



## **Local Plans Sub (Planning and Transportation) Committee**

**Date:** FRIDAY, 26 JANUARY 2018

**Time:** 2.00 pm

**Venue:** COMMITTEE ROOMS - 2ND FLOOR WEST WING, GUILDHALL

**Members:** Christopher Hayward (Chairman)  
Deputy Alastair Moss (Deputy Chairman)  
Randall Anderson  
Marianne Fredericks  
Paul Martinelli  
Alderman Gregory Jones QC  
Susan Pearson  
Dhruv Patel

**Enquiries:** Amanda Thompson  
[amanda.thompson@cityoflondon.gov.uk](mailto:amanda.thompson@cityoflondon.gov.uk)

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

**John Barradell**  
**Town Clerk and Chief Executive**

# **AGENDA**

1. **APOLOGIES**

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

3. **MINUTES** **For Information**  
To approve the minutes of the meeting held on 8 December 2017.

**For Decision**  
(Pages 1 - 4)

4. **CITY OF LONDON LOCAL PLAN REVIEW: PROPOSED DRAFT POLICIES**  
Report of the Director of the Built Environment.

**For Decision**  
(Pages 5 - 22)

5. **TRANSPORT STRATEGY - PROPOSED STRATEGY BOARD MEMBERSHIP AND TERMS OF REFERENCE**  
Report of the Director of the Built Environment.

**For Decision**  
(Pages 23 - 30)

6. **TRANSPORT STRATEGY - ONLINE SURVEY QUESTIONS**  
Report of the Director of the Built Environment.

**For Decision**  
(Pages 31 - 38)

7. **TRANSPORT STRATEGY - CITY STREETS EXHIBITION**  
Report of the Director of the Built Environment.

**For Information**  
(Pages 39 - 50)

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

**For Information**

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

**For Decision**

## **LOCAL PLANS SUB (PLANNING AND TRANSPORTATION) COMMITTEE**

**Friday, 8 December 2017**

**Minutes of the meeting of the Local Plans Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 10.30 am**

### **Present**

#### **Members:**

Christopher Hayward (Chairman)  
Randall Anderson  
Marianne Fredericks

Paul Martinelli  
Susan Pearson  
Dhruv Patel

#### **Officers:**

Paul Beckett	-	Department of the Built Environment
Eddie Jackson	-	Department of the Built Environment
Bruce McVean	-	Department of the Built Environment
Adrian Roche	-	Department of the Built Environment
Peter Shadbolt	-	Department of the Built Environment
Amanda Thompson	-	Town Clerk's Department

#### **1. APOLOGIES**

Apologies for absence were received from Deputy Alastair Moss and Alderman Gregory Jones.

#### **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 8 December 2017 be agreed as a correct record.

#### **4. CITY OF LONDON LOCAL PLAN REVIEW: PROPOSED DRAFT POLICIES**

Consideration was given to a report of the Director of the Built Environment which sought comments on the proposed draft policies for the new Local Plan prior to the consideration of the full draft Local Plan by the grand Committee in Spring 2018.

Amendments/suggestions to the document were made as follows -

#### **Culture, Visitors and the Night-Time Economy**

- Need to minimise 'potential' disturbance to residents and workers while enabling a vibrant and night-time economy.

- Consider the inclusion of Livery Halls under the protection of existing visitor, arts and cultural facilities.
- Provide more clarity regarding 'suitable signage' and 'accessible public convenience provision'.
- Reduce the number of 'budget' hotels and aim to increase the number of accessible hotel rooms, and on-site servicing.
- Need to be precise with requirements regarding smoking and explore the possibility of the CoL being 'smoke-free'

### **Circular Economy and Waste**

- Generalise references to the 'South-East London Waste Planning Group' in the event that the partnership should change.
- The design of future buildings should aim for a 'zero-waste' city.
- The transport of waste should be by more sustainable transport incorporating use of the river.

### **Smart Infrastructure and Utilities.**

- Remove all old telephone boxes and insist on wi-fi in all new buildings.
- Encourage more 'grey-water' recycling.

Officers also advised of the recent publication of the draft London Plan and the key implications of the draft London Plan for the City's Local Plan review.

Members noted that the Draft Plan was more detailed and prescriptive than previous versions with the intention that local plans would help deliver the London Plan. A key change was the requirement that tall building proposals should be subject to independent design review, rather than relying on Borough or City officer and member expertise.

The Plan provided clear support for the City's international commercial role, however a requirement to increase housing provision in the City could potentially cause conflict.

### **RESOLVED – To**

- 1) Agree the proposed draft policies set out at Appendices 1-3 of this report, and
- 2) Note the recent publication of the draft London Plan and the key implications of the draft London Plan for the City's Local Plan review.

**5. CITY OF LONDON TRANSPORT STRATEGY - SCOPE, PROCESS AND PROGRAMME**

The Committee received a report outlining the scope of the City of London Corporation's Transport Strategy and the process and programme for developing it.

Officers advised that the programme would be informed by significant stakeholder engagement including formal consultation on the vision, objectives and Local Implementation Plan in June 2018 and Transport Strategy in November 2018.

In response to a question concerning the very tight timescales and the need to prioritise this work, officers advised that there was a new team in place dealing specifically with the Transport Strategy although members would be alerted to any slippage in the programme.

**RESOLVED – To**

- 1) Agree the scope of the Transport Strategy; and
- 2) Agree the process and programme for developing the Transport Strategy

**6. TRANSPORT STRATEGY - STAKEHOLDER ENGAGEMENT PLAN**

The Sub-Committee received a report setting out the proposed approach to engaging stakeholders, including City workers and residents, to inform the development of the City of London Transport Strategy and Local Implementation Plan (LIP).

RESOLVED – That the proposed Transport Strategy Stakeholder Engagement Plan (Appendix 1) be approved.

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

There were no questions.

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

Members received a short update on the London-wide annual target for housing which was increasing from 42,000 to 65,000 and noted that much of the growth was expected in outer London and through an intensification of development in and around town centres and transport nodes.

**The meeting closed at 12.00 pm**

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Chairman

**Contact Officer: Amanda Thompson**  
**[amanda.thompson@cityoflondon.gov.uk](mailto:amanda.thompson@cityoflondon.gov.uk)**

<b>Committee(s)</b>	<b>Dated:</b>
Local Plans Sub (Planning and Transportation) Committee	26/01/2018
<b>Subject:</b> City of London Local Plan Review: Proposed draft policies	<b>Public</b>
<b>Report of:</b> Carolyn Dwyer, Director of the Built Environment	<b>For Decision</b>
<b>Report author:</b> Adrian Roche, Department of the Built Environment	

## Summary

At the previous meeting of this Sub-Committee in December, Members considered the first tranche of draft policies for the new Local Plan. Members made several comments and suggestions, which will inform the final version of the draft Plan that is presented to the Grand Committee in May 2018. Two further sets of draft policies are attached to this report for discussion and agreement. Appendices 1 and 2 contain the proposed policy wording in relation to Climate Resilience and Flood Risk, and the Historic Environment.

## Recommendations

Members are recommended to:

- Agree the proposed draft policies set out at Appendices 1 and 2 of this report.

## Main Report

### Background

1. At the meetings of this Sub-Committee on 22<sup>nd</sup> September 2017 and 6<sup>th</sup> October 2017, Members agreed the broad structure of the draft Local Plan and considered policy directions for key policy areas. Officers are currently preparing draft policies, informed by the steer from Members and a range of other factors such as national policy, the London Plan, the evidence base and the outcome of the Issues and Options consultation.
2. Three sets of policies were considered at the previous meeting of this Sub-Committee on 8<sup>th</sup> December, namely Culture, Visitors and the Night-Time Economy; Circular Economy and Waste; and Smart Infrastructure and Utilities. Members made various comments and suggestions, which will be reflected in the amended versions of those policies when the draft Local Plan is reported to the Grand Committee in May 2018.

## **Draft policies**

3. The following sections of the Local Plan have now been drafted and are attached as appendices 1 and 2 of this report:
  - Climate Resilience and Flood Risk; and
  - Historic Environment.
4. Members should note that the Local Plan is not being drafted in the order that policies will appear in the final version, other than the City-wide policies which are being prepared ahead of the area-specific policies.
5. Members are asked to consider the proposed policy wording and to advise of any additions, deletions or other amendments that should be made before the relevant policies are presented to the Grand Committee.
6. The Sub-Committee previously indicated that it wished to consider the detailed wording of all the policies in the draft Local Plan but not the supporting text. Members are therefore asked to focus comments on the wording in the policy boxes. However, the supporting text is also presented to help explain the reasoning behind the proposed policies, and may assist with understanding the terminology used in some of the draft policies.

## **Next steps**

7. Officers are in the process of drafting further sections of the draft Local Plan, which will be presented to the Sub-Committee at meetings to be arranged in the period between February and April. It is then intended that the full Plan will be brought back to the Sub-Committee for approval before it is reported to the Grand Committee in May so that it can be published for public consultation alongside the draft vision and objectives for the Transport Strategy in June 2018.

## **Corporate and Strategic Implications**

The review of the Local Plan is being informed by the emerging draft Corporate Plan, and will provide an opportunity to complement key corporate objectives, such as developing Culture Mile and progressing the Future City agenda.

## **Appendices**

- Appendix 1 – draft policies on Climate Resilience and Flood Risk
- Appendix 2 – draft policies on the Historic Environment

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## Appendix 1 – draft policies on Climate Resilience and Flood Risk

This section aims to ensure that the City remains resilient in the face of changing climate patterns. The main focus is on flood risk and the risk of overheating of buildings and spaces which will become more frequent as a result of climate change.

