



## Planning and Transportation Committee

**Date:** TUESDAY, 25 OCTOBER 2016

**Time:** 10.30 am

**Venue:** LIVERY HALL - GUILDHALL

**Members:**

Christopher Hayward (Chairman)	Deputy Henry Jones
Deputy Alastair Moss (Deputy Chairman)	Gregory Jones QC
Randall Anderson	Alderman Vincent Keaveny
Alex Bain-Stewart	Oliver Lodge
David Bradshaw	Paul Martinelli
Henry Colthurst	Brian Mooney
Revd Dr Martin Dudley	Sylvia Moys
Peter Dunphy	Graham Packham
Emma Edhem	Judith Pleasance
Sophie Anne Fernandes	Deputy Henry Pollard
Deputy Bill Fraser	James de Sausmarez
Marianne Fredericks	Tom Sleigh
George Gillon	Graeme Smith
Alderman David Graves	Angela Starling
Deputy Brian Harris	Patrick Streeter
Graeme Harrower	Deputy James Thomson
Alderman Peter Hewitt	Michael Welbank (Chief Commoner)
Alderman Robert Howard	

**Enquiries:** Amanda Thompson  
tel. no.: 020 7332 3414  
amanda.thompson@cityoflondon.gov.uk

Lunch will be served in Guildhall Club at 1PM  
**NB: Part of this meeting could be the subject of audio or video recording**

John Barradell  
Town Clerk and Chief Executive

# AGENDA

## Part 1 - Public Agenda

1. **APOLOGIES**
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 4 October 2016.  

**For Decision**  
(Pages 1 - 8)
4. **PUBLIC MINUTES - STREETS & WALKWAYS - 27 SEPTEMBER 2016**  
To receive the draft public minutes and summary of the meeting held on 27 September 2016.  

**For Information**  
(Pages 9 - 16)
5. **VALID APPLICATIONS LIST FOR COMMITTEE**  
Report of the Chief Planning Officer and Development Director.  

**For Information**  
(Pages 17 - 20)
6. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**  
Report of the Chief Planning Officer and Development Director.  

**For Information**  
(Pages 21 - 36)
7. **NEIGHBOURHOOD PLANNING BILL**  
Report of the Remembrancer.  

**For Information**  
(Pages 37 - 40)
8. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT**
  - a) Variation of City Walkway - London Bridge Staircase, Fish Wharf at the Rear of Adelaide House (Pages 41 - 48)  

**For Decision**
  - b) Allocation of the 2016/17 Transport for London Grants (Pages 49 - 56)  

**For Decision**

- c) City Fund Surplus Highway - Fenchurch Street & Leadenhall Street (Pages 57 - 62)

**For Decision**

- d) Parking Ticket Office Update and Annual Statistics for 2015-2016 (Pages 63 - 74)

**For Information**

9. **PUBLIC LIFT UPDATE**

Update from the City Surveyor (This report will be tabled)

**For Information**

10. **CRANES/DEVELOPMENT PIPELINE/BREXIT - PRESENTATION**

**For Information**

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

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

13. **EXCLUSION OF THE PUBLIC**

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

**For Decision**

**Part 2 - Non-public Agenda**

14. **NON-PUBLIC MINUTES - STREETS & WALKWAYS - 27 SEPTEMBER 2016**

To receive the draft non-public minutes and summary of the meeting held on 27 September 2016.

**For Information**

(Pages 75 - 76)

15. **HIGHWAYS TERM MAINTENANCE CONTRACT EXTENSION**

Report of the Director of the Built Environment.

**For Decision**

(Pages 77 - 90)

16. **DEPARTMENT OF THE BUILT ENVIRONMENT - SBR PROGRESS REPORT**

Report of the Director of the Built Environment.

**For Information**

(Pages 91 - 94)

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

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

**Any drawings and details of materials submitted for approval will be available for inspection by Members in the Livery Hall from Approximately 9:30 a.m.**

## PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 4 October 2016

Minutes of the meeting of the Planning and Transportation Committee held at Livery Hall - Guildhall on Tuesday, 4 October 2016 at 10.30 am

### Present

#### Members:

Christopher Hayward (Chairman)	Oliver Lodge
Deputy Alastair Moss (Deputy Chairman)	Paul Martinelli
Randall Anderson	Brian Mooney
Alex Bain-Stewart	Sylvia Moys
David Bradshaw	Graham Packham
Henry Colthurst	Judith Pleasance
Peter Dunphy	Deputy Henry Pollard
George Gillon	James de Sausmarez
Deputy Brian Harris	Graeme Smith
Alderman Vincent Keaveny	Patrick Streeter

### In Attendance

#### Officers:

Simon Murrells	-	Assistant Town Clerk
Amanda Thompson	-	Town Clerk's Department
Simon Owen	-	Department of the Built Environment
Deborah Cluett	-	Comptroller's and City Solicitors
Alison Hurley	-	Assistant Director Corporate Property Facilities Management
Carolyn Dwyer	-	Director of Built Environment
Annie Hampson	-	Department of the Built Environment
Paul Beckett	-	Department of the Built Environment
Ian Hughes	-	Department of the Built Environment
Bill Welch	-	Department of the Built Environment
Simon Glynn	-	Department of the Built Environment
Jon Averbs	-	Markets & Consumer Protection Department
Petra Sprowson	-	Department of the Built Environment

#### 1. APOLOGIES

Apologies for absence were received from Sophie Anne Fernandes, Deputy Bill Fraser, Marianne Fredericks, Graeme Harrower, Deputy Henry Jones, Tom Sleight, Angela Starling and Michael Welbank.

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

There were no declarations of interest.

3. **MINUTES**

RESOLVED – That the minutes of the meeting held on 13 September 2016 be agreed as a correct record.

4. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**

The Committee received a report of the Chief Planning Officer and Development Director in respect of development and advertisement applications dealt with under delegated authority.

**RESOLVED** – That the report be noted.

5. **VALID APPLICATIONS LIST FOR COMMITTEE**

The Committee received a report of the Chief Planning Officer and Development Director which provided details of valid planning applications received by the department since the last meeting.

**RESOLVED** – That the report be noted

6. **REPORTS RELATIVE TO PLANNING APPLICATIONS**

6.1 **1-3, 4, 5, 7 & 8 Fredericks Place & 35 Old Jewry London EC2R 8AE**

**Proposal:** Refurbishment of 1-3, 4, 5, 7 and 8 Fredericks Place and 35 Old Jewry including change of use from office (ClassB1) to restaurant (Class A3) and flexible Shop (ClassA1)/Office (Class B1) use at part ground and part lower ground floors at 1-3 Frederick's Place; and change of use from office (Class B1) to flexible Shop (Class A1)/Office (Class B1) use at part ground and part lower ground floors at 35 Old Jewry. Rationalisation of roof plant and other associated works.

**Registered No:** 15/01308/FULL

The Chief Planning Officer (CPO) introduced the application and advised the Committee of some additional conditions which were tabled.

The CPO also advised that the objection from the Diocese of London had been withdrawn.

Mr Ken Scott spoke in objection on behalf of Glenn Winter (9 Ironmonger Lane) and Winter Scott LLP (St. Olave's House) to express concerns regarding the scale, location and use of the proposed first floor roof terrace and the resultant negative noise, disturbance and overlooking effects to neighbouring properties.

Mr Luke Emmerton, Director of DP9, spoke on behalf of the applicant.

The Committee discussed the proposal in relation to the concerns including the impact on the nearby buildings and spaces, including daylight/sunlight and amenity, and whether or not the proposed roof terrace would give potential for noise generation and overlooking. Discussion ensued regarding the possibility of increasing the height of the balustrades and including planting that would help combat noise and overlooking. A further condition was proposed by the CPO to deal with this matter. The details submitted pursuant to this condition would not be approved without consultation with the Chairman and Deputy Chairman.

RESOLVED – That the application, upon being put to the vote, was approved.

Vote – Unanimous

#### **6.2 1-3,4,7 And 8 Fredericks Place And 35 Old Jewry London EC2R 8A**

**Proposal:** 1-3,4,7 And 8 Fredericks Place And 35 Old Jewry London EC2R 8AE

Refurbishment and alteration of 1-3, 4, 7 and 8 Frederick Place and 35 Old Jewry to enable a change of use from office to restaurant and flexible Shop/Office use at part ground and part lower ground floors at 1-3 Frederick's Place and from office to flexible Shop/Office use at part ground and part lower ground floors at 35 Old Jewry.

**Registered No: 15/01309/LBC**

RESOLVED – That listed building consent be granted

#### **7. 2-3 FINSBURY AVENUE, LONDON**

**Proposal:** 2-3 Finsbury Avenue London EC2M 2PA

Demolition of existing buildings and construction of a building arranged over three basement floors, ground and 32 upper floors plus mezzanine and three rooftop plant levels (168.4m AOD) to provide office accommodation (Class B1) (61,867sq.m); flexible retail uses (for either class A1, A2 or A3) at part ground and mezzanine levels (4,250sq.m GIA); cafe/restaurant uses (Class A3) at 13<sup>th</sup> floor level (1,291sq.m); flexible retail uses (for either class A1 or A3) at part ground floor level (248sq.m); a flexible space for office, conferencing, events and/or leisure use (for either Class B1, D1 or D2) at 13th to 18th floor levels (5,333sq.m) and a publicly accessible roof terrace and associated facilities at 13th floor level; hard and soft landscaping works; servicing facilities; and other works incidental to the development (total floor area 85,378sq

**Registered No: 16/00149/FULEIA**

The Chief Planning Officer (CPO) introduced the application and advised the Committee of some amendments to conditions and other amendments to the report which were tabled.

The Committee noted that in addition to providing a substantial increase in high quality office accommodation, the development would also provide public realm benefits including a new pedestrian route, a publically accessible roof terrace, additional retail floor space and an attractive events centre.

Members raised a number of questions in relation to consultation undertaken, the impact on the transport system, the maintenance of the trees and the applicant's request for a 7 year time limit for the implementation of the planning permission.

RESOLVED – That the application, on being put to the vote, was approved.

Vote: 16 in favour, 1 against, 0 abstentions

1) That planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:

(a) the Mayor of London being given 14 days to decide whether to allow the Corporation to grant planning permission as recommended, or to direct refusal, or to determine the application himself (Article 5(1)(a) of the Town & Country Planning (Mayor of London) Order 2008);

(b) planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highway Act 1980 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed;

(2) That agreement in principle be given that the land affected by the building which is currently public highway and land over which the public have right of access may be stopped up to enable the development to proceed and, upon receipt of the formal application, officers be instructed to proceed with arrangements for advertising and making of a Stopping-up Order for the various areas under the delegation arrangements approved by the Court of Common Council.

## **8. REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT**

### **8.1 Historic Environment Strategy: Public Consultation**

The Committee received a report detailing the consultation proposals for the Historic Environment Strategy.

RESOLVED - That agreement be given for the draft text of three documents subject to minor amendments and corrections (one of which is a proposed



SPDs) of the Historic Environment Strategy, attached as Appendices 1 - 3 to the report, be issued for public consultation for six weeks commencing in October 2016.

## 8.2 Cultural Hub - Look and Feel Strategy

The Committee considered a report of the Director of the Built Environment which set out a proposal to develop a distinct Look and Feel Strategy for the public realm in the area covered by the City's Cultural Hub, located in the north-west of the City.

### **RESOLVED – To**

- a) Approve the initiation of the Look and Feel Strategy, utilising up to £350k from the Cultural Hub funding allocation in the Town Clerk's local risk budget, derived from 2015/16 corporate underspend; and
- b) note that the release of each phase of funding will be authorised by the Town Clerk on the recommendation of the officer level working party overseeing this programme.

## 8.3 Pay & Display Upgrade

The Committee received a report in relation to the upgrading of the on-street Pay & Display machines.

Members were advised that there were currently around 90 on-street parking Pay & Display (P&D) machines in the City offering customers the option to pay for parking by cash. A reduction of about a third was currently underway to reduce operational costs, mainly targeting places where there was more than one machine in close proximity.

Members noted that the machines were now over 10 years old and approaching the end of their useful life. They were becoming more unreliable, spare parts were becoming harder to find and maintenance costs were increasing.

However, upgrading all the existing machines at this point would not allow the testing of whether drivers parking in the Square Mile were ready to embrace a full 'mobile payment only' solution and it was therefore proposed to select areas in the City to move to a 'phone payment only' solution based on the current assessment of 'mobile payment' usage and monitor public reaction, and where a high degree of cash usage remains, the existing P&D machines would be upgraded.

RESOLVED – To agree:

- 1) To upgrade those machines where cash usage remains high in order to address the underlying maintenance issue of aging machines in those areas;
- 2) To run a six month cashless trial in areas with very low cash usage in order to gauge the impact and public reaction; and
- 3) That a report back to Members on the results of that trial be made before deciding to continue with further upgrades or a wider removal of cash payment, albeit should there be immediate adverse consequences of introducing the trial, officers would report this back to Members more quickly.

#### 8.4 **Major Highway Works for 2016/17**

The Sub-Committee considered a report of the Director of the Built Environment which provided information on the major highway works for 2016/17.

The Committee was advised that the volume of activity taking place in the Square Mile had placed increasing demands on the City's highway network. In particular, the sheer scale of schemes such as Crossrail, the Bank Northern Line upgrade and the imminent Thames Tideway project meant that long-term co-ordination of works was vital to keep the City moving.

In addition, the City currently had the largest volume of building development taking place since 2008, and although this was traditionally the sign of a thriving Square Mile, this activity brought with it a need for road space, additional streetworks connections and additional heavy vehicle traffic.

**RESOLVED** – To receive the report.

#### 9. **FUNDING FOR A LOW EMISSION NEIGHBOURHOOD**

The Committee received a report of the Director of Markets and Consumer Protection that advised Members of the award of £990,000 in funding over three years from the Mayor of London's Air Quality Fund to implement a Low Emission Neighbourhood (LEN). Members noted that the 17 measures included in the bid document, which had been circulated electronically by the Town Clerk, outlined what actions the funding was being spent on.

**RESOLVED** – That the report be noted.

#### 10. **PUBLIC LIFT UPDATE**

The Committee received a report of the City Surveyor in relation to the public lift service.

Members were advised that following the request at the last meeting to arrange a site visit for those members interested in seeing how some of the public lifts and escalators worked, a visit had been arranged for Tuesday 25<sup>th</sup> October at 2.00pm.

