



## Planning and Transportation Committee

**Date:** TUESDAY, 12 DECEMBER 2017

**Time:** 10.30 am

**Venue:** LIVERY HALL - GUILDHALL

**Members:**

Christopher Hayward (Chairman)	Alderman Vincent Keaveny
Deputy Alastair Moss (Deputy Chairman)	Oliver Lodge
Rehana Ameer	Paul Martinelli
Randall Anderson	Andrew Mayer
Alderman Sir Michael Bear	Deputy Brian Mooney
Sir Mark Boleat	Sylvia Moys
Mark Bostock	Barbara Newman
Deputy Keith Bottomley	Graham Packham
Henry Colthurst	Susan Pearson
Peter Dunphy	Judith Pleasance
Emma Edhem	Deputy Henry Pollard
Sophie Anne Fernandes	Jason Pritchard
Marianne Fredericks	James de Sausmarez
Graeme Harrower	Oliver Sells QC
Christopher Hill	Graeme Smith
Alderman Robert Howard	Deputy James Thomson
Deputy Jamie Ingham Clark	William Upton
Alderman Gregory Jones QC	

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Lunch will be served in Guildhall Club at 12.30PM  
**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 14 November 2017.  
**For Decision**  
(Pages 1 - 10)
4. **STREETS AND WALKWAYS SUB-COMMITTEE**  
To note the minutes of the Streets and Walkways Sub-Committee held on 17 October 2017.  
**For Information**  
(Pages 11 - 16)
5. **DELEGATED DECISIONS**  
Report of the Chief Planning Officer and Development Director.  
**For Information**  
(Pages 17 - 32)
6. **VALID APPLICATIONS LIST FOR COMMITTEE**  
Report of the Chief Planning Officer and Development Director.  
**For Information**  
(Pages 33 - 38)
7. **REVENUE AND CAPITAL BUDGETS - 2018/19**  
Report of The Chamberlain, the Director of the Built Environment and the Director of Open Spaces  
**For Decision**  
(Pages 39 - 62)
8. **FREIGHT AND SERVICING SUPPLEMENTARY PLANNING DOCUMENT - CONSULTATION AND ADOPTION**  
Report of the Director of the Built Environment  
**For Decision**  
(Pages 63 - 120)

9. **PAY & DISPLAY MACHINES - EQUIPMENT REPLACEMENT**

Report of the Director of the Built Environment

**For Decision**  
(Pages 121 - 126)

10. **STREET LIGHTING STRATEGY**

Report of the Director of the Built Environment

**For Decision**  
(Pages 127 - 132)

11. **INTRODUCTION OF EMISSION BASED TARIFFS FOR ON-STREET PARKING & CASHLESS PARKING**

Report of the Director of the Built Environment

**For Decision**  
(Pages 133 - 142)

12. **BANK ON SAFETY**

Report of the Director of the Built Environment.

**For Information**  
(Pages 143 - 160)

13. **DRAFT DEPARTMENTAL BUSINESS PLAN 2018/19 - DEPARTMENT OF THE BUILT ENVIRONMENT**

Report of the Director of the Built Environment.

**For Information**  
(Pages 161 - 166)

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

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

16. **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**

17. **FREIGHT CONSOLIDATION**

Report of the Director of the Built Environment

**For Information**  
(Pages 167 - 180)

18. **ANNUAL WAIVERS REPORT 2016/17**

Report of the Chamberlain

**For Decision**  
(Pages 181 - 188)

19. **PLANNING & REGULATORY SERVICES CASEWORK MANAGEMENT SYSTEM (PRSCMS)**

Report of the Director of Markets & Consumer Protection and the Director of the Built Environment

**For Decision**  
(Pages 189 - 204)

20. **DEBT ARREARS - BUILT ENVIRONMENT**

Report of the Director of the Built Environment

**For Information**  
(Pages 205 - 212)

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

22. **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, 14 November 2017**

**Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 10.30 am**

### **Present**

#### **Members:**

Christopher Hayward (Chairman)	Deputy Jamie Ingham Clark
Rehana Ameer	Paul Martinelli
Randall Anderson	Andrew Mayer
Alderman Sir Michael Bear	Deputy Brian Mooney
Sir Mark Boleat	Sylvia Moys
Mark Bostock	Barbara Newman
Deputy Keith Bottomley	Graham Packham
Henry Colthurst	Susan Pearson
Peter Dunphy	Judith Pleasance
Emma Edhem	Deputy Henry Pollard
Marianne Fredericks	James de Sausmarez
Graeme Harrower	Oliver Sells QC
Christopher Hill	Graeme Smith
Alderman Robert Howard	William Upton

#### **Officers:**

Amanda Thompson	- Town Clerk's Department
Jennifer Ogunleye	- Town Clerk's Department
Deborah Cluett	- Comptrollers & City Solicitor
Carolyn Dwyer	- Director of Built Environment
Annie Hampson	- Department of the Built Environment
Paul Monaghan	- Department of the Built Environment
Iain Simmons	- Department of the Built Environment
Peter Young	- City Surveyor's Department
Rachel Sambells	- Markets & Consumer Protection
Julie Smith	- Chamberlain's Department
Ted Rayment	- Department of the Built Environment

### **1. APOLOGIES**

Apologies for absence were received from Deputy Alastair Moss, Sophie Anne Fernandes, Alderman Gregory Jones, Alderman Vincent Keaveny, Olive Lodge, James de Sausmarez and Deputy James Thompson.

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

James de Sausmarez declared an interest in agenda items 6a) and 6b) – St Paul's Cathedral – by virtue of being a member of St Paul's Council.

3. **MINUTES**

**RESOLVED** - That the minutes of the meeting held on 24 October 2017 be approved as a correct record subject to the following amendments:

Matters Arising – 6-8 Bishopsgate and 150 Leadenhall Street.

A Member had previously queried the wording in resolutions that the "The Mayor of London be given 14 days' and thought that there had been agreement that this would be corrected going forward. However resolution 7a still used the old terminology.

It was agreed that going forwards the wording be changed to "That, subject to any powers that the Mayor of London may exercise under.....", and then the first recommendation could be removed.

Blocked Pavements

A member stated that the point previously made was that the signs should not have been there at all not that they were there early an asked that this be changed.

Matters Arising

Death of a Pedestrian at Ludgate Circus

The Committee was advised that officers had met with TfL and a letter would also be going from the Chairman requesting that urgent action be taken.

Cycle Hire Scheme

The Committee was advised that the issue had been raised with Surface Transport and officers were working with them to find a solution.

4. **DELEGATED DECISIONS**

The Committee received a report of the Chief Planning Officer and Development Director in respect of development and advertising applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegated powers since the last meeting.

**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 detailing valid development applications received by the Department of the Built Environment since the last meeting.

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

## 6. REPORTS RELATIVE TO PLANNING APPLICATIONS

### a) **St Paul's Cathedral, St Paul Churchyard**

The Committee received a report of the CPO in relation to the installation of a permanent, equal, step free access between the North Transept of St. Paul's Cathedral and the North Churchyard to replace the existing single temporary ramp.

The Committee was advised that the proposal had been assessed in accordance with the relevant statutory duties, the development plan and other relevant policies, and would result in less than substantial harm to the special architectural or historic interest of the Cathedral. The harm was outweighed by the public benefits of the proposal to provide equal access for the greatest number of people with a minimal and visual impact.

The Chairman told officers that the site visit had been arranged at too short notice and advised members that going forwards he would be establishing a fixed date and time for these before each meeting.

In response to a question concerning why the papers did not include an image of the proposal and only gave the existing situation, the CPO advised that it was the City's practice to only include images of the existing situation. The proposed image was not included as a limited view of the proposal could be seen as giving an impartial picture of the proposal which could give rise to a challenge.

Members raised a number of questions in relation to the proposed design and sought clarification on the term 'less than substantial harm' which they felt gave no acknowledgement of any actual harm to the building and conservation area.

In response to a question concerning why a more substantial temporary ramp could not be installed instead, the CPO advised that the proposal was fully reversible with no risk of damage to the building.

Arising from the discussion the application was put to the vote, the result of which was as follows:

18 votes in favour  
6 votes against

RESOLVED - That planning permission be GRANTED for the above proposal in accordance with the details set out in the attached schedule.

b) **St Paul's Cathedral, St Paul Churchyard - Listed Building Consent**

The Committee received a report of the CPO in relation to the listed building consent for the relocation of the west gate to the North Churchyard to the north within the existing wall and historic Grade I Listed Churchyard railings, alterations to existing gates and railings.

RESOLVED – That listed building consent be granted for the works referred to in the report in accordance with the details set out on the attached schedule.

c) **Broken Wharf House**

This item was withdrawn.

7. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT**

a) **Barbican and Golden Lane Proposed Conservation Area**

The Committee received a report concerning the Barbican and Golden Lane proposed conservation area, the assessment for which had been undertaken at the request of the Barbican and Golden Lane Estates Residents' Associations Committee and approved by the Committee in May 2017.

The report set out the results of the assessment which were that two parts of the proposed conservation area would meet the criteria for conservation area designation, i.e. the Barbican Estate and the Golden Lane Estate. The remainder of the proposed area did not meet the criteria, with the exception of Brewery Conservation Area, where no changes were proposed and it would remain a conservation area in its own right.

The CPO referred Members to a late representation from Fred Rodgers, Chair of the Bernard Morgan Liasion Group which had been circulated electronically and tabled.

Debate ensued and several Members expressed the view that it was wrong to exclude Zone 2 which they considered was a critical part of the estate and should be included in the consultation.

Other Members considered that it would be wrong to include the area given that future planning applications would be affected, and also that it would be wrong to seek the views of people who wouldn't be affected.

William Upton proposed an AMENDMENT to the recommendation to include Zone 2 as part of the consultation and this was SECONDED BY Randall Anderson.

The amendment was put to the vote, the result of which was as follows:

FOR – 11  
AGAINST – 14

The amendment was lost.



The Committee then voted on the substantive recommendation, the result of which was as follows:

FOR – 23  
AGAINST – 0  
ABSTENTIONS - 2

**RESOLVED** – to authorise that public consultation be carried out on the proposals for the two new conservation areas as detailed in the report.

**b) Culture Mile Look and Feel Strategy - Draft Consultation**

The Committee received a report concerning the draft consultation for the draft 'Culture Mile Look and Feel Strategy' which aimed to produce a clear and demonstrable direction to the City's ambitions for the public realm in Culture Mile and set out how to deliver change in the area in the most efficient and coordinated manner.

**RESOLVED** - That the draft Culture Mile Look and Feel Strategy be publically consulted upon in November, December and January 2017, and a final version brought back to members for adoption, incorporating the feedback received.

**c) Update to Scheme of Delegations**

The Committee received a report concerning the Scheme of Delegations and the minor modifications to legislation and responsibilities that had taken place in relation to Planning and Transportation.

**RESOLVED** – To approve the new and updated delegations as set out in the updated Scheme of Delegations at Appendix A of the report for onward approval by the Court of Common Council.

**d) Thames Court Footbridge**

Members considered a Gateway 1 & 2 Project Proposal report of the Director of the Built

Environment regarding the Thames Court Footbridge which had previously been considered by the Projects Sub-Committee.

The Chairman read out the decision of the Sub-Committee who, despite giving authority to the Town Clerk to approve the Gateway process, had asked that the level of fees quoted by the contractor be first reviewed and challenged and reduced if possible.

Several members expressed frustration at the apparent lack of progress in reopening the Bridge and urged officers to expediate matters as soon as possible.

The Director of the Built Environment advised that officers were moving as fast as they could however the views of Projects Sub-Committee could not be

ignored and were just intended to keep costs down as opposed to delaying the process.

RESOLVED – That the report and views of the Projects Sub-Committee be noted.

8. **ANNUAL ON-STREET PARKING ACCOUNTS 2016/17 AND RELATED FUNDING OF HIGHWAY IMPROVEMENTS AND SCHEMES**

The Committee received the annual on-street parking accounts 2016/17 which were required to be reported to the Mayor for London.

Members noted the following:

- The surplus arising from on-street parking activities in 2016/17 was £6.313m; a total of £3.421m, was applied in 2016/17 to fund approved projects; and
- The surplus remaining on the On-Street Parking Reserve at 31st March 2017 was £20.121m, which would be wholly allocated towards the funding of various highway improvements and other projects over the medium term.

RESOLVED – That the contents of the report be noted before submission to the Mayor for London.

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

**Questions from Mark Bostock in relation to Bernard Morgan House**

I would like the Committee to have an Update on the BMH application 16/00590/FULL and specifically the legal action. Is CoL defending the action?

***An application for leave to Judicially Review the planning permission has been made on a number of grounds. The City will be filing Grounds of Resistance against all the grounds and this is likely to be later this week.***

What is the amount of compensation the CoL will be claiming for the loss of legal rights of light to Bowater house? How much of this will be paid to the lessees and tenants there?

***The Planning and Transportation committee does not have within its remit the ownership and management of Bowater house or of compensation in relation to its ownership. However the city surveyor has undertaken to respond to Mr Bostock in writing and this will be circulated to all Committee Members.***

If it is still the case that the demolition may begin before the Hatching Dragons nursery has been relocated, does the CoL accept full responsibility for any death or injury occurring as a result?

***Arrangements relating to the nursery are being made in full liaison with the nursery and it would not be appropriate for the city to accept liability.***

With regard to the Demolition Method Statement, and in view of both the Mayor's new T charge and the creation of the Barbican area LEN, can officers please assure local residents and school children that only the lowest polluting engines will be used in both wagons and on-site machinery? Also can officers ensure that all possible best practices to reduce pollution on site will be adopted?

***The commitment within the Demolition Method Statement is for full compliance with the new 8<sup>th</sup> Edition City of London Code of Construction Practice which requires the best available equipment and practices to be utilised at all times. The CoL will require a list of all equipment to be submitted as part of the requirements for Non Road Mobile Machinery which will be audited on site alongside the site vehicles and their relevant emission standards to ensure best practices are in place. The audits will be carried out by CoL officers alongside officers appointed as part of the Mayors Air Quality Fund.***

The Logistics and Traffic Management Plan proposes a new route for the large 8-wheel tippers and articulated vehicles. This will place significant pressure on the Golden Lane pedestrian crossing used throughout the day, not only by users of Fortune Park but also children going to and from Prior Weston School and the Children's Centre, as well as the park. Can Officers assure us that this new route constitutes the safest possible one and that the pedestrian crossing will be manned at all times whilst work continues on the site?

***Yes, this is the best route as it avoids the nursery, and anyone wishing to safely cross Golden Lane has the zebra crossing. The DLP is very clear on the potential conflicts and a number of measures have been put in place by the contractor:***

- 1. Staging areas to ensure the driver checks that they can safely arrive at the site.***
- 2. A delivery management system to regulate vehicle numbers.***
- 3. Weekly delivery schedules will be issued to CoL Officers for monitoring purposes.***
- 4. Deliveries will be prioritised between 9.30 and 3.30 to avoid school drop-off/pick-up times.***
- 5. Traffic marshals will be deployed at the site entrance and at the junction with Golden Lane.***
- 6. The marshal positioned at the junction with Golden Lane will monitor and control all construction movements along this stretch, which includes the pedestrian crossing.***

***We will be keeping this site under surveillance to ensure that they do what they have promised, and in particular to assist the main contractor to develop the construction phase plan.***

### **Question from Graham Harrower**

'Does the Chairman agree that the Chairmen of all the major residents' associations in the City should be invited to all future dinners of the Planning and Transportation Committee, in recognition of the fact that the residents whom they represent are also stakeholders in the planning process?'

**The Chairman advised that on the advice of the Remembrancer, each dinner had a purpose and strategic theme which for this year had been 'A future City meeting the needs of new occupiers and emerging technologies' and it was necessary to promote this to a particular group. Therefore, the need to invite Chairmen of residents' associations to any future dinner would be considered each year, depending on their relevance to the strategic aims.**

**In response to a further question asking why the Committee was not asked to decide what the strategic theme would be, the Chairman advised that he would be happy to take suggestions based on topics of future relevance.**

### **Suggestion from Marianne Fredericks**

In previous years the Police and local contractors such as Riney have gone into local schools to raise awareness of safety around construction sites and it would be helpful if they could be asked to do this again.

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

There were no items of urgent business.

#### **11. 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.

#### **12. NON-PUBLIC MINUTES**

**RESOLVED** - That the non-public minutes of the meeting held on 24 October 2017 be approved as a correct record subject to the following amendments:

#### **13. REPORT OF ACTION TAKEN UNDER URGENCY PROCEDURES**

The Committee received a report of the Town Clerk in relation to decisions taken under urgency procedures.

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

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

There were no non-public questions.

**15. 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 non-public urgent business.

**16. WIND MITIGATION AND MODELLING - PRESENTATION**

The Committee received a presentation from Ender, one of the leading climate consultants in the UK and consultant to the CoL, which provided an overview of the City's work on refining its approach to wind impacts from developments.

**The meeting closed at 12.10 pm**

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Chairman

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

**Tuesday, 17 October 2017**

**Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 10.00 am**

### **Present**

#### **Members:**

Oliver Sells QC (Deputy Chairman)  
Randall Anderson  
Emma Edhem

Marianne Fredericks  
Alderman Alison Gowman (Ex-Officio Member)  
Paul Martinelli

#### **Officers:**

Karen McHugh	-	Comptroller & City Solicitor's Department
Paul Monaghan	-	Department of the Built Environment
Ian Hughes	-	Department of the Built Environment
Patrick Hegarty	-	Department of the Built Environment
Alan Rickwood	-	City of London Police
Mark Lowman	-	City Surveyor's Department
Sam Lee	-	Built Environment
Julie Smith	-	Chamberlain's Department
Simon Glynn	-	Department of the Built Environment
Leah Coburn	-	Department of the Built Environment

The Chief Commoner, Wendy Mead, was also in attendance.

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

Apologies for absence were received from the Chairman, Deputy Claire James and Jeremy Simons.

### **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 5 September 2017 be agreed as a correct record subject to the following amendments:

6a) Tudor Street/New Bridge Street

Officers further advised that it might be possible to ask TfL to reconsider the need for two bus stops.

6d) Temple Area Traffic Review

In response to a suggestion by a Member that Middle Temple Lane, currently used as a rat-run, be included in the review, officers agreed that traffic entering and leaving the lane could be monitored.

4. **OUTSTANDING REFERENCES**

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

Two Way Cycling in Seething Lane/Muscovy Street

A member expressed concern that although officers had now written to residents again, the letter did not say why they were being written to which was because they had been omitted from the original consultation.

Bollards/Bakers Hall Court

Officers advised that the issue of vehicles mounting the pavement was due to the fact that the occupiers were using big vehicles and so they had been written too and asked to use smaller ones.

A member stated that that action needed to be taken quickly and that consideration should be given to the addition of skinny bollards.

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

a) **Tudor Street**

Officers reported that at its meeting on 12 October the Court of Common Council had given approval for officers to continue to work with TfL and representatives of the Temples to establish the viability of the new layout and to investigate possible funding options for the scheme.

In response to a question concerning the need for two bus stops which had been discussed at the last meeting, officers advised that dialogue with TfL had started and an update would be provided when available.

b) **2-6 Cannon Street Public Realm**

Members considered a Gateway 5 Issues Report of the Director of the Built Environment regarding 2-6 Cannon Street Public Realm Offsite Works.



**RESOLVED** - that Members Authorise an increase to the current project budget of £95,000, to be fully funded from the Section S106 agreement.

c) **Greening Cheapside: St. Paul's Tube Station Area and St. Peter Westcheap Churchyard Improvements**

Members received a Gateway 3 report concerning the Greening Cheapside project, previously identified as a high priority in the Cheapside and Guildhall Area Enhancement Strategy (adopted by the City in 2015) with the objective of enhancing greening and re-landscaping in the area.

**RESOLVED – To approve**

- 1) Progression of option 2 and 3 for St. Paul's tube station area to Gateway 4 and 5 (detailed design and implementation) under the 'regular' Gateway process.
- 2) Progression of option 1 for St. Peter's Westcheap churchyard to Gateway 4 and 5 (detailed design and implementation) under the 'regular' Gateway process
- 3) The funding to develop the preferred options for each site to Gateway 4 and 5, at a total cost of £109,000 to be fully funded by the Cheapside Business Allowance (£100,000), underspend from the project (£7,500) and s106 monies from 100 Cheapside (£1,500).

d) **Shoe Lane Quarter Public Realm Enhancements - Phase 2**

Members received a Gateway 5 report concerning the Shoe Lane Quarter Public Realm Enhancements.

**RESOLVED - To**

- 1) Approve the implementation of the public realm, highway and security works with an estimated total cost of £7.6 million as shown in Table 1;
- 2) Delegate authority to the Director of the Built Environment, in consultation with the Chamberlain to make any adjustments between elements of the £7.6 million budget; and
- 3) Approve the traffic management proposals on Shoe Lane (north) and proceed to advertising of the traffic orders

e) **Lime Street and Cullum Street Area**

Members received a Gateway 6 report concerning the Lime Street and Cullum Street area project.

**RESOLVED – To**

- 1) Approve the revised design for Lime Street as shown in Appendix 1;
- 2) Approve authority to start work following completion of the construction information at a total project cost of £526,331 as set out in appendix 2.
- 3) Approve the revised total project sum of £824,929 (inclusive of Lime Street area project, Lime Street Traffic Management Experiment and Cullum Street);
- 4) Approve the additional funding required of £248,323 and that it be met from the underspend of the completed Cullum Street (£63,926) and Lime Street Traffic Experiment (£3,532) projects and £180,865 from the Section 106 contribution connected to 20 Fenchurch Street (specific in purpose and geography).

f) **City Public Realm Projects Consolidated Outcome Report**

Members received a consolidated outcome report for a number of projects which had delivered enhancements across the City public realm.

In response to a question concerning assurance that the lessons learnt were implemented and not lost, officers advised that this was done by way of review meetings.

A member also raised the issue of bollards and tree planting and asked that developers be encouraged to take a softer approach to the use of these so that did not appear to designate separate areas.

RESOLVED – that the outcome information be received and recommendations on individual reports approved

g) **North - South Cycle Superhighway Phase 2**

Members received a report updating on the outcomes of the work being undertaken with TfL in relation to the North-South Cycle Superhighway Phase 2.

Members were advised of a number of significant improvements that officers had secured, however TfL had not agreed to a timed suspension of the proposed left turn ban into West Smithfield.

Officers recommended supporting TfL's proposals even though these would cause some inconvenience for those wishing to access the market. This was due in part to the evidence provided by TfL of the current relatively low demand for the left turn into West Smithfield, in part by the traffic delay that introducing a timed suspension would cause but primarily having regard to the increased road danger it was believed would result from a timed suspension of the ban.

A member expressed concern that the risk of contraventions of the left turn ban throughout the day would introduce a risk for cyclists, and the fact that there would be no further attempts at mitigating this.

RESOLVED – To

- 1) Accept and support TfL's proposal and approve its concept design as shown in Appendix 1,
- 2) Agree that officers continue to work with TfL to facilitate the delivery of the proposals using the powers and authority available to the City Corporation

Following approval of the recommendations Marianne Fredericks advised that she wished to be recorded as having abstained from the vote.

h) **Aldgate Highway Changes and Public Realm Enhancement**

Members received an update on progress relating to the Aldgate highway changes and public realm enhancement.

RESOLVED – To note

- 1) That a further £2.8M of the original £10M On Street Parking Reserve (OSPR) fund allocation can be returned leaving £3.7M of OSPR underwriting the project; and
- 2) The potential funding gap that may need to be met from the existing underwriting allocation, from the OSPR fund.

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

There were no questions.

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

There were no items of urgent business.

8. **EXCLUSION OF THE PUBLIC**

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

9. **NON-PUBLIC MINUTES**

RESOLVED – That the non-public minutes of the meeting held on 5 September 2017 be agreed as a correct record.

10. **SECURITY PROGRAMME**

Members received a Gateway 1&2 project proposal on a programme of protective security measures.

RESOLVED - That the report be noted.

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**

There were no items of urgent business.

**The meeting closed 11.00pm**

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Chairman

**Contact Officer: Amanda Thompson**  
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**amanda.thompson@cityoflondon.gov.uk**

<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation	<b>12th December 2017</b>
<b>Subject:</b> Delegated decisions of the Chief Planning Officer and Development Director	<b>Public</b>
<b>Report of:</b> Chief Planning Officer and Development Director	<b>For Information</b>

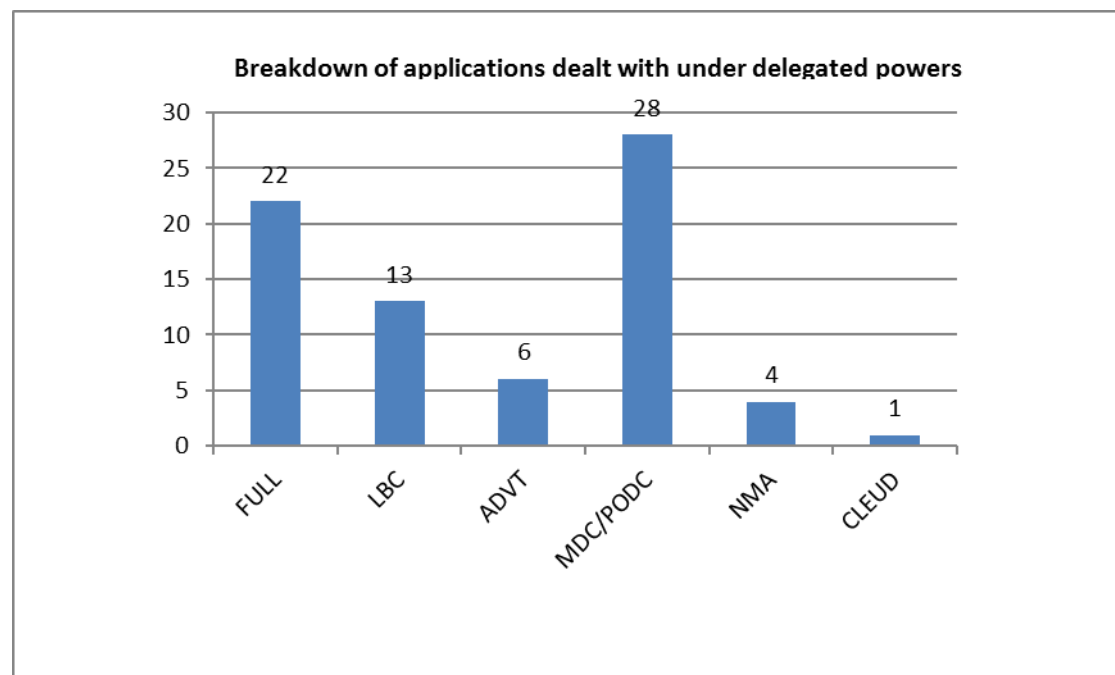
## Summary

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.

In the time since the last report to Planning & Transportation Committee Seventy-four (74)] matters have been dealt with under delegated powers.

Twenty-eight (28) relate to submission of details of previously approved schemes. Thirteen (13) Listed Building Consents. Six (6) applications for advertisement consent.

Twenty-two (22) applications for development have been approved including 1727sq.m of floorspace created and five (5) change of use applications.



**FULL** - Full Planning Permission  
**LBC** - Listed Building Consent  
**ADVT** - Advertisement Consent  
**MDC** - Submission of Details (Planning)

**PODC** - Planning Obligations  
**NMA** - Non-material Amendments  
**CLEUD** - Certificate of Lawfulness (Existing)

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
16/00195/MDC Cordwainer	Land Bounded By Cannon Street, Queen Street, Queen Victoria Street, Bucklersbury & Walbrook London EC4	Details of the landscaping scheme, seating, vents and other structures in the open spaces on the site and details of building lines and drainage have been submitted pursuant to conditions 13(j), 14 and 21 and the submission of a Public Art Strategy pursuant to schedule 3 clause 19.1 of the Section 106 agreement dated 30 March 2012 (11/00935/FULEIA).	Approved 16.11.2017
16/00950/MDC Farringdon Without	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,	Submission of details for Phase 3, Block H: (i) particulars and samples of the materials to be used on all external faces of the buildings; (ii) proposed new facades of the building; (iii) windows and external joinery; (iv) soffits, handrails and balustrades; (v) junctions with adjoining premises; (vi) roof top plant, plant enclosure and access walkway; (vii) ventilation and air-conditioning for the retail uses pursuant to condition 29 (a)(part), (b)(part), (e)(part), (g)(part), (h)(part), (i)(part) and (k)(part) of planning permission dated 16th March 2017 (application reference. 16/00165/FULMAJ).	Approved 31.10.2017
17/00268/FULL Coleman Street	City Point Plaza Ropemaker Street London EC2	Alterations to the public realm within City Point Plaza, including the removal of planters and ventilation pods, re-cladding of staircase and retail pods and installation of seating, timber decking, trees and low level planting.	Approved 10.11.2017

17/00287/PODC Bassishaw	Land Bounded By London Wall, Wood Street, St. Alphage Gardens, Fore Street, Fore Street Avenue, Bassishaw Highwalk, Alban Gate Rotunda, Alban Highwalk, Moorfields Highwalk And Willoughby Highwalk, London, EC2	Submission of the Public Lift Specification pursuant to clause 8.1 of Schedule 1 of the Second Agreement under section 106 dated 11 April 2013 planning permission reference 14/00259/FULL.	Approved  09.11.2017
17/00365/FULL Coleman Street	City Point Plaza 1 Ropemaker Street London EC2Y 9AW	Use of part of the open space as an open air market (maximum of four vans).	Withdrawn  23.11.2017
17/00509/MDC Broad Street	60 London Wall London EC2M 5TQ	Submission of details of surface water drainage pursuant to condition 26 of planning permission dated 27.04.2017 (App No 16/00776/FULMAJ).	Approved  23.11.2017
17/00584/LDC Farringdon Within	Holborn Viaduct London EC1A 2AT	Submission of details of the cabling plan, fixings and luminaire fittings and particulars of the lantern decoration scheme pursuant to condition 3 of listed building consent dated 16 February 2017 (application number 16/01364/LBC).	Approved  23.11.2017
17/00613/LBC Broad Street	Drapers' Hall Throgmorton Avenue London EC2N 2DQ	Replacement of existing timber doors to north entrance lobby, installation of internal platform lift to provide wheelchair access to the north entrance, installation of timber double doors to south entrance lobby, upgrade of existing timber double doors to the south entrance and relocation/installation of wall lighting and fire alarms.	Approved  14.11.2017

17/00661/FULL Farringdon Within	Eastern Side of Farringdon Street, South of The Holborn Viaduct, Adjacent to Turnagain Lane Farringdon Street London EC4	Installation on the footway for a Santander Cycles docking station, containing a maximum of 26 docking points for scheme cycles plus a terminal.	Withdrawn  08.11.2017
17/00680/FULL Tower	Ibex House 41 - 47 Minories London EC3N 1DY	Installation of 2no. 400kW air cooled chiller units within a louvered enclosure to be sited at roof level (east) together with associated pipe work.	Approved  09.11.2017
17/00681/LBC Tower	Ibex House 41 - 47 Minories London EC3N 1DY	Installation of 2no. 400kW air cooled chiller units within a louvered enclosure to be sited at roof level (east) together with associated pipe work.	Approved  09.11.2017
17/00741/FULL Cheap	30 Gresham Street London EC2V 7PG	Installation of a new roof terrace at 6th floor level	Approved  16.11.2017
17/00744/FULL Farringdon Within	80 - 83 Long Lane London EC1A 9ET	Application under section 73 of the Town and Country Planning Act 1990 to vary condition 2 of planning permission 16/00989/FULL dated 16/11/2016 to allow the installation of an additional window facing East Passage at third floor level.	Approved  16.11.2017
17/00760/FULL Bishopsgate	Lord Aberconway Public House 72 Old Broad Street London EC2M 1QT	Installation of new brass covers to window cills and replacement of existing lanterns.	Approved  14.11.2017
17/00761/ADVT Bishopsgate	Lord Aberconway Public House 72 Old Broad Street London EC2M 1QT	Installation and display of; i) Externally illuminated fascia sign measuring 0.9m (h) x 7.2m (w) x located 4.8m above ground floor level ii) Externally illuminated fascia sign measuring 0.9m (h) x 3.3m (w) located at a height of 4.8m above ground floor level iii) 2 x Non illuminated amenity boards measuring 2m (h) x	Approved  14.11.2017



		0.7m (w) located at a height of 2.10m above ground floor level; iv) Internally illuminated menu box measuring 0.4m (h) x 0.31m (w) located at a height of 1.5m above ground floor level; v) Non illuminated plaque measuring 0.4m (h) x 0.3m (w) located at a height of 1.5m above ground floor level;	
17/00792/LBC Cheap	1-3, 4, 7 And 8 Fredericks Place And 35 Old Jewry London EC2R 8AE	Application under Section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to vary condition 6 (approved plans) of listed building consent (application no. 15/01309/LBC) dated 4th October 2016 to refer to a revised list of drawings amended to reflect minor detail alterations to the internal layout and roof level plant enclosures at nos. 7 and 8 Frederick's Place and 35 Old Jewry.	Approved 16.11.2017
17/00802/FULL Aldersgate	519 Bunyan Court Barbican London EC2Y 8DH	Retention of replacement external glazed door at seventh floor level.	Approved 08.11.2017
17/00803/LBC Aldersgate	519 Bunyan Court Barbican London EC2Y 8DH	Retention of replacement external glazed door at seventh floor level.	Approved 08.11.2017
17/00809/ADVT Tower	1 Aldgate London EC3N 1RE	Installation and display of: (i) four internally illuminated fascia signs measuring 0.3m high by 1.39m wide; (ii) two projecting signs measuring 0.6m by 0.6m at a height above ground of 3.5m; and one ATM surround measuring 1.17m high by 0.79m wide.	Approved 31.10.2017
17/00838/LBC Aldgate	6 Lloyd's Avenue London EC3N 3AX	Installation of 13 air conditioning units within the ground floor internal lightwells.	Approved 21.11.2017

17/00842/LBC Cripplegate	Barbican Arts And Conference Centre Silk Street London EC2Y 8DS	Installation of a ceiling truss and associated works in the lakeside foyer	Approved  21.11.2017
17/00847/FULL Tower	37 Crutched Friars London EC3N 2AE	Alterations to shopfront including replacement of entrance doors, side panels, and installation of stone cladding and lighting.	Approved  08.11.2017
17/00849/FULL Dowgate	Cannon Green Building 27 Bush Lane London EC4R 0AN	(i) Change of use from office (Class B1) to retail (Class A1) at part lower ground floor level of Bush Tower (26sq.m). (ii) installation of new shopfront and associated external works.	Approved  31.10.2017
17/00872/FULL Farringdon Without	35 - 38 Chancery Lane London, WC1	Realignment of the glazed entrance door and side panel to the Chancery Lane frontage and the installation of an extract louvre to the transom light above.	Approved  31.10.2017
17/00888/MDC Farringdon Without	49 - 50 Fleet Street London EC4Y 1BJ	Submission of details relating to the proposed new stairs to the courtyard and entrance, new escape stairs, new door openings to courtyard, samples of materials to be used, plant at roof level, details of background noise level and details relating to the mounting of the mechanical plant pursuant to condition 2 (a), (b), (c) 3 and 4 of planning permission 17/00082/FULL dated 11.05.17.	Approved  23.11.2017
17/00897/FULL Farringdon Within	Procession House 55 Ludgate Hill London EC4M 7JW	Alterations to the building comprising: (i) reconfiguring of the existing curved section of facade on the Pageantmaster Court and relocation of the glazing line to the front face of the perimeter columns; (ii) a new facade comprising of Portland stone, terracotta cladding, structural glass and metal spandrel panelling; (iii) reconfiguring and refurbishing the New Bridge Street	Approved  03.11.2017

		entrance; (iv) extension of the office floorplates at third and fourth levels by infilling the existing terraces; (v) creation of a rooftop terrace; and (vi) and installation of metal balustrade to replace the existing planters at roof level. The works would result in an increase of 23.7sq.m of retail floorspace (Use Class A1) and 149sq.m of office floorspace (Use Class B1).	
17/00902/FULL Bishopsgate	155 Bishopsgate London EC2M 3TQ	Change of use from office (Class B1) to a flexible use for either a shop (Class A1) or office (Class B1) use at ground floor level and installation of an entrance door (52sq.m).	Approved  16.11.2017
17/00906/FULL Farringdon Without	Flat 601 37 Cock Lane London EC1A 9BW	Alterations to sixth floor terrace comprising: replacement of existing sliding glazed doors with three new aluminium sliding glazed doors, removal of fixed window panels and infilling with brickwork to match existing, and replacement of glazed balustrade to the terrace with concrete planters.	Approved  08.11.2017
17/00912/MDC Farringdon Within	Fleet Building, 40 Shoe Lane, 70 Farringdon Street, Plumtree Court, 42 Shoe Lane, 12 Plumtree Court And 57 Farringdon Street London, EC4A	Details of anti-vibration mountings pursuant to partial discharge of condition 33 of planning permission dated 28.08.2013 (12/01225/FULEIA)	Approved  08.11.2017
17/00919/FULL Tower	DBP House 63 Mark Lane London EC3R 7NQ	Change of use of the sixth floor from office (Class B1a) to a flexible use for either office (Class B1a) or Dentist Surgery (Class D1). (74sq.m)	Approved  08.11.2017

