being coordinated through the Healthy Streets Plan and in response to emerging developments across the Liverpool Street area. <p><i>Scope/Design Change and Impact: Members approved the pause of the Urban Integration project pending the completion of a public consultation exercise on the Liverpool Street Area Healthy Streets Plan. The incorporation of the project into the programme on completion of the Plan was also approved.</i></p>

Total anticipated on-going commitment post-delivery [£]: N/A

Programme Affiliation [£]: N/A – the project is intended to become the Liverpool Street Area Healthy Streets Programme, financial details within the main report.

Project / project area	Description	Current status
Short term (2025-2028)		
Finsbury Circus western arm	Permanent closure to motor vehicles and the creation of a new public space with fixed seating and in-ground raised planters	Complete
Finsbury Circus access	Widened pavements, additional cycle parking and raised carriageways at the four pedestrian entrances to Finsbury Circus	Complete
Moorgate / London Wall open space	Substantial areas of new sustainable planting, incorporating new seating and improved footways	Complete
Cycle and micromobility parking (areawide)	Introduction of new on-street micromobility bays	Finsbury Circus complete
Moorgate / Ropemaker Street junction	Widened footways, a southwest-northeast diagonal crossing and a banned left turn from Moorgate into Ropemaker Street	On site, due for completion in spring 2026
Finsbury Circus / Blomfield Street raised crossing	Raised table informal crossing at the junction, improving accessibility between Finsbury Circus and Liverpool Street	Design work underway
Blomfield Street	Footway improvements between the junctions of Finsbury Circus and London Wall	Design work underway
Eldon Street / Blomfield Street	Introduction of a contraflow cycle lane and localised public realm improvements (part funded via s278)	Design work underway
London Wall / Blomfield Street junction	Widened footways, reconfigured pedestrian crossings and improving cycling provision (part funded via s278)	Design work underway
Moorgate	Widened footways and cycle lanes between Ropemaker Street and London Wall	Design work underway
Medium term (2028-2031)		
Cycle and micromobility parking (areawide)	Locations TBD	Ongoing
London Wall & Wormwood Street	Potential introduction of protected cycle lanes and localised pavement widening (expected to be part funded via s278)	Not yet initiated - linked to the delivery of several adjacent Section 278 schemes
Bishopsgate / Wormwood St junction*	Introduction of an all-green pedestrian crossing phase, including diagonal crossings, and widened footways	TfL led project, design work included as part of larger project to deliver permanent improvements to Bishopsgate.
Old Broad Street (north of London Wall)	Widened pavements and a raised table informal crossing adjacent to New Broad Street (expected to be fully funded via s278)	Not yet initiated - expected to be delivered as part of 55 Old Broad Street s278
Wilson Street	Improvements to cycling provision and localised pavement widening, including potentially introducing a one-way restriction for motor vehicles (expected to be part funded via s278)	Design work underway as part of 2-3 Finsbury Avenue s278
Sun Street / Appold Street	Pedestrian priority improvements (expected to be part funded via s278)	Partly delivered as part of 2-3 Finsbury Avenue s278; wider project not yet initiated
Primrose Street	Pedestrian priority improvements (expected to be part funded via s278)	Not yet initiated
Longer term (2031 onwards)		
St Botolph without Bishopsgate churchyard	Improved seating, lighting and wayfinding	Not yet initiated
Moorgate / London Wall junction	Introduction of an all-green pedestrian crossing phase, including diagonal crossings, and widened footways	Not yet initiated
South Place	Pedestrian priority improvements	Not yet initiated
Liverpool Street / Bishopsgate raised crossing*	Introduction of a raised crossing at the junction (expected to be fully funded via s278)	Not yet initiated - would be delivered alongside Liverpool Street Station development
Liverpool Street (east)	Public realm improvements, including reconfiguring the existing taxi rank (expected to be fully funded via s278)	Not yet initiated - would be delivered alongside the Liverpool Street Station development

* TfL led scheme

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Appendix 3 - Liverpool Street Area Phase Scope Map

