

# **STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE**

**Tuesday, 9 December 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, 9 December 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  
Deputy Deborah Oliver  
Matthew Waters  
Deputy Timothy Butcher (Ex-Officio Member)  
Charles Edward Lord, OBE JP (Ex-Officio Member)

### **Officers:**

Ben Bishop	- Environment Department
Maria Charalambous	- Environment Department
Maria Curro	- Environment Department
John Grimes	- Environment Department
Ian Hughes	- Environment Department
Bruce McVean	- Environment Department
Stephen Oliver	- Environment Department
Kristian Turner	- Environment Department
George Wright	- Environment Department
Judith Dignum	- Town Clerk's Department

## **1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Mercy Haggerty, Deputy Tom Sleigh and Hugh Selka.

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

Charles Lord declared an interest in Agenda Item 3 (Minutes) in that he resided near Arthur Street, about which a question was raised (Minute 3 below refers).

## **3. MINUTES**

Charles Lord declared an interest in this item (Minute 2 above refers).

The minutes of the meeting held on 14 October 2025 were approved as an accurate record.

The following questions arose from consideration of the Minutes:

**Minute 4 (Arthur Street – S278 Agreement for Highways Reinstatement)**

Officers advised that handover of the site to the City Corporation from Transport for London was due to take place shortly. A more detailed plan for the highway reinstatement works would be drawn up early in the New Year, with the aim of a start onsite in late spring.

**Minute 8 (Outstanding References – Monument/London Bridge Project)**

Officers advised that the Sub-Committee's concerns regarding the condition of the site and the delay in undertaken the planned works had been raised with TfL. Although construction was expected to start in 2027/28, it was not possible to provide a guaranteed timescale pending outcomes from the ongoing business planning process. Following the meeting, the site had been significantly tidied.

Members expressed their disappointment regarding the lack of a definite date for commencement of the project and requested that Officers convey their concerns to TfL in writing.

On a related issue, Officers also agreed to make the relevant bodies aware of various lighting failures on steps at London Bridge and Tower Bridge.

**Minute 9 (St John Street, Islington)**

In response to a request for an update, Officers advised, although the Sub-Committee's concerns on the impact on Smithfield Market of works to St John Street had been considered by the London Borough of Islington, the works had proceeded as planned.

**VARIATION IN THE ORDER OF THE AGENDA**

With the agreement of the Chair, and to allow all who wished to speak to be heard, the order of the agenda was varied such that item 7 (Pedestrian Priority Streets Programme – Old Jewry Decision Review) would be taken as the next item of business. For ease of reference, it is recorded in these minutes in the order in which it appeared on the agenda (minute 7 below refers).

**4. ST PAUL'S GYRATORY TRANSFORMATION PROJECT - GREYFRIARS SQUARE**

The Sub-Committee received a report by the Executive Director, Environment which provided a progress update on the new public space, Greyfriars Square, forming part of the project to transform the St Paul's gyratory. Members' approval was sought for the RIBA stage 4 design proposals for the Square, as summarised within the report and its appendices.

In response to questions, Officers advised that additional safety measures had been implemented in response to concerns about the location of a play space

close to the road. Additionally, it was noted that a package of historic interpretation materials would be provided, to include pictures.

**Resolved:**

That Members:

- (1) Approve the RIBA stage 4 design package for Greyfriars Square as summarised in section 4 and appendices 4, 5 and 6 of the report, and the construction of the new public space.
- (2) Approve an additional budget of £9,432,347 for the Greyfriars Square construction, form the agreed funding package as detailed in Appendix 2 of the report.
- (3) Approve the revised total project budget of £19,751,117 (including risk).
- (4) Approve the revised Costed Risk Provision of £517,000 (to be drawn down via delegation to Chief Officer).

**5. FENCHURCH STREET AREA HEALTHY STREETS PLAN (G5)**

The Sub-Committee received a report of the Executive Director, Environment providing a status update on the Fenchurch Street Area Healthy Streets Plan (HSP), designed to provide a framework for improving the streets and public realm in the area.

In presenting the report, Officers clarified that the Plan, in common with many other HSPs, was a long-term strategy with no funded delivery plan in place at present. Funding opportunities, including S278 agreements and other funding programmes, would be explored as part of the programme management, with funding bids reported to the relevant committees and sub-committees. Plans were reviewed every ten years.

The following issues arose from consideration of the report:

- Consultation would take place on individual schemes as they can forward, thus avoiding a situation where original comments made on the project as a whole may contradict those on an individual scheme submitted later in the process.
- The one-way direction for Vine Street had yet to be determined.
- Improved accessibility for cyclists would be achieved by raising the carriageway.
- The poor visible condition of the rail bridge would be brought to the attention of Network Rail, although the scope for achieving an improvement was expected to be limited.
- Transport for London had been consulted on the entire plan, ensuring that the carriageway route would be suitable to buses and cycles. There were no plans to change the taxi access to Fenchurch Station as the road concerned did not form part of the City Highway.