17/00921/LBC Farringdon Without	78 - 81 Fetter Lane London EC4A 1EQ	Internal alterations at ground and basement level.	Approved  31.10.2017
17/00922/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	Submission of a Contractor's Construction Methodology pursuant to condition 23 of planning permission dated 16 March 2017 (ref: 16/00165/FULMAJ).	Approved  31.10.2017
17/00923/MDC Bishopsgate	61 St Mary Axe, 80-86 Bishopsgate, 88-90 Bishopsgate, 12-20 Camomile Street, 15-16 St Helen's Place And 33-35 St Mary Axe (North Elevation Only), London EC3	Submission of details of the integration of window cleaning equipment and garaging thereof, fire escapes and other excrescences at roof level and details of vertical and horizontal screening to plant enclosures at roof levels pursuant to condition 11(c) (in part) and 11(u) of planning permission dated 03.03.2012 (ref: 12/00129/FULL)	Approved  31.10.2017
17/00925/FULL Tower	8 Byward Street London EC3R 5AS	Change of use from shop (Class A1) to a flexible use as a shop (Class A1) or restaurant (Class A3) (152sq.m).	Approved  14.11.2017
17/00927/FULL Dowgate	Religare House 100 Cannon Street London EC4N 6EU	Alterations to shopfront to form two new entrances and relocation of ATMs, in association with the subdivision of the existing class A2 unit.	Approved  31.10.2017
17/00928/ADVT Dowgate	Religare House 100 Cannon Street London EC4N 6EU	Installation and display of : (i) one set of halo-illuminated letters measuring 0.4m high by 4m wide at a height above ground of 4.22m; (ii) one set of halo-illuminated letters measuring 0.4m high by 2.58m wide at a height above ground of 4.22m; (iii) one internally illuminated projecting sign measuring 0.6m high by 0.6m wide at a	Approved  31.10.2017

		height above ground of 3.81m; and the relocation of one internally illuminated projecting sign.	
17/00930/PODC Cripplegate	Bernard Morgan House 43 Golden Lane London EC1Y 0RS	Submission of the Baseline Television Signal Survey & Television Reception Impact Assessment pursuant to schedule 3 paragraph 12.1; 12.2; and 12.3 of section 106 agreement dated 30 August 2017, associated with development at Bernard Morgan House, 43 Golden Lane (Planning Permission 16/00590/FULL).	Approved  08.11.2017
17/00931/MDC Cripplegate	Bernard Morgan House 43 Golden Lane London EC1Y 0RS	Demolition Method Statement, Greater London Demolition, dated 12th October 2017; Logistics and Traffic Management Plan "CLP", Greater London Demolition, 12th October 2017; and Demolition Noise Prediction Report, RBA Acoustics, dated 12th October 2017 pursuant to conditions 4, 5 and 6 of planning permission dated 30th August 2017 (planning reference 16/00590/FULL).	Approved  10.11.2017
17/00935/ADVT Tower	37 Crutched Friars London EC3N 2AE	Installation and display of one projecting canopy measuring 0.595m high by 3.8m wide by 1m deep at a height above ground of 2.75m containing five sets of externally illuminated letters in the canopy outer faces.	Approved  08.11.2017
17/00941/LDC Farringdon Without	49 - 50 Fleet Street London EC4Y 1BJ	Details of new main stairs to courtyard and entrance, escape stairs, door openings to courtyard, samples of materials and details of the proposed courtyard finishes pursuant to condition 3 (a) and (b) of Listed Building Consent 17/00083/LBC dated 11.05.17.	Approved  23.11.2017

17/00942/MDC Bridge And Bridge Without	Austria House 36 - 38 Botolph Lane London EC3R 8DE	Details of external materials, windows and doors, junctions with adjoining premises, and ground surfaces pursuant to conditions 2(a), (b), (c) and (d) of planning permission dated 25.08.16 (reference 16/00711/FULL)	Approved  31.10.2017
17/00959/MDC Castle Baynard	21 Tudor Street London EC4Y 0DJ	Environmental Noise Survey and Plant Noise Assessment report pursuant to condition 3 of planning permission dated 12 June 2014 (pp ref: 14/00343/FULL).	Approved  23.11.2017
17/00965/PODC Cripplegate	Bernard Morgan House 43 Golden Lane London EC1Y 0RS	Submission of Local Training, Skills and Job Brokerage Strategy (Demolition) pursuant to Schedule 3, Clause 4.1 of the S106 Agreement dated 30th August 2017 in to the development at Bernard Morgan House, 43 Golden Lane, EC1Y 0RS (Planning Ref: 16/00590/FULL)	Approved  08.11.2017
17/00966/PODC Cripplegate	Bernard Morgan House 43 Golden Lane London EC1Y 0RS	Submission of Local Procurement Strategy (Demolition) pursuant to Schedule 3, Clause 3.1 of the S106 Agreement dated 30th August 2017 in to the development at Bernard Morgan House, 43 Golden Lane, EC1Y 0RS (Planning Ref: 16/00590/FULL)	Approved  08.11.2017
17/00947/CLEU D Bread Street	2 St Paul's Churchyard London EC4M 8AY	Certificate of lawful development for the existing use of part of the ground floor as Class A3 use (restaurants and cafes).	Grant Certificate of Lawful Development  08.11.2017
17/00948/FULL Broad Street	64 London Wall London EC2M 5TP	Installation of a new air handling unit to the existing ductwork on the rear elevation of the building at roof level.	Approved  08.11.2017
17/00956/FULL Portsoken	Beaufort House 15 St Botolph Street London EC3A 7DT	Installation of two new chiller units and screen walls at 12th floor level.	Approved  16.11.2017

17/00954/MDC Cripplegate	Bernard Morgan House 43 Golden Lane London EC1Y 0RS	Arboricultural Method Statement, Greengage, dated September 2017 pursuant to condition 2 of planning permission dated 30th August 2017 (planning reference 16/00590/FULL).	Approved  10.11.2017
17/00963/MDC Cordwainer	1 Poultry London EC2R 8EJ	Details of bronzed entrance door hinge pursuant to condition 2(a) (part) of planning permission and listed building consent (application nos. 17/00482/FULL & 17/00483/LBC) dated 13th July 2017.	Approved  08.11.2017
17/00964/MDC Cripplegate	Bernard Morgan House 43 Golden Lane London EC1Y 0RS	Ground Floor Plan - Site and Perimeter Levels (dwg no. BMH-WIA-ZZ-GF-DR-A- 910_0001 Rev A), Lower Ground Floor Plan -Site and Perimeter Levels (dwg no. BMH-WIA-ZZ-LG-DR-A- 910_0002 Rev A) and Basement Floor Plan - Site and Perimeter Levels (dwg no. BMH-WIA-ZZ-B1-DR-A- 910_0003 Rev A) pursuant to condition 7 of planning permission dated 30th August 2017 (planning reference 16/00590/FULL).	Approved  10.11.2017
17/00970/ADVT Dowgate	Cannon Green Building 27 Bush Lane London EC4R 0AN	Installation and display of i) one internally illuminated fascia sign measuring 0.88m high by 4.42m wide at a height above ground of 3.47m; ii) one internally illuminated fascia sign measuring 0.88m high by 3.7m wide at a height above ground of 3.32m and iii) one internally illuminated projecting sign measuring 0.6m high by 0.6m wide at a height above ground of 3.32m.	Approved  16.11.2017
17/00971/FULL Cripplegate	391 Cromwell Tower Barbican London EC2Y 8NB	Demolition of existing conservatory and construction of extension onto external terrace to create new conservatory and storage room.	Approved  16.11.2017

17/00972/LBC Cripplegate	391 Cromwell Tower Barbican London EC2Y 8NB	Demolition of existing conservatory and construction of extension onto external terrace to create new conservatory and storage room.	Approved  16.11.2017
17/00837/FULL Aldgate	6 Lloyd's Avenue London EC3N 3AX	Installation of 13 air conditioning units within the ground floor internal lightwells.	Approved  21.11.2017
17/00973/LBC Farringdon Within	Cutlers' Hall 4 Warwick Lane London EC4M 7BR	Internal alterations and refurbishment of the Master's flat at second floor level.	Approved  31.10.2017
17/00977/LBC Vintry	Bracken House 1 Friday Street London EC4M 9BT	Installation of double doors in Cannon Street ground floor reception area.	Approved  14.11.2017
17/00979/FULL Vintry	Thames Exchange Building 10 Queen Street Place London EC4R 1BE	Installation of double service entrance doors to Bell Wharf Lane.	Approved  23.11.2017
17/00981/MDC Langbourn	Land Bounded By Fenchurch Street, Fen Court, Fenchurch Avenue & Billiter Street (120 Fenchurch Street) London EC3	Submission of details of the reinstatement of the commemorative slavery plaque pursuant to condition 7 of planning permission dated 08.02.2016 (ref: 14/00237/FULMAJ)	Approved  21.11.2017
17/00989/LBC Cripplegate	713 Willoughby House Barbican London EC2Y 8BN	Internal alterations including the removal of kitchen joinery and bedroom screen.	Approved  21.11.2017
17/01006/MDC Bishopsgate	100 Liverpool Street & 8-12 Broadgate London EC2M 2RH	Submission of details of a programme of archaeological work and foundation design pursuant to conditions 4 and 5 of planning permission dated 05/06/2017 (application number 17/00276/FULL)	Approved  31.10.2017



17/01016/MDC Bishopsgate	Octagon Mall & Land Adjacent To 100 Liverpool Street Including The Fulcrum And Parts of Eldon Street & Blomfield Street	Submission of an Archaeological Written Scheme of Investigation and details relating to the foundations and piling configuration pursuant to conditions 4 and 5 of planning permission 17/00202/FULL dated 08.05.17.	Approved 31.10.2017
17/01018/FULL Walbrook	1 Prince's Street London EC2R 8BP	Trimming of stonework and installation of replacement recessed ATM to the south east elevation.	Approved 23.11.2017
17/01019/LBC Walbrook	1 Prince's Street London EC2R 8BP	Trimming of stonework, raising of internal cill and installation of replacement recessed ATM to the south east elevation.	Approved 23.11.2017
17/01024/NMA Coleman Street	56-60 Moorgate, 62-64 Moorgate & 41-42 London Wall London EC2	Non material amendment under section 96A of the Town and Country Planning Act 1990 to planning permission 15/01312/FULMAJ dated 14 February 2016 for amendments layouts at basement level including the location of staff facilities, plant and UKPN substation location; adjustments to the circulation core roof massing; raising of the low level roof fronting the plant enclosure; glazed panel over the circulation core increased in size; flue location amended; service gate widened; amendments to rear elevation.	Approved 23.11.2017
17/01023/LBC Tower	2 Seething Lane London EC3N 4AT	Application under Section 19 of the Planning (Listed Building and Conservation Areas) Act 1990 as amended to vary condition 4 (approved drawings) of listed building consent dated 8th July 2016 (16/00322/LBC) to enable minor material amendments: (i) to remove the proposed 8th floor extension; (ii) minor	Approved 16.11.2017

		internal and external alterations; (iii) the reconfiguration of internal layout and minor design amendments.	
17/01032/MDC Langbourn	Land Bounded By Fenchurch Street, Fen Court, Fenchurch Avenue & Billiter Street (120 Fenchurch Street) London EC3	Submission of details of entrance pursuant to condition 18 (b) of planning permission dated 8th February 2016 (14/00237/FULMAJ).	Approved 23.11.2017
17/01038/ADVT Dowgate	68 Cannon Street London EC4N 6AE	Installation and display of; i) Non illuminated fascia sign measuring 1.15m (h) by 2.4m (w) located at a height of 3.2m above ground floor level; ii) Two non illuminated fascia signs measuring 0.6m (h) by 0.8m (w) located at a height of 3.4m above ground floor level; iii) Non illuminated wall plate measuring 0.95m (h) by 0.35m (w) located at a height of 1.1m above ground floor level; iv) Externally illuminated projecting sign measuring 0.75m (h) by 0.52 (w) located at a height of 2.73m above ground floor level; v) Non illuminated projecting sign measuring 0.4m (h) by 0.63m (w) located at a height of 2.73m above ground floor level; vi) Externally illuminated projecting sign measuring 0.85m (h) by 0.6m (w) located at a height of 2.73m above ground floor level.	Approved 21.11.2017
17/01040/MDC Cheap	Abacus House 33 Gutter Lane London EC2V 8AS	Submission of an acoustic report for new roof plant pursuant to conditions 6 of planning permission dated 18th February 2016 (App No 15/01210/FULL).	Approved 14.11.2017

17/01043/FULL Cornhill	Tower 42 International Financial Centre 25 Old Broad Street London EC2N 1HQ	Change of use of ancillary office space (Class B1) use to retail (Class A1) use at ground floor level (total floorspace 15sqm).	Approved  23.11.2017
17/01048/LDC Cordwainer	1 Poultry London EC2R 8EJ	Details of alterations or removal of the concourse shopfronts, corridor granite floor or corridor suspended ceiling pursuant to condition 3 of listed building consent dated 20 June 2017 (17/00090/LBC).	Approved  23.11.2017
17/01062/NMA Cripplegate	Bernard Morgan House 43 Golden Lane London EC1Y 0RS	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 16/00590/FULL dated 30th August 2017 to vary the wording of Condition 3 to allow for the potential to replicate the decorative tiles and affix and display the replica tiles on the new building.	Approved  23.11.2017
17/01063/NMA Castle Baynard	Faraday Building 136 - 144A Queen Victoria Street London EC4V 4BY	Non-Material Amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission (17/00320/FULL) dated 15th June 2017 to reflect alterations to the location of louvres.	Approved  14.11.2017
17/01078/MDC Candlewick	55 King William Street London EC4R 9AD	Details of louvres pursuant to condition 2(a) of planning permission (application no. 17/00208/FULL) dated 9th May 2017.	Approved  21.11.2017
17/01086/NMA Tower	10 Trinity Square London EC3N 4AJ	Non-Material Amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission 17/00431/FULL dated 27th July 2017 to amend the location of 11 residential (Class C3) units on 4th, 5th and 6th floors for	Approved  14.11.2017

		short-term lets (less than 90 consecutive nights) use.	
17/01101/PODC Cripplegate	Bernard Morgan House 43 Golden Lane London EC1Y 0RS	Submission of a Highway Schedule of Condition Survey pursuant to Schedule 3, Clause 8.1 of the Section 106 Agreement dated 30 August 2017 (Planning Permission 16/00590/FULL).	Approved  08.11.2017
17/01109/MDC Coleman Street	2 London Wall Buildings London EC2M 5PP	Submission of an acoustic report pursuant to the discharge of condition 2 (b) of planning permission 17/00261/FULL dated 9th August 2017.	Approved  16.11.2017

<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation	<b>12th December 2017</b>
<b>Subject:</b> Valid planning applications received by Department of the Built Environment	<b>Public</b>
<b>Report of:</b> Chief Planning Officer and Development Director	<b>For Information</b>

## Summary

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.

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>
17/01058/FULL Aldgate	Landmark House, 69 Leadenhall Street, London, EC3A 2DB	Alterations to shopfront and installation of plant and satellite dishes at roof level.	08/11/2017
17/01082/FULL Aldgate	Retail Unit 3, Cutlers Exchange, 123 Houndsditch, London, EC3A 7BU	Retention of ATM installed within existing window.	10/11/2017
17/01102/FULL Aldgate	Creechurch House, 24 Creechurch Lane, London, EC3A 5JX	Change of use of the ground floor to a health and fitness centre (Class D2) (310sq.m).	13/11/2017
17/01091/FULLR3 Bishopsgate	Footbridge Over Wormwood Street, City Walkway - Over Wormwood Street, London, EC2	Temporary installation of a sculpture: 'Bridging Home - London' (2018) by Do Ho Suh for a period of up to one year to be taken down on or before 31st March 2019.	26/10/2017
17/01105/FULL Bishopsgate	1 Broadgate, London, EC2M 2QS	Installation of temporary art structure located above external terrace.	31/10/2017
17/01122/FULL Bishopsgate	135 Bishopsgate, London, EC2M 3TP	Application under section 73 of the Town and Country Planning Act 1990 to vary condition 13 (approved drawings) of planning	03/11/2017

		<p>permission 17/00363/FULL dated 30th August 2017 to enable the formation of new retail entrances and amendments to the proposed mix of uses (i) ground floor: office (Class B1) and a flexible use for either retail (Class A1) or mixed retail use comprising retail sales, sale of food and drink for consumption on the premises and wine/drinks bar (Sui Generis) (ii) first floor: flexible use for either offices (Class B1), retail (Class A1), restaurant/café (Class A3) or mixed use comprising retail sales, sale of food and drink for consumption on the premises and wine/drinks bar (Sui Generis).</p>	
17/01128/FULL Bread Street	Old Change House, 128 Queen Victoria Street, London, EC4V 4BJ	<p>Application under section 73 of the Town and Country Planning Act 1990 to remove condition 3 (waste storage) and 15 (loading and unloading) of planning permission 3797CR dated 24th March 1995 to enable the replacement of roller shutter with two separate entrances and the replacement of lower ground car parking with commuter facilities comprising cycle parking, lockers, and changing/shower facilities.</p>	06/11/2017
17/01167/FULL Broad Street	19 Great Winchester Street, London, EC2N 2BH	<p>Planning Application for the change of use of part basement and ground floor from office (Class B1) to a flexible use of either Class A1/A2/A4/D1 or D2 use (165sq.m).</p>	16/11/2017
17/01066/FULL Candlewick	Monument House, 18 King William Street, London, EC4N 7BP	<p>Change of use at part ground, upper and lower basement areas from office (Class B1) use to a leisure use (Class D2) (690sq.m).</p>	15/11/2017
17/01098/FULL Castle Baynard	St Andrew's House, 18 - 20 St Andrew Street, London, EC4A 3AG	<p>Application under Section 73(a) of the Town and Country Planning Act 1990 to retain works for the refurbishment of the building without complying with conditions 15 and 16 of planning permission dated 18 December 2015 (ref: 15/00673/FULL), which relate to the refuse storage and collection facilities and approved drawings.</p>	02/11/2017

17/01057/FULMAJ Cheap	Dauntsey House, 4A & 4B Frederick's Place, London, EC2R 8AB	Demolition of the existing buildings and redevelopment to provide a new mixed use building over basement, ground and five upper floors plus rooftop plant. Uses to comprise office (Class B1) use [4,570sq.m GEA] and retail (Class A1/A3) use [986sq.m GEA]. [Total 5,556sq.m GEA]	24/10/2017
17/01026/FULL Cheap	107 Cheapside, London, EC2V 6DN	Change of use from a mixed use of retail and skin treatment clinic (sui generis) to retail (class A1). (146sq.m)	26/10/2017
17/01144/FULL Cheap	Livery Hall, Saddlers' Hall, 40 Gutter Lane, London, EC2V 6BR	Installation of a LED light soffit to the undercroft entrance on the east elevation, replacement of external wall mounted light fittings and relocation of two plaques.	15/11/2017
17/01095/FULEIA Coleman Street	21 Moorfields, Land Bounded By Moorfields,, Fore Street Avenue, Moor Lane & New Union Street, London, EC2P 2HT	Construction of a mixed use development above and around the new Crossrail station entrance to provide office (Class B1) space[63,008sqm GEA], retail (Use Class A1/A3/A4) space [182sq.m GEA], a replacement City Walkway, a new urban square, cycle parking, servicing, storage, plant, landscaping [12,587sq.m GEA] and associated works. [Total 75,777sq.m GEA] This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be obtained from Stephen Bridle at Waterman Energy, Environment & Design, Pickfords Wharf, Clink Street, London SE1 9DG for £300. CD's are free of charge. Other formats are available at cost.	27/10/2017
17/01050/FULMAJ Coleman Street	Tenter House, 45 Moorfields, London, EC2Y 9AE	Demolition of existing building and structures to existing ground slab level and construction of an 18 storey office building (Class B1) [up to 28,658sq.m GEA] with ground floor retail (Class A1/A2/A3/A5) [up to 563sq.m GEA] together with works to the two basements and the ground	30/10/2017

		floor level (Options 1, 2 and 3) with associated servicing, waste storage and plant facilities, cycle parking and public realm improvements at City Point Plaza and New Union Street [Total up to 29,221sq.m GEA].	
17/01093/FULL Dowgate	Foreshore From Allhallows Lane To Angel Lane, London, EC4	The installation of a new steel sheet pile retaining wall and fill material associated with the campshed at foreshore level.	30/10/2017
17/01088/FULL Farringdon Without	1A Smithfield Street, London, EC1A 9JQ	Retention of photographic artwork on existing scaffolding on the front elevation of the Red House facade.	25/10/2017
17/01087/FULL Farringdon Without	General Markets, Farringdon Street, London, EC1A 9NB	Retention of photographic artwork on existing hoardings on the General Market facade fronting on to Farringdon Street.	25/10/2017
17/01146/FULL Farringdon Without	17 Fleet Street, London, EC4Y 1AA	Change of use at ground floor and basement level from retail (Class A1) to part use as a shop (132sq.m) and part use as an office (79sq.m) (Sui generis) and associated internal works.	13/11/2017
17/01163/FULL Farringdon Without	78 - 81 Fetter Lane, London, EC4A 1EQ	Replacement of glazing in shopfront.	15/11/2017
17/01020/FULL Langbourn	12 Lime Street, London, EC3M 7AA	Installation of new entrance door on the Beehive Passage elevation.	16/11/2017
17/01039/FULL Portsoken	Aldgate House, 33 Aldgate High Street, London, EC3N 1AH	Installation of eight condensers at roof level.	16/10/2017
17/01054/FULL Portsoken	St Botolph Without Aldgate , Aldgate High Street, London, EC3N 1AB	Demolition of existing ancillary building, and construction of new mixed use development consisting of a new flexible community hall and kitchen, ground floor cafe and first floor office space.	30/10/2017
17/00969/FULL Queenhithe	City Of London School , 107 Queen Victoria Street, London, EC4V 3AL	(i) Installation of a modular pod for use as a drum room to the western school courtyard; (ii) Replacement of existing solid wood double access doors to the east elevation with new metal framed glazed double access doors.	30/10/2017



17/00974/FULL Vintry	1-3 College Hill, London, EC4R 2RA	Change of use of part fifth floor from residential use (Class C3) to office use (Class B1) (90sq.m).	24/10/2017
17/01055/FULL Walbrook	1 No. BT Telephone Kiosk O/s, 1 Lothbury, London, EC2R 7HH	Change of use of 1no. BT telephone box to 1no. retail kiosk (A1). Replacement of the existing telephone box glazing with toughened safety glass.	31/10/2017

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# Agenda Item 7

<b>Committee(s):</b>	<b>Date(s):</b>	<b>Item no.</b>
Planning & Transportation Committee	12 December 2017	
<b>Subject:</b> Revenue and Capital Budgets - 2018/19		<b>Public</b>
<b>Report of:</b> The Chamberlain Director of the Built Environment Director of Open Spaces		<b>For Decision</b>

## Summary

This report is the annual submission of the revenue and capital budgets overseen by your Committee. In particular it seeks approval to the latest revenue budget for 2017/18 and provisional revenue budget for 2018/19, for subsequent submission to the Finance Committee. Details of the Committee's draft capital budget are also provided. The budgets have been prepared within the resources allocated to each Director, including a 2% reduction for efficiency savings.

<b>Table 1 Summary Revenue Budgets 2017/18 and 2018/19</b>	<b>Original Budget 2017/18 £'000</b>	<b>Latest Budget 2017/18 £'000</b>	<b>Original Budget 2018/19 £'000</b>
Expenditure	(31,624)	(42,033)	(40,750)
Income	24,505	34,299	33,379
Support Services & Capital Charges	(12,342)	(12,232)	(13,270)
<b>Total Net Expenditure</b>	<b>(19,461)</b>	<b>(19,966)</b>	<b>(20,641)</b>

Overall, the 2017/18 latest budget is £19.966m, an increase of £505,000 compared with the original budget for 2017/18. The main reasons for this increase are:

- Approved carry forwards from 2016/17 £659,000
- Increase in pay costs due to contribution pay, increased pension contribution rate and job re-gradings £346,000
- Shortfall in planning application fee income £160,000
- Net transfer to On-Street Parking Reserve Account £138,000
- Increased pay costs due to additional security staff employed at Tower Bridge owing to the increased terror threat £133,000
- Virement from Port Health DBE City Fund services £100,000
- Increase in Car Parks rates revaluation costs £77,000
- Shortfall in Structural Maintenance Team staff costs recharged to capital projects £70,000
- Decrease in costs of the City Surveyor's Cyclical Works Programme £1,068,000
- A decrease in support services and capital charges £110,000, relating mostly to a reduction in highway infrastructure asset depreciation costs

The 2018/19 provisional budget is £20.641m, an increase of £1,180,000 compared with the original budget for 2017/18. Main reasons for this increase are:

- Increase in support services and capital charges £601,000 mainly attributable to an increase in IS recharges, insurance premiums and central support services costs
- Increased Directorate recharges £113,000 and provision of funding £214,000 from BHE to City Police for policing the bridges
- Increased pay costs due to increased pension contribution rate £284,000
- Shortfall in planning application fee and planning performance agreement income £208,000
- Increase in costs of the City Surveyor's Cyclical Works Programme £197,000
- Increased pay costs due to additional security staff employed at Tower Bridge owing to the increased terror threat £146,000
- Increase in Car Parks rates revaluation costs £77,000
- Shortfall in Structural Maintenance Team staff costs recharged to capital projects £70,000
- Net 2% Departmental efficiency savings £175,000
- Virement to Port Health DBE City Fund services £115,000
- Net transfer from On-Street Parking Reserve Account £446,000

**Business priorities for the forthcoming year include:**

**Director of the Built Environment**

- Creating and facilitating the leading future world class City
- Delivering the ultimate flexible -working- space-inspiring, dynamic and secure
- Being digitally and physically well-connected and responsive
- Providing outstanding public spaces, heritage attractions, retail and hospitality
- Offering a focal point for world-class creativity and culture
- Growing the economy
- Contributing to a flourishing society
- Providing high quality, effective and relevant services for a world class City

**Director of Open Spaces**

- The draft business plan priorities for 2018/19 for the Service areas covered by this Committee are contained within a separate report in the higher level business plan

## Recommendations

The Committee is requested to:

- Note the latest 2017/18 revenue budget.
- Review the provisional 2018/19 revenue budget to ensure that it reflects the Committee's objectives and, if so, approve the budget for submission to the Finance Committee.
- Review and approve the draft capital budget.
- Review and approve the draft 50 year Bridges' Repairs, Maintenance and Major Works Fund budgets and the consequent required contributions.
- Note the Building Repairs and Maintenance asset verification exercise being undertaken by the City Surveyor and agree that any minor changes for 2017/18 latest and 2018/19 original budgets arising from this exercise be delegated to the Chamberlain.
- Authorise the Chamberlain to revise these budgets for changes to the Building Repairs and Maintenance assets, and in respect of recharges.

## Main Report

### Background

1. This report sets out the latest budget for 2017/18 and the proposed revenue budgets for 2018/19. The revenue budget management arrangements are to:
  - Provide a clear distinction between local, central and recharge risk budgets.
  - Place responsibility for budgetary control on departmental Chief Officers.
  - Apply a cash limit policy to Chief Officers' budgets.
2. The budget has been analysed by service expenditure and compared with the original budget for 2017/18. The budget is further analysed between:
  - **Local Risk budgets** – these are budgets deemed to be largely within the Chief Officer's control.
  - **Central Risk budgets** – these are budgets comprising specific items where a Chief Officer manages the underlying service, but where the eventual financial outturn can be strongly influenced by external factors outside of his/her control or are budgets of a corporate nature (e.g. interest on balances and rent incomes from investment properties).
  - **Support Services and Capital Charges** – these cover budgets for services provided by one activity to another. The control of these costs is exercised at the point where the expenditure or income first arises as local or central risk.
3. The report also compares the current year's budget with the forecast outturn.
4. In the various tables, expenditure and adverse variances are presented in brackets. Only significant variances (generally those greater than £50,000) have been commented on.

## Latest Revenue Budget 2017/18

5. Overall there is an increase of £505,000 between the Committees original and latest budget for 2017/18. Table 2 below summarises the movements between the original and latest budgets comprising this increase. A further analysis of the local and central revenue budgets by service is provided in Appendix 1.

<b>Table 2 Latest Revenue Budget 2017/18</b>	Local or Central Risk	Original Budget 2017-18 £'000	Latest Budget 2017-18 £'000	Movement (Increase)/ Decrease £'000	Para Ref
<b>Expenditure</b>					
Employees	L	(12,762)	(13,091)	(329)	7
Employees	C	0	(185)	(185)	8
Premises Related Expenses	L	(5,749)	(5,828)	(79)	9
Premises Related Expenses	C	(1,134)	(1,209)	(75)	8
City Surveyor – Repairs & Maintenance	L	(1,863)	(795)	1,068	10
Transport Related Expenses	L	(28)	(29)	(1)	
Supplies & Services	L	(1,175)	(2,005)	(830)	11
Supplies & Services	C	(90)	(966)	(876)	8
Third Party Payments	L	(3,489)	(3,681)	(192)	12
Third Party Payments	C	0	(198)	(198)	8
Contingencies	L	0	(479)	(479)	13
Contingencies	C	(15)	(15)	0	
Transfer to Reserve	C	(5,192)	(12,530)	(7,338)	14
Capital Charges	C	(127)	(1,022)	(895)	15
<b>Total Expenditure</b>		<b>(31,624)</b>	<b>(42,033)</b>	<b>(10,409)</b>	
<b>Income</b>					
Government Grants	C	100	1,000	900	15
Grants, Reimbursements & Contributions	L	245	1,073	828	16
Customer, Client Receipts	L	8,759	8,731	(28)	
Customer, Client Receipts	C	9,057	17,497	8,440	14
Transfer from Reserves	L	0	26	26	
Transfer from Reserves	C	2,598	2,426	(172)	17
Recharges to Capital Projects	L	3,616	3,486	(130)	18
Recharges to Capital Projects	C	130	60	(70)	18
<b>Total Income</b>		<b>24,505</b>	<b>34,299</b>	<b>9,794</b>	
<b>Total Local &amp; Central Risk Exp</b>		<b>(7,119)</b>	<b>(7,734)</b>	<b>(615)</b>	
<b>Support Services &amp; Capital Charges</b>					
Central Support & Capital Charges		(11,689)	(11,176)	513	
Recharges within Fund		(675)	(831)	(156)	
Recharges Across Funds		22	(225)	(247)	
<b>Total Support Services &amp; Capital</b>		<b>(12,342)</b>	<b>(12,232)</b>	<b>110</b>	19
<b>TOTAL NET (EXPENDITURE)/INCOME</b>		<b>(19,461)</b>	<b>(19,966)</b>	<b>(505)</b>	

6. The significant movements in the local and central budgets are explained in the paragraphs below.
7. Employee cost increase £329,000 relates to an increase in the pension contribution rate, contribution pay and approved carry-forwards from 2016/17.

8. Increase of £1,025,000 in central risk employee costs, premises costs, supplies and services and third party payments relates to the Bank on Safety Scheme and £284,000 carry-forwards from 2016/17 for the Cultural Hub 'Look & Feel Strategy'.
9. Increase of £79,000 relates to Minorities and Tower Hill car parks rates revaluation.
10. Decrease of £1,068,000 reflecting changes in composition and phasing of works to the Cyclical Works Programme.
11. Increase of £830,000 in local risk supplies and services costs relates to:
  - Local Implementation Plan Programme £383,000 and street scene works £133,000, all of which are offset by matching income contributions.
  - Carry-forwards from 2016/17 £290,000.
12. Additional On-Street Parking civil enforcement Indigo contract costs £192,000.
13. Departmental underspends to be allocated to priority projects required within the Department £479,000.
14. Increase of £7,338,000 in transfer to reserves mainly due to additional income from Bank on Safety Scheme and increased parking meter and PCN activity of £8,440,000.
15. Increase relates to revenue expenditure funded from capital under statute for Aldgate Highway changes, spend is off-set by matching grant income £900,000.
16. Income contribution from Local Implementation Plan Programme £503,000 and street scene works £311,000.
17. Reduced transfer from reserves to Off-Street Parking required due to increased car park income £100,000 and a further reduction in net operating costs of the car parks £72,000, largely due to reduced AWP works.
18. Shortfall in staff costs recovered from capital projects due to vacancies and time spent on corporate projects which are not recoverable.
19. A decrease in support services and capital charges £1,073,000 relating mostly to a reduction in highway infrastructure asset depreciation costs, offset by increased IS Recharges £320,000, premises insurance £164,000, central support costs £76,000, DBE directorate recharges £156,000, directorate recharge from Open Spaces Committee to Tower Bridge £33,000 and provision of funding £214,000 from BHE to City Police for policing the bridges.

### **Proposed Revenue Budget for 2018/19**

20. The provisional 2018/19 budgets being presented to your Committee, and under the control of the Directors of the Built Environment and Open Spaces, have been prepared within the resources allocated to each Director and in accordance with guidelines agreed by the Policy & Resources and Finance Committees. These include a 2% reduction for efficiency savings. The budget has been prepared within the resources allocated to each Director.

21. Overall there is an increase of £1,180,000 between the Committees 2017/18 and 2018/19 original budgets. Table 3 below summarises the movements comprising this increase. A further analysis of the local and central revenue budgets by service is provided in Appendix 2.

<b>Table 3 Provisional Revenue Budget 2018/19</b>	Local or Central Risk	Original Budget 2017-18 £'000	Original Budget 2018-19 £'000	Movement (Increase)/ Decrease £'000	Para Ref
<b>Expenditure</b>					
Employees	L	(12,762)	(13,535)	(773)	23
Employees	C	0	(120)	(120)	24
Premises Related Expenses	L	(5,749)	(5,547)	202	25
Premises Related Expenses	C	(1,134)	(1,151)	(17)	
City Surveyor – Repairs & Maintenance	L	(1,863)	(2,060)	(197)	26
Transport Related Expenses	L	(28)	(28)	0	
Supplies & Services	L	(1,175)	(1,131)	44	
Supplies & Services	C	(90)	(545)	(455)	24
Third Party Payments	L	(3,489)	(3,824)	(335)	27
Third Party Payments	C	0	(271)	(271)	24
Contingencies	C	(15)	(15)	0	
Transfer to Reserve	C	(5,192)	(12,376)	(7,184)	28
Capital Charges	C	(127)	(147)	(20)	
<b>Total Expenditure</b>		<b>(31,624)</b>	<b>(40,750)</b>	<b>(9,126)</b>	
<b>Income</b>					
Government Grants	C	100	100	0	
Grants, Reimbursements & Contributions	L	245	220	(25)	
Customer, Client Receipts	L	8,759	8,782	23	
Customer, Client Receipts	C	9,057	17,238	8,181	28
Transfer from Reserves	C	2,598	2,888	290	29
Recharges to Capital Projects	L	3,616	4,091	475	30
Recharges to Capital Projects	C	130	60	(70)	31
<b>Total Income</b>		<b>24,505</b>	<b>33,379</b>	<b>8,874</b>	
<b>Total Local &amp; Central Risk Exp</b>		<b>(7,119)</b>	<b>(7,371)</b>	<b>(252)</b>	
<b>Support Services &amp; Capital Charges</b>					
Central Support & Capital Charges		(11,689)	(12,290)	(601)	
Recharges within Fund		(675)	(755)	(80)	
Recharges Across Funds		22	(225)	(247)	
<b>Total Support Services &amp; Capital</b>		<b>(12,342)</b>	<b>(13,270)</b>	<b>(928)</b>	32
<b>TOTAL NET (EXPENDITURE)/INCOME</b>		<b>(19,461)</b>	<b>(20,641)</b>	<b>(1,180)</b>	

22. The significant movements in local and central budgets are explained in the paragraphs below.

23. Increase in employee costs due to a 3.5% increase in employer's pension contribution rate, departmental provision for pay award, incremental increases, career grade progression and additional staff in Transportation and Planning fully funded from S106/S278/TfL contributions.

24. Increase of £846,000 in central risk employee costs, supplies and services and third party payments relates to the Bank on Safety Scheme.



25. Reduced recoverable works £200,000, all of which is offset by matching income contributions.
26. Increase of £197,000 reflecting changes in composition and phasing of works to the City Surveyors Cyclical Works Programme.
27. Uplift in contract costs including London Living Wage increases for On-Street and Off Street parking contracts with Indigo.
28. Increase of £7,184,000 in transfer to reserves mainly due to additional income from Bank on Safety Scheme and increased parking meter and PCN activity of £8,181,000.
29. Increase in transfer from reserves to Off-Street Parking due to additional net operating costs of the car parks, largely due to change in phasing of Cyclical Works Programme and uplift in contract costs to Indigo.
30. Increased recharge to capital projects reflects additional employee costs for staff working on projects which are fully recovered from TFL/S106/S278 monies.
31. Shortfall in staff costs charged to capital projects due to less time being spent by the Structural Maintenance Team on capital projects.
32. Increase in central support services and capital charges reflects the net impact of changes in the budgets of central departments and their apportionment between committees, as shown in Appendix 3. An increase in support services and capital charges relating mostly to increased IS Recharges £300,000, premises insurance £133,000, central support costs £168,000, DBE directorate recharges £80,000, directorate recharge from Open Spaces Committee to Tower Bridge £33,000 and provision of funding £214,000 from BHE to City Police for policing the bridges.
33. The increase of £197,000 in the budget for the City Surveyor's Cyclical Works Programme reflects changes in the composition and phasing of the works. See Table 4 below.