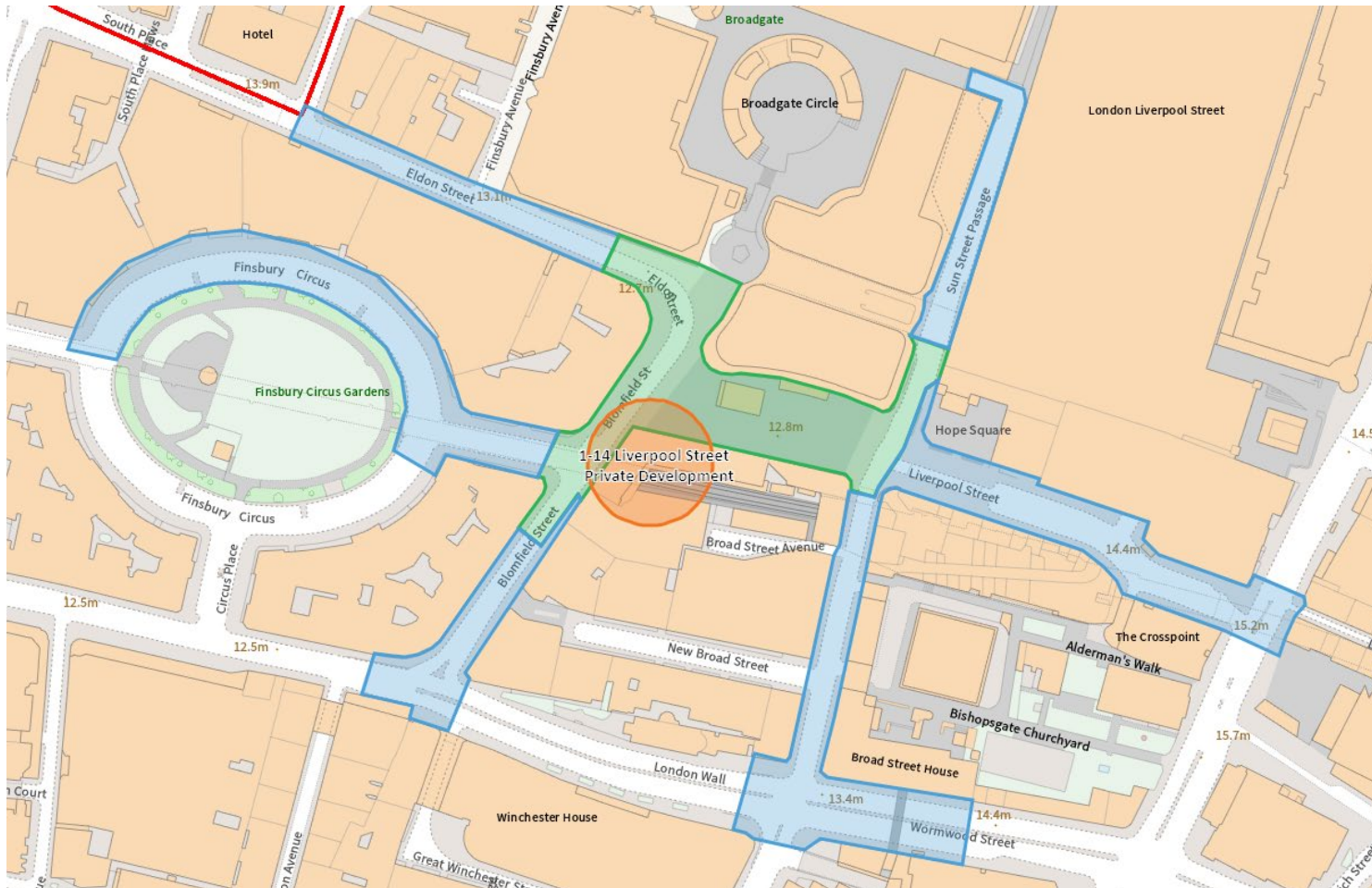
(Please note – Whilst some of the sections below include private land, no public money is to be spent on them)