Should this not be convenient for some Members, alternative dates could be arranged.

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

In response to a question concerning Queensbridge House raised in advance of the meeting, the Member concerned advised that a response had been provided by email.

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

**Local Plan Consultation - All Member Briefing**

The Chairman reported that this had been arranged for Monday 17 October 2016 at 8.30am.

**Planning and Transportation Committee Annual Dinner**

The Chairman reported that this had been arranged for Tuesday 22 November 2016.

**13. EXCLUSION OF THE PUBLIC**

**RESOLVED** - That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items 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.

**14. NON-PUBLIC MINUTES**

**RESOLVED** – That the non-public minutes of the meeting held on 13 September 2016 be agreed as a correct record.

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

There were no questions.

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

There were no items of urgent business.

**The meeting ended at 1.00 pm**

-----  
Chairman

**Contact Officer: Amanda Thompson**  
**tel. no.: 020 7332 3414**  
**amanda.thompson@cityoflondon.gov.uk**

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

Tuesday, 27 September 2016

**Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 1.45 pm**

### **Present**

#### **Members:**

Christopher Hayward (Chairman)	Alderman Alison Gowman (Ex-Officio Member)
Graham Packham (Deputy Chairman)	Deputy Brian Harris
Randall Anderson	Deputy Alastair Moss
Deputy John Barker (Ex-Officio Member)	Jeremy Simons (Ex-Officio Member)

#### **Officers:**

Sacha Than	-	Town Clerk's Department
Edward Dunlop	-	Department of the Built Environment
Kay English	-	Department of the Built Environment
Simon Glynn	-	Department of the Built Environment
Ian Hughes	-	Department of the Built Environment
Sam Lee	-	Department of the Built Environment
Iain Simmons	-	Department of the Built Environment
Mark Lowman	-	City Surveyor's
Julie Smith	-	Chamberlain's Department
Alan Rickwood	-	City of London Police
Sarah Smallwood	-	City of London Police
Karen McHugh	-	Comptroller & City Solicitor's Department
Patrick Hegarty	-	Department of Open Spaces

[Alderman Nicholas Anstee was in attendance]

### **1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Marianne Fredericks and Tom Sleigh.

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

There were no declarations of interest.

### **3. MINUTES**

The minutes of the meeting held on 25 July 2016 were agreed as a correct record subject to the removal of Deputy Brian Harris as Deputy Chairman.

4. **OUTSTANDING REFERENCES**

**RESOLVED** – That the list of outstanding references be noted and updated as appropriate.

30mph Speed Limit

The Sub-Committee was advised that a written update report from the City of London Police would be submitted on a quarterly basis. In response to a question regarding police resources for traffic enforcement for those who were in breach of the 20mph speed limit, the Sub-Committee was advised that specialist officers were deployed on weekdays and with regards to why a vehicle had been stopped over a weekend, the Sub-Committee was advised that any stops could be undertaken by any officer in the force.

Cloth Fair Noise Disturbance

The Sub-Committee was advised that Officers had met with local Ward Members to discuss options and a report would be submitted to the Sub-Committee at a later date.

1 Angel Court Improvements GW4-5 V9

The Sub-Committee agreed that this action had been completed and should be removed from the Outstanding References.

Mayor's Vision for Cycling

The Sub-Committee agreed that this action had been completed and should be removed from the Outstanding References.

Inconsistent Road Markings

The Sub-Committee was advised that a report would be provided at a later date.

Police Islands

The Sub-Committee agreed that this action had been completed and should be removed from the Outstanding References.

5. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**

5.1 **London Wall Place Section S278 Highway and Public Realm Improvements**

The Sub-Committee considered a report of the Director of the Built Environment which provided the design and cost estimates for the highway works. The Project encompassed both the highway works and St Alphage Garden and Officers advised that a report on St Alfred's Garden would be submitted to the Sub-Committee at a later date.

Members were advised of three different options for arranging the highway layout on London Wall (eastbound). Officers advised of their preference for Option Two; one traffic lane and one cycle lane which provided the best layout for cyclists and should reduce vehicle speed. In response to Members' questions on the flexibility of the options and whether Option Three of one bus

lane and one traffic lane was a more suitable choice, the Sub-Committee was advised that it would be possible at a later date to revert back to two traffic lanes by painting the lines with no capital resources spent. Following discussion of the benefits of both options, Members agreed that Option Two should be used for arranging the highway layout.

**RESOLVED** – That the Sub-Committee:

- a) Approves the implementation of the highway works with an estimated total cost of £3.6 million as shown in Table 1; Delegates authority for any adjustments between elements of the £3.6 million budget to the Director of the Built Environment in conjunction with the Chamberlain's Head of Finance provided the total approved budget of £3.6 million is not exceeded;
- b) Authorises Officers to seek relevant regulatory and statutory consents, orders and approvals as may be required to progress and implement the scheme (e.g. traffic orders); and
- c) Notes that the St. Alphage Gardens scheme (Section 106 funded) will be progressed independently of the (Section 278 funded) highway works and a separate Gateway 5 report will be submitted to the Open Spaces and City Gardens Committee and Projects Sub Committee in February 2017.

## **5.2 City Public Realm Projects Consolidated Outcome Report - Gateway 7**

The Sub-Committee considered a report of the Director of the Built Environment which consolidated the outcome reports for three City Public Realm projects: Mariner House street scene enhancements, Austin Friars environmental enhancements, and Shoe Lane street enhancement scheme. Members were advised that the projects had delivered enhancements across the City and had been well received by the community.

**RESOLVED** – That the outcome information be received and recommendation on individual reports approved.

## **5.3 Ludgate Hill crossing (30 Old Bailey)**

The Sub-Committee considered a report of the Director of the Built Environment which provided a progress update on the Ludgate Hill Crossing.

**RESOLVED** – That the Sub-Committee:

- a) approves the retention of the signalised crossing; and
- b) authorises the utilisation of the remaining Works and Contingency budget of £34,340 to contribute towards the cost resurfacing of the carriageway in the vicinity of the crossing, as recommended by the Stage 3 Road Safety Audit.

#### 5.4 **Moorgate Strategy**

The Sub-Committee considered a report of the Director of the Built Environment which set out the proposed area enhancement strategy for the Moorgate area in order to provide a framework for future public realm enhancements and would address the changing needs of the area.

Members agreed that as the proposals had been approved by the Planning and Transportation Committee on 13 September 2016, the report would be considered by the Sub-Committee for information rather than for decision.

**RESOLVED** – That the Sub-Committee note the report.

#### 5.5 **Street Lighting Review**

The Sub-Committee considered a report of the Director of the Built Environment which summarised how the Street Lighting Replacement project interacts with other similar corporate initiatives and how the project would help deliver the City's broader Smart City objectives.

In response to a question on whether the colour of the lights had been considered particularly in relation to the impact that warm lighting can have, the Sub-Committee was advised that adjustable lighting colours had been considered and a report would be produced for the Sub-Committee following a consultation on the look and feel of the street lighting.

**RESOLVED** – That the Sub-Committee agree the approach outlined in the report with the project moving to Gateway five.

#### 5.6 **Bank Junction Experimental Safety Scheme**

The Sub-Committee considered a report of the Director of the Built Environment which provided an update on the Experimental Safety Scheme as part of the Bank Junction Improvements.

In response to a question that had been raised at the Court of Common Council on whether it would be possible to bring forward the time frame for the experimental scheme from December 2016. The Sub-Committee was advised that due to a request from Transport for London for the traffic model work to be undertaken to forecast into 2018 rather than 2016 as originally planned, it would not be possible to bring the time frame forward.

The Sub-Committee discussed the inclusion of taxis as part of the Experimental Safety Scheme and agreed that in order to find out the true impact of the experiment; only buses, pedestrians and cyclists should be allowed access to the Junction. The Sub-Committee agreed that the Chairman should lead a high level delegation to meet with Officials to discuss this further.



**RESOLVED** – That the Sub-Committee approve an increase in the fees and staff costs budget of £87,200 making a total budget of £387,100 to reach the next gateway.

#### 5.7 **Middlesex Street Area Enhancement Phase 2**

The Sub-Committee considered a joint report of the Director of the Built Environment and the Director of Markets and Consumer Protection which advised the Sub-Committee of progress to Phase two of the Middlesex Street Area project and set out a strategy for progressing the project to Gateway three.

The Sub-Committee was advised of the potential change in name of Middlesex Street back to its original name of Petticoat Lane which could offer a stronger branding for the market and could attract more visitors.

**RESOLVED** – That the Sub-Committee approve the funding required to reach Gateway three of £50,000 to be funded from Section 106 contributions relating to the 5 Broadgate development.

#### 5.8 **Aldgate Highway Changes and Public Realm Enhancement**

The Sub-Committee considered a report of the Director of the Built Environment which advised the Sub-Committee of the current programme and governance structure for the project and confirmed the current position with regards to budgets and funding.

The Sub-Committee was advised that the approved spend was £23.4million rather than £23.2million as stated in the report and the Urgency Report referenced in the report had not yet been submitted, but would be sent to the Town Clerk's Department shortly. The Chairman responded that both he and the Project Sub-Committee endorsed the project, they had worked with Officers to drive down the costs to £4million and a copy of the Urgency Report would be circulated to the Sub-Committee.

**RESOLVED** – That the Sub-Committee note the contents of the report.

#### 5.9 **Cultural Hub Look & Feel Strategy**

The Sub-Committee considered a report of the Director of the Built Environment which set out a proposal to develop a distinct Look and Feel Strategy for the public realm in the area covered by the City's Cultural Hub, located in the north-west of the City.

**RESOLVED** – That the Sub-Committee:

- a) Approve the initiation of the Look and Feel Strategy, utilising up to £350k from the Cultural Hub funding allocation in the Town Clerk's local risk budget, derived from 2015/16 corporate underspend; and

- b) note that the release of each phase of funding will be authorised by the Town Clerk on the recommendation of the officer level working party overseeing this programme.

#### 5.10 **Major Highway Works for 2016/17**

The Sub-Committee considered a report of the Director of the Built Environment which provided information on the major highway works for 2016/17.

In response to a Member's question on closures that would be taking place in Tower Bridge, Tooley Street and St Thomas Street, the Sub-Committee was advised that Tower Bridge would be closed to pedestrians for three weekends, and Officers would investigate when St Thomas Street would re-open and the extent of the closure in relation to Tooley Street.

**RESOLVED** – That the Sub-Committee receive the report.

#### 6. **TUDOR STREET SAFETY REPORTS**

The Committee received a road safety report in relation to Tudor Street.

The Sub-Committee was advised that the costs relating to Tudor Street were yet to be confirmed in writing, but following discussions with the Chairman of the Sub-Committee and TFL, there would be a reduction in costs and the project would be taken before the Court of Common Council.

Members raised concerns regarding congestion in New Tudor Street and the Blackfriars Junction and Officers agreed to look into whether an underpass within the area could be used by pedestrians to reduce overcrowding.

**RESOLVED** – That the Sub-Committee note the contents of the report.

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

Officers were asked to provide responses to the following questions to be added to the list of Outstanding References.

'A walkway cannot function if the lifts are not working; the lift in Wood Street has been out of service for two weeks with no response received from the City Surveyor's Department. Can Officers provide an update please?'

'Two bollards have very recently been placed at the bottom end of Queen Street in front of a fire gate. Can Officers confirm why the bollards have been placed there and whether they are to be permanent fixtures?'

'When will an update be submitted to the Sub-Committee on the Road Danger Reduction Plan?'

Officers responded that there had been some activity in relation to the Road Danger Reduction Plan and advised that a quarterly plan with a Strategy would be put in place and would be submitted to the Sub-Committee.

8. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**  
The Chairman advised the Sub-Committee that the November and December dates of the Sub-Committee had changed and the meetings would take place on 8 November 2016 and 6 December 2016.
9. **EXCLUSION OF THE PUBLIC**  
**RESOLVED** – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting 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.
10. **CITY WALKWAY BYELAWS**  
The Committee noted a report of the Comptroller & City Solicitor which reviewed the existing City Walkways Byelaws and advised on the process required to amend the Byelaws.
11. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**  
There were no questions.
12. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**  
The Chairman raised an item of business.

**The meeting closed at 4.23 pm**

-----  
Chairman

**Contact Officer: Amanda Thompson**  
**tel. no.: 020 7332 3414**  
**amanda.thompson@cityoflondon.gov.uk**

This page is intentionally left blank

# Agenda Item 5

<b>Committee:</b>	<b>Date:</b>	<b>Item no.</b>
Planning and Transportation	25 October 2016	
<b>Subject:</b> Valid planning applications received by Department of the Built Environment		
<b>Public</b>		

1. Pursuant to the instructions of your Committee, I attach for your information a list detailing development applications received by the Department of the Built Environment since my report to the last meeting.
2. Any questions of detail arising from these reports can be sent to [plans@cityoflondon.gov.uk](mailto:plans@cityoflondon.gov.uk).