<b>Table 4 City Surveyor Local Risk Repairs and Maintenance</b>	<b>Original Budget 2017/18 £'000</b>	<b>Original Budget 2018/19 £'000</b>	<b>Movement 2017/18 to 2018/19 £'000</b>
<b>Cyclical Works Programme</b>	<b>(1,508)</b>	<b>(1,809)</b>	<b>(301)</b>
<b>Planned, Re-active and Cyclical Works</b>			
Highways	(165)	(139)	26
Off Street Parking	(152)	(88)	64
Town Planning	(38)	(24)	14
	<b>(355)</b>	<b>(251)</b>	<b>104</b>
<b>Total City Surveyor</b>	<b>(1,863)</b>	<b>(2,060)</b>	<b>(197)</b>

34. A summary of the movement in manpower and related staff costs are shown in Table 5 below.

<b>Table 5 Manpower statement</b>	<b>Original Budget 2017/18</b>		<b>Original Budget 2018/19</b>	
	<b>Manpower Full-time Equivalent</b>	<b>Estimated Cost £000</b>	<b>Manpower Full-time Equivalent</b>	<b>Estimated Cost £000</b>
<b>Director of Built Environment</b>				
Town Planning	52.8	(2,906)	52.8	(3,126)
Planning Obligations	2.2	(131)	2.2	(128)
Transportation Planning	47.0	(2,860)	50.0	(3,215)
Road Safety	5.0	(285)	4.0	(252)
Building Control	26.2	(1,598)	25.4	(1,574)
Structural Maintenance/Inspections	5.0	(324)	5.3	(358)
Highways	24.8	(1,518)	25.8	(1,618)
Traffic Management	17.3	(787)	17.5	(817)
Off-Street Parking	2.0	(92)	2.0	(97)
On-Street Parking	13.4	(597)	13.4	(752)
Drains & Sewers	8.4	(414)	8.4	(429)
Vacancy Factor		0		107
	<b>204.1</b>	<b>(11,512)</b>	<b>206.8</b>	<b>(12,259)</b>
<b>Director Culture, Heritage &amp; Libraries</b>				
Tower Bridge Operational	28.5	(1,250)	30.8	(1,396)
	<b>28.5</b>	<b>(1,250)</b>	<b>30.8</b>	<b>(1,396)</b>
<b>Total P&amp;T Committee</b>	<b>232.6</b>	<b>(12,762)</b>	<b>237.6</b>	<b>(13,655)</b>

### **Potential Further Budget Developments**

35. Members should note the basis on which repairs and maintenance budgets have been prepared for the latest estimates for 2017/18 include a part year charge from the former repairs and maintenance contractor (MITIE) and 9 months from the new contractor (Skanska), whereas the original 2018/19 budgets are based on the tendered return of the new contractor.
36. Under the terms of the Building Repairs and Maintenance contract, Skanska are undertaking an asset verification exercise which is expected to be completed in February 2018, the outcome of the review is likely to result in variations to the figures that have been submitted for 2017/18 latest and 2018/19 original budgets.
37. Committees are requested to acknowledge this potential change and allow the Chamberlain (in consultation with the City Surveyor) to make the necessary budget adjustments within overall approval, following the asset verification.
38. The provisional nature of the 2018/19 revenue budget recognises that further revisions may be required, particularly in relation to:
- Decisions on funding of the Cyclical Works Programme by the Resource Allocation Sub Committee; and
  - Central and departmental recharges.

## **Bridges Repairs, Maintenance and Major Works**

39. The functions relating to the control, maintenance and repair of the 5 City river bridges (delegated to Planning and Transportation Committee) is exercised in the City's capacity as trustee of Bridge House Estates (BHE). The main purpose of the BHE charity is the maintenance and support of the bridges. In considering whether or not to expend funds of the BHE, the City Corporation as sole trustee of the charity must ensure expenditure is in furtherance of the charitable purposes and BHE is compliant with the duties on the City as trustee (including to act in the best interests of the charity). See Appendix 4 for a summary of the principal duties and responsibilities of charity trustees.
40. The City as trustee has established a designated fund to meet expenditure on repair, maintenance and works on the bridges, known as the BHE Bridges, Repairs, Maintenance and Major Works Fund. It is operated to provide sufficient resources to meet maintenance costs of the five bridges over a period of 50 years. In accordance with the management of the fund, the schemes have been reviewed and updated in the 50 year projections to 2067/68. These are shown in Appendix 5.
41. The balance of the Fund stood at £147.799m as at 1 April 2017, which comprised of property investments of £43.4m, managed investments of £101.7m and cash of £2.7m. In accordance with the management of the fund, the Director of Built Environment has reviewed and updated the schemes included in the 50 year projections to 2067/68. A summary of the works projection and consequent contributions from Bridge House Estates is shown below in Table 6. The proposed works are considered to be within the purposes of BHE and the planned expenditure appropriate.

<b>Table 6: Thames Bridges Repairs, Maintenance and Major Works Fund 50 Year Works and Required Contributions Projection to 2067/68</b>		
	<b>£'000</b>	<b>£'000</b>
<b>Balance brought forward 1<sup>st</sup> April 2017</b>		<b>147,799</b>
Planned expenditure (inflated at 1% pa):		
• Blackfriars Bridge	(42,114)	
• Southwark Bridge	(35,231)	
• London Bridge	(16,777)	
• Millennium Bridge	(21,662)	
• Tower Bridge	(84,129)	(199,913)
Forecast income:		
• Managed Investments	127,540	
• Interest Accruing	5,082	
• Rental Income from Bridge House Estates	51,899	184,521
Net balance before planned contributions		132,407
Planned contributions to Fund		83,670
<b>Forecast balance as at 31<sup>st</sup> March 2068</b>		<b>216,077</b>

42. Within the budgets provided for you as part of the overall Bridges Repairs Fund, there are a number of supplementary revenue projects which will be required to proceed through the gateway approval procedure and are summarised in Table 7 below.

<b>Table 7</b>	<b>Project</b>	<b>Budget</b>	<b>Starting Date</b>
Blackfriars Bridge	Parapet repairs/strengthening	£941,600	2018/19-2019/20
Southwark Bridge	Approach Spans Refurbishment	£2,002,000	2018/19-2019/20
London Bridge	Floodlighting replacement	£1,065,000	2018/19
	Bearing replacement/Waterproofing	£3,031,000	2018/19-2019-20
Millennium Bridge	Cable re-tensioning (if required)	£732,000	2019/20
Tower Bridge	Insulation of Walkway Roofs	£3,065,000	2018/19
	High Voltage System replacement	£1,309,00	2018/19-2019/20
	Heating Replacement	£1,102,000	2017/18-2018/19

### **Draft Capital and Supplementary Revenue Budgets**

43. The latest estimated costs for the Committee's draft capital and supplementary revenue projects are summarised in Appendix 6. These will be presented to the Court of Common Council for formal approval in March 2018.
44. Pre-implementation costs comprise feasibility and option appraisal expenditure which has been approved in accordance with the project procedure, prior to authority to start work.
45. It should be noted that the above figures exclude the indicative costs of schemes which have not yet received authority to start work, such as the capital costs of implementing the Mansion House Station Scheme or the Museum of London Gyratory.

### **Appendices**

- **Appendix 1** - 2017/18 Latest Local and Central Risk Revenue Budget: Analysis by Service Managed
- **Appendix 2** - 2018/19 Original Local and Central Risk Revenue Budget: Analysis by Service Managed
- **Appendix 3** - Support Services and Capital Charges from/to P&T Committee
- **Appendix 4** – Summary of Charity Trustee's role
- **Appendix 5** – Bridges Repairs, Maintenance and Major Fund 50 Year Programme
- **Appendix 6** – Draft Capital and Supplementary Revenue Projects

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## APPENDIX 1

Analysis by Service Managed	Original Budget 2017-18 £'000	Latest Budget 2017-18 £'000	Movement Increase/ (Decrease) £'000	Para Ref and Notes
<b>CITY FUND</b>				
Town Planning	(2,597)	(3,022)	(425)	(i)
Transportation Planning	(1,545)	(2,185)	(640)	(ii)
Planning Obligations	0	0	0	
Road Safety	(463)	(536)	(73)	(iii)
Street Scene	0	0	0	
Building Control	(700)	(722)	(22)	
Structural Maintenance/Inspections	(199)	(244)	(45)	
Highways	(10,207)	(8,580)	1,627	(iv)
Rechargeable Works	0	0	0	
Traffic Management	740	823	83	(v)
Off-Street Parking	0	0	0	
On-Street Parking	0	0	0	
Drains & Sewers	(417)	(369)	48	
Contingency	(15)	(494)	(479)	(vi)
<b>TOTAL</b>	<b>(15,403)</b>	<b>(15,329)</b>	<b>74</b>	
<b>BRIDGE HOUSE ESTATES</b>				
Bridges	(2,024)	(2,304)	(280)	(vii)
Tower Bridge Operational	(2,034)	(2,333)	(299)	(viii)
<b>TOTAL</b>	<b>(4,058)</b>	<b>(4,637)</b>	<b>(579)</b>	
<b>TOTAL P&amp;T</b>	<b>(19,461)</b>	<b>(19,966)</b>	<b>(505)</b>	

### Notes:

(i) Increased budget due to:

- Increased pay costs due to contribution pay and increase in the pension contribution rate £96,000
- Carry forward budgets from 2016/17 £265,000
- Shortfall in Planning Application fees and Planning Performance Agreements £210,000
- Directorate recharge increases due to new costs associated with the development of the Programme Portfolio and Future Cities Strategy within DBE £44,000
- Reduced costs due to changes to phasing of the City Surveyor's AWP £190,000

(ii) Increased budget due to:

- Increased pay costs due to contribution pay, increase in the pension contribution rate and City Transportation recruitment advertising costs £85,000
- Carry forward budgets from 2016/17 £364,000
- Shortfall in staff time charged to capital projects due to vacancies and staff working on shadow schemes yet to be approved by Committee £130,000
- Increase in IS recharges and Directorate recharges £110,000
- Budget transfer to Road Safety for Traffic Maintenance costs £60,000

(iii) Increased budget due to:

- Budget transfer from Transportation Planning for Traffic Maintenance costs £60,000

- (iv) Decreased budget due to:
- Reduced highway infrastructure asset depreciation costs £982,000
  - Reduced costs due to changes to phasing of the City Surveyor's AWP £759,000
  - Reduced energy costs £69,000
  - Additional income from admin charges for recoverable works £54,000
  - An increase in pay costs due to contribution pay, and increase in the pension contribution rate £30,000.
  - Carry forward budgets from 2016/17 £30,000
  - Increase in other running costs £26,000
  - Increase in IS recharges, Directorate recharges Structural Maintenance Team recharges including other recharges £151,000
- (v) Decreased budget due to:
- Additional road closure fee income £50,000, Bank Station Capacity Upgrade funding from TfL £26,000 and sponsorship monies for special events £20,000
  - Reduced advertising costs £31,000
  - Increase in pay costs due to contribution pay, and increase in the pension contribution rate £23,000
  - Increase in IS recharges and Directorate recharges £21,000
- (vi) Departmental underspends to be re-allocated to priority projects required within the Department £479,000
- (vii) Provision of funding £214,000 from BHE to City Police for policing the bridge as agreed at Finance Committee and increase in support services and premises insurance £71,000
- (viii) Increased budget due to:
- Increased pay costs due to contribution pay and additional staff employed owing to extra security arising from the recent terror threat £144,000
  - Increase in IS recharges, new Directorate recharges and premises insurance £172,000
  - Budget transfer to City Surveyor's £17,000



## APPENDIX 2

Analysis by Service Managed	Original Budget 2017-18 £'000	Original Budget 2018-19 £'000	Movement Increase/ (Decrease) £'000	Para Ref and Notes
<b>CITY FUND</b>				
Town Planning	(2,597)	(2,964)	(367)	(i)
Transportation Planning	(1,545)	(1,683)	(138)	(ii)
Planning Obligations	0	0	0	
Road Safety	(463)	(532)	(69)	(iii)
Street Scene	0	0	0	
Building Control	(700)	(768)	(68)	(iv)
Structural Maintenance/Inspections	(199)	(232)	(33)	
Highways	(10,207)	(10,332)	(125)	(v)
Rechargeable Works	0	0	0	
Traffic Management	740	799	59	(vi)
Off-Street Parking	0	0	0	
On-Street Parking	0	0	0	
Drains & Sewers	(417)	(381)	36	
Contingency	(15)	92	107	(vii)
<b>TOTAL</b>	<b>(15,403)</b>	<b>(16,001)</b>	<b>(598)</b>	
<b>BRIDGE HOUSE ESTATES</b>				
Bridges	(2,024)	(2,329)	(305)	(viii)
Tower Bridge Operational	(2,034)	(2,311)	(277)	(ix)
<b>TOTAL</b>	<b>(4,058)</b>	<b>(4,640)</b>	<b>(582)</b>	
<b>TOTAL P&amp;T</b>	<b>(19,461)</b>	<b>(20,641)</b>	<b>(1,180)</b>	

### Notes:

(i) Increased budget due to:

- Employee costs of £200,000 relating to provision for pay award, incremental increases and a 3.5% increase in employer's pension contribution rate
- Shortfall in Planning Performance Agreements and Planning Application fees £244,000
- Increase in IS recharges and Directorate recharges £100,000
- Reduced costs due to changes to phasing of City Surveyor's CWP £177,000

(ii) Increased budget due to:

- Employee costs of £355,000 relating to provision for pay award, incremental increases, a 3.5% increase in employer's pension contribution rate and 3 additional staff fully funded from S106/S278/TfL contributions
- Increase in IS recharges and Directorate recharges £170,000
- Increased income recharge to capital projects reflects additional employee costs for staff working on projects which are fully recovered from TFL/S106/S278 monies £327,000
- Budget transfer to Road Safety for Traffic Maintenance costs £60,000

(iii) Increased budget due to:

- Budget transfer from Transportation Planning for Traffic Maintenance costs £60,000
- Increase in IS recharges and Directorate recharges £7,000

(iv) Shortfall in Building Regulations fees £50,000, increased central support recharges £42,000, offset by reduced employee costs £24,000

- (v) Increased budget due to:
- Employee costs of £100,000 relating to provision for pay award, incremental increases, a 3.5% increase in employer's pension contribution rate and an additional staff fully funded from S106/S278/TfL contributions
  - Increased costs due to changes to phasing of City Surveyor's CWP £114,000
  - Increase in IS recharges and Directorate recharges £149,000
  - Increased income recharge to capital projects reflects additional employee costs for staff working on projects which are fully recovered from TFL/S106/S278 monies £148,000
  - Reduced energy costs £78,000 and other income increases £12,000
- (vi) Additional road closure fee income £50,000
- (vii) Staff vacancy factor to be achieved for the Department when vacancies arise
- (viii) Provision of funding £214,000 from BHE to City Police for policing the bridge as agreed at Finance Committee and increase in support services, premises insurance and capital charges £91,000
- (ix) Increased budget due to:
- Increased pay costs due additional staff employed owing to extra security arising from the recent terror threat £146,000
  - Increase in IS recharges, new Directorate recharges and premises insurance £148,000
  - Budget transfer to City Surveyor's £17,000

# APPENDIX 3

Support Services & Capital Charges from/to Planning & Transportation Committee	Original Budget 2017/18 £'000	Latest Budget 2017/18 £000	Original Budget 2018/19 £000
<b>Support Services and Capital Charges</b>			
City Surveyor's Employee Recharge	(360)	(359)	(357)
Insurance	(674)	(838)	(807)
IS Recharges - Chamberlain	(871)	(1,191)	(1,171)
Capital Charges	(8,069)	(6,996)	(8,148)
Admin Buildings	(706)	(626)	(688)
Support Services	(1,009)	(1,166)	(1,119)
<b>Total</b>	<b>(11,689)</b>	<b>(11,176)</b>	<b>(12,290)</b>
<b>Recharges Within Funds</b>			
Directorate Recharge – Port Health & Environmental Services Committee	(760)	(916)	(840)
Corporate and Democratic Core – Finance Committee	58	58	58
Tables & Chairs – Licensing Committee	27	27	27
<b>Total</b>	<b>(675)</b>	<b>(831)</b>	<b>(755)</b>
<b>Recharges Across Funds</b>			
Directorate Recharge – Open Spaces Committee	0	(33)	(33)
Policing the Bridges – Police City Fund	0	(214)	(214)
Structural Mtce - Open spaces – City's Cash	21	21	21
City's Cash – Policy & Resources - Statues	1	1	1
<b>Total</b>	<b>22</b>	<b>(225)</b>	<b>(225)</b>
<b>TOTAL PLANNING &amp; TRANSPORTATION</b>	<b>(12,342)</b>	<b>(12,232)</b>	<b>(13,270)</b>

**Note:** Support Services covers recharges from Chamberlain, Comptroller and City Solicitor, Town Clerk and City Surveyor's departments.

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## Summary of Charity Trustees' role

The City Corporation, acting through the Court of Common Council and committees to which functions of the Bridge House Estates Charity have been delegated, is the sole trustee of the Charity. Therefore all Members of the Court (or those committees) collectively, perform that role. All Charity trustees must always act in the best interests of the Charity and manage any conflicts of interest or loyalty accordingly. When Members of the Court (at the Court itself or across committees) are dealing with business associated with the Charity, they must ensure that the best interests of the Charity are paramount.

The City Corporation, as trustee of Bridge House Estates has the following main duties:-

1. To ensure the charity is carrying out its purposes for the public benefit.
2. To comply with the charity's governing documents and the law.
3. To act in the charity's best interests.
4. To manage the charity's resources responsibly.
5. To act with reasonable care and skill.
6. To ensure the charity is accountable.

The courts have developed principles of trustee decision-making which trustees should be able to show that they have followed. These are that in making decisions about the charity, trustees must:

1. act within their powers (i.e. consistent with the charity's objects and powers.)
2. act in good faith, and only in the interests of the charity.
3. make sure they are sufficiently informed, taking any advice they need.
4. take account of all relevant factors.
5. ignore any irrelevant ones.
6. manage conflicts of interest.
7. make decisions that are within the range of decisions that a reasonable trustee body could make in the circumstances.

While the City Corporation is acting in its general corporate capacity as trustee of Bridge House Estates, the Charity Commission's guidance for Local authorities acting as a charitable Trustee is helpful in providing clarification where an organisation must balance its competing duties and interests (available on their website at :

<https://www.gov.uk/government/publications/local-authorities-as-charity-trustees> ); as is the Charity Commission's Conflicts of Interest Guidance, CC29 (also available on their website at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/343408/CC29-PDF.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/343408/CC29-PDF.pdf) )

The report presented to Court of Common Council on 16 January 2014 entitled "The role of the City of London Corporation as Trustee of the Bridge House Estates" clarifies the distinct functions and responsibilities of Committees that conduct business relating to the Charity as they existed at the time, and is listed as a background document to this report.

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BRIDGES REPAIRS, MAINTENANCE AND MAJOR FUND 50 YEAR PROGRAMME

Bridge	Category	REVISED 2017/18	REVISED 2018/19	REVISED 2019/20	REVISED 2020/21	REVISED 2021/22	REVISED 2022/23	REVISED 2023/24	REVISED 2024/25	REVISED 2025/26	REVISED 2026/27	Later Years to 2068	50 years
Blackfriars	Building main	(24,700)	(1,700)	(1,800)	(102,900)	(1,900)	(1,900)	(1,900)	(1,900)	(3,200)	(1,900)	(123,697)	(267,497)
Blackfriars	Floodlighting	(10,600)	(5,100)	(16,300)	(5,000)	(5,000)	(21,700)	(5,000)	(376,300)	(16,300)	(5,000)	(1,131,698)	(1,597,998)
Blackfriars	Street lighting	0	(32,600)	(31,000)	(5,700)	(4,700)	(5,600)	(4,700)	(4,700)	(5,700)	(5,600)	(370,500)	(470,800)
Blackfriars	Electrical	(15,200)	(20,800)	(113,700)	(20,500)	(20,500)	(20,500)	(20,500)	(20,500)	(20,500)	(26,000)	(1,073,353)	(1,372,053)
Blackfriars	Inspections	(5,100)	(20,700)	(10,000)	(2,000)	(5,000)	(2,000)	(5,000)	(20,500)	(45,000)	(278,700)	(559,945)	(953,945)
Blackfriars	Painting	0	0	0	0	0	(3,000,000)	(3,000,000)	(183,570)	0	0	(10,176,485)	(16,360,055)
Blackfriars	Civil/Structural	(83,700)	(318,800)	(311,100)	(8,100)	(14,600)	(28,100)	(8,100)	(658,100)	(258,100)	(6,308,100)	(10,629,083)	(18,625,883)
Blackfriars	Inclinator	(7,000)	(7,100)	(7,000)	(7,000)	(7,000)	(27,000)	(23,000)	(7,000)	(7,000)	(7,000)	(2,359,669)	(2,465,769)
Blackfriars	All Categories	(146,300)	(406,800)	(490,900)	(151,200)	(58,700)	(3,106,800)	(3,068,200)	(1,272,570)	(355,800)	(6,632,300)	(26,424,430)	(42,114,000)
Southwark	Building main	(35,400)	(2,900)	(58,600)	(2,900)	(2,600)	(3,700)	(2,600)	(2,900)	(2,900)	(2,600)	(226,996)	(344,096)
Southwark	Floodlighting	(7,100)	(13,300)	(12,000)	(12,000)	(12,000)	(12,000)	(34,400)	(12,000)	(12,000)	(12,000)	(713,599)	(852,399)
Southwark	Street lighting	(6,800)	(29,000)	(4,200)	(4,200)	(5,200)	(4,200)	(5,100)	(4,200)	(4,200)	(5,200)	(491,562)	(563,862)
Southwark	Electrical	(3,800)	(3,800)	(3,800)	(3,800)	(3,800)	(3,800)	(3,800)	(3,800)	(3,800)	(3,800)	(335,357)	(373,357)
Southwark	Inspections	(3,600)	(5,100)	(3,600)	(5,000)	(26,000)	(10,000)	(3,600)	(5,000)	(3,600)	(6,500)	(513,716)	(585,716)
Southwark	Painting	0	0	0	0	0	(500,000)	0	0	0	0	(8,246,224)	(8,746,224)
Southwark	Civil/Structural	(16,100)	(6,100)	(6,000)	(1,835,600)	(6,000)	(6,000)	(6,000)	(6,000)	(6,000)	(6,000)	(15,685,903)	(17,585,703)
Southwark	Park Street Bridge/approaches	(51,000)	(404,000)	(1,801,000)	0	(2,900)	0	(1,000)	0	(1,000)	0	(3,918,744)	(6,179,644)
Southwark	All Categories	(123,800)	(464,200)	(1,889,200)	(1,863,500)	(58,500)	(539,700)	(56,500)	(33,900)	(33,500)	(36,100)	(30,132,100)	(35,231,000)
London	Building main	(25,300)	(2,500)	(88,500)	(2,900)	(2,500)	(2,500)	(2,500)	(2,500)	(2,900)	(2,500)	(167,229)	(301,829)
London	Floodlighting	(60,000)	(505,000)	(1,600)	0	0	0	(1,600)	0	0	(6,800)	(458,439)	(1,033,439)
London	Street lighting	(10,600)	(22,300)	(2,000)	(2,500)	(4,100)	(2,000)	(4,600)	(2,000)	(2,000)	(4,600)	(168,130)	(224,830)
London	Electrical	(13,300)	(106,300)	(13,200)	(13,200)	(13,200)	(14,400)	(13,200)	(13,200)	(13,200)	(13,200)	(814,588)	(1,040,988)
London	Inspections	(2,200)	(63,800)	(2,200)	(3,900)	(2,200)	(3,900)	(2,200)	(13,200)	(2,200)	(3,900)	(454,764)	(554,464)
London	Access/Lifts	(7,100)	(7,100)	(19,000)	(28,200)	(28,200)	(7,000)	(7,000)	(19,000)	(7,000)	(7,000)	(611,996)	(748,596)
London	Civil/Structural	(36,100)	(107,100)	(2,806,000)	(656,000)	(6,000)	(6,000)	(6,000)	(6,000)	(6,000)	(6,000)	(6,848,603)	(10,489,803)
London	Approach Vaults	(5,900)	0	(3,500)	0	(3,500)	0	(9,300)	0	(3,500)	0	(2,284,630)	(2,310,330)
London	Duke St Hill Footbridge	(1,000)	0	(5,100)	0	(1,000)	0	(1,000)	0	(5,100)	0	(59,521)	(72,721)
London	All Categories	(161,500)	(814,100)	(2,941,100)	(706,700)	(60,700)	(35,800)	(47,400)	(55,900)	(41,900)	(44,000)	(11,867,900)	(16,777,000)
Millennium	Building main	(26,100)	(39,500)	(435,400)	(43,300)	(31,400)	(3,300)	(336,200)	(3,300)	(3,300)	(253,300)	(1,197,370)	(2,372,470)
Millennium	Floodlighting	(5,700)	0	0	0	0	(5,600)	0	0	(140,000)	0	(627,404)	(778,704)
Millennium	Electrical	(7,800)	(7,800)	(7,700)	(66,000)	(7,700)	(7,700)	(7,700)	(7,700)	(7,700)	(7,700)	(612,509)	(748,009)
Millennium	Painting	0	0	0	0	0	0	(1,500,000)	0	0	0	(6,404,201)	(7,904,201)
Millennium	Inclinator	(113,200)	(53,600)	(37,000)	(47,000)	(37,000)	(37,000)	(837,000)	(53,000)	(37,000)	(37,000)	(5,769,461)	(7,058,261)
Millennium	Struct/Inspections	(21,300)	(36,400)	(480,000)	(64,000)	(26,000)	(36,000)	(21,000)	(36,000)	(21,000)	(89,000)	(1,969,656)	(2,800,356)
Millennium	All Categories	(174,100)	(137,300)	(960,100)	(220,300)	(102,100)	(89,600)	(2,701,900)	(100,000)	(209,000)	(387,000)	(16,580,600)	(21,662,000)
Tower	Building main	(454,300)	(2,101,800)	(198,300)	(362,400)	(186,500)	(130,600)	(636,300)	(191,200)	(293,000)	(234,500)	(22,241,574)	(27,030,474)
Tower	Floodlighting	(70,700)	(20,200)	(20,000)	(20,000)	(27,100)	(20,000)	(20,000)	(100,000)	0	(7,100)	(1,254,950)	(1,560,050)
Tower	Street lighting	(76,800)	(57,600)	(13,200)	(11,000)	(11,000)	(11,000)	(11,000)	(13,200)	(11,000)	(11,000)	(1,311,881)	(1,538,681)
Tower	Electrical	(205,100)	(475,300)	(519,400)	(70,600)	(1,600)	(1,600)	(659,300)	(45,400)	(1,600)	(1,600)	(2,171,123)	(4,152,623)
Tower	Alarms/CCTV	(150,500)	(99,500)	(48,500)	(48,500)	(48,500)	(48,500)	(98,500)	(48,500)	(48,500)	(48,500)	(3,362,413)	(4,050,413)
Tower	Inspections	(31,500)	(3,900)	(5,000)	(3,900)	(5,000)	(50,000)	(10,000)	(3,900)	(5,000)	(3,900)	(801,907)	(924,007)
Tower	Lifts/Access	(115,100)	(41,400)	(73,400)	(106,400)	(104,000)	(51,000)	(113,000)	(324,000)	(308,100)	(78,000)	(7,098,848)	(8,413,248)
Tower	Heating	(700,000)	(202,000)	0	0	(25,000)	(25,000)	0	0	(5,000)	(5,000)	(1,357,671)	(2,319,671)
Tower	Bridge ops sys	(1,600)	(3,700)	(1,600)	(92,300)	(107,700)	(3,700)	(1,600)	(3,700)	(20,200)	(3,700)	(565,520)	(805,320)
Tower	Painting	0	0	0	(50,000)	(200,000)	(1,000,000)	0	0	0	0	(14,518,863)	(15,768,863)
Tower	Civil/Structural	(448,200)	(8,200)	(8,100)	(58,100)	(8,100)	(8,100)	(8,100)	(8,100)	(8,100)	(8,100)	(7,841,276)	(8,412,476)
Tower	Bridge Admin	(149,100)	(139,000)	(137,600)	(137,600)	(137,600)	(137,600)	(147,600)	(137,600)	(137,600)	(137,600)	(7,754,274)	(9,153,174)
Tower	All Categories	(2,402,900)	(3,152,600)	(1,025,100)	(960,800)	(862,100)	(1,487,100)	(1,705,400)	(875,600)	(838,100)	(539,000)	(70,280,300)	(84,129,000)
Total All Bridges All Categories		(3,008,600)	(4,975,000)	(7,306,400)	(3,902,500)	(1,142,100)	(5,259,000)	(7,579,400)	(2,337,970)	(1,478,300)	(7,638,400)	(155,285,330)	(199,913,000)

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**Draft Capital & Supplementary Revenue Projects**

<b>Service Managed / Project</b>	<b>Exp. Pre 01/04/17 £'000</b>	<b>2017/18 £'000</b>	<b>2018/19 £'000</b>	<b>2019/20 £'000</b>	<b>2020/21 £'000</b>	<b>Total £'000</b>
<b>BRIDGE HOUSE ESTATES</b>						
<u>Bridge House Estates - Pre-implementation</u>						
River Cameras		(30)				(30)
River Bridges Security		(25)				(25)
<u>Bridges Repairs Fund - Pre-implementation</u>						
Tower Bridge HV switchgear replacement	(8)	(14)				(22)
Tower Bridge Heating system replacement	(10)	(43)				(53)
<u>Bridges Repairs Fund - Authority to start work granted</u>						
Tower Bridge bascule re-deck	(6,395)	(225)				(6,620)
<b>TOTAL BRIDGE HOUSE ESTATES</b>	<b>(6,413)</b>	<b>(337)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(6,750)</b>
<b>CITY'S CASH</b>						
<u>Authority to start work granted</u>						
Bloomberg highway works		(65)				(65)
<b>TOTAL CITY'S CASH</b>	<b>0</b>	<b>(65)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(65)</b>

Service Managed / Project	Exp. Pre 01/04/17 £'000	2017/18 £'000	2018/19 £'000	2019/20 £'000	2020/21 £'000	Total £'000
<b>CITY FUND</b>						
<u>Pre-implementation</u>						
Information technology	(307)	(14)				(321)
Roads	(102)	(120)				(222)
Cheapside & Guildhall strategy	(14)	(32)				(46)
Walkways & Bridges		(33)				(33)
Riverside Walk strategy	(205)	(13)	(1)			(219)
Barbican area strategy	(116)	(175)				(291)
Eastern city cluster	(269)	(941)	(42)	(62)		(1,314)
Bank area strategy	(678)	(141)	(305)	(45)		(1,169)
Fenchurch/Monument strategy	(106)	(312)				(418)
St Paul's area strategy	(112)	(102)				(214)
West Smithfield strategy	(17)	(26)				(43)
Aldgate & Tower area strategy	(16)	(39)				(55)
Chancery Lane area strategy	(21)	(29)				(50)
Moorgate area strategy	(40)	(20)	(22)			(82)
Fleet Street area strategy	(177)	(46)	(195)			(418)
Liverpool Street area strategy	(154)	(278)				(432)
Finsbury Circus public realm		(40)	(40)			(80)
Holborn / Snow Hill safety		(15)				(15)
Mansion House Station		(30)	(30)			(60)
Museum of London Gyratory	(132)	(153)	(160)	(194)		(639)
<u>Authority to start work granted</u>						
Information technology	(204)	(2)	(50)	(45)	(44)	(345)
Street lighting strategy	(50)	(825)	(1,739)	(1,433)	(202)	(4,249)
Roads	(109)	(194)				(303)
Cheapside & Guildhall strategy	(620)	(114)				(734)
Riverside Walk strategy	(1,628)	(629)				(2,257)
Barbican area strategy	(2,013)	(2,627)	(2,538)			(7,178)
Eastern city cluster	(738)	(608)				(1,346)
Bank area strategy	(2,372)	(3,252)	(524)			(6,148)
Fenchurch/Monument strategy	(639)	(1,424)	(65)			(2,128)
St Paul's area strategy	(1,850)	(127)				(1,977)
West Smithfield strategy	(264)	(834)	(198)			(1,296)
Aldgate & Tower area strategy	(15,584)	(2,453)	(779)			(18,816)
Chancery Lane area strategy	(524)	(3)				(527)
Fleet Street area strategy	(452)	(1,193)	(80)			(1,725)
Liverpool Street area strategy	(1,068)	(1,385)				(2,453)
Temple & Whitefriars strategy	(654)	(5)				(659)
Car Parks		(175)	(286)			(461)
Holborn/Snow Hill pipe subways		(130)	(240)			(370)
<b>TOTAL CITY FUND</b>	<b>(31,235)</b>	<b>(18,539)</b>	<b>(7,294)</b>	<b>(1,779)</b>	<b>(246)</b>	<b>(59,093)</b>
<b>TOTAL PLANNING &amp; TRANSPORTATION</b>	<b>(37,648)</b>	<b>(18,941)</b>	<b>(7,294)</b>	<b>(1,779)</b>	<b>(246)</b>	<b>(65,908)</b>

<b>Committee(s)</b> Planning and Transportation	<b>Dated:</b> 12/12/2017
Planning and Transportation – For Decision	12/12/2017
<b>Subject:</b> Freight and Servicing Supplementary Planning Document – Consultation and Adoption	<b>Public</b>
<b>Report of:</b> Steve Presland, Director of Transportation and Public Realm	<b>For Decision</b>
<b>Report author:</b> Eddie Jackson, Department of the Built Environment	

## Summary

This report presents the outcomes of the consultation on the draft Freight and Servicing Supplementary Planning Document (SPD) and recommended revisions to the document.

The Freight and Servicing SPD has been produced to provide additional guidance on policies in relation to deliveries and servicing of new developments. The SPD aims to reduce the negative environmental impact of freight and servicing on the City, while allowing the City to flourish and avoiding negative impacts beyond the City's boundaries.

The draft SPD was subject to a period of public consultation ending in September 2017. The consultation led to several minor changes to the document, which have been incorporated into the final document. The draft Strategic Environmental Assessment (SEA) which accompanied the draft document has been updated to reflect the outcomes of the consultation.

## Recommendation(s)

Members are asked to:

- Subject to comments received from your committee agree the adoption of the Freight and Servicing SPD.

## Main Report

### Background

1. The volume of freight traffic on City streets is closely linked to land use. Estimates suggest that nearly 50% of freight traffic on City streets is destined for the Square Mile, so there is a significant opportunity to manage freight generated by City businesses through the planning process.

2. As agreed by the Planning and Transportation Committee in December 2015, one of the ways to manage freight movement in the City is through the introduction of a Supplementary Planning Document on Freight and Servicing.

### **Consultation Process**

3. The draft Freight and Servicing SPD and draft SEA were approved by Committee on 25 July 2017 and published for consultation between 7 August 2017 and 30 September 2017. The draft documents were published on the City Corporation website, with hard copies provided in all City libraries and at the DBE Planning Enquiry Counter at Guildhall.
4. The consultation was emailed directly to all Local Plan stakeholders and members of the City Freight Forum. The consultation was also promoted through the City Freight Forum meeting on 19 September, the Freight Newsletter and an item was included in the July Member Briefing. A short news item on the consultation appeared in Local Transport Today – a leading transport industry publication.
5. Internally, an officer workshop was held on 23 August and was attended by 14 officers from the Departments of the Built Environment and Markets and Consumer Protection.
6. Responses to the consultation were received from 15 organisations or individuals – in line with expectations for a technical planning document of this type. Responses were received from a diverse range of stakeholders, including several residents.

### **Consultation Outcomes**

7. The consultation responses received were broadly supportive of the City Corporation's efforts to proactively manage freight and servicing in the City. Several respondents expressed a wish to see more ambition in the document, with more stringent restrictions on freight movements in the City during the day and greater use of alternative modes of transport. Some respondents expressed concern at the deliverability of the ambition, and the potential for additional costs from providing consolidation centres and taking deliveries out of normal working hours.
8. All responses to the external consultation are included in Appendix 1, and outcomes of the officer workshop are included in Appendix 2. The responses include the City Corporation responses to each comment.
9. Several minor changes have been made to the draft document in response to the comments received. The Adoption Statement (Appendix 3) sets out all changes made to the draft document, cross-referenced to the relevant comment.

## **Proposals**

10. It is proposed that, subject to comments received from the Planning and Transportation Committee that the revised Freight and Servicing SPD is adopted and published.

## **Corporate & Strategic Implications**

11. The SPD provides further guidance on the implementation of policies in the City of London Local Plan. It supports other policies and SPDs adopted by the City Corporation, particularly on Air Quality.
12. The SPD aligns with the Mayor of London's policies on the management of freight, as set out in the draft Mayor's Transport Strategy. It also support Key Policy Priority 3 of the Corporate Plan; "Engaging with London and national government on key issues of concern to our communities such as transport, housing and public health".

## **Health Implications**

13. The draft SPD will contribute to improved air quality and reduced road danger in the City, providing potential health benefits for the City population.