Key

Green – Approved
Crossrail Phase 1 area

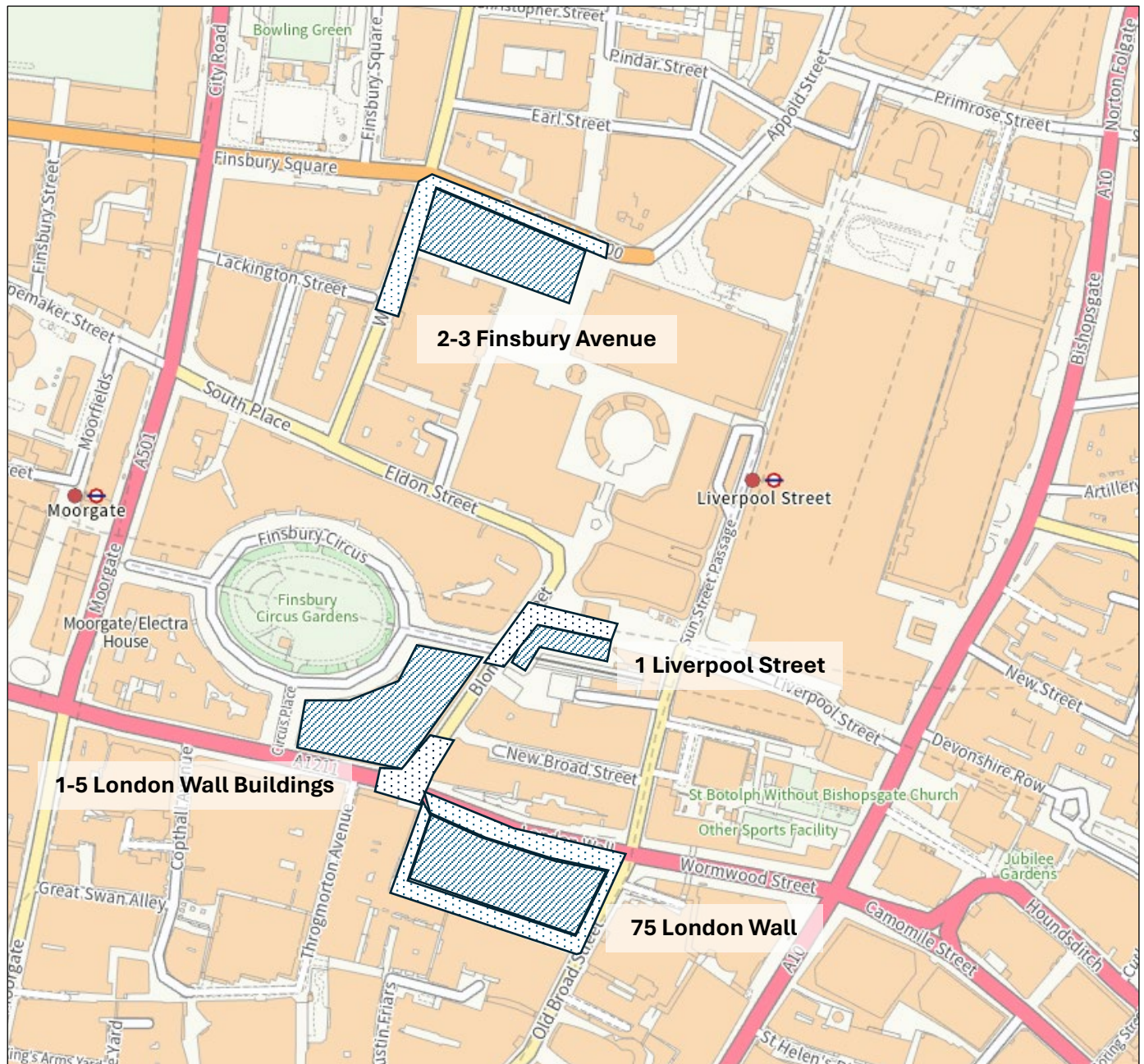
Blue – Approved Crossrail
Liverpool Street Phase 2
area

Orange – On-going private
developments affecting
completion of Phase 1
work

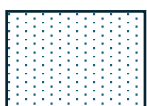


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Appendix 4: Locations of initiated Section 278 projects



Development site



Section 278 scope

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Agenda Item 6

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Committees: Streets and Walkways Sub [for decision] Projects and Procurement Sub [for information]	Dates: 14 October 2025 16 October 2025
Subject: 100 Fetter Lane Section 278 (and LIP funded raised junction treatment at New Fetter Lane, Fetter Lane and Bream's Buildings.) Unique Project Identifier: 12348	Gateway 6: Outcome Report Light
Report of: Executive Director Environment Choose an item. Report Author: Stephen Oliver, Transport and Public Realm	For Decision
<p style="text-align: center;">PUBLIC</p>	

Summary

1. Status update	<p>Project Description: The project delivered enhancements to the public realm around the redevelopment of 100 Fetter Lane and included a new raised junction treatment at New Fetter Lane, Fetter Lane and Bream's Buildings.</p> <p>RAG Status: Green (Green at last report to Committee)</p> <p>Risk Status: Low (Low at last report to committee)</p> <p>Costed Risk Provision Utilised: £14,617 (of which £0 was drawn down at the last report to Committee);</p> <p>Final Outturn Cost: S278 Works £213,847 (including commuted maintenance)</p> <p style="text-align: right;">Healthy Streets LIP £71,790</p>
-------------------------	---

<p>2. Next steps and requested decisions</p>	<p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. Note the contents of this 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 this project.
<p>3 Key conclusions</p>	<p>3.1 The project was delivered in line with its main objectives to:</p> <ul style="list-style-type: none"> • Upgrade existing footways surrounding the site with York stone in keeping with adjoining areas on Fetter Lane, Breams Buildings, Greystoke Place and Mac's Place. • Improve crossing facilities for people walking and wheeling at the junction of Breams Buildings, Fetter Lane and New Fetter Lane to improve east/west pedestrian movement. <p>3.2 The S278 project required use of £14,617 costed risk provision (CRP).</p> <ul style="list-style-type: none"> • The costed risk was required because an element of paving by the developers within their curtilage was installed at an incorrect level and therefore some of the paving in Macs Place had to be re-laid to achieve a level surface. Three utility box covers damaged during the construction phase had to be replaced and additional drainage had to be installed. • The developers programme also slipped by several months and the agreed S278 works could therefore not be delivered by FM Conway to the original programme resulting in further costs and staff time.

