

**STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)
COMMITTEE
Tuesday, 22 July 2025**

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Room - 2nd Floor West Wing, Guildhall on Tuesday, 22 July 2025 at 1.45 pm

Present

Members:

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

Officers:

| | |
|-----------------|---------------------------|
| Ian Hughes | - Environment Department |
| John Grimes | - Environment Department |
| Gillian Howard | - Environment Department |
| Tim Le Rougetel | - Environment Department |
| Bruce McVean | - Environment Department |
| Stephen Oliver | - Environment Department |
| Samantha Tharme | - Environment Department |
| Judith Dignum | - Town Clerk's Department |
| Zoe Williams | - Town Clerk's Department |

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Matthew Waters.

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

There were none.

3. MINUTES

RESOLVED – That the public minutes and summary of the meeting held on 14 May 2025 be agreed, subject to the inclusion of Deputy Tim Butcher in the record of those present.

Matters Arising

Responding to a question by a member, clarity was provided that useful lessons had been learned from the closure of Gresham Street on 1-2 July as part of the Culture Mile bid. These would be taken into account by those involved in the permanent project.

Chair's Remarks

The Chair welcomed Mercy Haggerty as a new member of the Sub-Committee, representing the Port Health and Environmental Services Committee. He also welcomed John Grimes, Assistant Director – Highways, and Judith Dignum – Governance Officer, to their first meeting of the Sub-Committee and to the City of London Corporation.

Congratulations were recorded to staff for their hard work resulting in the Corporation being named as Overall Winner in the 2025 London Boroughs Healthy Streets Scorecard.

4. TEMPLE AVENUE PUBLIC REALM IMPROVEMENTS (G3)

The Sub-Committee considered a report of the Executive Director Environment seeking approval to take forward for public consultation and further development the two project options identified. Additionally, Members were asked to note the estimated revised project budget.

Members requested a change to the area designated for the public consultation, to include the Ward Members for Farringdon Without, together with the part of the Ward in Temple, around King's Bench Walk. It was also suggested that the consultation be publicised in the local newsletter.

There was a discussion concerning the proposals for mixed-use spaces, questioning whether inclusion of both pedal cycles and e-bikes within the same category of use was appropriate. The view was expressed that e-bikes were more dangerous, and that separate categories should be identified to acknowledge this, as was the case for motor vehicles. The existing national criteria for classification was explained, highlighting the complexity of making changes given the many types of electric and power-assisted bikes available and the various user groups for each type. Support was expressed for a suggestion that the Sub-Committee may wish to input into any future national consultation on the classification of cycles.

A member expressed the view that shared spaces should be as safe as possible, with cycle lanes being well-defined. The Member commented on successful and less successful examples they had encountered. Another member commended double-lane cycle lanes with provision for mobility scooters, though acknowledging that the space required for them was not available in the area covered by the project under consideration.

Responding to questions from another Member, it was confirmed that provision had been made for servicing, though further checks would be carried out to assess whether more space was needed kerbside. Emergency services access

had been taken into account through measures including gaps in cycle lanes and the installation of bollards, with consideration to be given as to whether these should be fixed or removable. A resilient planting style would be used for green spaces. Although pedestrian numbers in the area were relatively low at present, the option remained to instal an additional raised crossing to cope with any increase associated with the opening of the Bazalgette Embankment later in 2025.

RESOLVED – That Members:

1. Agreed that, subject to changes to the area for the public consultation as requested at the meeting, the two options identified in the report are taken forward, with a public consultation exercise on the options to be undertaken in Autumn 2025.
2. Noted the estimated revised project budget of £750-900k (excluding risk).

5. FENCHURCH STREET AREA HEALTHY STREETS PLAN (G3/4)

The Sub-Committee considered a report of the Executive Director Environment seeking approval for additional budget of £70,000 to reach the next Gateway (funded from S106 deposits) and to approve the draft Fenchurch Street Area Healthy Streets Plan for public and stakeholder consultation in September 2025.

Responding to questions, it was clarified that the planned public consultation referred to in the report under consideration related to the overall project framework, with individual schemes to be consulted upon separately in future. At present scope still existed to accommodate site changes if required.