## **Conclusion**

14. The Freight and Servicing SPD provides additional guidance on Local Plan policies on delivering to, and servicing new development in the City. The document aims to reduce the negative impact on the City of freight and servicing traffic, while allowing the City to flourish.
15. Subject to the recommendation from the Streets and Walkways Sub Committee and approval from the Planning and Transportation Committee, the SPD will be adopted and made available on the City Corporation website.

## **Appendices**

- Appendix 1 – Consultation Report
- Appendix 2 – Officer Workshop Report
- Appendix 3 – Adoption Statement

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## Appendix 1 - Freight and Servicing SPD Consultation Report

### List of Respondents

Comment Ref.	Organisation	Name
1	Cambridge Heath and London Fields Rail Users	Ray King
2	Resident	Richard Latto
3	Resident	Gerald Hine
4	Environment Agency	Scott Hawkins
5	Historic England	Richard Parish
6	Resident	David Coleman
7	Port of London Authority	Michael Atkins
8	City of London – DBE Major Projects [Internal]	Leah Coburn
9	Resident	Jane Northcote
10	Barbican Association	Helen Kay
11	Freight Traffic Control 2050 project academic team	Professor Tom Cherrett et al
12	GLA & TfL	Juliemma McLoughlin
13	City Access Advisor	Lydia Morley
14	Cross River Partnership (CRP)	Susannah Wilkes
15	City Property Association	Charles Begley
16	Road Haulage Association	Chrys Rampley

For brevity, longer responses have been summarised in this document. Full responses are available on request.

Ref	Comment (Summarised comments indicated with *)	City Corporation Response
1.1	The City of London should encourage moves to get more freight carried by rail. Although rail cannot deliver to final destinations in the City, there are several terminus stations in the City and even more close by.	Noted
1.2	Measures to encourage use of freight deliveries to those terminus stations would help to reduce overall road traffic. Rail franchisees should be encouraged to carry freight in passenger trains.	Noted
1.3	In the City itself, many deliveries are small packages which could easily be delivered by cycle (including from rail stations). Many European cities allow cycling contra-flow along one-way streets. This would make life easier for cycle couriers and cycle commuters.	The City encourages cycle freight, already permits contraflow cycling on most one way streets.
1.4	The network of bus routes in the City is extensive and buses could also be used to deliver packages to the majority of addresses in the City.	This is acknowledged, although the carrying capacity of an individual on a public bus is unlikely to be competitive for most deliveries.
1.5	The City should aim to reduce car traffic (currently 26% of total traffic) to nil. There are plenty of public transport and taxi alternatives for both able-bodied and mobility-impaired pedestrians in the City. This would reduce pollution levels and create a more pleasant environment for cyclists and pedestrians.	The elimination of car traffic is beyond the scope of this SPD.  The City Corporation intends to produce a long term transport strategy in the next two years where policies of traffic reduction will be considered in detail.
1.6	More of the City's narrow streets should be restricted to cycle and pedestrian use only.	Noted. This is beyond the scope of the SPD, but policies on managing the use of City streets will be considered in the forthcoming transport strategy.
1.7	Light goods vehicles (currently 18% of total traffic) should be encouraged by physical and fiscal measures to operate as electric vehicles (non-polluting at the point of use). An early date should be fixed to ban petrol and diesel-engined light goods vehicles from the City.	Noted. The SPD encourages the use of low and zero emission vehicles through procurement, and electric vehicle charging points installed in loading bays and car parks should be suitable for commercial electric



		<p>vehicles (para 73).</p> <p>Banning petrol/diesel LGVs is beyond the scope of the SPD, but policies on managing the use of City streets will be considered in the forthcoming transport strategy.</p>
2.1	Waste disposal in Cloth Fair, where I live, is not satisfactory. Domestic collection is fine and the electric vehicles are excellent. The only problem is that transient residents are often not aware of the system, leaving rubbish out at odd times and in the wrong bags.	This comment has been passed to the Cleansing team.
2.2	However commercial collection is more problematic. There are something eight different vehicles collecting the rubbish each. (Several Long Lane and West Smithfield establishments have their rubbish collected via Cloth Fair.) Because they are competing on price, they often use large old polluting diesel vehicles to collect wheelie bins. They arrive at all times of day - sometimes in the middle of the night and their collection technique, obviously under time pressure, is messy and noisy. To save time they sometimes reverse the wrong way down the one way straight. The noise and pollution are particularly bad in the narrow parts of the street making it impossible to leave windows open.	This comment has been passed to Environmental Health.
3.1	There is scant mention about freight in respect of City residents. Many more deliveries are being made to home addresses, especially in respect of online food shopping. This is likely to grow exponentially as the number of residential properties increases in the Square Mile. This emphasises the need for such deliveries to be by electric vehicles, and it is noticeable that such deliveries are often now made in electric vehicles, and are largely ahead of deliveries to heavy industrial commercial concerns.	Noted
3.2	There needs to be a dramatic decrease in building development. Over the last decade this sector has increased markedly, and most construction lorries are large, noisy and air polluting. This must be addressed urgently, but unfortunately the next decade seems to be likely more and more of the same.	<p>Noted.</p> <p>The City of London is the world's leading international business centre, and is constantly evolving to ensure that there is sufficient and high quality building stock for current and future business needs.</p>

		Construction Logistics Plans are required for all major development in the City, requiring construction sites to minimise the impact of works on residents and businesses. The City of London Air Quality Strategy sets out the City Corporation's position on minimising the impact of construction work on pollution.
3.3	Because so many deliveries to private residents are directly personal, I would be against central holding areas. As many of these are via Royal Mail, would it not be against their regulations that post should normally be delivered direct to the addressee's door?	Para 92 of the SPD refers to central delivery points – this is intended to be for parcel deliveries with the aim of avoiding failed deliveries if the recipient is not at home. Re-worded to clarify this.
3.4	There needs to be greater development towards miniaturisation of electric vehicle batteries, which are both capable of saving vehicle space, and providing longer distances between charging. This has been done in other sectors such as mobile telephony: I see no reason not to believe that it will come about with vehicular traffic.	Noted. This is beyond the scope of the SPD, but the City Corporation encourages the development of technology that will facilitate cleaner, more efficient freight.
4.1	**We have reviewed the SPD and support the aim of the SPD to reduce the amount of freight movement within the City and the encouragement to use low emission vehicles to improve air quality.	Noted.
4.2	The SPD should acknowledge the potential impacts that increased boat movement in the River Thames may have on biodiversity and on the flood defences.	Para 66 updated to require operators to work with the EA and PLA to minimise biodiversity and flood defence impacts.
5.1	**We have reviewed these documents against the National Planning Policy Framework (NPPF) and its core principle that heritage assets be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.	Noted
5.2	**Historic England responded to the SEA Scoping consultation on 1st June 2017, considering the document to be thorough and supporting the inclusion of cultural heritage within the SEA. We note the conclusion that the selected option will have minor positive uncertain effects on the	Comments are noted.  Monitoring of the impacts will primarily be done through the Delivery and Servicing Plan

	<p>historic environment.</p> <p>We would consider the measures set out in the proposed SPD are most likely to have environmental benefits through the reduction the movement of freight and services and associated road traffic. Whilst it is hard to quantify or predict the likely impacts on heritage assets measures which reduce unnecessary travel and pollution are most likely to be beneficial. Additionally the impacts of development on the historic environment will be assessed and controlled through the large number of Local Plan policies that protect the historic environment. As such we do not consider it necessary to comment in detail. We would however encourage the City to consider how the impacts of changes to routes and volumes of freight and servicing can be monitored.</p>	<p>requirements, but it is acknowledged that attributing network-wide changes (eg a drop in traffic volumes on a particular street) to a particular intervention will be difficult. As the SPD applies to new developments, the DSP monitoring must show that the impact of the development on the transport network is within the tolerances of the planning consent.</p>
5.3	<p>Finally, it must be noted that this advice is based on the information provided by you and for the avoidance of doubt does not reflect our obligation to advise you on, and potentially object to, any specific development proposal which may subsequently relate to this or later versions of the Guidance, Appraisals and Management Plans, and which may have adverse effects on the environment.</p>	<p>Noted.</p>
6.1	<p>I support the strategy. Deliveries and other servicing are having an increasing impact on the City environment.</p>	<p>Noted</p>
6.2	<p>The potential conflict between the interests of businesses and residents, especially in relation to night-time and early morning noise, is well acknowledged.</p>	<p>Noted. The SPD aims to strike an appropriate balance between maintaining residential amenity, and allowing deliveries at off peak times in some locations.</p>
6.3	<p>In particular, I support paragraphs 70-72 and 99 which recognise that simply asking businesses to commit to quiet operation outside normal working hours is not enough. Securing a quiet environment is 20% policy; 80% operational management. Promoting ambitious DSPs, encouraging, cajoling and ultimately enforcing agreements is an essential role for the City.</p>	<p>Noted. The enforcement of the Delivery and Servicing Plans will be a fundamental part of improving freight and servicing in the City.</p>
6.4	<p>I am very glad to see a specific reference to waste bottle collections (87). It is staggering how audible they are across the City.</p>	<p>Noted.</p>

6.5	I would like to have seen mention of talking vehicles ("this vehicle is turning left" repeated endlessly while it waits in a queue). They are growing in popularity (including among the City's own fleet) and having an increasingly negative noise impact on the City environment. Is there hard evidence that they reduce accidents? With a possible exception for bin lorries, I would like to see them banned.	Turning alarms on larger vehicles are increasingly a requirement to reduce danger for pedestrians and cyclists, to whom left-turning vehicles present a significant danger. Excessive noise from vehicle alarms associated with particular premises can be reported to the City Corporation's Pollution Control Team for investigation.
6.6	At a strategic level, I would like to see more ambition in the approach to consolidation (64). If last mile delivery on foot cannot be made to work in the City, where could it? Do we not have a sector specific consolidation centre in Smithfield with all the infrastructure needed? The introduction of electric hand carts to the City streets would also have an excellent traffic calming effect.	The SPD is a guidance document which cannot introduce a requirement of consolidation within the current policy framework, but aims to encourage new developments to reduce the impact of freight movement on the transport network, air quality and noise. The use of hand carts would be one way in which this could take place.
7.1	**The PLA is the Statutory Harbour Authority for the Tidal Thames between Teddington and the Thames Estuary. The PLA's functions also include for promotion of the use of the river as an important strategic transport corridor to London.	Noted.
7.2	Generally, the PLA support the aims of the SPD, particularly the aspiration to encourage the use of low emission river transport for goods and services, this aligns with the Thames Vision document, which encourages the uptake of new and green technologies to reduce the environmental impact of river transport.	Noted
7.3	The PLA also supports the encouragement of waste management companies to make use of the safeguarded Walbrook Wharf, to increase the amount of waterborne freight/materials to/from this site. However we believe that this should go further, and that the increased use of Walbrook Wharf for more than just transporting waste should also be strongly encouraged. The PLA would welcome a discussion on the capacity of Walbrook Wharf, and any opportunities to increase capacity here, for a	Updated para 66 to reference other logistics uses.

	wider range of freight/materials. This is supported by the PLAs Thames Vision document, which aims to see more goods and materials routinely moved between wharves on the river, taking over 400,000 lorry trips off the regions roads by 2035.	
7.4	The PLA would also like to work with the City of London to understand what uses might be possible with a re-instated Swan Lane Pier, which is supported in the City of London's Thames Strategy SPD to be reinstated for passenger or freight use.	This offer is welcomed, and has been passed to the City Surveyor(????) to take forward.
8.1	Background – para 2: note the new economic document for the city on the intranet. Some of these figures might need to be revised.	This data comes from GLA, rather than City Economic Development Office
8.2	Page 12 – para 44 – isn't the RDR plan being revised this year?	The RDR plan is being revised in 2018. Added text to reflect this.
8.3	Page 12 – para 45 – minor typo 'sets out'.	Corrected
8.4	Page 15 – para 60 – should this read for new developments? This would not affect a large % of deliveries into the City over say a 5 year period (i.e new development must only contribute a small % overall).	The SPD will affect new development and alterations to existing buildings that require planning consent.
8.5	Page 15 – para 64 – Is it worth setting taretts for consolidation – ie reduce to 10% of deliveries pre consolidation?	The SPD aims to retain flexibility in the approaches for managing deliveries. Consolidation is likely to be a part of this for some sites, but may not be suitable for all development, so a target may not be appropriate.
8.6	Page 15 – para 66 – can this be enforced by planning condition for new developments? It would be good to see as part of this, or other Strategic work, an understanding of actual vehicle numbers generated by offices and hotels. Often in planning applications this is based on that Trips? Database which I don't believe is particularly accurate.	Data collection on trips generated by particular sites is not always robust, but improved monitoring and enforcement of DSPs through this SPD will improve understanding of typical trip generation.
9.1	I am a resident of the City of London and recognise the problems you list at the beginning of this document. I am very glad to see progress towards addressing congestion, pollution, and road traffic danger, and all measures to declutter the streets are welcome. Many of the City's roads are narrow, and we share the space. This document is an admirable basis	Noted

	<p>by which to manage this difficult problem.</p> <p>The Vision and Aims are laudable, and I'm glad that the City aspires to reduce the number of freight and delivery vehicles.</p>	
9.2	<p>It is disappointing, however, that the vision and aims are described in purely relative terms. By 'relative terms' I mean that they are stated in terms of "reduce" or "minimise". There are no clear objectives, and no measurements are specified in the document. A business in the City could assert that they <i>already</i> "minimise" freight and delivery trips: they can then safely ignore the rest of the document.</p> <p>I would like to see the Vision expressed in measurable terms. If it is a Vision, it should be truly ambitious and visionary. For example a Vision could be that, ultimately, there will be <i>no</i> polluting delivery vehicles in the City of London during the day. This is a real vision which would motivate businesses to take action.</p> <p>For Aims, I would be interested to see some measurable objectives. As stated in the document, the aims are described in terms like "maximise", "minimise" and "reduce". (56, 57, 58) It is not possible to measure whether these aims have been achieved or not. Could we have some measurable aims? How many motorised delivery vehicles are there per day now? How many do we want to see in 1 year's time? What proportion of these are non-polluting?</p>	<p>The SPD is a planning guidance document that supports the City's Local Plan. The document aims to guide developers to make planning applications that are acceptable to the City, but does not apply to buildings that are not going through the planning process.</p> <p>The City Corporation will be producing a Transport Strategy which is likely to set out clearer objectives and aims in the way described.</p>
9.3	<p>The useful and important policies described (62,64,67 and others) are all in terms of "to be encouraged" or "should be considered". It is easy for businesses to ignore these encouragements, given the greater demands placed on them by their shareholders and regulators. I would feel more optimistic about this document if there was a greater level of compulsion.</p>	<p>The SPD's status as a guidance document means that it provides more detail on existing policies in the City's Local Plan. The Local Plan is currently under revision, and will consider policies on freight and servicing.</p>
9.4	<p>In particular I would like to see the use of Direct Vision vehicles (74) made compulsory, for the safety of pedestrians and cyclists.</p> <p>The statement on "micro-consolidation" (64) should be more ambitious</p>	<p>While the City Corporation can encourage the use of vehicles that adhere to the Direct Vision standard, it is not possible to compel</p>

	and have a greater element of compulsion. It currently says: <i>"A system of 'micro-consolidation' within the City which enables the use of last mile deliveries by foot, cycle or zero emission van could be considered."</i> The City can have more ambition than that. It's only a square mile, so surely we can have a policy to mandate the use of electric handcarts, or bicycles, for the many small packages that are currently carried by van. This would also lead suppliers to reduce packaging.	organisations to use these vehicles.  The SPD must consider all types of building in the City, and while micro-consolidation is likely to be part of the solution for some businesses, it may not be suitable for all deliveries.
9.5	No mention is made in the document of the use of smart technology to help suppliers and businesses make good use of public streets. Using GPS, digital mapping and data, in the future it might be possible for the City to notify suppliers about current roadworks and blocked streets, and even about congested streets and recommended routes. This would prevent delivery vehicles circulating looking for parking spaces.  It might also be worth the City collaborating more closely with the suppliers of drivers' maps (GoogleMaps, TomTom etc) so as to enable drivers to get to the correct destination by the shortest possible route. I know that there is currently a problem because Tesco delivery drivers phone me, frustrated by unexpected route closures. Further use of smart technology could guide suppliers to make efficient use of parking spaces, make use of empty space in other vehicles, co-ordinate with last-mile delivery systems of bikes and hand-carts, and only enter the City when the route to their destination is clear.	Text added to para 72 on use of intelligent route planning.
9.6	Number plate recognition systems could also be used by enforcement officers in the City to verify if businesses are adhering to their commitments.	The monitoring techniques for DSPs will be based on the individual site. ANPR technology may form part of this.
9.7	A common nuisance is delivery vehicles parking on footways or using footways for temporary storage of their deliveries. This routinely occurs outside Tesco on Aldersgate, for example. This is addressed tangentially in the document (35, reference to Policy DM 16.5 Parking and servicing standards). Clearly it is very difficult for suppliers to conform to those standards. Smart technology might help - to guide them to available spaces. Other measures are evidently also needed, including	A ban on pavement parking exists throughout London. In the City, pavement parking can be reported via the Parking Helpline. Other Highway obstructions can be reported via the Contact Centre.  A City-wide review of parking will form part of

	enforcement (99).	the forthcoming transport strategy.
9.8	<p>The delivery vehicle problem is exacerbated by roadworks and construction works. These important and necessary developments often take up huge amounts of roadway which they don't always use efficiently. For example currently in Aldersgate chunks of empty roadway are condoned off.</p> <p>So perhaps a feature of strategic transportation would be collaboration between construction works and road works and delivery vehicles, so that the areas of road and footway appropriated by construction workers could be used by others, especially during non-working hours.</p>	<p>Street works carried out by the City Corporation, utility companies and developers aim to cause as little disruption as possible to the street network. It may not always be immediately clear why parts of the carriageway are cordoned off, but the City employs inspectors whose job it is to inspect the works to ensure that sites are safe, works are to time and meet permit conditions.</p>
9.9	<p>No consideration was given in the document to the prospect of using the railways for freight, including Crossrail and the underground railways. For example:</p> <ul style="list-style-type: none"> <li>- Tube trains are often partially empty off peak hours and at night. Could this spare capacity be used for freight?</li> <li>- Crossrail will likewise have spare capacity off peak</li> <li>- there are other underground railways in London, and unused stations. The postal railway has been opened up as a tourist attraction. Would it be possible to use this and other underground rail links, currently used and unused, for shifting freight.</li> <li>- overground railways can also be used to bring freight into London, and also, potentially to remove waste, building materials, packaging, and other items.</li> </ul>	<p>Text added to para 73 to refer to rail.</p>
10.1	<p>Comments in italics from the Barbican Association to some points in the document:-</p> <p>65. Agreements to prohibit personal deliveries to workplaces, especially those associated with online shopping, are strongly encouraged.</p> <p><i>And 79. Mentions prohibition but how will this be monitored in so many work places? And 76. States that monitoring will usually take place through the DSP. Is this enough? What exactly is being prohibited? We suggest a reference to an active policy of promoting click and collect hubs. One</i></p>	<p>A DSP forms part of the planning consent, so building managers are obliged to comply with the monitoring requirements.</p> <p>Prohibition of personal deliveries to work is one tool that may be employed to reduce vehicle movements associated with a development, but occupiers cannot be compelled to do this. The City Corporation is promoting a Click and Collect website to</p>



	<i>Canada Square reportedly received 450 a day back in 2015 likely to be many more now and other companies are offering workplace deliveries as a perk so strong statements are required to bring about change. Val Shawcross at TfL recently announced plans to ban the practice.</i>	encourage people to have personal deliveries sent to collection hubs near their home, rather than to work.
10.2	<p>70. Unless there are restrictions regarding noise or other considerations at the premises, evening, night time or weekend delivery and servicing should be the default outside residential areas.</p> <p><i>Suggest adding - Restrictions need to be in place in the buffer streets around the densely residential Barbican Estate. We suggest these streets are named to make it clear. Silk Street, Moor Lane, Moorfields, Fore Street, Wood Street (west), Aldersgate Street, corner where Silk Street, Chiswell Street, and Whitecross Street meet.</i></p>	The Barbican, Golden Lane and surrounding streets are defined as residential areas in the Local Plan (Figure X) and would therefore overnight servicing is unlikely to be appropriate in these areas, with the focus of DSPs on reducing and re-moding deliveries as appropriate.
10.3	<p>72. The London Lorry Control Scheme controls the movement of larger goods vehicles taking place at night and at weekends. A similar approach <u>may be suitable</u> for route planning of smaller goods vehicles to reduce the noise impact on residential amenity.</p> <p><i>'May be suitable' is this language strong enough to protect residential amenity? Suggest replacing with 'should be devised'.</i></p>	<p>Para 72 text updated</p> <p>The LLCS has some advantages in routeing away from residential areas, but is not necessarily the best approach for reducing noise.</p>
10.4	<p>75. 'The promotion of a no idling policy is encouraged'.</p> <p><i>This needs to be strengthened. Idling engines are a City byelaw offence, punishable by fixed penalty notice.[see also 87] and we suggest that 'is encouraged' be replaced by 'is enforced' and reference made to the punishable offence. All that work on the switching off/clean air initiative showed that there are very few cases when engines need to be left on (refrigeration), idling is not necessary for charging of phones and i-Pads which is the frequent excuse from drivers.</i></p>	Para 75 text updated to strengthen wording.
10.5	87. Particular care should be taken with regard to more noisy deliveries/servicing e.g. waste bottle collections, to avoid disturbance to	Para 93 text updated to refer to quiet servicing.

	<p>nearby residents. DSPs should employ quiet delivery agreements to reduce noise and disturbance on-street. Engines should be turned off unless absolutely necessary for deliveries to reduce noise and air pollution.</p> <p>93. Where servicing of a building is carried out by a management agent, a commitment to carry out routine servicing out of hours where possible is encouraged and consolidation of any required deliveries is encouraged.</p> <p><i>Please add that "out of hours" should not include night time, early mornings, late evenings, or weekends in residential areas in order to protect residential amenity.</i></p>	
10.6	<p><i>Please add a section on "the final few metres" of any delivery. Much really irritating noise (to residents, office workers, pedestrians) comes from hand pushed carts carrying materials from lorries to buildings along walkways and pavements even in the early hours of the morning, which are of noisy metal construction and with ill fitting wheels.</i></p> <p><i>An insistence on high quality trolleys with pneumatic rubber tyres and quiet construction materials would help reduce the noise at the last leg of the delivery.</i></p>	A key part of any quiet delivery agreement will include the 'last metre' transfer from vehicle to building and may include a requirement for quiet trolleys or similar. Adherence to the quiet delivery agreement would form part of a DSP.
11.1	**The Freight Traffic Control Programme is an Engineering and Physical Sciences Research Council (EPSRC) funded project investigating the impacts of freight journeys, and evaluate methods to improve efficiencies in the freight sector.	Noted.
11.2	Whilst we support the points made in the Consultation Draft, it would have more impact going forward if the requirements were made more stringent, so that rather than offering guidance and recommendations which are 'strongly encouraged', 'should be considered' etc. these were made compulsory with monitoring and enforcement. Without a greater degree of compulsion, the longer term impact of the document on the sustainability of freight and servicing operations in the City of London remains uncertain, with companies that wish to ignore the recommendations being free to do so in most cases (unless subject to a	Noted. The SPD, as a guidance document cannot introduce policies to compel particular delivery and servicing activities, but can direct developers to provide acceptable DSPs, which should contain commitments to reduce and mitigate the impact of freight on the transport network, air quality and road danger.

	compulsory Delivery and Servicing Plan (DSP) or Construction Logistics Plan (CLP).	
11.3	<p><b>**Research into the parcel sector shows that walking is an intrinsic part of the job of delivery personnel, with drivers spending more time walking than driving, and walking on average 5 miles per vehicle journey.</b></p> <p>Our research suggests that new methods of delivery, including revised vehicle routeing, portering (ie a third party delivering goods on foot) micro-consolidation and mobile depots could all reduce the impact of freight on the City, but would require the City Corporation to facilitate by providing infrastructure or space on-street.</p> <p>A key area requiring attention is the role of land use in encouraging efficient freight transport. This may include safeguarding land for logistics, providing appropriate infrastructure on the road and kerbside, and improving trip generation capabilities to assess future impacts.</p> <p>Consolidation can ensure that the same quantity of goods and services are provided but with less freight activity. Different types of consolidation can suit different needs.</p> <p>Freight transport operators can collaborate to consolidate last-mile despatch in urban areas. It should be noted that much consolidation of goods already takes place in many sectors.</p> <p>Factors affecting intensification of freight activity in London include:  A reduction in storage space in office and retail development as a result of rising land values.  Under-pricing of delivery services as a means of gaining market share.  Customer demand for fast response times.  Lack of availability of land for logistics, especially in central and inner London.</p>	<p>A City-wide review of parking will form part of the forthcoming transport strategy. This will include looking at all street uses including the potential for servicing space on street.</p> <p>Separate workstreams looking at the potential for City-led micro-consolidation are ongoing.</p>

	<p>The Corporation should take urgent steps to investigate these sources of freight transport intensification that threaten to undo good work carried out to improve freight sustainability, and then take appropriate action to limit their impact and growth.</p> <p>Many of the ideas outlined above will require engagement with a wider range of freight partners than those businesses receiving goods and services. These include freight transport operators, service providers, shippers, and retailers.</p> <p>There is also an important role that the Corporation can take in advising and educating those working and living in the City of London about the impact of the freight transport and delivery decisions that they take when ordering and purchasing goods and services, and promoting changes in these people's behaviour in order to reduce freight transport intensity and its undesirable impacts.</p> <p>It is also important that the Corporation thinks beyond the intensity and sustainability of freight and servicing operations provided to buildings in the City of London. As many trips originate outside the City, the Corporation should consider the potential negative impacts on other boroughs. This issue could be addressed through closer working between the Corporation and London boroughs to improve the traffic and environmental sustainability of freight and service transport across the whole of London, rather than individually within their own political and geographical boundaries.</p>	<p>The City Corporation has undertaken research looking at the causes and effects of freight intensification. While many aspects – particularly consumer demand and delivery pricing tactics – are beyond the City's control, the SPD does address aspects such as storage space on site.</p> <p>This SPD and the supporting Delivery and Servicing Plan guidance aims to encourage businesses and individuals to consider the impact of delivery and servicing techniques through procurement and purchasing. Work to date suggests that few organisations or individuals consider delivery method when ordering goods. Initiatives such as the Click and Collect website currently being promoted by the City can help change behaviour in these areas.</p>
11.4	<p>Paragraph 63: the requirement to achieve freight consolidation should perhaps come before the discussion of using out-of-town consolidation centres, as out-of-town consolidation centres are simply one means by which the consolidation of goods can be achieved, and will not be suitable for all supply chains and product types. Further relevant</p>	<p>Text added to para 62 to refer to emphasise that procurement-led management is a form of consolidation.</p> <p>Out-of-town reworded as 'out of central</p>

	<p>publications about urban consolidation centres and their associated operational issues can be provided if desired.</p> <p>The use of the term 'out-of-town' in relation to consolidation centres may be somewhat misleading given that at the start of the paragraph it is stated that the consolidation centre should be in Greater London.</p>	London'
11.5	<p><b>**Paragraph 64:</b> The organisation producing the DSP may well not be aware of the specific routing to be used [from a micro-consolidation centre], as this will be decided by a freight operator once the scheme is in existence – so may not be appropriate to request as part of the DSP submission. Also, the vehicle type to be used may not be known at the time of writing the DSP – the key point should be the requirement of the use of cleaner vehicles. Obtaining suitable sites for micro-consolidation is likely to prove challenging in the City of London given the limited land available and its cost.</p>	Para 64 updated to require the DSP to commit to clean, safe, efficient vehicles, and efficient routing rather than specify these details upfront.
11.6	<p>Paragraph 65 (and 79): In terms of personal deliveries to workplaces, the FTC 2050 academic team are unaware of the necessary research having been carried out to demonstrate that this is definitively the most sustainable and efficient solution to the problem of online shopping. There is a need to study the range of ecommerce delivery systems (to home, to locker bank, to collection point, and where these should be located – near home or work – and to workplace either direct or to nominated carrier for final movement in a consolidated load) before it is possible to determine the best solution.</p>	<p>Acknowledged. Personal deliveries to places of work will be considered as part of the delivery and servicing of the premises.</p> <p>The promotion of click and collect options for deliveries to be deposited outside the City – particularly at public transport hubs is likely to form part of the solution for some businesses.</p>
11.7	<p>Paragraph 67: The reduction of on-site storage space in retail stores and offices over time, as a result of rising land values, has led to smaller, more frequent deliveries and thereby more intensive freight transport systems. Therefore the provision of adequate on-site storage space for goods is a positive step. However, is greater compulsion than encouragement possible and could the Corporation play a role in providing shared storage space?</p>	<p>Para 67 reworded to strengthen the need for storage on-site.</p> <p>The provision of shared storage space for smaller businesses is not currently being considered by the City Corporation, but may form part of a future workstream.</p>
11.8	<p>Paragraph 70: Does the Corporation therefore have a 'quiet delivery agreement' and what does a 'commitment to minimise noise and pollution impacts' mean in practice? It would be useful if these points</p>	The City Corporation generally uses the TfL Code of Practice for Quieter Deliveries as a basis for agreements. This can be used as the

	<p>were clarified in the Guidance.</p> <p>As commented on in relation to paragraph 64, it is likely to be difficult for the developer to know details of delivery and servicing timings and their management to minimise noise impacts at the point of submitting the DSP.</p>	<p>basis of a quiet delivery agreement, and should be updated as required to ensure that it addresses the main sources of noise.</p> <p>Para 70 text updated to specify a commitment rather than details of delivery timings/noise reduction.</p>
11.9	<p>Paragraphs 71-74: It is not clear what powers, if any, the Corporation can use to ensure/enforce these preferred delivery times and booking systems. The same is true for vehicle routing guidance (72); vehicle selection (73); and vehicle and driving standards (74).</p>	<p>The main tool available for enforcement is the DSP, and monitoring and enforcement will be key (see comment in 11.11)</p> <p>Monitoring will require evidence of booking records, vehicle type and routing as specified in the DSP. Some aspects, particularly around vehicle management and driver behaviour may be evidenced by FORS or similar accreditation.</p>
11.10	<p>Paragraph 75: It would be useful to include guidance on measures to 'ensure that the movement and safety of pedestrians, cyclists and other road users is not adversely affected and there is no adverse impact on the amenity of nearby residents' if they are available. In terms of engine-idling – is any restriction/enforcement possible?</p>	<p>Additional detail on highway obstruction added to para 75.</p> <p>The City Corporation has the ability to issue Fixed Penalty Notices to drivers who refuse to switch off their engine while stationary.</p>
11.11	<p>Paragraph 76: At present, the monitoring and enforcement of DSPs in London is weak. The Corporation could take a lead in insisting on the submission of monitoring reports, and the enforcement of infringements of DSP agreements in London.</p>	<p>Agreed. As set out in section 7, additional resource is being made available for enforcement of DSPs.</p>
11.12	<p>Paragraphs 77-83: The Corporation could consider applying a requirement to consolidate deliveries of goods inward to small and medium sized office developments as well as larger ones – again this would lead the way in London and nationally.</p> <p>Compulsory internal logistics/concierge systems should be considered by the Corporation for large multi-tenanted (and single tenanted) buildings without plans for such operations. This would remove the need for delivery drivers to travel upstairs and goods lifts to make deliveries to tenants inside</p>	<p>While physical consolidation is likely to be suitable for many buildings, the City recognises that for some organisations, other methods of reducing the number and impact of delivery and servicing trips may be more suitable.</p> <p>Text added to para 83 section to</p>

	the building, while their vehicles occupy kerbside or off-street space and affect road vehicle traffic flow. Instead, these drivers would make their deliveries to staff employed by the building in the loading bay/door, thereby allowing the drivers to depart quickly and free up parking space for other road users.	recommend internal logistics systems
11.13	Paragraphs 84-94: Considerations concerning compulsory internal logistics/concierge systems should also be given by the Corporation for retail operations, the hotel and hospitality sector, residential and student accommodation. Similar consideration should be given to any other larger buildings that currently require drivers to penetrate the building to find the consignee and make deliveries including public sector buildings, healthcare facilities and educational establishments.	Text added to para 83 section to recommend internal logistics systems
11.14	Paragraphs 95-98: The Corporation needs to ensure that adequate monitoring and enforcement of Construction Logistics Plans (CLP) takes place.	<p>All construction site activities are regularly monitored by the City's Highways Team, as part of our Considerate Contractors Scheme. Any activities within the public highway are licenced (e.g. hoardings, scaffolds, pit lanes, road/lane closures), and the need for such provisions should be included within the CLP. Failure to follow the procedures stated in the CLP, or agreed as a condition of issuing the licence, could result in the licence being rescinded and the Developer being referred to Planning Enforcement for a breach under Section 187 A of the Town and Country Planning Act 1990.</p> <p>In reality, this is not required as early engagement with the Highways Team is positively encouraged, to assist in developing the CLP, liaison with adjoining businesses, reviewing potential conflicts, agreeing changes and maintaining that contact</p>

		throughout the construction period.
11.15	Paragraph 99: As explained in responses to paragraphs 76 and 95-98, the Corporation of London could take a lead in London, and nationally, in insisting on the submission of DSP and CLP monitoring reports, and the enforcement of infringements of DSP and CLP agreements. In addition, the Corporation should consider the application of DSPs and CLPs to smaller sites subject to development, as well as to existing buildings.	Noted. As set out in section 7 the City Corporation is allocating resources to enforcement. The requirement for DSPs at smaller sites will be considered in the Local Plan review.
12.1	<p>**Overall the Mayor and TfL welcome this document and strongly support the Vision and Aims expressed within it. The Mayor welcomes the content in the draft SPD as it aims to reduce air and noise pollution, and congestion within the City of London. Officers at the GLA and TfL looks forward to further positive engagement with the City of London to promote the SPD in the coming years.</p> <p>Notwithstanding the above the Mayor has some minor additional detailed comments:</p>	Noted.
12.2	Information on the new Direct Vision Standard for HGVs should be included in the Policy section and at Appendix C. TfL is developing proposals for a HGV safety standard permit scheme which we will consult on soon. Further information is available at <a href="https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/direct-vision-in-heavy-goods-vehicles">https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/direct-vision-in-heavy-goods-vehicles</a>	Included in Appendix C
12.3	<p>The document states Construction Logistics Plans (CLPs) will be required in the City" for all major developments, where a development will have a significant impact on the transport network during construction..."</p> <p>How a "significant impact on the transport network" is interpreted and defined in practice as developments come forward will therefore be of crucial importance. TfL reminds the City that public transport and highway capacity issues, especially on the TLRN, and improving the safety of all road users, particularly vulnerable road users like pedestrians and cyclists, are key strategic priorities for the Mayor and TfL. TfL will therefore expect continued support and co-operation from the City in relation to</p>	Noted. The City Corporation will continue to work closely with TfL on development impact on the transport networks, and uses the TfL CLP guidance for developments within the Square Mile.



	developments that may have significant impact in these areas, all of which should produce and adhere to CLPs following the new TfL Best Practice guidance.	
12.4	TfL Freight and Strategy colleagues have suggested further detail should perhaps be provided in the document on how the City will monitor the success of the plan and enforce its proposed measures, to make it even more robust and effective.	Monitoring on a site-by-site basis will primarily be done through the DSP. Text added to para 76 to clarify this as the main form of monitoring. Enforcement detail is to be developed, so no additional detail added at this time.
12.5	TfL supports the proposal to limit personal workplace deliveries. TfL Planning is promoting the same approach in other dense and rapidly growing parts of London.	Noted.
13.1	-It is pleasing that consideration has been given to both air and noise pollution as these are critical for people with respiratory and hearing impairments respectively.	Noted
13.2	-Great consideration should be given to the impact of new technologies prior to their introduction to the City. It is requested that the Access Team are consulted when (or if) the need arises.	Noted. The SPD does not introduce new technologies itself, but the Access Team will be consulted on the emerging Transport Strategy.
13.3	-We reiterate the importance of enforcement, for example on-street loading can restrict the width of footways, block access to drop kerbs and restrict the line of sight for pedestrians.	Noted. Enforcement of loading conditions in planning consents and DSPs will be improved as set out in section 7.
14.1	CRP supports the overall vision of the SPD (54, p.14) – to “reduce the number of freight and delivery vehicles and their environmental impact on the City’s streets, particularly at peak times, whilst still allowing the City to flourish and avoiding negative impacts beyond the City’s boundaries.” As a vision it links closely to the aims of the draft Mayor’s Transport Strategy.  CRP supports the aims set out in the draft SPD and we believe that these could be used as a framework to monitor the design and success of delivery and service plans.  CRP is well-positioned to assist in delivering several aspects of the SPD.	Noted.