Main Report

<p>4 Design into delivery review</p>	<p>4.1 The programme was adjusted to coincide with the development's timelines. This delayed the start of implementation from the original programme as agreed at Gateway 5 by five months.</p> <p>4.2 The project delivered</p> <ul style="list-style-type: none"> • Footway surrounding the site repaired post construction and replaced with Yorkstone. • Works to tie in, a new building line and new route from Brems Buildings into the public highway on Mac's Place. • Improvements to pedestrian crossing facilities at the junction of Bream's Buildings, Fetter Lane and New Fetter Lane to improve east/west movement for people walking and wheeling which supports the Transport Strategy objective of improving accessibility for people who walk and wheel in the City. This measure was funded from Transport for London's annual Local Improvement Plan.
<p>5 Options Appraisal</p>	<p>5.1 The completed project delivered the original objectives by:</p> <ul style="list-style-type: none"> • Making improvements to the public realm around the new development. • Promoting pedestrian priority in the street. • Facilitates the development's operational requirements. • Meeting the objectives of the Fleet Street Area Healthy Streets Plan. <p>5.2 At Gateway 5 the scope of S278 works and funding source was amended, as an existing approved LIP funded scheme was extended to include the junction of Bream's Buildings, Fetter Lane and New Fetter Lane to provide a better design solution for the comfort and safety of people walking and wheeling.</p>
<p>6 Procurement route</p>	<p>6.1 The construction package was prepared in-house by the Highway Engineer and work on site was undertaken by the City's term contractor.</p>
<p>7 Skills base</p>	<p>7.1 The project team had the necessary skills, knowledge and experience to manage delivery of this project.</p>
<p>8 Stakeholders</p>	<p>8.1 The project was delivered in close liaison with the developer and stakeholders to ensure the proposals meet their needs as far as possible. Local businesses were consulted on changes to local access and where required road closures were carried out at weekends.</p>

Variation Review

9 Assessment of project against key milestones	9.1 The project implementation was delayed from an original agreed programme with the developers as their programme slipped by 5 months and the site was therefore not released.
10 Assessment of project against Scope	<p>10.1 At Gateway 5 the project's scope was increased to include a raised carriageway at the junction of Bream's Buildings, Fetter Lane and New Fetter Lane. This resulted in an overall improved scheme than agreed with developers. The raised carriageway was funded from TfL LIP funding.</p> <p>10.2 During implementation the S278 scope of works was increased due to issues caused by the developer.</p>
11 Risks and issues	<p>11.1 Two identified risks for the S278 works occurred:</p> <ul style="list-style-type: none"> • "The project is not delivered to agreed programme due to technical issues that arise either in design or construction phase". <p>The developers programme slipped by 5 months which resulted in sections of the site not being accessible for FM Conway. This resulted in slippage in the FM Conway programme.</p> <ul style="list-style-type: none"> • "Unforeseen technical and/or engineering issues identified". <p>The developers paving work on their land adjoining Mac's Place was built at an incorrect level. This created a trip hazard where it met the existing public highway and rendered the area inaccessible. To address this, some of the existing paving in Macs Place had to be re-laid to achieve a level surface and eliminate the risk and additional drainage had to be installed. Three utility box covers were damaged during the construction phase and consequently had to be replaced. These costs were met by the developer.</p> <p>11.2 The CRP facilitated delivery of the project and was sufficient to fund the additional works and staff time.</p> <p>11.3 The total CRP used was £14,617</p>
12 Transition to BAU	12.1 The project team and contractor FM Conway ensured that access was maintained to local businesses during normal working hours.