### Policy CS XX: Climate Resilience and Flood Risk

Buildings and the public realm must be designed to be adaptable to future climate conditions and resilient to more frequent extreme weather events.

- Development must minimise the risk of overheating and any adverse contribution to the urban heat island effect;
- Development must avoid placing people or essential infrastructure at increased risk from river, surface water, sewer or groundwater flooding;
- Flood defence structures must be safeguarded and enhanced to maintain protection from climate related sea level rise.

#### Reason for the policy

Today's new buildings will be in place for several decades, therefore they must be resilient to the weather patterns and climate conditions they will encounter during their lifetime. Designing climate resilience into buildings and the public realm will keep the City safe and comfortable as climate patterns change.

The UK Climate Projections (CP09) predict that London will experience a rise in mean temperatures of between 0.6°C and 2.7°C by 2050<sup>1</sup>. This will increase the risk of overheating and the need for energy intensive air conditioning. In addition to this the City can experience temperatures up to 10°C higher than the countryside around London, due to heat retention and waste heat expulsion from buildings resulting in an Urban Heat Island Effect.

Although the total annual rainfall will remain broadly similar to current levels, the patterns of rainfall is expected to change with more intense storms and periods of low rainfall. This will increase the risk of flooding, particularly from surface water and from sewer surcharge from London's combined drainage network. Conversely there will be a greater risk of water shortages and drought conditions as rainfall fluctuates.

The City lies within the tidal section of the Thames and is therefore vulnerable to sea level rise resulting from climate change. The Thames Estuary 2100 Plan identifies the need for the existing flood defences in central London to be raised by up to 1 metre between 2065 and 2100 to protect London from flooding.

#### How the policy works

The City Corporation will continue to monitor and model climate change impacts on the City to inform policy and decision making. UK Climate Projections will form the

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<sup>1</sup> CP09 for the 30-year period 2020-2050, under medium emissions, the central estimate of increase in summer mean temperature is 1.6°C; it is very unlikely to be less than 0.6°C and is very unlikely to be more than 2.7°C

basis of future planning for climate resilience in the City. The City of London Strategic Flood Risk Assessment will be reviewed at least every five years or more frequently if circumstances require.

Developers will be expected to show that their proposals have taken account of predicted climate change and will minimise the impacts of changed climate patterns on future occupants and the City's communities.

#### **Policy DM XX: Overheating and Urban Heat Island Effect**

1. Developers will be required to demonstrate that their developments have been designed to reduce the risk of overheating through:
  - solar shading to prevent solar gain, particularly on glazed facades;
  - urban greening to improve evaporative cooling;
  - passive ventilation and heat recovery;
  - use of thermal mass to moderate temperature fluctuations;
  - minimal reliance on energy intensive cooling systems.
2. Building designs should minimise any contribution to the urban heat island effect.

#### Reason for the policy

Development presents an opportunity to renew or adapt existing building stock to provide buildings and public spaces which will cope better with changing climate patterns. Design measures should be employed to reduce energy demands from cooling infrastructure, making buildings more resilient in the face of higher temperatures. Measures such as urban greening can have a positive impact near the building, minimising the urban heat island effect.

Climate adaptation measures can contribute to wider benefits by pre-empting potential detrimental climate impacts. Careful selection of plants which are resilient to a range of weather conditions will assist wildlife to survive changed climate conditions. Urban greening and reduced reliance on air conditioning will have benefits for the City's air quality.

#### How the policy works

For all major development, the City Corporation will expect climate adaptation and resilience to be addressed at the design stage. Sustainability Statements should include details of the proposed adaptation and resilience measures. Energy statements should demonstrate reduced energy demand for cooling. BREEAM credits for adaptation to climate change should be targeted.

For minor development, the Design and Access Statement should include details of climate resilience measures.

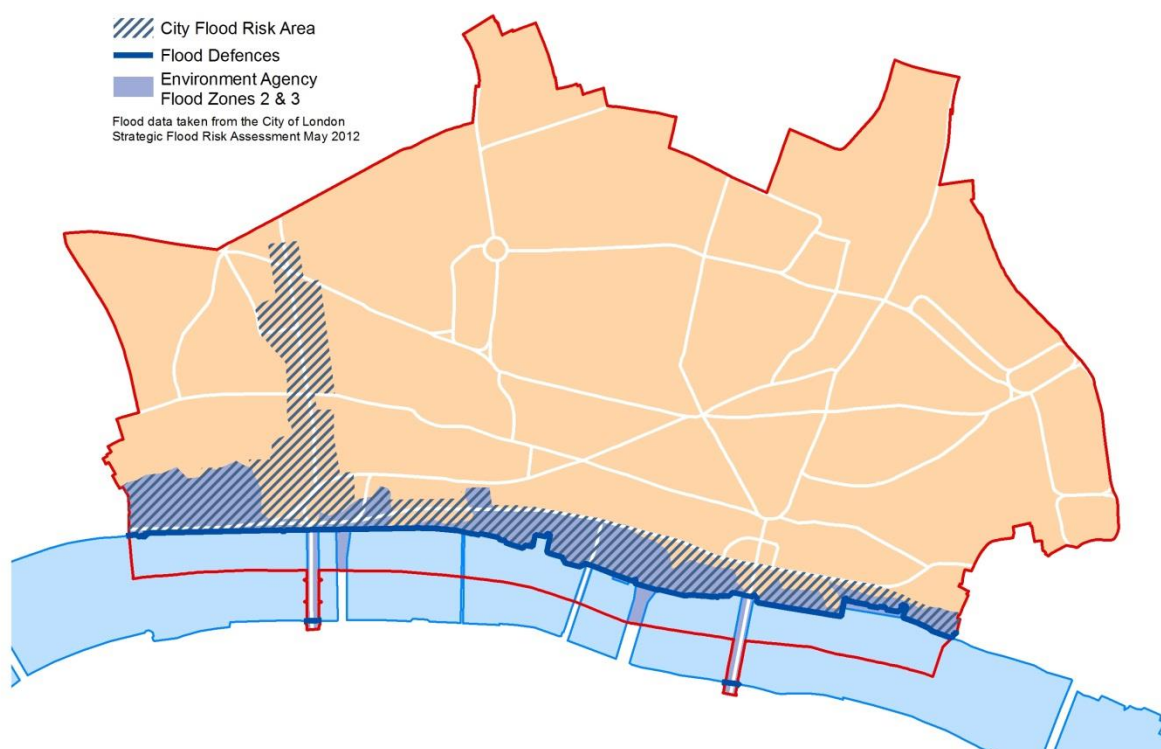
## Policy DM XX: Flood Risk

Development proposals, including change of use, within the City Flood Risk Area and major development elsewhere, must be accompanied by a site-specific flood risk assessment demonstrating that:

- the site is suitable for the intended use, in accordance with the sequential and exceptions tests (see table XX) and with Environment Agency and Lead Local Flood Authority advice;
- the development will be safe for occupants and visitors and will not compromise the safety of other premises or increase the risk of flooding elsewhere;
- safe access and egress routes are identified;
- flood resistance and resilience have been designed into the proposal.

### Reason for the policy

While the City is generally at low risk of flooding due to its topography, some parts of the City are at risk of flooding from the River Thames and from surface water/sewer overflow in the former Fleet valley. Fig XX identifies the areas at risk from these sources as the City Flood Risk Area which is also shown on the Local Plan Policies Map. This policy will ensure that vulnerable uses are not located in areas that are at risk of flooding and that suitable flood resilience and evacuation measures are incorporated into the design.



### How the policy works

Site-specific flood risk assessments must address the risk of flooding from all sources and take account of the City of London Strategic Flood Risk Assessment and the City of London Local Flood Risk Management Strategy. Necessary

mitigation measures must be designed into and integrated with the development and where feasible and viable may be required to provide protection from flooding for properties beyond the site boundaries.

Within the City Flood Risk Area different uses will be acceptable in different zones. Table X shows the vulnerability classifications and table Y shows which level of vulnerability classification is suitable in which part of the City Flood Risk Area. Full details of the Environment Agency's flood zones are shown on the policies map.

If the intended use of a site falls into one of the categories whereby an Exceptions Test is required as set out in Table Y, the developer will need to investigate whether there is a reasonably available site outside the City Flood Risk Area which would be more suitable for the intended use. If no alternative site is available, the developer must demonstrate through the Exceptions Test that the benefits of the development outweigh any risk from flooding, and that the development will be safe without increasing the risk of flooding elsewhere.