14.2	<p>**CRP has extensive experience in co-ordinating and reducing freight and servicing trips, including co-ordinating the 'West End Buyers Club' preferred suppliers scheme.</p> <p>The City of London Corporation could look at a similar model that meets the procurement and delivery needs of businesses in the square mile.</p>	The City Corporation is actively engaging with businesses on the feasibility of developing this sort of scheme, and welcomes the input from CRP on this work.
14.3	**CRP has experience in helping to establish consolidation centres, for example Camden Consolidation Centre, and whilst it is good that the draft SPD supports them in principle, it should be acknowledged that the successful implementation and utilisation requires the location being appropriately near to the final delivery destination, with financial or in-kind support from statutory partners such as local authorities to ensure long-term viability and support from businesses.	The City Corporation is examining opportunities for providing space for consolidation within and outside the City. The need for support to ensure the viability of consolidation centres is noted, and the City will work with partners to maximise the potential of these schemes.
14.4	To help businesses reduce the number of personal deliveries at workplaces, CRP has developed the behaviour change 'Click. Collect. Clean Air.' This programme is built around an interactive online guide ( <a href="http://www.clickcollect.london">www.clickcollect.london</a> ) to the various 'click and collect' options available to people near their homes. The City of London Corporation is currently using this in-house and could look to extend this to developers and businesses within the square mile.	The City Corporation is actively promoting this website to external stakeholders and the general public to encourage deliveries to be taken at collection points near home.
14.5	As acknowledged by the draft SPD, new development should seek to facilitate out of hours deliveries where possible. The City benefits in this regard by having low residential densities compared to neighbouring London boroughs which have greater need to restrict delivery hours. Dedicated space for servicing vehicles and for storage of a range of goods within the confines of the development should be sought. Where this is not possible, DSPs should specify delivery protocols that minimise noise and other disruption through the use of technological on-vehicle solutions such as white noise alarms and quiet roll cages.	Agreed. While the City does have defined residential areas which may not be suitable for night time servicing, where there is less sensitivity, quiet deliveries taking place out of hours should be encouraged.
14.6	It is important that the potential impact of freight trips is acknowledged and appropriate routes with suitable vehicles are employed.	Agreed. The SPD notes this importance.
14.7	Through the West End Buyers Club CRP has experience of selecting preferred suppliers using a number of different criteria, including around	Noted. The City Corporation will continue to liaise with CRP on identifying suitable

	reduced emissions vehicles and alternative modes. We recognise the value of such criteria in improving local air quality and contributing to businesses' Corporate Social Responsibility policies.	suppliers.
14.8	CRP has been the lead partner in a transnational 4.5 year feasibility project, FREVUE ( <a href="http://www.frevue.eu">www.frevue.eu</a> ) which as tested and proven the viability of fully electric freight vehicles across a range of vehicle classes and uses. The lessons learnt should encourage the uptake of electric vehicles by suppliers, further reducing the negative externalities of deliveries and servicing caused by engine noise and tailpipe emissions.	Noted.
14.9	**The benefits of a DSP should be highlighted in the guidance to reduce the need for monitoring by the City Corporation. Businesses and buildings that use a DSP effectively and as a live document can realise efficiency savings and therefore it is in their interest to maintain a level of compliance that exceeds the statutory requirements as set out in the SPD.	Text added to para 60 to emphasise benefits of a good DSP.
14.10	<p>**While it is important to consider, plan and implement DSPs throughout the development process, many actions, particularly related to procurement are relevant for tenants after a development is complete. The City of London Corporation should ensure that guidance, best practice advice and support is available to these businesses to ensure that practices are implemented well beyond the design and build stage.</p> <p>CRP has experience working with large and small businesses across multiple sectors (office, hospitality, retail, events) to encourage and support positive change.</p>	Agreed. The SPD is supported by DSP guidance and several workstreams to provide advice and support to businesses wishing to manage their deliveries and servicing.
15.1	The CPA welcomes the opportunity to respond to the draft SPD and is broadly supportive of its objectives and direction of travel. With the City of London becoming ever-busier and accommodating more and more people, it is important that the balance is redressed in terms of providing space for people, against motorised road vehicles. Delivery vehicles make up a significant proportion of City traffic, but the overall operation lacks efficiency. Therefore, the CPA acknowledges that more needs to be done in terms of reducing the overall number of delivery vehicles along with improving efficiency. However, it is important the finalised SPG builds in	<p>This is acknowledged. Section 4 of the SPD sets out potential measures for managing deliveries and servicing, but recognises that the level of management and appropriate measures will vary between developments.</p> <p>Text in the introduction to section 4 updated to clarify that the measures are suggested methods that can support an application.</p>

	flexibility and focuses on “the outcome” (rather than specific measures), to allow a managed transition to reduced delivery and servicing movements, to ensure that the City of London maintains its competitive edge.	
15.2	<p>**The over-riding theme of the draft SPD is consolidating deliveries made to new developments in the City, which can (with a well thought-out and implemented strategy) yield significant benefits through the reduction of delivery vehicles, and vehicle distance travelled on the streets of London.</p> <p>The CPA welcomes the implementation of measures which will drive down the number of motorised vehicles on the streets of the City of London, but seeks to ensure the draft SPG is not prescriptive in terms of the use of consolidation centres (and other such measures), rather that the desired outcome is the main objective as opposed to consolidation per se. It is important the finalised SPG provides sufficient support to “virtual consolidation”, rather than just physical consolidation centres, which is difficult to achieve even for the very largest developments in isolation.</p> <p>Consolidation relies on economies of scale, and requires significant investment in land, as well as double-handling of the product.</p> <p>The required investment cannot be generated on a building-by-building basis unless in keeping with a strategic approach. In order to use consolidation to address the challenges in the City, economies of scale must be maximised. A consolidation strategy should be co-ordinated by an overseeing authority to maximise success.</p> <p>The City Corporation should consider forming a partnership with an existing consolidation provider rather than setting developers the arduous task of devising a physical consolidation strategy on an individual building basis. A partnership approach could provide a go-to company to assist developers and landowners in developing a strategy, and maximise economies of scale.</p>	<p>The use of physical consolidation centres is just one way in which the aim of minimising freight trips to premises in the City can be achieved. Para 62 highlights smart or joint procurement methods as one way of achieving the effects of consolidation without necessarily using a consolidation centre.</p> <p>The draft Mayor's Transport Strategy proposes a strategic consolidation and distribution network across London which will maximise economies of scale for business.</p> <p>The City Corporation is currently exploring partnerships with existing providers for its own deliveries, and organisations within the City</p>

	<p>The City Corporation should be mindful that until the challenges of handling perishable goods through a consolidation centre can be understood and addressed, food and drink should not be handled through a consolidation centre.</p> <p>The CPA considers that the delivery process can be made more efficient through other consolidated delivery measures described in the draft SPD. This includes virtual consolidation, where multi-tenanted buildings, or neighbouring buildings could source deliveries from single suppliers for all tenants, i.e. preferred suppliers (notwithstanding coordination issues with the latter).</p> <p>The SPD should recognise the differing challenges between single and multi-tenanted offices – single tenanted buildings will naturally generate fewer deliveries as there is little or no duplication.</p> <p>There should be clarity as to the threshold levels the City of London Corporation would require for consolidation (either virtual or physical) to form part of the Delivery and Servicing Plan of a building. The CPA suggests a guiding matrix suggesting appropriate strategies would be beneficial, distinguishing between single/multi occupier, large/small buildings etc.</p>	<p>are encouraged to do the same. The City Corporation aims to support businesses to consolidate their deliveries, but recognises the differing needs of each business, so single consolidation arrangement provided by the City Corporation is unlikely to suit a large number of businesses.</p> <p>The challenges of physical consolidation of perishable goods are acknowledged, but facilities such as refrigerated micro-consolidation centres do exist. Alternative methods of managing deliveries may be more suitable for perishable goods.</p> <p>Text added to para 83 on multi-tenanted offices.</p> <p>The SPD does not require consolidation, but aims for the number of deliveries and their impact to be minimised while still allowing the City to flourish. Deliveries may be managed in several ways as outlined in section 4 of the SPD.</p>
15.3	Paragraph 3 should more clearly explain the other documents referred to and provide headlines from these documents, clarify the weight that should be given to these documents and whether the SPD should take precedence.	Short description of each document added to Appendix C.
15.4	Paragraph 17 should refer to relevant sections of the Mayor's Transport Strategy, and provide a summary of their intent and how the SPD and the Mayor's Transport Strategy are consistent with each other.	Para 25 provides more detail on the direction of the MTS.
15.5	Paragraph 25 could be made clearer through an explanation of the emerging themes of the Mayor's Transport Strategy. The reference to	More detail added to para 25.

	consolidation centres needs to be placed in context, and more generally the SPD should be looking to reduce the impact of deliveries and make them more efficient – this should not always necessarily be through physical consolidation centres.	
15.6	Paragraphs 37-49 would benefit from a brief further explanation of these other documents, including current status, date of publication and timescales for review.	The SPD links to several policies and strategies across the City Corporation. In the interest of keeping this document as short as possible, the relevant parts of these documents are signposted in the text, along with key dates. Full documents are available on the City Corporation website.
15.7	Paragraph 37 – It would be beneficial to combine or set out in an appendix to the SPD the Delivery and Servicing Guidance mentioned, and clarify the status of the guidance following publication of the final SPD.	The DSP guidance is included as appendix B. Reference to appendix B added
15.8	Paragraph 50 describes the area-wide ban of delivery vehicles over 7.5 tonnes, unless they are delivering in the area; it would be helpful to include a plan of the ban area.	Text and image added to clarify this.
15.9	Paragraph 54 describes the over-riding vision of the draft SPD, which is generally supported, particularly that the SPD should be designed to promote a flexible approach in reducing the number and impact of delivery and servicing vehicles on the streets of the City of London.	Noted.
15.10	Paragraph 58 – The idea of promoting 'quiet evening or night time deliveries' is commendable, but in addition to the comments made in relation to paragraph 71 below, it must be acknowledged that background noise levels are lower at these times, so delivery vehicles and associated activities are likely to be perceived to generate a greater amount of noise.	Quiet deliveries can enable deliveries to take place in the evenings and overnight in some areas. Limiting the level of disturbance to residents is a vital part of overnight deliveries, so it is not proposed that out of hours servicing takes place in residential areas.
15.11	Paragraph 62 – The CPA commends the 'smart and joint procurement' approach, but further clarification should be provided on exactly what this means. The principle of single suppliers being encouraged in multi-tenanted buildings will be effective in reducing delivery vehicle numbers, whilst a similar approach for neighbouring buildings will equally deliver benefits. This can all be achieved without the capital investment,	Para 62 updated with additional detail on smart procurement.

	operational costs and double handling element of consolidation. An approach of a single supplier winning contracts to supply a local group of buildings could be effective as part of 'smart and joint procurement', with the potential to also yield the benefit of larger economies of scale and through the associated purchasing power.	
15.12	Paragraphs 63 & 64 – The CPA believes the principle behind consolidation centres is sound, but the City of London should be mindful of the implementation costs and additional delivery time (to allow for the 'double-handling' of goods) and allow a flexible approach to developing strategies to drive down the number of delivery vehicles. The additional challenge of temperature controlled, perishable deliveries (i.e. food and drink) should be acknowledged, and as such, these goods should be excluded from consolidation requirements until the systems are operating smoothly. The benefits of consolidated deliveries (not necessarily linked to a centre) or "virtual consolidation" should be acknowledged within the SPD; it is important to recognise the efficiencies that can be achieved through coordinating deliveries through single suppliers.	The potential cost implications of physical consolidation are acknowledged, but will vary between organisations and sectors. Delivery movements may be managed through other means, such as smart procurement.
15.13	The CPA wishes to highlight that consolidation centre planning obligations may make developments less attractive than the competition in neighbouring boroughs (or neighbouring existing buildings in the City of London) where consolidation is not a requirement. It is important that the City keeps its competitive edge and therefore the measures be applied flexibly, and the focus must be on "the outcome", rather than the measures, which should not narrowly fixate on physical consolidation centres, but instead holistically consider consolidated deliveries and associated virtual consolidation initiatives.	The SPD does not make the use of consolidation centre a requirement, but may be one practical method of minimising delivery trips to a site.
15.14	Paragraph 67 describes an aspiration for small buildings (with little or no ability to hold larger bulk deliveries) to form partnerships with neighbouring large buildings on the premise that they would be able to hold larger quantities of stock. This will be extremely challenging and is unlikely to be deliverable. Large building loading bays, and any stock holding areas are designed and sized for that building alone, and there is unlikely to be capacity for other buildings. Then there are also the issues with security of	A lack of available storage space can be a barrier for smaller buildings aiming to reduce the frequency of non-perishable goods deliveries. Sharing storage space with nearby buildings – perhaps as part of a joint procurement agreement for some goods – may offer some buildings a way of minimising

	deliveries and complexities with claims for lost product. The idea of building facilities management teams holding stock on behalf of other buildings is unrealistic. It is important that the finalised SPG sets out only realistic and viable measures.	deliveries without needing to allocate storage space within the building.  Text added to para 67
15.15	Paragraph 70 builds on the theme of evening, night time and weekend deliveries. Whilst the draft SPD acknowledges that nearby residences should be respected, and over-night deliveries are not likely to be appropriate at those times, the SPD should go further in allowing the relaxation of permitted day-time delivery windows. The SPD should also clarify what is meant by the term 'quiet delivery agreement'.	Quiet Delivery agreements are set out in more detail in the DSP guidance. Reference added.
15.16	Paragraph 71 describes very limited delivery windows which would apply in locations where over-night deliveries are not possible. Additionally, removing deliveries from a total of eight peak hours during the day risks creating visible peaks of delivery vehicles on London's streets during the interpeak periods (10:00-12:00, 14:00-16:00 and after 19:00) –the only hours where deliveries would be permitted. The resultant small delivery windows of 10:00-12:00, 14:00-16:00 and 19:00-22:00 are too restrictive and should be relaxed where over-night deliveries are not possible. Confining deliveries to these dramatically reduced delivery windows may increase the requirement for a larger number of loading bays. There equally needs to be appreciation for the additional costs that over-night deliveries will incur on medium and small sized developments, which will include additional staffing costs, out of hours transportation (for staff), and suppliers ability to deliver during those hours, that may simply make out of hours deliveries unviable.	On review of data the lunchtime restriction has been removed from the SPD, and definition of AM peak changed to 6.30-9.30am, expanding the interpeak period where deliveries and servicing should take place and providing a greater incentive for deliveries to be carried out off-peak.
15.17	Paragraph 76 mentions monitoring; it is presumed that this would be through existing Travel Plan and Delivery and Servicing Plan arrangements. This should be clarified as further monitoring requirements would cause concern.	Monitoring would be through existing DSP/CLP arrangements.
15.18	Paragraph 78 again mentions 'joint procurement' arrangements, but for neighbouring buildings; whilst the principle of this is supported, there are coordination challenges and the CPA would have significant concerns if anything more than 'encouragement' towards this was included in the	Noted. This paragraph encourages joint procurement where possible.



	final SPD. This may often not be deliverable.	
15.19	Paragraph 80 builds on the theme described at paragraph 67. Similar concerns apply here. In addition, moving deliveries to out-of-hours times will be challenging enough in itself with compressing deliveries into reduced windows, putting further pressure on the management of space, even within the largest of buildings. With the compression of deliveries to over-night in large buildings, it is extremely unlikely that there would be sufficient capacity to accommodate further deliveries for neighbouring buildings.	Text added to para 67.
15.20	Paragraph 81 suggests a voluntary code mandating consolidation for medium-sized offices. The SPD should clarify how a medium sized office is defined, whilst the City of London should look to provide the overall coordination for this; it is difficult to see how it could be delivered without strategic coordination.	Text added to para 81 defining medium sized business.
15.21	Paragraphs 83-94 discuss arrangements for retail, hotel and residential land use, and whilst these land-uses are less significant in the City of London, similar concerns as outlined above will apply.	Noted. The delivery and servicing patterns of retail/hotel/residential land uses are very different to office development. The potential measures outlines are likely to complement these more developed supply chain.
15.22	There should also be initiatives for reducing the number of waste management vehicle through consolidating waste collection contracts, i.e. preferred suppliers.	Commercial waste management is run by private firms so preferred supplier schemes may be part of a joint procurement arrangement. Text added to para 62.
16.1	<p>**The RHA are keen to explore alternative traffic management systems for members' vehicles, and see the London road network as key to enabling the sector to be able to operate efficiently and productively.</p> <p>The need to transport freight to, from, and within and where appropriate through the City of London has important implications for the Capital's prosperity and the quality of life enjoyed by residents, works and visitors.</p> <p>Competition for space requires a sensitive balance to be reached. A</p>	Noted.

	<p>world-class city relies on first-class efficient and reliable freight transport, but also has to be a place where people want to live, work and visit.</p> <p>Meeting the needs of customers is a necessary condition for success in any competitive market economy. Customers have dictated that the lorry provides the majority of freight transport as it closely meets customer needs.</p> <p>Achieving an efficient and sustainable distribution system for goods and services is one of the greatest challenges and calls for a collaborative partnership approach.</p>	
16.2	**We welcome the planning process of requiring delivery and servicing plans, and the opportunity to deliver off peak is favourable to our sector. Requirement timelines should ensure that the sector has the chance to adapt to new requirements, and that the technology and infrastructure are capable of meeting demand. We worry that the national grid will not be able to cope with electric vehicle demand.	The SPD supports the roll-out of new technology through the provision of appropriate commercial vehicle charging infrastructure in loading bays. The SPD will be revised as required in the future to ensure that it keeps pace with changing technology.
16.3	**The consolidation centre strategy is one we support as long as access to and from is congestion free and proper facilities for visiting service vehicle drivers are planned. These tend to work best where there is a controlling interest, for example Heathrow Terminal Five.	Noted. The Mayors Transport Strategy proposes a network of consolidation centres, and the City Corporation is working with existing providers to establish whether existing schemes can be expanded.
16.4	**The planning system should be used to minimise the impact of freight operations. The opportunity to deliver off-peak is welcomed, but the concept conflicts with the London Lorry Control Scheme.	The impact on overnight loading of the London Lorry Control Scheme is acknowledged, however this affects only the largest vehicles, which make up a small percentage of deliveries in the City. Text added to para 70 to acknowledge LLCS.
16.5	**Freight planning should be considered at all stages of the development process to ensure that all implications are considered. Freight must be considered alongside the movement of people, especially avoiding conflict with pedestrians and cyclists.	Agreed. The City Corporation encourages early engagement on DSPs to account for planned schemes.
16.6	Accurate information on legal delivery locations and access to an	The City provides a weekly bulletin on street

	<p>effective real-time journey planner would help to reduce inefficiencies. A coordinated approach to systems and restrictions affecting freight operations would be of benefit to London. We believe more "carrot and less stick" is required to encourage take up of new technology. For example installation of noise-reducing equipment could be granted exemption from the London lorry Control Scheme. We do not believe that technology will be in place in time to meet the requirements imposed on introduction of EV'S.</p>	<p>closures and works that may affect deliveries which can help with journey planning. A parking review will take place as part of the forthcoming transport strategy work. The LLCS is administered by London Councils and is currently being reviewed. This will cover noise standards of larger vehicles.</p>
16.7	<p>**Noise from lorries is often highly localised, and can be confined to small areas, or particular junctions. Dissatisfaction with noise from lorries may be used as an excuse for dislike of other aspects of lorries. If this is true, any reductions in lorry noise are not likely to lead to commensurate increases in satisfaction.</p>	<p>Noted.</p>
16.8	<p>The day-to-day servicing of ordinary shops by even modestly sized lorries can cause disruption to traffic, or damage to pavements when lorries park wholly or partly on them in order to unload. Few supermarkets and shops have facilities; people living nearby are likely to resent the intrusion, inconvenience and traffic disruption.</p>	<p>Noted. Through reduction of freight traffic, the SPD aims to reduce this disruption.</p>
16.9	<p>One area that seems to be missing from the document is engineering mitigation, particularly around soundscape and the built environment. Quieter road surface has a contribution to make. Smoothing out road humps will reduce noise emissions as vehicles no longer slow down and then speed up again. Maintaining the conditions of the road surface is just as important.</p>	<p>Road surfacing work is carried out regularly, and the City typically resurfaces 15-20 streets per year.</p> <p>There are no road humps on City streets except raised courtesy crossings where speeds are already low.</p>
16.10	<p>Any move to bring forward the ULEZ is unwelcome and has a direct impact on all who live within London and the boroughs as costs in the end are passed back to the consumer.</p> <p>Haulage sector operators had accepted the need for change (although not wanted) and had planned for the introduction of the ULEZ in 2021 bringing this forward to 2019 is seen as a means to start paying for the increased requirements of the MTS.</p>	<p>The City Corporation supports the early introduction of the Ultra Low Emission Zone in 2019 to address the poor air quality in the City.</p> <p>The ULEZ and its details are being developed by the Mayor of London, rather than the City Corporation.</p>

	<p>Any reduction in congestion is welcome, but again if this is at a detriment to the Road Haulage sector by early implementation of the ULEZ or by not listening to the debate around phasing euro IV and v engines out. We would also hope to see allowances made for specialist older vehicles by not having to pay the charges associated with the ULEZ when introduced.</p> <p>For operators of small HGV fleets, and single owner - operators, transport measures requiring them to upgrade their vehicle could pose a significant financial impact and could lead to an increase in retail prices of the goods they carry.</p>	
16.11	<p>The Plan's success relies on organisations with an interest and / or remit in freight working together in collaborative partnership to co-ordinate their roles and responsibilities in identifying and delivering the Plan.</p> <p>London is a challenging environment for heavy goods vehicles and road haulage operations. With the suggested increase in population expected over the next 25 years then the need for more and efficient services will be required and needs to be included in any planning for future traffic routing</p> <p>It is essential to understand fully the issues facing freight transport in the City of London which can only be achieved by actively engaging with a wide cross-section of stakeholders from the public and private sectors. However, what operators know and take for granted is often not understood by those making policy or developing schemes. This highlights the need for effective communication. Accordingly, the Plan has to promote working-together and shared understanding.</p>	<p>Noted. The SPD aims to clearly set out the City Corporation's expectations around freight and servicing to reduce uncertainty and allow successful planning applications. The City Corporation is also pursuing several other workstreams and working with the industry through the Member-led freight forum.</p>

## Appendix 2 – Internal Workshop Notes

### Freight & Servicing SPD Internal Consultation Workshop Notes 23<sup>rd</sup> August 2017

#### Attendees

Eddie Jackson [EJ]	Strategic Transportation
Bruce McVean [BM]	Strategic Transportation
Tom Parker [TP]	Strategic Transportation
Lizzy Morgan [LM]	Strategic Transportation
Iain Simmons [IS]	City Transportation
Craig Stansfield [CS]	Transport Planning
Rory McMullan [RM]	Road Danger Reduction
Peter Shadbolt [PS]	Planning Policy
John Harte [JH]	Planning Policy
Janet Laban [JL]	Planning Policy
Melanie Charalambous [MC]	Public Realm
Kelly Wilson [KW]	Air Quality
Siobhan Marshall [SM]	Environmental Health
Aldo Strydom [AS]	Major Projects

1 - Do you agree with the overall vision and aims of the SPD?		
Name	Comment	Response
JL	<p>a) Consider environmental impacts in the vision, rather than just referencing streets.</p> <p>b) Is there scope for a more traditional 'environmental, social, economic' approach to the aims and vision?</p> <p>c) Do we need to ensure that the aims show impacts and benefits beyond the City boundaries – there will be London wide impacts?</p>	<ul style="list-style-type: none"> <li>Removed word 'streets' from vision.</li> <li>The aim and vision structure is intended to be consistent with TfL's communications on freight management.</li> <li>Text added to para 55 to emphasise positive impacts beyond the City boundary.</li> <li>Text updated to include MTS vision zero and zero emission aims.</li> </ul>

	d) Could we have a vision zero/zero emissions statement. Stronger, and aligns with MTS and current thinking with air quality and pollution narratives.	
BM	<p>e) Could also consider including 'people' rather than just streets</p> <p>f) TfL language for the 'match' aim is clunky – could plainer English be used here for clarity?</p> <p>g) Could be a better reflection of the vision in the aims - demand and minimising can be used across both where possible</p>	<ul style="list-style-type: none"> <li>• Removed word 'streets' from vision to include the human aspect of the City.</li> <li>• Language aims to be consistent with TfL messaging. Matching demand to capacity indicates that not all freight trips should take place out of hours, but capacity constraints require sensible use of the street space.</li> <li>• Wording of aims slightly updated to better reflect vision</li> </ul>
MC	<p>h) Congestion and road danger reduction are not referenced consistently between the aims and the vision</p> <p>i) Could be a better reflection of the vision in the aims – use of the same wordings such as flourish.</p> <p>j) Is mitigate the right word? Should it be reduce?</p> <p>k) Two aims are much larger than the third – could this be addressed?</p>	<ul style="list-style-type: none"> <li>• Wording of aims slightly updated to better reflect vision</li> <li>• The '3 Ms' structure and content is consistent with TfL messaging; 'mitigate' reflects the fact that some negative impacts of freight are inevitable, but that these can be managed.</li> </ul>
PS	<p>l) The current SPD focuses on controlling current development but it does not cover existing development. It can be applied to some changes that may arise in existing buildings requiring new applications but s73 applications mean that a new development may be governed by older planning regulations – this SPD would not apply in this instance.</p> <p>m) Enforcement through planning of noise disturbance is difficult if it is individuals (drivers/delivery personnel etc) causing the noise.</p>	<ul style="list-style-type: none"> <li>• Noted – the SPD is one of a range of workstreams aimed at reducing the impacts of freight and servicing.</li> <li>• Agreed that planning enforcement is not always appropriate. Noise disturbances may be enforced through Environmental Health.</li> </ul>
RM	n) Generally satisfied with the vision and aims. Deliveries, commuters and servicing vehicles usually share the	<ul style="list-style-type: none"> <li>• Noted. The SPD aims to strike the balance between off-peak deliveries where possible, and reducing noise in sensitive</li> </ul>

	road at the same peak times. Retiming deliveries so deliveries are carried out at different times seems like a good solution, but acknowledge the possible tension between road danger reduction and reducing noise disturbance.	locations overnight.
KW	o) What is the relationship between the SPD and the City of London Delivery and Servicing Guidance?	<ul style="list-style-type: none"> <li>The DSP Guidance provides supporting information on the practical introduction of a DSP, including template documents and sample actions.</li> </ul>
<b>2 - Do you think that the measures proposed are appropriate? How will they affect your team and work area?</b>		
<b>Minimise Freight and Servicing Trips</b>		
MC	a) Good mix of measures to meet the aim. b) Campaigns around each measure could be useful to help take up and encourage these measures from existing businesses	<ul style="list-style-type: none"> <li>A campaign level of detail is not yet developed, but several workstreams will support the adoption of measures outlined in the SPD.</li> </ul>
JL	c) There is on-going work to enforce these measures where they are part of planning conditions d) Can these measures be brought in as part of the pre-application process? e) Waste measures can also include digesters for food waste – but this could be out of scope for this document f) Use of the river significantly reduces lorry movements. There is a review of Walbrook Wharf's use at present which may show scope for increased use that can link in to this work. Swan Lane pier could also be reviewed as part of future Local Plan reviews.	<ul style="list-style-type: none"> <li>Enforcement will be an important part of ensuring effective introductions of DSPs. Early engagement with the City Corporation on what a DSP should cover is encouraged. Text added to para 61 on early engagement.</li> <li>Para 68 updated to note compostable material in line with Local Plan DM17.1.</li> <li>Noted – use of Walbrook Wharf is encouraged.</li> </ul>
BM	g) We need to be careful with phrasing. Personal deliveries are worded with residents and employees in the same group. We can encourage click and collect for residents but limiting deliveries to residences isn't	<ul style="list-style-type: none"> <li>Para 65 text updated to remove reference to residents.</li> </ul>

	correct.	
CS	h) Limiting servicing vehicles and movements is very difficult but highly aspirational. There needs to be some good policies and suggestions to back this up	<ul style="list-style-type: none"> <li>Agreed – the development of the new Local Plan and Transport Strategy will support the direction of the SPD.</li> </ul>
<b>Match Demand to Network Capacity</b>		
JL	i) Are there security issues associated with moving goods movements to night? Also, is this more difficult for certain goods types such as perishables? j) Routing preferences need to extend beyond the City boundaries k) Is matching the network capacity what businesses want or just what the City wants? l) Is booking software readily available for businesses to use? m) Make sure servicing is as well captured as deliveries as part of the network capacity measures n) Can waste management be heavily encouraged as part of the SPD? It can be built into a circular economy narrative for the businesses	<ul style="list-style-type: none"> <li>Security and perishable goods issues must be dealt with on a case-by-case basis. It is possible that off-peak delivery may improve some security aspects as high-value or perishable goods can be moved more quickly.</li> <li>Route management for all stages of the journey are noted in para 72.</li> <li>Matching demand to network capacity has benefits for the City, businesses and the freight industry. Responses to this consultation demonstrate support.</li> <li>The DSP Guidance (linked in appendix) contains links to available software.</li> <li>Para 68 on waste management - wording strengthened.</li> </ul>
MC	o) Before 7 for retiming is good. Beer deliveries as well as food deliveries could be reasonably moved to these times where possible. There are still off peak conflicts – it is very busy at all times in the City.	<ul style="list-style-type: none"> <li>Agreed – appropriate timings will vary from sector to sector and in different areas of the City.</li> </ul>
BM	p) Could there be a hierarchy of options? Overnight retiming where possible, and out of peak otherwise q) Would a map beneficial for developers as part of producing their DSP with regard to identifying best routes?	<ul style="list-style-type: none"> <li>To retain flexibility, the SPD does not suggest a formal hierarchy of options but makes clear (para 71) that daytime deliveries should follow consideration of out of hours options.</li> <li>A map showing preferred routes may be included in the DSP.</li> </ul>
CS	r) Clarification is needed on what entails a best routing – what is the safest could mean the worst for the	<ul style="list-style-type: none"> <li>In line with TfL's CLP guidance, routing for heavy vehicles should be based on the Strategic Road Network which is more</li> </ul>



	<p>environment</p> <p>s) Existing route preferences are for the TLRN and SRN. Would that still be the way forward in the context of this SPD?</p> <p>t) Booking systems have proven to be a very useful addition for businesses of various sizes – those with off street loading facilities as well as those who require their deliveries to be made on street</p> <p>u) Regular servicing could be built into the booking systems</p> <p>v) Waste returns can be incorporated into a consolidation methodology</p>	<p>suitable for heavy vehicles, and most appropriate for motor traffic. Para 72 updated to reflect this.</p> <ul style="list-style-type: none"> <li>• Para 71 notes that servicing trips should be included in the booking system.</li> <li>• Para 67 on waste returns updated to note the link with a consolidation strategy.</li> </ul>
<b>Mitigate the Impact of Freight Trips</b>		
JL	<p>w) Deliveries and servicing need to be more equal – servicing isn't as clearly picked up here</p> <p>x) As before, could there be a hierarchy of measures here?</p>	<ul style="list-style-type: none"> <li>• 'servicing' added to vision statement.</li> <li>• To retain flexibility, the SPD avoids a formal hierarchy of measures. The City is encouraging the most effective forms of mitigation through other workstreams.</li> </ul>
CS	<p>y) Pedestrian and PT space impacts of re-modelling – what would the impacts be to rail and footway capacities?</p> <p>z) What counts as considerate loading? Is there guidance for this? There could be conflicts between resident and business requirements</p> <p>aa) How does this fit in with the other measures? Can they be linked?</p> <p>bb) DSPs can be difficult to enforce – could we add that DSPs need to be part of a S106 agreement?</p>	<ul style="list-style-type: none"> <li>• The impacts on footways of freight and servicing re-modelling from motor vehicles is unclear at present, as the level of change, and impact of technology amongst other things is still unclear. Text added to para 76 on monitoring activity at street level.</li> <li>• 'Considerate loading' does not have specific guidance, but kerbside activity will be looked at as part of the transport strategy.</li> <li>• Enforcement will be an important element of the SPD, and additional resources will be allocated to improve adherence to DSPs.</li> </ul>
MC	<p>cc) PT travel isn't clearly noted, could it be added in?</p> <p>dd) There needs to definitely be an emphasis on noise as</p>	<ul style="list-style-type: none"> <li>• Public transport may be an alternative mode, particularly for servicing trips. Text added to 'Mitigate' section to reflect this.</li> </ul>

	part of considerate loading	
BM	<p>ee) Is there a chance to look at out of hours rail deliveries here or is this out of scope of what the SPD can deliver?</p> <p>ff) Is innovative technology in scope of this document?</p>	<ul style="list-style-type: none"> <li>• Out of hours rail deliveries may be part of the solution for some deliveries, but typically requires bespoke infrastructure to enable the potential.</li> <li>• Innovative technology may have a role to play, especially in mitigating the impact of freight and servicing trips. Role of technology is mentioned in para 13-15 of the SPD.</li> </ul>
<b>General</b>		
KW	gg) Could the website or SPD point to guidance, case studies or best practice regarding the content of the SPD, for example delivery consolidation; this list could be updated periodically.	<ul style="list-style-type: none"> <li>• The supporting DSP Guidance in appendix B contains links to best practice guides from TfL and other sources.</li> </ul>
RM	hh) We should also explore the potential of a procurement club to help businesses consider their options.	<ul style="list-style-type: none"> <li>• This is being explored.</li> </ul>
SM	ii) The SPD mentions the benefits of click and collect. However, could this lead to a shift of the problem to other areas and introducing noise in areas of the City where there wasn't?	<ul style="list-style-type: none"> <li>• Click and Collect can provide benefits by rationalising the number of drop offs in the City, and encouraging City workers to use collection points near home – reducing the need for deliveries in the most congested parts of London.</li> </ul>
KW	<p>jj) Education will be valuable in raising awareness regarding the cumulative impact of multiple deliveries on air quality in the city.</p> <p>kk) The SPD / Guidance could acknowledge the need for driver training and education for air quality and noise mitigation, for example switching off engines when parked.</p>	<ul style="list-style-type: none"> <li>• Education of individuals will be important in raising awareness but this is beyond the scope of the SPD.</li> <li>• Driver training will be important, and forms part of the City's No Idling campaign, and is included in the FORS standards.</li> </ul>
RM	ll) Do we know the extent of the problem of personal deliveries?	<ul style="list-style-type: none"> <li>• It is very difficult to establish a precise number of personal deliveries to work – the number varies significantly between organisations. The City Corporation is promoting Click &amp; Collect locations close to people's homes to encourage use of alternatives to deliveries to work.</li> </ul>

<b>3 – Are resources available to ensure the measures are enforced?</b>		
JL	a) S106s need to be sorted earlier as part of the planning process to get the measures in and enforceable	<ul style="list-style-type: none"> <li>This will be fed back to the Development Planning team.</li> </ul>
CS	b) We do not have much resource. Additionally, a lot can be lost in the planning processes as they're often unenforceable. DSPs are more aspirational than reality in many cases. c) Agree that s106 agreements need to be arranged earlier. Pre apps are fundamental for the need to get this information in the planning process early, as well as help inform the building infrastructure for delivering the measures d) It is hard to be proactive as delivery issues do not generate significant complaints from businesses or developers	<ul style="list-style-type: none"> <li>Acknowledged. Additional resources to support the production and enforcement of high quality DSPs are planned (section 7)</li> <li>Comment on pre-apps noted. Will be fed back to Development Planning.</li> <li>Acknowledged. The negative impact of delivery and servicing on the City is not always clear to the business or individual receiving the goods or services.</li> </ul>
BM	e) The structures themselves and the expected deliveries need to be mentioned	<ul style="list-style-type: none"> <li>The physical design of loading bays are set out in the Standard Highway and Servicing Requirements (appendix C)</li> </ul>
MC	f) Campaigns are important for existing developments. Monitoring isn't mentioned enough. Section 7 seems to indicate that the City Corporation will be employing someone specifically to monitor planning conditions? g) Section 7 could be stronger.	<ul style="list-style-type: none"> <li>Additional resource is planned for the enforcement of DSPs. This will help ensure that the programme of monitoring set out in a DSP is adhered to.</li> </ul>
JH	h) Enforcement and monitoring is difficult, especially with larger developments. There is some reliance on the goodwill of the developer to fulfil planning conditions.	<ul style="list-style-type: none"> <li>Acknowledged. The need to enforce appropriately will be fed back to the Development Planning team.</li> </ul>
KW	i) The City Corporation has a published Enforcement Plan –should this be referenced in s7?	<ul style="list-style-type: none"> <li>Section 7 updated</li> </ul>
RM	j) Adherence to planning conditions needs to come from the buy-in of senior staff, as well as City Corporation	<ul style="list-style-type: none"> <li>Acknowledged. The City Corporation is working with several City business through the City Freight Forum to ensure buy-in</li> </ul>

	Members.	from senior staff.
PS	k) Some enforcement may come from reactions – people can report some obvious breaches of planning control. l) Need to bear in mind that the SPD isn't a policy document. The SPD could explore enforcement options for example; a public reporting service if a building fails to act on their planning conditions.	<ul style="list-style-type: none"> <li>Acknowledged. The Enforcement Plan sets out the reporting process.</li> </ul>
<b>4 - Is there anything not covered in the SPD that you think should be included?</b>		
JL	a) Security issues have changed. CoLP security review of proposals would be useful. This could be a security impact assessment or similar.	<ul style="list-style-type: none"> <li>Security issues will vary from site to site, and security aspects should be assessed with the City of London Police on a case by case basis.</li> </ul>
BM	b) Increase the references and potential measures regarding servicing.	<ul style="list-style-type: none"> <li>Most measures are relevant to deliveries and servicing trips. Servicing added to vision statement to strengthen this aspect.</li> </ul>
MC	c) Is there an opportunity for area based policies? Would this need a change to the Local Plan first?	<ul style="list-style-type: none"> <li>Area-based policies are a possible next step in managing deliveries and servicing, but are beyond the scope of this version of the SPD and would require additional policy development.</li> </ul>

#### 5 - Post-workshop comment

	Comment	Response
CS	a) Data on peaks of freight traffic, pedestrian and cycle flows suggest that to reduce co-incidence of pedestrian/cycle peaks and freight traffic, 'servicing-free' periods (para 71) should be re-defined. Specifying a lunchtime servicing-free period would create a small window for essential daytime deliveries and cycle & pedestrian numbers are lower than in the traditional peaks. The AM and PM peaks should also be reconsidered to ensure that servicing avoids peak pedestrian and cycle flow periods.	This is acknowledged, and the comment from CPA (comment 15.16) raises a similar issue. On review of the data, the proposed lunchtime restriction has been removed, and AM peak restriction is brought forward to 6.30 – 9.30am (para 71 and glossary). This better covers the peak of pedestrian and cycle use on City streets, and provides a longer daytime off-peak period for servicing.