Value Review

13 Budget	<table><tr><td><i>Estimated Outturn Cost (G2)</i></td><td colspan="2">Estimated cost (excluding risk): £220,000</td></tr></table>			<i>Estimated Outturn Cost (G2)</i>	Estimated cost (excluding risk): £220,000																																													
	<i>Estimated Outturn Cost (G2)</i>	Estimated cost (excluding risk): £220,000																																																
<table><tr><td>S278 Works</td><td><i>At Authority to Start work (G5)</i></td><td><i>Final Outturn Cost</i></td></tr><tr><td>Fees</td><td>£13,300</td><td>£7,857</td></tr><tr><td>Staff Costs</td><td></td><td></td></tr><tr><td>P&T Staff Costs</td><td>£ 35,434</td><td>£30,810</td></tr><tr><td>Env Services Costs</td><td>£ 24,706</td><td>£37,527</td></tr><tr><td>Works</td><td>£126,067</td><td>£128,284</td></tr><tr><td>Costed Risk Provision</td><td>£17,109</td><td>£2,492</td></tr><tr><td>Commuted Maintenance</td><td>£9,370</td><td>£9,370</td></tr><tr><td>Total</td><td>£225,586</td><td>£213,847</td></tr></table> <table><tr><td>Healthy Streets (LIP funding)</td><td><i>At Authority to Start work (G5)</i></td><td><i>Final Outturn Cost</i></td></tr><tr><td>Fees</td><td>£5,149</td><td>£3,948</td></tr><tr><td>Staff Costs</td><td></td><td></td></tr><tr><td>P&T Staff Costs</td><td>£8,351</td><td>£7,602</td></tr><tr><td>Env Services Costs</td><td>£6,500</td><td>£5,240</td></tr><tr><td>Works</td><td>£55,000</td><td>£55,000</td></tr><tr><td>Total</td><td>£72,500</td><td>£71,790</td></tr></table> <p>The overall project came in on budget. LIP funding was utilised to compliment the S278 works and the total outturn was ~£285,637</p>			S278 Works	<i>At Authority to Start work (G5)</i>	<i>Final Outturn Cost</i>	Fees	£13,300	£7,857	Staff Costs			P&T Staff Costs	£ 35,434	£30,810	Env Services Costs	£ 24,706	£37,527	Works	£126,067	£128,284	Costed Risk Provision	£17,109	£2,492	Commuted Maintenance	£9,370	£9,370	Total	£225,586	£213,847	Healthy Streets (LIP funding)	<i>At Authority to Start work (G5)</i>	<i>Final Outturn Cost</i>	Fees	£5,149	£3,948	Staff Costs			P&T Staff Costs	£8,351	£7,602	Env Services Costs	£6,500	£5,240	Works	£55,000	£55,000	Total	£72,500	£71,790
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Total	£72,500	£71,790																																																
14 Assessment of project against SMART objectives	14.1 The project delivered against the objectives to prioritise people walking and wheeling by delivering a high-quality pedestrian environment and improved their comfort and safety.																																																	
15 Key benefits realised	15.1 Key benefits outlined in the Gateway 2 reports were realised, with the schemes meeting the needs of the new development and providing enhanced public realm around the development.																																																	

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Lessons Learned and Recommendations

16 Positive reflections	16.1 Coordinating the S278 works with the Healthy Streets LIP funded improvements broadened the benefits to the public realm and also enabled FM Conway to implement more efficiently by having a single on site set up and utilise the developers pit lane and carriageway closure. Once the site became available a good working relationship and open communication was established between the project team and the developer.
17 Improvement reflections	17.1 Throughout the S278 agreement negotiations and at Gateway 5 (approved February 2024) the developers had a very clear programme and phasing of when the site would be available and when they would like the S278 works to be carried out. FM Conway were appointed to meet this programme. The project team continued to liaise with the developers and in April 2024 the developers confirmed that their programme had slipped and issued a new programme of when the pavements for improvement would be available. The project team reprogrammed the S278 works, and the Healthy Streets LIP works accordingly.
18 Sharing best practice	18.1 Information will be disseminated through the project staff and the department.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	Finance Table
Appendix 4	Before and after photographs

Contact

Report Author	Stephen Oliver
Email Address	Stephen.oliver@cityoflondon.gov.uk
Telephone Number	

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Project Coversheet

[1] Ownership & Status

UPI:

Core Project Name: 100 Fetter Lane S278

Programme Affiliation (if applicable):

Project Manager: Stephen Oliver

Definition of need: Under the Section 106 Agreement the developer is obligated to fund the required works on the public highway to mitigate the impacts as a result of the new development.

The works will make public realm improvements to.

- Upgrade existing footways surrounding the site with York stone in keeping with adjoining areas on Fetter Lane, Brems Buildings, Greystoke Place and Mac's Place..
- Tie the new building line and new route into the public highway on Mac's Place.
- Improve pedestrian crossing facilities at the junction of Brems Buildings, Fetter Lane and New Fetter Lane to better facilitate east/west pedestrian movement.

Key measures of success:

- Improved public realm surrounding the development to help create an attractive environment that aligns well with other nearby schemes and relevant local strategies.
- Helps to promote pedestrian priority in the street and activating an existing public space by increasing passive security.
- Facilitates the development's operational requirements.