## DETAILS OF VALID APPLICATIONS

<b>Application Number &amp; Ward</b>	<b>Address</b>	<b>Proposal</b>	<b>Date of Validation</b>
16/00870/FULL Billingsgate	2 Minster Court, London, EC3R 7BB	Alterations to entrances on Mark Lane and Minster Court.	07/09/2016
16/00919/FULL Bishopsgate	Exchange Square, Exchange Place, London, EC2A 2BR	Use of Exchange Square for a temporary ice rink with ancillary facilities.	19/09/2016
16/00949/FULL Bishopsgate	110 Bishopsgate, London, EC2N 4AY	Removal and replacement of cladding around the base of the entrance columns.	19/09/2016
16/00907/FULL Bishopsgate	Flats 1-5, 131A Middlesex Street, London, E1 7JF	Change of Use of five permanent residential units (Class C3) to short-term lets (Class C3).	27/09/2016
16/00946/FULL Broad Street	9 - 10 Angel Court, London, EC2R 7HB	Erection of an additional seventh floor to existing office building, formation of a terrace, rear extensions of existing floors plus associated alterations and provision of plant and plant room at roof level and use of additional floor and extensions as Use Class B1 offices and ancillary uses within Use Class B1 (143sq.m. of additional gross external floor area).	05/10/2016

16/00943/FULL Castle Baynard	8 Bride Court, London, EC4Y 8DU	Change of use of ground floor from Class Use A3 (Restaurant and Cafe) to Class Use A4 (Drinking establishment) (86sq.m GIA).	26/09/2016
16/01003/FULL Castle Baynard	Ludgate House, 107 - 111 Fleet Street, London, EC4A 2AB	Change of use of Room 201 from Offices (Class B1) to flexible Offices/Health Clinic (Class B1/D1) (36sq.m GIA).	29/09/2016
16/00880/FULL Castle Baynard	Audit House, 58 Victoria Embankment, London, EC4Y ODS	Installation of four new condenser units at roof level.	03/10/2016
16/00906/FULL Coleman Street	3 Copthall Avenue, London, EC2R 7BH	Installation of a terrace/balcony to the existing flat roof area at third floor level.	15/09/2016
16/00939/FULL Coleman Street	34 London Wall, London, EC2M 5QX	Alterations to shopfront including installation of curved glazing panels.	23/09/2016
16/01010/FULL Coleman Street	63 - 66 Coleman Street, London, EC2R 5BX	Demolition of three existing buildings (with the exception of front facade of 63 Coleman Street) and erection of a new building on two levels below ground, ground and seven upper storeys and roof plant plus alterations to the retained facade for use as offices within Use Class B1 plus ancillary uses including office storage and plant areas; and one unit at ground floor level for retail or restaurant/cafe use within Use Class A1 and/or A3 (5,850sq.m. gross external floor area).	03/10/2016
16/00989/FULL Farringdon Within	80 - 83 Long Lane, London, EC1A 9ET	Installation of new windows to offices on the ground floor overlooking East Passage.	27/09/2016
16/00940/FULL Farringdon Without	84 Fetter Lane, London, EC4A 1EQ	Replacement of existing extraction system and flue to roof level.	16/09/2016

<p>16/00859/FULEIA Lime Street</p>	<p>Leadenhall Court, 1 Leadenhall Street, London, EC3V 1AB</p>	<p>Demolition of the existing building and redevelopment to provide a 36 storey building with 28 floors for office use (Class B1) with retail floorspace (Class A1-A4), office lobby and loading bay at ground floor, 2 levels of retail floorspace (Class A1-A4) at first and second floors, a publicly accessible terrace at second floor, 5 floors of plant and ancillary basement cycle parking, cycle facilities and plant (63,273sq.m GIA) (165m AOD)</p> <p>This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of a CD containing the Environmental Statement may be obtained from DP9, 100 Pall Mall, London, SW1Y 5NQ.</p>	<p>06/09/2016</p>
--	--	--	-------------------

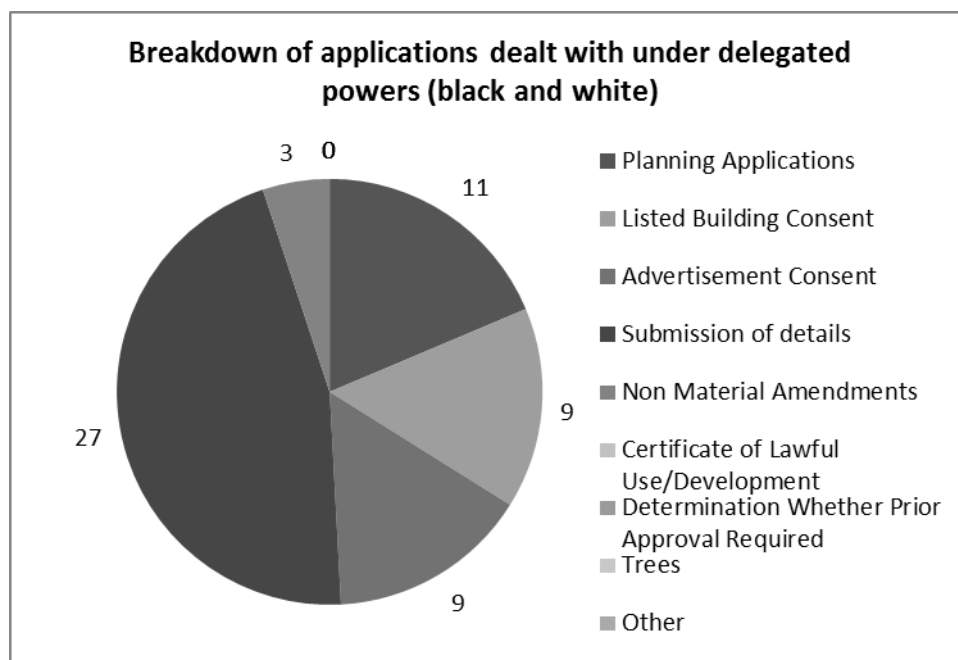
<p>16/00961/FULEIA Portsoken</p>	<p>Guinness Court &amp; Iveagh Court, Mansell Street Estate, Mansell Street, London, E1 8AB</p>	<p>Demolition of existing buildings and erection of five buildings ranging from 11 to 13 storeys in height, comprising 506 Class C3 residential, with Classes A1 (retail), A3 and A5 (café/restaurant and hot food/takeaways) and class D1 and D2 (community use and health club) units at ground floor and rooftop level, creation of a new vehicular access from Little Somerset Street and alterations to existing vehicular and pedestrian accesses from Mansell Street and Haydon Street, together with the provision of car parking, cycle parking, refuse and recycling storage, the creation of new areas of open space and landscaping and all other associated works.</p> <p>The application is accompanied by an Environmental Statement. This application is accompanied by an Environmental Statement. Copies of the Environmental Statement may also be bought from GVA, 65 Gresham Street, London, EC2V 7NQ, at a cost of £391.80 (or on CD free of charge) as long as stocks last. A non-technical summary of the Environmental Statement may be obtained from the same address free of charge.</p>	<p>21/09/2016</p>
--------------------------------------	---	---	-------------------

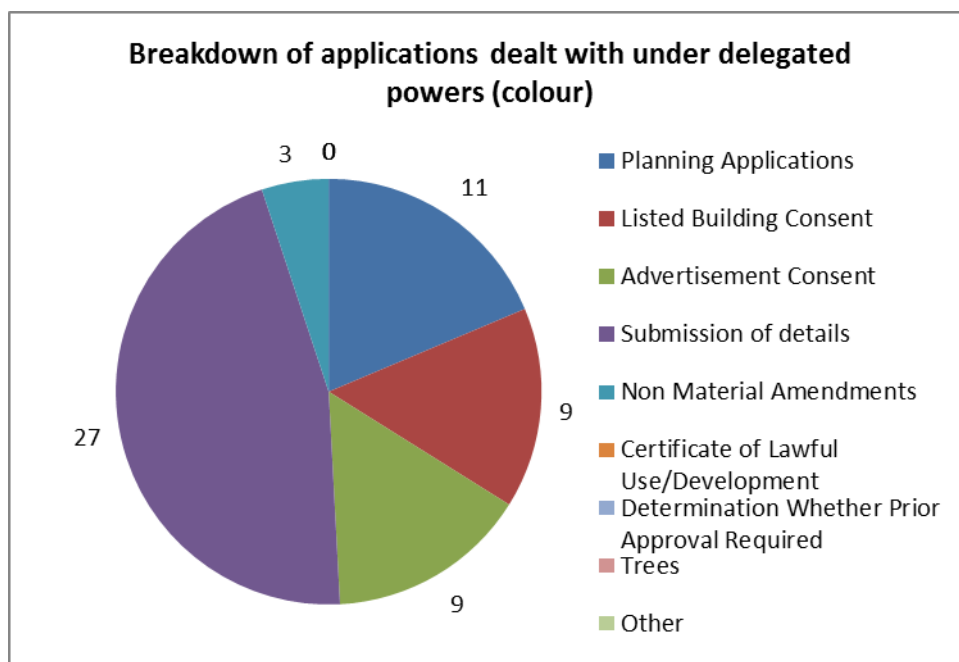


# Agenda Item 6

<b>Committee:</b>	<b>Date:</b>	<b>Item no.</b>
Planning and Transportation	25 <sup>th</sup> October 2016	
<b>Subject:</b>		
Delegated decisions of the Chief Planning Officer and Development Director		
<b>Public</b>		

1. Pursuant to the instructions of your Committee, I attach for your information a list detailing development and advertisement applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegated powers since my report to the last meeting.
2. In the time since the last report to Planning & Transportation Committee fifty-nine (59) matters have been dealt with under delegated powers. Eleven (11) full applications for development have been approved with 607sq.m floor space created and three (3) applications for change of use. Nine (9) listed buildings consents have been granted.





3. Any questions of detail arising from these reports can be sent to [plans@cityoflondon.gov.uk](mailto:plans@cityoflondon.gov.uk).

### DETAILS OF DECISIONS

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision
16/00743/LBC Aldersgate	501 Bunyan Court Barbican London EC2Y 8DH	Internal works comprising (i) horizontal subdivision of seventh floor to create eighth floor with spiral staircase (ii) installation of bathroom and storage cupboards at seventh floor level (iii) extension of bathroom into bedroom wardrobe area at fifth floor level.	Approved 10.10.2016
16/00187/MDC Aldgate	Mitre Square, International House, Duke's Place, 11 Mitre Street & 1 Mitre Square London EC3	Details of window cleaning equipment and garaging thereof and flues pursuant to partial discharge of condition 8 (j) of planning permission dated 09.07.2014 (Ref: 13/01082/FULMAJ).	Approved 20.09.2016

16/00549/FULL Aldgate	Irongate House 22 - 30 Dukes Place London	(i) Installation of a new glazed screen at ground floor level to extend and enhance the existing reception to create 133 sq.m of new office (Class B1) floorspace. (ii); installation of new louvres within existing plant room wall. (iii) removal of 8th floor plant and plant enclosure. (iv) installation of six louvred condenser units at 7th floor level.	Approved 29.09.2016
16/00765/ADVT Aldgate	White Horse 31 Houndsditch London EC3A 7DB	Installation and display of i) one externally illuminated projecting sign measuring 0.81m high by 0.61m wide at a height above ground of 3.21m, ii) one non illuminated menu board measuring 0.94m high by 0.68m wide at a height above ground of 1.2m.	Approved 06.10.2016
16/00781/FULL Aldgate	3 Lloyd's Avenue London EC3N 3DS	Refurbishment and redecoration of the main entrance door (including the replacement of panels with glazed vision panels, and new steel handle); and the replacement of the terrace door at roof level with a new glazed aluminium frame door.	Approved 22.09.2016
16/00799/ADVT Aldgate	117 - 119 Houndsditch London EC3A 7BT	Installation and display of: (i) one internally illuminated fascia sign measuring 0.6m high by 1.33m wide at a height above ground of 3.085m; (ii) two internally illuminated fascia signs measuring 0.66m high by 0.35m wide at a height above ground of 3.11m; (iii) one internally illuminated fascia sign measuring 0.43m high by 0.65m wide at a height above ground of 1.24m; and (iv) one internally illuminated fascia sign measuring 0.09m high by 0.86m wide at a height above ground level of 1.4m.	Approved 06.10.2016

16/00800/FULL Aldgate	117 - 119 Houndsditch London EC3A 7BT	Installation of a new shopfront including replacement of doors and glazing, and installation of new signage.	Approved 06.10.2016
16/00811/MDC Aldgate	61 St Mary Axe, 80-86 Bishopsgate, 12- 20 Camomile Street, 15-16 St Helen's Place & 33-35 St Mary Axe (north Elevation Only) EC2N 4AG	Details of noise emitted from plant; details of materials and constructional methods used to restrict structural borne noise transmission between the Class A uses and the surrounding offices and library; details of how plant would be mounted pursuant to Conditions 15, 16 and 18 of planning permission dated 30.03.2012 (12/00129/FUL).	Approved 20.09.2016
16/00814/ADVT Bassishaw	2 Love Lane London EC2V 7JQ	Installation and display of: (i) one halo illuminated fascia sign measuring 0.31m high by 3.74m wide at a height above ground of 2.61m; (ii) one halo illuminated fascia sign measuring 0.31m high by 3.74m wide at a height above ground of 2.76m; (iii) one halo illuminated fascia sign measuring 0.06m high by 1.58m wide at a height above ground of 2.38m; (iv) one halo illuminated fascia sign measuring 0.06m high by 1.58m wide at a height above ground of 2.52m; (v) one internally illuminated projecting sign measuring 0.61m high by 0.61m wide at a height above ground of 3.59m; (vi) one internally illuminated projecting sign measuring 0.61m high by 0.61m wide at a height above ground of 3.61m; (vii) one internally illuminated menu board measuring 0.6m high by 0.7m wide at a height above ground of 1.05m; (viii) two internally illuminated menu boards measuring 0.6m high	Approved 29.09.2016

		by 0.7m wide at a height above ground of 1.18m; and (ix) six non-illuminated advertisements measuring 0.93m high by 1.5m wide.	
16/00831/MDC Bassishaw	Salters Hall 4 Fore Street London EC2Y 5DB	Details of an archaeological watching brief pursuant to condition 2 of planning permission dated 15.09.2015 (application number 15/00766/FULL).	Approved 04.10.2016
16/00820/MDC Bassishaw	21 Moorfields, Land Bounded By Moorfields, Fore Street Avenue, Moor Lane & New Union Street London EC2P 2HT	Details of a Contaminated Land Report pursuant to condition 2 of planning permission (application no. 14/01179/FULEIA) dated 25th November 2015.	Approved 07.10.2016
16/00715/FULL Billingsgate	11 - 15 St Mary At Hill London EC3R 8EE	Replacement of door and side screen and installation of box hedge planter to front railing.	Approved 29.09.2016
16/00751/FULL Billingsgate	St Mary-At-Hill Church St Mary At Hill London EC3R 8EE	Redesign of the churchyard to create improved access, drainage and hard and soft landscaping.	Approved 29.09.2016
16/00801/ADVT Billingsgate	Plantation Place 6 Mincing Lane London EC3M 3BD	Installation and display of: (i) one internally illuminated fascia sign measuring 0.54m high by 1.62m wide at a height above ground of 2.87m; (ii) one internally illuminated hanging sign measuring 1.6m high by 1.6m wide at a height above ground of 0.96m; and (iii) one internally illuminated menu board measuring 0.38m high by 0.94m wide at a height above ground of 1.2m.	Approved 06.10.2016