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**The Town and Country Planning  
(Local Planning) (England) Regulations  
2012  
City of London**



**Freight and Servicing  
Supplementary Planning Document  
Adoption Statement  
DATE XXXX**

1. This adoption statement is published to meet the requirements of Regulation 14 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
2. The City of London Freight and Servicing Supplementary Planning Document (SPD) was adopted on XXXXXXXX.
3. The appendix to this statement sets out the modifications made to the SPD to take account of representations during the consultation period and other relevant matters.
4. Any person with sufficient interest in the decision to adopt the SPD may apply to the High Court for permission to apply for judicial review of that decision.
5. Any such application must be made promptly and, in any event, not later than 3 months after the date on which the SPD was adopted (XXXXXXX).
6. Copies of the SPD, the statement of consultation and the adoption statement are available on request at the Department of the Built Environment enquiries desk, North Wing, Guildhall, London EC2V 5DH. These documents can also be viewed on the City of London website accessed via: [www.cityoflondon.gov.uk/XXXXXXX](http://www.cityoflondon.gov.uk/XXXXXXX)

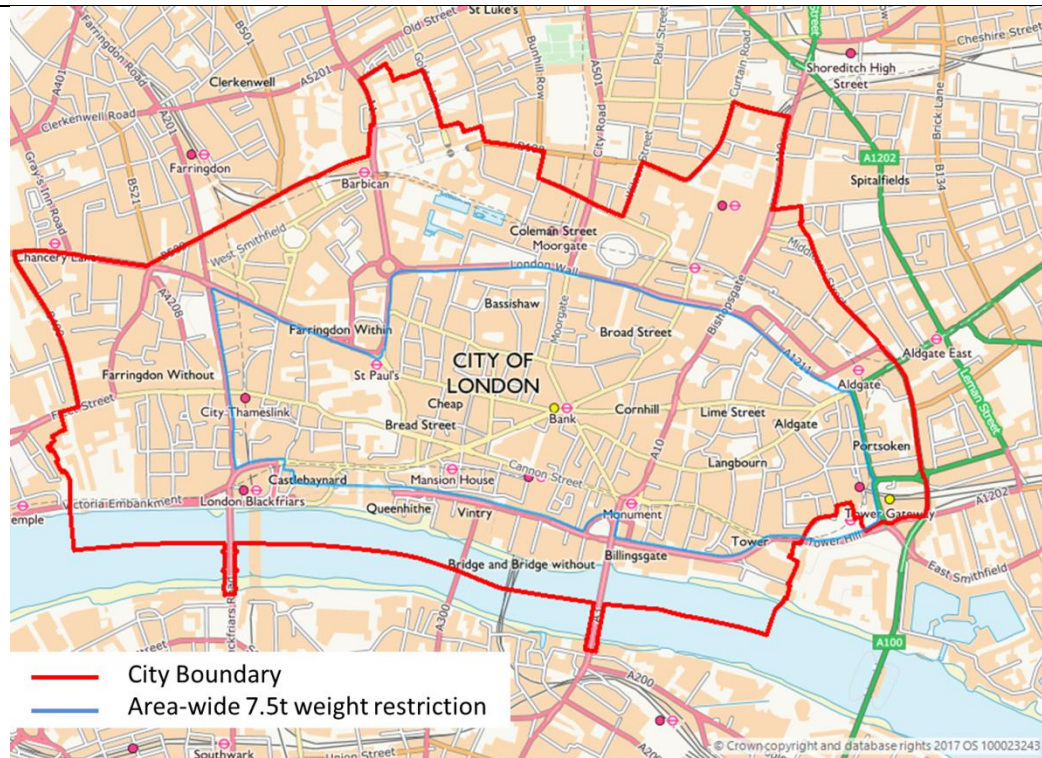


### Appendix 3 - SPD Adoption Statement

Paragraph	Details	Reason for Change
1	Changed text <del>Even in the 21st Century where</del> <u>While</u>	Reworded for clarity
3	Changed text <del>References</del> <u>Links</u> to these documents are provided in Appendix C.	Reworded for consistency
7	Changed text <del>This increase, combined with policies</del> <u>Policies</u> from the City Corporation, neighbouring boroughs and Transport for London to create 'Healthy Streets', and promote active travel, <del>has</del> <u>have</u> led to a reallocation of road space away from motor traffic. This reallocation has led to an increase in journey time delay <u>in places</u> .	Reworded to correct policy context
8	Changed text Reducing the number of goods vehicles serving new and existing premises in the City could therefore have a positive impact through <del>the reduction in</del> <u>reduced</u> road danger both within the City and in neighbouring boroughs.	Reworded for clarity
14	Changed text The impact of these technologies, particularly in a densely populated city environment is unclear at this stage, <del>and</del> . <u>In</u> the short to medium term the movement of freight within cities is likely to continue to rely on drivers using the road network.	Reworded for clarity
15	Changed text The efficient co-ordination of deliveries through technology and data is becoming increasingly important in the freight sector, and may present <del>changing</del> <u>new</u> opportunities for managing the impacts of delivery and servicing.	Reworded for clarity
25	Added text <u>Proposal 15 of the draft strategy sets out plans for a tailored approach for individual sectors, and plans to work with business on re-timing, and reducing deliveries through procurement. Policy 2 of the strategy adopts a Vision Zero approach to road danger in London, with the aim for all deaths and serious injuries to be eliminated from</u>	Added text in response to comment 15.5 and 1d)

	London's streets by 2041. Policy 6 of the strategy aims to make London's transport network zero emission by 2050.	
26	<p>Changed text</p> <p>A new London Environment Strategy <del>is expected to be</del> <u>was published</u> in draft format in summer 2017. This strategy <del>will bring</del> <u>brings</u> together the Mayor of London's polices covering air quality, water, waste, green spaces and biodiversity, noise and climate change adaptation and mitigation.</p>	Changed text to reflect publication of draft strategy during the consultation period.
29	<p>Changed text</p> <p>The overarching 'Healthy Streets' <del>approach</del> <u>Approach</u> to managing the street network is a key part of the Mayor's vision. In central London this means a shift towards reducing motorised traffic <del>and partly by having fewer deliveries at peak times</del> to create a more attractive environment for walking, cycling and using public transport.</p>	Changed text to more accurately reflect the City for all Londoners document.
33	<p>Changed text</p> <p>The Emissions Surcharge <del>is</del> <u>was</u> introduced from 23rd October 2017 as an interim scheme, pending the introduction of the Ultra Low Emission Zone.</p>	Changed text to reflect the introduction of the charge
34	<p>Changed text</p> <p>Ultra Low Emission Zone – The Ultra Low Emission Zone (ULEZ) will come into force in April 2019 <del>September 2020</del> and will replace the Emissions Surcharge. The ULEZ will require all vehicles within the Congestion Charge area to meet strict emissions standards, or pay a daily charge in addition to the Congestion Charge. <del>The Mayor is carrying out a consultation on extending the area covered by the ULEZ, and bringing forward the introduction of the scheme to 2019.</del></p>	Changed text to reflect the confirmation that the charge will be introduced in 2019.
35	<p>Added text</p> <p>The City of London Local Plan (<u>Appendix A</u>) is the statutory planning document for the City.</p>	Added reference to Appendix A.
36	<p>Changed text</p> <p>A <u>reference</u> to the document is provided in Appendix C.</p>	Changed text for consistency

37	Added text The City of London Delivery and Servicing Guidance ( <u>Appendix B</u> ) provides practical information on how to manage freight associated with an existing site or new development through a Delivery and Servicing Plan.	Added text in response to comment 15.7
40	Changed text <del>Links</del> <u>References</u> to the documents can be found in Appendix C.	Changed text for consistency
44	Added text  <u>The plan is due to be updated in 2018.</u>	Added text in response to comment 8.2
45	Correct typo  The City of London Waste Strategy 2013 – 2020 <u>sets</u> out	Corrected grammar
50	Image added	Added image in response to comment 15.8

	 <p>The map shows the City of London with a red outline indicating the city boundary. A blue line indicates the area-wide 7.5t weight restriction, which follows the city boundary and extends to the River Thames. Key streets and landmarks are labeled, including Clerkenwell, Farringdon, Barbican, Moorgate, Broad Street, Cornhill, Lime Street, Aldgate, and the River Thames. A legend at the bottom left identifies the red line as the 'City Boundary' and the blue line as the 'Area-wide 7.5t weight restriction'.</p>	
54	<p>Text changed</p> <p>"reduce the number of freight and <del>delivery</del> servicing vehicles and their environmental impact on the City's <del>streets</del>, particularly at peak times, whilst still allowing the City to flourish and avoiding negative impacts beyond the City's boundaries."</p>	Text changed in response to comment 1a), 1e), 2w) and 4b).
55	<p>Added text</p> <p>This SPD will help achieve this vision by setting out guidance for new major development that will limit the impact of new and additional freight demand on the City and beyond the City boundary.</p>	Added text in response 1c)
58/59	<p>Added text</p> <p><b>Match demand to network capacity</b> - Maximise the proportion of essential delivery and servicing trips taking place outside peak times and where possible promote quiet</p>	Added text in response to comment 1g), 1h)

	<p>evening or night-time deliveries. All essential delivery and servicing trips should be routed appropriately, using streets that are suitable for the vehicle being used, and minimising noise, emissions, <del>and</del> road danger, <u>and impact on heritage assets</u> along the length of the route <u>in and outside the City</u>.</p> <p><b>Mitigate the impact of freight trips</b> - Where goods and services must be transported by road, including for last mile, use the safest and quietest zero emission means possible. <del>which</del> <u>This</u> may mean moving goods or service personnel on foot or by cycle, <u>to reduce the environmental impact on the City</u>. The use of low emission river or rail transport for the transfer of goods and waste is encouraged, but the impact of additional noise and pollution at all stages of the journey should be considered. Loading and unloading of goods should not adversely impact on highway capacity, pedestrian, cycle or vehicle movement, road or site safety or unwanted noise levels either in the City itself, or on any stage of the journey.</p>	<p>and to improve clarity.</p> <p>Added reference to heritage assets in response to SEA paragraph 4.55.</p>
60	<p>Added text</p> <p>Where it is not required, the development of a <u>DSP can lower delivery costs and impacts</u> and is strongly encouraged to effectively manage delivery and servicing movements associated with the site.</p>	<p>Added text in response to comment 14.9</p>
61	<p>Added text</p> <p>The following guidelines set out <u>prospective</u> actions to effectively manage the freight and servicing impact of a development. The freight and servicing requirements of different types of development will <u>vary and some measures may not be applicable to all sites</u>.</p>	<p>Added text in response to comment 15.1</p>
61	<p>Added text</p> <p><u>Early engagement with the City Corporation's Planning team on management of delivery and servicing is encouraged.</u></p>	<p>Added text in response to comment 2d)</p>
62	<p>Added text</p> <p><u>– effectively consolidating deliveries or waste collection within the existing supply chain.</u></p>	<p>Added text in response to comment 11.4, 15.11 and 15.22</p>
63	<p>Changed text</p>	<p>Changed text in</p>

	an out of <u>central London</u>	response to comment 11.4
64	Changed text <del>details of the vehicle type to be used, and the route between the consolidation centre and the site should be included in the DSP</del> a commitment to use of zero or low emission vehicles, and appropriate routeing should be included in the DSP	Changed text in response to comment 11.5
65	Changed text Personal deliveries to staff <del>or residents</del> are considered part of the delivery and servicing of the premises, and should be managed in the same way.	Text changed in response to comment 2g)
66	Added text. <u>Liaison with the Environment Agency and Port of London Authority to minimise the impact of boat movement on biodiversity and flood defences is encouraged.</u>	Added text in response to comment 4.2.
66	Added text Agreements with waste management <u>and other logistics</u> companies to make use of this facility are strongly encouraged. Where the river can be used, agreements with waste management <u>and logistics companies</u> should specify the use of low emission and Direct Vision vehicles, where feasible, for collection within the City.	Added text in response to comment 7.3
67	The provision of adequate on-site storage space for goods is <u>strongly</u> encouraged	Changed text in response to comment 11.7
67	Added text Smaller sites where storage space is very limited are encouraged to <del>make</del> <u>investigate</u> arrangements to share storage space with neighbouring properties to facilitate bulk deliveries.	Added text in response to comment 15.14
68	Added text In line with Local Plan policy DM17.1, on-site waste management of all possible materials, <u>including food waste</u> , should be strongly encouraged,	Added text in response to comment 2e) and 2n)
70	Added text All deliveries requiring activity outside working hours, either at the site in the City or	Added text in response to

	elsewhere in the delivery chain, should be subject to a quiet delivery agreement ( <u>examples are set out in the DSP Guidance – see Appendix B</u> )	comment 15.15
70	Changed text <u>Details of the delivery and servicing timings, and how they will be managed</u> a commitment to minimise noise impacts at all stages of the delivery process and along the route should be included in the DSP.	Changed text in response to comment 11.8
70	Added text <u>Overnight deliveries using vehicles over 18 tonnes may be subject to routing restrictions set out in the London Lorry Control Scheme which aims to minimise lorry noise in residential areas.</u>	Added text in response to comment 16.4.
71 and Glossary	Text changed Where daytime deliveries and servicing are essential or out of hours deliveries are not permitted or feasible, these should occur off-peak (i.e. avoiding 7am – 10am <del>12noon – 2pm</del> and 4pm – 7pm). <u>In some areas where lunchtime footfall is particularly high, deliveries at this time should be avoided.</u>  Peak times 7am – 10am, <del>12noon – 2pm</del> and 4pm – 7pm on weekdays.	Text changed in response to comments 15.16 and 5a).
72	Where a City business operates a fleet of vehicles, steps should be taken to ensure that appropriate routes – <u>using the Strategic Road Network where possible</u> - are used by drivers both within the City and at all stages of their journey.	Added text in response to comment 2s)
72	Added text <u>Intelligent route planning</u> should <del>aim to</del> avoid residential areas along the length of the route	Added text in response to comment 9.5 and 10.3
73	Added text Consideration should be given to <u>the mode of transport</u> and type of vehicle used to carry out deliveries or collections, including waste collections. Responsible procurement policies that prioritise suppliers that use <u>river, public transport</u> or zero or low emission vehicles are encouraged	Added text in response to comment 9.9 and 2dd)
75	Added text	Added text in

	Where on-street loading is permitted, measures should be put in place to ensure that the movement and safety of pedestrians, cyclists and other road users is not adversely affected – <u>in line with the City's guidance on obstruction of the public highway</u> - and there is no adverse impact on the amenity of nearby residents.	response to comment 11.10
75	Added text <u>The City Corporation promotes and enforces a 'no idling' policy. Local enforcement of this policy is strongly encouraged.</u> <del>The promotion of a 'no engine idling' policy is encouraged.</del>	Added text in response to comment 10.4
76	Added text The impact of all measures taken to minimise, match and mitigate the impact of freight movement both within the City and beyond should be tracked with a robust system of monitoring <u>through the DSP.</u>	Added text in response to comment 12.4
76	Added text <u>Wider monitoring of footways and streets will continue to be undertaken by the City Corporation.</u>	Added text in response to comment 2y)
80	Added text If a development is not to be staffed overnight or at weekends, <u>on-site secure storage</u> , or arrangements with nearby businesses to accommodate out of hours deliveries may be feasible in order to reduce daytime impact on the network	Added text to reference on-site secure storage as an alternative.
81	Added text In addition, medium-sized office developments <u>(broadly defined as accommodating fewer than 250 people)</u>	Added text in response to comment 15.20.
83	Added text <u>Buildings with several occupants will naturally generate more delivery and servicing trips than those occupied by a single company.</u>	Added text in response to comment 15.2
83	Added text <u>Providing a single point of delivery for all occupants of a multi-tenanted building can reduce the need for delivery personnel to spend time finding the correct recipient within the building, improving efficiency.</u>	Added text in response to comment 11.12 & 11.13
92	Final sentence updated	Reworded for



	The promotion and use of a central delivery point where all residents have the option to collect goods, rather than have a missed delivery to home is encouraged.		clarity
92	Added text a commitment to carry out <u>quiet</u> routine servicing out of hours <u>which does not cause disturbance</u> is encouraged		Added text in response to comment 10.5
Appendix C	Added reference <u>Direct Vision Standard for HGVs – TfL</u>		Added reference in response to comment 12.2
Appendix C	Added text		Added text in response to comment 15.3
	<b>Document</b>	<b>Description</b>	
	Local Plan	<u>The City of London's planning strategy document</u>	
	Air Quality Strategy	<u>The City of London's policy and strategy on managing Air Quality</u>	
	Air Quality SPD	<u>The City's guidance on minimising emissions and exposure to air pollution</u>	
	Noise Strategy	<u>Document setting the strategic direction for noise policy in the Square Mile</u>	
	Public Realm SPD	<u>The principles and guidelines for controlling and informing street enhancement schemes (July 2016)</u>	
	Road Danger Reduction Plan	<u>The City's plan for the reduction of road casualties</u>	
	Code of Practice for Deconstruction and Construction Sites	<u>A guide to best practice on construction/deconstruction projects</u>	
	Standard Highway and Servicing Requirements for Developments in the City of London	<u>Guidance for the physical aspects of highway and servicing requirements</u>	

	Supplementary Planning Documents Directory	<a href="#">Section of the City Corporation website listing active SPDs</a>	
	Design Guidance Directory	<a href="#">Section of the City Corporation website listing active design guidance</a>	
	Safeguarding Wharves Final Recommendation report	<a href="#">Summary of the Safeguarded Wharves Implementation Report – outlining the role of wharves on the Thames.</a>	
	London Plan	<a href="#">The spatial planning document for London</a>	
	Land for Industry and Transport Supplementary Planning Guidance	<a href="#">SPG adding guidance to the London Plan on land for transport and industry</a>	
	Mayor's Transport Strategy 2010	<a href="#">The Strategic Transport Plan for London, produced by the previous Mayoral administration.</a>	
	Mayor's Transport Strategy 2017 Draft	<a href="#">The new draft Strategic Transport Plan for London.</a>	
	London Environment Strategy	<a href="#">The draft strategic plan for London's environment and green space</a>	
	Construction Logistics Plan Guidance	<a href="#">Guidance on how to produce an effective Construction Logistics Plan.</a>	
	Direct Vision Standard for HGVs	<a href="#">Web portal outlining information on Direct Vision standard lorries</a>	
	FORS Guidance	<a href="#">Guidance on the Fleet Operator Recognition Scheme – promoting best practice amongst fleet operators.</a>	
99	and	Added text	Added text in

Appendix C	The City Corporation's Enforcement Plan (see Appendix C) sets out the City's approach to planning enforcement.			response to comment 3i)
	Line added to appendix c			
	Document	Description	Author	
	<u>City Enforcement Plan</u>	<u>Sets out the City's approach to planning enforcement</u>	<u>City Corporation</u>	

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<b>Committees:</b>		<b>Dates:</b>
Planning and Transportation Committee Projects Sub		12 December 2017 11 December 2017
<b>Subject</b> <b>Pay &amp; Display Machines</b> <b>(Parking):</b> <b>Equipment Replacement</b>	<b>Gateway 7 Outcome Report</b> <b>Regular</b>	<b>Public</b>
<b>Report of:</b> Director of the Built Environment <b>Report Author:</b> Ian Hughes		<b>For Decision</b>
<p style="text-align: center;"><b><u>Summary</u></b></p> <p>The majority of the Pay &amp; Display (P&amp;D) machines in the City are over 10 years old and approaching the end of their useful life. The cost to upgrade the machines (around 90 in total) was estimated to be £227K.</p> <p>A recommendation to upgrade the machines was made at Gateway 1-2, however given the success of the mobile phone payment technology, which now accounts for over 90% of all on-street parking, Members at Gateway 3-5 recommended that a cashless parking trial be undertaken in parallel to a limited upgrade to test the viability of that solution, and determine the impact on users of removing a cash option.</p> <p>At the same time officers were also asked to review the number of P&amp;D machines at locations where cash payments were low with a view to reducing provision where this was practical. In the last 18 months 41 machines have been removed or taken out of service including those for the cashless parking trial.</p> <p>Funding was agreed to upgrade some machines (22 in total) at locations where cash continued to be a popular method of payment. This P&amp;D upgrade was completed in March 2017 at a cost of £71,000 met from local risk resources.</p> <p>The cashless parking trial commenced on 15 May 2016 (the area is outlined in appendix 1); only one complaint was received in relation to the convenience charge currently applied to mobile phone payments. Given the successful outcome of the trial, it is proposed to roll out cashless parking more widely across the City removing the majority of P&amp;D machines with the exception of those locations where cash payments continue to be relatively high. .</p> <p><b><u>Recommendations</u></b></p> <p>Members are asked to note that the project is now completed and no further machine upgrades are proposed. Members are further recommended to agree that cashless parking be rolled out more widely across the City following the successful outcome of the trial, and the continuing rise of payments made by mobile phone payment technology.</p>		

### **Main Report**

<b>1. Brief description of project</b>	A total of 22 Pay & Display machines were successfully upgraded in March 2017 in those locations that continue to receive a relatively high volume of cash payments as detailed in appendix 2.
<b>2. Assessment of project against SMART Objectives</b>	Upgrade of P&D machines was completed before 31 March 2017 and within budget.
<b>3. Assessment of project against success criteria</b>	<ul style="list-style-type: none"> <li>• In all 41 machines have been removed or taken out of service already including those for the cashless parking trial</li> <li>• One complaint has been received (in relation to the convenience fee) since the cashless parking trial was introduced</li> </ul>
<b>4. Key Benefits</b>	<ul style="list-style-type: none"> <li>• Upgraded machines will deliver increased reliability with reduced downtime.</li> <li>• Cost savings in machine maintenance and consumables will be achieved</li> <li>• Retaining the option to pay by cash at locations where this continues to be a popular method of payment will provide customer choice and flexibility</li> </ul>
<b>5. Was the project specification fully delivered (as agreed at Gateway 5 or any subsequent Issue report)</b>	Yes
<b>6. Programme</b>	The project was completed within the agreed programme

<b>7. Budget</b>	<p>The project was completed within the agreed budget</p> <p>This project was funded from DBE's local risk budget was identified to upgrade those machines at locations where cash continues to be a popular method of payment for on-street parking. A total of 22 machines were upgraded and the project was completed in March 2017 at a cost of £71,000 within the £88,000 agreed budget.</p> <p>No further funding is required for machine upgrades.</p>
<b>Final Account Verification</b>	<p>Choose an item.</p> <p>Not Applicable.</p> <p>Please confirm whether or not the Final Account for this project has been verified. *</p>

**\*Please note that the Chamberlain's department Financial Services division will need to verify Final Accounts relating to medium and high risk projects valued between £250k and £5m and all projects valued in excess of £5m.**

### **Review of Team Performance**

<b>8. Key strengths</b>	A good working relationship with the provider of the P&D machines (Hubb Parking t/a Zeag) enabled the procurement and delivery of the new equipment to be done at the earliest opportunity.
<b>9. Areas for improvement</b>	None specific.
<b>10. Special recognition</b>	Officers in the traffic management team (Highways Division) worked effectively with the supplier to ensure seamless implementation.

### **Lessons Learnt**

<b>11. Key lessons</b>	<ul style="list-style-type: none"> <li>• Payment for on-street parking using mobile phone technology continues to be the preferred method of</li> </ul>
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	<p>payment by the majority of users</p> <ul style="list-style-type: none"> <li>• Those machines where cash use is relatively high have been successfully upgraded so are fit for purpose and compliant for several years to come</li> <li>• The roll-out of cashless parking across the City has saved the City the need to find further funding to invest in unnecessary parking stock</li> </ul>
<b>12. Implementation plan for lessons learnt</b>	None identified.

### **Appendices**

<b>Appendix 1</b>	Cashless Parking Trial Area
<b>Appendix 2</b>	Locations where of P&D machines will be retained

### **Contact**

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## Appendix 1

### Streets in the Trial area

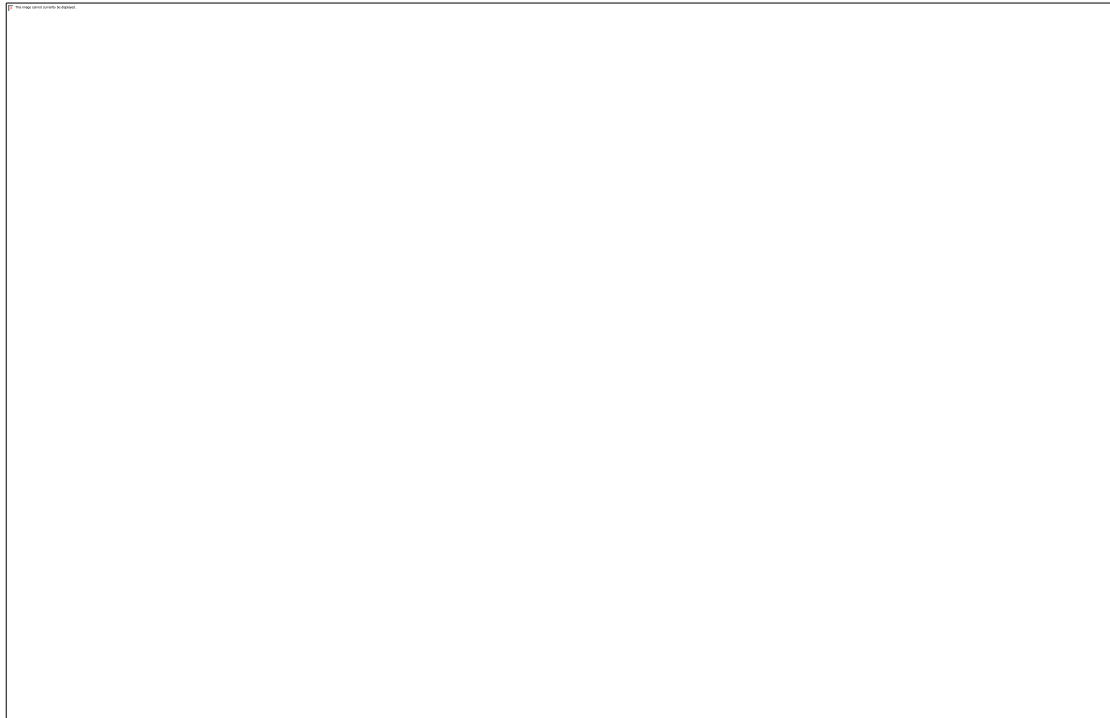
The following map indicates the extent of the cashless parking trial which was implemented in May 2017.



## Appendix 2

### Pay & Display Machine Locations

The following map illustrates the locations where P&D machines continue to receive a relatively high volume of cash.



The specific locations are outlined in the table below:

West Smithfield	John Carpenter Street	Chancery Lane	Devonshire Square	Liverpool Street
Giltspur Street	Temple Avenue	Finsbury Circus	Coleman Street	Creechurch Lane
Long Lane	Carmelite Street	Fann Street	Harrow Place	Limeburner Lane
Houndsditch	Mark Lane	Minories	Whitefriars Street	Watling Street
Jewry Street	Lloyds Avenue	Monument Street	Finsbury Circus	Laurence Poutney Hill
Queen Street				

Note: 26 locations served by 36 P&D machines including coach bays.

Committee(s):	Dates:
Street and Walkways Sub Committee - For information	November 24 <sup>th</sup> 2017
Planning and Transportation Committee - For decision	December 12 <sup>th</sup> 2017
Policy and Resources Committee - For Information	December 14 <sup>th</sup> 2017
<b>Subject:</b> City Lighting Strategy: Draft Strategy consultation	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>
<p style="text-align: center;"><b>Summary</b></p> <p>In September and October 2016, Members approved a Street Lighting LED upgrade, together with the installation of a new Control Management System (CMS) that allows the dynamic real time management of street lighting throughout the City of London. However this project also provided the ideal opportunity to establish the very first City wide lighting strategy for the Square Mile.</p> <p>Lighting consultants were appointed in January 2017 and a draft City Lighting Strategy has now been produced, following a series of workshops including a wide variety of internal officers from the City of London and City of London Police. This report presents the main recommendations of the Strategy and sets out details of the planned public consultation exercise. Copies of the draft strategy are available in the Members' Reading Room.</p> <p>The City Lighting Strategy will seek to improve the quality, efficiency, sustainability and consistency of lighting for the whole City, providing a holistic approach to lighting and helping to ensure a safe, vibrant and pleasant night environment for businesses, residents and visitors.</p> <p>The Strategy also considers the negative consequences of artificial lighting and how a healthy and sustainable balance can be achieved between light and darkness within the City, maintaining safety and security considerations as paramount. Its key recommendations include a new set of lighting standards and a series of innovative approaches and techniques in line with the Smart City agenda. The Strategy also recommends guidelines for both the level and colour of lighting (i.e. its warmth) for main streets, secondary streets and foot ways.</p> <p>The document suggests how smarter, more human scale lighting can provide both the necessary functional lighting the City requires, and also a powerful tool to enhance the public realm after dark, supporting the development of the City's night time economy.</p>	

Officers are recommending that a formal public consultation exercise is undertaken to gather public responses to the principles presented in the Strategy. It is proposed that the Strategy is out for consultation for a period of six weeks, using a variety of methods to engage with the public as set out in this report.

**Recommendations:**

- That the draft City Lighting Strategy be approved for public consultation to be initiated in January 2018.

**Main Report**

**Background**

1. The majority of the City's street lighting equipment is in need of replacement and a project is currently underway to deliver a technical upgrade. This involves replacing the existing street lighting units with Light-Emitting Diode (LED) lighting as well as a new integrated control management system. In that context, the opportunity to establish a City Lighting Strategy will ensure that the new system delivers lighting which is efficient, sustainable, functional and that can enhance the City's unique night-time character.
2. A series of workshops to identify key lighting issues and objectives were organised by the City, and these identified the need for a lighting strategy to set out the City's approach in a holistic way. These workshops informed the production of a brief, and Speirs and Major, a lighting design consultant, was appointed in January 2017 to develop the strategy.
3. Consultation has played a key role in the development of the strategy, with a working party set up and workshops, meetings and presentations organised to engage with a wide variety of stakeholders. This allowed the sharing of different expertise and a better understanding of the current lighting issues and opportunities. Such groups have included internal officers from planning, highways, public realm, transportation, access, environmental health and policy teams; Open Spaces department, Transport for London (TfL) and City of London Police.

**Current Position**

4. The City Lighting Strategy has now been drafted, having been informed by comments and suggestions received from the Working Party. The document provides a holistic approach to lighting and seeks to ensure a safe, vibrant and pleasant night environment for businesses, residents and visitors, as well as by improving the quality, efficiency, sustainability and consistency of lighting.
5. The Strategy will form part of the City 'Smart City' agenda: an ambitious forward plan to enhance the uniqueness and competitiveness of the City,

helping cement its status as the World Financial and Business Centre, as well as a historical and cultural destination.

6. This strategy will also serve as a guidance document for public realm and transportation projects and recommend lighting approaches for future developments, ensuring lighting considerations are included at the early stages of any design process.
7. This document provides a unique opportunity for the City of London to re-think its current approach to lighting, particularly how a smarter, more human scale of lighting can be delivered that better meets the needs of pedestrians and cyclists rather than the current focus on high level, high powered, traffic focused lighting. The objective is not just to provide the City with the necessary functional lighting it requires, but also improve the quality of life for its residents and workers by avoiding unnecessary light pollution, over-lighting, excessive glare and inconsistencies in lighting design.
8. This transformative approach equally suggests lighting can be a powerful tool to improve the public realm after dark, supporting the development of the City's night time economy and contributing to the success of after dark events and celebrations. It suggests how playful and/or colourful lighting could be used to strengthen the identity of Culture Mile, the City's new cultural destination, through temporary or more permanent installations.
9. Key recommendations in the document address three main areas:
  - a) **Functional:** these recommendations ensure the new lighting approach provides a safe, secure and accessible environment for all.
  - b) **Environmental:** this set of guidelines provides a sustainable approach that balances the economic, environmental and social impact of lighting, and considers how lighting can play a key role in the cultural development of the City of London at night.
  - c) **Technical:** these recommendations suggest how the above can be delivered, starting with fully embedding lighting within the planning system, setting out a clear structure to manage street lighting, including the formation of a Strategic Lighting Board, and encouraging the use of smarter technologies and innovations.
10. Lighting standards that meet the needs of the different types of road and typologies of spaces have also been suggested as follows:
  - a) **Lighting levels:** it is recommended to provide different lighting levels for the different types of road (main roads; side roads; footways and Riverside) with lighting levels varied dependent upon time of day (e.g. peak / off-peak) and/or current need (e.g. crime or other incidents). It is proposed lighting levels will be, where necessary, determined on a street by street basis.
  - b) **Colour temperature:** the hue of white light of the public lighting systems is recommended to be more consistent. It is suggested that the main street and amenity lighting systems range from warm white light (2700K) to cool white light (4000K) depending on the typology of the route or open space.

- c) **Lantern mounting height:** it is recommended that mounting height of lighting equipment should generally be sympathetic to the height and width of a street or open area, to ensure uniformity of lighting level throughout the City.
11. The Strategy has also identified a series of character areas within the City of London, each with its unique attributes. Distinctive recommendations are suggested for each area, which allows lighting to respect and enhance their characteristics.

### **Proposal**

12. In summary, the strategy's aim is to provide the vision, methodology, standards and guidance to meet the future requirements of the City of London. It seeks to deliver a creative, holistic, cohesive, forward looking and intelligent approach in which light and darkness are better balanced to meet both the functional and aesthetic need. It also suggests how light may be employed to help reinforce the City's existing identity as a world-class business centre, whilst respecting and complementing both its heritage and character
13. The Strategy also specifically looks to encourage walking and cycling by creating an enjoyable, safe and secure experience of the public realm after dark, but in a sensitive and environmentally responsible manner. In recognising the City of London's Future City and Smart City initiatives it introduces an innovative approach to both technology and technique to help create much greater flexibility for the future.
14. Officers are recommending that a formal public consultation exercise is undertaken to gather public responses to the ideas in the strategy. It is proposed that the Strategy is out for consultation for a period of six weeks from January 2018, using a variety of methods:
- Leaflets and questionnaires available to the general public and placed in City of London public buildings including libraries and offices;
  - A total of four drop in sessions, during lunchtime and evening periods, open to the general public in Guildhall;
  - Consultation web pages with access to the electronic version of the draft strategy and on line questionnaires;
  - Email updates to interested members of the public and stakeholders;
  - Two night walking tours for Members, taking place in November and December 2017, to see new LED technology in its trial stage and consider the issues the strategy seeks to address; and
  - Officers will also follow up on any requests made for presentations to groups or individual briefing sessions.
15. Copies of the draft strategy have been made available in the Members' Reading Room.

### **Corporate & Strategic Implications**

16. The City Wide Lighting Strategy is in line with the aims and objectives of the City of London Corporate Plan 2015-19

### Corporate Plan

KPP2 Improving the value for money of our services within the constraints of reduced resources

KKP5: Increasing the outreach and impact of the City's cultural heritage and leisure contribution to the life of London and the nation, including the more specific deliverable of

- Developing and improving the physical environment around our key cultural attractions; and providing safe, secure, and accessible Open Spaces

### Policy Implications

The proposed Strategy is in line with the following adopted City of London policies:

Local Plan 2015

Policy CS3 Security and Safety

3.10.15 The illumination of buildings should only occur where it would contribute to the unique character and grandeur of the City townscape by night. Lighting intensity, tone and colour need to respect the architectural form and detail of the building, be sensitive to the setting and avoid light pollution of the sky and adverse effects upon adjacent areas and uses. Light fittings, including street lighting, should be discreetly integrated into the design of the buildings, where possible.

Policy CS10 Design

3.10.23 The City Corporation will actively promote schemes for the enhancement of the street scene and public realm, in appropriate locations.

3.10.26 All projects should be inclusive in design so that they provide access for all.

Policy CS15 Sustainable Development and Climate Change

15.7 Noise and light pollution

Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

### **Conclusion**

17. This report updates Members about the City Lighting Strategy. It outlines the process of drafting the strategy, including stakeholder workshops and sets out the key recommendations presented in the Strategy. It recommends that Members approve a public consultation on the draft strategy be undertaken in January 2018 for six weeks.

**Background Papers:**

Draft City Lighting Strategy 'Light + Darkness in the City, A Lighting Vision for the City of London'. This can be viewed in the Member's reading room, or an electronic copy can be sent directly to Members on request.