Expected timeframe for the project delivery:

Key Milestones:

1.1. Section 278 works.

- February 2024 S278 agreement signed and fees received.
- March/April 2024 Construction Pack completed
- March 2024 Conway appointed, and materials ordered.
- A 10-week programme from June 2024 to October 2024 in the below order of location of works:
 - Mac's Place
 - Bream's Buildings
 - Fetter Lane
 - Greystoke Place
 - Raised junction at New Fetter Lane, Fetter Lane and Brems Buildings.

Are we on track for completing the project against the expected timeframe for project delivery? Yes at G5

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?

No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

At G5 a raised junction treatment was added to the project. Developers did not agree to fund this, it was therefore funded from Transport for London's annual Local Improvement Plan. This had an approved budget of £72,500.

'Project Briefing' G1 report :

Total Estimated Cost (excluding risk):

- Lower Range estimate: £150,000
- Upper Range estimate: £220,000
- Costed Risk Against the Project: None identified
- Estimated Programme Dates: April 2024 to November 2024

Scope/Design Change and Impact:

'Project Proposal' G2 report (as approved by S&W 11/05/2023):

Total Estimated Cost (excluding risk): £200,00

- Resources to reach next Gateway (excluding risk) £50,000
- Spend to date: £0
- Costed Risk Against the Project: None identified
- Estimated Programme Dates: May 2024 to November 2024

Scope/Design Change and Impact:

'Options Appraisal and Design' G3-4 report No report required

- Total Estimated Cost (excluding risk):
- Resources to reach next Gateway (excluding risk)
- Spend to date:
- Costed Risk Against the Project:
- CRP Requested:
- CRP Drawn Down:
- Estimated Programme Dates:

Scope/Design Change and Impact:

'Authority to start Work' G5 report (as approved by Delegated Authority 28 February 2024):

S278 Works

- Total Estimated Cost (excluding risk): £149,107
- Resources to reach next Gateway (excluding risk) £208,477
- Spend to date: £45,343
- Costed Risk Against the Project: £17,109
- CRP Requested: 0
- CRP Drawn Down:
- Estimated Programme Dates: A 10-week programme from June 2024 to October 2024

Total anticipated on-going commitment post-delivery [£]: A commuted sum of £9,370 has been included

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Healthy Streets Minor Scheme 2024/25

Total Estimated Cost (excluding risk): £65,967

Resources to reach next Gateway (excluding risk) £65,957

Spend to date: £0

Costed Risk Against the Project: £6,533

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City of London: Projects Procedure Corporate Risks Register

Project name: 100 Fetter Lane s278

Unique project identifier: PV12348

Total est cost (exc risk) £158277

PM's overall risk rating

Low
5.5
3.6
0
6
4

Avg risk pre-mitigation

Avg risk post-mitigation

Red risks (open)

Amber risks (open)

Green risks (open)

Corporate Risk Matrix score table

	Minor impact	Serious impact	Major impact	Extreme impact
Likely	4	8	16	32
Possible	3	6	12	24
Unlikely	2	4	8	16
Rare	1	2	4	8

Costed risks identified (All)

£17,109.00	11%
£17,109.00	11%
£0.00	0%
£0.00	0%

Costed risk as % of total estimated cost of project

" "

" "

Costed risk pre-mitigation (open)

Costed risk post-mitigation (open)

Costed Risk Provision requested

CRP as % of total estimated cost of project

- (1) Compliance/Regulatory
- (2) Financial
- (3) Reputation
- (4) Contractual/Partnership
- (5) H&S/Wellbeing
- (6) Safeguarding
- (7) Innovation
- (8) Technology
- (9) Environmental
- (10) Physical

Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
2	6.0	£0.00	0	2	0
6	4.2	£12,109.00	0	2	4
2	9.0	£5,000.00	0	2	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0

Issues (open)

0
0

All Issues

Open Issues

All Issues

Extreme	Major	Serious	Minor
0	0	0	0
0	0	0	0

 Cost to resolve all issues
(on completion)

£0.00

Total CRP used to date

£14,617.00

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Appendix 3 – Financial Tables

Table 1: Expenditure to date: 100 Fetter Lane S278 - 16100468			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Evaluation Env Servs Staff Cost	13,047	13,046	1
Evaluation P&T Staff Costs	25,528	25,527	1
Evaluation P&T Fees	7,857	7,857	0
Env Servs Staff Cost	24,659	24,481	178
P&T Staff Costs	8,906	5,283	3,623
Cost Risk Provision	2,492	-	2,492
P&T Fees	5,443	-	5,443
Env Servs Works	128,284	128,284	-
Commuted Maintenance	9,370	9,370	-
TOTAL	225,586	213,847	11,739