<p>16/00670/ADVT Bishopsgate</p>	<p>The Kings Arms Public House 27 Wormwood Street London EC2M 1RP</p>	<p>Installation and display of: i) one externally illuminated fascia sign measuring 5.7m wide by 0.3m high located at a height of 2m above ground floor level; ii) one externally illuminated fascia sign measuring 1.8m wide by 0.3m high located at a height of 2m above ground floor level; iii) one externally illuminated projecting sign measuring 0.9m wide by 1.64m high located at a height of 2.75m above ground floor level; iv) one non-illuminated brass plaque measuring 0.2m high by 0.3m wide located at a height of 1m above ground floor level; v) one internally illuminated menu board measuring 0.34m wide by 0.47m high located at a height of 1.4m above ground floor level; vi) two non-illuminated chalk boards measuring 0.6m wide by 0.9m high located at a height of 1m above ground floor level.</p>	<p>Approved 29.09.2016</p>
<p>16/00684/FULL Bishopsgate</p>	<p>Devonshire Square London EC2M 4PL</p>	<p>Public realm improvements to the Devonshire Square Estate, comprising new signage, lighting and associated works.</p>	<p>Approved 04.10.2016</p>
<p>16/00685/LBC Bishopsgate</p>	<p>Devonshire Square London EC2M 4PL</p>	<p>Public realm improvements to the Devonshire Square Estate, comprising new signage, lighting and associated works.</p>	<p>Approved 04.10.2016</p>
<p>16/00725/FULL Bishopsgate</p>	<p>206 - 210 Bishopsgate London EC2M 4NR</p>	<p>Change of use of part ground floor and basement floor from Class Use A1 (Shops) to Class Use A4 (Drinking establishment) (110sq.m GIA)</p>	<p>Approved 22.09.2016</p>

16/00797/FULL Bishopsgate	206 - 210 Bishopsgate London EC2M 4NR	Change of use of part of the ground floor and the basement from Use Class A1 (shop) to Use Class A3 (restaurant) (110sqm GIA).	Approved 22.09.2016
16/00798/FULL Bishopsgate	206 - 210 Bishopsgate London EC2M 4NR	Change of use of part of ground floor and basement from Use Class A1 (shop) to Use Class D1 (non-residential institution) (110sqm GIA).	Approved 22.09.2016
16/00867/PODC Bishopsgate	5 Broadgate London EC2M 2QS	Submission of Post-Construction BREEAM Certificate in accordance with clause 9.2 of Schedule 1 of S106 Legal Agreement dated 29 July 2011, attached to Planning Permission 10/00904/FULEIA.	Approved 22.09.2016
16/00586/MDC Bread Street	2 - 6 Cannon Street London EC4M 6YH	Details of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects pursuant to condition 3 of planning permission 14/00780/FULMAJ dated 30.07.2015 for 'the demolition of the existing building and the construction of a new office building (Class B1) comprising 7 storeys plus basement and associated hard and soft landscaping, roof top plant, accessible terrace, access and servicing, ancillary cycle parking and other associated works'.	Approved 22.09.2016
16/00693/MDC Bread Street	2 - 6 Cannon Street London EC4M 6YH	Details of sewer vents at roof level pursuant to Condition 6 of planning permission 14/00780/FULMAJ for 'the demolition of the existing building and the construction of a new office building (Class B1) comprising 7 storeys plus basement and associated	Approved 22.09.2016

		hard and soft landscaping, roof top plant, accessible terrace, access and servicing, ancillary cycle parking and other associated works'.	
16/00904/PODC Bread Street	2 - 6 Cannon Street London EC4M 6YH	Submission of the Training Skills and Job Brokerage Strategy pursuant to schedule 3 paragraph 4.1 of the section 106 agreement dated 30 July 2015 planning permission 14/00780/FULMAJ.	Approved 06.10.2016
16/00935/PODC Bridge And Bridge Without	11 - 19 Monument Street, 45 Fish Street Hill And 1-2 Pudding Lane London	Details pursuant to Section 12, Schedule 3 (carbon offsetting) of the Section 106 Agreement dated 23.09.2013 associated with planning permission 13/00049/FULMAJ.	Approved 20.09.2016
16/00999/MDC Bridge And Bridge Without	7 - 8 Philpot Lane London EC3M 8AA	Submission of a scheme for protecting nearby residents and commercial occupiers from noise and dust pursuant to condition 2 of planning permission 16/00514/FULL dated 25/08/2016.	Approved 06.10.2016
16/00815/MDC Broad Street	1 Angel Court & 33 Throgmorton Street London EC2R 7HJ	Details of the artwork within Throgmorton Passage pursuant to condition 14(o) (in part) of planning permission dated 17.11.2014 (13/00985/FULL).	Approved 06.10.2016
16/00834/ADVT Broad Street	Warnford Court 29 Throgmorton Street London	Installation and display of: (i) one internally illuminated fascia sign measuring 0.55m high x 1.66m wide located at a height of 2.3m above ground level; and (ii) one internally illuminated projecting sign measuring 0.45m high x 0.45m wide located at a height of 2.3m above ground level.	Approved 10.10.2016



16/00845/MDC Broad Street	Austin Friars House 2 - 6 Austin Friars London EC2N 2HD	Submission of details of the proposed canopy including structure, method of support and fixing, particulars and samples of materials and colour and details of balustrades pursuant to Condition 2 a) and b) of planning permission 14/00863/FULL dated 21.10.2014	Approved 27.09.2016
16/00860/NMA Broad Street	Austin Friars House 2 - 6 Austin Friars London EC2N 2HD	Non material amendment under S96A of the Town and Country Planning Act 1990 to planning permission 14/008635/FULL dated 21 October 2014 to amend the design and extent of the proposed roof terrace canopy.	Approved 22.09.2016
16/00747/MDC Candlewick	24 King William Street London EC4R 9AJ	Submission of particulars and sample of material for the proposed double glazed/metal units pursuant to condition 6 (a) (in part) of planning permission dated 11th May 2015 (14/01096/FULMAJ).	Approved 22.09.2016
16/00735/MDC Castle Baynard	Audit House 58 Victoria Embankment London EC4Y 0DS	Submission of a Travel Plan pursuant to condition 24 of Planning permission 13/00789/FULMAJ dated 07/03/14 for the 'Demolition of existing eight storey building behind retained facade and erection of new office building comprising a basement, ground and seven upper storeys with a total floor area of 6022sq.m for office (B1) use, new electrical sub-station and alterations to retained facade'.	Approved 22.09.2016
16/00771/MDC Castle Baynard	Audit House 58 Victoria Embankment London EC4Y 0DS	Submission of a Service Management Plan pursuant to condition 23 of Planning Permission 13/00789/FULMAJ dated 07.03.14.	Approved 29.09.2016

16/00778/FULL Cheap	Saddlers' Hall 40 - 44 Gutter Lane London EC2V 6BR	Creation of a new entrance on the Gutter Lane elevation, provision of level access on southern elevation, infill extension to third floor, creation of two new meeting rooms and a new external terrace at fourth floor level and rationalisation of existing plant equipment creating 144sqm (GIA) of new floorspace.	Approved 22.09.2016
16/00832/NMA Cheap	Abacus House 33 Gutter Lane London EC2V 8AS	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 15/010210/FULL dated 18th February 2016 to allow amendments to omit the 8th floor terrace and spiral staircase from 7th floor, alterations to glazed corner entrance doors onto Gutter Lane; courtyard and undercroft paving detail; bicycle store canopy and paving; glazed curtain wall on the 7th Floor extension.	Approved 27.09.2016
16/00804/ADVT Coleman Street	8 Finsbury Circus London EC2M 7EA	Installation and display of (i) two externally illuminated projecting signs measuring 0.487m high by 0.48m wide at a height of 2.88 m above ground floor level; (ii) three internally illuminated fascia signs located behind the shopfront glazing measuring 05 m high by 1.24 m wide at 1m above ground floor level; (iii) 12 vinyl graphics applied to the internal face of the glazing.	Approved 22.09.2016
16/00842/FULL Coleman Street	25 Cophall Avenue London EC2R 7BP	Replacement of the existing splayed entrance curtain walling system, access door and revolving door; handrail and balustrade; existing	Approved 10.10.2016

		cream coloured wall tiles and existing glass floor panels with new vertical curtain wall system, new full height access door (with associated bollard for access) and revolving door, new textured plaster finish side walls, new white coloured soffit and new floor paving to match the existing paving.	
15/01362/FULL Cornhill	Royal Exchange Threadneedle Street London EC3V 3DG	Refurbishment and repainting of shopfronts on southern, eastern and northern external elevations, plus eastern access internal elevation; installation of replacement canopy boxes, motors and fixings where necessary, and removal of redundant wall fixtures, making good of stonework where necessary	Approved 22.09.2016
15/01363/LBC Cornhill	Royal Exchange Threadneedle Street London EC3V 3DG	Refurbishment and repainting of shopfronts on southern, eastern and northern external elevations, plus eastern access internal elevation; installation of replacement canopy boxes, motors and fixings where necessary, and removal of redundant wall fixtures, making good of stonework where necessary.	Approved 22.09.2016
16/00750/LBC Cornhill	25 Royal Exchange London EC3V 3LP	Internal refurbishment of retail unit at basement, ground, mezzanine and first floor levels.	Approved 20.09.2016
16/00827/LBC Cornhill	39 Threadneedle Street London EC2R 8AU	Provision of WiFi units and associated cabling within the building.	Approved 10.10.2016

16/00532/LBC Cripplegate	3 Stanley Cohen House Golden Lane Estate London EC1Y 0RL	Secondary glazing to two bedrooms and one bathroom window.	Approved 06.10.2016
16/00839/MDC Dowgate	108 Cannon Street London EC4N 6EU	Submission of a Noise Assessment Report pursuant to condition 3 of planning permission dated 28 April 2014 (13/01110/FULL).	Approved 10.10.2016
16/00565/LBC Farringdon Within	Black Friar Tavern, 174 Queen Victoria Street, London, EC4V 4EG.	Refurbishment with external alterations including the replacement of brass cowl lights, history plaque, the installation of x 2 brass menu boxes and replacement ironmongery. Internal alterations to non-original panelling, installation of air curtain heaters over entrance doors a flue liner and the replacement of other fixtures and fittings.	Approved 20.09.2016
16/00802/MDC Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1	Details of foundation design and piling configuration for Phase 2a (Office A) (One Bartholomew Close) pursuant to condition 23 (part) of planning permission dated 24th July 2015 (application number 15/00417/FULMAJ).	Approved 10.10.2016
16/00886/MDC Farringdon Within	Mitre House 160 Aldersgate Street London EC1A 4DD	Particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces; details of: masonry, to include face bonding, pointing, and any expansion joints; ground floor office entrances; windows and external doors; soffits, hand rails and balustrades; alterations to the retained west elevation; junctions with	Approved 10.10.2016

		adjoining premises; the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level; and ground level surfaces including materials to be used pursuant to condition 10 (a), (b), (c), (d), (e), (f), (g), (h), (i) of planning permission dated 30 April 2015 (ref: 15/00086/FULMAJ).	
16/00810/LBC Farringdon Without	Middle Temple Hall Middle Temple Lane London EC4Y 9AT	Upgrade of existing sound system to include removal of four existing speakers and replacement with four new speakers.	Approved  22.09.2016
16/00805/FULL Farringdon Without	St Andrew Holborn 32A Holborn Viaduct London EC1N 2HB	Re-opening of existing blocked doorway to the crypt and provision of new oak doors at ground floor level facing Shoe Lane.	Approved  27.09.2016
16/00812/MDC Farringdon Without	25 - 32 Chancery Lane & 2 Bream's Building London WC2A 1LS	Details of ventilation of air conditioning for the proposed Class A1 use and details of the level of noise emitted from new plant pursuant to condition 6(m) and 10 of planning permission dated 28.03.12 (11/00426/FULMAJ).	Approved  30.09.2016
15/01290/LBC Farringdon Without	Central Markets Charterhouse Street London EC1A 9LY	Repairs, conservation and redecoration of the cast iron and stone arch to the south end of Grand Avenue including: cutting out and cutting in replacement stonework, re-pointing, stone cleaning, new drainage measures, repainting and other minor investigative and repair works.	Approved  06.10.2016

16/00790/MDC Langbourn	67 Lombard Street London EC3V 9LJ	Details of the fume extract arrangements, materials and construction methods to avoid noise and/ or odour penetration from the Class A use pursuant to condition 20 of planning permission dated 28th May 2010 (10/00128/FULMAJ).	Approved 22.09.2016
16/00865/MDC Langbourn	21, 21A Lime Street, 8, 10, 10A, 11A & 11B Ship Tavern Passage London EC3	Details of brickwork pursuant to condition 5a (in part) of planning permission 15/00089/FULL dated 16.04.2015.	Approved 29.09.2016
16/00634/MDC Portsoken	9 - 13 Aldgate High Street London EC3N 1AH	Submission of a scheme for protecting residents and building occupiers from environmental effects during the interior and fit out phase and submission of details of materials, facades, fenestration, entrances, canopy, external light fittings, junctions with adjoining premises, roof level excrescences and external surfaces pursuant to Conditions 4 and 15a) to f) g) (in part), h) to j) of planning permission 15/00878/FULL dated 05.05.2016.	Approved 06.10.2016
16/00899/MDC Queenhithe	Ocean House, Fur Trade House, Queensbridge House, 10 Little Trinity Lane, London EC4	Submission of details of the proposed riverside walkway finishes, lighting and drainage pursuant to conditions 18 and 19 of planning permission 11/00572/FULMAJ dated 20.03.12.	Approved 29.09.2016
16/00449/MDC Tower	10 Trinity Square London EC3N 4AJ	Details of the integration of window cleaning equipment and garaging thereof, satellite dishes and, flues pursuant to conditions 10 (g) of planning permission (application no.	Approved 20.09.2016

		11/00317/FULMAJ) dated 29th March 2012 and condition 4(f) of listed building consent (application no. 14/00778/LBC) dated 16th January 2015.	
16/00833/NMA Tower	27 Minories London EC3N 1DE	Non-Material Amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission dated 08 March 2016 (ref: 15/01108/FULL) to enable the introduction of four new structural beams to St Clare Street elevation of the approved mansard roof.	Approved 27.09.2016
16/00640/PODC Walbrook	27 - 35 Poultry London EC2R 8AJ	Submission of Local Training Skills and Job Brokerage Strategy pursuant to schedule 3 paragraph 1.1 of Section 106 agreement dated 03 June 2014 planning application reference 13/01036/FULMAJ.	Approved 06.10.2016
16/00878/LDC Walbrook	London Stone House 111 Cannon Street London EC4N 5AR	Details of the removal of the display case and commemorative plaque pursuant to condition 4 of listed building consent dated 30/8/2016 (15/01369/LBC).	Approved 06.10.2016
16/00840/MDC Walbrook	27 - 32 Poultry London EC2	Submission of details of works at roof level; location and appearance of plant pursuant conditions 3 (c) (in part); 3 (n) (in part); 12 (c) (in part) and 12 (e) (in part) of planning permission dated 3rd June 2014 (App No 13/01036/FULMAJ) and listed building consent dated 10th July 2015 (App No 15/00435/LBC).	Approved 10.10.2016

This page is intentionally left blank



<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	25 <sup>th</sup> October 2016
<b>Subject:</b> Neighbourhood Planning Bill	<b>Public</b>
<b>Report of:</b> Remembrancer	<b>For information</b>
<b>Report author:</b> Sam Cook, Assistant Parliamentary Affairs Counsel	

## Summary

This report advises the Committee of the provisions of the Government's Neighbourhood Planning Bill, recently introduced to Parliament. The Bill will prevent the use of pre-commencement planning conditions without the agreement of the applicant, and empower the Secretary of State to impose further restrictions on the use of planning conditions through regulations. It also makes changes to the neighbourhood planning regime and the compulsory purchase system.