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<b>Committee(s)</b>	<b>Dated:</b>
Planning & Transportation Committee – for decision Port Health & Environmental Services – for information and comment	<b>12 December 2017</b> <b>21 November 2017</b>
<b>Subject:</b> Introduction of Emission Based Tariffs for On-Street Parking & Cashless Parking	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

## Summary

This report recommends the introduction of a new tariff for on-street parking charges based on variable charging according to their emissions. The report proposes a lower charge for electric (other zero emission capable vehicles), a medium charge for newer petrol and diesel vehicles and a higher charge for more polluting older petrol & diesel vehicles. The aim being to promote the issue and, in some small way, encourage motorists to use more environmentally friendly vehicles. It is proposed to introduce the new tariff in the first quarter 2018/19 allowing for statutory notification and system changes to be made.

In addition, the report recommends the implementation of cashless parking across the majority of the City with a significant further removal of Pay & Display (P&D) machines, only retaining those machines at locations where cash continues to be a popular method of payment.

Members are reminded that a six-months cashless parking trial was implemented in May 2017 so adverse reaction and equalities impact of removing the option of paying cash for on-street parking could be monitored. This report also outlines the successful outcome of that trial, which was introduced in the vicinity of Guildhall.

This report also advises that in future those wanting to pay using coins will be required to pay the higher charge regardless of vehicle type which it is hoped will encourage more payments by phone and as a result an opportunity to remove more P&D machines as they become redundant.

## Recommendation(s)

Members are recommended to agree to:

Emission Based Tariff-

- Commence the statutory process for the introduction of a new tariff structure for on-street parking charges based on vehicle type and emissions as outlined paragraph 11 of this report.

Cashless Parking –

- Remove most of the Pay & Display machines for on-street parking payments in the City with the exception of those locations that continue to receive a relatively high level of cash payments, and commence the statutory process to remove the convenience fee of 20p currently applied to each mobile phone parking transaction .
- Delegate to the Director of the Built Environment authority to consider all consultation responses and representations in response to the proposal to introduce a new tariff structure and to determine whether or not to make the necessary Order (subject to being satisfied that no major new issues or significant public concern has arisen during the consultation process). If major new issues or significant public concern have arisen the decision whether or not to introduce the new tariff structure and remove the convenience fee will be brought back to Planning & Transportation Committee.

## **Main Report**

### **Introduction of New Emission Based On-Street Parking Tariff**

#### **Background**

1. As part of the Service Based Reviews, Members agreed in February 2015 to increase the hourly rate for on-street parking (P&D) from £4 to £4.80 (purchased in blocks of 15 minutes at a cost of £1.20 each). This increase was implemented on 6 April 2015 and no further increases have taken place since this date. This report recommends the introduction of an emissions based tariff for on-street parking charges to help incentivise motorists to use more environmentally friendly vehicles and promote awareness of the issue generally.

#### **Emissions Based On-Street Parking Charge**

2. Improving air quality is one of the Corporation's major objectives and an increasing concern for residents and businesses. Current levels of pollution negatively affect the health of the City's population and in turn its status as global city and leading economic and commercial centre.
3. The current City of London Air Quality strategy was introduced in 2015 and seeks to reduce exposure to pollution through transport related initiatives and raising awareness of air quality issues. There are 10 policy areas, one of which is to seek opportunities for a significant reduction in emissions associated with road traffic in the Square mile.
4. Parking policy plays a key role in supporting the City's initiatives to improve air quality through the issue of Penalty Charge Notices for idling engines (coaches), and provision of electric vehicle charging points installed in City off-street car

parks. The introduction of emissions based tariff for on-street parking is another measure aimed at improving air quality.

5. Diesel is considerably more polluting than petrol. In particular older diesel vehicles (pre 2015) and older petrol vehicles( pre 2005) generally generate the highest pollution. The introduction of emissions-based on-street parking charges, (where in essence “the polluter pays”) is aimed at encouraging greater use of electric vehicles and other zero emission capable vehicles, at the same time as reducing fossil fuel combustion to create a cleaner, healthier environment. Raising parking tariffs and introducing emissions-based tariff not only manages demand and encourages other modes of travel but is also expected to assist in discouraging use of higher polluting vehicles.
6. Fuel type charging has already been introduced in Westminster and it is believed that other neighbouring authorities such as Islington and Camden will soon follow suit. The Mayor of London has also introduced a surcharge on older polluting vehicles driving into the Congestion Charging Zone. Through the adoption of similar initiatives, the City not only aims to reduce pollution levels but also avoid the risk of drivers of older diesel and petrol vehicles choosing to park in the City to avoid higher emission based charges already introduced by neighbouring authorities.
7. RingGo (Cobalt Technologies Ltd) replaced the previous provider for mobile phone parking (PaybyPhone) on 2 March 2017 following a competitive tendering exercise that took place in January 2017. Over 96% of all on-street parking payments are now made using mobile phone technology.
8. The service provided by RingGo can be adapted to allow automatic vehicle checks to be undertaken. In summary the mobile phone payment system can be modified to allow real time DVLA look ups for each vehicle, and depending on fuel type and age apply the relevant charge. The RingGo system can be re-configured to make this adjustment at a cost of approximately £65,000 (first year) and £54,300 for annual licence and operational fees in subsequent years.
9. The number of motorists opting to pay for parking in the City using the traditional P&D machine has significantly reduced in recent years, although there are some areas that continue to have a relatively high intake of coin as outlined in the attached appendix. The P&D machines do not have the mechanism or sophistication to distinguish different types of vehicle e.g. those that are electric, petrol, or diesel as there is no DVLA look up facility in the same way as the mobile phone payment option. Drivers wanting to pay by cash using a P&D machine will therefore have to pay the higher rate of payment, although drivers can opt to pay the discounted parking charge through the RingGo system. This position is likely to encourage more customers to pay for parking using mobile phone.
10. Civil Enforcement Officers contracted by Indigo Parking UK Ltd will use existing systems to determine if correct payment has been made through the RingGo system or alternatively by the Pay & Display ticket displayed on the dashboard of

the vehicle. No special enforcement equipment is required and no change in enforcement procedures is necessary.

## Proposal

11. It is intended to introduce a variable car parking tariff regime broadly in line with the Mayor of London's Ultra low Emission Zone (ULEZ) criteria which he advises will now be introduced in April 2019. The Mayor's scheme penalises non ULEZ compliant vehicles entering central London. That is for diesels those non Euro 6 compliant (typically built prior to 2015) and for petrol those non Euro 4 compliant (typically built prior to 2005).
12. The following table illustrates the proposed tariff structure based on vehicle classification e.g. electric/hydrogen/hybrid, petrol (pre/post 2005) and diesel (pre/post 2015). Data on the percentage of vehicles in each category of charging is indicative and has been taken from another central London authority that has already introduced a similar tariff structure provided by RingGo:

<b>Vehicle Type</b>	<b>Electric/ hydrogen/ hybrid Vehicle* (20p per 15 min reduction)</b>	<b>Petrol 2005 onwards (increase 10p )</b>	<b>Diesel ( 2015 onwards (increase 10p)</b>	<b>Diesel (prior to 2015), petrol (prior to 2005) &amp; payment at P&amp;D Machine (increase 50p)</b>
<b>15 minutes</b>	£1.00 per	£1.30	£1.30	£1.70
<b>Per hour</b>	£4.00	£5.20	£5.20	£6.80
<b>% of Vehicles in each classification</b>	5%	36%	26%	33%

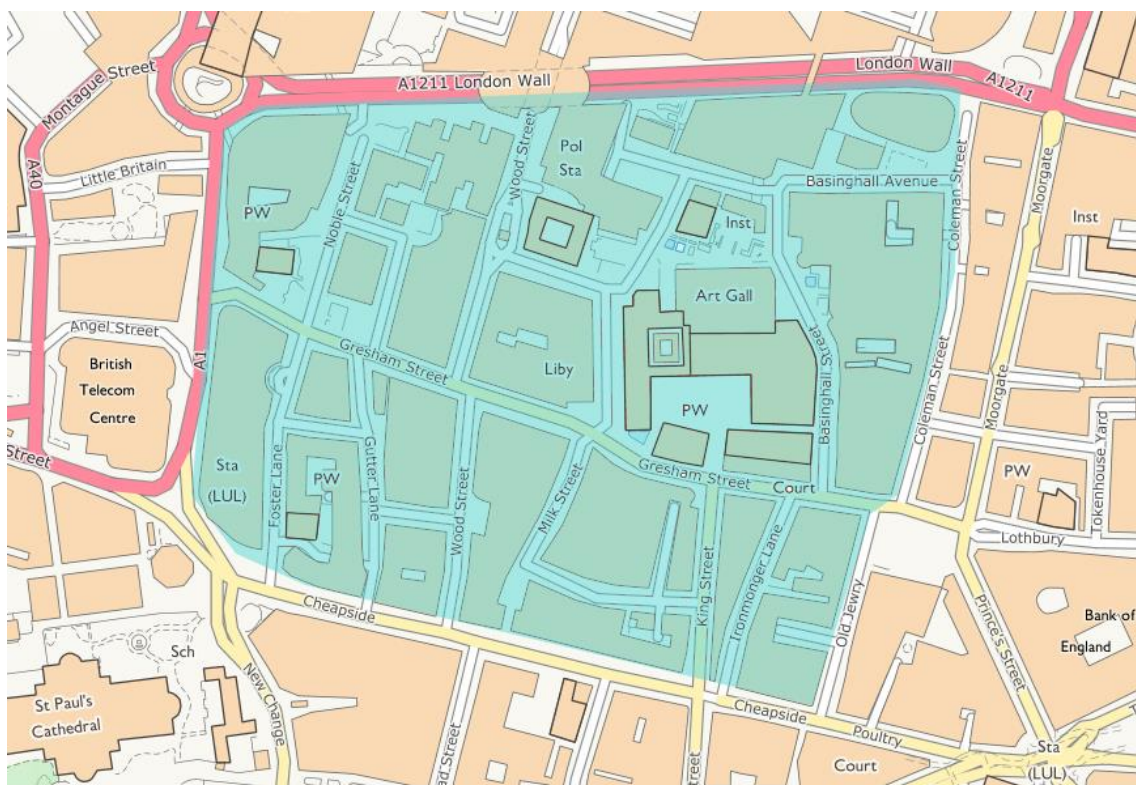
\*Current level of parking charge applies

13. The charges above reflect a proposed 20p per 15 minute reduction in the current tariff to help incentivise use of 'Zero Emission Capable' vehicles.
14. The tariff structure is based around the forthcoming ULEZ charging categories as explained above. This provides a common position with the Mayor's ULEZ scheme and therefore, should be more readily understood by drivers.
15. It should be noted that this policy change may result in a move towards greater use off street parking which is in line with current policy of encouraging 'off street' rather than 'on street' parking. However it is proposed to explore a similar approach for our 'off street' car parks in due course, although it is known that this is not currently possible due to the limitations of existing equipment.
16. It is proposed to introduce the new emissions based tariff on 2 April 2018. This proposed date will allow for the statutory consultation process to take place, the implementation of a comprehensive communication strategy, robust testing of new systems and contractual changes to be made to third party providers i.e. RingGo.

## **Cashless Parking**

### **Background**

17. Members are reminded that at their Committee on 10 March 2016, it was agreed to retain a cash option of payment for on-street parking charges through the Pay & Display (P&D) machines. It was also agreed to review the number of P&D machines at locations where cash payments were low with a view to reducing provision where this was practical. In addition Members asked that a cashless parking trial be introduced to determine the impact on users of removing a cash option for parking payments.
18. Whilst industry advice recommends that local authorities in England and Wales should continue to offer customers the option of paying for parking using cash, the success of mobile phone parking in the City means that over 96% of all parking payments are now made using this method with a minority of customers still opting to pay by cash.
19. In the last 18 months 41 P&D machines have been removed or taken out of service (including those for the cashless parking trial). There are currently 75 still in operation including chip & pin enabled machines located in coach bays. As the majority of machines are now more than 10 years old and approaching the end of their useful life, a programme of machine upgrade was agreed in 2016 (Planning & Transportation Committee 4 October 2016) with 22 machines replaced at those locations that take a relatively high level of cash payments. The upgrade of these machines was successfully completed in March 2017.
20. A cashless parking trial was introduced on 15 May 2017 in the vicinity of Guildhall to test the impact of a mobile phone payment only arrangement. Since its introduction, only one customer complaint has been received suggesting that the negative impact of withdrawing the option of paying by cash is minimal. P&D machines were not removed as part of the trial, but taken out of service with signage installed to indicate to customers that payment must be made by mobile phone.
21. The streets that are incorporated into the trial are outlined in the map below:



22. There are 26 locations (served by 36 P&D machines including coach bays) in the City where payment by cash continues to be relatively high and as such there is strong justification for continuing to offer customers a cash payment option through the provision of Pay & Display machines (P&D) at these locations. These locations are outlined in the attached appendix and tend to be on the City fringes near residential areas, around the Temple and Liverpool Street station.

### Convenience Fee

23. The mobile phone payment contract with RingGo is operated at no cost to the City as the convenience fee covers the cost of providing the service and is added to the parking charge paid by the customer. If an extensive rollout of cashless parking took place, there is arguably no justification in continuing with the convenience fee as motorists would have no other payment option (with the exception of those locations that might continue to be served by P&D machines as outlined in the appendix). It is therefore proposed to remove the convenience fee at the same time as introducing the new tariff.
24. Members are also advised that there are plans to ban credit and debit card surcharges on Visa and Mastercard payments from January next year following a directive from the European Union. Whilst the 20p convenience fee is not a surcharge on the card payment but a charge to cover the cost of providing the service, by continuing to add a convenience fee to a mobile phone parking payment is likely to attract adverse reaction from drivers.

25. At present the income generated from the convenience fee is approximately £100,000 pa.. However with the proposed changes in the tariff for on-street parking, including the introduction of a higher charge for more polluting vehicles, the additional cost of no longer applying the convenience fee is expected to be off-set by an increase in revenue raised from the parking tariff review. Details of this are outlined further in the report.
26. P&D machine maintenance costs for 2017/18 are budgeted at £54,000, with additional costs of around £5,000 for consumables and £18,000 for cash collection services. Although long-term machine maintenance costs will be reduced with the removal of the majority of P&D machines, they will not be eliminated altogether with an element of costs for maintenance, consumables and cash collection remaining for the small number of machines still in operation..

### Risks

27. Although mobile payment technology is popular and a high number of customers use the RingGo service, removing a high number of P&D machines and limiting the options to pay by cash at most locations in the City introduces risk and vulnerabilities. However this proposal still retains an element of cash payment for on street parking, and cash payments continue to be offered in the City's off street car parks.
28. Whilst the RingGo service is reliable with a current system availability of 99.9%, without a cash alternative the system is not fully resilient. The system of payment is also dependent on customers having a mobile phone that works across all locations and does not take into account variances in mobile phone coverage e.g. "black spots" that exist in the City.
29. On a national basis, cash continues to be the preferred payment option for parking and few local authorities have moved to a fully mobile payment solution. Removal of paying by cash to a mobile only payment solution is dependent on having a valid credit or debit card, and a working mobile phone. The outcome of an Equalities Impact Assessment highlights this as a minimal risk.
30. Whilst street clutter in the City would be reduced through the removal of P&D machines, additional on-street signage is required to show tariff information, conditions of use and indicate the payment method. The costs associated with this have been estimated to be in the region of £20,000, which can be met from local risk funds.

### **Corporate, Financial & Strategic Implications**

31. Parking charges are set at a level to manage demand and meet the City's transport policy aims. The previous uplift of charges introduced in 2015 resulted in an increase in parking income of approximately £120,000. Through the introduction of emissions-based tariff the projected increase in income for 2018/19 is anticipated to be in the region of £180,000 net taking into account

costs associated with the removal of the convenience fee and signage, and savings achieved in machine maintenance and cash collection as outlined in the table below. Although the purpose of introducing the tariff change is not simply to generate income but instead aimed at incentivising the use of more environmentally friendly vehicles, as well as covering costs of administration.

32. Whilst it is difficult to accurately estimate the additional revenue generated through the introduction of a new tariff structure it is expected to be in the region of £400,000 (net £180,000 in 2018/19). This increase in income will be used to offset the cost of implementation and removal of the convenience fee that is currently applied to mobile phone payments. Indicative costs are outlined in the following table:

<b>£</b>	<b>Financial Year 2018/19</b>
Additional Income	(£400,000) estimated
System Changes (RingGo)	£65,000
Removal of Convenience Fee	£100,000
Additional Signage	£20,000
Removal of Machines (based on £400 per machine)	£20,000
Reduction in maintenance costs based on fewer machines	(£30,000)
Reduction in cash collection charges based on fewer machines	(5,000)
Behavioural Change e.g. reduction in older vehicles using City streets to park.	£50,000
<b>Net Income</b>	<b>£180,000</b>

33. The City is authorised to operate and set parking charges under Section 46 of the Road Traffic Regulation Act 1984. In exercising its functions under the Road Traffic Regulations Act 1984 the City, as traffic authority must have regard to amongst other things, the provision of adequate parking facilities and securing the expeditious, convenient and safe movement of vehicles and other traffic (including pedestrians) having regard to the amenity, the national air quality strategy and any other relevant matters. The environmental benefits of the proposals are consistent with these considerations.

34. In accordance with section 55 of the Road Traffic Regulations Act 1984, income received from on-street parking charges is held in the On-Street Parking Account, which can only be used by the City for highway improvements and other traffic related or environmental measures. Additional costs associated with the introduction of emissions-based tariff and removal of the convenience fee can be legitimately covered by this surplus.



35. There is a requirement to publish proposals on the introduction of parking charges prior to changes made to the Traffic Management Orders. This will be done through publication of the proposals in the local press in accordance with the Local Authorities Traffic Order (Procedure)(England & Wales) Regulations 1996. In addition, a coordinated communication strategy to include signage, posting on social media, website information and leaflet distribution will be undertaken.
36. The proposed tariffs will support wider policy objectives to reduce traffic and emissions from remaining vehicles. A full review of parking, both on and off street will be undertaken during the development of the City Corporation's Transport Strategy. The review will include further analysis of the potential to use parking charges and restrictions such as electric only parking bays to incentivise the switch to less polluting vehicles.
37. These proposals link to the City's Strategic Aims of providing modern, efficient and high quality local services and policing within the Square Mile for works, residents and visitors with a view to delivering sustainable outcomes. The continued provision of reliable and effectively managed on-street parking places also supports the City's transport policy objectives including those to improve air quality in the City.
38. Failure to meet the air quality limit values could result in fines being imposed on the United Kingdom, which could be passed down to local authorities under the Localism Act 2011. The Mayor of London has recently published a draft Environment Strategy that details that London Boroughs and the City of London could introduce emission based parking charges as part of their statutory duties to improve air quality.

## **Conclusion**

39. Subject to the recommendations in this report being approved, and to the outcome of the consultation and press notices, it is proposed that all the changes are put into effect in quarter 1 2018/19. Subject to there being no major issues or significant concerns arising from the consultation.
40. The necessary Traffic Management Orders to bring the tariff into force will be made under the Director's delegated authority. If any major issues or significant concerns emerge the proposal will be reported back to Planning & Transportation Committee to decide whether to make the Order to bring the proposed tariff into force.

**Ian Hughes**

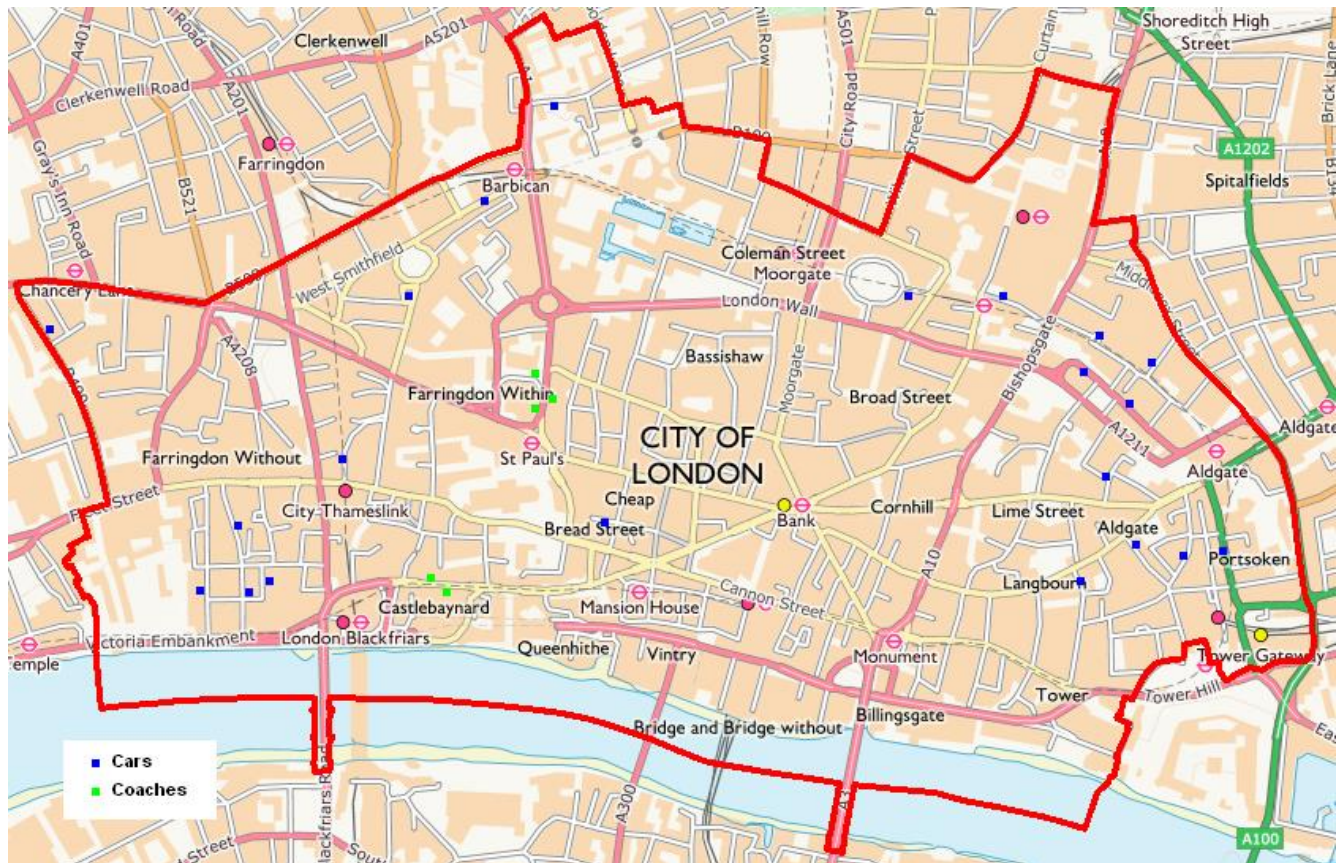
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## Appendix 1 Pay & Display Machine Locations

The following map illustrates the proposed locations for P&D machines (highlighted by blue dots)



The specific locations are outlined in the table below:

West Smithfield	John Carpenter Street	Chancery Lane	Devonshire Square	Liverpool Street
Giltspur Street	Temple Avenue	Finsbury Circus	Coleman Street	Creechurch Lane
Long Lane	Carmelite Street	Fann Street	Harrow Place	Limeburner Lane
Houndsditch	Mark Lane	Minories	Whitefriars Street	Watling Street
Jewry Street	Lloyds Avenue	Monument Street	Finsbury Circus	Laurence Poutney Hill
Queen Street				

<b>Committees:</b>	<b>Dates:</b>	
Streets and Walkways Sub-Committee	24 November 2017	
Planning and Transportation Committee	12 December 2017	
Projects Sub	17 January 2018	
<b>Subject:</b> Bank on Safety: Update on monitoring	<b>Gateway 6 Progress Report Regular</b>	<b>Public</b>
<b>Report of:</b> Director of the Built Environment <b>Report Author:</b> Gillian Howard		<b>For Information</b>
<p style="text-align: center;"><b><u>Summary</u></b></p> <p>• <b>Dashboard:</b>  Project Status: Amber  Total estimated Project Cost: £1,368,207  Spend to date: £808,496 and commitments of £218,440  Overall Project Risk: Amber  Approved Budget: £1,179,100 of which 1,159,901 is funded. A request for an increase in budget to £1,368,207 is awaiting confirmation.</p> <p>• <b>Last Gateway approved:</b> Gateway 4/5 December 2016</p> <p><b>Progress to date:</b>  The experimental scheme was implemented on 22nd May 2017. The Chairman of the Planning and Transportation Committee gave an update at the June Court of Common Council on the initial observations of how the experimental scheme was settling in. Formal public consultation is open until the end of November with the formal objection period to the experimental traffic order closing on 24th November. At the time of writing there have been over 1800 consultation responses.</p> <p><b>Summary of report:</b>  The Chairman of Planning and Transportation Committee circulated to all Court Members the agreed monitoring strategy for the experimental period in April 2017. The strategy set out how the success criteria agreed with Members in the Gateway 4/5 report in December 2016, were to be evaluated. The report presents some of the early data that has been collated and identifies how the scheme is initially performing against the criteria.</p> <p>It is important to recognise that in most cases the data available is time limited and it is too early to identify clear trends. However, to date, the data available shows that the approved key success criteria are either being met or exceeded other than air quality where it is too early to make any conclusions.</p>		

The 4 approved key success criteria headings are:

1. A significant safety improvement at Bank
2. Maintain access for deliveries
3. Improve air quality at Bank
4. Not unreasonably impact on traffic flow, whilst preferably improving Bus Journey times

Further details in relation to the key criteria are covered in this report below along with commentary on traffic demand, scheme compliance and taxis.

Total Estimated Cost:

£1,368,207 (awaiting Resource Allocation Sub-Committee approval at time of writing)

### **Recommendations**

It is recommended that Members note the progress made to date on monitoring the Bank on Safety experimental scheme and that a further report be received in summer 2018.

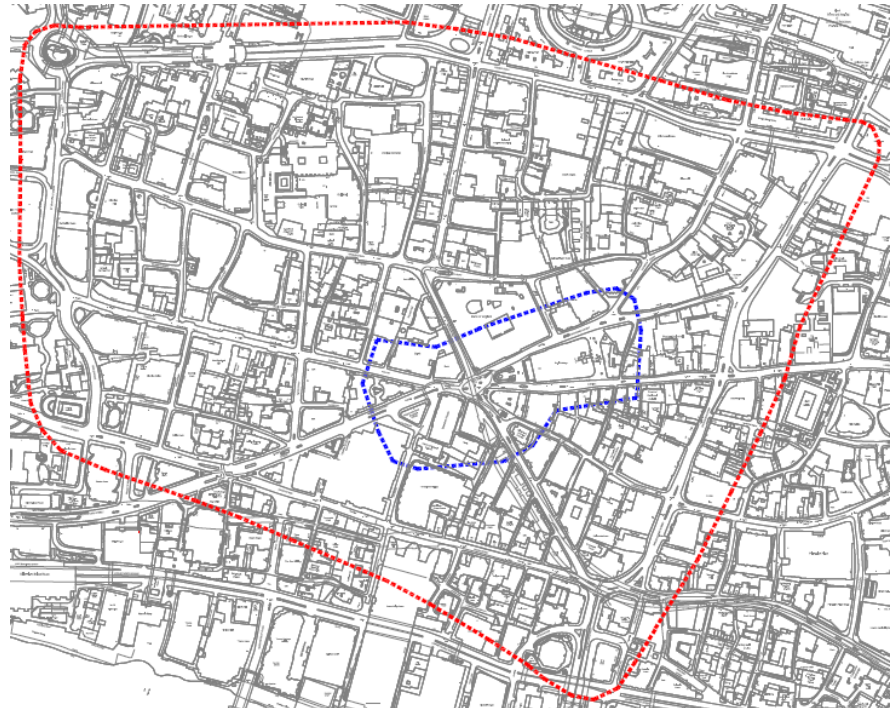
## **Main Report**

<b>1. Reporting period</b>	Focus is on the performance of the experiment and associated impacts since 22nd May 2017.
<b>2. Progress to date</b>	<p>The agreed key success criteria and sample data are set out below.</p> <p><b>Criteria 1: Significant safety improvement at Bank</b></p> <ol style="list-style-type: none"><li>1. In the approved November 2016 Gateway 4/5 report, it stated that a 50-60% casualty saving could be expected at Bank Junction with the recommended scheme, and that a 25% saving would be a minimum criteria for success. Additionally it was stated that a reduction in collisions of 5% within the wider area could be expected.</li><li>2. The Gateway 4/5 report stated that between 2011 – 2015 there was;<ul style="list-style-type: none"><li>• A total of 111 casualties at Bank Junction; and</li><li>• an average of 22 per year, consisting of 18 slights and 3 serious. A fatal casualty on average was every two and half years.</li></ul></li><li>3. Officers now have the full 2016 data which was not available at the time of the previous report. The new five year total for 2012 – 2016 is;<ul style="list-style-type: none"><li>• A total of 107 casualties at Bank; with</li><li>• an average of 21 per year, consisting of 17 slights, 3 serious and a fatal casualty every two and half years.</li></ul></li></ol>



4. Figure 1 below shows the boundary of Bank Junction (blue or inner boundary) and the wider monitoring area (red or outer boundary). It should also be noted that the data provided to the City for 2017 is provisional and has not yet been fully verified through the typical process. As such it is subject to change. It does however give an indication that the experiment is having a positive impact on casualty numbers

**Figure 1: Areas defined as Bank Junction and the Bank monitoring area.**



\*Inner boundary is defined as the Bank Junction area

\*Outer boundary is defined as the Bank Monitoring area

5. To date, the first 19 weeks since the scheme became operational has been analysed, which takes us to the end of September 2017. Table 1 summarises the average of the previous 5 years for that same time period for comparison during the operational hours of the scheme only. It covers the whole City, (including Bank Junction) the Bank monitoring area (excluding Bank junction) and Bank Junction.
6. The 3 casualties at Bank since the scheme has been operational provisionally consist of 2 slight casualties and 1 serious. In the Monitoring area, the casualty split is 21 slight and 3 serious.
7. As can be seen in Table 1, comparing the specific time frames of the previous five year average to the data since the scheme has been operational, shows that so far the Bank junction success criteria is being realised and the wider Bank monitoring area is also exceeding the target to date. There is some additional casualty information in

Appendix 1 regarding collisions that have occurred including outside of the operational hours of the scheme, and their severity

**Table 1: Monday to Friday 7am to 7pm (operational hours) casualty occurrence:**

	22nd May - end Sept average (2012 - 2016)	22nd May - end Sept 2017	Success Criteria in G4/5 report (% change)	Actual % change
<b>City-wide</b>	96	71	N/A	N/A
<b>Bank Monitoring area (excluding Bank Junction)</b>	30	24	-5%	-21%
<b>Bank Junction</b>	7	3	possible – 50 to 60%, minimum - 25%	-56%

#### **Criteria 2: Maintain Access for deliveries**

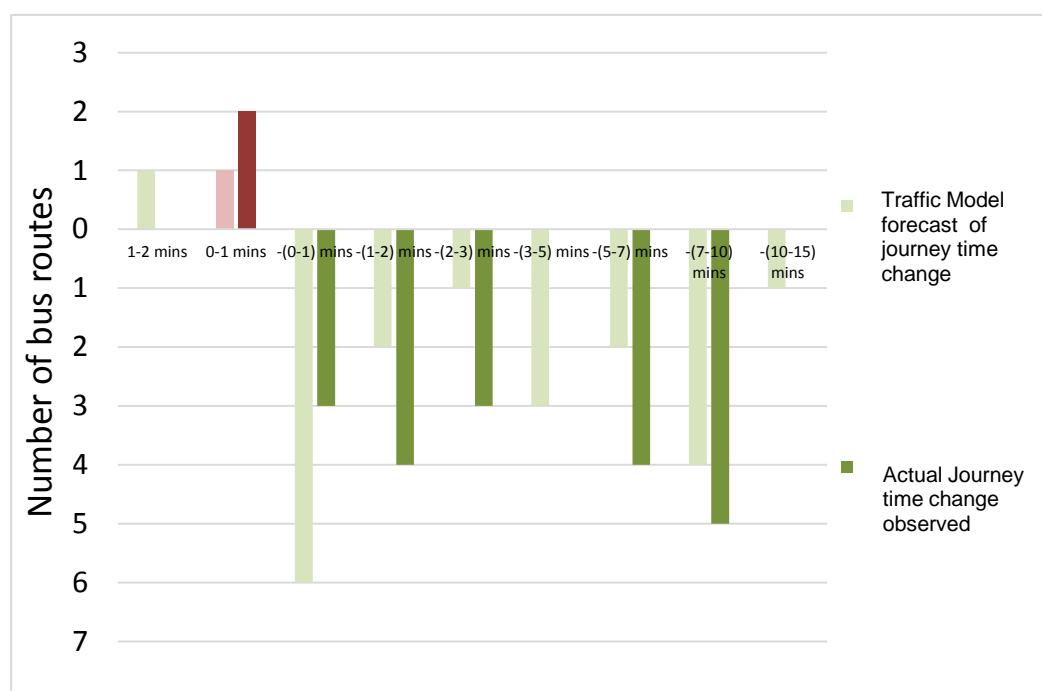
8. The success criteria, agreed by Members in the Gateway 4/5 report, was that 75% of businesses that the City previously worked with, should be satisfied that their servicing and delivery activity is conveniently undertaken in the post-scheme scenario.
9. Officers are in the process of contacting and re-visiting 46 businesses to gather their post-scheme responses and views for comparison. To date, those visited have not indicated any specific concerns regarding ability to access their properties. In the main they are supportive of the changes to date. Understanding their delivery requirements during the design phase has helped to ease the impact of the traffic pattern changes on their businesses and our communication efforts on the lead up to the scheme provided information to share with suppliers.
10. As would be expected, any issues of significance were raised with officers directly in the first weeks of the scheme going live. The only location of concern was Lothbury. Officers responded to the concerns, monitored the activity and were able to resolve the issues for the businesses to their satisfaction. We will report more fully on this aspect of meeting the success criteria when all 46 businesses have been visited. However Officers are not aware of any outstanding complaints regarding these businesses ability to service and deliver.

#### **Criteria 3: Improve Air Quality**

11. Members agreed a measured reduction at Bank, but with the wider

	<p>monitored area not being worse overall.</p> <p><b>12.</b> Following advice from the Air Quality Team, it is difficult to assimilate any data trends for NOx changes at Bank or the wider area from the limited data set that we have so far. Practicalities of how the other influencing factors for NOx levels also need to be considered with the readings of the diffusion tubes, such as the weather. This should then be compared to continuous monitoring stations elsewhere in the City to get a better understanding of Air Quality trends in general, and therefore the likely impact of the experimental scheme vs other changes. This is a bigger piece of work than simply presenting the diffusion tube readings and will be undertaken in due course when there is a larger dataset available to work with.</p> <p><b>Criteria 4: To not unreasonably impact on traffic flow whilst preferably improving bus journey times.</b></p> <p><b>13.</b> The agreed post-implementation monitoring strategy indicated that success in this criterion would consist of an average journey time improvement of bus services within the modelling area over the two peaks; and that the operation of the 4 key routes on average for general traffic would be no worse than the proposed modelled output for 2018.</p> <p><u>iBus Data</u></p> <p><b>14.</b> iBus data is collected by London Buses from every single bus on the network through GPS recording. Currently, the pre-scheme data stretches back to October 2015 and post scheme is to the end of September 2017. The pre-scheme data is over a sufficient period of time that the impact of road works and traffic fluctuations is smoothed giving a more robust average for comparison. With the post scheme data we are limited to the first 19 weeks of scheme operation and so the following figures are likely to change over time as the datasets get larger.</p> <p><b>15.</b> Figure 2 below shows the number of routes experiencing an average journey time saving or increase in the 19 weeks since the scheme was implemented (Bold bars) vs what was forecast by the traffic model (light bars) for the AM peak.</p> <p><b>16.</b> Figure 2 shows that more services have experienced larger savings in journey times in the AM peak than the model predicted. A similar chart for services in the PM peak, which shows a similar pattern, can be found in Appendix 2 for information.</p>
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**Figure 2: Bus Journey times in the AM peak – model forecast vs observed post scheme change, categorised by number of services**



17. The overall average journey time change for services that are directly routed through Bank Junction and those that are not is shown in Table 2.

**Table 2: Average journey time savings of bus routes in the peaks.**

Bus routes:	Through Bank	Not through Bank
AM	7-10 mins saving	2-3 mins saving
PM	5-7 mins saving	1-2 mins saving

18. It should be noted that this data includes the journey times of buses on diversion due to directional road closures, such as London Wall and Bishopsgate since the scheme began. However, to date, the average bus journey times for all services both through Bank and in the perimeter are showing journey time reductions; there by meeting the success criteria.