Table 2: Funding Allocation Table			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
S278 Evaluation and Design Payment	50,000	-	50,000
S278 Works Payment		175,586	175,586
TOTAL	50,000	175,586	225,586

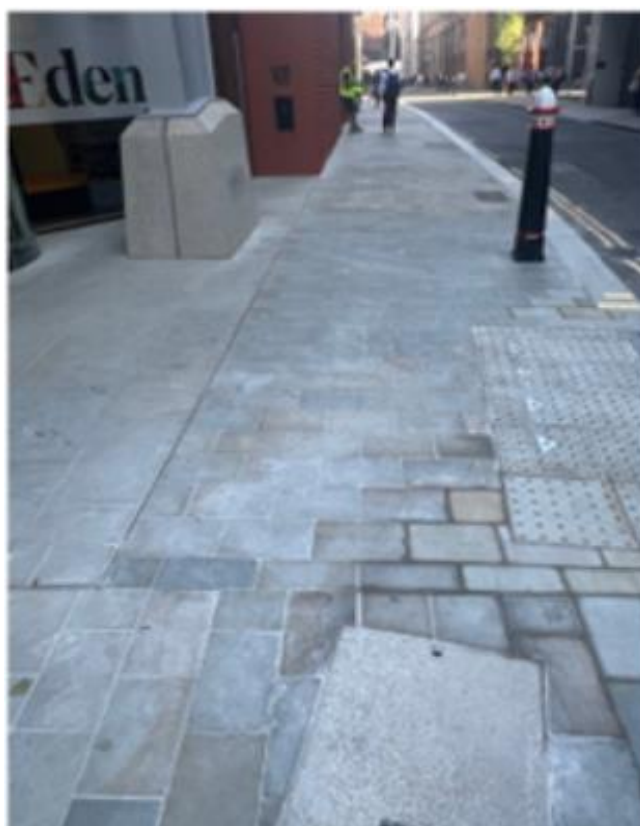
Table 3: Expenditure to date: Healthy Streets - New Fetter Lane, Fetter Lane, Bream's Buildings - 16100515			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Services Staff Costs	6,500	5,131	1,369
P&T Staff Costs	8,351	7,602	749
P&T Fees	5,149	3,948	1,201
Works	55,000	55,000	0
TOTAL	75,000	71,681	3,319

Table 4: Funding Strategy			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
TFL - Scheme ID 40915	72,500	-	72,500
TOTAL	72,500	-	72,500

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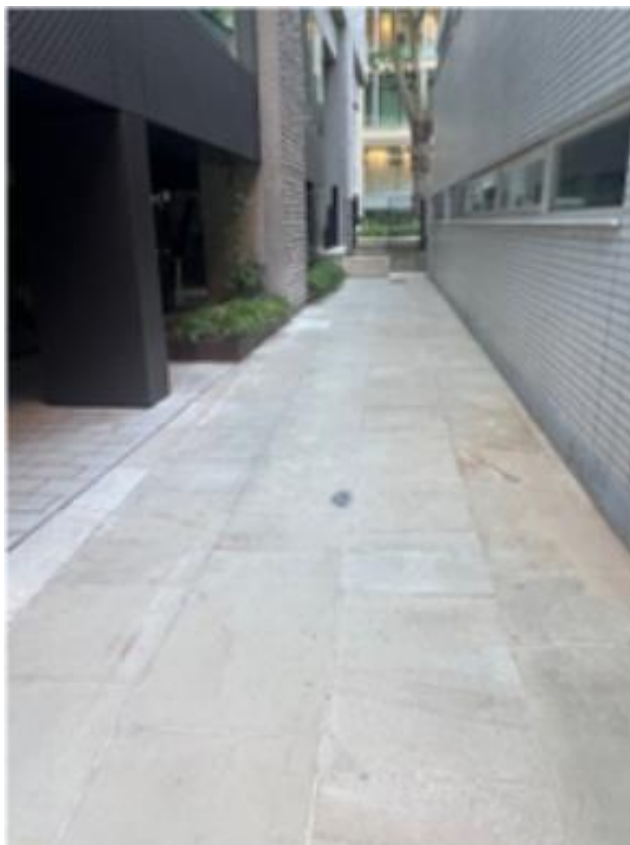
1 Fetter Lane looking north prior to the improvements.