Table X Flood risk vulnerability classifications relevant to the City

<b>Essential Infrastructure</b>	<ul style="list-style-type: none"> <li>• Essential transport infrastructure (including mass evacuation routes) which has to cross the area at risk.</li> <li>• Essential utility infrastructure which has to be located in a flood risk area for operational reasons, including electricity generating power stations and grid and primary substations</li> </ul>
<b>Highly Vulnerable</b>	<ul style="list-style-type: none"> <li>• Police and ambulance stations; fire stations and command centres; telecommunications installations required to be operational during flooding.</li> <li>• Emergency dispersal points.</li> <li>• Basement dwellings.</li> <li>• Installations requiring hazardous substances consent.</li> </ul>
<b>More Vulnerable</b>	<ul style="list-style-type: none"> <li>• Hospitals</li> <li>• Residential institutions such as care homes and hostels.</li> <li>• Buildings used for dwelling houses, student halls of residence, drinking establishments, nightclubs and hotels.</li> <li>• Non-residential uses for health services, nurseries and educational establishments.</li> <li>• Sites used for waste management facilities for hazardous waste.</li> </ul>
<b>Less Vulnerable</b>	<ul style="list-style-type: none"> <li>• Buildings used for shops; financial, professional and other services; restaurants, cafes and hot food takeaways; offices; general industry, storage and distribution; non-residential institutions not included in 'more vulnerable' and assembly and leisure.</li> <li>• Police, ambulance and fire stations which are not required to be operational during flooding.</li> <li>• Waste treatment (except hazardous waste facilities).</li> </ul>
<b>Water-compatible development</b>	<ul style="list-style-type: none"> <li>• Flood control infrastructure.</li> <li>• Docks, marinas and wharves.</li> <li>• Navigation facilities.</li> </ul>

	<ul style="list-style-type: none"> <li>• Water-based recreation (excluding sleeping accommodation).</li> <li>• Amenity open space, nature conservation and biodiversity, outdoor sports and recreation and essential facilities such as changing rooms.</li> </ul>
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Source: Relevant uses from Planning Practice Guidance – Flood Risk and Coastal Change

Table Y Suitability of different uses in flood zones

Flood Risk Vulnerability classification	Essential Infrastructure	Highly Vulnerable	More Vulnerable	Less Vulnerable	Water Compatible
EA Zone 1	✓	✓	✓	✓	✓
EA Zone 2	✓	Exceptions Test required	✓	✓	✓
EA Zone 3a	Exceptions Test required	✗	Exceptions Test required	✓	✓
EA Zone 3b	Exceptions Test required	✗	✗	✗	✓
SFRA Surface water/sewer flood risk hotspots	Exceptions Test required	✗	Exceptions Test required	✓	✓

Source: amended from Planning Practice Guidance – Flood Risk and Coastal Change

The City of London Strategic Flood Risk Assessment (SFRA) provides guidance on suitable flood resistance measures, to prevent water entering the building, and flood resilience measures, which enable speedy recovery in the event of flooding. These should be specified for all development within the City Flood Risk Area (as shown on the Policies Map). Passive design measures such as suitable threshold levels and the use of flood resilient materials will be favoured over active measures such as removable flood barriers.

Design measures can help to reduce flooding, thus protecting the local area beyond the development site through:

- sustainable drainage systems;
- green/blue roofs; and
- rainwater reuse, recycling and attenuation

Resistance to flooding can be achieved through design measures such as:

- raised kerbs and altered topography which contains water at a distance from the building;
- avoiding opening windows or vents at ground floor or basement levels;
- using low permeability materials to limit water penetration of external walls, and flood resistant doors to prevent water ingress; and
- fitting non-return valves on plumbing to prevent sewer surcharge within the building.

Flood resilience measures make clean up after a flood more efficient, and include:

- avoiding locating sensitive equipment such as computer servers at lower levels of buildings in flood prone areas;
- locating all fittings, fixtures and services at a suitable height to minimise damage by flood waters;
- using impermeable surfaces and structures; and
- providing sumps and soak-aways that gradually release water to the sewer network.

In order to demonstrate that the development will be safe for occupants, flood warning and evacuation plans should be provided for all 'more' or 'highly' vulnerable development within the City Flood Risk Area. Details of the type of measures which should be included in an evacuation plan are set out in the City's SFRA.

For minor development outside the City Flood Risk Area, an appropriate flood risk statement should be included in the Design and Access Statement.

#### **Policy DM XX: Sustainable drainage systems (SuDS)**

1. All development, transportation and public realm proposals must incorporate SuDS principles and be designed to minimise the volume and discharge rate of rainwater run-off into the combined drainage network in the City, ensuring that rainwater is managed as close as possible to the development.
2. The design of the surface water drainage system should be integrated into the design of proposed buildings and landscaping, unless there are exceptional circumstances which make this impractical. Proposals should demonstrate that run-off rates are as close as possible to greenfield rates and the number of discharge points has been minimised.
3. SuDS designs must take account of the City's archaeological heritage, complex underground utilities, transport infrastructure and other underground structures, incorporating suitable SuDS elements for the City's high density urban situation.
4. SuDS should be designed, where possible, to maximise contributions to water resource efficiency, water quality, biodiversity enhancement and the provision of multifunctional open spaces.
5. An operation and maintenance plan will be required to ensure that the SuDS elements will remain viable for the lifetime of the building.

### Reason for the policy

The drainage system in Central London comprises a combined network where foul sewage from internal plumbing combines with rainwater drainage in the same underground pipework. Consequently, heavy rain can result in overloading of the drainage network with discharges of diluted sewage from manholes within the City Flood Risk Area and combined sewer outflow pipes into the Thames at Walbrook Wharf and Blackfriars.

More frequent extreme rainfall events are predicted because of climate change; therefore the risk of sewer overflow flooding is increasing. To combat this, it is necessary to reduce the total amount of rainwater entering the drains and/or slow down the rate at which it enters the drains. Sustainable Drainage Systems (SuDS) provide a range of techniques for achieving this.

### How the policy works

All development presents opportunities to reduce rainwater run-off. The cumulative impact of minor development, transport and public realm proposals are as important as major development in reducing the risk of sewer overflow flooding. Therefore, all development, transport and public realm proposals must contribute to a reduction in rainwater run-off to the drainage network.

For major development, pre-application discussion with the City Corporation as Planning Authority and Lead Local Flood Authority and consultation with the Environment Agency, Thames Water and other interested parties is encouraged to ensure that SuDS designs are suitable for the proposed site. SuDS designs must comply with the London Plan Drainage Hierarchy and local requirements set out in the City Corporation's forthcoming SuDS guidance.

Although planning permission may not be required for all transport and public realm schemes a SuDS and drainage plan should be an integral part of designing these schemes in order to protect the City from flooding.

For all major development, a separate SuDS and Drainage Plan must be submitted at application stage. For minor development the Design & Access Statement should include details of how rainwater run-off has been minimised. Designs should focus on reducing flows as close as possible to greenfield runoff rates, minimising the number of discharge points from the site.

Proposals should demonstrate an integrated approach to water management, for example intercepting the first 5mm of each rainfall event through greening and incorporating rainwater storage for reuse or irrigation. Major developments should specifically maximise the other benefits of SuDS such as biodiversity, amenity and water quality.

Arrangements for maintenance must be considered in the designs. Planning conditions may be used to secure a suitable operations and maintenance plan.

## **Policy DM XX: Flood protection and flood defences**

1. Development must protect the integrity and effectiveness of structures intended to minimise flood risk and, where appropriate, enhance their effectiveness.
2. Wherever practicable, development should contribute to an overall reduction in flood risk within and beyond the site boundaries, incorporating flood alleviation measures for the public realm.

The City of London is protected from flooding by the Thames Barrier, and more locally by flood defence walls along the River Thames. Development adjacent to these flood defences must maintain their integrity and effectiveness for the benefit of the whole City. The Thames Estuary 2100 project recognises the need for the raising of flood defences by up to 0.5m by 2065 and 1m by 2100. Development on the riverside should be designed to enable this future defence raising without adverse impacts on river views and pedestrian movement along the riverside walk. Discussions with the Environment Agency will be required to establish the most effective designs for improved flood defences.

A strategic approach to flood defence raising will enable riparian developers to design buildings and the riverside environment to accommodate higher flood walls. Riparian owners are responsible for maintenance and enhancement of flood defences.

## Appendix 2 – draft policies on Historic Environment

### Policy CS XX: Historic Environment

The City's heritage assets, their significance and settings will be conserved and enhanced, by:

1. Conserving and enhancing heritage assets to ensure that the City's townscapes and heritage can be enjoyed for their contribution to quality of life and wellbeing;
2. Encouraging the viable use of heritage assets consistent with their conservation and enhancement;
3. Seeking improved public access, and enhanced interpretation of the City's heritage;
4. Protecting and promoting the assessment and evaluation of the City's ancient monuments and archaeological remains and their settings, including the interpretation, archiving and publication of archaeological investigations;
5. Preserving and seeking to enhance the Outstanding Universal Value, architectural and historic significance, authenticity and integrity of the Tower of London World Heritage Site and its local setting.