- Although many people had viewed the consultation, there had not been many responses, indicating the non-controversial nature of the proposals. No adverse feedback had been received from the relevant Ward Members, two of whom had been enthusiastic. It was noted that greater interest was likely to be generated later on, as more projects came forward and additional consultation took place.

**Resolved:**

That Members:

- (1) Approve the Fenchurch Street Area Healthy Streets Plan as shown in Appendix 3 to the report.
- (2) Approve a revised total estimated cost of £195,202 as set out in table 2 of Appendix 4 to the report.
- (3) Approve an additional budget of £25,202 from Mariner House S106 funding.

**6. TRANSFORMING FLEET STREET (G3)**

The Sub-Committee received a report of the Executive Director, Environment providing an update on the project to transform the highway layout and public realm of Fleet Street between Ludgate Circus and Chancery Lane. The report summarised the assessment of two highways design options that were being developed alongside public realm aspirations.

In presenting the report, Officers highlighted the differences between the two options, emphasising the merits of each.

The following issues arose from consideration of the report:

- Officers confirmed that the project had been considered in the light of the poor condition of Fleet Street in terms of air quality and collision data. Consultation had taken place with the air quality team and suitable actions, including the installation of air quality monitors and greening measures, would be taken. Initiatives to address collision risk had also been integrated into the design.
- Acknowledging the importance of accurate information on journey time and the effect on neighbouring streets, Officers advised that ongoing modelling would be undertaken as the project progressed. The range of the modelling would be extended if supported by outcomes.

**Resolved:**

That Members:

- (1) Approve an additional budget of £447,419 to reach the next Gateway, funded from the approved CIL allocation (£447,419) and the Fleet Street

Quarter BID (£60k), subject to the completion of the BID funding agreement.

- (2) Agree that the two highway design options set out in Appendix 4 of the report and the concept public realm designs, set out in Appendix 7 and detailed in the report, form the basis for a public consultation exercise.
- (3) Agree to proceed with a public consultation exercise based on the highways options and public realm concept in spring 2026 and for the final details of the consultation to be agreed by the Director of City Operations in consultation with the Chair and Deputy Chair of the Streets and Walkways Sub-Committee.
- (4) Note the project's total estimated cost range of £9.5m - £10.5m and the funding strategy set out in Appendix 2 to the report.
- (5) Authorise the City Corporation to enter into a letter of agreement with the Fleet Street Quarter BID to confirm the details regarding their funding contribution for the project.

## **7. PEDESTRIAN PRIORITY STREETS PROGRAMME - OLD JEWRY DECISION REVIEW**

The Sub-Committee received a report of the Executive Director Environment concerning future options for the Experimental Traffic Order (ETO) on Old Jewry, due to expire on 4 January 2026.

The issue had been the subject of a report to the Sub-Committee's September meeting at which it had been decided to end the ETO and revert to the previous arrangement of Old Jewry closed to through traffic at the junction with Poultry and operating two-way between Gresham Street and Frederick's Place. However, when the Planning and Transportation Committee discussed Old Jewry in October 2025, it had determined that the Sub-Committee be instructed to review its decision.

The report therefore summarised the feedback from further engagement on the matter with Ward Members, local businesses and developers on future options and asked Members to review their previous decision to end the ETO.

In introducing the report, the Chairman noted that a decision to make the ETO permanent (a reversal of the original decision) would be contrary to commitments included within the Transport Strategy, including those concerning an emphasis on safety as a means of delivering Vision Zero and improved accessibility for those walking and wheeling. Additionally, opening the street on a permanent basis would not comply with the Strategy in terms of use of designated Local and City Access streets.

Speaking in favour of making the ETO permanent, Members expressed the view that Old Jewry was safer when open to traffic. Its closure had caused many vehicles, including large refuse trucks, to make unsafe manoeuvres and had resulted in increased pollution from traffic congestion. As other neighbouring streets gave priority to pedestrians, it was important to balance this in the interests of keeping the City moving.

Responding to a question, Officers advised that, although there was insufficient evidence to support any claim of increased traffic congestion linked to the closure of Old Jewry, the findings of the traffic analysis did indicate increased journey times.

Members expressed satisfaction that they now had access to data enabling them to make a final decision based on the views and wishes of local members, businesses and developers, who were firmly in support of keeping the road open. Those in support of the original decision to end the ETO did not share this view, believing the outcome of the latest consultation to be less clear cut. This was countered by a reference to the 'silent majority'; those whose lack of a strong view one way or the other deserved to be taken into consideration.

Referring to the future, regardless of the outcome of the current debate, Officers outlined the possibility of addressing the holistic needs of the area through a 'Healthy Streets' approach. The Chairman acknowledged this as a potential way forward, for future discussion, indicating that the Mercers Company (a major landowner in the area) had expressed an interest in being part of the discussion. A report would be brought to a future meeting of the Sub-Committee for consideration.