In response to a question, it was explained that costings for all projects included the cost of maintenance for 20 years, and that funds were often supplemented by contributions from the Eastern City BID (though the BID term was due to end in two years). Funding income was received by City Gardens and distributed between budgets by the Chamberlain on a pro-rata basis. It was noted that contributions were also requested from developers, and that the success of such requests was facilitated by the area-based approach which showed how contributions related to specific local schemes.

Concerning green spaces, it was noted that the recent introduction of a different planting style meant that irrigation was no longer required.

Noting that the part of City affected by this project was relatively poor in terms of office rents, a member commented on the importance of improvement works at ground level as a means of incorporating it into the Square Mile.

Regarding consultation with accessibility groups, Members noted that the City of London Accessibility Tool (COLSAT) was used. This was a spreadsheet-based tool incorporating research based on lived experience, which had the facility to identify relevant accessibility issues for a range of disabilities.

A member commented on the need for road surfaces to be safe for cyclists and highlighted the damage caused during major development works. Responding to a question concerning the possibility of seeking funding from developers to cover the cost of remedial works, it was explained that the current position, whereby reimbursement was sought from developers where it could be shown that their works had had a direct impact. Where a S106 scheme was in place, a rigorous approach was taken to applying the criteria for contributions. The result was that on average, a quarter of the resurfacing budget was met from developer contributions.

In closing the debate, the Chair encouraged Members to report pothole concerns via the online reporting system.

RESOLVED – That Members:

1. Approved an additional budget of £70,000 to reach the next Gateway, funded from S106 deposits as set out in Appendix 3 of the report.
2. Noted the estimated revised project budget of £170,000 (excluding risk).
3. Approved the draft Fenchurch Street Area Healthy Streets Plan for public and stakeholder consultation in September 2025, as set out in Appendix 4 of the report.

6. MICROMOBILITY UPDATE AND ENTERING INTO A MEMORANDUM OF UNDERSTANDING

The Sub-Committee considered a report of the Executive Director Environment providing an update on progress since the previous report in July 2024 concerning the improvement of dockless cycle hire operations in the Square Mile. Members' approval was sought to sign the Memoranda of Understanding (MoUs) with the existing operators, Lime and Forest, and to continue participation in the ongoing e-scooter trial managed by TfL.

In response to a Member's question, there was acknowledgement of a need for clearer signposting of the webform for reporting e-bike concerns referred to in Appendix 1 of the report, now available on the Corporation's website.

Concern was expressed regarding the apparently low level of fines charged for the misuse of e-bikes, possibly acting as disincentive for operators to pursue enforcement. It was explained that the cascading system used by both operators, whereby initial enforcement was in the form of a warning, followed by a small and subsequently increasing fines and ultimately a user ban. Members expressed their disappointment that the City Corporation did not have the legal authority to require one operator to refuse access to users who had received a ban from another.

It was confirmed that, although fine information was currently treated as commercially sensitive, it would be made public subsequently and included in the Memoranda of Understanding.

Responding to questions concerning the system for reporting inappropriately parked bikes and its effectiveness, Members noted that reports were routed direct to the relevant operator, with responses monitored. The MoUs would request action within 90 minutes, to be tested by a mystery shopper. A trial to publicise the process had resulted in increased reporting levels and would be worth repeating.

An update was provided on outcomes from the two-week enforcement exercise carried out in January and February 2025, with Members noting that, although it had been effective and had resulted in some longer-term improvements on the part of the operators, the exercise had shown that this type of action should form part of a suite of enforcement tools. Challenges connected with e-bikes had long been acknowledged and were made more complicated by the lack of national legislation giving powers to local authorities. The hope was that this may be addressed as part of the English Devolution and Community Empowerment Bill, but the Memoranda of Understanding offered a means of addressing this in the meantime. A member expressed support for the MoUs, noting that the challenges described existed because e-bikes were popular and micromobility formed part of the Transport Strategy. It was therefore important to engage with them.

There was a discussion concerning the potential for identifying private land within the City to store e-bikes overnight, in place of the current situation where they were taken to the edge of London. It was agreed to undertake further investigation.