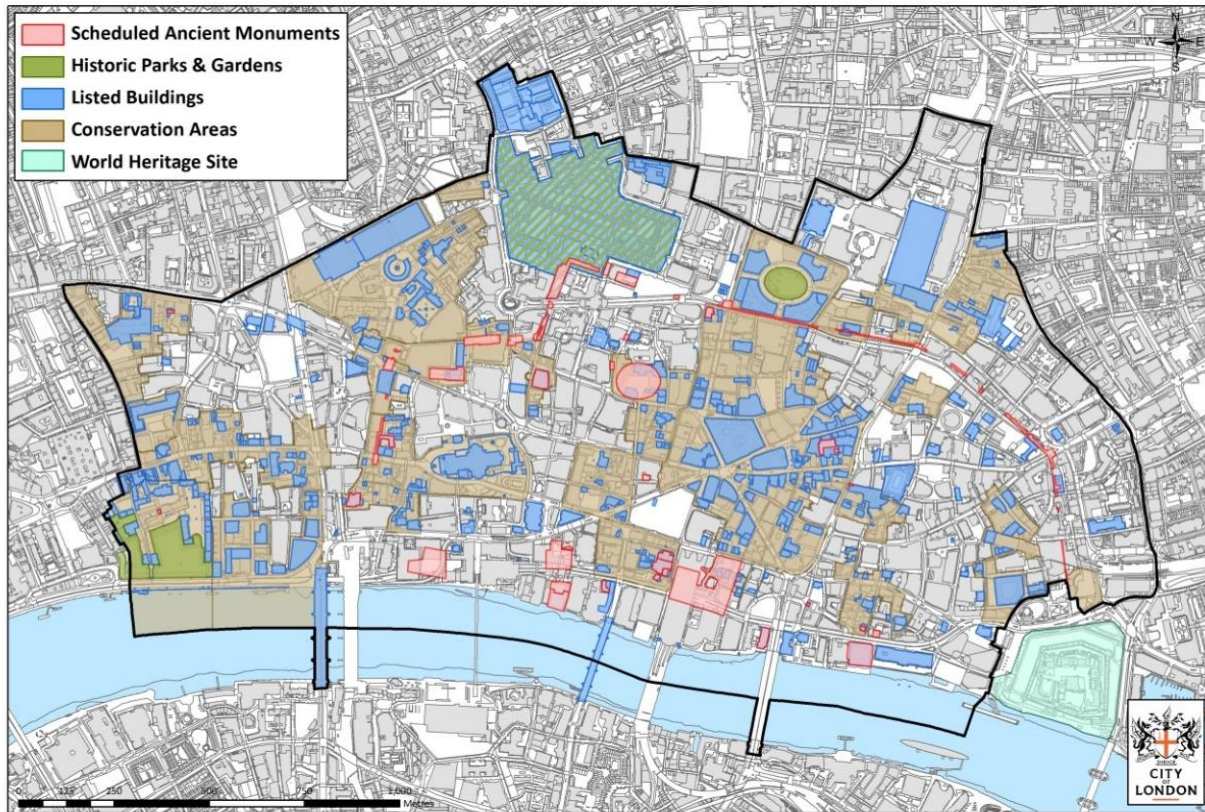
#### Reason for the policy

The City of London is the historic centre of London and has a rich and varied historic environment that reflects this. The City's heritage assets<sup>1</sup> contribute to its unique identity, adding to its character, attractiveness and competitiveness. This is of benefit to all the City's communities, visitors, residents and businesses.

There are a large number of designated heritage assets<sup>2</sup> in the City, with over 600 listed buildings and many structures such as statues, monuments and sculptures. Listed buildings range from a 17<sup>th</sup> century home on Cloth Fair and Wren's iconic St Paul's Cathedral and churches to modern buildings by renowned architects such as the Barbican Centre and the Lloyds Building. As well as listed buildings there are 26 conservation areas, 48 Scheduled Ancient Monuments and 4 Historic Parks and Gardens. Furthermore, the City provides an immediate backdrop for the Tower of London World Heritage Site.

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<sup>1</sup> A heritage asset is a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Designated heritage assets include World Heritage Sites, Scheduled Monuments, Listed Buildings, Registered Parks and Gardens, Registered Battlefields and Conservation Areas that are 'designated' under the relevant legislation. Non-designated heritage assets are those which have a heritage interest, but have not been formally designated.



**Figure XX: Designated heritage assets in the City of London**

The City has a rich archaeological heritage including many designated and non-designated monuments visible in the townscape and surviving as buried remains below buildings and streets. The whole of the City is regarded as having archaeological potential.

The City contains a rich variety of architectural styles and materials, a medieval street pattern and a long history as a centre for commerce and trade. The diversity of the buildings and townscape creates a rich juxtaposition between the historic and the modern. This and the dense nature of development helps to differentiate the City of London from other global commercial centres and makes the City a unique place to live, work and visit.

The City's rich heritage contributes to the City's primary function as a business centre, its cultural role, as a home to its small resident population and increasingly its role as a visitor destination. Approximately two thirds of listed buildings have a commercial use, including offices, retail, and hotels<sup>3</sup> and provide vital small and medium-sized office space. The City also has one of the greatest concentrations of architecturally significant places of worship in the country, with 44 listed medieval and Wren churches and an equally unique collection of over 60 churchyards embedded within a dense townscape.

<sup>3</sup> The Land Use of Listed Buildings in the City of London, City of London, 2017

Heritage assets can significantly contribute to London's economy,<sup>4</sup> providing valuable office space suitable for small to medium-sized occupants as well the creative industries. In order to build upon the wider social, cultural and economic benefits of the historic environment, public access to the City's heritage will be sought as part of development proposals in line with the wider policies in this Plan.

The policy allows for adaptations to be made to heritage assets where the alterations are consistent with the conservation and significance of those assets. The sensitive adaptation of heritage assets contributes to the continual growth of the City's economy. This and continued investment ensures that buildings retain an active use so that the City's buildings and heritage can be appreciated by present and future generations.

In addition to the heritage assets within in the City, just outside the boundary lies the Tower of London, a UNESCO World Heritage site of outstanding universal value.

### **Policy DM XX: Managing Change to Heritage Assets**

Development proposals which affect heritage assets or their settings should conserve and enhance the significance of the heritage asset and meet the following criteria:

1. They are supported by evidence, in the form of a Heritage Assessment, to evaluate the significance of relevant heritage assets to inform the proposals and maximise enhancements;
2. The loss of routes and spaces that contribute to the character and historic interest of the City will be resisted. The reinstatement of historic routes and the creation of new routes will be sought;
3. Development should conserve and enhance the special architectural or historic interest and the significance of heritage assets and their settings. The demolition or removal of designated heritage assets will be resisted;
4. Development in conservation areas should conserve and enhance the character or appearance of the conservation area. The removal of features which contribute to the character, appearance or significance of a conservation area will be resisted;
5. Development should not adversely affect Historic Parks and Gardens that are included on the Historic England register.

#### Reason for the policy

It is important that applicants provide a clear and comprehensive understanding of the heritage significance of a building, proportionate to the nature and scale of the proposed development. This may require detailed archival research to understand the historical evolution of the building in order to inform the proposals as well as the impact of the development on the heritage asset. This can require expert input.

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<sup>4</sup> Translating Good Growth for London's Historic Environment, Historic England, 2017

The pattern of streets, lanes, alleyways and other open spaces, such as squares and courts, is a distinctive element of the City's townscape and is of historic significance in itself. The City Corporation will seek to maintain the widths and alignments of streets, lanes and other spaces where these have historic value or underpin the character of a location or their surroundings. Some historic routes have historically been lost to the detriment of the City's historic townscape. Where possible, via development, the City will seek to re-open or reintroduce such routes.

The designation of conservation areas carries with it the statutory duty to consider how an area or areas can be preserved and enhanced. The City Corporation will take the opportunity presented by development proposals within a conservation area to strengthen the special character of that conservation area and its setting.

In the design of new buildings or the alteration of existing buildings, developers should have regard to the character of conservation areas and their settings. This includes the size and shape of historic building plots, existing street patterns and the alignment and the width of frontages, materials, vertical and horizontal emphasis, layout and detailed design, bulk and scale, including the effects of site amalgamation on scale, and hard and soft landscaping. Regard should be paid to the richness, variety and complexity of the architectural form and detailing of buildings and to the broader character of the area.

Many buildings in conservation areas, whilst not being listed, make a significant contribution to the character of these areas. Proposals for the demolition of a non-listed building will be considered in terms of the building's significance, its contribution to the character or appearance of the area and the level of potential harm.

Even minor changes to listed buildings can have a significant impact on their character and appearance. Listing descriptions are unlikely to refer to every feature of significance and buildings' interiors and plan forms are also of importance. Inspections of listed buildings will be necessary to identify the special interest and significance of the building and its curtilage.

Extensions to listed buildings should be of an appropriate scale and character and will be acceptable where the overall impact on the building is minimised. The bulk, height, location and materials of roof extensions will be particularly important and should be appropriate to the period and style of the building and its setting. Where listed buildings are no longer used for their original or previous purpose, it is important to find alternative uses that safeguard their future, while being compatible with the character of the building.

The City's heritage assets are not just appreciated and understood from the ground, but also from above. Development proposals should facilitate public appreciation of the City's historic roofscapes. The effect of a development on the setting of an asset from high level locations is also a material consideration.

Development proposals that affect the City's historic parks and gardens will be assessed to ensure that overshadowing does not cause undue harm, that their historic character is maintained, and that the setting, enjoyment, and views into and from these

gardens are respected. Development should not detract from the layout, design, character, appearance or setting of the park or garden or prejudice its future restoration.

#### How the policy works

Developers will be required to provide supporting information describing the significance of any heritage assets whose fabric or setting would be affected, along with the contribution made by their setting to their significance and the potential impact of the proposed development on that significance. A heritage asset's significance can be evidential, historic, aesthetic or communal. The information provided should be proportionate to the level of change or impact a proposal will have on the heritage asset or assets.

#### **Policy DM XX: Ancient Monuments and Archaeology**

1. Development proposals which involve excavation or ground works affecting sites of archaeological potential must be accompanied by an archaeological assessment and evaluation of the site, addressing the impact of the proposed development, mitigation of harm and identification of enhancement opportunities;
2. The City Corporation will preserve, protect, safeguard and enhance archaeological monuments, remains and their settings, seeking enhancement, public display and interpretation where appropriate;
3. Proper investigation and recording of archaeological remains will be required as an integral part of a development programme, together with publication and archiving of results to advance understanding.

#### Reason for the policy

The entire City is considered to have archaeological potential, except where there is evidence that archaeological remains have been lost due to deep basement construction or other groundworks. The City Corporation will indicate the potential of a site, its significance and relative importance and the likely impact on archaeology at an early stage so that the appropriate assessment, evaluation and design development can be undertaken.