In bringing the debate to a close, the Chairman clarified that the Sub-Committee was being invited to vote on the following proposal:

"That, following a review of the Sub-Committee's previous decision to end the Experimental Traffic Order (ETO) on Old Jewry, that decision be rescinded and alternative action taken, as set out below:

- That the Experimental Traffic Order (ETO) be made permanent, retaining the arrangements whereby Old Jewry remains open southbound for motorised traffic and two-way for people cycling. This is in accordance with the action proposed in Option 1 of the report to the Streets and Walkways Sub-Committee on 16 September 2025."

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

**FOR:** 5  
(i.e. make the ETO permanent)

**AGAINST:** 4

There were no abstentions.

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

**Resolved:**

That, having reviewed the Sub-Committee's previous decision to end the Experimental Traffic Order (ETO) on Old Jewry, Members agreed that it should be rescinded and alternative action taken, as set out below:

- That the Experimental Traffic Order (ETO) be made permanent, retaining the arrangements whereby Old Jewry remains open southbound for motorised traffic and two-way for people cycling. This is in accordance with the action proposed in Option 1 of the report to the Sub-Committee on 16 September 2025.

**8. MOORGATE CROSSRAIL STATION LINKS - 41 MOORFIELDS SECTION 278 HIGHWAY WORKS**

The Sub-Committee received a report of the Executive Director, Environment, which provided a status update on the Moorgate Crossrail Station Links (MCSL) programme, which aimed to improve the public realm across the wider Moorgate area. The report focused on phase 6 of MCSL, specifically a recommendation to incorporate the Section 278 works from 41 Moorfields into the MCSL programme.

**Resolved:**

That Members:

- (1) Approve the release of the £75,000 Section 278 design and evaluation payment from the Section 106 for 41 Moorfields into the Moorgate Crossrail Station Links (MCSL) programme.
- (2) Approve a revised total estimated project cost of £3,010,117 for the MCSL programme.
- (3) Approve the signing of a Section 278 agreement with the developer of 41 Moorfields.
- (4) Approve the incorporation of 41 Moorfields Section 278 works into the MCSL programme scope.

**9. COOL STREETS AND GREENING PROGRAMME - PHASE 3 CITY GREENING AND BIODIVERSITY (FANN STREET)**

The Sub-Committee received a report by the Executive Director, Environment, providing an update on Cool Streets and Greening, a £7.8m programme to trial climate resilient measures in streets and open spaces in the Square Mile. Members' approval was sought for authority to start work on Phase 3 (City Greening and Biodiversity) project, Fann Street.

The following issues arose from consideration of the report:

- It was agreed to discuss with the contractors working on the project the possibility of using electric equipment only.
- Members praised the effectiveness of the consultation exercise.
- Explanations were provided concerning project slippage and the need for increased budgetary provision.
- In response to questions about measures in place to ensure co-ordination between concurrent works, officers advised that weekly

meetings took place between transport planners and highway engineers around issues such as skip placement and regular liaison was taking place between project management teams for the works at Fann Street and Golden Lane respectively.

- An update was given on measures to tackle the issue of urination on the south side of Fann Street.
- The issue of signage to distinguish between public and private areas would be dealt with as part of the Golden Lane Leisure Centre refurbishment project.

**Resolved:**

That Members:

- (1) Approve an additional budget of £310,000 for the project to reach the next Gateway, funded from the Cool Streets and Greening Programme (OSPR) (£229,000), and the Site-Specific Mitigation obligation connected to the 2 Fann Street development S106 (£81,000).
- (2) Approve a Costed Risk Provision of £25,000 (to be drawn down via delegation to Chief Officer), funded from the Cool Streets and Greening Programme (OSPR).
- (3) Provide authority to start the works.

**10. OUTSTANDING REFERENCES**

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

Members received the report and noted its content.

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

Members asked three questions, as set out below:

**1. Update on work at Queen Street Shared Space**

Officers advised that consultants were currently analysing the results of the video surveys of shared spaces, with a report to be brought to the Sub-Committee in the New Year.

**2. Enforcement of pedestrian priority through Zebra crossings**

Officers commented that they were monitoring with interest the effectiveness of schemes being trialled by other local authorities which aimed to use simple zebra crossings to aid enforcement of the Highway Code provision for traffic to give way to pedestrians.

**3. Events on the public highway**

Arising from a discussion concerning future events planned to take place on or near the public highway, Officers explained the circumstances in which a

permit would be required. As Guildhall Yard was not part of the public highway, events held there did not require a permit, although the permission of the City Surveyor and/or Remembrancer was essential.

The following information was provided in response to two questions on related issues:

- In the light of a neighbouring council's recent focus on parking enforcement for e-bikes, Officers advised that the City Corporation's options were being reviewed, with a firm emphasis on safety. It was noted that time at the next City Question Time on 15 December would be set aside for questions on dockless bikes.
- It was noted that work on implementing the proposed Healthy Streets Plan incorporating Beech Street was likely to take place in the longer term given that no funding had currently been identified and the need for a thorough programme of resident communication and engagement to take place beforehand.

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

There was no urgent business.

**13. EXCLUSION OF THE PUBLIC**

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

Responses were provided to a Member's question.

**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 urgent business.

**The meeting ended at 3.37 pm**

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Chairman

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