## Recommendation

The Committee is invited to receive this report and note the provisions of the Bill which may affect its work.

## Main Report

1. The Neighbourhood Planning Bill was introduced into the House of Commons last month and will have received its first debate by the time of this meeting. It is the eighth Bill proposing reforms to the planning system since 2010, and is presented as a further measure to encourage house-building. The provisions of the Bill are summarised below.

### Planning conditions

2. The Bill will prevent the use of pre-commencement planning conditions (that is, conditions which must be discharged before development is started) unless their terms are agreed in writing between the planning authority and the developer. The Secretary of State will be able to specify exceptions to this rule in regulations, although none has yet been indicated. If the planning authority considers a pre-commencement condition necessary to make the development acceptable, but the condition is not agreed by the developer, the authority's only option will be to refuse planning permission. The developer will then be able to test the necessity of the condition on appeal against the refusal. The Government argues that this will ensure that pre-commencement

conditions will only be used where “strictly necessary,” thereby minimising delays to construction.

3. The Bill also contains a wide power for the Secretary of State to impose restrictions on the use of planning conditions through regulations. The power will be used in order to prevent the use of conditions which the Government considers to fail to comply with the tests set out in national policy, including those of necessity, relevance, precision and reasonableness. Potential examples include conditions which impose disproportionate financial burdens, conditions which require development to be carried out in its entirety, and conditions which duplicate other regulatory requirements such as building regulations.
4. A technical consultation is being carried out in tandem with the passage of the Bill, seeking detailed views on the process for seeking agreement to pre-commencement conditions and the other conditions which ought to be prohibited. The Director of the Built Environment is currently considering whether or not any response by the City Corporation is required, and will be able to advise the Committee further at the meeting.

#### Neighbourhood planning

5. The neighbourhood planning regime was introduced by the Localism Act 2011. It enables ‘neighbourhood forums’ (parish councils or other representative local groups designated by the local planning authority) to formulate neighbourhood development plans (containing planning policies for the neighbourhood) and neighbourhood development orders (permitting certain development in the neighbourhood), which take effect following public consultation, independent examination and a local referendum. There are as yet no neighbourhood forums in the City.
6. The Bill proposes minor modifications to the neighbourhood planning system. It will give neighbourhood plans weight at an earlier stage of the process, by enabling them to be taken into account in planning decisions after they have passed examination but before they have been approved by referendum, and requiring them to be taken into account once they have been approved by referendum but before they have been formally adopted by the local planning authority. It will put in place a quicker system for making modifications to a neighbourhood plan, where the modifications are not such as to change the nature of the plan, and for adjusting the boundaries of neighbourhood areas. It will also require a local planning authority’s Statement of Community Involvement to set out policies for giving advice or assistance in connection with neighbourhood planning. As with the changes to planning conditions, a technical consultation has been issued about the details of the changes, which the Director of the Built Environment is considering.

#### Compulsory purchase

7. The Bill proposes significant reforms to the compulsory purchase system. They will affect all authorities with compulsory purchase powers, including local authorities (and the Common Council acting in that capacity). There are

two main elements to the changes. The first is the introduction of a new right for purchasing authorities to take temporary possession of land for purposes connected with the compulsory purchase scheme (for instance, storing building materials or equipment). This power will be accompanied by a notice procedure and compensation rights, and subject to detailed regulations. The second element seeks to clarify the basis on which compensation is calculated, in particular through codifying the rules of the 'no-scheme' principle (whereby the effect of the compulsory purchase scheme is to be disregarded when assessing the value of land). It will tend to reduce the amount of compensation payable. More minor changes will strengthen the rights of tenants under short leases to compensation for disturbance, and impose a six-week deadline for the purchasing authority to publish confirmation notices once they are made by the Secretary of State.

8. The Bill will also empower the Greater London Authority and Transport for London compulsorily to purchase land for mixed regeneration and transport projects, removing the need for separate compulsory purchase orders covering transport purposes and regeneration purposes respectively.

#### Other measures

9. Two further changes are proposed which will place new requirements on local planning authorities. First, the Bill will empower the Secretary of State to make regulations requiring periodic reviews of statements of community involvement. The frequency of review is currently being consulted on, but is proposed to be every five years. Second, the Bill will require the register of planning applications to include information about prior approval applications and other notifications in relation to permitted development rights, in order better to allow the Government to assess the use and effect of those rights.

#### Next steps

10. The Bill will place new requirements on the Common Council, particularly with respect to the procedure for agreeing pre-commencement conditions with planning applicants. The provisions of the Bill have been referred to the Director of the Built Environment so that suitable preparation can be made to implement these measures. As noted above, two technical consultations have been issued on the details of the changes; the Director of the Built Environment is considering these and will advise the Committee on the need (or otherwise) for a response by the City Corporation. The passage of the Bill will be monitored and further developments reported to the Committee, including any engagement with parliamentarians and officials needed to secure the City Corporation's position in the light of the consultations referred to above.

#### **Sam Cook**

Assistant Parliamentary Affairs Counsel  
Remembrancer's Office

020 7332 3045

[sam.cook@cityoflondon.gov.uk](mailto:sam.cook@cityoflondon.gov.uk)

This page is intentionally left blank

<b>Committee(s):</b> Planning and Transportation Committee	<b>Date:</b> 25 <sup>th</sup> October 2016
<b>Subject:</b> Variation of City Walkway – London Bridge Staircase, Fish Wharf at the Rear of Adelaide House	<b>Public</b>
<b>Report of:</b> Director of The Built Environment	<b>For Decision</b>
<b>Report author:</b> Lucy Cannell, Department of the Built Environment	

## Summary

This report considers the variation of a City Walkway known as Fish Wharf, being the riverside walkway at ground level between the western edge of the footbridge extending approximately 55m eastwards with a maximum width of 3m to its end adjacent to Grant's Quay Wharf. This variation is required due to the construction of a new staircase and landings leading from London Bridge directly on to the River Walk, and a new area of footbridge, which improves the existing access between the River Walk and London Bridge. These works were initially approved in March/April 2009, and Property Sub-Committee acting as trustee of Bridge House Estates agreed to the new staircase being declared as City Walkway on 7 April 2009. Planning permission was granted on the 24<sup>th</sup> April to replace the staircase, landings and footway positioned between London Bridge and Adelaide House with the proposed City Walkway bridge and stairs.

The only costs to the City are the legal costs associated with advertising and processing the rescission of the City Walkway, which should not exceed £5000 and can be met from the Director of The Built Environment's local risk budget.

## Recommendation

Members are asked to:

- resolve to vary the resolution of the Court of Common Council, dated 6<sup>th</sup> November 2001 in the area shown on the City Walkway Variation Plan No. CWVP-01-16 (Appendix B) in accordance with the resolution set out in Appendix A.

## Main Report

### Background

1. In November 2001 the Court of Common Council resolved to declare as City Walkway all that way or place known as Fish Wharf, being the riverside walkway at ground level between the western end of the footbridge, extending approximately 55m eastwards with a maximum width of 3m to its end adjacent to

Grants Quay Wharf. The City Walkway was formally declared on the 31st December 2001.

2. The walkway linked to London Bridge via a public staircase within the abutment of London Bridge. The staircase was set back from the river frontage, adjacent to Adelaide House.
3. As part of the Riverside Walk Enhancement Strategy, approved by the Court of Common Council in June 2001, replacing this staircase at London Bridge was identified as a high priority. This was due to the poor environment of the existing staircase, which due to its semi covered and convoluted route had developed into an unpleasant space, which was subject to antisocial behaviour and abuse. The original staircase was vested in Bridge House Estates (“BHE”) and is likely to have been built by BHE under their statutory powers to provide stairs contiguous to London Bridge (S.20 London Bridge Act 1967). In April 2009 Property Sub Committee, exercising its authority to determine property management matters as trustee of BHE, approved in principle the removal of the existing staircase (and associated stopping up application) and agreed the declaration of the new staircase as City Walkway, with the structure to remain vested in BHE.
4. A Planning Application was approved on 24th April 2014 for the installation of a new external staircase to connect the eastern side of London Bridge street level with the Riverside Walk, and for a related replacement footbridge at Riverside Walk level. As part of this proposal, the existing staircase within the London Bridge abutment would be removed and the openings at bridge and walkway levels sealed.

### **Current Position**

5. A stopping up order under s247 of the Town and Country Planning Act, and known as The Stopping Up of Highways (City of London) (No.1) Order 2015, was made on the 3<sup>rd</sup> February 2015. This order removed the highway rights over the existing public staircase, and although it referred to the new external staircase and related replacement footbridge being provided at Riverside Walk level, the new areas of City Walkway still require a separate declaration under the City of London Various Powers Act.
6. Varying the Order relating to the existing walkway to include the new stairs was considered to be the easiest and most cost effective way to include the new staircase and section of bridge in the city’s Riverside Walkway. This approach reduces the number of resolutions required and allows for the existing walkway numbering to remain sequential.
7. The new staircase and bridge have now been constructed, and accepted by the Engineering team in the District Surveyor’s Division as safe and constructed to an appropriate standard to be accepted as part of the City Walkway. Accordingly, it is proposed to declare the new staircase and new bridge link as City Walkway.

## Proposals

8. The new staircase and footbridge on the Riverside Walkway are now completed. I therefore recommend that Members resolve to vary the resolution of 6<sup>th</sup> November 2001 in the form contained in Appendix A, to vary the existing walkway to include the new stairs and section of Riverside Walkway, as shown more particularly on the plan numbered CWVP-01-16 and attached as Appendix B.

## Financial Implications

9. The costs associated with City Walkway variations are normally met from the Department of the Built Environment's local risk budget. They would not be expected to exceed £5000 in this case.

## Legal Implications

10. Wording for the resolution is included in Appendix A of this report for Members' approval. If the resolution is approved, notice thereof, describing the variation of the walkway must be published in one or more newspapers circulating within the City and displayed for a period of not less than 28 days in a prominent position on the walkway. The resolution will take effect from such date as may be specified in the resolution, not being earlier than 28 days after the date of the first publication of notice of the resolution.

## Appendices

- Appendix A – Legal wording for the proposed resolution.
- Appendix B – Plan no CW-VP-01-16, to be attached to the resolution.

## Background Papers

*Resolution to Declare City Walkway 31<sup>st</sup> December 2001*

*Planning Approval 13/00944/FULLR3*

*Stopping Up Order – The Stopping Up Of Highways (City of London) (No.1) Order 2015*

## Lucy Cannell

Senior Transport Planner, Transportation and Public Realm  
Department of the Built Environment

T: 020 7332 1489

E: [lucy.cannell@cityoflondon.gov.uk](mailto:lucy.cannell@cityoflondon.gov.uk)

This page is intentionally left blank





**RESOLUTION OF THE PLANNING AND TRANSPORTATION COMMITTEE**

(under powers delegated to them by the Court of Common Council on 19<sup>th</sup> July 2001)

**DATED      day of                      2016**

**WHEREAS** the Mayor and Commonalty and Citizens of the City of London acting by the Planning and Transportation Committee pursuant to the delegation to that Committee specified above (hereinafter called "the City") are authorised by Section 6 of the City of London (Various Powers) Act 1967 (hereinafter called "the Act") **BY RESOLUTION TO DECLARE** any way or place in the City of London appearing to the City:

- (i) to be laid out or otherwise suitable for a City Walkway within the meaning of Section 5 of the Act,
- (ii) to which access is available directly from a street or another way or place which is a City Walkway, and
- (iii) which is laid out or rendered suitable for a City Walkway in accordance with one of the provisions specified in subsection (1) of the said Section 6.

**TO BE A CITY WALKWAY** as from such date as may be specified in such resolution

**AND WHEREAS** the City are further authorised by the said Section 6, by resolution, to vary or rescind any resolution declaring a City Walkway.

**AND WHEREAS** it appears to the City that the resolution made by them on the 6<sup>th</sup> November 2001 (hereinafter called the "2001 Resolution") should be varied to include the area shown cross hatched on the drawing attached hereto and numbered CWVP-01-16 as "Area of City Walkway to be Varied."