#### How the policy works

Planning applications that involve excavation or ground works must be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development. An evaluation should include trial work in agreed specific areas of the site to provide more information and inform consideration of the development proposals by the City Corporation.

In some cases, a development may reveal a monument or archaeological remains which will be displayed on the site, or reburied. On sites where significant monuments or archaeological remains exist, development must be designed to enhance physical

preservation and avoid disturbance or loss. This can be done by the sympathetic design of basements, raising ground levels, site coverage, and the location of foundations to avoid or minimise archaeological loss and securing their preservation for the future. Undesignated archaeological remains equivalent to a scheduled monument will be given equal weight to designated heritage assets.

The interpretation and presentation to the public of a visible or buried monument and enhancement of its setting should form part of the development proposals. Agreement will be sought, where appropriate, to achieve public access. The City Corporation will refuse schemes which do not provide an adequate assessment of a site, make any provision for the incorporation, safeguarding or preservation of significant monuments or remains, or which would harm or adversely affect those monuments or remains. Where display of a monument or archaeological remains would harm the heritage asset or make it vulnerable and reburial is necessary, there should be interpretation to widen knowledge and contribute to the interest of the townscape.

A programme of archaeological work for investigation, excavation and recording and publication of the results to a predetermined research framework and by an approved organisation should be submitted to and approved by the City Corporation, prior to development. This will be controlled using conditions and will ensure the preservation of those remains by record. The programme of archaeological work should include all on-site work, including details of any temporary works which may have an impact on the archaeology of the site and all off-site work including the post-excavation analysis, publication and archiving of the results.

#### **Policy DM XX: Setting of the Tower of London World Heritage Site**

1. Development proposals affecting the setting of the Tower of London World Heritage Site should preserve and seek to enhance the Outstanding Universal Value, architectural and historic significance, authenticity and integrity of the Tower of London World Heritage Site.
2. Development proposals within the defined Local Setting Area of the Tower of London World Heritage Site should seek opportunities to enhance the immediate surroundings of the World Heritage Site, through improvements to the public realm and pedestrian and cycle accessibility.

#### Reason for the policy

The Tower of London is a UNESCO World Heritage site of Outstanding Universal Value. While the Tower itself is within the London borough of Tower Hamlets, part of the defined Local Setting Area is within the City and is shown on the Policies Map. The local setting of the Tower comprises the spaces from which it can be seen from street and river level, and the buildings that enclose or provide definition to those spaces. The area

around the Tower includes some streets with heavy traffic flows, and there is scope for improvements to be made to the public realm and to accessibility for non-motorised road users. Developments within a wider area may also affect the setting of the Tower, depending on their scale, form and location.

#### How the policy works

Any potential impacts on the setting of the Tower of London World Heritage Site need to be considered in the relevant documents accompanying planning applications, such as in Heritage Statements, Townscape and Visual Impact Assessments or Transport Assessments.

The Tower of London World Heritage Site Management Plan 2016, the Mayor of London Supplementary Planning Guidance 'World Heritage Sites – Guidance and Settings 2012' and the Tower of London 'Local Setting Study 2010', provide guidance on how the setting of the World Heritage Site can be positively managed, protecting its heritage, while accommodating change.

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<b>Committee:</b>	<b>Date:</b>
Local Plans Sub (Planning and Transportation) Committee	26/01/2018
<b>Subject:</b> Transport Strategy – Proposed Strategy Board membership and Terms of Reference	<b>Public</b>
<b>Report of:</b> Carolyn Dwyer, Director of the Built Environment	<b>For Decision</b>
<p><b>Summary</b></p> <p>The report provides details of the Terms of Reference and membership for the Transport Strategy Board.</p> <p>The Strategy Board will provide a forum for engaging key stakeholders in the development of the Transport Strategy. The Board will provide a sounding during the development of the Strategy, ensuring it reflects the needs of the City's business community.</p> <p><b>Recommendations</b></p> <p>Members are asked to:</p> <ul style="list-style-type: none"> <li>• Approve the Terms of Reference for the Strategy Board</li> <li>• Approve the membership of the Strategy Board</li> </ul>	

## Main Report

### Background

1. The Transport Strategy aims to define the City of London Corporation's vision and priorities for transport over the next 25 years. The work to develop the Strategy will incorporate the drafting of the statutory Local Implementation Plan (LIP).
2. Significant engagement with a wide range of stakeholders is necessary to inform the development of the Strategy and ensure it meets the needs of City businesses, residents, workers and visitors.
3. At the 8 December meeting of this Sub-committee Members approved the governance structure for the Transport Strategy (Appendix 1). This included establishing a Strategy Board of external stakeholders to act as a sounding board and provide advice during the development of the Transport Strategy

## **Strategy Board Terms of Reference**

4. The draft Terms of Reference for the Strategy Board are:

*The Strategy Board will provide an opportunity for key stakeholders to inform the development of the Transport Strategy.*

*The Board will:*

- *Advise on the main transport issues and priorities for the groups/sectors represented*
- *Act as sounding board for emerging policies and proposals*
- *Advise on the likely stakeholder response to policy directions and proposed strategy*
- *Act as a 'critical friend' - challenging the project team on issues that may require further work*
- *Represent the views of their members, consult them as required and promote stakeholder and public engagement activities to their membership and networks*

*The Strategy Board is expected to meet four times during the development of the Strategy. It is anticipated that the final meeting will be held in September.*

*Meetings will last no more than 90 minutes unless agreed by members. Meetings will include no more than 30 minutes of presentations, with at least 60 minutes reserved for discussion and feedback.*

*Papers for meetings will be circulated at least five working days prior to meetings and Board members are expected to review these in advance of meetings.*

*These Terms of Reference will be reviewed in September with further meetings scheduled if required.*

## **Proposed Strategy Board membership**

5. The proposed membership for the Strategy Board is set out in Appendix 2. The membership list aims to ensure that all major City business sectors are represented. National and London-wide business organisations are also included.
6. Representatives from the Greater London Authority and Transport for London will ensure the Strategy reflects the Mayor's Transport Strategy and that the City's challenges and ambitions are understood at senior levels within these organisations. London Councils are represented to capture synergies and opportunities to work with and support London's boroughs.
7. Other advisers include a senior transport academic, an expert on emerging transport technologies and the Centre for London

## **Conclusion**

8. The membership of the Strategy Board aims to ensure representation of all key City business sectors as well as draw on other expertise. This range of stakeholders will help make sure that the Transport Strategy reflects the needs of businesses and incorporates best practice. It will also help secure buy-in for the Strategy across the City's business community and support the delivery of future transport projects and programmes.

## **Appendices**

Appendix 1 – Transport Strategy Governance Structure

Appendix 2 – Proposed Strategy Board membership

## **Background Papers**

Transport Strategy – Stakeholder Engagement Plan, 08/12/17

### **Bruce McVean**

Department of the Built Environment

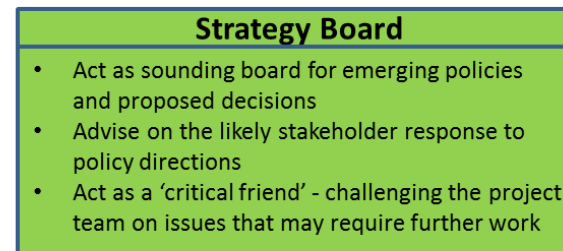
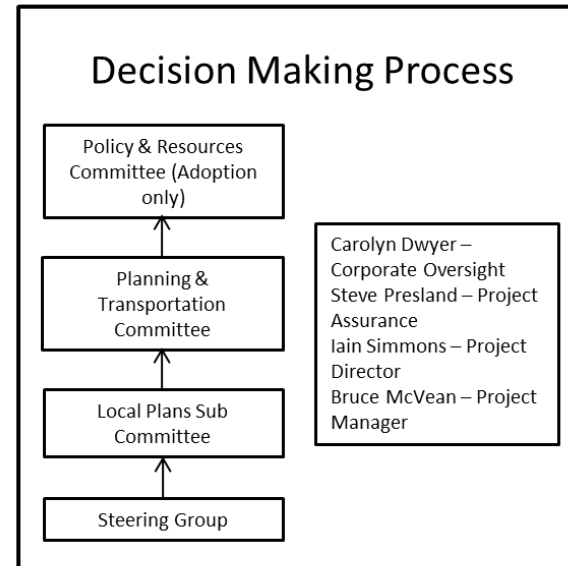
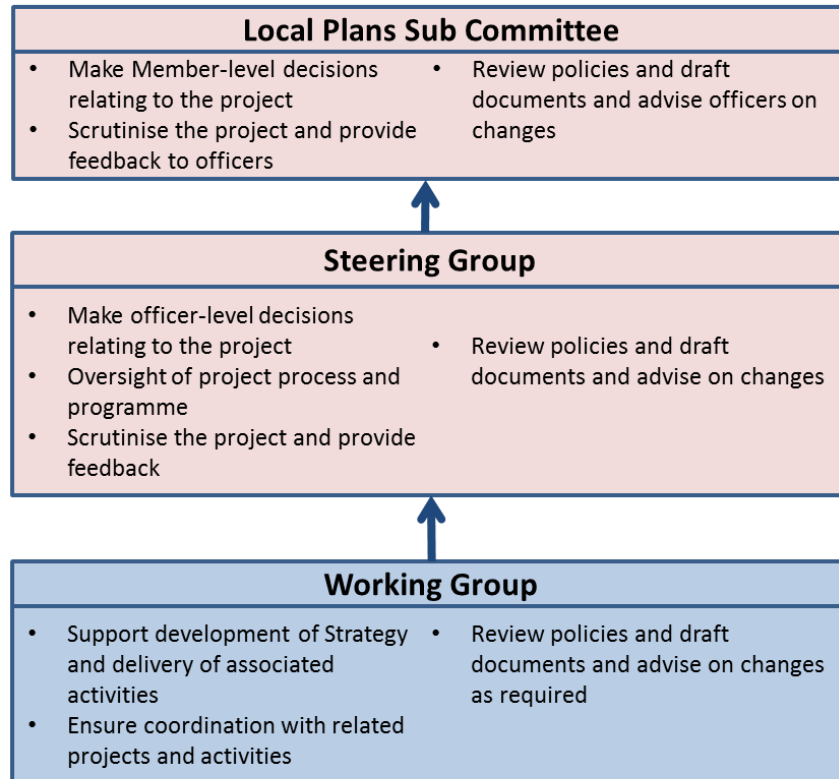
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## Appendix 1