It was also agreed to further investigate an approach said to be adopted by other local authorities to seize and remove e-bikes at the expense of the operator. It was noted, however, that other inner London authorities tended to report similar issues to those experienced by the City Corporation.

Members expressed disappointment at the lack of data being collected and reported by operators and expressed the view that they were not receiving sufficient information to enable them to reach an informed view of e-bike operation and management in the City.

With regard to the proposal contained in the report's first recommendation to authorise the Executive Director, Environment to sign any extensions or renewals should they be considered necessary, Members expressed the view that they would prefer a report to be submitted to the Sub-Committee before such action was taken. An amendment to delete this part of the recommendation was therefore agreed.

RESOLVED – That Members:

1. Authorised the Executive Director, Environment to enter into the Memoranda of Understanding with dockless bike operators.
2. Agreed to continue the City Corporation's participation in the e-scooter trial).
3. Noted the content of the report.

7. **TRANSPORT FOR LONDON CONGESTION CHARGE CONSULTATION RESPONSE**

The Sub-Committee considered a report of the Executive Director seeking Members' approval for a proposed response to the Transport for London Congestion Charge consultation.

It was highlighted that one of the proposed changes on which TfL were consulting concerned withdrawal of the 100% discount currently applicable to electric vans and Heavy Goods Vehicles. A communication had been received from the Clean Cities network seeking support for their proposal to ask TfL to extend the discount for electric vans operated by charities and small businesses. Were the Sub-Committee to agree, a statement would be included within the proposed response to TfL requesting retention of the current 100% discount for those vehicles during the first year of the new policy's operation.

Members indicated their support for the Clean Cities proposal.

RESOLVED – That Members:

- Approve the proposed response to the TfL Congestion Charge consultation, subject to inclusion of an additional statement requesting retention of the current 100% discount for electric vans and Heavy Goods Vehicles with regard to electric vans operated by charities and small businesses during the first year of the policy's operation.

8. ***POLICY AND PROJECTS DELEGATED DECISIONS - APRIL TO JUNE 2025**

The Sub-Committee received a report of the Executive Director, Environment which summarised the decisions relating to Transport and Public Realm Projects that had been taken between 1 April and 30 June 2025 under either existing or agreed authorised powers by responsible Officers within the Environment Department.

RESOLVED - That Members:

- Received the report and noted its contents.

9. ***OUTSTANDING REFERENCES**

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

RESOLVED – That Members

- Noted the report and its contents.

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

A Member commended and thanked Ian Hughes and his team on their rapid response to recent road closures at Fleet Street and Bouverie Street.

Referring to the outcome of a recent Freedom of Information request reported in the Evening Standard, a Member expressed concern at the disruption caused by the large number of roadworks within the City of London sometimes involving the same roads on more than one occasion.

It was explained that the statistics contained within the Fol response, provided within the parameters of the enquiry, included every contractor action and would therefore include extremely minor interventions as well as work on major schemes. The majority of contractor actions involved a presence on site of less than one hour and took place at the City Corporation's request. Measures were in place to assure quality of work, increase efficiency and assist with prioritisation.

The City Corporation had obtained a grant from the Department for Transport for resurfacing and patching. A condition of receiving the grant was that a report be submitted to this Sub-Committee detailing how the monies were being spent and giving a general sense of how the street and road network were being managed. Members requested that the report include information on flooding and climate resilience.

In response to a Member's question regarding improvements to the co-ordination of highways works, for example by providing advance notice to utility companies and seeking advance notice from them, an updated was provided on the existing measures in place and the associated challenges.

In response to a question concerning a traffic management issue at London Wall, the Chair referred Members to the answer given at a recent meeting of the Planning and Transportation Committee.

11. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There was no urgent business.

12. EXCLUSION OF THE PUBLIC

RESOLVED - That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Local Government Act.

13. MICROMOBILITY UPDATE AND ENTERING INTO A MEMORANDUM OF UNDERSTANDING

The Sub Committee received a non-public appendix which was to be read in conjunction with agenda item 6.

RECEIVED

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

There were no non-public questions.

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

There was no non-public urgent business.

The meeting ended at 3.12pm

Chairman

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