**NOW THEREFORE** the City in pursuance of Section 6(5) of the Act by resolution **HEREBY VARIES the 2001 Resolution** to include the way or place described in the Schedule on and after the XX day of September 2016

**THE SCHEDULE**

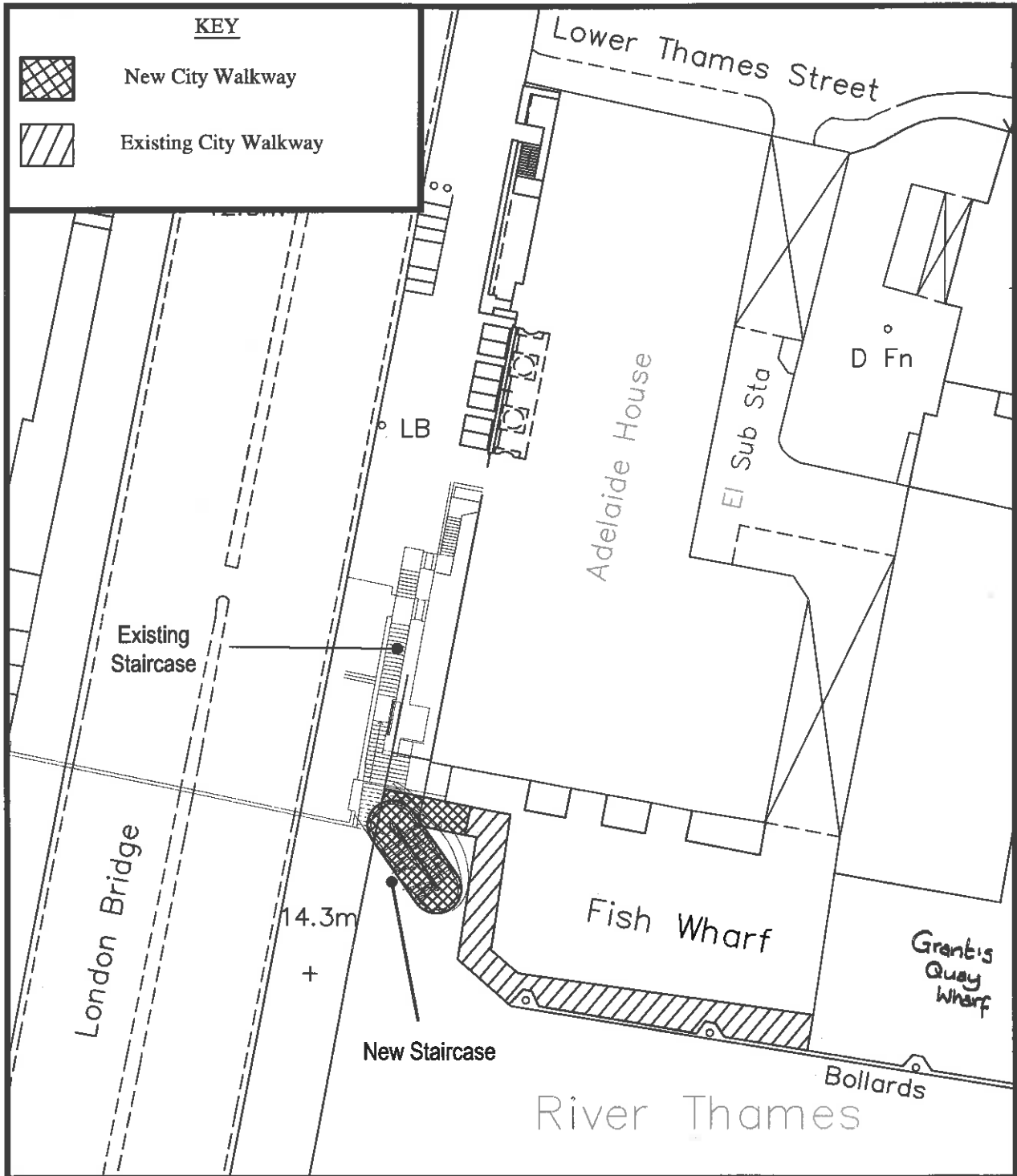
**ALL THAT** way or place more particularly shown cross hatched on the said drawing No. CWVP-01-16 as “Area of City Walkway to be Varied” being

Dated the                      day of                      2016

THE COMMON SEAL OF THE MAYOR  
AND COMMONALTY AND CITIZENS  
OF THE CITY OF LONDON

was hereunto affixed in the presence of:-

Authorised Officer  
Guildhall, London, EC2P 2EJ




SCALE 1:500 APPENDIX B

Address :  
 London Bridge Staircase,  
 London Bridge,  
 London, E.C.4.

Title :  
 Committee Plan  
 Variation of  
 City Walkway - London Bridge

Pro code      UPRN



**CITY OF LONDON**

*P.G.Bennett, MA (Cantab) FRICS*  
 City Surveyor

**CITY SURVEYOR'S DEPARTMENT**  
 Corporate Property Group :  
 Cartographic Plans & Research Section

Print Scale :  
 1 : 1 @ A4

Date : Aug 2016

Drawn by :  
 KT



Drawing No :  
**C-W-V-P-01-16**

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

This page is intentionally left blank

<b>Committee:</b> Planning and Transportation Committee	<b>Date:</b> 25 October 2016
<b>Subject:</b> Allocation of the 2016/17 Transport for London Grants	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>
<b>Summary</b>	
<p>Transport for London may give grants in respect of expenditure incurred by the City of London in doing anything that in the opinion of Transport for London is conducive to the provision of safe, integrated, efficient and economic transport facilities or services. In the 2016/17 financial year Transport for London will make the grants to the City set out in Table 1 to this report, totalling at least £3 137 456.</p>	
<b>Recommendation</b>	
<p>I recommend that the combined £1 056 000 available for the City to determine the most appropriate use of across the local transport fund grant and the corridors and neighborhoods grant be allocated as set out in Table 2 to this report.</p>	

## Main Report

### Background

1. Transport for London is empowered by section 159 of the Greater London Authority Act 1999 to give grants in respect of expenditure incurred by the City of London in doing anything that in the opinion of Transport for London is conducive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London.

### Current Position

2. In the current 2016/17 financial year Transport for London will make the grants to the City set out in Table 1 *below*, totalling at least £3 137 456.

<b>Table 1: Transport for London Grants in the 2016/17 Financial Year</b>	
<b>Grant</b>	<b>Amount</b>
principal road maintenance (City proposals)	£149 000
borough training (City proposals)	£11 955
local transport fund (City proposals)	£100 000
corridors and neighborhoods (City proposals)	£956 000
corridors and neighborhoods—promotion of high-vision low-entry lorry cabs	£20 000
major schemes—Bank interim safety scheme	£60 000
major schemes—Bank	£200 000
Mayor’s air quality fund—generators	£40 000
Mayor’s air quality fund—idling engine action days	£67 000
Mayor’s air quality fund—low emission neighborhood	£255 000
bus reliability	£100 000
borough cycling programme—quietways	£1 096 000
borough cycling programme—cycle training adults and children	£12 501
borough cycling programme—CPC safer urban driver training	to be determined
borough cycling programme—cycle parking	£25 000
borough cycling programme—staffing	£45 000
<i>total:</i>	<i>≥ £3 137 456</i>

3. For four of these grants (principal road maintenance, borough training, local transport fund and most of corridors and neighborhoods) the City has a high degree of discretion over exactly how to expend the grants. However, all uses of these grants must serve to deliver the Mayor’s Transport Strategy and Transport for London must approve the City’s proposals to ensure that this is the case.
4. The optimal use of the £149 000 principal road maintenance grant is determined by engineering staff within the Transportation and Public Realm Division of the Department of the Built Environment based upon the needs and opportunities within this year’s approved road resurfacing work programme.
5. The optimal use of the £11 955 borough training grant is determined by the Transportation and Public Realm Director based upon training proposals submitted to their managers by staff in the Transportation and Public Realm Division of the Department of the Built Environment and with reference to the training needs identified within the performance and development plans produced as part of the City’s staff appraisal system.
6. With the corridors and neighborhoods grant, Transport for London has tied £20 000 of the grant to promotion of high-vision low-entry lorry cabs, which is the only activity that this £20 000 may be used for. The City may, however, determine how best to expend the remaining £956 000 of this grant.
7. This report sets out proposals for the expenditure of the combined £1 056 000 available for the City to determine the most appropriate use of across the local

transport fund grant (£100 000) and the rest of the corridors and neighborhoods grant (£956 000) and seeks your Committee's approval of these proposals.

## Proposals

8. It is proposed that the combined £1 056 000 available for the City to determine the most appropriate use of across the local transport fund grant and the rest of the corridors and neighborhoods grant be allocated as set out in Table 2 *below*.

<b>Table 2: Proposed Allocation of the Local Transport Fund Grant and the Rest of the Corridors and Neighborhoods Grant in the 2016/17 Financial Year</b>	
<b>Project</b>	<b>Allocation</b>
<b>Road Danger Reduction Programme</b>	
road safety education, training and publicity	£70 000
Newgate Street/Warwick Lane junction	£170 000
20 m.p.h. two-year-on review: surveys and reporting to Committee	£45 000
Queen Victoria Street/Puddle Dock junction: to investigate measures to reduce collisions and co-ordinate with the Puddle Dock to Blackfriars Pier new pedestrian link; includes design and modelling	£100 000
road danger reduction investigations: to investigate measures to reduce collisions	£100 000
<i>road danger reduction programme total:</i>	<i>£485 000</i>
<b>Streets as Places Programme</b>	
Fishmongers' Hall Wharf access improvements	£156 000
<i>Eastern City Cluster Area Strategy</i>	£60 000
<i>Moorgate Area Strategy</i>	£40 000
Moorgate Crossrail	£35 000
<i>streets as places programme total:</i>	<i>£291 000</i>
<b>Air Quality Programme</b>	
low emission neighborhood match funding	£100 000
<i>air quality programme total:</i>	<i>£100 000</i>
<b>Traffic Management Programme</b>	
Legible London: investigate options for gateway 3 report	£25 000
Puddle Dock to Blackfriars Pier—new pedestrian link: data gathering and preliminary design	£26 000
<i>traffic management programme total:</i>	<i>£51 000</i>
<b>Transport Planning Programme</b>	
pedestrian model	£80 000
freight/consolidation centres	£49 000
<i>transport planning programme total:</i>	<i>£129 000</i>
<i>grand total:</i>	<i>£1 056 000</i>

## **Corporate and Strategic Implications**

9. Allocation of funding to the projects set out in Table 2 *above* would allow them to be delivered in a timely fashion. This would in turn support the timely delivery of the *City of London Corporate Plan 2015–19* and the *Department of the Built Environment Business Plan 2016/19*.

## **Implications**

10. Use of the Transport for London grants set out in Table 1 *above*, including on the projects set out in Table 2 *above*, would serve to somewhat reduce the City's financial outgoings by making appropriate use of an available external funding source.

## **Conclusion**

11. In the 2016/17 financial year Transport for London will make the grants to the City set out in Table 1 *above*, totalling at least £3 137 456. It is proposed that the combined £1 056 000 available for the City to determine the most appropriate use of across the local transport fund grant and the rest of the corridors and neighborhoods grant be allocated as set out in Table 2 *above*.

## **Appendix**

Appendix: Brief Descriptions of Proposed Scheme Scopes and Benefits

### **Craig Stansfield**

Transport Planning and Development Manager

Transportation and Public Realm Division

Department of the Built Environment

e-mail: [craig.stansfield@cityoflondon.gov.uk](mailto:craig.stansfield@cityoflondon.gov.uk)



## **Appendix 1: Brief Descriptions of Scheme Scopes and Benefits**

### **Road Danger Reduction Programme**

#### road safety education, training and publicity (£70 000)

Engagement with a wide range of people and organizations including employers, developers, schools, fleet operators and taxi drivers' groups; events and publicity to raise awareness of the common causes of road traffic collisions; and education and training to upskill road users.

#### Newgate Street/Warwick Lane junction (£170 000)

Investigation of options to improve safety at the junction of Newgate Street and Warwick Lane.

#### 20 m.p.h. two-year-on review: surveys and reporting to Committee (£45 000)

A comprehensive review of the City-wide 20 m.p.h. speed limit two years on from its implementation.

#### Queen Victoria Street/Puddle Dock junction: to investigate measures to reduce collisions and co-ordinate with the Puddle Dock to Blackfriars Pier new pedestrian link; includes design and modelling (£100 000)

Investigation of options to improve safety at the junction of Queen Victoria Street and Puddle Dock. It will coordinate with Transport for London's proposals for a pedestrian crossing over Upper Thames Street to provide a pedestrian route from the new Blackfriars Pier.

#### road danger reduction investigations: to investigate measures to reduce collisions (£100 000)

Investigation of collision "black spots" across the City and identification of "quick win" solutions for minor problems and outline engineering measures to address more major problems.

### **Streets as Places Programme**

#### Fishmongers' Hall Wharf ramp (£156 000)

Part-funding of replacement of the remaining stepped section of the Riverside Walkway with an accessible slope at a gentle gradient, provision of handrails and lighting and paving improvements. The project has been approved at gateway 5 (authority to start work) and is also part funded from section 106 contributions from developments in the area.

Eastern City Cluster Area Strategy (£60 000)

Part-funding of a public realm enhancement strategy for the Eastern City Cluster. The project is also part funded from section 106 contributions from developments in the area.

Moorgate Area Strategy (£40 000)

Part-funding of a public realm enhancement strategy for the Moorgate Area. The project is also part funded from section 106 contributions from developments in the area.

Moorgate Crossrail (£35 000)

Development of detailed options for improvements to the public realm in Moorgate and Moorfields around the Moorgate exit of the new Liverpool Street Elizabeth Line station.

**Air Quality Programme**

low emission neighborhood match funding (£100 000)

Year one of a three-year programme to improve local air quality through the delivery of a low emission neighborhood in the Barbican, Guildhall and Saint Bartholomew's Hospital area by reducing traffic and encouraging and supporting low- and zero-emission vehicles in that area. It is anticipated that it will have a beneficial impact on air quality and also result in a more liveable neighborhood with less motor vehicle traffic, an improved public realm, safer places to walk and cycle and new green infrastructure.

**Traffic Management Programme**

Legible London: investigate options for gateway 3 report (£25 000)

Part-funding of the review of the City's pedestrian wayfinding system and identification of options for improvements.

Puddle Dock to Blackfriars Pier—new pedestrian link: data gathering and preliminary design (£26 000)

New footway along Puddle Dock to link with Transport for London's proposals for a pedestrian crossing over Upper Thames Street to provide a pedestrian route from the new Blackfriars Pier.

## **Transport Planning Programme**

### pedestrian model (£80 000)

Enhancement of the functionality and effectiveness of the strategic pedestrian model of the City of London built in the 2015/16 financial year and modelling 2016 and 2026 morning commuter peak and lunchtime pedestrian flows.

### freight/consolidation centres (£49 000)

Initiatives to reduce the number of goods vehicles on the City's streets, including the production of new guidance for developers; facilitating collaboration on servicing and deliveries between City occupiers; coordination with other London freight initiatives; and investigation of sites for consolidation and area-based approaches to managing freight.

This page is intentionally left blank

<b>Committee(s)</b>	<b>Dated:</b>
Planning & Transportation – For Decision	25 October 2016
<b>Subject:</b> City Fund Surplus Highway – Fenchurch Street & Leadenhall Street	<b>Public</b>
<b>Report of:</b> City Surveyor (CS 340/16)	<b>For Decision</b>
<b>Report author:</b> James Murray, City Surveyor's	

## Summary

Approval is sought to declare an area totalling 24.243 sq m (261 sq ft) of City Fund highway land at Fenchurch Street and Leadenhall Street EC3 (above ground, and to be restricted by upper and lower datum levels) to be surplus to highway requirements, to allow its disposal and enable the development scheme which is being proposed by Vanquish Properties (managed by TH Real Estate).