### Transport Strategy Governance Structure

#### Transport Strategy Governance Structure



Decision/Information Body

Advisory Body

Officer Working Body

## Appendix 2

### Proposed Strategy Board membership

Organisation	Primary Interest/Background Information
CoL Chairman P&T	City transport and built environment
CoL Deputy Chairman P&T	City transport and built environment
CoL – Director of Built Environment	City transport and built environment
CoL – Director EDO	City economic development
GLA Head of Transport	Mayor's Transport Strategy and delivery of Healthy Streets Approach
GLA Walking & Cycling Commissioner	Lead for the Mayor on Walking & Cycling, strong interest in working with business to work towards walking and cycling aims.
Association for Financial Markets in Europe	The voice of Europe's wholesale financial markets. Representing leading global banks and acting as bridge between market participants and policy makers across Europe.
Alternative Investment Management Association	A global representative of the alternative investment industry, with more than 1,900 corporate members in over 60 countries. AIMA provides leadership in industry initiatives such as advocacy, policy and regulatory engagement, educational programmes and sound practice guides.
Association of Foreign Banks	The Association of Foreign Banks (AFB) is a trade body which represents the interests of the foreign banking sector in the UK to industry stakeholders including the Government, regulatory bodies, and financial services organisations. In addition to representing the sector, the AFB also provides a platform for foreign banks to discuss key industry topics and share information which may be of mutual benefit to the sector.
Confederation of British Industry	CBI speaks on behalf of 190,000 businesses of all sizes and sectors with 13 offices around the UK as well as representation in Brussels, Washington, Beijing and Delhi. CBI provides its members with cross sector expertise, industry forecasts and advice and support on policy changes.
Futures Industry Association	The leading global trade organization for the futures, options and centrally cleared derivatives markets, with offices in London, Singapore and Washington. FIA's membership includes clearing firms, trading firms, commodities specialists, technology vendors lawyers and other professionals. Its main purpose is to support transparent and competitive markets, protect the integrity of the financial system and promote high standards of professional conduct.

London First	London First is a business membership organisation with the mission to make London the best city in the world for businesses. They work on solutions to challenges businesses see as priorities in London and support businesses on issues that keep London globally competitive.
International Underwriting Association	IUA is the focal representative for insurance and reinsurance companies operating in or through London.
Law Society	The Law Society acts as the approved regulator for solicitors, ensuring regulation is fair and proportionate while protecting the public. The Society also exists to campaign on legal issues of importance to their members and the public.
Baltic Exchange	The Baltic Exchange is the world's only independent source of maritime market information for the trading and settlement of physical and derivative shipping contracts. It brings its members from London and Singapore to represent shipping interests.
TheCityUK	TheCityUK promotes policies that drive competitiveness, support job creation and ensure long-term economic growth in the UK and globally.
Investment Association	The Investment Association is the trade body that represents UK investment managers.
Innovate Finance	An independent not-for-profit membership association with around 250 members that represents the UK's global FinTech community. Founded in 2014 and supported by the City of London and Broadgate, Innovate Finance acts to advance the country's leading position in the financial services sector by supporting the next generation of technology-led financial services innovators.
KPMG	A global professional services firm and one of the Big Fours.
Deloitte	A multi-national professional services firm with expertise in risk management, tax, audit consulting financial advisory and legal services.
Accenture	A global management consulting and professional services company that provides strategy, consulting, digital, technology and operations services.
Association of British Insurers	Acts as the voice of the UK's world leading insurance and long-term savings industry.
Federation of Small Businesses	Represents smaller businesses by providing advice, financial expertise and a strong voice in government.
City Property Association	CPA represents a significant commercial property portfolio and brings together owners, developers, investors and professional advisors to inform policy and drive economic prosperity in the City.
The Barbican	World leading arts and leaning institute at the heart of Culture Mile
UCL Transport Institute	Leading urban transport research institute

London Councils	Impacts on and benefits for London's boroughs. London Councils represents London's 32 boroughs and the City of London.
Centre for London	A politically independent think tank and charity assisting policymakers in London with challenges in public services, culture and infrastructure.
Five AI	Five AI are a UK start-up specialising in autonomous technology and Artificial intelligence research.
London and Partners	The Mayor of London's official promotional agency, promoting London internationally as the best city in the world in which to invest, work, study and visit.

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<b>Committee:</b>	<b>Date:</b>
Local Plans Sub (Planning and Transportation) Committee	26/01/2018
<b>Subject:</b> Transport Strategy – Online Survey Questions	<b>Public</b>
<b>Report of:</b> Carolyn Dwyer, Director of the Built Environment	<b>For Decision</b>
<b>Summary</b>  The report presents the draft survey that will be used to gather information on the public and other stakeholder's perceptions of transport and streets in the City. The survey will be live from 5 February to 3 April.  <b>Recommendations</b>  Members are asked to approve the questions for the online survey	

## Main Report

### Background

1. The Transport Strategy aims to define the City of London Corporation's vision and priorities for transport over the next 25 years. The work to develop the Strategy will incorporate the drafting of the statutory Local Implementation Plan (LIP).
2. Significant engagement with a wide range of stakeholders is necessary to inform the development of the Strategy and ensure it meets the needs of City businesses, residents, workers and visitors.

### Online survey

3. The online survey will be the main mechanism for understanding how City residents and workers perceive transport and streets in the City. The draft survey questions are provided in Appendix 1
4. The survey will be live from 5 February to 3 April, providing an eight week window for responses. It takes approximately 10 minutes to complete.
5. We are aiming for at least 3,500 responses. Activities to promote the survey will include:
  - Promotion through City Corporation social media channels, including promoted posts
  - Adverts in CityAM and, subject to costs, the Evening Standard and/or Metro

- An exhibition at the City Centre
- City Corporation newsletters and email lists, such as the Active City Network
- Flyering on-street, including outside mainline rail stations
- Roadshow events and drop in sessions, these will also provide an opportunity for residents and workers to discuss transport issues with City officers

Stakeholders will be encouraged to promote the survey through their networks. Members will be provided with materials to enable them to promote the survey.

6. The results from the survey will inform the development of the Transport Strategy Vision and Objectives (which will be subject to further consultation in June and July) and the draft Transport Strategy and Local Implementation Plan (which will both be subject to consultation on November and December).

## **Conclusion**

7. Members are asked to approve the draft survey, which will go live on 5 February. Subject to the extent of Member comments it may be possible to launch the survey in the week beginning 29 January.

## **Appendices**

Appendix 1 – Draft Transport Strategy survey questions

## **Background Papers**

Transport Strategy – Stakeholder Engagement Plan, 08/12/17

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## Appendix 1

### Draft Transport Strategy survey questions

**1. Are you responding as an:**

- ☐ Individual
- ☐ On behalf of an organisation  
Please specify.....

**2. Do you:**

*(tick all that apply)*

- ☐ live in the City
- ☐ work in the City
- ☐ drive professionally in the City, e.g. Taxi driver, delivery driver
- ☐ visit the City for business
- ☐ visit the City for leisure
- ☐ travel through the City
- ☐ other  
Please specify.....

**3. How often do you travel to/from and within the City?**

*(tick one)*

- ☐ 5–7 days a week
- ☐ 3-4 days a week
- ☐ 1-2 days a week
- ☐ 1-2 days a month
- ☐ Less than once a month
- ☐ Never

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**4. What modes of travel do you use to travel to/from the City?**

*(tick all that apply)*

- ☐ Bus
- ☐ Bicycle
- ☐ By river
- ☐ By walking
- ☐ Company van/lorry
- ☐ Motorcycle/moped
- ☐ Private car/van
- ☐ Private Hire Vehicle/ Mini cab driver (ONLY SHOWS IF TICKED 'DRIVES PROFESSIONALLY' IN QU.2)
- ☐ Private Hire Vehicle/Mini cab - e.g. Uber, Addison Lee
- ☐ Taxi (Black Cab) driver (ONLY SHOWS IF TICKED 'DRIVES PROFESSIONALLY' IN QU.2)
- ☐ Taxi (Black Cab)
- ☐ Train/Underground/DLR

**5. What modes of travel do you use to travel around the City?**

*(tick all that apply)*

- ☐ Bus
- ☐ Bicycle
- ☐ By river
- ☐ By walking
- ☐ Company van/lorry
- ☐ Motorcycle/moped
- ☐ Private car/van
- ☐ Private Hire Vehicle/ Mini cab driver (ONLY SHOWS IF TICKED 'DRIVES PROFESSIONALLY' IN QU.2)
- ☐ Private Hire Vehicle/Mini cab - e.g. Uber, Addison Lee
- ☐ Taxi (Black Cab) driver (ONLY SHOWS IF TICKED 'DRIVES PROFESSIONALLY' IN QU.2)
- ☐ Taxi (Black Cab)

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**6. Thinking about the experience of being on City's streets, please rate your responses to the following questions on a scale from 1 – 10.**

**ORDER WILL BE RANDOMISED**

*(1 being the worst/most negative and 10 being the best/most positive)*

- ☐ How clean do you think the air is?
- ☐ How intimidated do you feel by traffic?
- ☐ How safe from crime and anti-social behaviour do you feel?
- ☐ How noisy do you find the streets?
- ☐ How easy do you find the streets to cross?
- ☐ How easy do you think it is to find shelter, for example if it was sunny or raining?
- ☐ How easy would it be to find somewhere to sit or rest if you needed to?
- ☐ How enjoyable do you find being on City streets?
- ☐ How accessible do you think the City's streets are for people of all ages and abilities?