#### General traffic Journey times

19. The four key corridors, as agreed at Committees and Road Space Performance Group at TfL, are as follows;

- **London Wall**
- **Bishopsgate/ Gracechurch Street**
- **Cannon Street**
- **New Change / St Martin Le Grand**



- 20.** The monitoring strategy intended to use the Traffic Master dataset from the DfT, to assess the impact of journey times on the above four corridors. However we have had to use iBus data as the trafficmaster data is not currently available.
- 21.** Although the data presented in Figure 2 extends to the end of September, for the purposes of assessing the impact to the key corridors, we have used to end of August only. This is because of the southbound road closure on Bishopsgate during September. This closure re-routed many buses on significant diversions. If these diverted journeys were included it would skew results for the Bishopsgate corridor. The London Wall eastbound closure between May and July has been included as the diversion route was minor , and did not appear to add significant time to the eastbound routing.
- 22.** The initial data, which is in Appendix 2 shows that journey times in the peaks have improved on three of the four corridors compared to the previous average bus journey times.
- 23.** In comparison to the forecast modelled general traffic journey time savings and increases in the peaks, the iBus data suggests that the corridors are performing well to the forecast; However with such a small after data set, robust conclusions cannot yet be formed.

#### **Other points of interest**

##### Vehicle Numbers within the City

- 24.** It is important to understand whether collision numbers and journey time monitoring has been affected by a reduction of vehicles entering the City. Table 3 shows the total vehicles per month entering the City's 'Ring of Steel' ANPR area since the scheme went live, and how this compares with 2016.

**Table 3: Monthly vehicle volumes in 2016 & 2017**

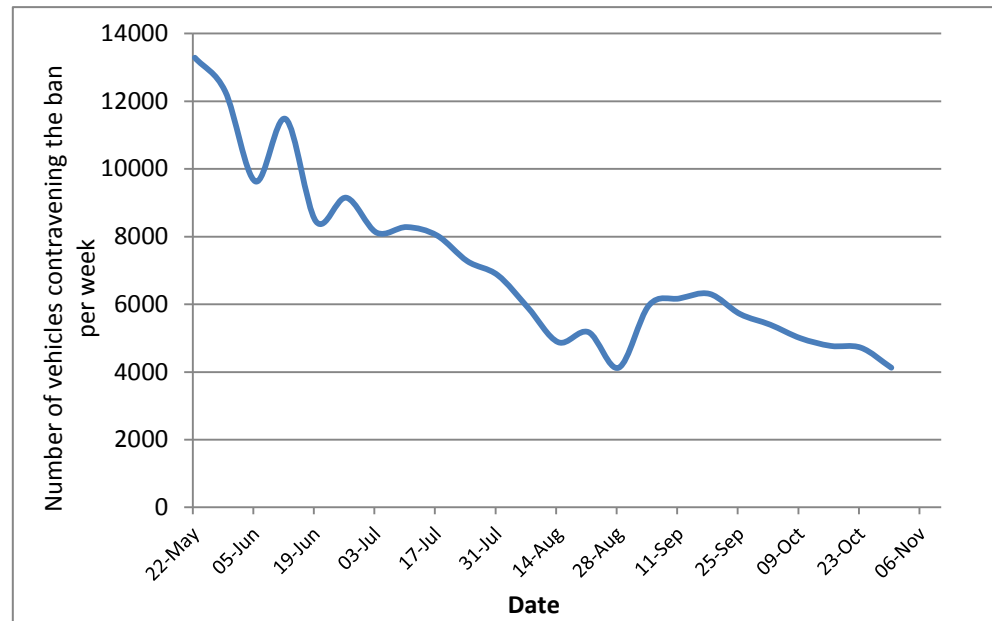
	<b>2016 Monthly Totals</b>	<b>2017 Monthly Totals</b>	<b>% change</b>
<b>May</b>	1,714,466	1,692,138	-1.30
<b>June</b>	1,662,919	1,584,327	-4.73
<b>July</b>	1,640,937	1,673,796	2.00

- 25.** Table 3 shows that there were minor changes in May and June 2017, however volumes increased in July 2017, indicating that traffic has not been significantly deterred, from entering the City.

##### Compliance levels with the experiment

- 26.** It is also important to understand the number of vehicles that are complying with the restriction at Bank. Figure 3 shows the number of vehicles per week that have incorrectly driven across Bank, or entered Cornhill from Leadenhall Street, since the scheme went live.

**Figure 3: Number road users contravening the Bank Junction restriction since 23rd May (Monday – Friday 7am – 7pm)**



**27.** Figure 3 shows that the number of vehicles contravening the restriction has decreased over time. This can be attributed to ongoing engagement around the scheme and the number of PCN's issued to drivers encouraging greater compliance.

**28.** In total, there are less motor vehicles that contravene the restriction by crossing Bank over the 12 hour period per day, than there used to be that traversed the junction in an hour before the scheme went live. This is a massive reduction in vehicle numbers and there is currently a high compliance rate of almost 95%. Officers will continue to attempt to improve the compliance rate during the experimental period and are exploring what physical changes could be made to reinforce the restriction should the scheme be made permanent.

#### Taxi data

**29.** Concern for the impact on the taxi trade and their passengers was voiced at the Gateway 4/5 report and was incorporated into the monitoring strategy in 'other success criteria'. The description of what was agreed to be monitored was "taxi journey times and costs not unreasonably increased".

**30.** Information to date onto the impact of the scheme on the taxi trade and their passengers is summarised below. Detailed information is contained within Appendix 3. It is worth noting that the London Taxi Drivers Association (LTDA) have also been monitoring ranks and journey times before and after the scheme. To date the City has not seen any of this external data, but the LTDA have said that they would provide us with their report in due course.

	<p><b>31.</b>An independent research company was commissioned by the City to undertake 'Mystery Shopper taxi journeys between defined points suggested by taxi trade representatives on 5 routes. Journeys were undertaken during the morning peak (8 am to 9 am), afternoon (12 pm to 1 pm) and evening peak (5 pm to 6 pm) in each direction, on Tuesdays, Wednesdays and Thursdays both before the scheme and post-implementation. Officers are currently in the process of organising a repeat of the survey which will allow for more robust post-scheme data to ensure that the situation has not changed significantly over time.</p> <p><b>32.</b>The identified routes were a collection of popular journeys, some of which would have gone through Bank and some which would not. This exercise was undertaken to get an impression of changes to movement within the City which could be attributed to the Bank on Safety scheme.</p> <p><b>33.</b>The data shows that on average there has been an increase to seven of the ten directions surveyed of between 00.01 and 4.20 minutes. Three directions had an average reduction of between 00.25 and 4.40 minutes. The maximum journey time increase observed on one run was 8.00 minutes with the maximum journey time saving observed was 6.00 minutes.</p> <p><b>34.</b>This data set is being used to inform the situation, but is a small sample of journeys undertaken by taxi. As such no firm conclusions can be taken based solely on this data at this time. We will be undertaking the 'mystery shopper' task again to increase the number of journeys undertaken for better comparison.</p> <p><b>35.</b>In Appendix 3 there is also information regarding a survey undertaken at London Bridge station taxi rank following concerns of the trade that passenger numbers could be affected at this location. To date the small sample size is inconclusive showing little evidence between the pre and post surveys of change. Other factors including seasonality have not been considered as part of this work to date and given that we only have one pre survey period, the influence of seasonality will be difficult to prove.</p>
<b>3. Next steps</b>	<p>There are surveys and further monitoring to be undertaken in all aspects to assess whether the experiment has met its objectives and success criteria. The report containing the full monitoring data and results of the consultation is scheduled for the summer of 2018.</p>

### **Appendices**

<b>Appendix 1</b>	Collision Data
<b>Appendix 2</b>	Journey Times & iBus data
<b>Appendix 3</b>	Taxis

**Contact**

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<b>Telephone Number</b>	020 7332 3139

## Appendix 1 – Collision Data

Table 4 below is comparable to Table 1 in the main body of the report, however the data shown below is over a 24/7 period (i.e. Monday to Sunday and all times). The table is used to show collisions that have occurred both during and outside the operational hours of the scheme.

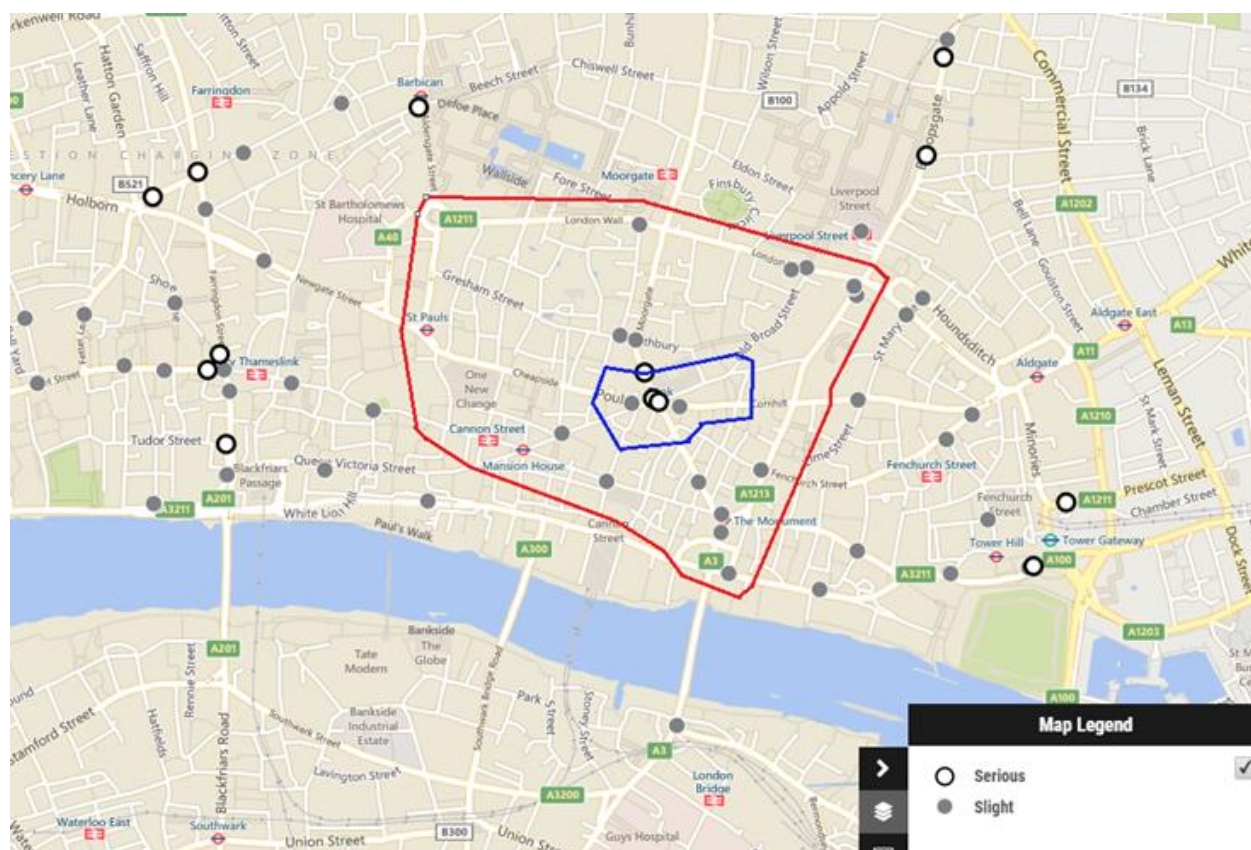
**Table 4 – 24/7 casualty occurrence split by severity**

	Average Casualties per year between 22nd May - end Sept (2012 - 2016)				Provisional casualties 22nd May - end Sept 2017				Success Criteria in G4/5 report (% change)	Actual % change (based on total)
	Total	Slight	Serious	Fatal	Total	Slight	Serious	Fatal		
<b>City-wide</b>	141	122	19	1	100	87	13	0	N/A	N/A
<b>Bank Monitoring area (excluding Bank Junction)</b>	44	38	6	0	34	29	5	0	-5%	-23%
<b>Bank Junction</b>	10	9	1	0	3	2	1	0	possible - 60%, minimum -25%	-70%

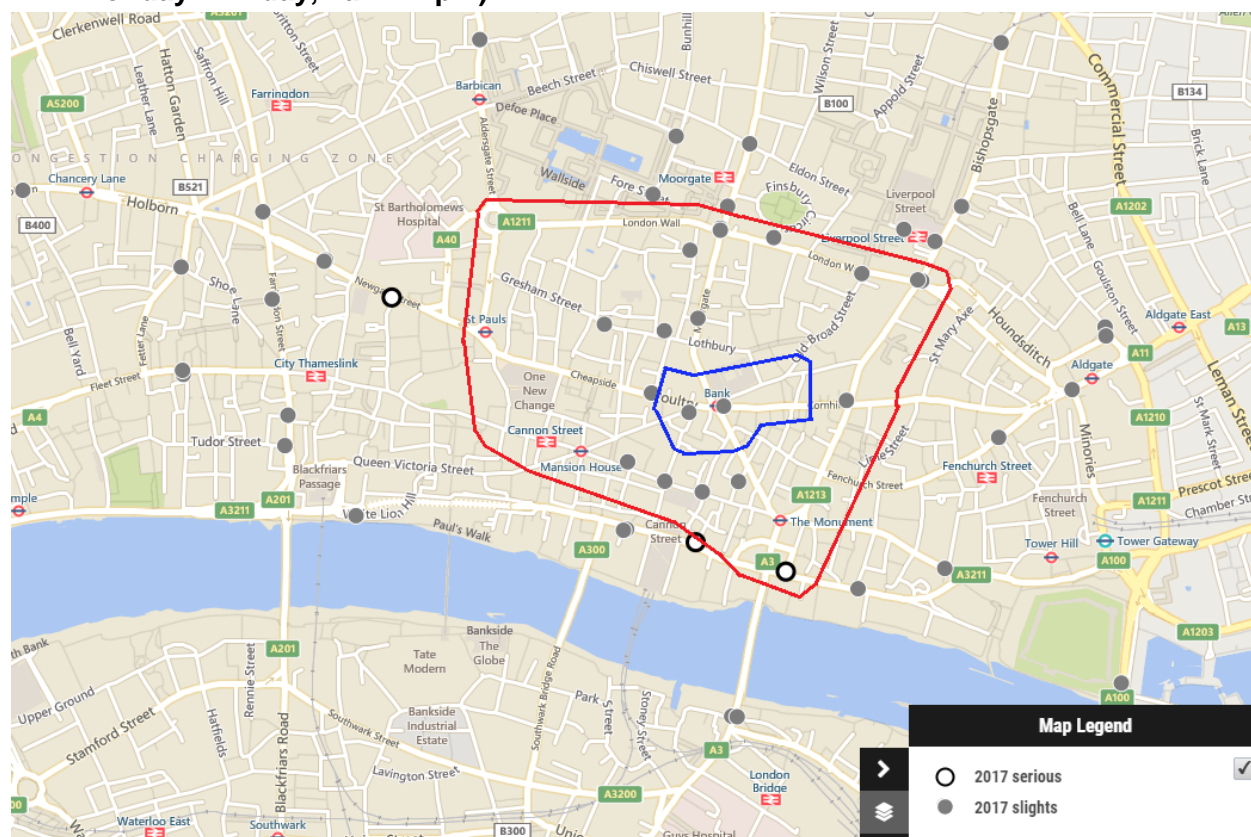
Figures 4 and 5 below provide an outline indication of emerging 2017 collision data in comparison to 2016 collision data for the same period (22<sup>nd</sup> May – 31<sup>st</sup> August, Monday – Friday, 7am – 7pm).

It should be noted that the data presented in the main body of the report and in table 4 above extends to the end of September however at the time of producing the below accident plots, only data to the end of August was available. Additionally the plotting method used to assemble these maps is accurate to approximately four metres only.

**Figure 4: Collisions occurring in the Bank Area in 2016 (22/05/2016 – 31/08/2016, Monday – Friday, 7am – 7pm)**



**Figure 5: Collisions occurring in the Bank Area in 2017 (22/05/2017 – 31/08/2017, Monday – Friday, 7am – 7pm)**



## Appendix 2 – Journey Times & iBus data

Figure 6 below is for the PM period showing the data for bus journey time differences pre-scheme, stretching back to October 2015, and post scheme, to the end of September 2017. The lighter bars show the model's prediction of the change to bus journey times in the PM peak, and the bolder bars show the actual change in bus journey times observed so far in the PM peak.

**Figure 6: Bus Journey times in the PM peak – model prediction and actual post scheme change, categorised by number of services**

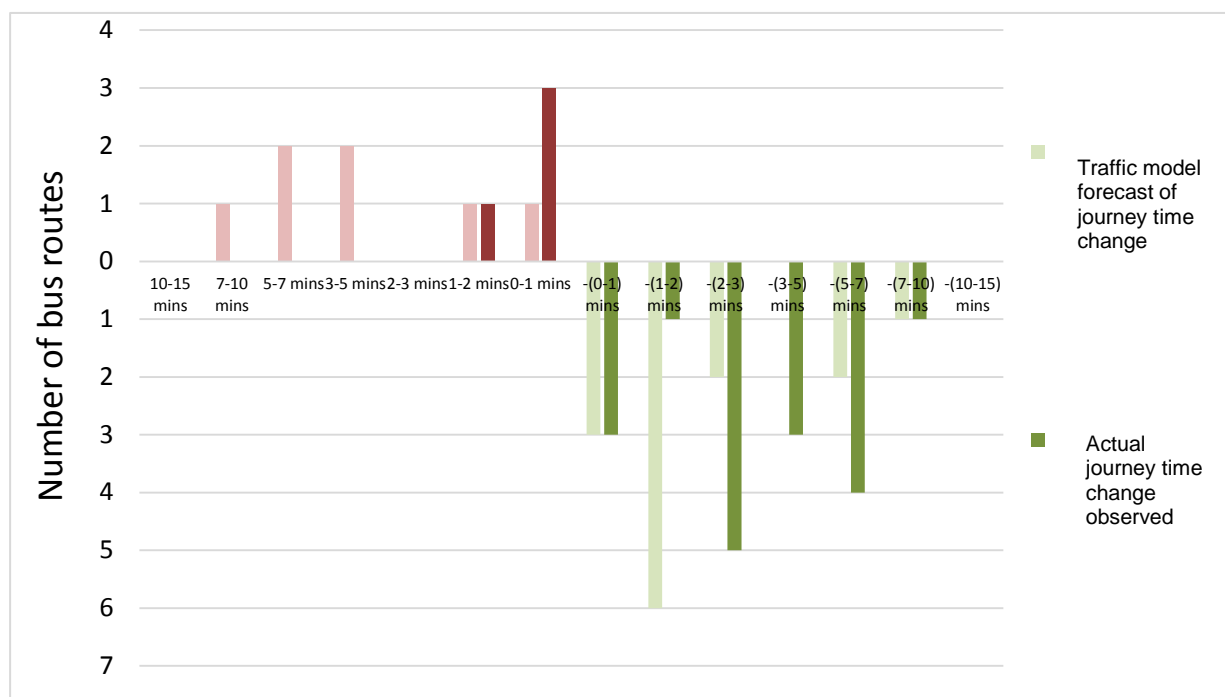


Figure 6 shows that more services have experienced larger savings in journey times in the PM peak than the model forecast since the scheme went live.

### Corridor Journey times

The four key corridors as discussed at Committees and Road Space Performance Group are as follows;

- **London Wall**
- **Bishopsgate/ Gracechurch Street**
- **Cannon Street**
- **New Change / St Martin Le Grand**

Officers have used iBus journey times for comparison between pre and post implementation states. Outcomes from this comparison can give a good indication of the impact to general traffic, as we can infer if there has been a change to bus journey times on these corridors, then it is likely that traffic has seen a similar impact.

Officers are due to receive Trafficmaster data which will give an independent view of general traffic journey times, though this data is not yet available.

There are bus routes which run the entire length of the corridors and there are some which run for only part of the corridor. For the purposes of clarity, only those routes which run along the whole of the corridor have been included. In time, as more data becomes available, officers will be undertaking a more detailed aggregate analysis for these corridors to understand journey time changes using a broader spectrum of routes.

The tables below show the both movements (EB and WB or NB and SB), combined to give an average journey time change and sorted into bandings, to show overall corridor performance. As stated in paragraph 20 of the report the data presented below extends to August 2017 only to account for diversions.

**Table 5: London Wall**

Route	Journey time change AM peak (8am – 9am) in minutes	Journey time change PM peak (5pm – 6pm) in minutes
100	-(2-3)	-(2-3)

**Table 6: Bishopsgate**

Route	Journey time change AM peak (8am – 9am) in minutes	Journey time change PM peak (5pm – 6pm) in minutes
47	-(2-3)	-(2-3)
48	-(3-5)	-(2-3)
149	-(3-5)	-(2-3)
344	-(5-7)	-(3-5)

**Table 7: Cannon Street**

Route	Journey time change AM peak (8am – 9am) in minutes	Journey time change PM peak (5pm – 6pm) in minutes
15	-(0-1)	-(2-3)
17	-(0-1)	+(1-2)

**Table 8: New Change / St Martin Le Grand**

Route	Journey time change AM peak (8am – 9am) in minutes	Journey time change PM peak (5pm – 6pm) in minutes
4 (Southbound only)	+(0-1)	+(1-2)

The data compares the difference in the average bus journey time between the same two stops on the corridor, after the scheme and before the scheme. The figures seem to indicate that to the end of August there has been a neutral to positive overall impact on journey times.



## Appendix 3 – Taxis

The effect of the scheme on the taxi trade and their passengers was a particular concern mentioned by members at the Gateway 4/5 report. As such a number of surveys have been undertaken by the City to determine any potential impacts. The averages below are taken across the three time periods surveyed, 8-9am, 12-1pm and 5-6pm.

### Journey Time and cost

**Table 9: Minimum, maximum and average pre and post scheme taxi journey time comparison (averages are taken across the three surveyed peaks).**

Start Point	Destination	Pre - Scheme			Post - Scheme			Difference			% Using Bank before the trial	Deviation from previous route in miles
		Min	Max	Average	Min	Max	Average	Min	Max	Average		
Liverpool Street Station	St Bart's Hospital, Giltspur Street Entrance (Kenton & Lucas Wing)	08:00	19:00	12:10	10:00	17:00	13:30	02:00	-02:00	01:20	0%	-0.11
Taxi rank south of St Bart's Hospital	Liverpool St Station, Mainline Entrance	05:00	14:00	11:00	08:00	13:00	09:51	03:00	-01:00	-01:09	22%	-0.13
Taxi rank on Liverpool Street	Mermaid Conference Centre on Puddle Dock	08:00	14:00	11:27	11:00	19:00	13:33	03:00	05:00	02:07	89%	0.28
Queen Victoria Street	Liverpool Street Station, Mainline Entrance	06:00	09:00	07:33	09:00	17:00	11:53	03:00	08:00	04:20	100%	0.03
Taxi rank on Fenchurch Place	Bread Street Kitchen on Bread Street	08:00	17:00	11:27	07:00	16:00	11:27	-01:00	-01:00	00:01	89%	-0.19
Ted Baker on Cheapside near Bread Street	Fenchurch Street Station	07:00	13:00	08:47	09:00	14:00	11:54	02:00	01:00	03:07	100%	-0.22
Taxi rank west of London Bridge Station	Bloomberg on Finsbury Square Garden	10:00	18:00	13:20	11:00	20:00	15:00	01:00	02:00	01:40	100%	0.05
Finsbury Square Garden	London Bridge Station Mainline Entrance	10:00	23:00	15:40	09:00	24:00	17:12	-01:00	01:00	01:32	100%	0.11
Aldgate Station	Hatton Garden	13:00	17:00	14:40	10:00	20:00	14:15	-03:00	03:00	-00:25	33%	0.28
Hatton Garden (South of Greville Street)	Aldgate Station	14:00	32:00	21:10	12:00	26:00	16:30	-02:00	-06:00	-04:40	17%	0.35

**Table 10: Minimum, maximum and average pre and post scheme taxi journey cost comparison (averages are taken across the three surveyed peaks).**

Start Point	Destination	Pre - Scheme			Post - Scheme			Difference			% Using Bank before the trial	Deviation from previous route in miles
		Min	Max	Average	Min	Max	Average	Min	Max	Average		
Liverpool Street Station	St Bart's Hospital, Giltspur Street Entrance (Kenton & Lucas Wing)	£6.40	£11.60	£ 8.20	£8.00	£10.20	£ 9.50	£1.60	£1.40	£ 1.30	0%	-0.11
Taxi rank south of St Bart's Hospital	Liverpool St Station, Mainline Entrance	£5.60	£10.00	£ 7.74	£7.00	£9.00	£ 7.97	£1.40	£1.00	£ 0.23	22%	-0.13
Taxi rank on Liverpool Street	Mermaid Conference Centre on Puddle Dock	£9.00	£10.00	£ 8.60	£8.40	£12.20	£ 9.94	£0.40	£2.20	£ 1.34	89%	0.28
Queen Victoria Street	Liverpool Street Station, Mainline Entrance	£6.00	£8.00	£ 6.78	£7.60	£12.00	£ 9.04	£1.60	£4.00	£ 2.27	100%	0.03
Taxi rank on Fenchurch Place	Bread Street Kitchen on Bread Street	£6.00	£11.20	£ 8.28	£7.00	£10.60	£ 8.60	£1.00	£0.60	£ 0.32	89%	-0.19
Ted Baker on Cheapside near Bread Street	Fenchurch Street Station	£5.80	£8.20	£ 6.67	£7.40	£10.00	£ 8.72	£1.60	£1.80	£ 2.05	100%	-0.22
Taxi rank west of London Bridge Station	Bloomberg on Finsbury Square Garden	£8.00	£12.60	£ 9.75	£8.60	£13.42	£ 10.54	£0.60	£0.82	£ 0.80	100%	0.05
Finsbury Square Garden	London Bridge Station Mainline Entrance	£8.40	£14.96	£ 10.73	£8.60	£15.20	£ 12.18	£0.20	£0.24	£ 1.45	100%	0.11
Aldgate Station	Hatton Garden	£9.40	£12.20	£ 10.33	£10.00	£13.20	£ 10.85	£0.60	£1.00	£ 0.52	33%	0.28
Hatton Garden (South of Greville Street)	Aldgate Station	£10.40	£18.00	£ 13.46	£10.00	£15.00	£ 12.15	£0.40	£3.00	£ 1.31	17%	0.35

*NB: The above fare prices for the post scheme monitoring include the tariff increase of 3.7% which was introduced in June 2017.*

Whilst the data displayed in the above tables is useful and important it, does not act as a direct comparison to the modelling data reported at Gateway 4/5 which was an average of all journeys, undertaken within the modelled area.

Further analysis on this data and the new post-survey will be conducted in due course.

### **Taxi Rank Surveys**

The City has gathered pre and post-implementation data to ascertain the number of customers waiting for and using taxis at the rank at London Bridge station, following concerns raised by taxi trade representatives.

Pre-scheme surveys were undertaken on Tuesday 9<sup>th</sup> and Wednesday 10<sup>th</sup> May and post-scheme surveys were undertaken on Tuesday 11<sup>th</sup> and Wednesday 12<sup>th</sup> July. All surveys were undertaken between 8am and 9am. Table 11 below compares pre and post scheme waiting time figures for the front taxi to obtain a fare, and Table 12 compares the direction of travel upon leaving the rank.

**Table 11: Pre and post scheme comparison of time taken for a taxi to obtain a fare and the total number of fares (8am – 9am).**

	Pre - scheme		Post - scheme	
	May 9th	May 10th	July 11th	July 12th
<b>Minimum wait time (seconds)</b>	14	15	11	7
<b>Maximum wait time (seconds)</b>	479	462	548	670
<b>Average wait time (seconds)</b>	181	141	157	153
<b>Number of fares between 8am and 9am</b>	63	76	71	67

Whilst the above data is useful for indication purposes, the sample sizes taken to date are too small to draw robust conclusions on the dataset.

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<b>Committee:</b>	<b>Date:</b>
Planning & Transportation	12 December 2017
<b>Subject:</b> Draft Departmental Business Plan 2018/19 – Department of the Built Environment	<b>Public</b>
<b>Report of:</b> Director of Built Environment	<b>For Information</b>
<b>Report authors:</b> Elisabeth Hannah, Built Environment	

## Summary

This report presents for information the draft high-level business plans for the Department of the Built Environment for 2018/19. It is presented alongside the departmental estimate report to enable the draft ambitions and objectives to be discussed in conjunction with the draft budget for the forthcoming year.

## Recommendation

Members are asked to note the draft high-level business plans for 2018/19 for the Department of the Built Environment and provide feedback.

## Main Report

### Background

1. As part of the new framework for corporate and business planning, departments were asked to produce standardised high-level, 2-side summary business plans for the first time in 2017/18. These were presented in draft to Service Committees in January/February and as final for formal approval in May/June. Members generally welcomed these high-level plans for being brief, concise, focused and consistent statements of the key ambitions and objectives for every department.
2. For 2018/19, departments have again been asked to produce high-level plans in draft, this time to be presented to Service Committees alongside the departmental estimate reports, so that draft ambitions can be discussed at the same time as draft budgets. This represents a first step towards integrating budget-setting and priority-setting.
3. Discussions are also taking place on aligning other key corporate processes with the corporate and business plans, such as workforce planning and risk management. Achieving this will represent a significant step towards the City Corporation being able to optimise its use of resources. The next step will be the presentation of the budget alongside the refreshed Corporate Plan at the Court of Common Council in March.

4. With these key documents in place and a new corporate performance management process being brought forward the City Corporation will be able to drive departmental activities to deliver on corporate priorities and allocate its resources in full knowledge of where it can achieve most impact on the issues and opportunities faced by the City, London and the UK.
5. A revised draft of the Corporate Plan has been produced following consultation with Service Committees and Members between April and July, and is being used for staff engagement between September and November. Members should therefore start to see closer alignment between the departmental business plans and the draft outcomes from the Corporate Plan.
6. Work is also taking place on reviewing the content and format of the supporting detail that will sit beneath the high-level business plans. This includes: information about inputs (e.g. IT, workforce, budgets, property and assets); improved links to risk registers; value for money assessments, and schedules of measures and key performance indicators for outputs and outcomes. This will be a key element in the move towards business planning becoming less of a document production process and more of a joined-up service planning process, linked to corporate objectives.

### **Draft high-level plans**

7. This report presents at Appendix 1 the draft high-level business plans for 2018/19 for the Department of the Built Environment.
8. The draft high-level plan for the Department of the Built Environment (Appendix 1) presents a strategic approach to achieve our vision of 'Creating and facilitating the leading future world class city'. This supports the draft Corporate Plan and ensures we continue to deliver excellent services. Programmes specifically related to the work of this Committee are highlighted below.
9. The high-level plan for the Built Environment presents our strategic aims and objectives for the future, focusing on our portfolio of programmes and strategic ambitions which support the Place, Prosperity and People Groups. The plan brings together the very specific operational services that enable the Business City to flourish.
10. The coloured shapes give Members the ability to follow the ambition theme throughout the plan. This approach also gives the reassurance that the work of the Department is supporting our aims and objectives.

### **Conclusion**

11. This report presents the draft high-level plans for 2018/19 the Department of the Built Environment in order that Members can feed into this plan at an early stage. The final plan will be presented for approval prior to the start of the 2018/19 financial year.

## **Appendices - Draft high-level business plan 2018/19**

- Appendix 1: Department of the Built Environment

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## Creating and facilitating the leading future world class City - DRAFT -

### Our ambitions are to shape the City of the future through:

- ★ Delivering the ultimate flexible-working-space – inspiring, dynamic and secure
- ▲ Being digitally and physically well-connected and responsive
- Providing outstanding public spaces, heritage, attractions, retail and hospitality
- ◆ Offering a focal point for world-class creativity and culture
- Growing the economy
- Contributing to a flourishing society
- ✚ Providing high quality, effective and relevant services for a world class City

### What we do is:

- Help promote and position the City to compete with other world class cities ★▲●◆○✚
- Ensure the City is a welcoming, safe and inclusive place for visitors, workers and residents ★▲●
- Improve public spaces to provide a thriving urban centre ●◆○
- Secure and support innovation to advance technological solutions to major challenges ★▲◆●
- Lead the way in creating a smarter City which supports modern workforces ★▲◆●
- Enable the development of high class architecture to ensure high quality choice of business space ★▲●◆○✚
- Develop innovative approaches to safeguarding and sustaining our heritage, built and natural environment ●◆○

*The coloured shapes show how 'our ambitions' flow through the 'what we do', 'our top line objectives and Portfolio Programmes*

### Our top line objectives are:

- Advancing a flexible infrastructure that adapts to increasing capacity and changing demands. ★▲✚●
- Promoting the construction of high quality, inspiring buildings which attract diverse uses and users ★●
- Developing a smarter approach through use of data and technology ◆○
- Enabling digital connectivity that meets business and lifestyle needs ★▲✚●
- Creating an accessible city which is stimulating, safe and easy to move around in ▲○✚
- To lead and initiate research into microclimate issues for the benefit of London and the UK, and to minimise impact of climate change ●✚
- Empowering a rich and thriving social and cultural offer ★▲●◆
- Improving quality of life for workers, residents and visitors ★▲●◆✚

### 2018-19 budget:

	Exp £'000	Inc £'000	Net £'000
Local Risk	(34,188)	16,000	(18,188)
Central Risk	(14,625)	20,286	5,661
Recharges	(15,077)	89	(14,988)
<b>Total</b>	<b>(63,890)</b>	<b>36,375</b>	<b>(27,515)</b>

DBE capital programme for 2018/19 forecast spend £30.3m (this is based on project manager forecasts in Oracle)






























CIL forecasts then for 18/19 total forecast CIL funds £10.34m DBE allocation £4.3m

### What we'll achieve:

- Member decision on Bank Experimental Scheme – Q2 ★▲
- Member approval of the following strategies: Culture Mile Look & Feel strategy, Road Danger Reduction strategy, Eastern City Cluster strategy – Q2 ●◆✚
- Completion of Aldgate Highway Changes and Public Realm Improvements – Q2 ●
- Deliver safe and easy pedestrian access to and from the three Crossrail stations as well as preventative security measures –Q3 ▲○✚
- Implement new lighting schemes across three of the City's river bridges – Q2 ●◆○
- Contract for new Cleansing and Waste provider– Q3 ✚
- 8 taxi electric charging points installed – Q1 ★▲
- Introduction of a consolidation service for the Guildhall – Q1 ✚
- Facilitation of significant planning applications to deliver the Future City ★▲
- Fully embed processes and procedures for Planning Performance Agreements by Q2 ★▲✚

































As a Department we have developed a Portfolio of Programmes which will help us deliver our Business plan ambitions and outcomes. The Programmes and 'live' prioritised Projects are listed below.

1. **Cultural Mile programme:** Look & Feel Strategy for the Culture Mile area, Culture Mile and City wayfinding review, Culture Mile 'Pop Up's', Beech Street 
2. **Smarter City programme:** Creating networks and collaboration; establishing good practice; facilitating innovation; and preparing for new disruptive technologies   
3. **Protective Security Measures Programme:** Projects still to be finalised  
4. **Strategic Transport programme:** City Transport strategy, delivering the freight strategy and 'traffic in the City' reduction plan   
5. **Strategic Infrastructure programme:** Crossrail, Thames Tideway     
6. **Road Danger Reduction and Active Travel programme:** Road Danger Reduction Strategy, road danger reduction annual plan delivery, Bank Junction interim safety scheme   
7. **Future Public Space programme:** New public square at Aldgate, churchyard enhancements, long term transformation of Bank Junction  
8. **Cleansing and Waste programme:** New cleansing and waste contract 
9. **Eastern Cluster Estate Management programme:** Eastern City Cluster area strategy, area security scheme, 22 Bishopsgate.    
10. **Policy and Strategy programme:** Local plan, pedestrian and other modelling    
11. **Foremost Services programme:** Building control options review, development services review 

#### How we plan to develop our capabilities this year:

- Continue to develop and expand effective partnerships
- Agree a new Waste and Cleansing contract
- Continue to strategically link in with the People, Place, Prosperity Steering groups and Summit Group Develop our presence through communication and promotion
- Advance a consistent approach to programme and project management including clear project prioritisation.
- Embrace and implement new technologies to modernise and enhance business processes through social media, hackathons and digital data sharing
- Develop succession plans and a talent management programme to meet Future City needs
- Embed apprenticeships to meet City needs
- Develop strategies to strengthen resilience and ensure we have the right people in the right place at the right time with the right skills
- Establish a more courageous and radical approach to problem solving and service improvement
- Better understanding of international cultural differences and changing business needs

#### What we'll measure:

- Achievement of the City's efficiency savings with a balanced budget 
- Reduction in the amount of freight using the City's streets   
- The increase in the number of cyclists using the City's streets   
- The increase in businesses using consolidation centres   
- Reduction in the number people killed or seriously injured in road traffic accidents   
- The % of City land that has unacceptable levels of litter, detritus, graffiti and flyposting with the aim of the % being less than 2% 
- Increase in office floorspace stock and employment     
- The SME presence and broader range of occupiers in the City with the intention to increase and strengthen it    
- The improvement of public permeability by new routes, open space, greenery and high level access     
- Increased number of apprenticeships  

#### What we're planning to do over the coming years

- Managing intensification, diversification of the City and the changing nature of its workforce
- Ensure we have the expertise within the department to deliver a future world class city
- Build on our intellectual capital to develop smart solutions
- Provide relevant, high quality end to end services for City developments
- Create a new public and performance space, piloting latest technologies and innovations
- Transformation of Bank Junction
- Facilitate relocation of Museum of London and the Centre for Music
- Develop behavioural change campaigns to drive a cleaner and more sustainable environment eg a campaign to reduce use of disposable water bottles

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