2 Fetter Lane looking north after the improvements.



3 Macs Place looking south prior to the improvements



4 Macs Place looking south after the improvements.



5 The junction of Breame Buildings and Fetter Lane prior to the improvements.



6 The junction of Breame Buildings and Fetter Lane after the improvements

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City of London Corporation Committee Report

Committee(s): Streets and Walkway's Sub Committee – For Information	Dated: 14/10/2025
Subject: Policy and Projects delegated decisions July- Sept 2025	Public report: For Information
This proposal: <ul style="list-style-type: none">• delivers Corporate Plan 2024-29 outcomes	Vibrant Thriving Destination
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:	Executive Director Environment
Report author:	Gillian Howard

Summary

This report summarises the decisions relating to Transport and Public Realm projects that have been taken between 1 July and 30 September 2025 under either existing or agreed delegated powers by responsible Officers within the Environment Department.

Recommendation(s)

Members are asked to:

- Note the report.

Main Report

Background

1. For your information, this report lists decisions that have been determined by the Executive Director Environment and the Director of City Operations, or those so authorised under their delegated powers, between 1 July and 30 September 2025. They relate to Projects under the existing £1m threshold or those previously agreed to be delegated at earlier gateway report stages.

Project name	Project description	Gateway	Decision and date of decision
Cool Streets and Greening Programme: Phase 4 SUDS	Phase 4 SUDS (Sustainable Urban Drainage System) projects on Bread Street, Knightrider Court, and St Andrew's Hill.	G5	13/08/2025
Traffic Order Review – Changes to Pedestrian Zone Operational Hours'	Proposals to change the operational hours of six pedestrian zones - Bow Lane, Watling Street, Carter Lane, Lime Street, Devonshire Row and Austin Friars. The existing operational hours are 8am to 6pm (11am to 4pm for Austin Friars) Monday to Friday, and the proposed operational hours at all zones are 8am to 9pm Monday to Friday.	N/A	19/08/2025
2 Aldermanbury Square S278	Deliver changes to the public highway in the vicinity of the development at 2 Aldermanbury Square, also known as City Place House, through a Section 278 agreement that is fully funded by the developer.	G5	21/08/2025
63-66 Coleman Street S278	The development at 63-66 Coleman Street has a Section 278 Highway Improvement Works project, which aims to enhance the public highway surrounding the	G5	21/08/2025

	development fully funded by the developer		
5-10 Great Tower Street S278	Improved public realm surrounding the development at 5-10 Great Tower Street, fully funded by the developer	G5	08/09/2025
100 New Bridge Street S278	Highway and Public realm enhancements to Waithman Street, Pilgrim Street, Apothecary Street and remedial maintenance works to the steps and the platform over railway tracks linking Waithman Street and Apothecary Street. The works are to be funded from a Section S278 agreement forming part of a planning approval for the redevelopment of 100 New Bridge Street.	G5	10/09/2025
Outdoor Fitness Equipment at Old Waterman's Walk	This project proposes the installation of new outdoor fitness equipment on the Riverside Walk, with the preferred location being Old Watermen's Walk, a path (City Walkway) that runs from Lower Thames Street to the north and Grant's Quay Wharf to the south. This is a Sports Strategy team project, managed for implementation by the Policy and Projects team in the Environment Department.	G1/2	17/09/2025

Gillian Howard

Head of Transport and Public Realm Projects

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Streets and Walkways Sub-Committee – 14 October 2025
Outstanding References

<i>Date</i>	<i>Action</i>	<i>Officer responsible</i>	<i>To be completed/ progressed to next stage</i>	<i>Notes/Progress to date</i>
29/09/ 2025	<u>Old Jewry Traffic Experiment</u>	Executive Director, Environment	Experimental order will expire in January 2026 Decision as to whether to keep the traffic changes will need to be made later in 2025	Decision was taken at the September S&W to not make the current Experimental traffic Order (which allows southbound vehicle access to Poultry) permanent. Officers are working up the engagement plan to reintroduce the point closure to vehicles just to the south of Fredericks Place.
01/09/2025	<u>Monument/London Bridge</u>	Executive Director, Environment	Bus stop accessibility improvements due to be delivered in 2025/26, subject to funding. Detailed design and feasibility for the parapet works due to be done in 2025/26, subject to funding.	TfL have confirmed budget for the parapet works and that they will now progress to detailed design. Details of the programme are to be confirmed. Awaiting update on budget for accessibility improvements to the bus stop.

29 September 2025	<u>Bank</u>	Executive Director, Environment	Progress towards an Experimental traffic order to allow taxi access across Bank Junction	<p>G5 Report was approved at P&T in February 2025. The ETO started on 28 July 2025.</p> <p>Also on 28 July, a westbound directional closure on Leadenhall Street started which means that the effect of the ETO will be limited to eastbound traffic across Bank Junction until October when the works on Leadenhall Street are expected to complete.</p> <p>Formal consultation and monitoring will start after the ETO is fully operational.</p> <p>Statutory consultation has been extended to nine months to account for the impact of the other works on the experiment's operation.</p>
--------------------------	--------------------	------------------------------------	--	---