**7. Overall, do you think the amount of traffic in the City is too high?**

*(tick one)*

- ☐ Yes
- ☐ No
- ☐ I don't know

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**8. Which of the following types of vehicle do you think there are too many of?**

*(tick all that apply)*

ONLY SHOWN IF ANSWERED YES TO PREVIOUS QUESTION  
ORDER WILL BE RANDOMISED

- ☐ Private car
- ☐ Mini-cabs
- ☐ Taxis
- ☐ Buses
- ☐ Vans
- ☐ Lorries
- ☐ Cycles
- ☐ Motorbikes/mopeds
- ☐ I don't know

**9. Why do you think the amount of traffic in the City is an issue?**

ONLY SHOWN IF ANSWERED YES TO QUESTION 7

*(tick all that apply)* ORDER WILL BE RANDOMISED

- ☐ It delays buses
- ☐ It contributes to poor air quality
- ☐ It discourages people from spending time outside
- ☐ It discourages people from cycling
- ☐ It discourages people from walking
- ☐ It makes the streets feel dominated by motor vehicles
- ☐ It delays taxis/ minicabs
- ☐ It delays private cars
- ☐ It delays deliveries and servicing
- ☐ It creates an unpleasant street environment
- ☐ It makes streets too noisy
- ☐ I don't know
- ☐ Other  
Please specify.....

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**10. Thinking about the different users of the City's streets, in what order do you think they should be prioritised?**

DRAG AND DROP, ORDER WILL BE RANDOMISED

- ☐ Pedestrians
- ☐ Cyclists
- ☐ Private cars
- ☐ Motorcyclists and mopeds
- ☐ Taxis
- ☐ Private hire vehicles
- ☐ Delivery and servicing vehicles
- ☐ Buses

**11. Thinking about the different uses of the City's street space, in what order do you think they should be prioritised?**

DRAG AND DROP, ORDER WILL BE RANDOMISED

- ☐ Moving people
- ☐ Moving goods
- ☐ Car/van parking
- ☐ Moped/motorcycle parking
- ☐ Cycle parking
- ☐ Loading bays
- ☐ Taxi ranks
- ☐ Seating and places to stop
- ☐ Green space and planting

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**12. Please complete the following statements based on your experience/perception of walking in the City**

- ☐ The amount of time people walking must wait at pedestrian crossings is \_\_\_\_\_  
(*too long / acceptable / too short*)
- ☐ The amount of time people walking are given to cross a pedestrian crossing is \_\_\_\_\_ (*too long / acceptable / too short*)
- ☐ The walking environment in the City is \_\_\_\_\_ (*pleasant / acceptable / unpleasant*)
- ☐ The share of street space given to people walking is \_\_\_\_\_ (*too small / adequate / too great*)
- ☐ People walking are \_\_\_\_\_ (*under / adequately / over*) prioritised on City streets

**13. When walking, when do you feel pavements are overcrowded?**

ONLY SHOWN IF ANSWERED YES TO WALKING AROUND THE CITY IN QUESTION 4 AND/OR 5

(tick all that apply)

- ☐ All day
- ☐ At lunchtime
- ☐ In the morning rush hour
- ☐ In the evening rush hour
- ☐ Never
- ☐ Other  
Please specify .....

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**14. Please complete the following statements based on your experience/perception of cycling in the City**

- ☐ The cycling experience in the City is \_\_\_\_\_ (*pleasant / acceptable / unpleasant*)
- ☐ The share of street space given to people cycling is \_\_\_\_\_ (*too small / adequate / too great*)
- ☐ People cycling are \_\_\_\_\_ (*under / adequately / over*) prioritised on City streets

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**15. If you could change one thing to improve your experience on the City's streets, what would it be?**  
(*open text answer*)

**16. Do you have any other comments?**  
(*open text answer*)

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**About You:**

**17. Is your day-to-day travel limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?**

- ☐ Yes, limited a lot
- ☐ Yes, limited a little
- ☐ No
- ☐ Prefer not to say

**18. What is your age?**

- ☐ 6 – 12 years
- ☐ 13 – 18 years
- ☐ 19 – 24 years
- ☐ 25 – 34 years
- ☐ 35 – 44 years
- ☐ 45 – 54 years
- ☐ 55 – 64 years
- ☐ 65+ years
- ☐ Prefer not to say

**19. What is your gender?**

- ☐ Female
- ☐ Male
- ☐ Prefer not to say
- ☐ Prefer to self-describe \_\_\_\_\_

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You said that your day-to-day travel is limited because of a health problem or disability.

[THIS SECTION ONLY SHOWN IF TICKED YES IN QU 20](#)

Please answer the following questions on travelling to/from and around the City on a scale of 1-10.

*(1 being most difficult and 10 being the easiest)*

How easy do you find it to travel to/from the City?

How easy do you find it to travel around the City?

What barriers do you experience when travelling to/from and within the City?

[OPEN COMMENT BOX](#)

<b>Committee:</b>	<b>Date:</b>
Local Plans Sub (Planning and Transportation) Committee	26/01/2018
<b>Subject:</b> Transport Strategy – City Streets exhibition	<b>Public</b>
<b>Report of:</b> Carolyn Dwyer, Director of the Built Environment	<b>For Information</b>
<b>Summary</b>  The report provides an update on the <i>City Streets: Transport for a changing Square Mile</i> exhibition that will be displayed at the City Centre between 5 February and 31 March.  It also provides details of stakeholder workshops that will be held at the City Centre while the exhibition is running.  <b>Recommendations</b>  Members are asked to note the report.	

## **Main Report**

### **Background**

1. The Transport Strategy aims to define the City of London Corporation's vision and priorities for transport over the next 25 years. The work to develop the Strategy will incorporate the drafting of the statutory Local Implementation Plan (LIP).
2. Significant engagement with a wide range of stakeholders is necessary to inform the development of the Strategy and ensure it meets the needs of City businesses, residents, workers and visitors.

### **City Streets exhibition**

3. The *City Streets: Transport for a changing Square Mile* exhibition will run from 5 February to 31 March at the City Centre.
4. *City Streets* explores some of the transport challenges facing the City of London. It considers how the use of streets might change in an age of significant growth, fast-moving technological development and changing travel habits.

5. The exhibition will be open to the public during the City Centre's normal opening hours. It will help raise awareness of the transport challenges facing the City and promote the online survey and Transport Strategy more generally. The City Centre and NLA will promote both the exhibition and survey through their networks, email lists and social media.
6. The exhibition design will provide the identity for other engagement materials, such as presentations, flyers, mobile exhibits, adverts and social media.
7. The City Centre will also act as a base for other engagement activities, including stakeholder workshops (details below), an Active City Network reception (evening of 21 March) and advertised drop in sessions staffed by officers from the Strategic Transportation team.
8. The exhibition will be made up of twelve panels, a wall display, videos and an interactive voting system. An overview of the exhibition identity and layout is provided in Appendix 1. The draft text for the display panels can be found in Appendix 2.

### **Stakeholder workshops**

9. Six stakeholder workshops are scheduled to be held over the course of February and March.
10. The workshops will provide an opportunity for stakeholders to highlight issues and concerns relating to transport and streets, consider how these might be addressed and discuss future priorities for transport.
11. A timetable for the workshops is set out below. Members of the Sub-committee are invited to attend all workshops.

<b>Workshop</b>	<b>Stakeholder groups invited</b>	<b>Provisional Date</b>
1	Development/property sector	28 February (PM)
2	Transport user groups	6 March (PM)
3	Freight and logistics	13 March (PM)
4	Professional drivers	14 March (PM)
5	City businesses, culture, schools and hospital	15 March (AM & PM)
6	GLA, TfL, neighbouring boroughs	22 March (PM)

## **Appendices**

Appendix 1 – Exhibition identity and layout

Appendix 2 – Draft display panel text

## **Background Papers**

Transport Strategy – Stakeholder Engagement Plan, 08/12/17

## **Bruce McVean**

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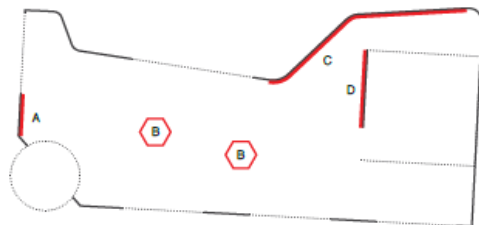
## Appendix 1

### Exhibition identity and layout





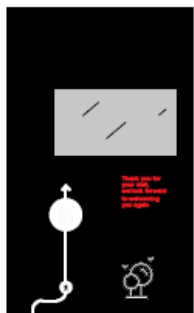
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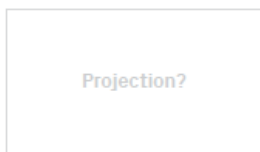
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## **Appendix 2**

### **Draft display panel text**

#### **PART 1: Context**

##### **Panel 1 – City Streets: transport for a changing Square Mile (Title and Infographic)**

This exhibition explores some of the transport challenges facing the City of London. It considers how the use of City streets might change in an age of significant growth, fast-moving technological development and changing travel habits.