The highway land is to be over-sailed by building structure and also projections for cleaning equipment in connection with the permitted office-led development scheme, to be known as 40 Leadenhall, for which planning permission was granted on 29 May 2014 (no. 13/01004/FULEIA) and comprises some 83,300 sq m (897,000 sq ft).

The City regularly grants suitable land interests to owners and developers whose permitted schemes encompass City owned highway, for the purpose of promoting long term development. In order to grant third party interests in City Fund highway land, the affected parts first need to be declared surplus to highway requirements.

It is not intended that the area of highway beneath either the structure or the cleaning equipment projections be stopped-up.

The terms for the highway disposal are to be separately reported for approval to the Property Investment Board subject to your approval to declare the affected area surplus to highway requirements.

## Recommendation(s)

Members are asked to:

1. Resolve to declare the airspace areas of City Fund highway land at Fenchurch Street and Leadenhall Street, EC3 with a combined total of 24.243 sq m (261 sq ft) as shown on the plan at Appendix 1 and described in Appendix 2 (Parcel nos. 7, 9, 10, 12, 13, 15 and 16) to be surplus to highway requirements to enable its disposal upon terms that are to be subject to the approval of the Property Investment Board.

## **Main Report**

### **Background**

1. Vanquish Properties has received planning permission to construct an office-led scheme of ground plus part 10, 14 and 34 storeys comprising approximately 81,700 sq m (879,000 sq ft) of offices and 1,600 sq m (18,000 sq ft) of retail (NIA). The scheme is known as 40 Leadenhall.
2. Planning permission (no. 13/01004/FULEIA) for the scheme was granted on 29 May 2014 and subsequently amendments and details pursuant to further applications have also been approved.
3. The development will oversail the affected highway land. The airspace parcels of affected highway are shown on the plan and on the separate schedule, in Appendices 1 & 2. The parcels held as City Fund highway land are parcel nos. 7,9,10,12,13,15 and 16. This report relates to those parcels. (The other parcels are held by City's Estate and therefore the airspace is not vested in the City in its highway City Fund capacity. As such, no resolution that it is surplus is required from your Committee in respect of the City's Estate parcels).

### **Current Position**

4. Vanquish Properties has approached the City seeking to acquire a permanent interest in highway land affected by its approved development scheme.
5. Buildings where the construction and retention of habitable accommodation would be governed or is governed solely by a highway licence can be compromised as investments. Therefore for the purpose of promoting long term development, the City regularly grants suitable permanent interests where permitted schemes encompass City owned highway land. The disposal of the highway land would facilitate delivery of the development.
6. Where City Fund highway is involved, before the City is able to dispose of any interests in it, the affected land must first be declared surplus to highway requirements.
7. Although the City can dispose of its highway land as a property owner, the disposal is to be restricted by datum levels and highway land outside of these levels will remain vested in the City as the highway authority until such time as it is stopped-up.
8. The area of City Fund highway land affected by the permitted scheme is situated at Fenchurch Street and Leadenhall Street, EC3 and amounts to 24.243 sq m (261 sq ft).

## Options

9. The ability of the developer to deliver the scheme as approved under planning permission no. 13/01004/FULEIA would be fettered if it could not acquire the airspace interests which will be occupied by parts of the building and building projections.

## Proposals

10. Subject to your agreement to declare the area of City Fund highway surplus to requirements, it is proposed that the City disposes of a suitable interest in the highway land upon terms to be approved by the Property Investment Board.

## Corporate & Strategic Implications

11. None.

## Implications

12. The disposal of highway land will support development and investment in the City, which inter alia ensures the supply of first class business accommodation in the City (A World Class City).
13. **Financial** – The financial implications of any disposal will be considered by the Property Investment Board.
14. **Stopping-up** – the disposal is to be restricted by upper and lower datum levels and highway land outside of these levels is not required to be stopped up.
15. **Power of Disposal** – The transaction involves the disposal of City Fund and City's Estate land, both being subject to the highway interest. No statutory power is required to dispose of land held by City's Estate.
16. The City Fund parcels are held by the City of London for highway purposes. Disposal of land held for highway purposes is authorised by Section 9 of the City of London (Various Powers) Act 1958 on such terms and conditions as the City thinks fit.
17. **Property Investment Board** – The terms of the negotiated highway disposal transaction are to be reported to the Property Investment Board for consideration, subject to you first declaring that the affected City Fund highway land will become surplus to requirements.

## Conclusion

18. The declaration confirming the highway to be surplus to requirements will enable development of the property according to the planning permission that has been granted for the 40 Leadenhall office-led scheme.

## **Appendices**

- Appendix 1 – Highway Plan
- Appendix 2 – Schedule of Highway Parcels

## **Background Papers**

Planning Permission no. 13/01004/FULEIA (29 May 2014)

### **James Murray**

Senior Surveyor, City Surveyor's

T: 020 7332 1495

E: james.murray@cityoflondon.gov.uk





Appendix 2 – Schedule of Highway Parcels (40 Leadenhall, EC3)

<b>Parcel no.</b>	<b>Fund</b>	<b>Area (sq m)</b>
1	<u>City's Estate</u> Projection off the structure	4.208
2	<u>City's Estate</u> Projection off the structure	8.560
3	<u>City's Estate</u> Projection off the structure	0.278
4	<u>City's Estate</u> Projection off the structure	13.544
5	<u>City's Estate</u> Projection off the structure	14.236
6	<u>City's Estate</u> Projection off the structure	1.316
7	<u>City Fund</u> Projection off the structure	0.190
8	<u>City's Estate</u> Projection off the structure	3.814
9	<u>City Fund</u> Projection off the structure	4.184
10	<u>City Fund</u> Part of building structure	0.225
11	<u>City's Estate</u> Projection off the structure	2.826
12	<u>City Fund</u> Projection off the structure	7.422
13	<u>City Fund</u> Part of building structure	3.417
14	<u>City's Estate</u> Projection off the structure	1.543
15	<u>City Fund</u> Projection off the structure	3.379
16	<u>City Fund</u> Projection off the structure	5.426

City Fund Total: 24.243 sq m (261 sq ft)

<b>Committee:</b>	<b>Date(s):</b>
Planning and Transportation Committee	25/10/2016
<b>Subject:</b> Parking Ticket Office Update and Annual Statistics for 2015-2016	<b>Public</b>
<b>Report of:</b> The Director of the Built Environment	<b>For Information</b>
<b>Summary</b>	
<p>This report advises Members on the activities and progress of the Parking Ticket Office (PTO).</p> <p>This report sets out the key successes and improvements over what has been a highly successful year, particularly in relation to improving on previous performance, mitigating the impact of a change in legislation that banned the use of CCTV for issuing Penalty Charge Notices (PCNs, parking tickets) for certain contraventions and the PTO becoming even more effective in the use of technology. It also sets out our key business challenges for the coming year.</p> <p>Appendix One provides a set of key service statistics for the PTO over the last five years which assist in demonstrating service trends.</p> <p><b>Recommendation</b></p> <p>Members are asked to:</p> <ul style="list-style-type: none"> <li>• Note the report for information.</li> </ul>	

## Main Report

### Background

1. Parking and traffic enforcement in the Square Mile plays a key role in reducing congestion, improving access and road safety, as well as providing for effective and efficient business activity. The Parking Ticket Office (PTO) is central to the effective delivery of parking and traffic enforcement in the City. To give some idea of the work of the PTO, it deals with a high volume of letters and emails each year (21,500 last year) in relation to the parking tickets issued (49,000 last year). The service is customer focused and has an ethos of continuous improvement. Examples of how the service has been developed and some of the key issues for the service are set out below:-

## Examples

### 2. Key Performance Indicators (Letters/Recovery Rate) - Quality and Efficiency

i) Last year we reported to you that our revised staff targets, improved systems and processes had improved our response time to 5 days and our PCN recovery rate was over 85%. This year we improved even further and our average response time was 4 days and our recovery rate was 86%. This is the highest recovery rate in the UK, a record of which we are proud. Looking back further, our recovery rate has improved from 81% five years ago to 86% last year and our response time for letters has improved from 12 days to 4 days over the same period. The London average recovery remains at circa 76% on data available to us via benchmarking groups.

ii) We have continued with the letter quality monitoring which we reported last year and have also introduced 'cancellation' monitoring to check that officers are cancelling cases correctly and that the reason for cancellation is clear on the system, allowing for trend analysis and a clear audit. It is important that we deal with letters to the high standards which customers and the City of London itself expects. The % which is monitored for individual officers is reduced each year where improved competence is demonstrated. Circa 9% of letters are improved prior to despatch via the quality process and we are yet to find a single case which has been cancelled incorrectly since monitoring began.

### 3. CCTV ban.

In April 2015, the Government banned the use of CCTV for almost all parking contraventions. The City of London retained the power to enforce moving traffic contraventions (banned turns, one way streets, no-entry signs, etc.).

The City of London previously relied on CCTV as a means to increase parking compliance for obstructive contraventions (pedestrian crossings, footway parking, etc.) as enforcement by on-street officers was less effective as drivers would simply drive off when approached by a uniformed officer. Further to the ban on CCTV enforcement of parking contraventions, our level of Penalty Charge Notices (PCNs) for these contraventions dropped from nearly 19,000 in 2014-15 to under 1,000 in 2015-16 (all for the remaining enforceable contravention of parking on a bus stop), a reduction of 96%.

The ban gave the City of London an opportunity to refocus its CCTV operations in two ways. Firstly, officers in the CCTV room and mobile vehicle surveyed areas where moving traffic contraventions were taking place to look for locations with high non-compliance and carried out enforcement in these areas to reduce road dangers and improve pedestrian safety. Secondly, officers acted as CCTV 'spotters' to look for dangerous parking contraventions or those causing congestion and directing on-street and rapid response officers to these locations to either move the vehicles or issue PCNs. This contributed to the City issuing over 200% more moving traffic PCNs via CCTV and 14% more on-street PCNs by on-street officers in 2015-16 when compared with the preceding year. This mitigated, in part, the 96% fewer parking contravention CCTV PCNs.

The following table shows our top 5 contraventions enforced by CCTV in 2015-2016:

Contravention	Number of PCNs
Failing to comply with a no-entry sign/order	6391
Ignoring a 'no left turn' sign	1511
Driving in to a pedestrian zone	1481
Stopping on a box junction	1151
Parking on a bus stop	982

4. Income and expenditure (2015/2016):

Payments for PCN received	(£2,948,104)
Payments received for TFL enforcement (Red Route)*	(£33,889)
Enforcement (PCN) expenditure	£2,389,564
Net Enforcement Expenditure (Income)	(£592,429)

\* - The City of London provides one FTE Civil Enforcement Officer (CEO) to carry out enforcement on behalf of Transport for London (TfL) on the red routes within the Square Mile. Whilst TfL get the income (circa £40,260) from any PCNs issued, it allows the City to ensure consistency and quality of enforcement through the Square Mile.

Historic Net Income	
Total – 2014/2015	(£1,164,448)
Total – 2013/2014	(£905,234)
Total - 2012/2013	(£142,503)
Total - 2011/2012	(£821,021)

5. The City of London accrued a surplus each year for the last 5 years, prior to that we did occasionally run at a loss. There were significant cost savings delivered by the re-tender of our parking and cash collection contracts. Any surplus income is ring fenced for transport and highways improvements, the spend of which is separately reported to your Committee by the Chamberlain. Due to the successful mitigation of the impact of the CCTV ban set out in paragraph 3, the City of London managed to overachieve against our original estimate of £2.35m.

6. Parking Ticket Office Restructure.

The new structure has been in place for 18 months now and the roles are still evolving and being refined. The structure is fully staffed and this has allowed us maintain and build on previous efficiencies and improvements which resulted in our fifth consecutive year of continuous improvement against our key performance indicators, as set out in paragraph 2 and evidenced in appendix 1. This is a considerable achievement given that the PTO now operates with 2 fewer FTE staff compared with 2 years ago.

The PTO uses flexible and home working to allow us to deal with high volumes and meet stretching targets for letters and phone calls. A homeworker, for example, can answer the phone as if they were in the office but, without other distractions, can also typically answer 100% more letters per day at home. Along with the obvious business benefits there is improved work/life balance for team members – e.g. flexibility to care for elderly relatives and/or young children.

7. British Parking Association Awards finalists

The City of London chairs the Steering Group for our parking software supplier (Imperial Civil Enforcement Solutions, ICES) and the group was a finalist in two categories for the Annual British Parking Awards in 2016. The Steering Group decides the development priorities for the system so customers have a direct say in the system enhancements, ensuring that ICES focus on continuous improvement alongside system developments with a commercial focus.

The group was shortlisted in the Parking Partnerships Award category, for its work with ICES and its system users, and the Intelligent Parking category, for focusing ICES's development roadmap on smarter and more efficient working. We were shortlisted ahead of 15 other companies and local authorities, including Westminster, Kensington & Chelsea, Hammersmith & Fulham, Edinburgh and Manchester amongst others.

8. Real time download of parking tickets (PCNs)

We went live in November 2015 with real time download of PCNs which provides that, when the CEO serves the PCN to the vehicle, an electronic copy is concurrently sent to the back office system. This means that if the motorist calls the office we can instantly provide them with information relating to the contravention to allow them to decide whether they want to appeal or pay.

9. Environment and Traffic Adjudicators (ETA)

London Councils provides, via London Tribunals, ETA (previously the Parking and Traffic Appeals Service). London Councils re-tendered the ETA contract and Northgate was the successful tenderer. The new contract required Northgate to provide a modern system which allows motorists to appeal on-line and for local authorities to provide their evidence electronically. The City of London sat on the Programme Board which carried out the procurement process and were also influential in getting ETA/Northgate to provide the service in a way which best suited customers, local authorities and IT providers with a number of our suggestions being adopted by London Councils, and now used London wide.