##### **Panel 2 – Street space, a limited resource**

###### **IMAGES: Historic map overlaid with current street layout**

The City's street layout is largely Medieval. It remained unchanged when the City was rebuilt after the Great Fire of 1666. It is not likely to change in the future.

The atmospheric jumble of narrow streets and lanes are one of the City's defining features. These streets must accommodate the movement of people and vehicles to and through the City whilst providing space for parking and loading. Streets are also public spaces, where people can meet, linger, rest, and enjoy the City.

The City's streets were busy with people and traffic long before the age of the motor car. Today more people than ever are walking on them. Managing competing demands for finite street space is the main transport challenge facing the City of London. How this challenge is resolved will have a significant impact on the experience of living and working in or visiting the Square Mile.

##### **Panel 3 – How streets have changed**

###### **IMAGES: Four project images with captions**

While the overall street layout of the City may not have changed much over the years, the way streets look, feel and are used has. Since the 1980s there has been a shift away from the car-orientated design of the 60s and 70s. These changes have placed greater emphasis on the needs of people walking, cycling and using public transport. They also recognise that streets have a role as places, as well as arteries for movement.

Images and captions for:

- Ring of Steel
- Aldgate
- Quietway
- Public realm project

##### **Panel 4 – How travel has changed**

###### **IMAGES: Infographic showing changing travel patterns**

Motor traffic in the City of London has been falling since the late 1990s – bucking the trend of the rest of the country. Improvements to public transport, the ‘Ring of Steel’ and the introduction of the Congestion Charge in 2003 have helped reduce the number of motor vehicles in the Square Mile.

By the 2011 census, fewer than five per cent of City workers said that they drove to work. The vast majority of people travel to the City by National Rail or on the Tube before walking to their final destination. Walking is the dominant mode of travel within the City, with over 750,000 walked journeys a day.

In recent years there has been a significant growth in the number of people cycling in the City. People on bikes now make up a quarter of traffic on City streets. This figure can rise to over 50 per cent on major streets during rush hour.

### **Panel 5 – A global trend**

#### **IMAGES: Four images with captions**

The push to reduce traffic and create more attractive and liveable streets is not unique to the City of London. Across the world cities are recognising the need to improve health, reduce pollution and tackle congestion by transforming the experience of walking, cycling and spending time on their streets.

- London – Archway

The Mayor of London is aiming to reduce the amount of traffic across London and make the Capital’s streets more attractive places. The Healthy Streets Approach will make walking, cycling and using public transport the easiest and most appealing ways to travel for most journeys in London.

- New York – Plazas

New York has led the way with trialling low-cost, easy-to-introduce pedestrian plazas. Working only with paint and patio furniture to create new public spaces and make streets safer places walk and cycle.

- Paris – Seine Right Bank

Paris has removed traffic from the right bank of the Seine as part of the city’s plan to reduce the amount of space dedicated to cars. Eventually the Mayor of Paris hopes to make the centre of the city a largely pedestrian space, with motor vehicle access restricted to residents, deliveries and emergency services.

- Barcelona - Superblocks

Barcelona’s grid of streets has allowed the city to experiment with limiting the number of vehicles using local streets to create people-friendly ‘superblocks’. The trial maintains vehicle access to all streets, but restricts through traffic. Deliveries are switched to low emission vehicles and bikes at the edge of the block.

### **Panel 6 – A growing City**

#### **IMAGES: Most recent City Skyline shots**

Over 1.25 million square metres of new commercial office space is currently under construction in the City. This, together with the opening of the Elizabeth Line later

this year, will lead to more people travelling on City streets, and in particular more people walking, and increased demand for high quality public spaces. More workers also means more deliveries and servicing of offices, shops, pubs, cafes and restaurants.

A high-quality street network is fundamental for maintaining the City's status as a world-leading place to do business. The next section of this exhibition considers some of the challenges that will need to be addressed over the next 25 years to ensure the City remains a great place to live, work and visit.

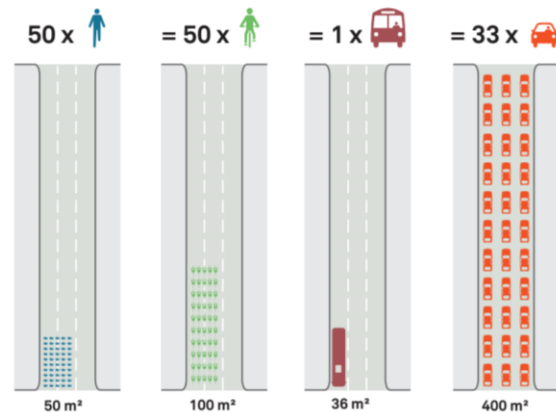
## Part 2: Challenges

### Panel 7 – Moving people

**IMAGES:** Infographic showing use of space by different modes, e.g.

#### Space Occupied by 50 People

While a bus needs three times as much space as a car, its carrying capacity per lane is unrivaled among other on-street modes. As land in urban areas becomes increasingly scarce, use the space within the street most efficiently to serve the largest number of people.



As the City grows it will be essential to facilitate the movement of people by the most efficient modes of transport. Most people currently travel to and around the City on foot, by bike or public transport.

However, pavements are already overcrowded in places. People cycling must share busy streets with motor vehicles and buses can be delayed by other traffic. Should people walking, cycling and using buses be given more space and priority on City streets, particularly during the busiest times of day?

### Panel 8 – Moving goods

**IMAGES:** UPS van unloading

Deliveries and servicing are an essential part of a thriving business district– keeping lifts in operation, beer in pubs and paper in the printers.

Most goods and services are currently moved around during the working day in light vans. This has a significant impact on traffic in the City and contributes to noise, air pollution and road danger. It is estimated that the movement of freight accounts for more than a fifth of daytime traffic in the Square Mile. Should the number of deliveries during the working day be restricted?

### Panel 9 – Space for place

**IMAGES:** Before and after St Pauls church yard/coach park

The City's streets play a vital role in providing places for workers, residents and visitors to meet, eat and drink, or just appreciate the unique character of the Square Mile. Attractive and safe public spaces, with seating and things to see and do are a vital ingredient of a modern city.

As the City's daytime population grows, the need for more public space grows with it. Allocating space to new and improved public spaces may come at the expense of moving and parking vehicles. With space at such a premium in the City, this may mean closing certain streets to traffic, either permanently or at certain times.

## **Panel 10 – Safe streets**

### **IMAGES: Good walking and cycling image**

The City Corporation takes a road danger reduction approach to making streets safer. This means encouraging walking and cycling while reducing the risks posed by motor vehicles. Achieving this will require significantly reducing the conflict between motor vehicles (especially large vehicles) and people on foot and on bikes.

The security of the City and the people living and working in the Square Mile has always been a high priority. The 'Ring of Steel' was introduced in the 1990s, and new security measures are being installed around new buildings. The nature of the threats facing the City have changed over time. Area-based measures that reduce the risk of vehicle attacks in crowded areas are increasingly seen as the best way to protect the City.

## **Panel 11 – A technological revolution?**

### **IMAGES: City Centre to provide**

The next 25 years are likely to see major changes in transport technology. Vehicles will increasingly be connected and automated, and new transport services are likely to emerge. New technology can present great opportunities for travel and transport, but also presents challenges over how these new advancements are managed and controlled.

Electric and zero emission vehicles can help improve air quality, but an electric car or van still contributes to traffic congestion and some pollutants, as well as posing a danger to people on foot or bike. Automated vehicles may be able to use street space more efficiently and reduce collisions, but will they lead to more people choosing to travel privately rather than using public transport?

## **Panel 12 – Have your say**

### **IMAGES: Good shot of busy street showing different uses**

With no new street space available, but increasing demands on existing space, the City must decide how to prioritise the various users of streets. Different users of the City's streets have varying expectations of how those streets should perform and which uses are prioritised.

Whether you're visiting the City for the first time, or have lived or worked here for years, we'd like to hear your views on streets and transport in the Square Mile. Help to transform your City by completing this short survey [LINK AND QR CODE](#)

The survey results will help inform the City of London's Transport Strategy. For more information on the Strategy please visit [LINK](#)

## **Part 3 – Wall displays**

### **Wall vinyl – How many people do our streets move?**

**IMAGES:** Map of City showing people movement mode share + video

Everyone knows that the City's streets are busy places. This hustle and bustle is one of the things that makes the Square Mile a unique part of London. The map to the right shows the number of people traveling along five streets between 7am and 7pm, and how they travel. We know the number of people travelling will grow in the future. How they travel may also need to change.

### **Voting system – What are the top three transport issues facing the City?**

1. Improving air quality
2. Making streets safer
3. Improving the walking experience
4. Improving the cycling experience
5. Making bus journeys quicker
6. Reducing the amount of traffic
7. Providing more seating and public space
8. Managing deliveries and servicing
9. Making it easier to find a Taxi

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