Over the last 4 years, the City of London has reduced the amount of appeals from 3% of all PCNs issued to 1% of all PCNs issued. This reduction is due to our consistent contesting all appeals, improved case paperwork and our work with regular customers; some of whom were routinely taking each and every case to formal appeal. Our work with these customers has improved their driver's knowledge of the parking rules, resulting in fewer PCNs/appeals

and, most importantly, reduced dangerous parking contraventions and less congestion. We have also started to routinely attend some personal appeals and recently successfully reviewed an Adjudicator's decision in relation to the legal interpretation of 'parking' as we felt, and the reviewing Adjudicator agreed, that the initial Adjudicator had erred in law.

10. Supporting other local authorities.

The City of London takes seriously its responsibility to act as an Exemplar for other local authorities and share best practice, experience and knowledge. The City of London has acted as a reference site for authorities both inside and outside London.

We have supported other local authorities in two ways. Firstly, by hosting groups of visitors from other local authorities (e.g. Thanet, Tonbridge & Malling, Tunbridge Wells and Ashford) and, secondly, by providing email and phone support in relation to technical and legislative issues (e.g. Camden, Tower Hamlets, Enfield and Harrogate).

The City of London also participates in groups led by London Councils which are reviewing best practice and operational guidance documents for on-street and CCTV parking and traffic enforcement. The City of London's parking and traffic officers have an excellent depth of knowledge and experience to which others often defer.

11. Working to support business

The City of London continues to work with high volume customers to improve driver behaviour/education, reduce administration and PCN levels. The first part of this year has been taken up with working with the main on-site shredding company in the City to reduce noise/air pollution for City users and residents. To give an idea of volumes of PCNs which are dealt with via fortnightly or monthly email, rather than an individual letter/appeal on each case, we have dealt with the following via a 'bulk' process for the last five years:-

Year	Number of PCNs dealt via bulk representation/payment
2015/2016	2,191
2014/2015	3,617
2013/2014	2,713
2012/2013	1,913
2011/2012	2,302

The amount of individual companies we have dealt with has risen from two companies in 2011 (the two main cash in transit companies) to seven companies in 2015 (cash in transit, telecoms, shredding, delivery, etc.). The fact the number of bulk representations and challenges has not risen each year is that our work with customers reduces the amount of PCNs issued by reviewing 'hot spot' locations, driver education, etc.

The City of London has also, as part of the Steering Group mentioned in paragraph 7 and further to company requests, got our software suppliers to enhance their system to allow customers to make multiple (shopping basket) payments, rather than single payment, via our website. The take up of this service has been excellent since go-live with 10% of all payments now regularly being made via this method. This reduces the amount of cheque payments received which is an outdated and manual process and dissuading their use improves efficiency and costs.

12. Pay by Phone (mobile phone 'pay and display' payments)

We reported last year on our effectiveness in encouraging drivers to use electronic services. The take up for mobile phone payment for pay and display has been exceptional, table below. This service is currently delivered without any cost for DBE and delivers savings in terms of cash collection from machines and card fees; as mobile payments have better security they have lower processing costs. Better service for customers, improved efficiency for the City of London. The sharp fall in card payments made via the on-street machines is that we removed the card readers from the machines in April 2015. We do have small number of chip and PIN machines on-street, particularly for coach companies in on-street bays, which accounts for the fact we still have some on-street card payments. A detailed report on the recommended route forward for pay and display is a separate item on today's agenda.

13. System enhancements

Along with the real time download and multiple web payment systems mentioned earlier, the PTO has introduced, via our supplier, a number of system enhancements this year. We now batch scan, allowing us to scan all the post for the day in one batch and then allocate it from there rather than individually scanning to each specific case. We also now capture GPS co-ordinates when issuing a PCN which has two advantages – the customer can pin point where they parked and also we can map their position on systems such as Google Maps to provide evidence for appeals. A number of further changes we have made are around system efficiencies (e.g. getting processes to run overnight or writing scripts which transfer information to external parties (e.g. DVLA, printers, etc.) automatically).

14. Website

The PTO, as business as usual, reviews each of our 40 or so webpages every 6 months. We also use analytical tools to track website use by our customers.

Parking pages such as 'Yellow lines' and 'Where to park' are frequently in the top 10 of most visited pages in the City of London's website. This has resulted in the City of London placing 'Parking' on the City's homepage so that the user can proceed directly to the Parking pages and thus reducing navigation time and a shorter journey.

In June 2015 the results of the most searched terms revealed that three parking related words were in the top 10 at numbers 1, 7 and 10.



Access via the Desktop and mobile devices (mobiles and tablets) has shown a sharp change in the last few years. Desktop access has gone down from 75% to 37% and the use of mobile devices has increased from 25% to 63%. This allows us to understand our customers preferences/needs when accessing the website and to tailor the content and appearance of our webpages to meet those wants. We work closely with the City's web team to gain technical support to ensure our pages are customer focussed and meet the changing needs of our clientele.

Year	Desktop	Mobiles	Tablets	Mobile devices
2015-2016	37%	54%	9%	63%
2014-2015	45%	42%	13%	55%
2013-2014	75%	19%	6%	25%

Ofcom's 2016 Communications Market Report revealed that 66% of internet users use their smartphones to go on-line and 71% of UK adults own a smartphone. We use this information to ensure that our webpages are accessible via mobile devices by, for example, using smaller/fewer photographs, short navigation menus, etc.

## Statistics

15. Appendix One is a table with the statistics for the service for the last five years. A number of those statistics are those which we use to measure the effectiveness of our service and to carry out trend analysis to inform and identify changes we need to make. We also report statistics which we are regularly asked for by motorists or journalists (top 5 streets, amount of income, etc.). To highlight some of the statistics, what they mean and how they are used:

Levels of Penalty Charge Notices (PCNs) by type:

	2015/2016
PCNs issued:	
On-street PCNs	36,564
Stationary CCTV PCNs	764
Moving Traffic PCNs	10,382
Vehicle drove away/prevented from serving	982
Overall total:	48,692

Previous Years Totals:	
Total - 2014/2015	56,637
Total - 2013/2014	62,271
Total - 2012/2013	65,016
Total - 2011/2012	73,847

16. PCN levels throughout London have decreased year on year for the last few years. The City of London continues to issue fewer PCNs year on year. This trend is not a negative one. We need to ensure that enforcement is commensurate to the level of non-compliance and as compliance increases the level of PCNs will decrease. What is important is that we remain efficient and issue PCNs where there are parking or moving traffic contraventions. The peaks in 2011/2013 were almost wholly attributable to the CCTV enforcement of a 'no-entry' restriction in Old Broad Street. At that location, we consulted motorists on which signs they thought would make the restriction clearer, gained approval from the Department for Transport to use these non-standard signs and placed them on street, reducing PCNs at that site by 66%.
17. Top five streets for PCNs (2015/2016). These are predominantly moving traffic (no-entry, pedestrian zone or banned turn) locations:

Top 5 streets for PCNs (income).
Old Broad Street (£454,458)
Finsbury Circus (£138,455)
Victoria Embankment (£89,960)
Petty Wales (£79,560)
West Smithfield (£59,530)

18. The streets above are those which regularly appear in our 'top ten' locations within the Square Mile. The only exception is Victoria Embankment. The spike this year was due to the Cycle Superhighway works and our need to enforce a banned turn from Temple Avenue as vehicles were routinely turning into oncoming traffic presenting a significant danger to other road users. We reviewed the signs but, despite our best efforts in making the restriction as clear as possible, motorists continued to use this junction as a 'rat run'.
19. Cancellations and write offs (2015/2016):

Cancellations and Write Offs	4,947
% of PCNs resulting in cancellation/write off	10%

With our recovery rate increasing from 81% to 86%, the percentage of PCNs cancelled and written off has decreased over the years as we have become more efficient and timely in debt collection.

20. The percentage of PCNs resulting in a challenge decreased last year as has level of people taking cases to formal appeal. This is due to our work with regular customers and may be because we are being more robust in dealing with appeals and have maintained our success rate over the last two years.

### Future business challenges

21. Our key challenge for 2016-17 is to focus our energies on the Future City, building on the success of mobile phone payments and real time PCN downloads.

22. Other opportunities for the year ahead include working with companies (e.g. shredding companies) to improve driver behaviour, improve air quality and reduce road dangers. We will also be supporting the Bank on Safety scheme which is seeking to make Bank Junction safer and more accessible by providing advice/input on signage, legislation and CCTV requirements.

### **Conclusion**

23. Members are asked to note this report for information.

### **Appendices**

- Appendix 1 – Parking Ticket Office Statistics for last 5 years

### **Contact**

Stuart McGregor, Parking Ticket Office Manager

T: 020 7332 1035

E: [stuart.mcgregor@cityoflondon.gov.uk](mailto:stuart.mcgregor@cityoflondon.gov.uk)

This page is intentionally left blank

## APPENDIX 1

	£, Number, days or %	£, Number, days or %	£, Number, days or %	£, Number, days or %	£, Number, days or %
	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
<b>PCNs issued:</b>					
On-street PCNs	41,690	39,575	34,643	31,966	36,564
Stationary CCTV PCNs	18,320	6,469	21,907	18,806	764
Moving Traffic PCNs	14,399	17,461	4,508	4,669	10,382
Vehicle drove away/prevented from serving	2,342	1,511	1,213	1,196	982
<b>Total (excludes void/unissued PCNs):</b>	<b>73,847</b>	<b>65,016</b>	<b>62,271</b>	<b>56,637</b>	<b>48,692</b>
<b>Top 5 contraventions:</b>	<b>2011/2012</b>	<b>2012/2013</b>	<b>2013/2014</b>	<b>2014/2015</b>	<b>2015/2016</b>
Contravention 1	Loading ban - 20,249	Loading ban - 20,343	Loading ban - 26,229	Loading ban - 21,174	Yellow lines - 10,604
Contravention 2	Yellow lines - 13,040	No-entry sign - 14,162	Yellow lines - 11,784	Yellow lines - 10,466	Loading ban - 8,079
Contravention 3	No-entry sign - 10,548	Yellow lines - 11,965	Suspended Bay - 3,988	Footway parking - 3,687	No-entry sign - 5,987
Contravention 4	Footway parking - 4,118	Suspended bay - 4,138	Footway Parking - 3,673	Suspended Bay - 3,168	Suspended bay - 4,337
Contravention 5	Suspended bay - 3,940	Paid time expired - 2,933	Wrong class of vehicle - 3,581	No-entry sign - 2,422	No Pay and Display ticket - 3,908
<b>Top 5 streets for PCNs.</b>	<b>2011/2012</b>	<b>2012/2013</b>	<b>2013/2014</b>	<b>2014/2015</b>	<b>2015/2016</b>
Street 1	OLD BROAD STREET - £840,633	OLD BROAD STREET - £973,730	OLD BROAD STREET - £420,524	OLD BROAD STREET - £283,015	OLD BROAD STREET - £454,458
Street 2	FINSBURY CIRCUS - £201,860	FINSBURY CIRCUS - £159,510	LOMBARD STREET - £130,720	OLD BAILEY - £94,000	FINSBURY CIRCUS - £138,455
Street 3	CORNHILL - £124,030	ROPEMAKER STREET - £104,802	GRESHAM STREET - £113,191	CANNON STREET - £88,855	VICTORIA EMBANKMENT - £89,960
Street 4	CANNON STREET - £119,005	CORNHILL - £89,194	WEST SMITHFIELD - £107,357	FINSBURY CIRCUS - £87,425	PETTY WALES - £79,560
Street 5	WEST SMITHFIELD - £91,280	WEST SMITHFIELD - £65,171	FLEET STREET - £104,104	CORNHILL - £84,760	WEST SMITHFIELD - £59,530
<b>Removals/Relocations*</b>	<b>2011/2012</b>	<b>2012/2013</b>	<b>2013/2014</b>	<b>2014/2015</b>	<b>2015/2016</b>
Removals/Relocations*	363	368	293	32*	28*
<b>Night-time Economy PCNs</b>	<b>2011/2012</b>	<b>2012/2013</b>	<b>2013/2014</b>	<b>2014/2015</b>	<b>2015/2016</b>
On-Street - 10pm to 6am	2116	2369	1977	1325	1974
CCTV - 7pm to 11pm	1276	924	1261	1095	420
<b>Total (includes void/unissued PCNs):</b>	<b>3,392</b>	<b>3,293</b>	<b>3,238</b>	<b>2,420</b>	<b>2,394</b>
<b>Recovery Rate</b>	<b>81%</b>	<b>81%</b>	<b>84%</b>	<b>85%</b>	<b>86%</b>
<b>No. of Letters in response to initial PCN</b>	<b>29,685</b>	<b>26,289</b>	<b>28,314</b>	<b>28,052</b>	<b>21,516</b>
Letter response times	12 days	6 days	5 days	5 days	4 days
% of PCNs resulting in letter or email	40%	40%	45%	50%	44%
<b>No. of Formal Appeals to Tribunal</b>	<b>1,872</b>	<b>1,189</b>	<b>1,076</b>	<b>597</b>	<b>321</b>
Appeal success rate for contested appeals	15%	20%	65%	63%	62%
Appeals not contested	1,700	534	582	190	116
% of PCNs resulting in formal appeal	3%	2%	2%	1%	1%
<b>Cancellations and Write Offs</b>	<b>10,739</b>	<b>11,017</b>	<b>6,355</b>	<b>6,543</b>	<b>4,947</b>
% of PCNs resulting in cancellation/write off	15%	17%	10%	12%	10%
<b>Payments for PCN received</b>	<b>(£4,516,286)</b>	<b>(£4,216,355)</b>	<b>(£3,250,192)</b>	<b>(£3,373,695)</b>	<b>(£2,948,104)</b>
Payment received for TfL enforcement	(£34,799)	(£35,777)	(£34,858)	(£36,388)	(£33,889)
Enforcement expenditure	£3,730,064	£4,109,629	£2,379,816	£2,245,635	£2,389,564
<b>Net Enforcement Expenditure (Income)</b>	<b>(£821,021)</b>	<b>(£142,503)</b>	<b>(£905,234)</b>	<b>(£1,164,448)</b>	<b>(£592,429)</b>
<b>Parking Payments by type:</b>	<b>2011/2012</b>	<b>2012/2013</b>	<b>2013/2014</b>	<b>2014/2015</b>	<b>2015/2016</b>
Web	46%	46%	50%	57%	65%
Phone	31%	33%	29%	24%	23%
Post	23%	21%	11%	19%	12%

\* - since 2014 the City has only used removal and relocation services for persistent evaders or for special events (Lord Mayor's Show, London Marathon, etc.) via a call off contract with Indigo, our enforcement contractor.

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank



By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank